



# 2040

## REGIONAL TRANSPORTATION PLAN and Sustainable Communities Strategy





# **FINAL**

**2040 Regional Transportation Plan & Sustainable Communities Strategy**

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# Contents

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Chapter 1	Executive Summary .....	1-1
Chapter 2	Vision & Scope .....	2-1
	2.1 Purpose.....	2-1
	2.2 Legal Authority & Requirements .....	2-3
	2.3 Issues & Challenges .....	2-13
Chapter 3	Setting & Background.....	3-1
	3.1 Geography & Resources.....	3-2
	3.2 Population .....	3-24
	3.3 Economy & Employment.....	3-52
	3.4 Transportation System / Existing Infrastructure & Needs .....	3-59
Chapter 4	Policy Element.....	4-1
	4.1 Plan Goals & Objectives .....	4-1
	4.2 Policies.....	4-4
	4.3 Indicators / Performance Measures .....	4-14
Chapter 5	Planning Process .....	5-1
	5.1 Integrated Planning Program .....	5-1
	5.2 Public Input .....	5-4
	5.3 Technical Methodology .....	5-13
Chapter 6	Sustainable Communities Strategy & Performance Element .....	6-1
	6.1 Description of Alternative Scenarios Studied .....	6-3
	6.2 Preferred Scenario / Sustainable Communities Strategy.....	6-6
	6.3 Land Uses & Housing Need.....	6-7
	6.4 Transportation Network.....	6-29
	6.5 Protection of Resources & Farmland .....	6-31
	6.6 Performance Results.....	6-41
Chapter 7	Action Element .....	7-1
	7.1 Transportation Projects, Programs, & Strategies.....	7-7
	7.2 Congestion Management Program .....	7-21
	7.3 State Implementation Plan & Transportation Control Measures .....	7-24
	7.4 Intermodal Connectivity.....	7-25
	7.5 Goods Movement.....	7-25
	7.6 Coordinated Public Transit – Human Services Transportation .....	7-26

7.7 Measure A.....	7-27
7.8 Safety & Security Programs.....	7-29
7.9 Environmental Mitigation Program.....	7-33
7.10 Enhanced Transit Strategy.....	7-47
7.11 Illustrative Projects (Unconstrained).....	7-50
Chapter 8 Financial Element.....	8-1
8.1 Funding Sources.....	8-1
8.2 Estimated Project Costs by Project Type & Demonstration of Fiscal Constraint.....	8-7
Chapter 9 Conclusions.....	9-1
9.1 Charting a Course Toward Regional Sustainability & Prosperity.....	9-1
9.2 Regional Transportation Needs & Fiscal Constraints.....	9-2
9.3 Future Work & Tool Enhancements.....	9-2
9.4 Regional Coordination.....	9-3
Appendix A Glossary & Acronyms.....	A-1
Appendix B Public Participation.....	B-1
B.1 State Requirements.....	B-1
B.2 Federal Requirements.....	B-4
B.3 Stakeholders.....	B-8
B.4 Public Participation Plan.....	B-15
Appendix C Noticing & Public Comments.....	C-1
C.1 Noticing & Meeting Materials.....	C-1
C.2 Public Comments During Initial Public Draft Plan Preparation.....	C-66
C.3 Public Comments on Draft RTP-SCS with SBCAG Responses.....	C-113
C.4 Public Comments on Draft EIR for RTP-SCS.....	C-200
C.5 Comments from Public Comment Meeting & Public Hearings.....	C-238
Appendix D Technical Methodology.....	D-1
D.1 Land Use, Travel & Emissions Models.....	D-1
D.2 Regional Greenprint Methodology.....	D-12
D.3 Capabilities & Limitations.....	D-16
D.4 Technical Methodology Memorandum Submitted to Air Resources Board.....	D-20
D.5 Scenario Performance Results.....	D-39
Appendix E RTP Project Lists.....	E-1
E.1 Programmed Projects List - Measure A Projects.....	E-1
E.2 Programmed Projects List - Other Projects.....	E-8

E.3 Planned Projects List.....	E-17
E.4 Illustrative Projects List.....	E-28
E.5 Airport Projects List.....	E-32
Appendix F Revenue Sources.....	F-1
F.1 Federal Funds.....	F-1
F.2 Federal Transit Funds.....	F-6
F.3 State Funds .....	F-12
F.4 Regional Funds.....	F-18
F.5 Local Funds .....	F-21
Appendix G Adopting Resolution .....	G-1

## Tables

---

Table 1: Population Growth 2000-2010, Santa Barbara County Jurisdictions.....	2-21
Table 2: Population Forecast 2010-2040, Santa Barbara County.....	2-21
Table 3: Santa Barbara County Travel Characteristics .....	2-23
Table 4: Potentially Disadvantaged Populations in Santa Barbara County—Poverty, Age, Disability.....	2-27
Table 5: Potentially Disadvantaged Populations in Santa Barbara County—Race.....	2-29
Table 6: Potentially Disadvantaged Populations in Santa Barbara County—Hispanic or Latino.....	2-30
Table 7: Multi-Modality in Santa Barbara County Jurisdictions .....	2-56
Table 8: Countywide Summary of Generalized Land Use Categories .....	3-5
Table 9: Summary of UCSB 2025 Long Range Development Plan .....	3-15
Table 10: Santa Barbara Communities Population, Area and Density, 2010.....	3-18
Table 11: Supervisorial Districts Population and Area.....	3-19
Table 12: 2010 Census Housing Unit Mix .....	3-29
Table 13: Santa Barbara County Physical Housing Characteristics for Occupied Housing Units .....	3-29
Table 14: Regional Housing Need Allocation 2014-2022.....	3-33
Table 15: Monthly Housing Costs as a Percentage of Household Income, Owner-occupied Housing Units .....	3-38
Table 16: Monthly Housing Costs as a Percentage of Household Income, Renter-Occupied Units .....	3-38
Table 17: Largest Employers in Santa Barbara County .....	3-57
Table 18: Employment Forecast by Sector, Santa Barbara County, 2010-2040 (1,000's).....	3-59
Table 19: Estimated Mileage* of Maintained Public Roads and VMT by Jurisdiction in Santa Barbara County .....	3-60
Table 20: National Highway System Roadways in Santa Barbara County.....	3-62
Table 21: Volume/Capacity Ratios .....	3-71



Table 22: Class I, II, and III Bikeways .....	3-99
Table 23: Public Transit Services in Santa Barbara County.....	3-111
Table 24: Transit Dependency Indicators.....	3-116
Table 25: Public Airport Operating Statistics and Characteristics .....	3-126
Table 26: Future Projected Annual Aircraft Operations.....	3-127
Table 27: SBCAG 2040 RTP-SCS Goals, Objectives, and Performance Measures.....	4-15
Table 28: 2010-2040 Units & Acreage by Housing Type – Future Baseline and Preferred Scenario .....	6-19
Table 29: 2010-2040 Jobs & Household Distribution – Future Baseline Scenario.....	6-20
Table 30: 2010-2040 Household & Jobs Distribution – Preferred Scenario .....	6-20
Table 31: RGF Household Growth vs. UPlan Land Use Capacity – Preferred Scenario.....	6-22
Table 32: 2010-2040 Household and Jobs Distribution – Preferred Scenario.....	6-22
Table 33: RHNA Housing Need vs. UPlan Land Use Capacity – Preferred Scenario.....	6-28
Table 34: Transportation Projects Selected for Evaluation.....	6-30
Table 35: Transportation Project Evaluation Results – Preferred Scenario .....	6-31
Table 36: Performance Results – Preferred Scenario.....	6-42
Table 37: 2010-2040 ADT, VMT, VHT, CVMT – Future Baseline and Preferred Scenario .....	6-54
Table 38: Environmental Justice Indicators, Definitions and Thresholds .....	6-97
Table 39: Census Poverty Thresholds for 2012 by Size of Family and Number of Related Children Under 18 Years ....	6-99
Table 40: Average Travel Time, Total Population and Communities of Concern.....	6-112
Table 41: Peak Work Trips <30 Minutes, Total Population and Communities of Concern.....	6-113
Table 42: Transit Access, Total Population and Communities of Concern.....	6-113
Table 43: Proximity to Amenities within 5 Minutes Travel Time, Total Population and Communities of Concern .....	6-114
Table 44: Current State Ambient Air Quality Standards for Particle Matter.....	6-117
Table 45: On-Road Mobile Source Toxics Forecast Comparison .....	6-118
Table 46: Comparison of Land Area within 500 and 1,000 Feet of the U.S. 101 Corridor.....	6-122
Table 47: Comparison of Forecast Population Growth Percentages within 500 Feet of U.S. 101 Corridor .....	6-122
Table 48: Comparison of Forecast Population Growth Percentages within 1,000 Feet of 101 Corridor .....	6-122
Table 49: VISION 2030 Projects Completed .....	7-3
Table 50: Criteria for Regional Significance .....	7-9
Table 51: State Airport Project Priority Ranking Matrix .....	7-14
Table 52: Congestion Management Program Goals .....	7-22
Table 53: Projects Submitted for FY 12/13 Proposition 1B Transit Security Grant Program Funding.....	7-32
Table 54: Select Habitat Restoration Projects.....	7-35
Table 55: Farms, Ranches, & Private Open Spaces.....	7-42

Table 56: Preserves and Properties Open to the Public.....	7-42
Table 57: 2040 RTP-SCS Estimated Project Costs by Mode.....	8-11
Table 58: 2040 RTP-SCS Cost/Revenue Balance .....	8-15
Table 59: Public Workshop Scenario Poll Tally .....	C-66
Table 60: Commenters on Draft RTP-SCS.....	C-113
Table 61: RGF Household Growth vs. UPlan Land Use Capacity – Preferred Scenario.....	C-131
Table 62: RHNA Housing Need vs. UPlan Land Use Capacity – Preferred Scenario.....	C-131
Table 63: Commenters on Draft EIR for RTP-SCS .....	C-200
Table 64: UPlan Land Use Categories .....	D-2
Table 65: UPlan and Travel Model Parameters.....	D-4
Table 66: RTP Project Evaluation Criteria .....	D-7
Table 67: VMT Adjustments to 2005 and 2011 Baseline Years .....	D-9
Table 68: Year 2010 Inter-regional VMT Based on "50/50 IX-XI Split" With Neighboring Counties .....	D-10
Table 69: GIS Layers and Data Sources.....	D-14
Table 70: GIS Layers and Data Sources Continued.....	D-15
Table 71: Performance Results for Scenario 1: Future Baseline (Business as Usual).....	D-39
Table 72: Performance Results for Scenario 2: No Project .....	D-40
Table 73: Performance Results for Scenario 3: TOD/Infill (Equivalent Results to Preferred Scenario 3+: TOD/Infill + Enhanced Transit Strategy) .....	D-41
Table 74: Performance Results for Scenario 5: Blended Infill / Urban Area Expansion .....	D-42
Table 75: Performance Results for Scenario 6: North-County Weighted Jobs, South-County Weighted Housing .....	D-44
Table 76: Performance Results for Scenario 7: TOD/Infill + Enhanced Transit.....	D-45

## Figures

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Figure 1: Performance Measures – Preferred Scenario vs. Future Baseline Scenario .....	1-4
Figure 2: Workers Commuting into Santa Barbara County .....	2-15
Figure 3: New Residential Dwelling Units Approved in Santa Barbara County, January 2000 - December 2009.....	2-16
Figure 4: Residential Units in the Pipeline by Jurisdiction and Dwelling Type as of December 2012 .....	2-17
Figure 5: Median Home Prices, 2004-2010.....	2-18
Figure 6: Median Gross Rent, Cities in Santa Barbara County .....	2-19
Figure 7: Age Distribution in Santa Barbara County, 2000 and 2010.....	2-20
Figure 8: Annual Average Gasoline Price in California, 1970-2010 (Adjusted for Inflation) .....	2-24
Figure 9: California Gasoline Sales: Annual Net Taxable Gasoline Gallons .....	2-25

Figure 10: California Annual Population .....	2-25
Figure 11: On-Road Mobile Source Emissions of CO <sub>2</sub> in Santa Barbara County* .....	2-35
Figure 12: Trends in Daily Vehicle Miles Traveled .....	2-35
Figure 13: Trends in Fuel Consumption .....	2-36
Figure 14: Future Baseline Passenger Vehicle CO <sub>2</sub> Emissions Comparison With and Without Pavley and Low Carbon Fuel Standards.....	2-39
Figure 15: Preferred Scenario Passenger Vehicle CO <sub>2</sub> Emissions Comparison With and Without Pavley and Low Carbon Fuel Standards.....	2-39
Figure 16: Fatal Collisions & Fatalities in Santa Barbara County, 2001-2010.....	2-44
Figure 17: Injury Collisions & Injuries in Santa Barbara County, 2001-2010.....	2-44
Figure 18: Santa Barbara County's Percentage of the State's Collisions, Fatalities, and Injuries.....	2-45
Figure 19: Top Commodities by Weight, Santa Barbara County, 2007.....	2-49
Figure 20: Top Commodities by Value, Santa Barbara County, 2007.....	2-50
Figure 21: Santa Barbara County Freight Mode Split by Weight (Tons), 2007 .....	2-51
Figure 22: Santa Barbara County Freight Mode Split by Value (Millions of Dollars), 2007 .....	2-51
Figure 23: Local Road Pavement Condition Index Categories.....	2-57
Figure 24: Generalized Land Use Categories .....	3-6
Figure 25: County-wide Population Forecast 2010-2040 .....	3-25
Figure 26: Out-of-County Residents Commuting into Santa Barbara County to Work.....	3-26
Figure 27: Santa Barbara County Residents Commuting out of Santa Barbara County to Work.....	3-27
Figure 28: Existing and Forecast 2010-2040 Population Growth .....	3-28
Figure 29: Housing Unit Change, 2000-2010 .....	3-31
Figure 30: Future Household Growth, 2010-2040 .....	3-31
Figure 31: Median Home Prices 2010, Santa Barbara, Ventura and San Luis Obispo Counties.....	3-34
Figure 32: 2010 Household Size Estimates.....	3-35
Figure 33: Percentage of Renter- and Owner-Occupied Households .....	3-35
Figure 34: 2000 and 2010 Countywide Age Distribution .....	3-36
Figure 35: 2010 Median Age .....	3-37
Figure 36: 2010 Over 65 Living Alone, 14,837 Total .....	3-37
Figure 37: County-wide Employment Forecast 2010-2040 .....	3-53
Figure 38: SBCAG Forecast 2010-2040 Employment Change by Economic Sector .....	3-54
Figure 39: 2010-2040 Employment Growth for Santa Barbara County Jurisdictions .....	3-58
Figure 40: Centerline Miles (1,000 Miles).....	3-61
Figure 41: Daily Vehicle Miles Traveled (1,000 Miles).....	3-61
Figure 42: Traffic Growth on State Routes .....	3-71

Figure 43: 2040 No Build ADT on South Coast 101 .....	3-76
Figure 44: South Coast 101 Existing (2010) PM Peak Period Traffic.....	3-77
Figure 45: South Coast 101 2040 No Build PM Peak Period Traffic .....	3-78
Figure 46: 2040 No Build ADT on North County 101.....	3-83
Figure 47: North County 101 Existing (2010) PM Peak Period Traffic .....	3-84
Figure 48: North County 101 2040 No Build PM Peak Period Traffic.....	3-84
Figure 49: Total Transit Ridership in Santa Barbara County, FY 1997/98-FY 2010/11.....	3-105
Figure 50: Outbound Freight, Santa Barbara County.....	3-125
Figure 51: Inbound Freight, Santa Barbara County.....	3-125
Figure 52: Enplanements at Santa Barbara Municipal Airport, 2000-2011 .....	3-130
Figure 53: Enplanements at Santa Maria Public Airport, 2000-2011.....	3-133
Figure 54: Phases of the 2040 RTP-SCS Public Participation Process .....	5-7
Figure 55: Scenarios Pyramid .....	6-6
Figure 56: 2010-2040 Household Distribution – Preferred Scenario .....	6-23
Figure 57: 2010-2040 Jobs Distribution – Preferred Scenario.....	6-23
Figure 58: Passenger Vehicle CO <sub>2</sub> Emissions per Capita.....	6-47
Figure 59: On-Road Reactive Organic Gas (ROG) Emissions.....	6-48
Figure 60: On-Road Oxides of Nitrogen (NO <sub>x</sub> ) Emissions .....	6-48
Figure 61: Criteria Pollutant Emissions per Capita .....	6-49
Figure 62: On-Road Motor Vehicle Fuel Consumption.....	6-50
Figure 63: On-Road Motor Vehicle Fuel Consumption per Capita .....	6-50
Figure 64: U.S. 101 AM Peak Period Congested Lane Miles – 2040 Future Baseline and Preferred Scenarios.....	6-55
Figure 65: U.S. 101 PM Peak Period Congested Lane Miles – 2040 Future Baseline and Preferred Scenarios.....	6-55
Figure 66: Traffic Growth on Selected State Route Locations – 2040 Future Baseline and Preferred Scenario .....	6-58
Figure 67: Total Traffic Growth on State Routes – 2040 Future Baseline and Preferred Scenario .....	6-61
Figure 68: Total Traffic Growth on U.S. 101 – 2040 Future Baseline and Preferred Scenario.....	6-61
Figure 69: Total Traffic Growth on State Routes – 2040 Future Baseline and Preferred Scenario .....	6-62
Figure 70: Traffic Growth on South Coast 101 - 2040 Future Baseline and Preferred Scenario.....	6-65
Figure 71: South Coast 101 - 2040 Future Baseline Scenario - PM Peak Period Traffic .....	6-66
Figure 72: South Coast 101 - 2040 Preferred Scenario - PM Peak Period Traffic .....	6-71
Figure 73: Traffic Growth on South Coast Arterials - 2040 Future Baseline and Preferred Scenario.....	6-73
Figure 74: Traffic Growth on North County 101 - 2040 Future Baseline and Preferred Scenario .....	6-77
Figure 75: North County 101 - 2040 Future Baseline Scenario - PM Peak Period Traffic.....	6-79
Figure 76: North County 101 - 2040 Preferred Scenario - PM Peak Period Traffic.....	6-80

Figure 77: Traffic Growth on Santa Maria Area Arterials - 2040 Future Baseline and Preferred Scenario .....	6-84
Figure 78: Traffic Growth on Lompoc Area Arterials - 2040 Future Baseline and Preferred Scenario .....	6-86
Figure 79: 2040 Weekday Transit Ridership Forecast – Future Baseline Scenario .....	6-94
Figure 80: 2040 Weekday Transit Ridership Forecast – Preferred Scenario .....	6-95
Figure 81: PM <sub>10</sub> Air Quality Measurements 2003-2012 (State Annual Average).....	6-117
Figure 82: PM <sub>2.5</sub> Air Quality Measurements 2003-2012 (State Annual Average).....	6-118
Figure 83: SBCAG Traveler Information Website.....	7-20
Figure 84: 2040 RTP-SCS Revenues by Source—Federal, State, Regional, Local.....	8-2
Figure 85: 2040 RTP-SCS Revenues by Source—Measure A, Other .....	8-7
Figure 86: 2040 RTP-SCS Project Costs by Mode.....	8-9
Figure 87: Interaction between UPlan Land Use Model and SBCAG Travel Demand Model .....	D-11

## Maps

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Map 1: Intra-County Commuting .....	2-14
Map 2: Inter-County Commuting .....	2-15
Map 3: Emergency Department Visits Due to Asthma by Zip Code, 2009 .....	2-46
Map 4: Emergency Department Visits Due to Asthma in California by County, 2009 .....	2-47
Map 5: Major Freight Routes .....	2-52
Map 6: State Truck Network, Caltrans District 5.....	2-54
Map 7: Average Pavement Condition of Local Roads, by County, for 2008 and 2010.....	2-58
Map 8: Lompoc Valley .....	3-3
Map 9: Santa Maria Valley .....	3-3
Map 10: Santa Ynez Valley .....	3-4
Map 11: South Coast.....	3-4
Map 12: Countywide Land Use Categories .....	3-6
Map 13: City of Santa Maria Land Use Categories .....	3-7
Map 14: City of Lompoc Land Use Categories .....	3-8
Map 15: City of Buellton Land Use Categories.....	3-9
Map 16: City of Solvang Land Use Categories.....	3-10
Map 17: City of Goleta Land Use Categories .....	3-11
Map 18: City of Santa Barbara Land Use Categories.....	3-12
Map 19: City of Carpinteria Land Use Categories .....	3-13
Map 20: City Boundaries and Spheres of Influence, Santa Maria and Guadalupe .....	3-16

Map 21: City Boundaries and Spheres of Influence, Lompoc and Santa Ynez Valley .....	3-17
Map 22: City Boundaries and Spheres of Influence, South Coast.....	3-17
Map 23: County Supervisorial Districts.....	3-19
Map 24: North County Urban Area .....	3-21
Map 25: South Coast Urban Areas.....	3-22
Map 26: Santa Barbara County Land Status.....	3-23
Map 27: Very-Low and Low-Income Households, South Coast .....	3-40
Map 28: Very-Low and Low Income Households, City of Lompoc and Santa Ynez Valley.....	3-40
Map 29: Very-Low and Low Income Households, City of Santa Maria and Guadalupe .....	3-41
Map 30: Households below Poverty Level, South Coast.....	3-42
Map 31: Households below Poverty Level, City of Lompoc and Santa Ynez Valley .....	3-42
Map 32: Households below Poverty Level, City of Santa Maria and Guadalupe .....	3-43
Map 33: Location of Hispanic Population, South Coast.....	3-44
Map 34: Location of Hispanic Population, City of Lompoc and S.Y. Valley.....	3-44
Map 35: Location of Hispanic Population, City of Santa Maria and Guadalupe .....	3-45
Map 36: Location of Minority (Black, Asian, and Native American) Population, South Coast .....	3-46
Map 37: Location of Minority (Black, Asian, and Native Am.) Population, City of Lompoc and Santa Ynez Valley.....	3-46
Map 38: Location of Minority (Black, Asian, and Native American) Population, City of Santa Maria and Guadalupe .....	3-47
Map 39: Location of Households without a Vehicle, South Coast .....	3-48
Map 40: Location of Households without a Vehicle, City of Lompoc and Santa Ynez .....	3-48
Map 41: Location of Households without a Vehicle, City of Santa Maria and Guadalupe.....	3-49
Map 42: Locations of Persons Over 25 Years of Age without High a School Diploma, South Coast.....	3-49
Map 43: Locations of Persons Over 25 Years of Age Without a High School Diploma, City of Lompoc and Santa Ynez	3-50
Map 44: Locations of Persons Over 25 Years of Age Without a High School Diploma, City of Santa Maria and Guadalupe .....	3-50
Map 45: Households Where English is not Spoken Well, South Coast.....	3-51
Map 46: Households Where English is not Spoken Well, City of Lompoc and Santa Ynez .....	3-51
Map 47: Households Where English is not Spoken Well, City of Santa Maria and Guadalupe.....	3-52
Map 48: South Coast Job Centers .....	3-55
Map 49: Santa Ynez and Lompoc Valley Job Centers .....	3-55
Map 50: Santa Maria Valley Job Centers .....	3-56
Map 51: National Highway System, Santa Barbara County .....	3-63
Map 52: Strategic Highway Corridor Network, Santa Barbara County .....	3-63
Map 53: State Highways, Santa Barbara County .....	3-64

Map 54: Interregional Road System (IRRS), Santa Barbara County.....	3-65
Map 55: Scenic Highway System, Santa Barbara County.....	3-66
Map 56: Truck Network Routes, Santa Barbara County.....	3-66
Map 57: Truck Restrictions, Santa Barbara County .....	3-67
Map 58: Santa Barbara County .....	3-68
Map 59: Santa Barbara County Roadway Network.....	3-70
Map 60: Average Daily Traffic (ADT) Growth on State Routes .....	3-72
Map 61: Existing (2010) PM Peak Period Traffic.....	3-73
Map 62: 2040 No Build PM Peak Period Traffic .....	3-74
Map 63: South Coast 101 - Existing (2010) PM Peak Period Traffic – Milpas to Ventura County Line.....	3-79
Map 64: South Coast 101 - 2040 No Build PM Peak Period Traffic – Milpas to Ventura County Line .....	3-80
Map 65: South Coast 101 - Existing (2010) PM Peak Period Traffic – Santa Barbara & Goleta Areas .....	3-81
Map 66: South Coast 101 - 2040 No Build PM Peak Period Traffic – Santa Barbara & Goleta Areas.....	3-82
Map 67: Santa Maria Area Roadway Network.....	3-86
Map 68: Santa Maria Area - Existing (2010) PM Peak Period Traffic.....	3-87
Map 69: Santa Maria Area - 2040 No Build PM Peak Period Traffic .....	3-88
Map 70: Lompoc Area Roadway Network .....	3-91
Map 71: Lompoc Area - Existing (2010) PM Peak Period Traffic .....	3-92
Map 72: Lompoc Area - 2040 No Build PM Peak Period Traffic.....	3-93
Map 73: Santa Ynez Valley Roadway Network .....	3-96
Map 74: Santa Ynez Valley Area - Existing (2010) PM Peak Period Traffic.....	3-97
Map 75: Santa Ynez Valley Area - 2040 No Build PM Peak Period Traffic .....	3-98
Map 76: Traffic Solutions Bike Map, City of Carpinteria .....	3-100
Map 77: California Coastal Trail Status, Northern Santa Barbara County.....	3-101
Map 78: California Coastal Trail Status, Southern Santa Barbara County.....	3-101
Map 79: Amtrak Train and Thruway Bus Service, Santa Barbara County.....	3-120
Map 80: Hospital Heliports in Santa Barbara County .....	3-139
Map 81: Proposed Land Use Changes – City of Santa Barbara Area.....	6-10
Map 82: Proposed Land Use Changes – Goleta Area .....	6-11
Map 83: Proposed Land Use Changes – Lompoc Area .....	6-12
Map 84: Proposed Land Use Changes – Santa Maria Area.....	6-13
Map 85: Existing Transit Priority Areas – South Coast Region .....	6-15
Map 86: Future Transit Priority Areas – South Coast Region.....	6-16
Map 87: Future Transit Priority Areas – Santa Maria Region .....	6-17



Map 88: Future Transit Priority Areas – Lompoc Region.....	6-18
Map 89: 2010-2040 Household Distribution – Preferred Scenario – South Coast Region .....	6-24
Map 90: 2010-2040 Household Distribution – Preferred Scenario – Santa Maria Region.....	6-25
Map 91: 2010-2040 Household Distribution – Preferred Scenario – Lompoc Region .....	6-26
Map 92: 2010-2040 Household Distribution – Preferred Scenario – Santa Ynez Valley Region.....	6-27
Map 93: Farmland Categories .....	6-35
Map 94: Natural Resource Areas .....	6-36
Map 95: South Coast Open Space and Conservation Areas .....	6-37
Map 96: Gaviota and Santa Ynez Open Space and Conservation Areas .....	6-38
Map 97: Lompoc Valley Open Space and Conservation Areas.....	6-39
Map 98: Santa Maria Valley Open Space and Conservation Areas.....	6-40
Map 99: Average Daily Traffic (ADT) Forecast on State Routes – 2040 Future Baseline Scenario.....	6-59
Map 100: 2040 Future Baseline Scenario PM Peak Period Traffic .....	6-63
Map 101: 2040 Preferred Scenario PM Peak Period Traffic.....	6-64
Map 102: South Coast 101 - 2040 Future Baseline Scenario PM Peak Period Traffic – Milpas to Ventura County Line	6-68
Map 103: South Coast 101 - 2040 Future Baseline Scenario PM Peak Period Traffic – Santa Barbara & Goleta Areas	6-69
Map 104: 2040 Future Baseline Scenario PM Peak Period Traffic – Santa Barbara to Ventura.....	6-70
Map 105: South Coast 101 - 2040 Preferred Scenario PM Peak Period Traffic – Milpas to Ventura County Line.....	6-74
Map 106: South Coast 101 - 2040 Preferred Scenario PM Peak Period Traffic – Santa Barbara & Goleta Areas .....	6-75
Map 107: 2040 Preferred Scenario PM Peak Period Traffic – Santa Barbara to Ventura.....	6-76
Map 108: North County 101 - 2040 Future Baseline Scenario PM Peak Period Traffic .....	6-82
Map 109: North County 101 - 2040 Preferred Scenario PM Peak Period Traffic .....	6-83
Map 110: Lompoc Area - 2040 Future Baseline Scenario PM Peak Period Traffic.....	6-87
Map 111: Lompoc Area - 2040 Preferred Scenario PM Peak Period Traffic .....	6-88
Map 112: Santa Ynez Valley Area - 2040 Future Baseline Scenario PM Peak Period Traffic .....	6-90
Map 113: Santa Ynez Valley Area - 2040 Preferred Scenario PM Peak Period Traffic.....	6-91
Map 114: South Coast Communities of Concern, Minority and Poverty.....	6-102
Map 115: Santa Ynez Valley Communities of Concern, Minority and Poverty .....	6-102
Map 116: Lompoc Region Communities of Concern, Minority and Poverty .....	6-103
Map 117: Santa Maria Region Communities of Concern, Minority and Poverty.....	6-103
Map 118: South Coast Communities of Concern, No English/HS Diploma/Vehicle and Age 75+.....	6-104
Map 119: S.Y. Valley Communities of Concern, No English/HS Diploma/Vehicle and Age 75+.....	6-104
Map 120: Lompoc Region Communities of Concern, No English/HS Diploma/Vehicle and Age 75+ .....	6-105
Map 121: Santa Maria Region Communities of Concern, No English/HS Diploma/Vehicle and Age 75+.....	6-106

Map 122: Buffer Areas Adjacent to Route 101 and Communities of Concern, South Coast.....	6-119
Map 123: Buffer Areas Adjacent to Route 101 and Communities of Concern, Santa Maria Valley.....	6-120
Map 124: North County Measure A Projects .....	7-28
Map 125: South Coast Measure A Projects.....	7-29
Map 126: Large Wildlife Linkages in Santa Barbara County .....	7-36
Map 127: Estimated Conservation Priorities.....	7-40
Map 128: Important Farmland .....	7-41
Map 129: Proposed Land Use Changes – Santa Maria Area.....	C-133

## Chapter 1 Executive Summary

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This 2040 Regional Transportation Plan & Sustainable Communities Strategy plans how the Santa Barbara County region should meet its transportation needs for the 30-year period from 2010 to 2040, considering existing and projected future land use patterns as well as forecast population and job growth.

The Regional Transportation Plan & Sustainable Communities Strategy plans for and programs the approximately \$7.4 billion in revenues expected to be available to the region from all transportation funding sources over the course of the planning period. It identifies and prioritizes expenditure of this anticipated funding for transportation projects of all transportation modes: highways, streets and roads, transit, rail, bicycle and pedestrian, as well as transportation demand management measures and intelligent transportation systems. The Regional Transportation Plan & Sustainable Communities Strategy is “fiscally constrained.” That is, it plans only for those transportation projects that the region will be able to afford based on the transportation funding reasonably expected to be available.

The plan preserves local land use autonomy. There is no requirement that local General Plans be consistent with this Regional Transportation Plan & Sustainable Communities Strategy. Implementation of any contemplated land use changes is entirely at the discretion of the responsible local governments. Given inherent limitations, the 2040 RTP-SCS should be understood more as aspirational, than as predictive or prescriptive.

### WHY

Like all regional transportation agencies throughout California, the Santa Barbara County Association of Governments is required by federal and State law to prepare and update a Regional Transportation Plan every four years. The Regional Transportation Plan is a long-range transportation plan that must plan ahead for a minimum of twenty years.

As the result of a recent California law, Senate Bill 375, the Regional Transportation Plan for the first time now includes a Sustainable Communities Strategy as part of the plan. With the addition of the Sustainable Communities Strategy, the Santa Barbara County Association of Governments has integrated an analysis of population growth, land use, and housing need into the long-range transportation planning process. Thus the combined Regional Transportation Plan & Sustainable Communities Strategy strives to address transportation planning holistically, understanding transportation patterns in the context of existing and possible future land use and housing configurations. Among other things, Senate Bill 375 requires the Regional Transportation Plan & Sustainable Communities Strategy to identify areas within the region sufficient to house the entire forecasted population of the region and to meet regional housing need for the eight-year period from 2014 to 2022, as allocated across the region’s nine local jurisdictions. If feasible, the forecasted development pattern for the region, when integrated with the transportation network and policies, must reduce greenhouse gas emissions from passenger vehicles to achieve State-approved targets, as well as the region’s own goals.

## WHAT

This Regional Transportation Plan & Sustainable Communities Strategy is based on a preferred land use and transportation scenario, which lays out one possible pattern of future growth and transportation system investment for the region. The Regional Transportation Plan & Sustainable Communities Strategy preferred scenario emphasizes a transit-oriented development and infill approach to land use and housing, supported by complementary transportation and transit investments. Population and job growth is projected principally within existing urban areas near public transit. Distribution of future growth directly addresses jobs/housing balance issues by emphasizing job growth in the North County and housing growth in the South County.

The preferred scenario consists of three, core, inter-related components:

- (1) a land use plan, including residential densities and building intensities sufficient to accommodate projected population, household and employment growth;
- (2) a multi-modal transportation network to serve the region's transportation needs; and
- (3) a "regional greenprint" cataloguing open space, habitat, and farmland as constraints to urban development.

The plan identifies transportation system needs consistent with the preferred scenario and includes comprehensive lists of programmed and planned transportation investments that are intended to meet performance goals for mobility, safety, congestion relief, system preservation and environmental protection. In addition to its other components, the preferred scenario also includes an enhanced transit strategy that creates a framework for future transit service expansion at such time as new revenue sources become available. Recognizing the uncertain nature of future new revenue sources, it takes a targeted, balanced and flexible approach to expanding transit service as needed in the future. The enhanced transit strategy commits to transit service expansion as new revenue sources become available, (1) identifying when transit enhancements are actually needed through quantitative triggers, and (2) protecting existing funding for competing local demands, such as street and road maintenance. The enhanced transit strategy is a strategy for the future. It does not change the list of fiscally constrained, programmed and planned transportation projects.

## HOW

Development of the Regional Transportation Plan & Sustainable Communities Strategy involved a complex and iterative interaction between a multi-step public process and highly technical planning analysis, utilizing sophisticated computer modeling tools to evaluate transportation system performance based on forecast growth and other assumptions. Based on public input and technical analysis, the Santa Barbara County Association of Governments Board of Directors set goals and policy, selected the preferred scenario that forms the basis of Regional Transportation Plan & Sustainable Communities Strategy, and approved the final plan.

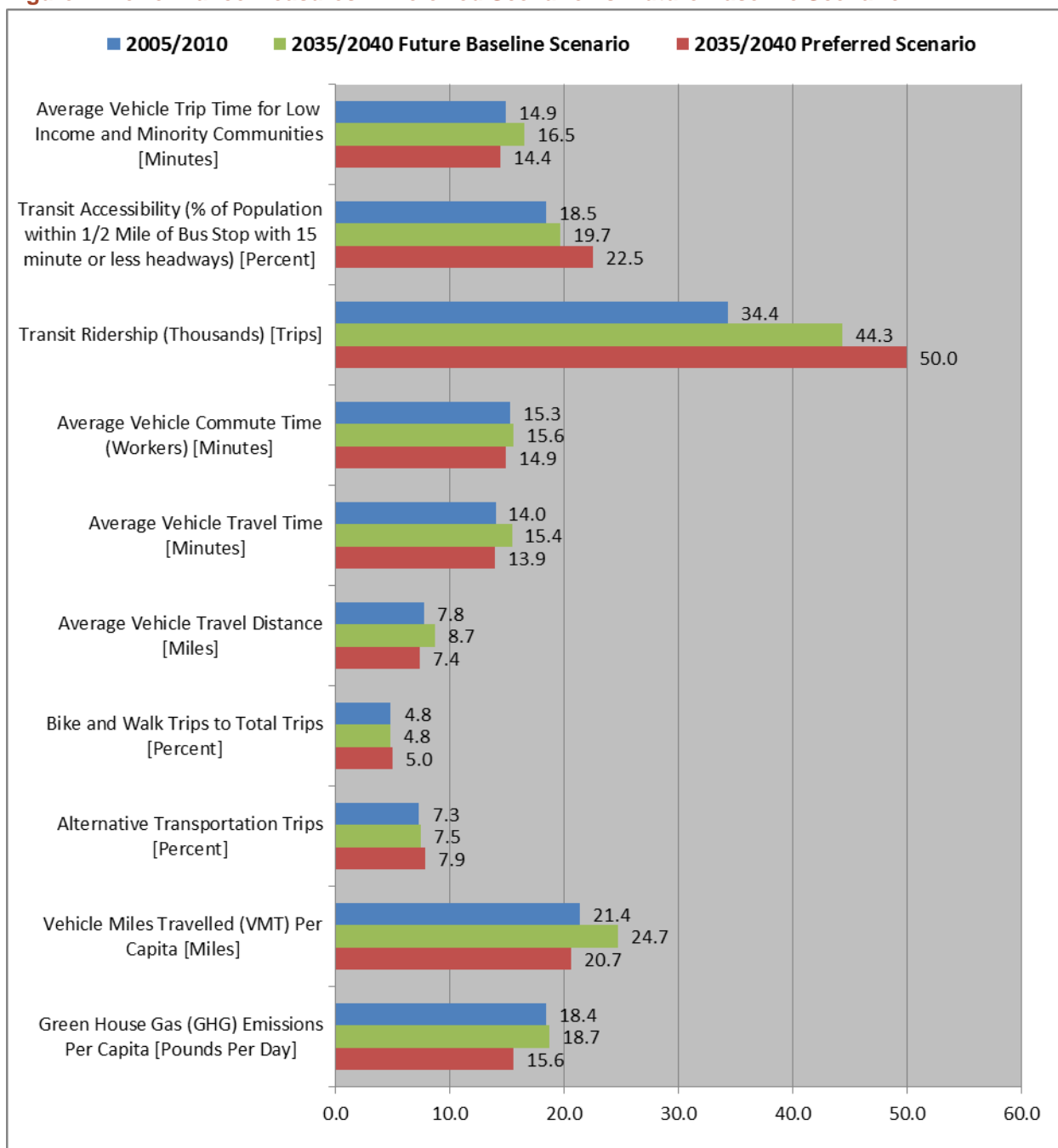
A three-phase public participation plan solicited and obtained public input into the scoping of the alternative future scenarios to be considered, the selection of the preferred future scenario from among the alternatives studied, and the final plan adoption. Public outreach included extensive meetings with individual stakeholder groups, an email-alert system for interested parties, and multiple publicly noticed workshops and hearings.

## PLAN PERFORMANCE

The Regional Transportation Plan & Sustainable Communities Strategy is performance-based. The selected preferred future scenario of transportation projects and land uses was developed based on how well the scenario is expected to achieve the five plan goals, applying objective, quantifiable performance measures. If implemented, this preferred scenario would make substantial, measureable progress in all five goal areas: (1) the environment, (2) mobility and system reliability, (3) safety and public health, (4) social equity, and (5) a prosperous economy.

As the following table shows, across virtually all performance measures and goal areas, the Regional Transportation Plan & Sustainable Communities Strategy would perform substantially better than the business-as-usual scenario (also referred to as the “future baseline scenario”), which represents the forecasted conditions that would likely exist if the Regional Transportation Plan & Sustainable Communities Strategy were not adopted and implemented.

**Figure 1: Performance Measures – Preferred Scenario vs. Future Baseline Scenario**



Compared to the business-as-usual scenario in 2040, the Regional Transportation Plan & Sustainable Communities Strategy preferred scenario:

- Reduces overall vehicle miles traveled by 16%, vehicle travel time by 15%, and average daily traffic (ADT) volumes by 7%.
- Reduces overall congestion (as measured by congested vehicle miles traveled) by 32% compared to the business-as-usual scenario.

- Achieves an increase in transit accessibility (the percentage of population within a ½ mile of bus stops with 15-minute or less headways) of 14%, and 22% overall from 2010.
- Achieves an increase in transit accessibility for low income populations (the percentage of low income population within a ½ mile of bus stops with 15-minute or less headways) of 120%, and 137% from 2010.
- Increases transit ridership by 13% (50,010 daily trips for the preferred scenario versus 44,310 for the business-as-usual), a 46% increase from 2010 numbers, and results in an 8% increase in alternative transportation trips (biking, walking, and transit).
- Accommodates 30% of new housing growth to infill areas (compared to 12% in the business-as-usual scenario).
- Reduces average vehicle trip time by 10% and average vehicle commute time for workers by 5%.
- Saves County residents and workers over \$400,000 annually in auto operating costs (a 16% reduction).

In addition, the preferred scenario results in

- A reduction in passenger vehicle greenhouse gas emissions per capita of 10.5 percent in 2020 and 15.4 percent in 2035, better than the reduction target of zero net growth in per capita emissions set by the Air Resources Board in 2010 on the recommendation of the Santa Barbara County Association of Governments.<sup>1</sup>
- A reduction in vehicle emissions of reactive organic gases (ROG) by 12% in 2020 and 17% by 2035 and oxides of nitrogen (NOx) emissions 9% by 2020 and 14% by 2035.
- A reduction in per capita on-road motor vehicle fuel consumption from 1.17 to 1.06 gallons per day.
- Protection of virtually all agricultural land and open space from conversion to urban uses.

Although the preferred scenario would perform better than the business-as-usual scenario across all goal areas and measures, the preferred scenario still involves trade-offs. In particular, even while congestion improves overall system-wide (as measured by congested vehicles miles traveled), local congestion on the South Coast would be somewhat worse in 2040 under the preferred scenario than the business-as-usual scenario due to correcting the jobs/housing imbalance. Under the preferred scenario, traffic volumes on U.S. 101 between Olive Mill and Fairview would be 4% to 9% higher in 2040 than the future baseline scenario.<sup>2</sup> Vehicle miles traveled on all Santa Barbara and Goleta area roadways would increase by 40%

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<sup>1</sup> As required by SB 375, air quality and emissions performance is based only on the RTP-SCS land use and transportation scenario and does not include the effects of other State vehicle efficiency measures, such as the Pavley and Low Carbon Fuel Standards.

<sup>2</sup> Overall daily total volumes from the Ventura County line to north of Hollister Interchange would increase 25% from 2010 for the future baseline scenario and 27% for the preferred scenario (1,978,000 in 2010 to 2,462,000 under the 2040 future baseline and 2,518,000 under the preferred scenario). By comparison, the previous Vision2030 RTP predicted an overall total daily volume increase from 2000 of 39% for the 2030 planned scenario.(2,036,200 in 2010 to 2,664,100 in 2030).



from existing conditions under the business-as-usual scenario, compared to 55% for the preferred scenario.

In order to reduce vehicle miles traveled and vehicle emissions region-wide, the preferred scenario models more population growth on the South Coast than would occur under the business-as-usual scenario. (The business-as-usual scenario, by contrast, continues the trend of the past decade of population growth predominantly in the North County.) As a result, the preferred scenario distribution also results in more local South Coast trips. The consequences of not accommodating more population on the South Coast as envisioned by the RTP-SCS would be a continuation of existing growth trends and commute patterns (namely, a static South Coast population, continued rapid North County growth, and longer average commute trips). A continuation of existing commute trends would result in worse congestion overall, higher commute costs and failure to meet SB 375 emission targets.

South Coast congestion is an existing issue, however, and would worsen in the future even under the business-as-usual scenario almost to the same extent as under the preferred scenario. To some degree, increased congestion is inevitable since vehicle trips would increase by approximately 24% during the plan period due to population growth, while road capacity increases only slightly (2.7% more lane miles).

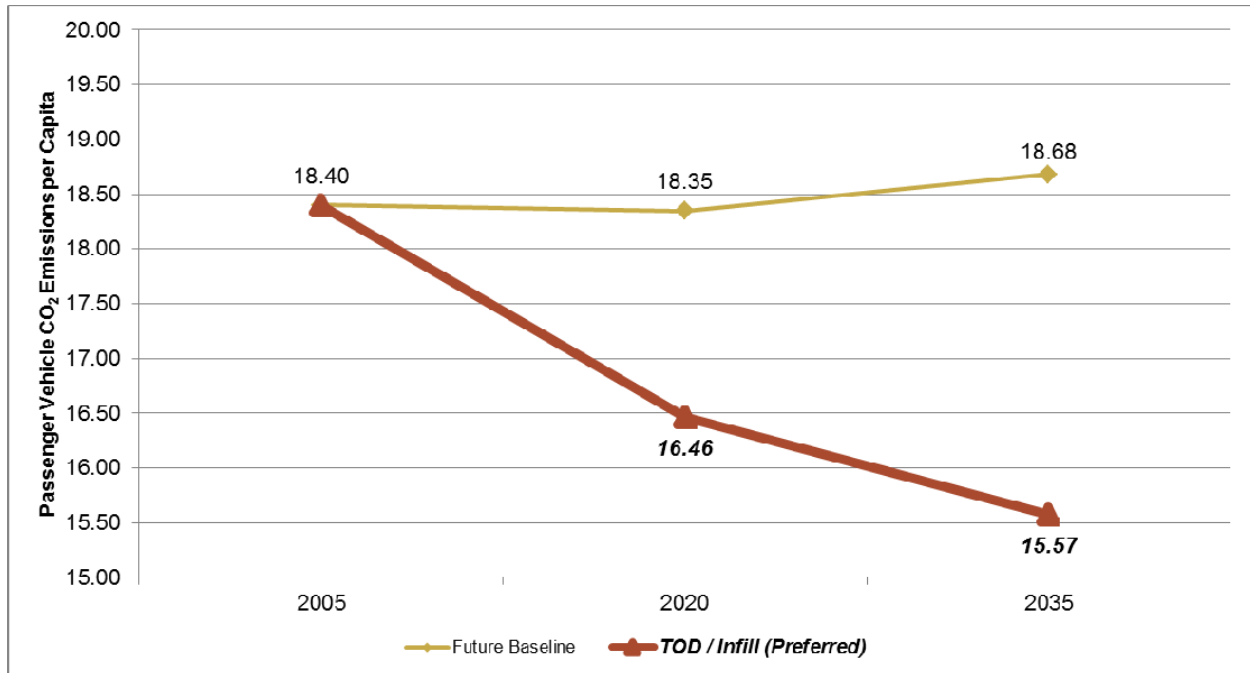
Nevertheless, compared to the prior Regional Transportation Plan's 2030 projections, the Regional Transportation Plan & Sustainable Communities Strategy preferred scenario reduces overall daily total traffic volumes and peak period volumes by about 9% in 2040, using the same model capacity assumptions, even with the longer planning horizon and an additional decade of population growth. This reduction in congestion is due in part to a greater share of bike, walk and transit trips and the availability of a multi-modal travel model.

The enhanced transit strategy included in the preferred scenario may eventually help to reduce local congestion further. Additional funding sources are needed to allow greater investment in transit under this strategy.

Regardless, because of its important overall benefits, selection of the preferred scenario is justified. The preferred scenario balances competing considerations in a way that maximizes region-wide benefits and minimizes detrimental effects. As a requirement of Senate Bill 375 and a fundamental premise of the plan, the Regional Transportation Plan & Sustainable Communities Strategy must accommodate forecast future growth somehow. There is no perfect or easy solution to this challenge. The only viable approach to accommodating growth and simultaneously meeting Senate Bill 375 emission targets is one that relies on a land use solution that addresses jobs/housing balance using an infill approach. In accommodating future growth, the Regional Transportation Plan & Sustainable Communities Strategy preferred scenario is consistent with local agencies' adopted General Plans and relies principally on available land use capacity in these plans. Intensifications of land use along transit corridors are consistent with local draft plan updates currently under discussion and local planning department input.

## GOAL 1: ENVIRONMENT

The Regional Transportation Plan & Sustainable Communities Strategy would meet the Santa Barbara County Association of Governments region's greenhouse gas emission targets from passenger vehicles for 2020 and 2035, achieving reductions in per capita emissions of carbon dioxide (CO<sub>2</sub>) from passenger vehicles of 10.5 percent in 2020 and 15.4 percent in 2035, better than the Santa Barbara County Association of Governments target of zero net growth in per capita emissions. It would also reduce per capita criteria pollutant emissions and on-road fuel consumption substantially.



The Santa Barbara County Association of Governments also prioritized the preservation of open space, sensitive habitat areas, and agricultural land as a principal land use objective. The Regional Transportation Plan & Sustainable Communities Strategy achieves this objective by concentrating growth in core urban areas and would protect agriculture and open space land in the unincorporated areas from conversion to urban use.

## GOAL 2: MOBILITY & SYSTEM RELIABILITY

While overall traffic volumes, vehicle miles traveled and congestion would increase in absolute terms on any foreseeable scenario due to population increases, the Regional Transportation Plan & Sustainable Communities Strategy would substantially reduce overall traffic and congestion when compared to the future baseline and no build scenarios, the expected conditions were the Regional Transportation Plan & Sustainable Communities Strategy not adopted. With more housing opportunities closer to jobs, inter-city travel would decrease and, with it, congestion on highways connecting cities.

Compared to the future baseline scenario, the Regional Transportation Plan & Sustainable Communities Strategy would achieve a 7% reduction in average daily traffic, a 16% reduction in vehicle miles traveled, a 15% reduction in vehicle hours traveled, a 32% reduction in congested vehicle miles traveled, and a 32% reduction in congested lane miles for both AM and PM peak periods combined. Compared to the future no-build scenario, the Regional Transportation Plan & Sustainable Communities Strategy preferred scenario would achieve a 14% reduction in delay and a 45% reduction in congested vehicle miles traveled.

Local congestion on South Coast U.S. 101, an issue recognized by the 101-In-Motion study and past Regional Transportation Plans, remains an issue by 2040. Although programmed U.S. 101 operational improvements would ameliorate conditions considerably compared to the no-build scenario, peak hour volumes are projected to exceed available freeway capacity for segments north of Milpas in both the preferred scenario and future baseline. However, projected peak hour volumes in the Regional Transportation Plan & Sustainable Communities Strategy in 2040 would still be substantially less than volumes predicted by the last Regional Transportation Plan for 2030. Local conditions in the North County would fare substantially better with the Regional Transportation Plan & Sustainable Communities Strategy than under the future baseline scenario.

Transit ridership would increase under the Regional Transportation Plan & Sustainable Communities Strategy by 46% from 2010 and 13% compared to future baseline conditions, while the percentage of population living within a ½ mile of frequent and reliable transit service would increase by over 22% percent in 2040 compared to future baseline conditions. The share of drive-alone trips would steadily decrease.

### **GOAL 3: SAFETY & PUBLIC HEALTH**

The Regional Transportation Plan & Sustainable Communities Strategy would seek to eliminate the number of accidents, injuries, and fatalities on the transportation system. It would also improve public health by increasing rates of active transportation (bicycling and walking trips) and through public outreach and education about these health and safety issues. As one measure of public health, the Regional Transportation Plan & Sustainable Communities Strategy would result in a 5% increase in bike and walk mode share by 2040 when compared to the future baseline.

### **GOAL 4: SOCIAL EQUITY**

The Santa Barbara County Association of Governments evaluated how communities of concern, including minority, low-income, low mobility and low community engagement populations, would fare under the Regional Transportation Plan & Sustainable Communities Strategy relative to the future baseline condition and to the population as a whole. In terms of average travel time and access to jobs, transit and amenities, the analysis of the 2040 Regional Transportation Plan & Sustainable Communities Strategy preferred scenario indicates that benefits and burdens of the projects in the 2040 Regional Transportation Plan & Sustainable Communities Strategy are equitably distributed between the communities of concern and the overall population.

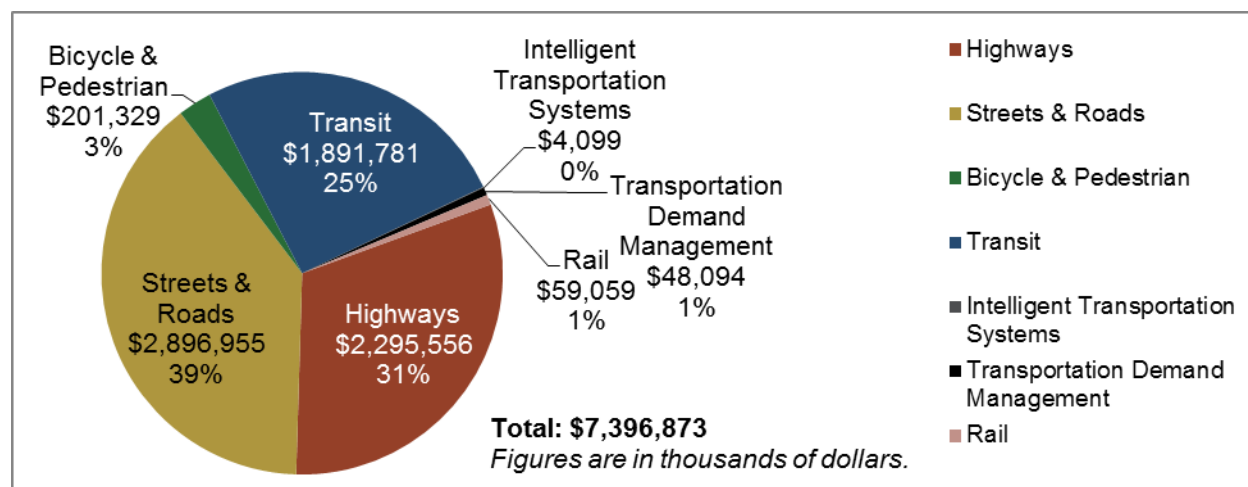
## GOAL 5: PROSPEROUS ECONOMY

The Regional Transportation Plan & Sustainable Communities Strategy aims to achieve economically efficient transportation patterns and promote regional prosperity and economic growth by seeking to reduce congestion, reduce commute time and costs, and encourage measures that bring worker housing closer to job sites, as well as promote a mix of land uses responsive to the needs of businesses, including agriculture and tourism. The Regional Transportation Plan & Sustainable Communities Strategy would achieve a reduction in net commute time by 2040 of 3% from 2010 and 5% from the corresponding 2040 future baseline commute time. This time savings translates into a 16% savings in auto operation costs relative to the future baseline (keeping auto operating cost assumptions constant for all time periods).

## FUNDING ALLOCATION

The 2040 Regional Transportation Plan & Sustainable Communities Strategy is fiscally constrained. Sufficient revenues are reasonably expected to be available from all sources to cover the costs of implementation all programmed and planned projects. The Santa Barbara County Association of Governments takes a conservative approach regarding availability of funding. Revenue projections for the 2040 Regional Transportation Plan & Sustainable Communities Strategy are based on actual historical amounts and historical trends, without assuming any new funding sources. Local sales tax Measure A alone contributes fully 19% of the funding necessary to implement fiscally constrained Regional Transportation Plan projects.

The Regional Transportation Plan & Sustainable Communities Strategy allocates revenues across programmed and planned projects by transportation mode as shown in the following table.



## PLAN ORGANIZATION

The Regional Transportation Plan & Sustainable Communities Strategy is organized into nine chapters, beginning with this Executive Summary in Chapter 1.

Chapter 2 sets forth the purpose of the Regional Transportation Plan & Sustainable Communities Strategy, explains the legal authority and requirements that apply to it, and articulates the planning and transportation-related issues and challenges facing the region, which the Regional Transportation Plan & Sustainable Communities Strategy endeavors to address.

Chapter 3 describes the geography, land use, population and economic setting of the Santa Barbara County Association of Governments region, as well as the existing transportation system. This information—existing land uses, population and jobs forecasts, and existing transportation infrastructure—is used as the initial inputs and starting points for the Regional Transportation Plan & Sustainable Communities Strategy scenario modeling. In addition, the demographic information and population forecasts serve as the basis for determining future housing need, which the Regional Transportation Plan & Sustainable Communities Strategy preferred scenario accommodates, and the location of disadvantaged populations, for purposes of the Regional Transportation Plan & Sustainable Communities Strategy equity and environmental justice analysis.

Chapter 4, the Policy Element, states the goals and objectives guiding the Regional Transportation Plan & Sustainable Communities Strategy, the policies through which the Regional Transportation Plan & Sustainable Communities Strategy strives to achieve them, and the specific, quantifiable measures by which the performance of the Regional Transportation Plan & Sustainable Communities Strategy in effectively meeting these goals and objectives is gauged.

Chapter 5 describes the process used to develop the Regional Transportation Plan & Sustainable Communities Strategy, both the central role of public input and participation and the technical methodology employed. Public input and technical information and analysis influenced the decision-making process of defining goals, weighing trade-offs and setting policy priorities.

Chapter 6, the Performance Element, presents the Sustainable Communities Strategy and the preferred scenario upon which it is based, describing each of its components, including land uses, the transportation network and constraints to development catalogued in the Regional Greenprint prepared as part of this plan. As required by Senate Bill 375, the Sustainable Communities Strategy integrates an approach to land use, growth and housing policy into transportation planning for the region. It also describes how the Regional Transportation Plan & Sustainable Communities Strategy performs when measured against the plan goals.

Chapter 7, the Action Element, outlines a regional transportation implementation strategy, including regionally-significant highway, streets and roads, bicycle and pedestrian, transit, rail, and aviation projects, as well as intelligent transportation systems and transportation demand

management projects, and regional transportation programs and strategies. Fiscally constrained projects and programs in this implementation strategy collectively form the transportation component of the Sustainable Communities Strategy.

Chapter 8, the Financial Element, analyzes the cost of implementing the projects identified in the Action Element in Chapter 7. It also provides a realistic projection of available revenues, showing that the projects can be implemented using committed, available, or reasonably available revenue sources. The Financial Element demonstrates that the Regional Transportation Plan is fiscally constrained.

Chapter 9: This chapter offers some thoughts and conclusions about the first Sustainable Communities Strategy and looks to the future.

## Disclaimers

This Plan shows generalized land use assumptions based on a hypothetical, generalized land use model. Limitations of the land use model are highlighted in Appendix D.3. Nothing in this Plan is intended as to prescribe local land uses or to limit the authority and autonomy of local jurisdictions in any way to plan for their own land use needs. Local jurisdictions know their own land use needs best and land use decisions properly remain the domain of local government. SB 375 expressly preserves local governments' right to plan their own land use:

*Nothing in a sustainable communities strategy shall be interpreted as superseding the exercise of land use authority of cities and counties within the region. . . . Nothing in this section shall require a city's or county's land use policies and regulations, including its general plan, to be consistent with the regional transportation plan or an alternative planning strategy.*

Gov. Code § 65080(b)(2)(K).

This Plan is premised on these provisions of law. SBCAG shall amend the Plan should these provisions of law change.

No requirement of consistency between this Plan and local land uses is intended or implied. General Plans determine what land uses are allowable in each jurisdiction, not this Plan. Furthermore:

- Nothing in this document should be construed as decreasing or as intended to decrease existing development potential or affect existing land use entitlements. Assumed land use changes in this Plan show only selective intensification of uses.
- This Plan does not state or imply, and is not intended to create, a requirement of consistency between the land uses and municipal boundaries shown in this Plan and decisions of the Local Area Formation Commission (LAFCO) regarding boundaries and spheres of influence. The authority and discretion of the LAFCO are independent of and not limited by this Plan. This Plan considers existing spheres of influence as required by SB375. Gov. Code § 65080(b)(2)(G). However, it recognizes that it has no authority

over such decisions and that these boundaries are subject to change through the LAFCO process.

- The land use assumptions shown in this Plan are not definitive and this Plan does not purport to study all land use questions. For example, recognizing them to be outside its purview and authority, the Plan does not presume to show specific, possible future boundary changes for any jurisdiction. Some boundary changes not shown in this Plan may be necessary to accommodate future growth.
- Although transportation projects proposed for State and federal funding must be included in an approved RTP-SCS, distribution of funding to local governments for transportation projects listed in the RTP-SCS is not tied to consistency of local General Plans with land uses depicted in the RTP-SCS.



## Chapter 2 Vision & Scope

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### 2.1 PURPOSE

The 2040 Regional Transportation Plan and Sustainable Communities Strategy (RTP-SCS) fulfills the same core purpose as past Regional Transportation Plans: it sets forth a plan for how the region will invest limited transportation funds to maintain, operate and improve an integrated, multi-modal transportation system that facilitates the efficient movement of people and goods. The RTP-SCS identifies specific strategies, policies and actions, including a list of programmed and planned transportation projects affordable within the region's anticipated reasonably available transportation funding, to achieve regional goals and priorities and meet the current and future needs of the Santa Barbara County Association of Governments (SBCAG) region. The RTP-SCS, which SBCAG must update every four years in synchrony with the State's eight-year housing needs process, covers a 30-year planning period from 2010 to 2040.

As now required by the Sustainable Communities and Climate Protection Act of 2008 (Senate Bill 375), the RTP-SCS for the first time contains a "Sustainable Communities Strategy" that considers both land use and transportation together in a single, integrated planning process that accommodates regional housing needs and projected growth. Senate Bill 375 (SB 375) recognizes what both land use and transportation planners have long known: that land use and transportation choices influence each other and that neither component can be understood without reference to the other. The RTP-SCS has been crafted to meet the requirements of this law and, in particular, to demonstrate how the integrated land use and transportation plan will achieve the region's mandated greenhouse gas emission targets for passenger vehicles.

At the same time that it meets the specific requirements of SB 375, the RTP-SCS strives to move the region forward in a measurable way toward achievement of a broader range of goals related to the environment, mobility, social equity, health and safety, and economic vitality. In this manner, the plan sets the region on, or at least charts, a course for sustainability - environmental, social, and economic.

Another related purpose served by the plan is simply to provide an opportunity for public discussion of the big issues facing the region. As important as the planning result, the planning process itself has allowed a collective conversation to consider and take stock of these issues and how to face and address them. Through an extensive public process, the RTP-SCS actively sought input from local decision-makers and communities, interested stakeholder groups, and other government agencies.

The contours of the plan were shaped using a performance-based approach that measures progress toward the plan goals. From among a range of integrated land use and transportation planning options studied, the RTP-SCS designates a preferred future land use and transportation scenario that, applying quantifiable performance measures, best achieves the plan goals and meets the region's transportation needs. The preferred scenario is the basis for the RTP-SCS.

The RTP-SCS does not start from a blank slate, but builds on and incorporates a considerable body of careful planning work at both the regional and local level. To cite just a few, important examples, it incorporates and heavily relies on already adopted plans and planning studies, including, but not limited to:

- 101-In-Motion,
- 2004 Taking Action Regionally Study,
- Plan Santa Barbara,
- Isla Vista Master Plan,
- UCSB 2025 Long-Range Development Plan,
- Santa Maria Downtown Plan and Circulation Element.

Past planning efforts by SBCAG and local member agencies, though not coordinated in every instance through a regional planning process, are in fact already on track toward regional sustainability and go some distance toward addressing the region's core planning challenges. Even as the region looks to the future, it can be rightly proud of these existing planning accomplishments.

Similar to the incorporation of adopted plans, the land use changes proposed in the preferred scenario were developed in close coordination with SBCAG member agency planning staff and also build on local plan updates currently in process, including:

- Eastern Goleta Valley Community Plan,
- Goleta General Plan,
- Lompoc General Plan.

Because they are not necessary to the achievement of the plan goals or the requirements of SB 375, no land use changes are proposed as part of the preferred scenario in the cities of Buellton, Carpinteria, Guadalupe, Santa Barbara or Solvang.

In planning for projected growth in the region, the RTP-SCS represents a voluntary growth strategy that retains local government land use autonomy. Neither SB 375 nor any other law requires local member agency General Plans or land use regulation to be consistent with the RTP-SCS. Implementation of the RTP-SCS is therefore dependent on local government policy decisions and voluntary local government action.

The RTP-SCS is also dependent on the availability of adequate funding. The plan allocates funding considered reasonably available to transportation investments over a long period. It includes only those projects that can be afforded within the real, expected fiscal constraints. Indeed, inclusion of projects in the RTP-SCS is a prerequisite to use of federal funding for these projects. The plan envisioned in the RTP-SCS is made real by the challenge of funding.

In compliance with the California Environmental Quality Act (CEQA), a separate programmatic environmental impact report (EIR) evaluates the environmental effects (especially to land use, transportation and air quality/greenhouse gas (GHG)) of the RTP-SCS and also establishes a mitigation and monitoring program. As a further purpose, through the EIR the RTP-SCS lays

the groundwork for the environmental review of listed projects and, as provided by SB 375, also for the streamlined review of qualifying development projects within Transit Priority Areas.

## 2.2 LEGAL AUTHORITY & REQUIREMENTS

### 2.2.1 SBCAG ROLE

The Santa Barbara County Association of Governments (SBCAG), as both the federally-designated Metropolitan Planning Organization (MPO) and the State-designated Regional Transportation Planning Agency (RTPA) for Santa Barbara County, is required by both federal and State law to prepare a long-range (at least 20-year) transportation planning document known as a Regional Transportation Plan (RTP). The RTP is an action-oriented document used to achieve a coordinated and balanced regional transportation system.

SBCAG now also has the responsibility to prepare a Sustainable Communities Strategy (SCS) as part of the RTP. The SCS sets 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 (GHG) emissions from passenger vehicles and light trucks to achieve the GHG reduction targets set by the California Air Resources Board (ARB).

### 2.2.2 RTP-SCS TIMING REQUIREMENTS

Under both federal and State law, SBCAG, since it is in a federal air quality attainment area, must update its RTP every five years.<sup>3</sup> New provisions of State law from Senate Bill 375 (SB 375) give SBCAG the option to elect to update its RTP every four years instead.<sup>4</sup> SBCAG held a public hearing on January 21, 2010, and elected to shorten its RTP update cycle from five years to four years. This decision allowed SBCAG to change the local housing element update cycle from five years to eight years, so that the RTP update cycle and housing needs cycle are synchronized.

SBCAG adopted its original RTP in 1975 and adopted its most recent update, VISION 2030, on October 15, 2009.<sup>5</sup> SBCAG must adopt this 2040 Regional Transportation Plan & Sustainable Communities Strategy (RTP-SCS) no more than four years later.

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<sup>3</sup> 23 C.F.R. §450.322(c); Gov. Code §65080(d).

<sup>4</sup> Gov. Code §65080(b)(2)(M).

<sup>5</sup> SBCAG originally approved the 2008 RTP, VISION 2030, and certified the associated program EIR on September 18, 2008. On October 15, 2008, Sustainable Transportation Advocates of Santa Barbara (STASB) filed a lawsuit against SBCAG challenging the adequacy of the EIR. The Santa Barbara Superior Court heard the lawsuit on May 19, 2009, and made its final ruling on June 30, 2009. The court found that, with respect to the majority of claims asserted by STASB, the EIR complied fully with CEQA. The court held, however, that the EIR was deficient “with respect to energy setting and energy impacts analysis, and to a limited extent with respect to the EIR’s failure to discuss or refute ‘induced traffic’ within the traffic impacts analysis...” This ruling vacated the EIR certification, which in turn vacated the RTP approval. On July 16, 2009, SBCAG rescinded its earlier approval of the 2008 RTP and de-certified the EIR. An Amended EIR was prepared to comply with the court’s direction. No changes were made to the

SB 375 also tied the RTP to the Regional Housing Needs Allocation (RHNA) and local housing elements. Related deadlines include the following:

- Local housing elements are due within 18 months of the adoption of the RTP.<sup>6</sup>
- At least two years before the required local housing element updates, SBCAG must issue a proposed methodology for distributing the existing and projected regional housing need to the cities and counties within the region.<sup>7</sup>
  - SBCAG issued a proposed methodology for allocating regional housing need to SBCAG member jurisdictions on September 20, 2012. SBCAG adopted the proposed 2014-2022 RHNA methodology on December 20, 2012.
- SBCAG must issue the draft RHNA allocation at least 1.5 years before the housing element due date, but before the RTP adoption date (Gov. Code §65584.05(a)). SBCAG issued the draft RHNA allocation to its member jurisdictions on December 21, 2012. After a period during which local agencies may request revisions and appeal the RHNA allocation, SBCAG issues a proposed final RHNA plan. Then SBCAG adopts the final RHNA at least a year before the housing element due date.<sup>8</sup>
- SBCAG must release the draft RTP-SCS that accommodates the RHNA at least 55 days before RTP adoption.<sup>9</sup>

### 2.2.3 FEDERAL

As explained in the California Transportation Commission's *2010 California Regional Transportation Plan Guidelines* (2010 RTP Guidelines), the primary federal requirements regarding RTPs are addressed in the metropolitan transportation planning rules – 23 C.F.R. Section 450 and 49 C.F.R. Section 613. Title 23 of the U.S. Code requires federally-designated MPOs such as SBCAG to develop long-range transportation plans.<sup>10</sup> SBCAG must develop the RTP, in cooperation with the State and public transportation operators, through a performance-driven, outcome-based approach to planning.<sup>11</sup>

The most recent federal transportation legislation, Moving Ahead for Progress in the 21st Century Act (MAP-21), which was enacted in 2012 and updates the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), introduced some changes to metropolitan planning requirements. It amended, among other sections, 23

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RTP. On October 15, 2009, the SBCAG Board adopted a resolution certifying the Final EIR, as amended, for the 2008 RTP, and adopted a resolution adopting the 2008 RTP.

<sup>6</sup> Gov. Code §65588(e)(2).

<sup>7</sup> Gov. Code §65584.04(a).

<sup>8</sup> Gov. Code §65584(b).

<sup>9</sup> Gov. Code §65080(b)(2)(F)(iv).

<sup>10</sup> 23 U.S.C. §134(c).

<sup>11</sup> 23 U.S.C. §134(c)(1).

U.S.C. Section 134. The Federal Highway Administration (FHWA) describes some of the changes to the metropolitan planning process on its website<sup>12</sup>:

- MPOs and States must establish performance targets that address national performance measures established by the Secretary that are based on the national goals outlined in the legislation.
- MPOs may elect to develop multiple scenarios for consideration in development of the metropolitan transportation plan. If the MPO chooses to develop these scenarios, it is encouraged to consider a number of factors, including, among other items, potential regional investment strategies and assumed distribution of population and employment.

As discussed in Chapter 5, the RTP-SCS embraces a performance-based approach involving the development and comparison of multiple, alternative planning scenarios, as recommended by the FHWA. The RTP is also subject to other federal laws and regulations, such as the Civil Rights Act of 1964, the Clean Air Act, Executive Order No. 12898 (1994), U.S. Department of Transportation (DOT) Order 5610.2(a), 23 C.F.R. §450, 49 C.F.R. §613, 40 C.F.R. §93, and 49 C.F.R. §21. Major federal requirements are described below.

## Scope of Planning Process

MAP-21 requires that the RTP planning process “provide for consideration of projects and strategies that will—

- (A) support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
- (B) increase the safety of the transportation system for motorized and non-motorized users;
- (C) increase the security of the transportation system for motorized and non-motorized users;
- (D) increase the accessibility and mobility of people and for freight;
- (E) protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
- (F) enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- (G) promote efficient system management and operation; and
- (H) emphasize the preservation of the existing transportation system.”<sup>13</sup>

## Civil Rights

At least every four years, SBCAG and the State must certify that the RTP planning process is being carried out in accordance with all applicable requirements, including Title VI of the Civil

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<sup>12</sup> FHWA. MAP-21 Questions & Answers. <http://www.fhwa.dot.gov/map21/qandas/qaplanning.cfm>. Accessed 17 December 2012.

<sup>13</sup> 23 U.S.C. §134(h)(1).

Rights Act of 1964 and the provisions of the Americans with Disabilities Act of 1990 (ADA).<sup>14</sup> The Civil Rights Act requires that “[n]o person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.”<sup>15</sup> The ADA gives civil rights protections to individuals with disabilities similar to those provided to individuals under the Civil Rights Act. The ADA guarantees equal opportunity in areas such as employment, government services, and transportation. It affects both public and private entities providing transportation services, regardless of whether the entity receives federal financial assistance. It requires that public and private agencies acquire accessible vehicles, that public entities operating a fixed route system provide complementary paratransit service, and that agencies provide nondiscriminatory accessible transportation service.

## Environmental Justice

SBCAG must consider social equity and environmental justice in the RTP. The legal basis for environmental justice (EJ) stems from the Civil Rights Act of 1964, along with Executive Order 12898 (February 1994), which states that “each Federal agency shall make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations.” SBCAG must evaluate to how the RTP might impact minority and low-income populations, and must ensure that the RTP does not have a disproportionate adverse impact on such populations.

In addition, per 23 C.F.R. Section 450.316(a)(1)(vii), the participation plan that SBCAG must develop and use must describe explicit procedures, strategies, and desired outcomes for “[s]eeking 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.”

Chapter 6 examines the performance of the RTP-SCS preferred scenario and includes a detailed social equity analysis and discussion of compliance with these requirements.

## Public Participation Plan

MAP-21 requires that SBCAG develop a stand-alone participation plan that ensures all interested parties have reasonable opportunities to comment on the contents of the RTP.<sup>16</sup> SBCAG first developed its Public Participation Plan in 1992 and updates it with reauthorizations of the federal transportation bill. SBCAG’s current Public Participation Plan was updated in 2007 to be compliant with SAFETEA-LU (Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users).

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<sup>14</sup> 23 C.F.R. §450.334(a).

<sup>15</sup> 42 U.S.C. §2000d.

<sup>16</sup> 23 U.S.C. §134(i)(6).



## Consultation & Coordination

MAP-21 requires that SBCAG consult with “State and local agencies responsible for land use management, natural resources, environmental protection, conservation, and historic preservation” about the development of the RTP.<sup>17</sup> Consultation involves comparing the RTP with State conservation plans or maps and to inventories of natural or historic resources.

MAP-21 encourages SBCAG to “consult with officials responsible for other types of planning activities that are affected by transportation in the area (including State and local planned growth, economic development, environmental protection, airport operations, and freight movements) or to coordinate its planning process, to the maximum extent practicable, with such planning activities.”<sup>18</sup>

Chapter 5 discusses how SBCAG complied with these requirements in the development and drafting of the RTP-SCS.

## Federal Clean Air Act

As explained in the 2010 Regional Transportation Plan Guidelines,<sup>19</sup> the “Clean Air Act as amended in 1990 is the primary federal law that governs air quality.”<sup>20</sup> The federal Clean Air Act (FCAA) sets standards—National Ambient Air Quality Standards (NAAQS)—for pollutants that have been linked to health concerns, including carbon monoxide (CO), nitrogen dioxide (NO<sub>2</sub>), ozone (O<sub>3</sub>), particulate matter (PM), lead (Pb), and sulfur dioxide (SO<sub>2</sub>). The U.S. Environmental Protection Agency (U.S. EPA) designates an area as in attainment, if it meets the NAAQS. On August 8, 2003, the U.S. EPA officially designated Santa Barbara County as an attainment area for the federal 1-hour ozone standard.<sup>21</sup> On June 15, 2004, the U.S. EPA replaced the 1-hour ozone standard with a more stringent 8-hour ozone standard for Santa Barbara County and most of the country. The U.S. EPA designated Santa Barbara County as an attainment/unclassifiable area for the federal 8-hour ozone standard.

The Santa Barbara County Air Pollution Control District (APCD), in cooperation with SBCAG, prepared the 2007 Clean Air Plan (CAP) to address the requirements of the FCAA. (The more recent 2010 Clean Air Plan (CAP) addresses the requirements of the State Clean Air Act.) (Per a 1993 memorandum of understanding (MOU), SBCAG develops the on-road mobile source emission estimates and transportation control measures (TCMs) for APCD’s Clean Air Plans.) As required, the 2007 CAP demonstrates maintenance of the federal 8-hour ozone standard until 2014. Santa Barbara County’s Clean Air Plan became part of the State Implementation Plan (SIP), which is the statewide plan for achieving the NAAQS. The APCD is presently updating the Clean Air Plan and SBCAG is again coordinating with APCD regarding the development of on-road mobile source emission estimates and transportation control measures.

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<sup>17</sup> 23 U.S.C. §134(i)(5).

<sup>18</sup> 23 U.S.C. §134(g)(3)(A).

<sup>19</sup> <http://www.dot.ca.gov/hq/tpp/offices/orip/rtp/index.html>.

<sup>20</sup> 2010 RTP Guidelines, 87.

<sup>21</sup> APCD. 2007 Clean Air Plan. <http://www.sbcapcd.org/cap/07Cap.pdf>.

As Santa Barbara County was never designated non-attainment for the 8-hour ozone standard and is not obligated to develop a maintenance plan, since the federal 1-hour ozone standard has been revoked, the area is not presently subject to conformity requirements.<sup>22</sup> SBCAG's RTP need not specify the transportation control measures to be implemented in the region, address the specific financial strategies required to ensure the identified transportation control measures from the State Implementation Plan can be implemented, or contain a discussion describing the coordination efforts with regional air quality planning authorities. Nevertheless, since SBCAG prepares transportation control measures for the Santa Barbara County Air Pollution Control District's CAP under a memorandum of understanding with the APCD, transportation control measures are included and discussed in Chapter 7 of this RTP-SCS for purposes of consistency.

**Clean Air Plans** provide an overview of air quality and air pollution sources, and identify the pollution-control measures necessary to meet federal and State air quality standards. These requirements, as well as Santa Barbara County's air quality, determine the schedule for plan development. Clean Air Plans affect the APCD's rules, regulations, and other programs, as well as activities outside the APCD such as SBCAG's transportation planning. The 2007 Clean Air Plan addressed federal and State mandates and the 2010 Clean Air Plan addressed State mandates. The next Clean Air Plan will be adopted in 2013.

## Transportation Plan Contents

MAP-21 requires that the RTP contain, at a minimum, the following:

- (A) an identification of transportation facilities, including major roadways, transit, multimodal and intermodal facilities, non-motorized transportation facilities, and intermodal connectors;
- (B) a description performance measures and targets used in assessing the performance of the transportation system;
- (C) a system performance report evaluating the condition and performance of the transportation system;
- (D) a discussion of types of potential environmental mitigation activities and potential areas to carry out these activities;
- (E) a financial plan that demonstrates how the adopted transportation plan can be implemented, indicates resources from public and private sources that are reasonably expected to be made available to carry out the plan, and recommends any additional financing strategies for needed projects and programs;
- (F) operational and management strategies to improve the performance of existing transportation facilities to relieve vehicular congestion and maximize the safety and mobility of people and goods;
- (G) capital investment and other strategies to preserve the existing and projected future metropolitan transportation infrastructure; and

<sup>22</sup> APCD. 2007 Clean Air Plan. <http://www.sbcapcd.org/cap/07Cap.pdf>.



(H) proposed transportation and transit enhancement activities.<sup>23</sup>

## Congestion Management Process

Title 23 U.S.C. Section 134(k)(3)(A) states the following: “Within a metropolitan planning area serving a transportation management area, the transportation planning process under this section shall address congestion management through a process that provides for effective management and operation, based on a cooperatively developed and implemented metropolitan-wide strategy, of new and existing transportation facilities eligible for funding under this title and chapter 53 of title 49 through the use of travel demand reduction and operational management strategies.”

Title 23 U.S.C. Section 134(k)(1)(A) explains that each urbanized area (UZA) with a population of over 200,000 individuals shall be identified as a transportation management area (TMA). The largest UZA in the SBCAG region is the Santa Barbara UZA, with a population of 195,861 per the 2010 Census. Title 23 U.S.C. Section 134(k)(1)(B), however, allows the designation of any area as a TMA at the “request of the Governor and the metropolitan planning organization designated for the area.” SBCAG sought and was granted designation as a TMA in 1992. As explained in a March 9, 1992 staff report to the SBCAG Board, the designation required SBCAG to include “a congestion management system that provides for effective management of new and existing transportation facilities eligible for funding under [ISTEA]...through the use of travel demand reduction and operational management strategies.” This additional requirement did not create much of an additional administrative burden as it was modeled after California’s congestion management program statutes and SBCAG already served as the Congestion Management Agency under State law.

As a federally-designated TMA, Title 23 C.F.R. Section 450.320 applies to SBCAG. Title 23 C.F.R. Section 450.320(b) and (c) explain the requirements for the Congestion Management Process (CMP). For example:

- The development of the CMP should result in multimodal system performance measures and strategies that can be reflected in the RTP.
- Consideration should be given to “strategies that manage demand, reduce single occupant vehicle (SOV) travel, and improve transportation system management and operations.”
- “The CMP shall be developed, established, and implemented as part of the metropolitan transportation planning process that includes coordination with transportation system management and operations activities.”

Title 23 C.F.R. Section 450.320(c) further describes the various components that the CMP must include. Title 23 C.F.R. Section 450.320(d) and (e) explain the additional requirements for TMAs that are designated as non-attainment areas for ozone or carbon monoxide pursuant to the Clean Air Act. However, Santa Barbara County is in attainment of the federal ozone and carbon monoxide standards.

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<sup>23</sup> 23 U.S.C. §134(i)(2).

SBCAG's 2009 Santa Barbara County Congestion Management Program fulfills both federal and State congestion management requirements. It describes that the CMP strives for consistency with the RTP in two areas: goals and capital improvement projects.

## 2.2.4 STATE

As explained in the 2010 RTP Guidelines, the primary State requirements regarding RTPs are addressed in Gov. Code Section 65080. Gov. Code Section 65080(a) requires SBCAG to "prepare and adopt a regional transportation plan directed at achieving a coordinated and balanced regional transportation system, including, but not limited to, mass transportation, highway, railroad, maritime, bicycle, pedestrian, goods movement, and aviation facilities and services." Gov. Code Section 65080(a) goes on to say that the RTP-SCS "shall be action-oriented and pragmatic, considering both the short-term and long-term future, and shall present clear, concise policy guidance to local and state officials."

California Senate Bill (SB) 375, the Sustainable Communities and Climate Protection Act of 2008, introduced some changes to the State requirements, in particular, the inclusion of an SCS in the RTP. Senate Bill 375's requirements are discussed in more detail below.

The RTP-SCS is also subject to other State laws and regulations such as the California Environmental Quality Act (CEQA). Major State requirements are described below.

### California Environmental Quality Act

Government Code Section 21000 et seq., commonly referred to as the California Environmental Quality Act of 1970 (CEQA), and its implementing regulations in 14 CCR Section 15000 et seq., commonly referred to as the CEQA Guidelines, require the evaluation of environmental impacts associated with all proposed planning programs or development projects. CEQA applies to the RTP-SCS and may also apply to the individual projects that implement the RTP-SCS.

To comply with CEQA, SBCAG prepares a program Environmental Impact Report (EIR) to analyze the environmental impacts of the RTP-SCS. The EIR is an informational document for use by SBCAG, other agencies, and the general public in their consideration and evaluation of the environmental consequences of implementing the RTP-SCS.

### California Clean Air Act

As explained in the 2010 RTP Guidelines<sup>24</sup>, the "California Clean Air Act in the Health and Safety Code... is generally similar in concept to the Federal Clean Air Act."<sup>25</sup> Under the California Clean Air Act, the California Air Resources Board sets State air quality standards, which are usually more stringent than the federal standards. Santa Barbara County is in

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<sup>24</sup> <http://www.dot.ca.gov/hq/tpp/offices/orip/rtp/index.html>.

<sup>25</sup> 2010 RTP Guidelines, 87.

attainment of the State 1-hour ozone standard, but has yet to attain the State 8-hour ozone standard.<sup>26</sup>

The APCD, in cooperation with SBCAG, prepared the 2010 Clean Air Plan (CAP) to address the requirements of the California Clean Air Act. (The 2007 Clean Air Plan (CAP) addressed both the federal and the State Clean Air Act). (As noted above, per a 1993 memorandum of understanding (MOU), SBCAG develops the on-road mobile source emission estimates and transportation control measures (TCMs) for APCD's Clean Air Plans.) The 2010 CAP provides the required triennial update of the 2007 CAP and demonstrates how the area plans to attain the State 8-hour ozone standard and maintain the State 1-hour ozone standard. As noted above, the APCD is presently updating the CAP and SBCAG is again coordinating with APCD regarding the development of on-road mobile source emission estimates and TCMs.

The California Clean Air Act does not include fixed attainment deadlines and conformity processes like those found in the FCAA. There are no State requirements for RTPs under the California Clean Air Act. However, per the 2010 RTP Guidelines,<sup>27</sup> "air quality is normally addressed as part of the CEQA environmental documentation for the RTP."<sup>28</sup>

## Congestion Management Program

Gov. Code Section 65089(a) states that, in counties that include urbanized areas, a "congestion management program shall be developed, adopted, and updated biennially." Gov. Code Section 65089(b) describes what the congestion management program must contain, including traffic level of service (LOS) standards established for a system of highways and roadways designated by SBCAG, performance measures, a travel demand element that promotes alternative transportation methods, a program to analyze the impacts of land use decisions made by local jurisdictions on regional transportation systems including an estimate of the costs associated with mitigating those impacts, and a seven-year capital improvement program.

The requirement to develop a Congestion Management Program (CMP) first came into effect with the passage of Proposition 111 (1990), which increased the gas tax to fund congestion management. SBCAG became the Congestion Management Agency (CMA) for Santa Barbara County and established the CMP in 1991.

The intent of the CMP is to address increasing congestion on highways and principal arterials through a coordinated approach to state, regional, county, and local transportation and land use policies. Santa Barbara County's CMP requires local agencies to maintain their regionally-significant transportation facilities at a LOS standard of "D" and, if they cannot, to develop a deficiency plan that includes actions to improve circulation and air quality. Local agencies may choose to mitigate through capital improvement or approved system-wide strategies. Agencies that do not meet SBCAG's CMP standards risk losing certain portions of new gas tax revenues.

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<sup>26</sup> APCD. *2010 Clean Air Plan*. <http://www.sbcapcd.org/cap/Final2010CleanAirPlan.pdf>.

<sup>27</sup> <http://www.dot.ca.gov/hq/tpp/offices/orip/rtp/index.html>.

<sup>28</sup> 2010 RTP Guidelines, 90.

**Level of service (LOS)** is a measure of congestion on a transportation facility such as an intersection. LOS is represented by the letters A (best) through F (worst). “A” indicates free-flow traffic and “F” indicates slow-speed stop-and-go conditions.

Within the RTP-SCS, the action element must “consider congestion management programming activities carried out within the region.”<sup>29</sup>

SBCAG’s 2009 CMP fulfills both federal and State congestion management requirements. The CMP seeks to be consistent with the RTP, in particular, with respect to goals and capital improvement projects.

## Senate Bill 375

California Senate Bill 375, the Sustainable Communities and Climate Protection Act of 2008 (SB 375), is a law passed by the California legislature that requires each MPO to demonstrate, through the development of an SCS, how its region will integrate transportation, housing, and land use planning to meet the GHG reduction targets set by the State. SB 375 amends several sections of the Government Code, as well as the Public Resources Code. In addition to creating requirements for MPOs, it also creates requirements for the California Transportation Commission and the California ARB. Some of the requirements include the following:

- The California Transportation Commission (CTC) must maintain guidelines for the travel demand models MPOs develop for use in the preparation of their RTPs.
- The ARB must develop regional GHG emission reduction targets for automobiles and light trucks for 2020 and 2035 by September 30, 2010.
- Each MPO must prepare an SCS as part of its RTP to demonstrate how it will meet the regional GHG targets.
- Each MPO must adopt a public participation plan for development of the SCS that includes informational meetings, workshops, public hearings, consultation, and other outreach efforts.
- If an SCS cannot achieve the regional GHG target, the MPO must prepare an alternative planning strategy (APS) showing how it would achieve the targets with alternative development patterns, infrastructure, or transportation measures and policies.
- Each MPO must prepare and circulate a draft SCS at least 55 days before it adopts a final RTP.
- After adoption, each MPO must submit its SCS to the ARB for review.
- The ARB must review each SCS to determine whether or not, if implemented, it would meet the GHG targets. The ARB must complete its review within 60 days.

SB 375 also has implications for local governments, primarily related to local housing elements and to CEQA. For example, it extends the housing element revision cycle from five to eight years for local governments in certain regions. In addition, it exempts “transit priority projects”

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<sup>29</sup> Gov. Code §65080(b)(3).

from CEQA if they meet certain requirements and are consistent with the Metropolitan Planning Organization's SCS.

## Public Participation Plan

As noted above, SB 375 requires that SBCAG adopt a public participation plan for development of the SCS that includes informational meetings, workshops, public hearings, consultation, and other outreach efforts. SBCAG adopted the *2040 Regional Transportation Plan & Sustainable Communities Strategy Public Participation Plan* on August 18, 2011. The full plan is included in Appendix B.

## 2.3 ISSUES & CHALLENGES

Everyday thousands of residents rely upon Santa Barbara County's transportation network to help them go about their daily business and maintain a high quality of life. This section describes existing and future challenges, outlining issues like jobs/housing imbalance, population growth, auto dependence, social equity, air quality and climate change, security, public health and safety, goods movement, intermodal connectivity, and financial constraints.

### 2.3.1 JOBS/HOUSING IMBALANCE

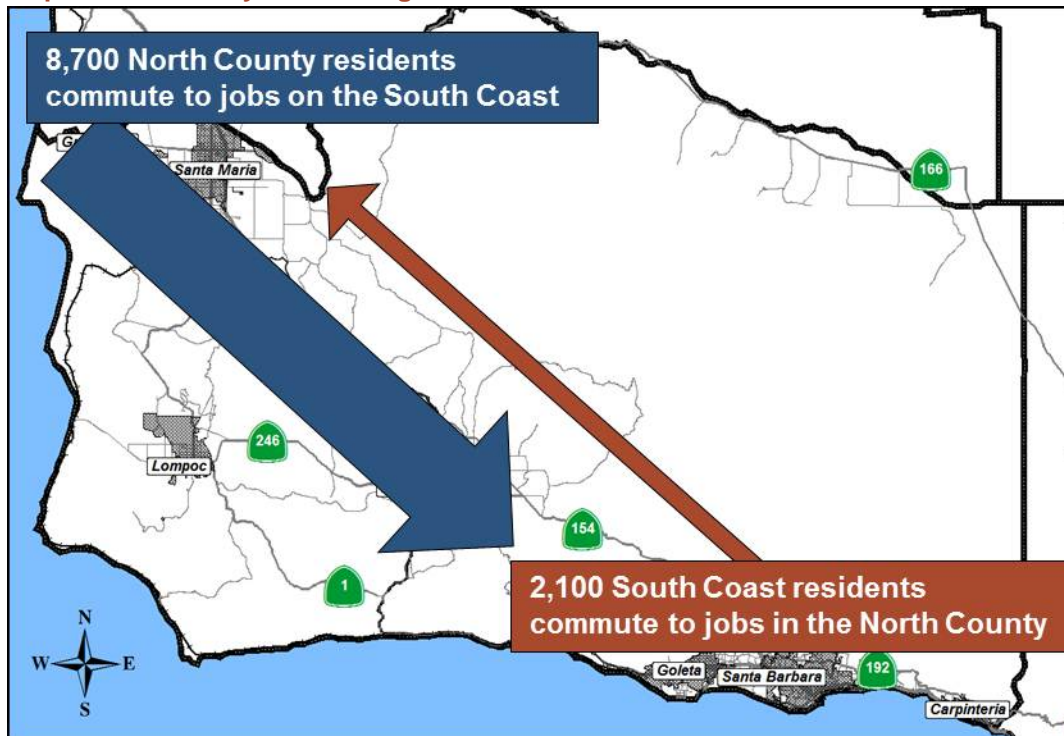
A primary influence on travel demand is the relationship between where people live and where they work. This relationship has become an increasingly important issue nationwide as the spatial mismatch between jobs and affordable housing is causing growing numbers of workers to reside farther from their workplaces than they would otherwise choose, increasing commuting distances. Regionally, this trend is evident with large numbers of commuters traveling daily from housing in Ventura, Santa Maria, Lompoc, and the Santa Ynez Valley to jobs on the South Coast, and between San Luis Obispo County and the Santa Maria Valley. The average commute distance in the tri-county region (Santa Barbara, Ventura, and San Luis Obispo Counties) is 16 miles (SBCAG, 2007 Commute Profile Report).



According to Taking Action Regionally, a 2004 report produced by the Santa Barbara County Association of Governments (SBCAG) in collaboration with Santa Barbara and Ventura Counties, 10% of South Coast employees commute from residences in northern Santa Barbara County. A smaller number of people, "reverse commuters," travel in the opposite direction. See Map 1 below.



**Map 1: Intra-County Commuting**



Sources: U.S. Census Bureau, American Community Survey 2006-2008 3-Year Estimate, Special Tabs for CTPP; 2000 Census Transportation Planning Package

The one-way commute distance for workers who live in Santa Maria, for example, and work on the South Coast is, according to Google Maps, approximately 65 miles, a distance that takes approximately one hour and 15 minutes to drive. A 75-minute daily commute between Santa Maria and Santa Barbara equates to approximately 625 hours of time spent in travel over a year's time, which is approximately 30% of a normal work year, and equivalent to more than 15.5 weeks of vacation.

The North County-South County jobs imbalance is projected to improve, but will not be eliminated. According to SBCAG's 2012 Regional Growth Forecast (2012 RGF), the percentage of jobs on the South Coast will decrease from 61% in 2010 to 52% in 2040.<sup>30</sup> However, while jobs on the South Coast will increase by 10% from 2010 to 2040, jobs in North County will increase by 59% over the same time period.

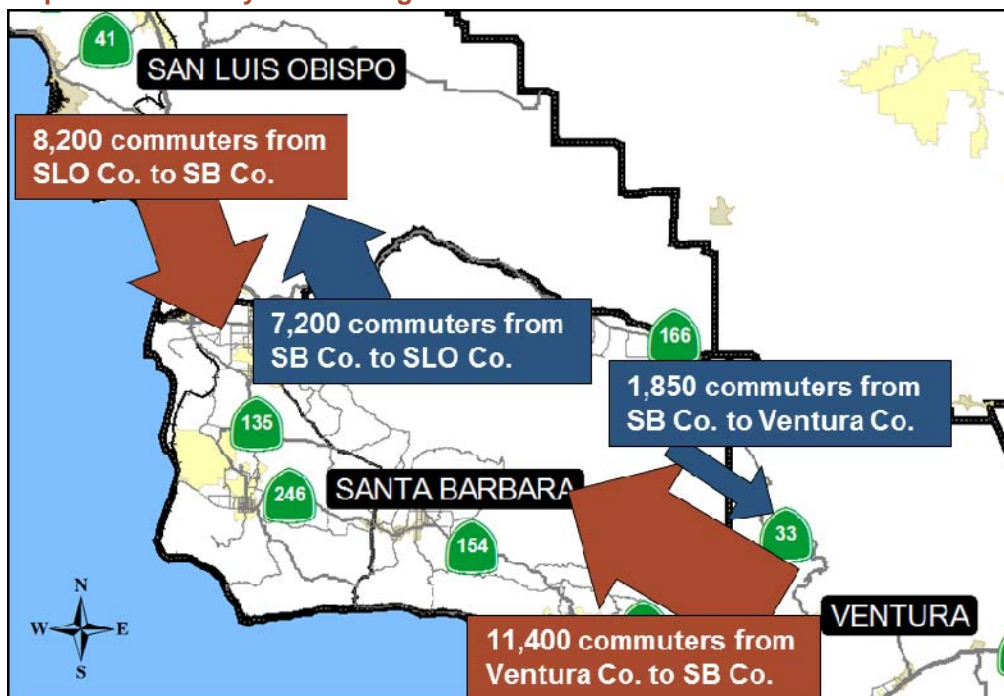
This intra-County imbalance leads to increased transportation demands on U.S. 101 and State Route 154, with the consequence of increased congestion and vehicle miles traveled per capita.

There is also an inter-county commuter imbalance. According to the U.S. Census Bureau's American Community Survey, 1% of Ventura County residents (approximately 11,400 people) and 3% of San Luis Obispo County residents (approximately 8,200 people) commute to work in Santa Barbara County. In Santa Barbara County, less than 1% of residents (approximately 1,850 people) commute to work in Ventura County and 2% of residents (approximately 9,400

<sup>30</sup> SBCAG. 2012 RGF, 21.

people) commute to work in San Luis Obispo County. These figures are shown on the map below.

**Map 2: Inter-County Commuting**



Source: 2006-2010 American Community Survey, U.S. Census Bureau

This inter-county imbalance leads to increased transportation demands on U.S. 101, with related increases in congestion and vehicle miles per capita. U.S. 101 on the South Coast in particular already experiences congestion.

The table below shows how inter-county commuting figures have changed over time.

**Figure 2: Workers Commuting into Santa Barbara County**

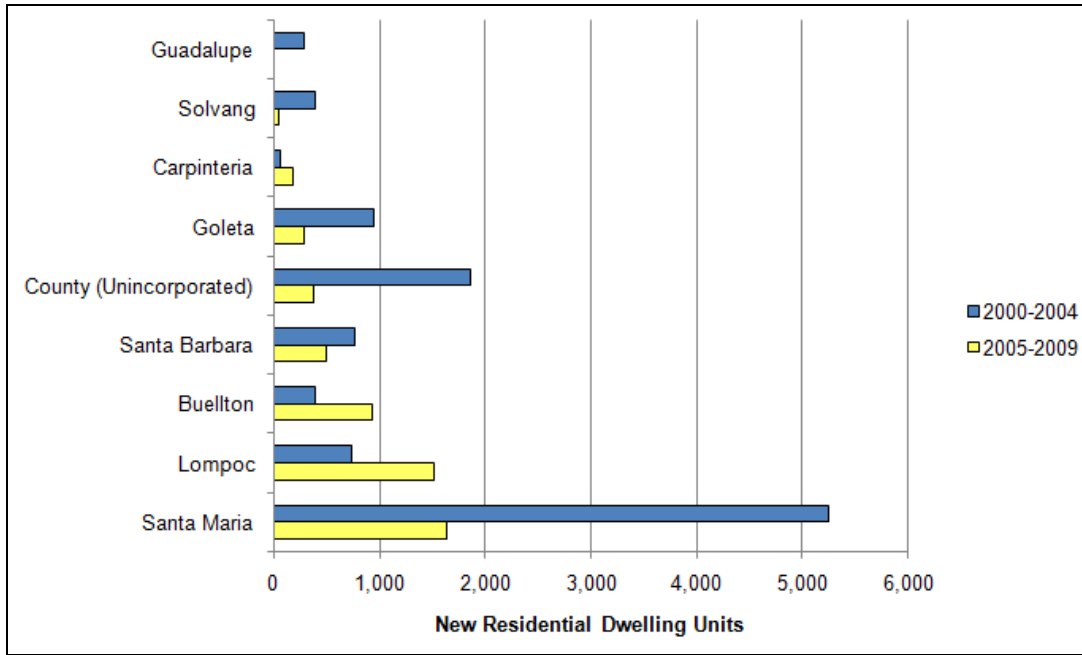
Origin County	1990	2000	2010	Percent Change 1990 to 2000	Percent Change 2000 to 2010
Ventura	5,594	9,009	11,400	61%	27%
San Luis Obispo	5,478	7,480	8,200	37%	10%
Los Angeles	1,267	1,750	1,900	38%	9%
Other	2,294	1,797	n/a	-22%	n/a
Total	14,633	20,036	-	37%	

Sources: 1990 and 2000 Census Transportation Planning Packages - U.S. Census Bureau, 2006-2010 American Community Survey, U.S. Census Bureau.

Similar to the North County-South County jobs imbalance, the housing imbalance is continuing. The Cities of Lompoc and Santa Maria in North County are approving the most new residential units. Figure 3, from a November 2010 Congestion Management Program (CMP) staff report to SBCAG's Technical Planning Advisory Committee (TPAC), shows the residential development history for each jurisdiction for the five-year periods between January 2000 and December

2009. From January 2000 to December 2004, a total of 10,712 residential units were approved in Santa Barbara County. From January 2005 to December 2009, a total of 5,484 residential units were approved in Santa Barbara County.

**Figure 3: New Residential Dwelling Units Approved in Santa Barbara County, January 2000 - December 2009**

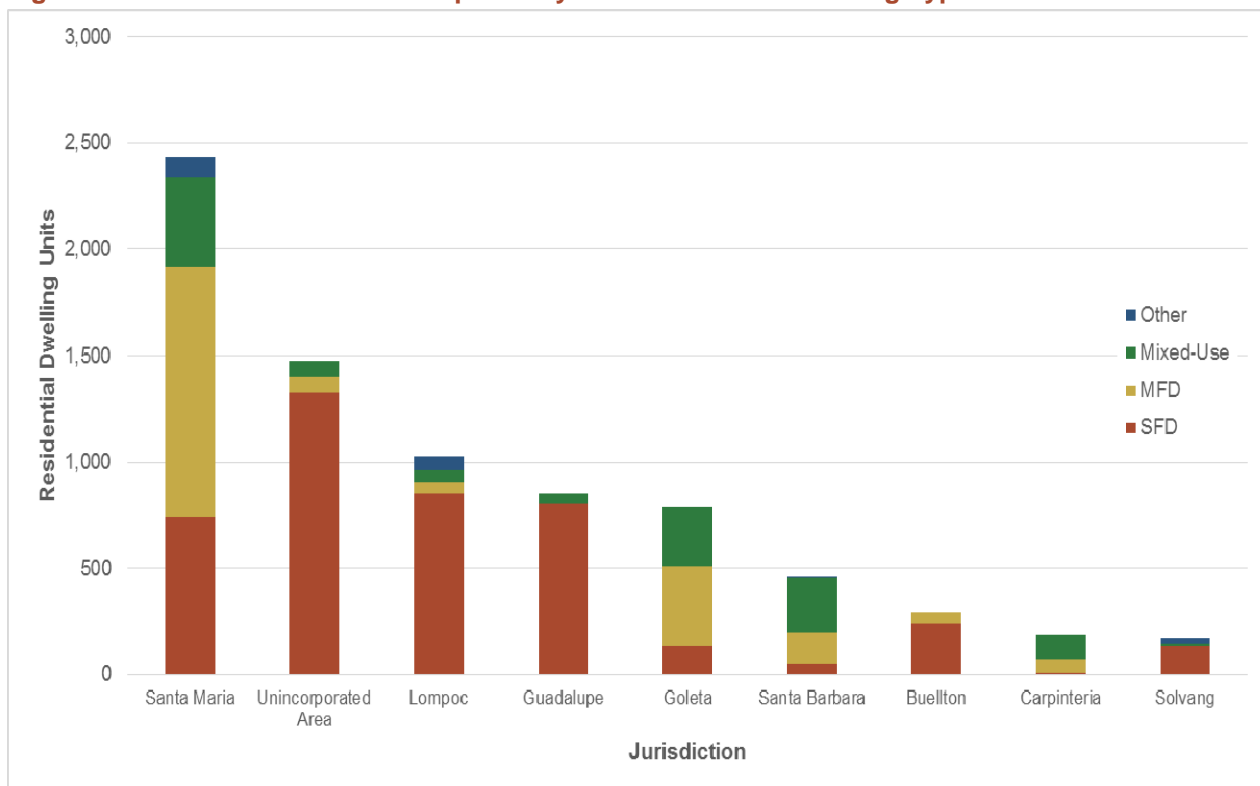


*Note: Dwelling units in City of Goleta only for three-year period between 2002 and 2004*

Figure 4 shows the total number of current residential projects in the pipeline by jurisdiction and by dwelling type (e.g., single-family, multi-family, mixed-use commercial).



**Figure 4: Residential Units in the Pipeline by Jurisdiction and Dwelling Type as of December 2012**



*Other = Category includes senior assisted/un-assisted units and residential trailers*

*MFD = Multi-Family Dwelling / Apt. = Apartment*

*SFD = Single Family Dwelling*

Per the CMP, a total of 7,694 residential dwelling units in Santa Barbara County were approved and not occupied as of December 2012. The majority of those units—2,434—were in Santa Maria. The unincorporated County had the next largest number, 1,447, and Lompoc came in third with 1,025.

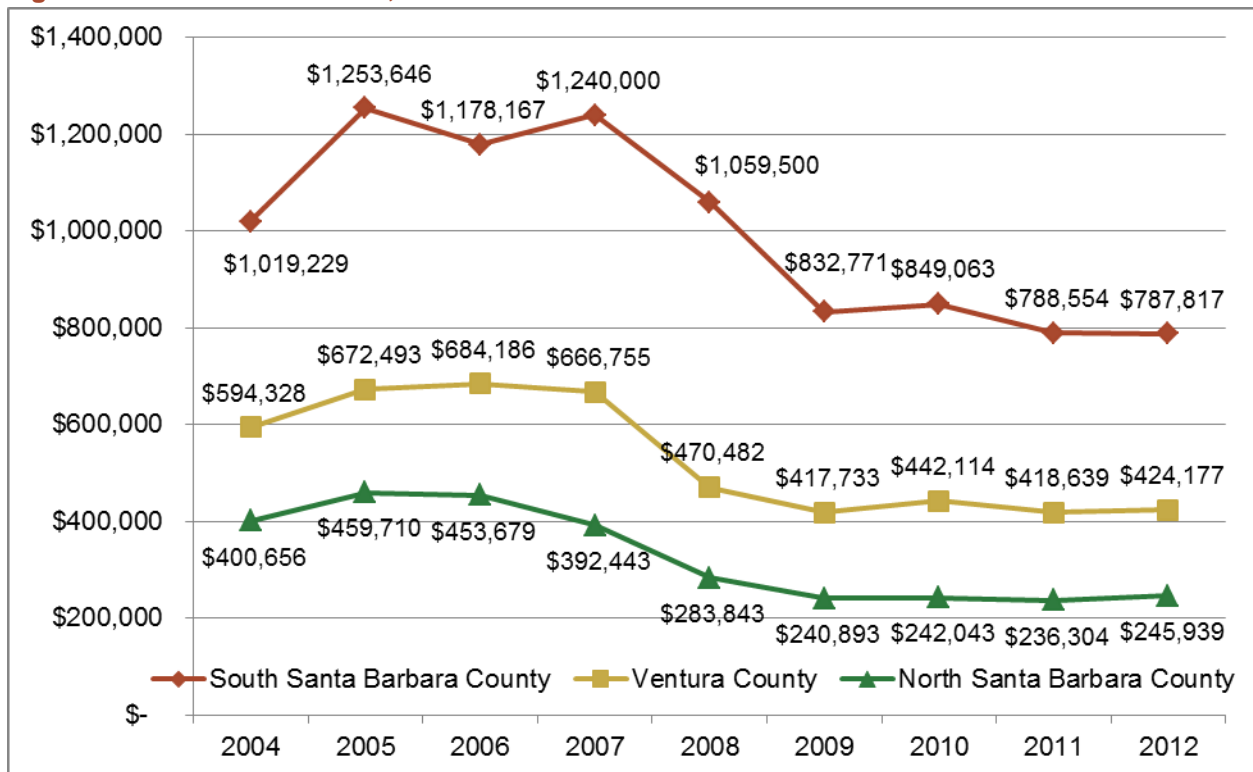


### Housing Affordability Drives Location Decisions

One of the main reasons why workers live in northern Santa Barbara County or Ventura County while working on the South Coast is high housing costs on the South Coast. Figure 5 shows the

median home prices in southern Santa Barbara County, northern Santa Barbara County, and Ventura County from 2004 to 2010.

**Figure 5: Median Home Prices, 2004-2010**



Sources: For 2004-2010: UCSB Economic Forecast Project. 2011 Santa Barbara County Economic Outlook. May 2011. For 2011-2012: California Association of Realtors, as cited in UCSB Economic Forecast Project 2013.

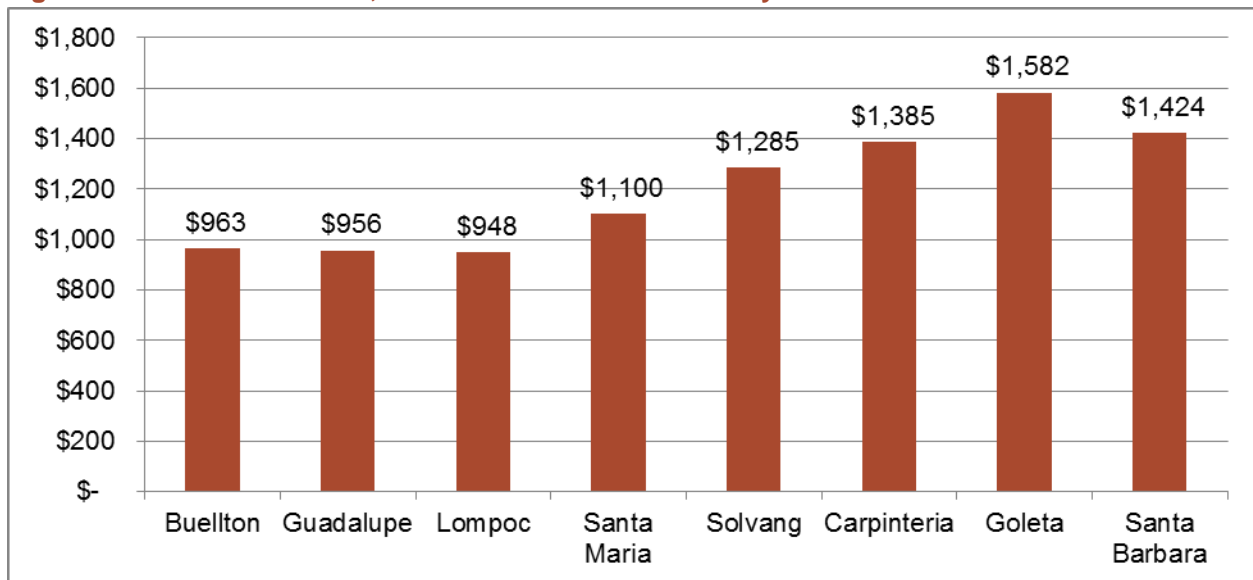
Median home prices on the South Coast are nearly 100% higher than those in Ventura County and are 250% higher than those in North County. The financial crisis impacted home prices in all three areas, but prices in southern Santa Barbara County remained very high relative to those in the other two areas.

According to the California Economic Forecast's 2013 Santa Barbara County Real Estate & Economic Outlook, single-family home sales in southern Santa Barbara County are now at levels last seen in 2004 at the height of the housing bubble. Increases in sales have decreased inventory—the single-family home market has 4.0 months of supply, compared to 8.0 months in September 2011. North County is also experiencing increasing sales and decreasing inventory.

The California Economic Forecast predicts a continuing recovery in the housing market. The countywide median home selling price is forecast to increase from \$317,099 in 2012 to \$493,345 (current dollars) in 2017. The median home selling price in southern Santa Barbara County is forecast to top \$1 million (current dollars) by 2016.

As for the rental market, the market-wide vacancy rate on the South Coast was a mere 1.3% in April 2012, down from 1.8% in April 2011.<sup>31</sup> Overall average rent was \$1,498 in April 2012, down slightly from \$1,501 in April 2011. The overall average rent in Ventura County was \$1,394 in April 2011.<sup>32</sup> The graph below shows median gross rents for the cities in Santa Barbara County according to the 2007-2011 American Community Survey 5-Year Estimates.

**Figure 6: Median Gross Rent, Cities in Santa Barbara County**



Source: U.S. Census Bureau, 2007-2011 American Community Survey.

These cost statistics help to explain the large number of people who chose to reside far from their workplaces on the South Coast, affecting the region's travel patterns and increasing work trip lengths. Realtors in the region, seizing on the opportunity presented by the housing situation, have capitalized with advertisements—"Drive a little; save a lot"—appealing to workers who believe the cost of the housing stock on the South Coast is out of their reach. Workers may fail to appreciate the cost of the commute itself—in time, money, pollution, and stress.

### Aging Population Retiring in Place

The increasing number of retirees also impacts housing opportunities. The population of older people is growing and many of them plan to "age in place." By 2030, 20% of the U.S. population is forecast to be comprised of older adults.<sup>33</sup> According to a study by the AARP, 89% of homeowners prefer to remain in their homes through retirement.<sup>34</sup>

<sup>31</sup> California Economic Forecast. *2013 Santa Barbara County Real Estate & Economic Outlook*.

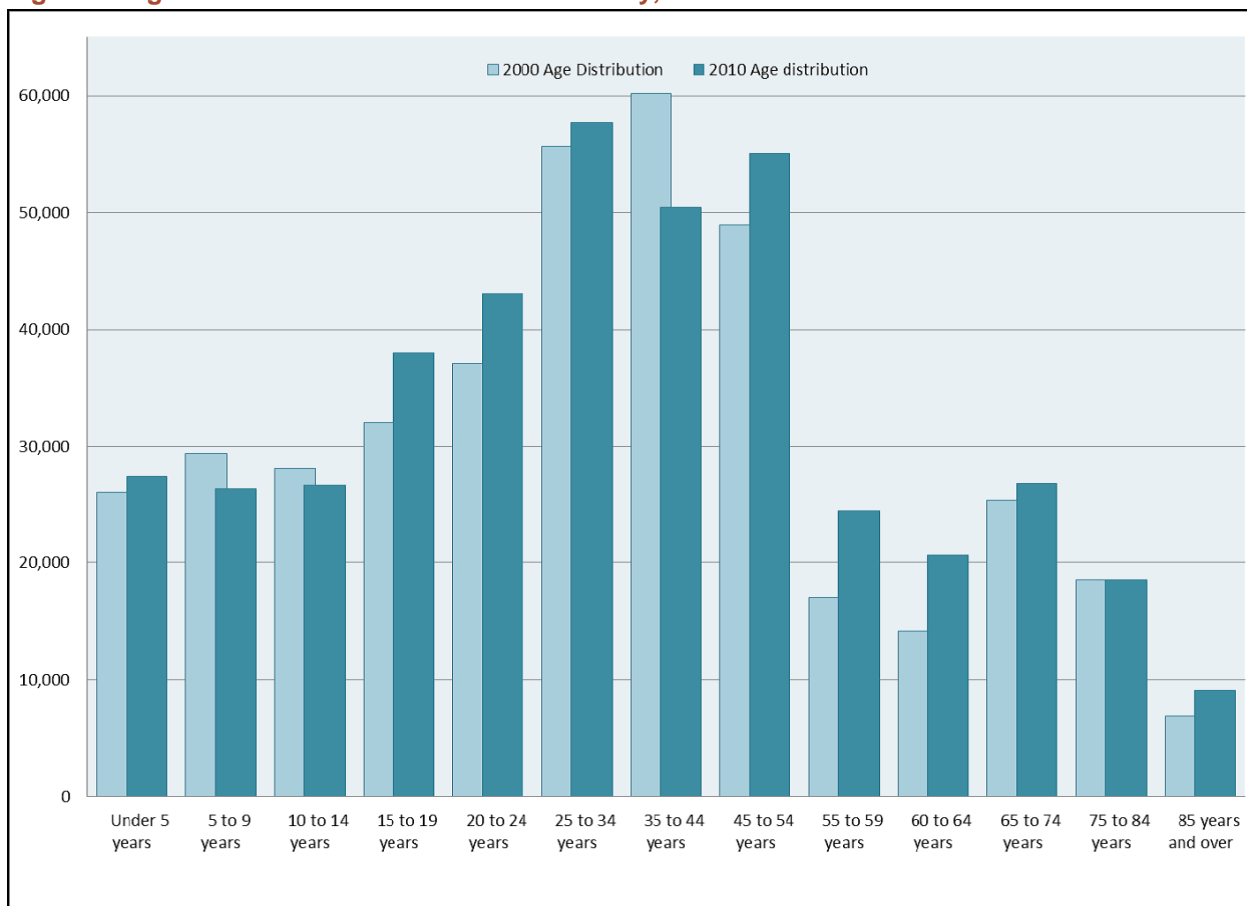
<sup>32</sup> UCSB Economic Forecast Project. *2011 Santa Barbara County Economic Outlook*. May 2011.

<sup>33</sup> Assisted Housing Research Cadre Group. *End of Participation in Assisted Housing: What Can We Learn About Aging in Place?* February 2011.

<sup>34</sup> Gold, Margo Rudman. "Aging in Pace and Multi-Generational Households." *Realty Times*. June 28, 2005. [http://realtytimes.com/rtpages/20050628\\_aginginplace.htm](http://realtytimes.com/rtpages/20050628_aginginplace.htm). Accessed 13 February 2013.

In Santa Barbara County, a comparison of the age distribution over the 10-year period from 2000 and 2010 shows consistent proportions for most age groups. The significant differences are for the 35 to 44-year old age group, which shows a decline of approximately 10,000 from 2000 to 2010, and the overall increase of the population 45 years old and over, which includes members of the baby boom generation approaching retirement (see Figure 7). As many of these people retire and age in place rather than downsizing, jobs will open up to younger workers, but housing will not. This phenomenon will limit housing supply.

**Figure 7: Age Distribution in Santa Barbara County, 2000 and 2010**



Source: U.S. Census Bureau, 2000 Census and 2010 Census.

### 2.3.2 POPULATION GROWTH

One of the primary influences on travel demand is population growth. Santa Barbara County’s population grew by 24,548 persons, or 6%, between 2000 and 2010 (see Table 1). This increase is down from an 8% increase between 1990 and 2000. The Cities of Santa Maria, Buellton, and Guadalupe experienced the greatest percentage growth in the County—29%, 26%, and 25%, respectively. Carpinteria, Solvang, and Santa Barbara experienced a decline in population, due in part to the recession, loss of jobs, and high housing costs. Santa Maria overtook Santa Barbara as the largest city in the County.

**Table 1: Population Growth 2000-2010, Santa Barbara County Jurisdictions**

	April 1, 2000	April 1, 2010	Change	% Change
Buellton	3,828	4,828	1,000	26%
Carpinteria	14,194	13,040	-1,154	-8%
Goleta*	28,788	29,888	1,100	4%
Guadalupe	5,659	7,080	1,421	25%
Lompoc	41,103	42,434	1,331	3%
Santa Barbara	89,600	88,410	-1,190	-1%
Santa Maria	77,423	99,553	22,130	29%
Solvang	5,332	5,245	-87	-2%
Unincorporated	133,420	133,417	-3	0%
<b>Total Santa Barbara County</b>	<b>399,347</b>	<b>423,895</b>	<b>24,548</b>	<b>6%</b>

Source: U.S. Census Bureau, as cited in the SBCAG 2012 Regional Growth Forecast

\*The City of Goleta provided the 2000 population estimate since the City was not yet incorporated in 2000 and Census data is not available.

The County's population is forecast to reach approximately 520,000 by 2040, an increase of 23% over the 2010 population (see Table 2). This increase—approximately 96,200 people—is equivalent to a city nearly the size of Santa Maria.

**Table 2: Population Forecast 2010-2040, Santa Barbara County**

	2010	2015	2020	2025	2030	2035	2040
Population	423,800	428,614	445,891	470,445	495,000	507,482	519,965

Source: SBCAG 2012 Regional Growth Forecast

Countywide employment is forecast to increase 30%, from an estimated 197,400 jobs in 2010 to 257,600 jobs by the year 2040. The County is anticipated to experience the most job growth in the professional and business services, educational and health services, and leisure and hospitality sectors. The manufacturing and agricultural sectors are predicted to see a decline in employment over the planning period.

SBCAG has utilized land use and travel models to assess the impacts of these changes in population, as well as employment, and to forecast future travel patterns. Additional information on population growth and SBCAG's 2012 Regional Growth Forecast is provided in Chapter 3. Additional information on the models is included in Chapter 5. Forecasts of vehicle miles traveled (VMT), number of trips, average trip distance, etc., are provided in Chapter 6.

### 2.3.3 AUTO DEPENDENCE, LENGTHENING COMMUTES, INCREASING CONGESTION & COSTS



Although Santa Barbara County residents, particularly workers, are still overwhelmingly dependent on automobiles, the trend is slowing. In Santa Barbara County, daily VMT increased by only 9.5% from 1990 to 2010 (see Table 3). Daily VMT per household remained steady and daily VMT per capita decreased by 8.6%.

The number of workers age 16 and older increased by 6.7% between 1990 and 2010. Although 65.5% of workers still drive alone to work, that percentage has decreased each decade since 1990. The percentage of workers using transit, on the other hand, has increased drastically—91.4% from 1990 to 2010. The percentage of workers carpooling and walking also increased.

**Table 3: Santa Barbara County Travel Characteristics**

	1990	2000	2010*	% Change ('90-'00)	% Change ('00-'10)	% Change ('90-'10)
Residential Population	369,608	399,347	423,895	8.0%	6.1%	14.7%
Workers Age 16 or Older	179,258	179,445	191,238	0.1%	6.6%	6.7%
Number of Households	129,802	136,622	142,104	5.3%	4.0%	9.5%
Daily VMT	8,268,000	9,770,700	9,052,017	18.2%	-7.4%	9.5%
Daily VMT per Household	64	72	64	12.7%	-11.2%	0.0%
Daily VMT per Capita	23	24	21	4.7%	-12.7%	-8.6%
% of Workers Driving Alone	70.4%	69.4%	65.5%	-1.4%	-5.6%	-7.0%
% of Workers Carpooling	14.7%	15.8%	15.4%	7.5%	-2.3%	5.0%
% of Workers Using Transit	1.9%	2.4%	3.6%	26.3%	51.6%	91.4%
% of Workers Walking	4.5%	4.0%	4.6%	-11.1%	14.9%	2.1%
% of Workers Using Other Modes	4.9%	3.8%	5.0%	-22.4%	30.7%	1.4%
% of Workers Working at Home	n/a	n/a	5.9%	n/a	n/a	n/a
Mean Travel Time to Work (min)	18.0	19.3	19.5	7.2%	1.0%	8.3%

\*2010 data sources: 2010 Census for population, households; 5-year ACS (2007-2011) for workers, mean travel time; SBCAG travel model for VMT

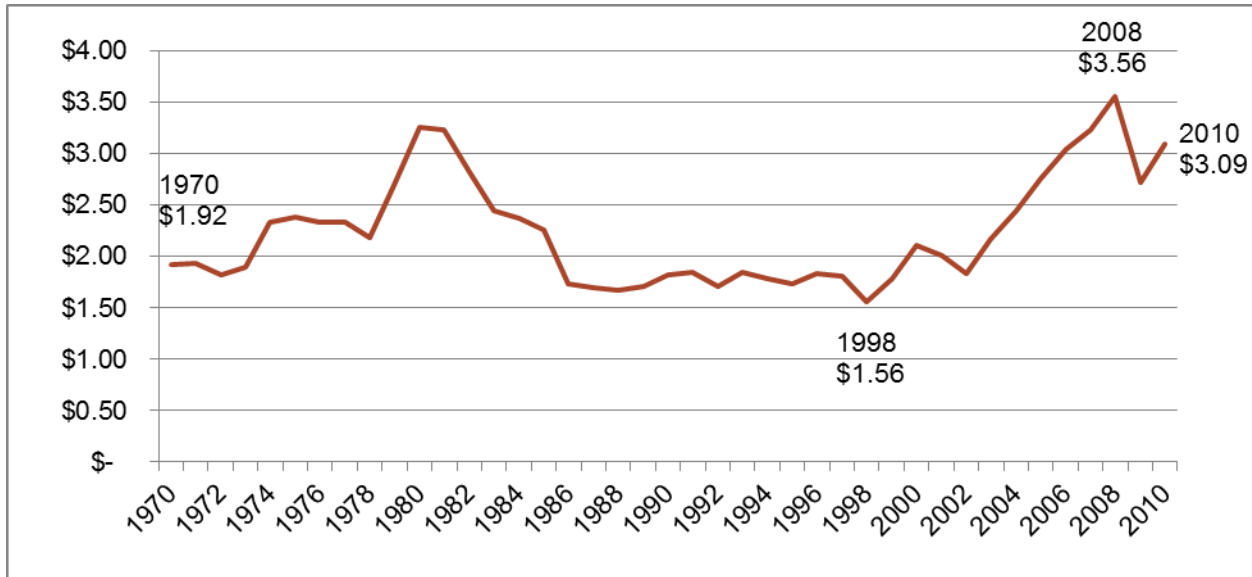
Workers choose the private automobile for many reasons, such as multiple-stop commutes (to run errands, transport children, etc.), flexible job schedules, unpredictable daily routines, shifting work hours, and the perceived need to conserve time. These factors contribute significantly to mode choice.

In addition, land use patterns, which influence the distance between home and work, affect the convenience of alternative modes. From 1990 to 2010, the mean travel time to work increased by 8.3%

The cost of fuel also impacts mode choice. Figure 8 shows annual average gasoline prices in California from 1970 to 2010, adjusted for inflation. When gas prices spiked in 2008, people drove less. Americans drove 11 billion fewer miles in March 2008 than they did in March 2007,

the first time since 1979 that traffic decreased from one March to the next.<sup>35</sup> The 2008 fuel cost increase affected rural areas—with little or no public transit, scarce jobs and long commutes, low incomes, and older vehicles—the hardest. Across the nation, Americans were spending an average of 4% of their take-home income on gasoline.<sup>36</sup> By comparison, however, Americans spent nearly 4.5% of their take-home income on gasoline in 1981.

**Figure 8: Annual Average Gasoline Price in California, 1970-2010 (Adjusted for Inflation)**



Source: California Energy Commission. *Energy Almanac*.  
[http://www.energyalmanac.ca.gov/gasoline/gasoline\\_cpi\\_adjusted.html](http://www.energyalmanac.ca.gov/gasoline/gasoline_cpi_adjusted.html).

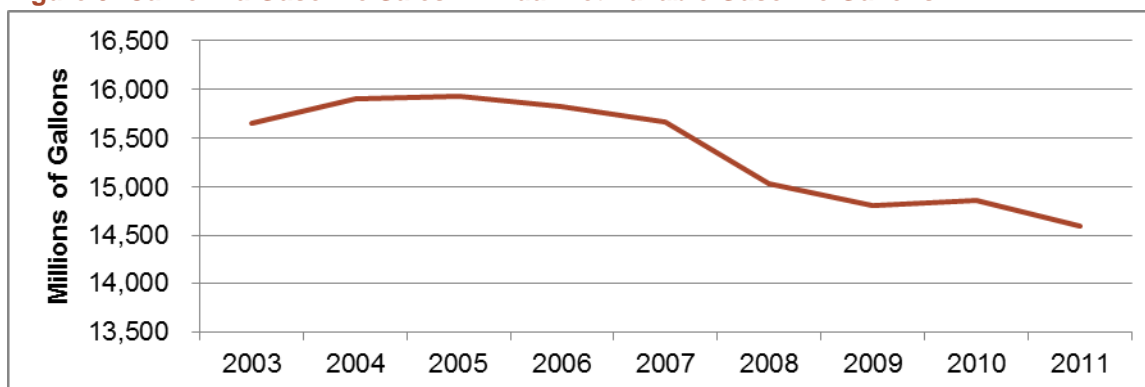
The graphs below display that, in California, gasoline consumption is decreasing despite an increasing population. Declining gasoline consumption over the time period shown is due in part to the recent recession.

<sup>35</sup> Washington Post. (June 3, 2008). "Travelers Turn to Public Transit: Ridership Surges as Gas prices Fuel Exodus from Cars." <http://www.washingtonpost.com/wp-dyn/content/article/2008/06/02/AR2008060201545.html>.

<sup>36</sup> New York Times. (June 9, 2008). "Rural U.S. Takes Worst Hit as Gas Tops \$4 Average." [http://www.nytimes.com/2008/06/09/business/09gas.html?\\_r=2&th&emc=th&oref=login&oref=slogin](http://www.nytimes.com/2008/06/09/business/09gas.html?_r=2&th&emc=th&oref=login&oref=slogin).

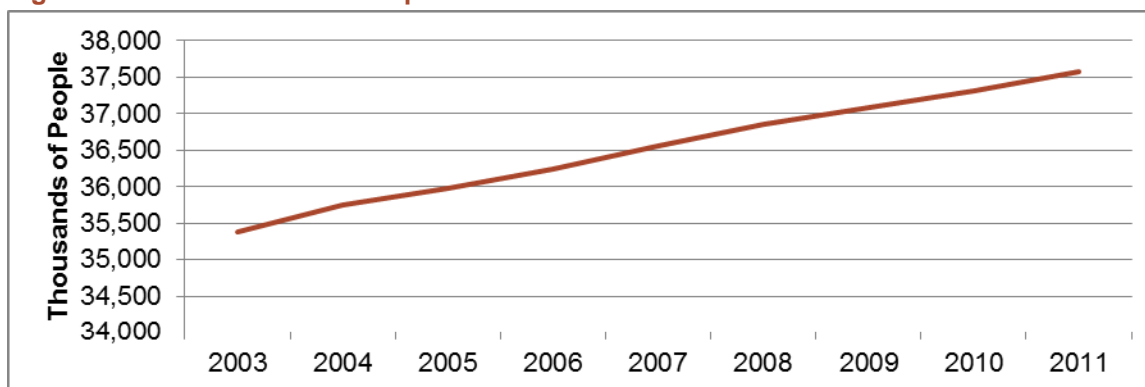


**Figure 9: California Gasoline Sales: Annual Net Taxable Gasoline Gallons**



Source: California State Board of Equalization. *Taxable Gasoline Gallons 10 Year Report*. <http://www.boe.ca.gov/sptaxprog/spftrpts.htm>.

**Figure 10: California Annual Population**



Source: State of California Department of Finance. *E-7 California Population Estimates. December 2012*. <http://www.dof.ca.gov/research/demographic/reports/estimates/e-7/view.php>.

Not only have increased gasoline prices been found to decrease traffic, but they have also been found to increase transit usage. According to the American Public Transportation Association, “streetcars, trolleys and other light rail experience[ed] a 10.3 percent increase in ridership for the first quarter of [2008],” despite a declining economy and higher transit fares.<sup>37</sup> Public transportation ridership increases generally appear first on long trips. According to Rob Padgette, APTA’s director of policy, development and research, it takes time for “folks who are not regular transit riders to make that first step.” Locally, the Clean Air Express, for example, experienced a surge of ridership in 2008. That surge, however, has not been sustained.

Fuel prices also impact transit providers, as well as other modes that require fuel, such as rail and aviation. Increased fuel costs can lead to increased transit fares. In addition, local

<sup>37</sup> Washington Post. (June 3, 2008). “Travelers Turn to Public Transit: Ridership Surges as Gas prices Fuel Exodus from Cars.” <http://www.washingtonpost.com/wp-dyn/content/article/2008/06/02/AR2008060201545.html>.

governments may hold back on activities such as grass cutting and road repairs to save on fuel costs.<sup>38</sup>

Although driving less may be the most obvious way to avoid high fuel costs, another option is alternative fuels. In addition to high fuel prices, concerns about fuel availability and climate change have increased interest in alternative fuels. Currently 95% of California's vehicles rely on a single fuel source—petroleum—and over 60% of petroleum consumed in the U.S. comes from foreign sources (*State Alternative Fuels Plan*, 2007). The *State Alternative Fuels Plan* addresses the following alternative transportation fuels:

- Biodiesel
- Electricity
- Ethanol (E-10 and E-85)
- Hydrogen
- Natural Gas (methane in the form of compressed and liquefied natural gas)
- Propane
- Renewable Diesel
- Synthetic Fuels (Dimethyl Ether and Methanol)
- Gas-to-Liquid and Coal-to-Liquid Fuels

There is progress locally and statewide for alternative fuels. As of early 2007, three stations in Santa Barbara County offered biodiesel.<sup>39</sup> The Chevy Volt, Nissan LEAF, Toyota Plug-in Prius, and Ford Focus EV are all on the street now and there are more than 100 public charging stations on the Central Coast.<sup>40</sup> In addition, the Santa Barbara Metropolitan Transit District (MTD) is a leader in the application of electric and hybrid-electric bus technology to manage their fuel costs and provide a quieter, cleaner trip. California already uses the most ethanol of any state. The Community Environmental Council's report, *A New Energy Direction* (2007), identifies plug-in hybrid, electric-only, and hydrogen vehicles as the most promising up and coming vehicle technologies. As reported in the Summer 2006 edition of the Santa Barbara County Air Pollution Control District (APCD) newsletter, compressed natural gas is already in the marketplace.

The *State Alternative Fuels Plan* recommends the following policies for achieving alternative fuel goals:

- Standards on transportation fuels and vehicles.
- Requirements, financial incentives, and other policy mechanisms to ensure that vehicles capable of operating on alternative fuels use those fuels as much as possible.

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<sup>38</sup> New York Times. (June 9, 2008). "Rural U.S. Takes Worst Hit as Gas Tops \$4 Average."  
[http://www.nytimes.com/2008/06/09/business/09gas.html?\\_r=2&th&emc=th&oref=login&oref=slogin](http://www.nytimes.com/2008/06/09/business/09gas.html?_r=2&th&emc=th&oref=login&oref=slogin)

<sup>39</sup> Community Environmental Council. *A New Energy Direction*. 2007.  
<http://www.cecsb.org/images/stories/pdf/blueprint/CEC-Energy-Blueprint.pdf>.

<sup>40</sup> Community Environmental Council. Plug In Santa Barbara. <http://www.cecsb.org/pluginsb>. Accessed 19 February 2013.

- Requirements, financial incentives, and other policy mechanisms to ensure that alternative fueling stations are available to drivers of alternative fuel vehicles.
- Incentives, requirements, programs, or other mechanisms to encourage the research, development, demonstration, commercialization, manufacturing, or production of vehicles that use alternative fuels<sup>41</sup>

Locally, the Traffic Solutions office of SBCAG provides services to link and encourage potential users of alternative modes of transport.

### 2.3.4 SOCIAL EQUITY / DISPROPORTIONATE EFFECT ON DISADVANTAGED POPULATIONS

In accordance with State and federal legal requirements discussed earlier, 2040 Regional Transportation Plan & Sustainable Communities Strategy (RTP-SCS) policy recognizes the importance of ensuring that disadvantaged populations receive their fair share of the benefits of transportation services and investments and that no single group is disproportionately impacted by the RTP-SCS. The first step to avoiding such impacts is to identify potentially disadvantaged populations. Disadvantaged populations may include minority and low-income populations, as well as seniors and people with disabilities. The tables below identify the locations of these populations in the SBCAG region.

**Table 4: Potentially Disadvantaged Populations in Santa Barbara County—Poverty, Age, Disability**

	Poverty		Age 65 & Over		Disability	
	#	%*	#	%	#	%**
City of Buellton	331	7%	637	13%	733	21%
City of Guadalupe	996	15%	567	8%	1,206	23%
City of Lompoc	7,296	19%	4,223	10%	7,247	21%
City of Santa Maria	16,605	18%	9,391	9%	16,242	24%
City of Solvang	311	6%	1,095	21%	827	16%
<b>Total North County Cities</b>	<b>25,539</b>	<b>17%</b>	<b>15,913</b>	<b>10%</b>	<b>26,255</b>	<b>22%</b>
Uninc. Cuyama Area	121	12%	170	14%	239	19%
Uninc. Guadalupe Area	173	30%	34	13%	105	29%
Uninc. Lompoc Valley	668	4%	2,183	14%	2,187	16%
Uninc. Santa Maria Valley	1,928	6%	5,580	17%	5,593	18%
Uninc. Santa Ynez Valley	985	8%	2,172	17%	1,605	14%
<b>Total Uninc. North County</b>	<b>3,875</b>	<b>6%</b>	<b>10,139</b>	<b>16%</b>	<b>9,729</b>	<b>17%</b>
City of Carpinteria	1,400	11%	1,799	14%	2,018	15%
City of Goleta	2,629	9%	4,048	14%	n/a	n/a
City of Santa Barbara	12,272	14%	12,573	14%	15,493	18%

<sup>41</sup> 2007 State Alternative Fuels Plan, 19.

	Poverty		Age 65 & Over		Disability	
	#	%*	#	%	#	%**
Total South County Cities	16,301	16%	18,420	14%	17,511	17%
Total Uninc. South County	11,748	13%	9,926	14%	11,046	12%
Total Santa Barbara County	57,463	14%	54,398	13%	64,541	18%

*\*of the population for whom poverty status is determined*

*\*\*of the civilian non-institutionalized population, age 5+*

*Poverty Source: U.S. Census Bureau, 2006-2010 American Community Survey*

*Age Source: U.S. Census Bureau, 2010 Census*

*Disability Source: U.S. Census Bureau, 2000 Census*

Approximately 14% of Santa Barbara County's population lives in poverty.<sup>42</sup> The cities with the highest rates of poverty are Lompoc, Santa Maria, and Guadalupe. In addition, 30% of people in the unincorporated Guadalupe area live in poverty.

People age 65 and over make up 13% of the County's population. The City of Solvang has the highest rate of seniors, at 21%.

Eighteen percent of the County's (civilian, non-institutionalized, age 5+) population has a disability. The same areas that have high rates of poverty—Cities of Santa Maria, Guadalupe, and Lompoc, and the unincorporated Guadalupe area—have high rates of persons with disabilities. The City of Buellton also has a relatively high percentage, 21%, of persons with disabilities.

<sup>42</sup> The Census Bureau uses a set of money income thresholds that vary by family size and composition to determine who is in poverty. If a family's total income is less than the family's threshold, then that family and every individual in it is considered in poverty. The official poverty thresholds do not vary geographically, but they are updated for inflation using Consumer Price Index (CPI-U). The official poverty definition uses money income before taxes and does not include capital gains or noncash benefits.

**Table 5: Potentially Disadvantaged Populations in Santa Barbara County—Race**

	White*		Black or African American*		American Indian and Alaska Native*		Asian*		Native Hawaiian and Other Pacific Islander*		Some other race*		Two or More Races	
	#	%	#	%	#	%	#	%	#	%	#	%	#	%
City of Buellton	3,912	81%	37	1%	76	2%	137	3%	5	0%	424	9%	237	5%
City of Guadalupe	3,395	48%	74	1%	103	1%	279	4%	5	0%	2,783	39%	441	6%
City of Lompoc	25,950	61%	2,432	6%	750	2%	1,615	4%	186	0%	9,020	21%	2,481	6%
City of Santa Maria	55,983	56%	1,656	2%	1,818	2%	5,054	5%	161	0%	29,841	30%	5,040	5%
City of Solvang	4,326	82%	38	1%	59	1%	72	1%	1	0%	611	12%	138	3%
<b>Total North County Cities</b>	<b>93,566</b>	<b>59%</b>	<b>4,237</b>	<b>3%</b>	<b>2,806</b>	<b>2%</b>	<b>7,157</b>	<b>4%</b>	<b>358</b>	<b>0%</b>	<b>42,679</b>	<b>27%</b>	<b>8,337</b>	<b>5%</b>
Uninc. Cuyama Area	1,032	83%	8	1%	19	2%	13	1%	-	0%	135	11%	38	3%
Uninc. Guadalupe Area	142	54%	4	2%	3	1%	7	3%	1	0%	88	33%	20	8%
Uninc. Lompoc Valley	11,597	76%	698	5%	181	1%	686	4%	94	1%	1,133	7%	919	6%
Uninc. Santa Maria Valley	26,547	80%	460	1%	452	1%	1,190	4%	61	0%	2,969	9%	1,494	5%
Uninc. Santa Ynez Valley	10,948	87%	67	1%	289	2%	194	2%	18	0%	737	6%	344	3%
<b>Total Uninc. North County</b>	<b>50,266</b>	<b>80%</b>	<b>1,237</b>	<b>2%</b>	<b>944</b>	<b>2%</b>	<b>2,090</b>	<b>3%</b>	<b>174</b>	<b>0%</b>	<b>5,062</b>	<b>8%</b>	<b>2,815</b>	<b>4%</b>
City of Carpinteria	9,348	72%	109	1%	144	1%	296	2%	15	0%	2,599	20%	529	4%
City of Goleta	20,833	70%	469	2%	283	1%	2,728	9%	26	0%	4,182	14%	1,367	5%
City of Santa Barbara	66,411	75%	1,420	2%	892	1%	3,062	3%	116	0%	13,032	15%	3,477	4%
<b>Total South County Cities</b>	<b>96,592</b>	<b>74%</b>	<b>1,998</b>	<b>2%</b>	<b>1,319</b>	<b>1%</b>	<b>6,086</b>	<b>5%</b>	<b>157</b>	<b>0%</b>	<b>19,813</b>	<b>15%</b>	<b>5,373</b>	<b>4%</b>
Uninc. South County	54,700	77%	1,041	1%	416	1%	5,332	8%	117	0%	6,306	9%	2,917	4%
<b>Total Santa Barbara County</b>	<b>295,124</b>	<b>70%</b>	<b>8,513</b>	<b>2%</b>	<b>5,485</b>	<b>1%</b>	<b>20,665</b>	<b>5%</b>	<b>806</b>	<b>0%</b>	<b>73,860</b>	<b>17%</b>	<b>19,442</b>	<b>5%</b>

\*Includes only those who identify with only one race.

Source: U.S. Census Bureau, 2010 Census.

In Santa Barbara County, 70% of the population is white. The largest single minority race is Asian, at 5% of the County’s population.

**Table 6: Potentially Disadvantaged Populations in Santa Barbara County—Hispanic or Latino**

	Hispanic or Latino (of any race)	
	#	%
City of Buellton	1,451	30%
City of Guadalupe	6,103	86%
City of Lompoc	21,557	51%
City of Santa Maria	70,114	70%
City of Solvang	1,530	29%
<b>Total North County Cities</b>	<b>100,755</b>	<b>63%</b>
Unincorporated Cuyama Area	555	45%
Unincorporated Guadalupe Area	148	56%
Unincorporated Lompoc Valley	3,376	22%
Unincorporated Santa Maria Valley	9,377	28%
Unincorporated Santa Ynez Valley	2,725	22%
<b>Total Unincorporated North County</b>	<b>16,181</b>	<b>26%</b>
City of Carpinteria	6,351	49%
City of Goleta	9,824	33%
City of Santa Barbara	33,591	38%
<b>Total South County Cities</b>	<b>49,766</b>	<b>38%</b>
Unincorporated South County	14,985	21%
<b>Total Santa Barbara County</b>	<b>181,687</b>	<b>43%</b>

*Source: U.S. Census Bureau, 2010 Census.*

Nearly half—43%—of the County’s population identifies as Hispanic or Latino. In many areas of the County, Hispanic or Latino is not the minority. In Guadalupe, for example, 86% of the population is Hispanic or Latino.

Chapter 3 includes more information about low income, minority, and disadvantaged populations, and Chapter 6 includes a social equity analysis.

## 2.3.5 AIR QUALITY / CLIMATE CHANGE

### Air Quality

As mentioned above, the federal Clean Air Act (FCAA) requires the U.S. Environmental Protection Agency (U.S. EPA) to set national ambient air quality standards (NAAQS) for pollutants that are considered harmful to public health and the environment. The EPA has set NAAQS for six pollutants: ozone, particulate matter, nitrogen dioxide, carbon monoxide, sulfur dioxide, and lead.

#### **Ozone**

Ozone (O<sub>3</sub>) is a strong irritant that adversely affects the human respiratory system, potentially leading to lung damage. Ozone exposure aggravates asthma, bronchitis, and other respiratory ailments, as well as cardiovascular disease, with children and the elderly at the highest risk. Ozone also damages crops and forests and contributes to the degradation of anthropogenic materials such as plastics, paint, and textiles.

Ozone is not produced directly by any pollution source, but is instead formed through a series of chemical reactions involving oxides of nitrogen (NO<sub>x</sub>) and reactive organic gases (ROG) in the presence of sunlight over a period of several hours. The major sources of NO<sub>x</sub> in the County include the combustion of fossil fuels in automobiles and other mobile sources, the petroleum industry, and channel shipping. ROG sources include natural seeps of oil and gas; use of solvents in paints, consumer products and industry; automobiles; natural vegetation; and the petroleum industry. Reducing ozone levels is dependent upon reducing the emissions of these ozone precursors.

The major pollution sources in the County are grouped into the following categories:

- Stationary or point sources (e.g., large industrial sites)
- Area-wide sources (e.g., home heating devices, small business combustion processes, home/yard appliances)
- On-road mobile sources (e.g., cars, trucks)
- Other mobile sources (e.g., marine shipping, off-road vehicles, motor boats, trains, aircraft)
- Natural sources (e.g., vegetation, gas seeps)

The planning emission inventory developed for the 2010 Clean Air Plan (CAP) describes the relative contribution of each of these sources in Santa Barbara County. One of the largest contributors to our locally-generated air pollution is on-road mobile sources (cars and trucks), which contribute more than 30% of the ROG<sup>43</sup> emissions and 41% of the NO<sub>x</sub> emissions in the

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<sup>43</sup> APCD's annual emission inventory and planning emission inventory include Reactive Organic Compounds (ROC), the definition of which is essentially equivalent to ARB's definition of Reactive Organic Gases (ROG). (APCD. 2010 Clean Air Plan, 3-2.  
<http://www.sbcapcd.org/cap/Final2010CleanAirPlan.pdf>.

region. Other mobile sources (trains, boats, diesel agricultural equipment, etc.), stationary sources (solvents, oil and gas production, etc.), and area-wide sources (pesticides, forest management, residential fuel combustion, etc.) combine to make up the remainder.

Both ozone contributors, however, are forecast to decline. On-road mobile source emissions of ROG and NOx are forecast to decline by 69% and 65% respectively through the 2030 horizon planning year of the 2010 Clean Air Plan. These emission reductions primarily result from State and federal controls on light duty vehicle and heavy-duty diesel emissions and the natural attrition of older vehicles being replaced by newer vehicles (i.e., fleet turnover).

As explained above, the County is currently in attainment of the federal ozone standard, but is designated as non-attainment for the stricter State standard.

### ***Particulate Matter***

Particulate matter (PM) is a respiratory irritant. The respiratory tract effectively filters large particles; however, small particles of 10 microns in diameter or less (PM<sub>10</sub>) and even finer particulates of 2.5 microns in diameter or less (PM<sub>2.5</sub>) can cause serious health effects. The chemical makeup of the particles is an important factor in determining the seriousness of the health effect. Anthropogenic (resulting from human activity) sources of particulate matter include re-entrained road dust (materials found on the roadway) from vehicles, construction and demolition, tilling dust (agriculture), re-entrained road dust from unpaved roads, and fuel combustion. Natural sources of particulate matter include wild fires, sea salt, and windblown dust. Particulate matter is also formed secondarily in the atmosphere from chemical reactions involving sunlight with NOx and sulfur dioxide gases

#### *PM<sub>10</sub>*

The County is currently in attainment of the federal PM<sub>10</sub> standard, but is designated as non-attainment for the stricter State standard.<sup>44</sup>

To investigate the County's PM<sub>10</sub> sources, the APCD conducted a specialized sampling and analysis study in 1989 (the Santa Barbara County Particulate Matter Emission Reduction Study), which identified source contributions and chemical and physical characteristics of PM<sub>10</sub> in the County. The major findings of the study indicate that while natural background sources, primarily sea salt, are major contributors to PM<sub>10</sub> concentrations, motor vehicle exhaust and locally generated geological dust are the most significant sources of directly emitted PM<sub>10</sub> in the County. The study determined that potential control measures should concentrate on these primary sources of PM<sub>10</sub>, although non-traditional controls (e.g., controls for fugitive dust) should also be evaluated. Thus, attainment of the State PM<sub>10</sub> standard may depend on the development of innovative control technologies and the effectiveness of these controls upon implementation. PM<sub>10</sub> air quality benefits will also result from implementation of ozone control measures adopted in the 2007 CAP that address ozone precursors (ROG and NOx), by

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<sup>44</sup> APCD. 2010 Clean Air Plan. Table 2-1 Ambient Air Quality Standards, 2-9.  
<http://www.sbcapcd.org/cap/Final2010CleanAirPlan.pdf>.



effectively reducing the chemical reactions involving NO<sub>x</sub> in the atmosphere that result in secondary PM<sub>10</sub>.

### *PM<sub>2.5</sub>*

The County is currently in attainment of the federal PM<sub>2.5</sub> standard, but is unclassified for the stricter State standard.<sup>45</sup>

Statewide, PM<sub>2.5</sub> emissions have fluctuated since 1975, and are now predicted to continue increasing.<sup>46</sup>

Re-entrained road dust created by on-road vehicles accounts for 5% of PM<sub>2.5</sub> in the County.<sup>47</sup> Statewide, the primary contributors to PM<sub>2.5</sub> emissions are area-wide sources.<sup>48</sup> Paved road dust emissions more than doubled between 1975 and 2000, and unpaved road dust emissions, which have fluctuated, are now predicted to continue increasing after 2015. The increases in paved and unpaved road dust emissions are due to increases in VMT.

### *Diesel PM*

California identified diesel PM as a toxic air contaminant in 1998 because of its potential to cause cancer and other adverse health effects.<sup>49</sup> The primary sources of diesel PM are trucks, buses, large off-road equipment such as bulldozers and tractors, portable equipment such as cranes, refrigerating units on trucks, and stationary engines used to generate power or pump water.

### **Carbon Monoxide**

The County is currently in attainment of all federal and State carbon monoxide standards.<sup>50</sup>

## Climate Change

According to the U.S. EPA, “[c]limate change refers to any significant change in the measures of climate lasting for an extended period of time. In other words, climate change includes major changes in temperature, precipitation, or wind patterns, among other effects, that occur over several decades or longer.”<sup>51</sup> “Global warming refers to the recent and ongoing rise in global

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<sup>45</sup> APCD. *2010 Clean Air Plan*. Table 2-1 Ambient Air Quality Standards, 2-9.  
<http://www.sbcapcd.org/cap/Final2010CleanAirPlan.pdf>.

<sup>46</sup> *The California Almanac of Emissions and Air Quality*. (2008), 3-13.  
<http://www.arb.ca.gov/aqd/almanac/almanac08/pdf/chap308.pdf>.

<sup>47</sup> APCD, SB 656 Report, 2006.

<sup>48</sup> *The California Almanac of Emissions and Air Quality*. (2008), 3-13.

<sup>49</sup> ARB. (2000). California’s Plan to Reduce Diesel Particulate Matter Emissions.  
<http://www.arb.ca.gov/diesel/factsheets/rrpfactsheet.pdf>.

<sup>50</sup> APCD. *2010 Clean Air Plan*. Table 2-1 Ambient Air Quality Standards, 2-9.  
<http://www.sbcapcd.org/cap/Final2010CleanAirPlan.pdf>.

<sup>51</sup> U.S. EPA. Climate Change Basics. <http://www.epa.gov/climatechange/basics/>. Accessed 9 January 2013.

average temperature near Earth's surface. It is caused mostly by increasing concentrations of greenhouse gases in the atmosphere. Global warming is causing climate patterns to change.”

Human activities, such as fossil fuel combustion, have been emitting significant amounts of carbon dioxide (CO<sub>2</sub>) and other greenhouse gases (GHGs) into the Earth’s atmosphere since the Industrial Revolution, changing the composition of the atmosphere. This composition change has intensified the greenhouse effect, a natural process in which GHGs trap in heat from the sun to warm the Earth.

Carbon dioxide is the primary greenhouse gas (GHG) emitted by human activities, making up 84% of all U.S. GHG emissions in 2010.<sup>52</sup>

### ***Climate Change and Transportation***

Transportation is the second largest source of CO<sub>2</sub> emissions after electricity generation, contributing 31% of total U.S. CO<sub>2</sub> emissions in 2010.<sup>53</sup> In the State of California, transportation accounts for more than 35% of GHG emissions.<sup>54</sup>

Santa Barbara County’s CO<sub>2</sub> emissions (tons per day) from on-road mobiles sources are shown in Figure 11. In the absence of State and federal controls, CO<sub>2</sub> emissions are forecast to increase through 2035 (approximately 25% over 2005 levels) with the majority of emissions generated by light-duty autos and trucks.

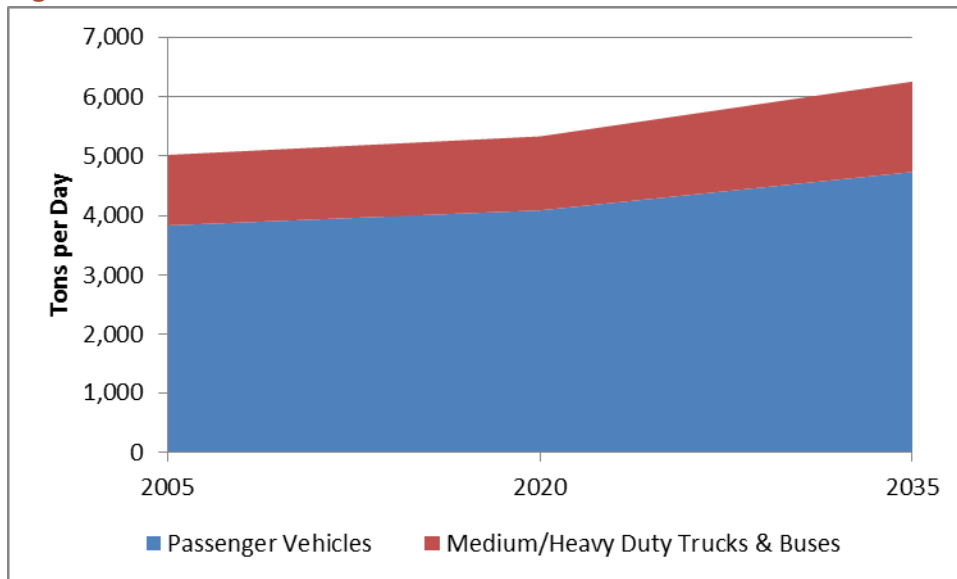
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<sup>52</sup> U.S. EPA. Greenhouse Gas Emissions.  
<http://www.epa.gov/climatechange/ghgemissions/gases/co2.html>. Accessed 9 January 2013.

<sup>53</sup> U.S. EPA. Greenhouse Gas Emissions.  
<http://www.epa.gov/climatechange/ghgemissions/gases/co2.html>. Accessed 9 January 2013.

<sup>54</sup> State of California Climate Change Portal. Climate Change and Transportation.  
<http://www.climatechange.ca.gov/state/transportation.html>. Accessed 9 January 2013.

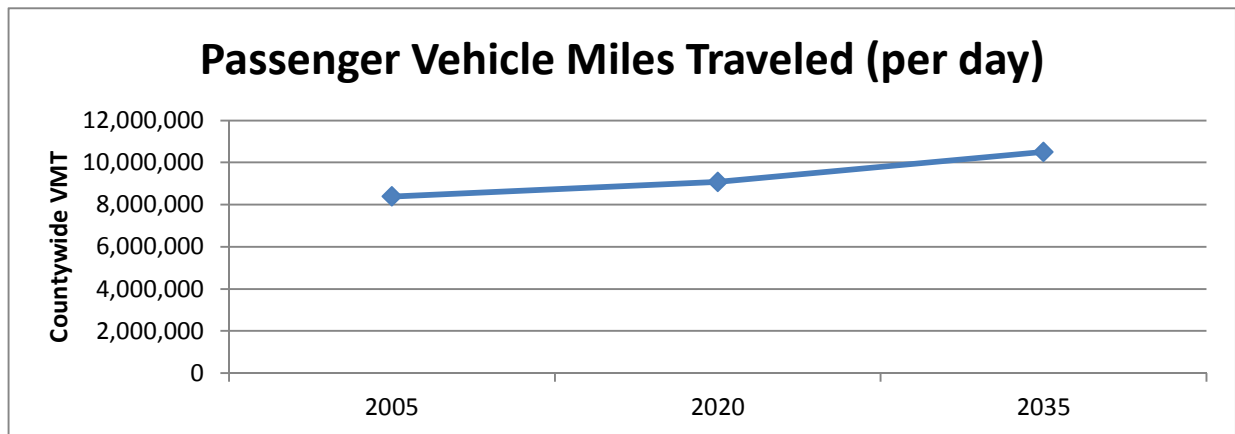
**Figure 11: On-Road Mobile Source Emissions of CO<sub>2</sub> in Santa Barbara County\***



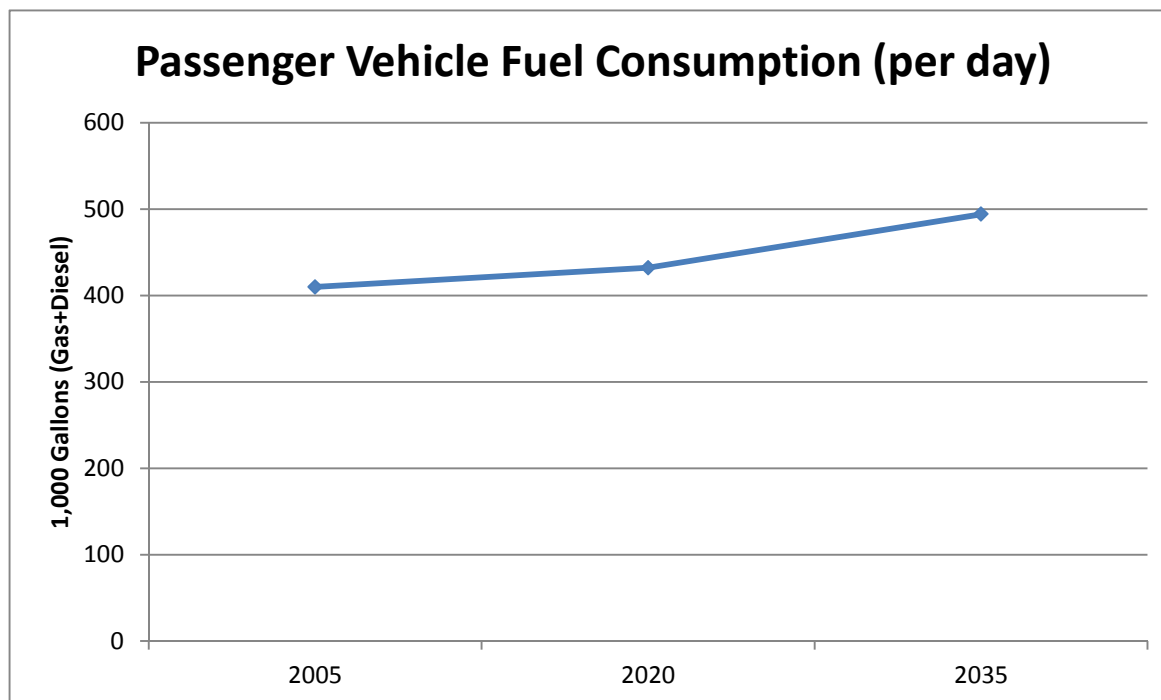
\*Uses Future Baseline Scenario (a.k.a. "Business as Usual")

Looking at the trends, it can be said that CO<sub>2</sub> emissions closely mirror fuel consumption and VMT. For example, from 2020 to 2035, passenger vehicle CO<sub>2</sub> emissions are forecast to increase approximately 15.9%. During the same period, fuel consumption and vehicle miles traveled are forecast to increase approximately 14.3% and 15.7%, respectively. Vehicle miles traveled and fuel consumption trends for the years 2005 through 2035 are summarized in Figure 12 and Figure 13.

**Figure 12: Trends in Daily Vehicle Miles Traveled**



**Figure 13: Trends in Fuel Consumption**



There are three primary methods for reducing emissions from the transportation sector:

1. Reduce the carbon intensity of fuels
2. Reduce emissions from vehicles
3. Reduce the usage of carbon-intensive modes of transportation by improving land use patterns and transportation systems

### ***Federal Response to Climate Change***

The U.S. EPA is responsible for developing and implementing regulations to ensure that transportation fuel sold in the U.S. contains a minimum volume of renewable fuel. The EPA developed the Renewable Fuel Standard (RFS) in collaboration with refiners, renewable fuel producers, and other stakeholders. The RFS program “was created under the Energy Policy Act of 2005 (EPAct), and established the first renewable fuel volume mandate in the United States. As required under EPAct, the original RFS program (RFS1) required 7.5 billion gallons of renewable fuel to be blended into gasoline by 2012.”<sup>55</sup> The Energy Independence and Security Act of 2007 (EISA) expanded the RFS program by including diesel, increasing the volume of renewable fuel required to be blended into transportation fuel to 36 billion gallons by 2022, etc., to create RFS2.

The U.S. EPA, along with the U.S. Department of Transportation’s National Highway Traffic Safety Administration (NHTSA), has also worked to develop a national program to improve fuel economy and reduce GHG emissions from new vehicles. The two agencies began

<sup>55</sup> U.S. EPA. Renewable Fuel Standard (RFS). <http://www.epa.gov/otaq/fuels/renewablefuels/index.htm>. Accessed 9 January 2013.

collaborating in response to President Obama's May 2009 announcement of "a new national policy aimed at both increasing fuel economy and reducing greenhouse gas pollution for all new cars and trucks sold in the United States."<sup>56</sup>

The first phase of the Light-Duty National Program established GHG emissions standards and Corporate Average Fuel Economy (CAFÉ) standards for new passenger cars, light-duty trucks, and medium-duty passenger vehicles, covering model years 2012 through 2016. The final rulemaking for the first phase was published in May 2010.<sup>57</sup> Over the lifetime of the vehicles built for model years 2012-2016, this national program is projected to reduce GHG emissions by 960 million metric tons and save approximately 1.8 billion barrels of oil.<sup>58</sup>

The second phase of the Light-Duty National Program extended the first phase standards to model years 2017 through 2025. The final rulemaking for the second phase was published in October 2012.<sup>59</sup> Over the lifetime of the vehicles built for model years 2017-2025, this national program is projected to reduce GHG emissions by 2 billion metric tons and save approximately 4 billion barrels of oil.<sup>60</sup>

As another component of the effort, the EPA and NHTSA worked together to establish the Heavy-Duty National Program for medium- and heavy-duty engines and vehicles. The final rulemaking for the heavy-duty program was published in September 2011.<sup>61</sup> Over the lifetime of the heavy-duty vehicles built for model years 2014-2018, this national program is projected to reduce GHG emissions by 270 million metric tons and save approximately 530 million barrels of oil.<sup>62</sup>

### **State Response to Climate Change**

The State of California enacted Assembly Bill 32 (AB 32), the Global Warming Solutions Act of 2006. AB 32 requires the California Air Resources Board (ARB) to adopt a statewide GHG emissions limit equivalent to reducing GHG emissions to 1990 levels by 2020. It also requires the ARB to prepare and approve a scoping plan for achieving the emissions reductions. The

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<sup>56</sup> White House Press Release. President Obama Announces National Fuel Efficiency Policy. May 19, 2009. <http://www.whitehouse.gov/the-press-office/president-obama-announces-national-fuel-efficiency-policy>. Accessed 9 January 2013.

<sup>57</sup> EPA. Transportation Regulations & Standards: Light-Duty. <http://www.epa.gov/otaq/climate/regs-light-duty.htm>. Accessed 10 January 2013.

<sup>58</sup> EPA. Fact Sheet: EPA and NHTSA Finalize Historic National Program to Reduce Greenhouse Gases and Improve Fuel Economy for Cars and Trucks. April 2010. <http://www.epa.gov/otaq/climate/regulations/420f10014.pdf>.

<sup>59</sup> EPA. Transportation Regulations & Standards: Light-Duty. <http://www.epa.gov/otaq/climate/regs-light-duty.htm>. Accessed 10 January 2013.

<sup>60</sup> EPA. Fact Sheet: EPA and NHTSA Set Standards to Reduce Greenhouse Gases and Improve Fuel Economy for Model Years 2017-2025 Cars and Light Trucks. August 2012. <http://www.epa.gov/otaq/climate/documents/420f12051.pdf>.

<sup>61</sup> EPA. Transportation Regulations & Standards: Heavy-Duty. <http://www.epa.gov/otaq/climate/regs-heavy-duty.htm>. Accessed 10 January 2013.

<sup>62</sup> EPA. Fact Sheet: EPA and NHTSA Adopt First-Ever Program to Reduce Greenhouse Gas Emissions and Improve Fuel Efficiency of Medium- and Heavy-Duty Vehicles. August 2011. <http://www.epa.gov/otaq/climate/documents/420f11031.pdf>.

Climate Change Scoping Plan, which the ARB adopted in 2008 and supplemented in 2011, recommends reduction measures for a variety of sectors, including transportation.

There have also been several transportation-focused responses to climate change. The Governor's Executive Order #S-01-07 set a statewide goal to reduce the carbon intensity of California's transportation fuels by at least 10% by 2020, and directed that a Low Carbon Fuel Standard for transportation fuels be established for the State.

Assembly Bill 1493 (2002), the "Pavley" bill, authorized and instructed the ARB to implement a program for the reduction of GHG emissions from passenger cars and light trucks. It required vehicles manufactured after the year 2009 to adhere to CO<sub>2</sub> emission standards. The regulations were threatened by automaker lawsuits and U.S. EPA's initial decision to deny California's waiver request to implement GHG standards for passenger vehicles, but on June 30, 2009, the "U.S. EPA granted California the authority to implement GHG emission reduction standards for new passenger cars, pickup trucks and sport utility vehicles."<sup>63</sup> On September 24, 2009, the ARB adopted amendments to the Pavley regulations that reduce GHG emissions in new passenger vehicles from 2009 through 2016. As of 2010, the ARB estimated that the Pavley regulations would reduce GHG emissions from passenger vehicles by 22% in 2012 and 30% in 2016.

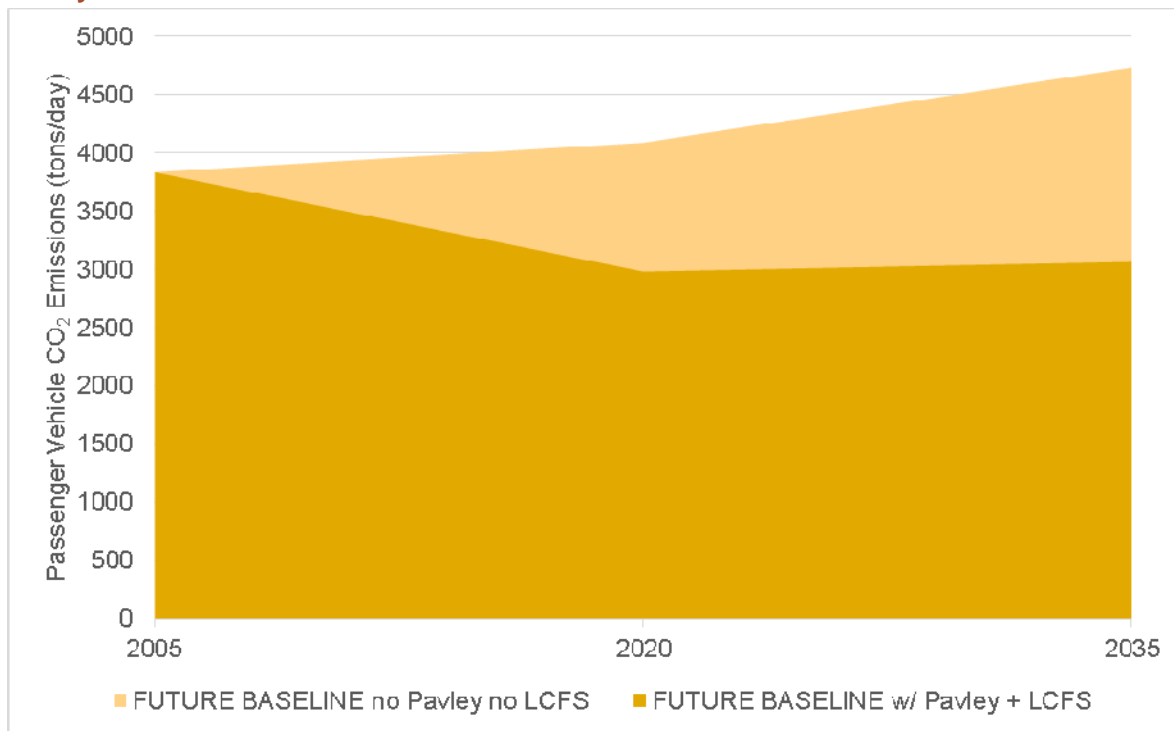
Senate Bill 375 (SB 375), the Sustainable Communities and Climate Protection Act of 2008, which is described above, requires the ARB to develop regional GHG emission reduction targets for passenger vehicles for 2020 and 2035. SB 375 then requires each Metropolitan Planning Organization (MPO) to demonstrate, through the development of a Sustainable Communities Strategy (SCS), how its region will integrate transportation, housing, and land use planning to meet these targets. This 2040 Regional Transportation Plan (RTP) is the first RTP for SBCAG that must comply with SB 375.

According to ARB staff, the RTP-SCS may not count the effects of LCFS or Pavley regulations toward the SB 375 targets. However, the following figures show the relationship between the expected effects of LCFS, Pavley and the RTP-SCS on greenhouse gas emissions from passenger vehicles.

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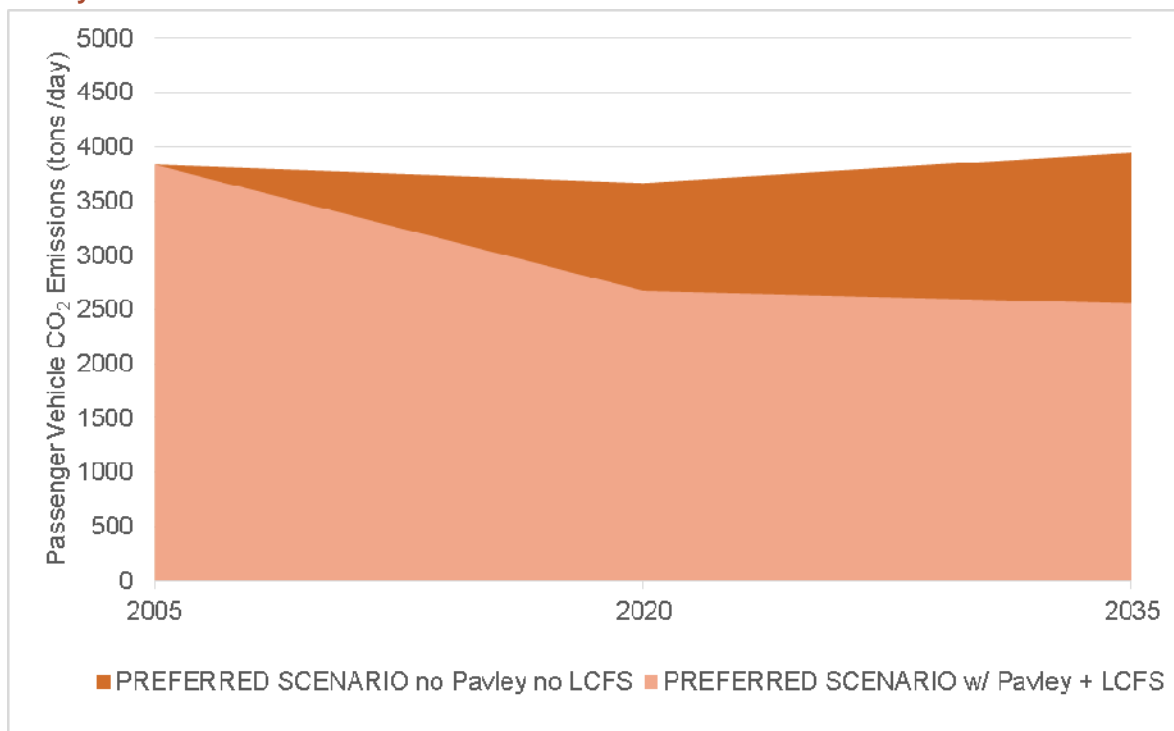
<sup>63</sup> ARB. Clean Car Standards – Pavley, Assembly Bill 1493. <http://www.arb.ca.gov/cc/ccms/ccms.htm>. Accessed 9 January 2013.

**Figure 14: Future Baseline Passenger Vehicle CO<sub>2</sub> Emissions Comparison With and Without Pavley and Low Carbon Fuel Standards**



Source: SBCAG Travel Model and Emissions Factors (EMFAC) Model

**Figure 15: Preferred Scenario Passenger Vehicle CO<sub>2</sub> Emissions Comparison With and Without Pavley and Low Carbon Fuel Standards**



Source: SBCAG Travel Model and Emissions Factors (EMFAC) Model

## **Local Response to Climate Change**

The County of Santa Barbara adopted a Climate Action Study in September 2011. It is the first phase of a Climate Action Strategy, the second phase of which is a Climate Action Plan. The Study includes a countywide GHG emissions inventory and forecast, and an evaluation of potential emission reduction measures.

The City of Santa Barbara adopted a Climate Action Plan in September 2012. The Climate Plan includes an inventory and forecast of GHG emissions generated by the Santa Barbara community; strategies to reduce emissions in the areas of energy, travel and land use, vegetation, waste reduction, and water conservation; and strategies to begin planning for adaptation to climate change effects.

The City of Goleta adopted an Energy Efficiency Action Plan (EEAP) in September 2012. The EEAP is one component of the City's community-wide Climate Action Plan, which the City expects to complete in early 2013. The EEAP addressed only the energy consumption of the City's municipal building energy efficiency, whereas the community-wide Climate Action Plan will address the GHG emissions of the entire community of Goleta, including the activities of residents, businesses and municipal government operations. The Climate Action Plan will include an emissions inventory and forecast, as well as reduction measures.

The Community Environmental Council (CEC) is an environmental nonprofit organization in Santa Barbara County whose mission is "to identify, advocate and raise awareness about the most pressing environmental issues that affect the Santa Barbara region."<sup>64</sup> The CEC's current focus is *Fossil Free by '33* with the goal of transitioning the region off fossil fuels in one generation. In its document titled *A New Energy Direction: A Blueprint for Santa Barbara County*, the CEC identifies four primary strategies to reduce petroleum use for transportation:

- alternatives to driving alone
- better land use planning
- more fuel efficient and smaller vehicles
- alternative fuel vehicles<sup>65</sup>

## **Climate Change Impacts & Adaptation**

There is still a scientific debate about the impacts of climate change and the exact nature and extent of climate change and its effects are not completely understood. However, impacts from climate change may include heat waves, floods, fire, sea level rise, storm surges, and more.

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<sup>64</sup> Community Environmental Council. What We Do. <http://www.cecsb.org/what-we-do>. Accessed 9 January 2013.

<sup>65</sup> Community Environmental Council. *A New Energy Direction: A Blueprint for Santa Barbara County*, 38. <http://www.cecsb.org/images/stories/pdf/blueprint/CEC-Energy-Blueprint.pdf>.



Sea levels along the California coast have already risen by as much as seven inches over the last century.<sup>66</sup>

Climate change impacts may affect transportation infrastructure. Extreme heat increases the risk of buckling of roadways and railroad tracks. Increased precipitation may flood tunnels. The combination of a drier climate and more intense rain storms increases the risk of mudslides. Sea level rise may damage ports and other coastal infrastructure.

The 2009 California Climate Adaptation Strategy suggests the following adaptation strategies for transportation:

- Develop a detailed climate vulnerability assessment and adaptation plan for California's transportation infrastructure
- Incorporate climate change vulnerability assessment planning tools, policies, and strategies into existing transportation and investment decisions
- Develop transportation design and engineering standards to minimize climate change risks to vulnerable transportation infrastructure
- Incorporate climate change impact considerations into disaster preparedness planning for all transportation modes

### 2.3.6 SYSTEM SECURITY

Although the transportation system has always been susceptible to the consequences of natural disasters such as fires, floods, mudslides, and earthquakes, the terrorist attack of September 11, 2001 and other international events have increased awareness of the system's susceptibility to human-induced disasters.

The U.S. Department of Homeland Security's *Transportation Systems Sector-Specific Plan: An Annex to the National Infrastructure Protection Plan*<sup>67</sup> describes strategies to reduce risks to critical transportation infrastructure. The plan defines the transportation sector as including six interconnected modes—highway, mass transit and passenger rail, freight rail, aviation, maritime, and pipelines—that are vital to the movement of both people and goods.

In Santa Barbara County, the transportation network includes roadways, public transit, passenger and freight rail, public airports, and a harbor facility. There are also active oil rigs with connecting pipelines off the coast of the County. Several of the County's facilities are critical to the transportation infrastructure, for example:

- U.S. 101 is the most direct route between the San Francisco and Los Angeles. It is an important thoroughfare for the movement of people and goods and is a connector for the high-tech, university, and agricultural corridor between Los Angeles, Ventura, and San

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<sup>66</sup> California Natural Resources Agency. 2009 California Climate Adaptation Strategy. [http://resources.ca.gov/climate\\_adaptation/docs/Statewide\\_Adaptation\\_Strategy.pdf](http://resources.ca.gov/climate_adaptation/docs/Statewide_Adaptation_Strategy.pdf).

<sup>67</sup> <http://www.dhs.gov/xlibrary/assets/nipp-ssp-transportation-systems-2010.pdf>.

Luis Obispo Counties. Six transportation agencies in the central coast of California formed the Central Coast Coalition to raise awareness of the U.S. 101 corridor.

- Vandenberg Air Force Base (VAFB) is the Air Force Space Command organization responsible for all Department of Defense space and missile launch activities on the West Coast and all U.S. satellites destined for near polar orbit.

Security of the many transit services in the County is also important. In November 2006, the Federal Transit Administration (FTA), in consultation with the Department of Homeland Security's Transportation Security Administration and Office of Grants and Training, developed a document titled *Transit Agency Security and Emergency Management Protective Measures*. It suggests protective measures to enhance transit security and emergency management, understanding that transit agencies have finite resources.

### 2.3.7 PUBLIC HEALTH & SAFETY

The connections between public health and transportation are becoming increasingly apparent. Transportation has long been linked to safety and air quality concerns, but there is growing interest in the areas of active transportation and mental health.

*Creating Healthy Regional Transportation Plans*, a report prepared by TransForm in collaboration with the California Department of Public Health, identifies the following direct health effects of transportation projects and policies<sup>68</sup>:

- **Physical Activity and Active Transportation.** Active transportation (walking, biking, and wheeling to destinations) has a direct health benefit, and can reduce the risk of heart disease, improve mental health, lower blood pressure, and reduce the risk of overweight and obesity-related chronic disease such as Type 2 Diabetes. Public transit is considered active transportation because it generally involves an active mode at the beginning or the end of the trip.
- **Collision Injuries and Fatalities.** Motor vehicle collisions are a major cause of death and injury, and are the leading cause of death among those ages 5-34. In 2009, traffic injuries caused 3,063 deaths, 25,328 hospitalizations, and 221,454 emergency department treatments in California. 18 percent of deaths, 19 percent of the hospitalizations, and 9 percent of the emergency department treatments were pedestrians and bicyclists. Road design, "Complete Streets," speed reduction, and other strategies can all reduce the toll of motor vehicle collisions.
- **Air Pollution.** Auto emissions impact air quality and contribute to impaired lung development, lung cancer, asthma and other chronic respiratory problems, and heart disease. Cleaner fuels and more efficient vehicles can reduce emissions, but strategies that reduce driving are also important for air quality because some

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<sup>68</sup> TransForm. *Creating Health Regional Transportation Plans*, 4.  
[http://www.transformca.org/files/creating\\_healthy\\_regional\\_transportation\\_plans\\_report\\_january\\_2012.pdf](http://www.transformca.org/files/creating_healthy_regional_transportation_plans_report_january_2012.pdf)

pollutants, like particulate matter from re-entrained road dust, are directly related to how much people drive.

- **Climate Change.** The transportation sector causes 35 percent of California's total gross greenhouse gas emissions. Minimizing transportation's contribution to climate change will limit the health effects of climate change, such as heat illness, effects of higher ozone levels, impacts of extreme weather events, and changes in vector-borne diseases.
- **Stress and Mental Health.** Commuting during rush-hour traffic can be highly stressful for drivers. Unreliable and infrequent transit service can also cause stress, especially for low-income employees who depend solely on transit to get to their jobs on time.

## Physical Activity & Active Transportation

Research published in the American Journal of Public Health finds statistically significant negative relationships between active travel (specifically walking and cycling) and self-reported obesity, positive relationships between active travel and physical activity, and negative relationships between active travel and diabetes.<sup>69</sup> Additional research finds that even commuting by public transportation, which generally requires some walking at the beginning and end of each trip, increases weight loss compared to commuting by car.<sup>70</sup>

## Collision Injuries & Fatalities

The following traffic collision profile of Santa Barbara County for the period 2001 to 2010 is based on accident investigation data collected by the California Highway Patrol and reported in the Statewide Integrated Traffic Records System (SWITRS):<sup>71</sup>

- The number of fatal collisions in the County averaged 38 per year with a high of 61 in 2005 and a low of 29 in 2010. The number of persons killed in collisions in the County averaged 43 per year with a high of 71 in 2005 and a low of 32 in 2010.
  - There were 5 pedestrian-involved fatal collisions and 1 bicycle-involved fatal collision in 2010. These accounted for 0.8% and 0.9%, respectively, of the statewide total. In these collisions, 6 pedestrians and 1 bicyclist were killed.

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<sup>69</sup> John Pucher, Ralph Buehler, David R. Bassett, and Andrew L. Dannenberg. "Walking and Cycling to Health: A Comparative Analysis of City, State, and International Data." American Journal of Public Health: October 2010, Vol. 100, No. 10, pp. 1986-1992.  
<http://ajph.aphapublications.org/doi/abs/10.2105/AJPH.2009.189324>.

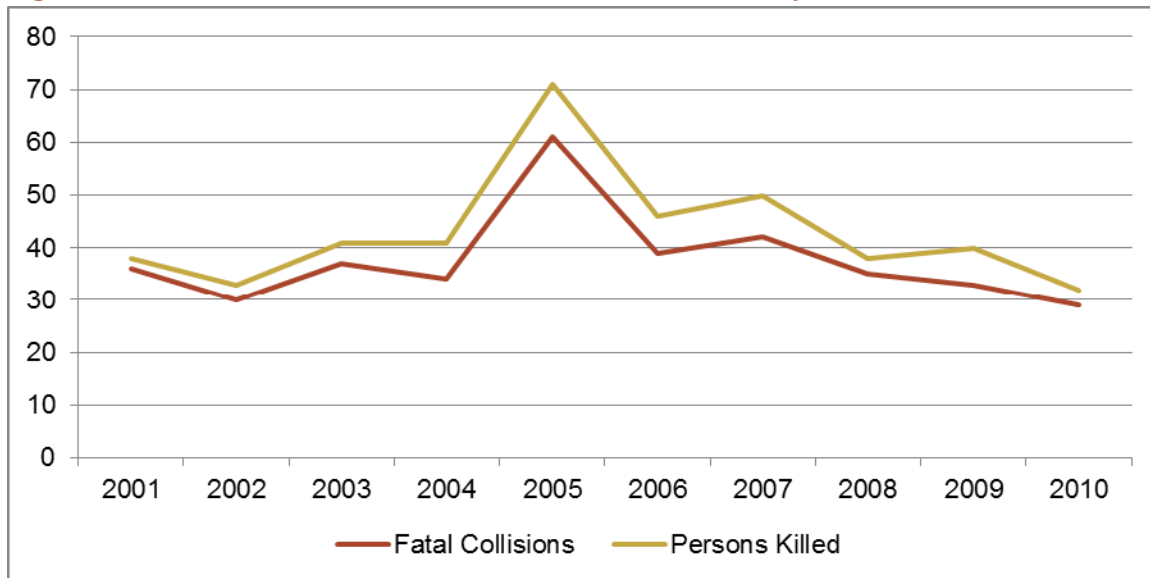
<sup>70</sup> Alfredo Morabia, Franklin E. Mirer, Tashia M. Amstislavski, Holger M. Eisl, Jordan Werbe-Fuentes, John Gorczynski, Chris Goranson, Mary S. Wolff, and Steven B. Markowitz. "Potential Health Impact of Switching From Car to Public Transportation When Commuting to Work." American Journal of Public Health: December 2010, Vol. 100, No. 12, pp. 2388-2391.  
<http://ajph.aphapublications.org/doi/abs/10.2105/AJPH.2009.190132>

<sup>71</sup> California Highway Patrol. Statewide Integrated Traffic Records System (SWITRS). 2010 Annual Report of Fatal and Injury Motor Vehicle Traffic Collisions. <http://www.chp.ca.gov/switrs/switrs2010.html>. Accessed 23 January 2013.

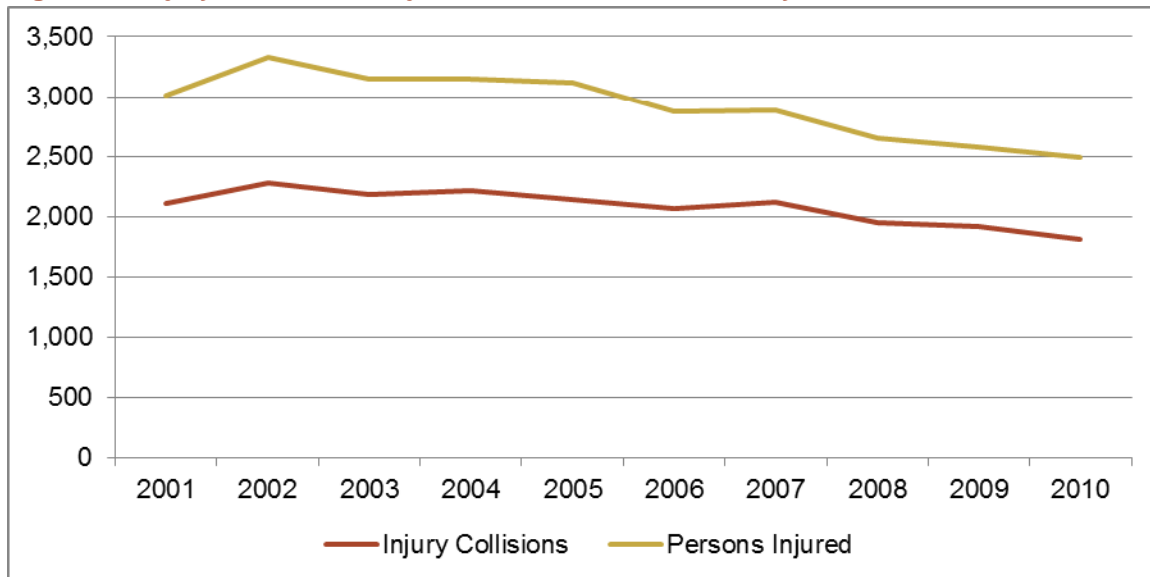
- The number of injury collisions in the County averaged 2,080 per year with a high of 2,282 in 2002 and a low of 1,815 in 2010. The number of persons injured in collisions in the County averaged 2,922 per year with a high of 3,326 in 2002 and a low of 2,492 in 2010.
  - There were 142 pedestrian-involved injury collisions and 214 bicycle-involved injury collisions in 2010. These accounted for 1.2% and 1.7%, respectively, of the statewide total. In these collisions, 150 pedestrians and 220 bicyclists were injured.

The graphs below show that total collisions in the County are on a somewhat downward trend.

**Figure 16: Fatal Collisions & Fatalities in Santa Barbara County, 2001-2010**



**Figure 17: Injury Collisions & Injuries in Santa Barbara County, 2001-2010**

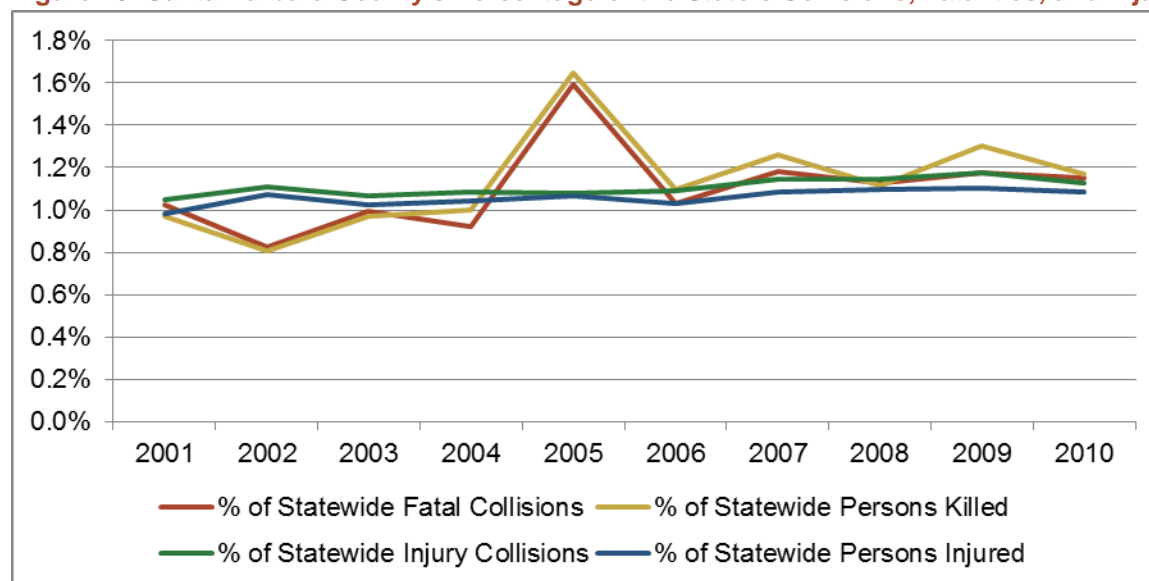


SWITRS also provides data that allows for comparison with statewide figures:

- Santa Barbara County has 1.1% of the State’s population, 1.3% of the total roadway miles, 1.1% of the licensed drivers, and 1.2% of the motor vehicle registrations.
- In 2010 Santa Barbara County suffered 1.2% of the fatal collisions, 1.1% of the injury collisions, 1.2% of the persons killed, and 1.1% of the persons injured.

These percentages remained relatively constant between 2001 and 2010, with 2005 being the exception, as shown in the figure below.

**Figure 18: Santa Barbara County's Percentage of the State's Collisions, Fatalities, and Injuries**



As conditions warrant, SBCAG also examines traffic congestion-related accidents. The propensity for congestion-related vehicle collisions, such as rear-end accidents and side-swipe accidents, increases with traffic volumes and capacity constraints. For example, the South Coast Highway 101 Deficiency Plan contains an analysis of accident data. The data indicates that the number of accidents increased with traffic growth and was associated with peak commuter traffic flow.

The safety of bridges was brought to the forefront of public scrutiny after the catastrophic bridge failure in Minneapolis, Minnesota in August 2007. California Department of Transportation (Caltrans) bridge inspectors are responsible for maintaining the safety of more than 24,000 bridges owned by the State and local government agencies.<sup>72</sup> According to a Caltrans report to the SBCAG Board in September 2007, approximately 50 bridges on the State highway system in Santa Barbara County need some form of maintenance or repair. According to a staff report to the SBCAG Board in December 2007 regarding the condition of non-highway bridges in Santa Barbara County, nearly 80% (134 out of 175) of the non-highway bridges exhibit a high level of integrity with an average “sufficiency” rating of 92.6 out of 100. A more recent report, the January 2013 Local Agency Bridge List from Caltrans Structure Maintenance &

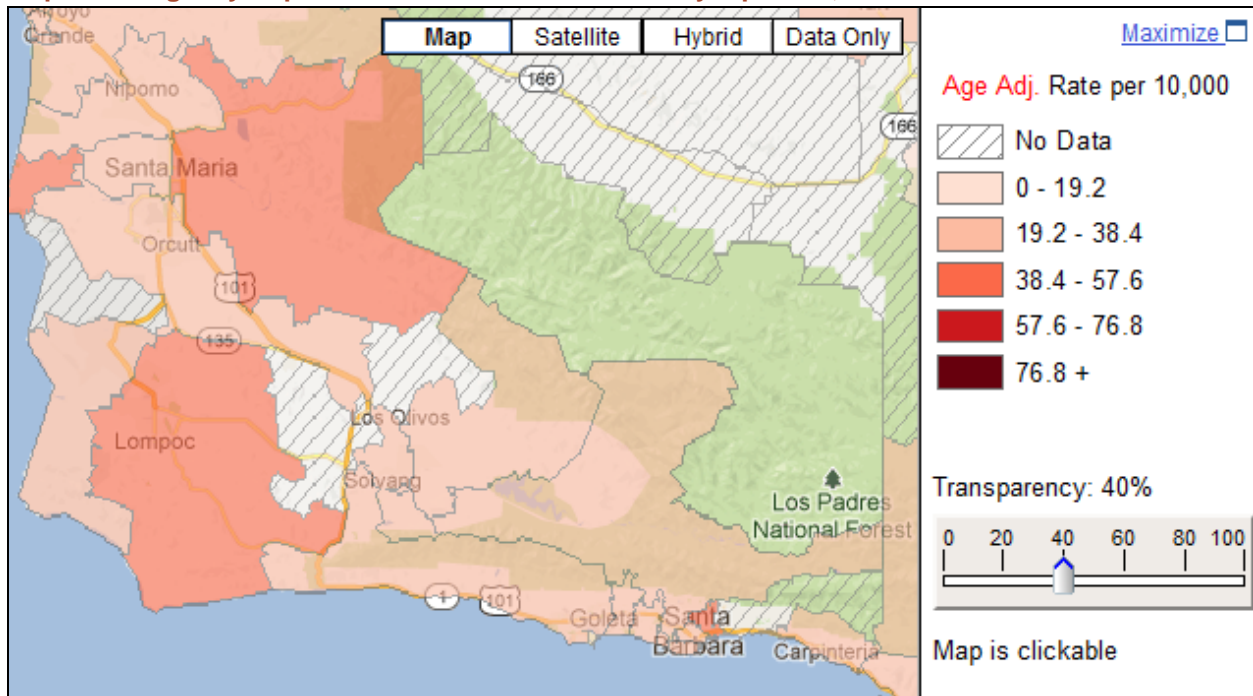
<sup>72</sup> <http://www.dot.ca.gov/hq/structur/strmaint/>. Accessed 11 February 2013.

Investigations, indicates that, of the approximately 190 bridges in the County with a Federal Highway Administration (FHWA) Bridge sufficiency rating, the average rating is 80.1.<sup>73</sup> Bridges that carry Union Pacific Railroad (UPRR) lines are neither owned nor maintained by Caltrans or the local agencies. UPRR does not publish information about bridge evaluation procedures or bridge conditions.

## Air Pollution

Transportation-related air pollution has been linked to health concerns such as asthma. Air pollutants that trigger asthma include ground-level ozone, sulfur dioxide, particulate matter, and nitrogen oxide.<sup>74</sup> Map 3 shows emergency department visits due to asthma by zip code in Santa Barbara County. Map 4 shows how Santa Barbara County compares to other counties in the State.

**Map 3: Emergency Department Visits Due to Asthma by Zip Code, 2009**



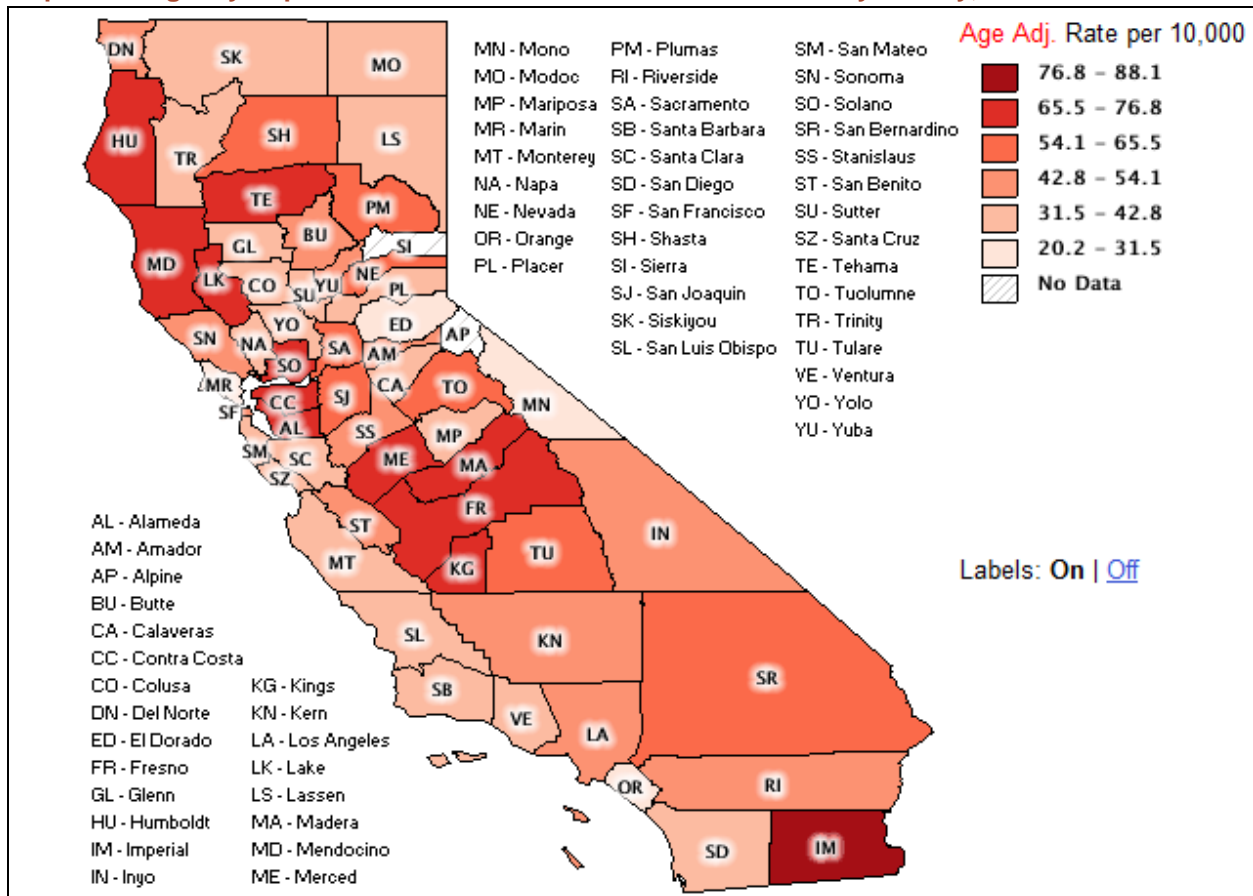
Source: California Department of Public Health. Asthma Data Query.  
[http://www.ehib.org/page.jsp?page\\_key=124](http://www.ehib.org/page.jsp?page_key=124).

<sup>73</sup> <http://www.dot.ca.gov/hq/structur/strmaint/>. Accessed 11 February 2013.

<sup>74</sup> National Resources Defense Council. Asthma and Air Pollution.  
<http://www.nrdc.org/health/effects/fasthma.asp>. Accessed 12 February 2013.



Map 4: Emergency Department Visits Due to Asthma in California by County, 2009



Source: California Department of Public Health. Asthma Data Query.  
[http://www.ehib.org/page.jsp?page\\_key=124](http://www.ehib.org/page.jsp?page_key=124).

## Climate Change

Potential impacts of climate change threaten the safety and the livelihood of Santa Barbara County residents. Sea level rise, increased risk of fire, stronger storms, and economic losses are discussed below.

Santa Barbara County has 107 miles of Pacific coastline. According to the Pacific Institute, 6,700 people, 33 miles of roadway, 7 miles of railroad, a power plant, and a wastewater treatment plant are vulnerable to a 100-year coastal flood with a 1.4 meter sea-level rise.<sup>75</sup> The replacement value of buildings and contents vulnerable to such a flood is \$1.1 billion. The cities of Carpinteria, Goleta, and Santa Barbara, Vandenberg Air Force Base, and the University of California are particularly vulnerable to flooding. As noted above, there is still a debate about the extent of impacts of climate change and different studies predict different levels of sea level rise based on different assumptions.

<sup>75</sup> [http://www.pacinst.org/reports/sea\\_level\\_rise/maps/index.htm](http://www.pacinst.org/reports/sea_level_rise/maps/index.htm).

Another impact affecting the SBCAG region is increased risk of fire. Between 2004 and 2009 in the South Coast alone, wildfires burned nearly 270,000 acres and destroyed nearly 300 homes.<sup>76</sup> Increasing risk of drought and fire threaten both rural and urban areas of the region. Stronger storms and increased storm damage are also a threat, and some areas in the region are prone to landslides.<sup>77</sup>

Economic losses, particularly in the agricultural industry, also threaten the SBCAG region. Agriculture is the County's major production industry; the 2010 gross production was valued at \$1,219,995,405.<sup>78</sup> While the impacts of climate change on agriculture are uncertain, potential impacts that negatively affected agriculture could be devastating for the Santa Barbara County economy.

## Stress & Mental Health

Commuting, particularly by driving, is stressful for most people. Not only is the commute itself stressful, particularly if there is traffic congestion, but commuting also takes time and intervenes in the relationship between work and family. People may choose to commute in exchange for a better job or better housing, but research finds the trade-off may not be worth it. Commuting is associated with raised blood pressure, musculoskeletal disorders, lowered frustration tolerance, increased anxiety and hostility, being in a bad mood upon arrival to work or home, absenteeism and turnover at work, and adverse effects on cognitive performance.<sup>79</sup>

## 2.3.8 GOODS MOVEMENT

The economy and quality of life in the SBCAG region are dependent on the ability of shippers to move goods in a safe, efficient, and cost-effective manner. The three key freight-dependent industries on the Central Coast (including the Counties of Monterey, San Benito, San Luis Obispo, and Santa Cruz in addition to Santa Barbara) are agriculture, manufacturing, and truck transportation/warehousing.<sup>80</sup> Hazardous materials and hazardous waste are also transported in Santa Barbara County. The goods, as well as the modes and routes used to move them through the region, are described below.

## Goods, Hazardous Materials, & Hazardous Wastes

The commodity mix in Santa Barbara County includes, in decreasing order by weight, sand and gravel, coal and petroleum products, agricultural products, crude petroleum, and food

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<sup>76</sup> County of Santa Barbara.

<sup>77</sup> U.S. Geological Survey.

<sup>78</sup> County of Santa Barbara Agricultural Commissioner's Office.

<sup>79</sup> Alois Stutzer, Bruno S. Frey. "Stress that Doesn't Pay: The Commuting Paradox." *The Scandinavian Journal of Economics*: 2008, Vol. 110, No. 2, pp. 339-366. <http://commonsenseatheism.com/wp-content/uploads/2011/01/Stutzer-Frey-Commuting-Doesnt-Pay.pdf>.

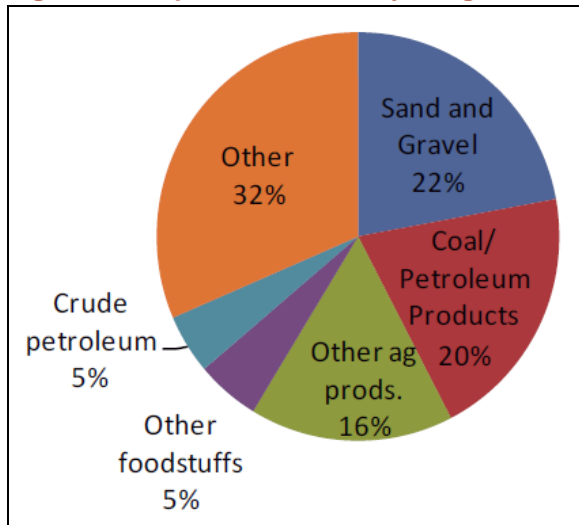
<sup>80</sup> AMBAG. *Central Coast California's Commercial Flows Study*. February 2012.

<http://www.sbcag.org/PDFs/publications/Item%207E%20Att%201%20Central%20Coast%20Freight%20Flows%20Study%20Final%20Report.pdf>.



products.<sup>81</sup> 32% of goods fall into “other,” which includes minerals and mineral products, alcoholic beverages, animal feed, and chemicals. This mix is shown in Figure 19.

**Figure 19: Top Commodities by Weight, Santa Barbara County, 2007**



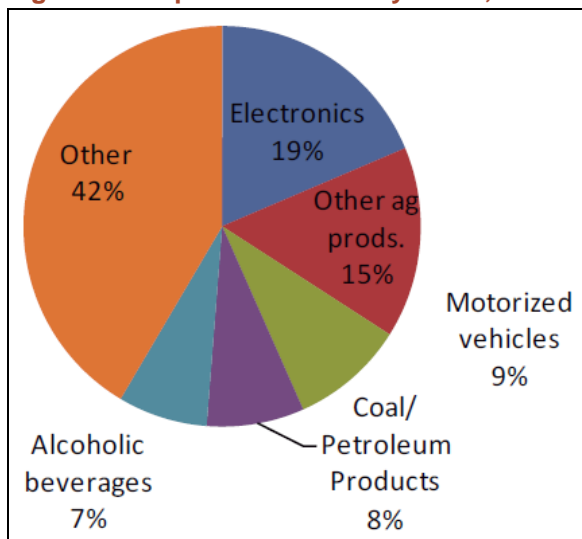
Source: AMBAG. *Central Coast California’s Commercial Flows Study*. February 2012.

The commodity mix in Santa Barbara County includes, in decreasing order by value, electronics, agricultural goods, motorized vehicles, coal and petroleum products, and alcoholic beverages.<sup>82</sup> 42% of goods fall into “other,” which includes food products, precision instruments, textiles and leather, and transportation equipment. This mix is shown in Figure 20.

<sup>81</sup> AMBAG. *Central Coast California’s Commercial Flows Study*. February 2012. <http://www.sbcag.org/PDFs/publications/Item%207E%20Att%201%20Central%20Coast%20Freight%20Flows%20Study%20Final%20Report.pdf>.

<sup>82</sup> AMBAG. *Central Coast California’s Commercial Flows Study*. February 2012. <http://www.sbcag.org/PDFs/publications/Item%207E%20Att%201%20Central%20Coast%20Freight%20Flows%20Study%20Final%20Report.pdf>.

**Figure 20: Top Commodities by Value, Santa Barbara County, 2007**



Source: AMBAG. *Central Coast California's Commercial Flows Study*. February 2012.

Hazardous materials transported into Santa Barbara County include hypergolic fuel trucked to Vandenberg Air Force Base, anhydrous ammonia, gasoline, and aviation fuel. With the oil activity along the coast, there are trucks hauling volatile natural gases and oil by-products. Natural gas liquids (NGL) and liquid petroleum gases (LPG) such as propane and butane are produced in the County and transported by truck to Bakersfield, Los Angeles, and the Bay Area. The Safety Element of the County's Comprehensive Plan addresses the transportation of NGL, LPG, and rocket propellants.

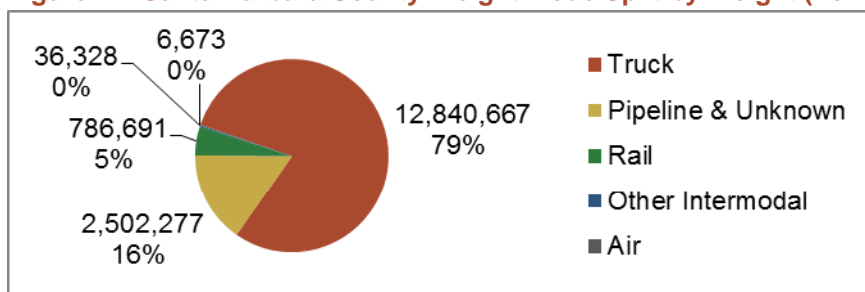
Since the closure of Casmalia Resources Hazardous Waste Management Facility (once a Class I hazardous waste disposal site and now a Superfund site) in November 1989, both solid and liquid hazardous wastes are transported by truck to treatment and recycling facilities outside the County.

## Modes

Freight is transported within Santa Barbara County by air, rail, truck, and pipeline; there are no seaports in Santa Barbara County. More than 16 million tons of freight moved to, from, or within Santa Barbara County in 2007.<sup>83</sup> The figures below show the mode split by weight and value.

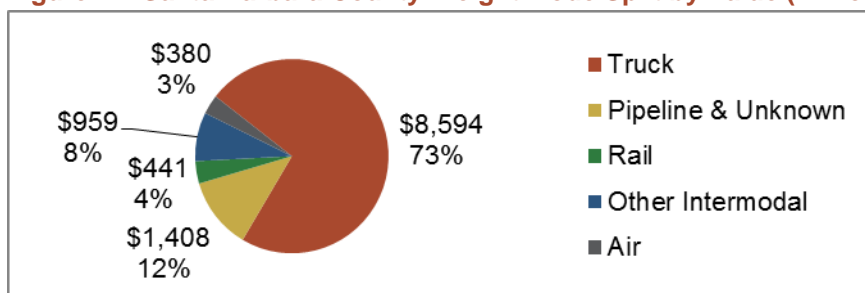
<sup>83</sup> AMBAG. *Central Coast California's Commercial Flows Study*. February 2012. <http://www.sbcag.org/PDFs/publications/Item%207E%20Att%201%20Central%20Coast%20Freight%20Flows%20Study%20Final%20Report.pdf>.

**Figure 21: Santa Barbara County Freight Mode Split by Weight (Tons), 2007**



Source: AMBAG. *Central Coast California's Commercial Flows Study*. February 2012.

**Figure 22: Santa Barbara County Freight Mode Split by Value (Millions of Dollars), 2007**



Source: AMBAG. *Central Coast California's Commercial Flows Study*. February 2012.

### **Goods Movement by Air**

In the Central Coast region, less than 1% of the total tonnage of freight and approximately 2% of the total value of freight is transported by air.<sup>84</sup> Goods moved by air are generally time-sensitive or high-value, such as specialized fruits or machinery. In 2010 the Santa Barbara Municipal Airport carried the most metric tons of cargo—1,964—of any airport within Caltrans District 5.<sup>85</sup> More information about airports is provided in Chapter 3.

### **Goods Movement by Rail**

Two rail companies transport goods in the SBCAG region. Union Pacific (UP) has a Class I rail line that runs north-south along the coast through Santa Barbara County. Santa Maria Valley Railroad (SMVRR) has 14 miles of private rail line between Santa Maria and Guadalupe; SMVRR connects to the Union Pacific (UP) line in Guadalupe.<sup>86</sup> More information about rail is provided in Chapter 3.

<sup>84</sup> AMBAG. *Central Coast California's Commercial Flows Study*. February 2012.

<http://www.sbcag.org/PDFs/publications/Item%207E%20Att%201%20Central%20Coast%20Freight%20Flows%20Study%20Final%20Report.pdf>.

<sup>85</sup> Caltrans Office of System and Freight Planning. District 5 Freight Planning Fact Sheet.

[http://www.dot.ca.gov/hq/tpp/offices/ogm/fact\\_sheets\\_index.html](http://www.dot.ca.gov/hq/tpp/offices/ogm/fact_sheets_index.html). Accessed 19 December 2012.

<sup>86</sup> Caltrans Office of System and Freight Planning. District 5 Freight Planning Fact Sheet.

[http://www.dot.ca.gov/hq/tpp/offices/ogm/fact\\_sheets\\_index.html](http://www.dot.ca.gov/hq/tpp/offices/ogm/fact_sheets_index.html). Accessed 19 December 2012.

**Goods Movement by Truck**

Like the rest of California where, in 2010, trucks transported 88% of the total manufactured tonnage in the State,<sup>87</sup> the dominant mode of freight transport in Santa Barbara County is trucking. The next section includes a discussion of truck routes.

**Routes**

**Map 5: Major Freight Routes**



Caltrans Office of System and Freight Planning. District 5 Freight Planning Fact Sheet. [http://www.dot.ca.gov/hq/tpp/offices/ogm/fact\\_sheets\\_index.html](http://www.dot.ca.gov/hq/tpp/offices/ogm/fact_sheets_index.html). Accessed 19 December 2012.

Map 5 shows the major freight routes in Santa Barbara County. Trucks are not allowed to travel on all roadways. The map in Map 6 shows the truck networks on California State Highways in Caltrans District 5. The federal Surface Transportation Assistance Act of 1982 (STAA) required states to allow longer trucks on the National Network. STAA trucks, which are trucks that conform to the requirements of the STAA, are limited to the STAA Network, which includes the National Network (NN), Terminal Access (TA) routes, and Service Access routes.<sup>88</sup> NN routes include federal highways and are shown in green in Map 6. TA routes are portions of State routes or local roads that can accommodate STAA trucks; State highway TA routes are shown in blue in Map 6. Service Access routes are roads that allow STAA truck access for fuel, food, lodging, and repair within a mile of a signed exit from the National Network. Service Access routes are primarily local roads and are not shown in Map 6. California legal trucks may travel on the STAA network as well as on all State highways in California, except those with special

<sup>87</sup> Caltrans Freight Planning Branch. Fast Freight Facts: Commercial Vehicles (Trucks). [http://www.dot.ca.gov/hq/tpp/offices/ogm/fact\\_sheets/Fast\\_Freight\\_Facts\\_Trucks\\_bk\\_040612.pdf](http://www.dot.ca.gov/hq/tpp/offices/ogm/fact_sheets/Fast_Freight_Facts_Trucks_bk_040612.pdf). Accessed 19 December 2012.

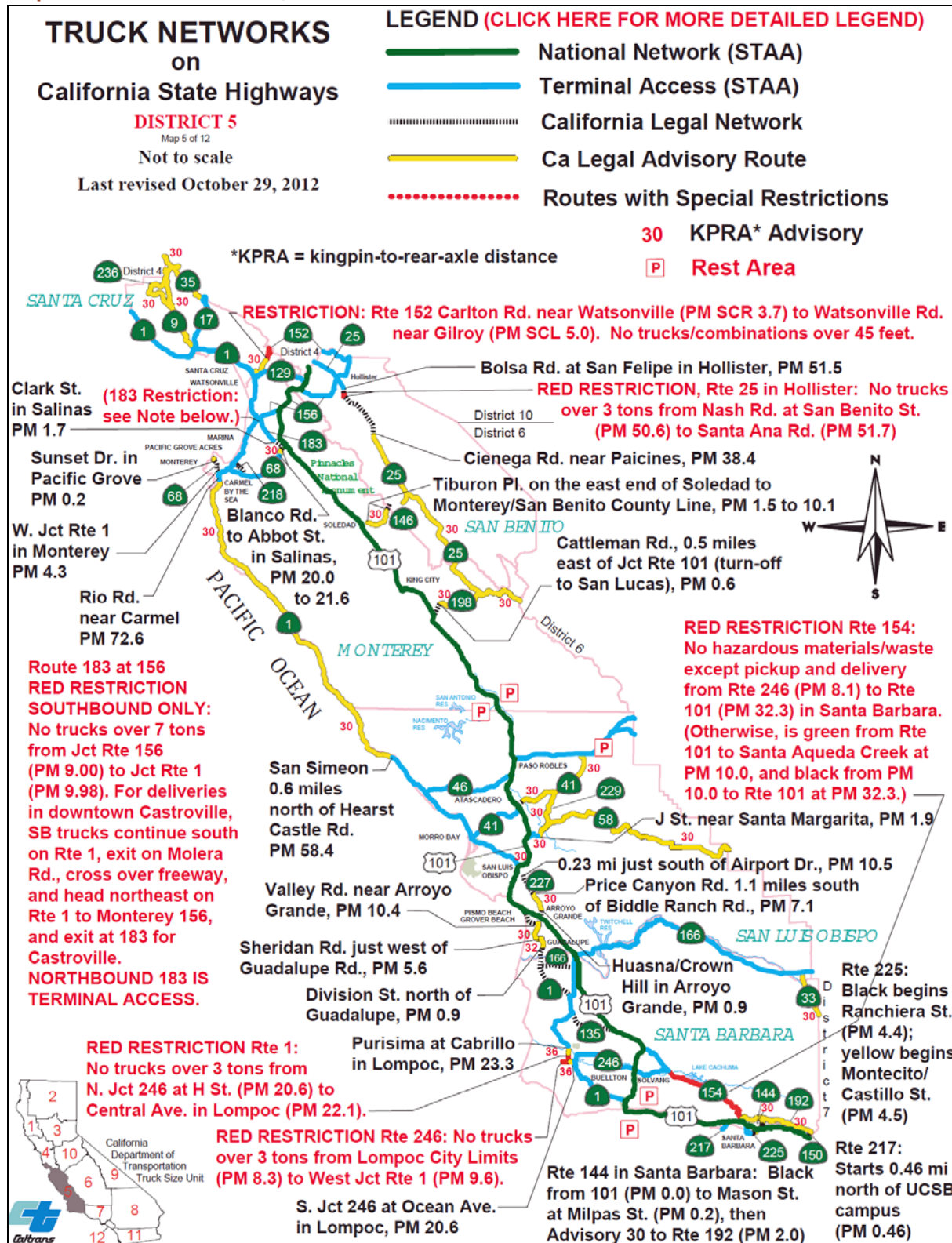
<sup>88</sup> Caltrans Truck Services. <http://www.dot.ca.gov/hq/traffops/trucks/routes/truck-routes.htm>. Accessed 19 December 2012.

restrictions.<sup>89</sup> California legal routes are shown in black and yellow on the map in Map 6; the yellow routes are advisory routes on which trucks with certain KPRA (kingpin-to-real-axle) lengths are encourage not to travel.

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<sup>89</sup> Caltrans Truck Services. <http://www.dot.ca.gov/hq/traffops/trucks/routes/truck-routes.htm>. Accessed 19 December 2012.

**Map 6: State Truck Network, Caltrans District 5**



Caltrans. Truck Network Map. <http://www.dot.ca.gov/hq/traffops/trucks/truckmap/truckmap-d05.pdf>. Accessed 18 December 2012.



The primary freight artery in the SBCAG region is U.S. 101. It is the primary north-south artery for the entire Central Coast. It connects Santa Barbara County with Los Angeles to the south and San Francisco to the north. In addition to forming the backbone of the local transportation network, U.S 101 is a vitally important corridor for state-wide goods movement. It is one of only two routes connecting the most populous areas in the state, Los Angeles and the San Francisco Bay Area, and is the only alternative north-south highway corridor available at those times Interstate 5 is closed, which happens frequently due to weather conditions and traffic accidents.

The highest commercial truck volumes in the region are on U.S. 101, particularly between downtown Santa Barbara and the Ventura-Santa Barbara County line (approximately 6,900 commercial truck trips per day, which represents 9.6% of the total traffic volume.)<sup>90</sup> As U.S. 101 extends northward, truck traffic volumes vary from 2,800-3,800 trucks per day through Gaviota and the Santa Ynez Valley to 4,300 trucks per day through the Santa Maria Valley. Other heavily-traveled commercial truck corridors include State Routes 135 and 166 in Santa Maria (related to agricultural production), and State Route 1 within the Lompoc urbanized area.

The major routes used for transport of hazardous materials and hazardous wastes include U.S. 101 and State Routes 135, 166, 246, and 1. U.S. 101, which crosses heavily populated areas, had been the certified route for the transport of rocket propellants through the County to Vandenberg Air Force Base, but, after numerous public hearings and the development of a risk assessment analyzing alternate routes, it was decertified from the south. From the north, trucks take State Route 246 to Purisima Road, to Lompoc Casmalia Road, then State Route 1 to Vandenberg Air Force Base. State Route 166 to U.S. 101 was certified to transport rocket propellants and radioactive materials.

State Route 166 is designated as the transport route for explosives and for transport of fuming nitric acid, anhydrous hydrazine, and liquid nitrogen tetroxide in cargo tanks. State Route 166 is also used in the transport of natural gas liquids, anhydrous ammonia, and liquefied petroleum products. State Route 166 is officially designated as on-call by the California Highway Patrol (CHP), which means that CHP responds to calls received. Federal funding was used to install approximately 30 call boxes along State Route 166 between the U.S. 101 and State Route 33 junctions; these call boxes are particularly important along this corridor due to the transport of hazardous materials.

Access routes for toxic waste haulers can only be restricted under certain limited conditions and with the approval of the CHP. Hazardous waste transport is now prohibited on State Route 154, the only State route in the County with this restriction. The prohibition was established by legislative action based on the proximity of the highway to Lake Cachuma and the high accident rate on State Route 154.

The CHP maintains records of all hazardous materials incidents (accidental spills or releases of hazardous materials or wastes from a transporter) in Santa Barbara County. The Santa Barbara County Fire Department's Hazardous Materials Response Team works in conjunction with the city fire departments to control incidents in the County.

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<sup>90</sup> Caltrans. 2011 Annual Average Daily Truck Traffic on California State Highway System.

### 2.3.9 INTERMODAL CONNECTIVITY

Good intermodal connectivity is critical to the overall effectiveness of the transportation network. It is particularly important for encouraging a shift to modes other than the single-occupant vehicle. A transit trip, for example, generally involves at least two modes: transit and walking. It could also involve bicycling or driving to the transit stop. It is important that the necessary connections between modes are, and are perceived to be, convenient and time-effective. Examples of connectivity enhancements include bicycle lockers at transit centers, bicycle racks on buses, park-and-ride facilities at transit centers, and transit service to train stations and airports. The table below shows the different modes available throughout Santa Barbara County.

**Table 7: Multi-Modality in Santa Barbara County Jurisdictions**

	State Hwys	Park & Ride	Bikeways	Transit	Rail	Airports	Marine
<b>Incorporated Cities</b>							
City of Buellton	101, 246	X	X	X			
City of Carpinteria	101, 150, 192		X	X	X		
City of Goleta	101, 217		X	X	X		
City of Guadalupe	1, 166		X	X	X		
City of Lompoc	1, 246	X	X	X	[Surf]	X	
City of Santa Barbara	101, 144, 154, 192, 225	X	X	X	X	X	X
City of Santa Maria	101, 135, 166		X	X		X	
City of Solvang	246		X	X			
<b>Unincorporated County Areas</b>							
Cuyama	33, 166			X		[closed]	
Isla Vista	217		X	X			
Mission Hills/V. Village	1		X	X			
Montecito	101, 192		X	X			
Orcutt	1, 101, 135	X	X	X			
Santa Ynez	154, 246	X	X	X		X	

### 2.3.10 FINANCIAL CONSTRAINTS, GROWING NEEDS, & INFRASTRUCTURE MAINTENANCE

Insufficient funding for maintenance of the transportation infrastructure is a statewide concern. Deferring maintenance of roadways increases the costs to repair them dramatically; “it costs 12 times less to maintain a pavement that meets standards for best management practices than to correct a pavement that is at the end of its service life.”<sup>91</sup>

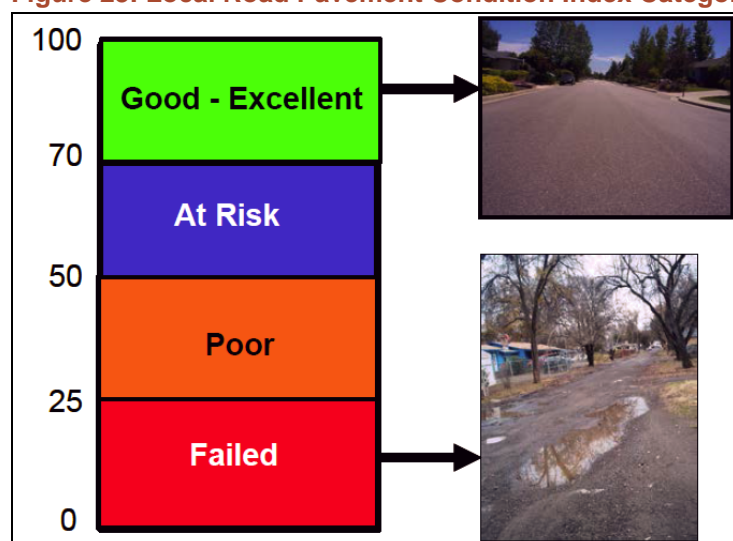
<sup>91</sup> California Transportation Commission. *Statewide Transportation System Needs Assessment*. October 2011, 3-18. [http://www.catc.ca.gov/reports/2011Reports/2011\\_Needs\\_Assessment\\_updated.pdf](http://www.catc.ca.gov/reports/2011Reports/2011_Needs_Assessment_updated.pdf).



The funding for most maintenance and repair on the State highway system comes from the State Highway Operation and Protection Program (SHOPP), which is funded solely by State Highway Account (SHA), a source that is declining because of reduced fuel consumption and funding shortfalls in the Federal Highway Trust Fund.<sup>92</sup> The projected shortfall in funding from the SHA for the preservation of State highway infrastructure in FY 2012/13 through FY 2021/22 is estimated at \$52 billion.

On local roadways statewide, the current (2010) pavement condition index (PCI) is 66, which is considered “at risk.”<sup>93</sup> At existing funding levels, the pavement condition is expected to deteriorate to 54 by 2020, and the unfunded backlog statewide is expected to double from 39.1 billion to \$63.6 billion.<sup>94</sup>

**Figure 23: Local Road Pavement Condition Index Categories**



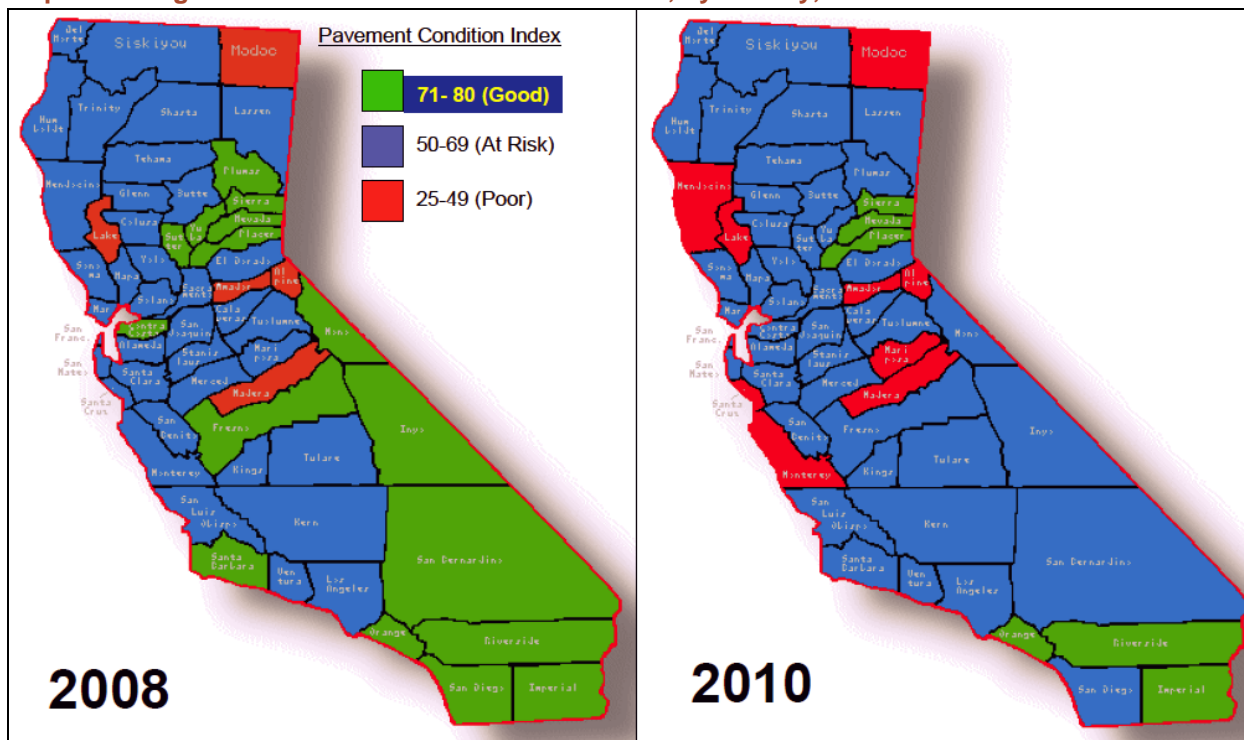
Source: CTC. *Statewide Transportation System Needs Assessment*. October 2011.

<sup>92</sup> California Transportation Commission. *Statewide Transportation System Needs Assessment*. October 2011. [http://www.catc.ca.gov/reports/2011Reports/2011\\_Needs\\_Assessment\\_updated.pdf](http://www.catc.ca.gov/reports/2011Reports/2011_Needs_Assessment_updated.pdf).

<sup>93</sup> California Transportation Commission. *Statewide Transportation System Needs Assessment*. October 2011. [http://www.catc.ca.gov/reports/2011Reports/2011\\_Needs\\_Assessment\\_updated.pdf](http://www.catc.ca.gov/reports/2011Reports/2011_Needs_Assessment_updated.pdf).

<sup>94</sup> California Transportation Commission. *Statewide Transportation System Needs Assessment*. October 2011. [http://www.catc.ca.gov/reports/2011Reports/2011\\_Needs\\_Assessment\\_updated.pdf](http://www.catc.ca.gov/reports/2011Reports/2011_Needs_Assessment_updated.pdf).

**Map 7: Average Pavement Condition of Local Roads, by County, for 2008 and 2010**



Source: CTC. *Statewide Transportation System Needs Assessment*. October 2011.

Santa Barbara County's roadways and bikeways are maintained by a variety of jurisdictions. In addition to Caltrans maintaining the State Highway System, city public works departments maintain local city roads and bikeways and the County's public works department maintains county roads and bikeways. For all of these jurisdictions, maintenance primarily involves pavement improvements, street and bikeway cleaning, lighting repairs, drainage improvements, and landscape maintenance. Street and bikeway cleaning is performed on an as-needed basis. Landscaping situated along the transportation network is primarily maintained when it poses a threat to the health and safety of motorists and bicyclists. Each of the public works departments throughout the County maintains an inventory of the pavement condition within its jurisdiction that identifies pavement surface deficiencies (e.g., potholes, cracks, and subsidence). Each jurisdiction usually prioritizes needed maintenance/repair work in its annual budget process using the pavement inventory information.

Rail and transit infrastructure must also be maintained and repaired. Bus fleets and rail passenger cars must be in good working order and bus stops and train stations must be accessible and in good condition.

Despite authorization of Measure A—a local sales tax that provides funding for transportation—by Santa Barbara County voters, funding of infrastructure maintenance remains a significant issue. Measure A has significantly improved, but has not eliminated, the jurisdictions' maintenance backlogs. For example, each jurisdiction in the County receives a significant amount of LSTI—Local Street and Transportation Improvements—funding. Projects eligible for

LSTI funding include, but are not limited to, pothole repairs, safety improvements, bridge repairs and traffic synchronization.

Ongoing maintenance costs are significant. In FY 2010, the County of Santa Barbara spent \$20.5 million on streets and roads maintenance.<sup>95</sup> Small cities like Carpinteria and Solvang spent nearly \$1 million and large cities like Santa Maria and Santa Barbara spent more than \$10 million. Such costs escalate when the cost of oil increases, since oil is a source of pavement composition. In addition, ongoing maintenance projects were specifically precluded from eligibility for State funding under the State Transportation Implementation Program (STIP) Guidelines drafted pursuant to Senate Bill 45 (Chapter 622, Statutes of 1997).

Adding to the local jurisdictions' financial burdens is the need for storm damage repair, which is unpredictable, arises in emergency situations, and diverts personnel and money ahead of regularly scheduled pavement management activities. While the County has successfully obtained State and federal emergency funds to help repair storm and flood damage, the funds are always in reimbursement of expenditures already made, and are usually not received until later fiscal years.

Some local jurisdictions have also expressed concern about the maintenance of State highways in their jurisdictions, where the programming of improvements is the responsibility of the State, not the local agency. According to the Caltrans 2011 State of the Pavement Report, 27% of lane miles in Caltrans District 5, of which Santa Barbara County is a part, are distressed.<sup>96</sup> Statewide, 25% of lane miles are distressed. Both of these figures have decreased since 2007, when 29% of District 5 lane miles and 26% of lane miles statewide were distressed. As explained above, maintenance of the State highway system is addressed in the 10-Year SHOPP Plan. The SHOPP Plan identifies needs and is updated every two years. Local agencies have an opportunity to comment on the SHOPP, which helps to ensure local concerns are addressed in prioritizing State maintenance projects. Unfortunately, on a statewide basis, the SHOPP program is heavily oversubscribed; while local jurisdictions and SBCAG may choose to invest other funds in high priority improvements on the State highway system, the maintenance and operation of the system is a State responsibility and the State must address the revenue shortfall. Local jurisdictions may choose to take full responsibility for certain State highways through the relinquishment process.

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<sup>95</sup> California State Controller. *Streets and Roads Annual Report*. November 29, 2011.

<sup>96</sup> Caltrans Division of Maintenance Pavement Program. *2011 State of the Pavement Report*. December 2011. [http://www.dot.ca.gov/hq/maint/Pavement/Pavement\\_Program/](http://www.dot.ca.gov/hq/maint/Pavement/Pavement_Program/).



## Chapter 3 Setting & Background

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This chapter describes the geography, land use, population and economic setting of the Santa Barbara County Association of Governments (SBCAG) region, as well as the existing transportation system. This information – existing land uses, population and jobs forecasts, and existing transportation infrastructure- is used as the initial inputs and starting points for the Regional Transportation Plan & Sustainable Communities Strategy (RTP-SCS) scenario modeling. In addition, the demographic information and population forecasts serve as the basis for determining future housing need, which the RTP-SCS preferred scenario accommodates, and the location of disadvantaged populations, which forms the basis for the RTP-SCS equity analysis.

Key facts about the regional setting include:

- Over the course of the forecast period, the County-wide population is forecast to increase by 96,100 from 423,895 to 520,000 people or 23 percent.
- Housing demand will increase proportionate with population growth. Housing affordability remains a central challenge and shifting demographics will likely create demand for smaller units near urban centers.
- Low-income, minority and disadvantaged populations are concentrated in the lower west and east sides of the City of Santa Barbara, in Isla Vista, the Cities of Lompoc and Guadalupe, the Cuyama Valley and in the northwestern region of the City of Santa Maria.
- Over the course of the forecast period, the County-wide employment is forecast to increase by 56,000 from 192,000 to 248,000 jobs or 29 percent.
- Recovery of employment lost during the recession is anticipated by 2015 or shortly thereafter. After 2020, job growth will slow as baby boomer retirements slow the growth in the working age population and labor force even with the longer working lives expected for older workers.
- As the fastest growing area in Santa Barbara County, the North County, and the Santa Maria region in particular, will be the focus of new job growth if past growth trends continue, given its large labor market and the availability of relatively affordable housing.

Major regional transportation issues include:

- High volumes of interregional commuting by Ventura County residents to jobs on the South Coast;
- High volumes of commuters, interregional through-traffic, truck traffic, and weekend recreational travel on U.S. 101, all contributing to existing traffic congestion and low levels of service from Turnpike Avenue south through Santa Barbara, the Montecito/Summerland unincorporated area, and the City of Carpinteria;
- Under the 2040 No Build forecast, daily traffic for the entire South Coast U.S. 101 corridor is expected to grow by an average of 23%. Current traffic on U.S. 101 southbound already exceeds capacity from Padaro Lane to Olive Mill and Mission to

Turnpike. Other northbound and southbound segments of 101 are currently approaching capacity and remain slow during peak periods.

- By 2040, daily traffic on the north U.S. 101 (State Route (SR) 1 to San Luis Obispo County line) is expected to increase 50%. Travel conditions under 2010 conditions are below available capacity. Under the 2040 No Build conditions, some segments, notably north of Betteravia and south of Route 1, experience at or near capacity conditions. Under the 2040 No Build conditions (Map 69), more sections of U.S. 101 would continue the trend toward moderate congestion.
- Under the 2040 No Build conditions, traffic volumes are expected to increase on all major Lompoc area roadways.

## 3.1 GEOGRAPHY & RESOURCES

### 3.1.1 EXISTING LAND USE PATTERNS

The Santa Barbara County Association of Governments (SBCAG) region is located along California's coastline about 300 miles south of San Francisco and 100 miles north of Los Angeles. Santa Barbara County occupies 2,745 square miles of land bordered on the north by San Luis Obispo County, on the east by Ventura and Kern counties, and on the south and west by the Pacific Ocean. U.S. Highway 101 is the major transportation route through the region.

#### North County

The North County is characterized by its rural nature, with the Los Padres National Forest, San Rafael and Dick Smith Wilderness Areas, and Lake Cachuma National Recreation Area. The North County is known for its agribusiness, including vineyards and wine-making, and rocket launches from VAFB. It has four population centers: Cuyama Valley, Lompoc Valley, Santa Maria Valley, and Santa Ynez Valley (see Maps 1-3).

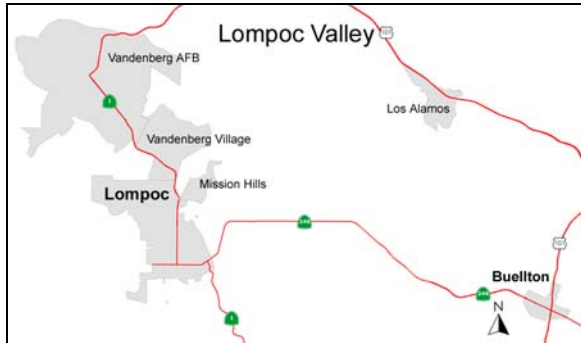
Cuyama Valley: The Cuyama Valley, located in northeastern Santa Barbara County, includes the unincorporated communities of Cuyama and New Cuyama. With a population of about 1,245, the Cuyama Valley is agriculturally based.

The Cuyama Valley is accessible by State Route (SR) 166, the Friendship Airport, and Cuyama Transit. It should be noted that Cuyama is a relatively isolated area which is approximately 60 miles east of Santa Maria and 60 miles southwest of Bakersfield via SR 166.

Lompoc Valley: The Lompoc Valley lies at the base of the Purisima, Santa Rita, and White Hills. The Pacific Ocean is at the western edge of the Lompoc Valley. VAFB, to the north of the Valley, encompasses more than 98,000 acres. It lies near the Santa Ynez Mountains to the east, and is bounded by the Pacific Ocean to the south and west, and farmland to the north. VAFB is home to the 30<sup>th</sup> Space Wing of the Air Force Space Command, which is responsible for the Department of Defense Space and Missile launch activities on the west coast of the United States. The Valley includes the incorporated City of Lompoc, as well as Mission Hills, Mesa Oaks, and Vandenberg Village in unincorporated Santa Barbara County.

The Lompoc Valley is accessible by State Routes 1 and 246, the Surf passenger rail station, the Lompoc Airport, the Breeze Bus and the Wine Country Express. VAFB is accessible by SR 1. Two Union Pacific branch lines connect Lompoc and VAFB to the Union Pacific main line.

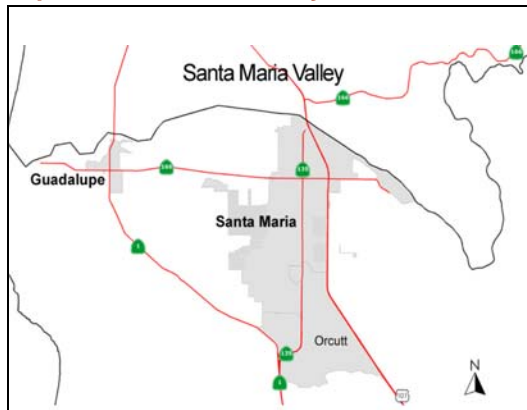
**Map 8: Lompoc Valley**



**Santa Maria Valley:** The Santa Maria Valley is bounded by the Santa Maria River to the north, the Casmalia Hills to the west, and the Solomon Hills to the south. The Santa Maria Valley includes the cities of Santa Maria (the largest city in Santa Barbara County) and Guadalupe, and the unincorporated areas of Orcutt and Sisquoc. This is the fastest growing area of the County.

The Santa Maria Valley is accessible by US 101, State Routes 135 and 166, Amtrak passenger and Union Pacific freight service, the Santa Maria Public Airport, the Breeze Bus, and Greyhound Bus service. The Santa Maria Valley Railroad also serves the Santa Maria Valley, interchanging with Union Pacific at Guadalupe.

**Map 9: Santa Maria Valley**



**Santa Ynez Valley:** The Santa Ynez Valley lies at the base of several converging mountain ranges including the San Rafael and Santa Ynez Mountains and the Purisima and Santa Rita Hills. The Valley includes the incorporated cities of Buellton and Solvang, the small unincorporated communities of Ballard, Los Olivos, and Santa Ynez, and the Santa Ynez Band of Chumash Indians Reservation.



The Santa Ynez Valley is accessible by US 101, State Routes 154 and 246, Amtrak bus connector service, the Wine Country Express, Breeze Route 200 and the Santa Ynez Airport.

**Map 10: Santa Ynez Valley**



## South Coast

Bounded by the Santa Ynez Mountains to the north, the Pacific Ocean to the south, the Ventura County line to the east, and Gaviota to the west, is a narrow strip of coastal land known as the South Coast. It includes the incorporated cities of Carpinteria, Santa Barbara—with the region’s only marine harbor facilities—and Goleta, as well as unincorporated Summerland, Montecito, and Isla Vista—home to UCSB.

The South Coast is accessible by US 101, State Routes 150 and 154, Amtrak, the Santa Barbara Airport, the VISTA (Ventura Intercity Service Transit Authority) Coastal Express, Coastal Express Limited, the Clean Air Express, and Greyhound Bus service.

**Map 11: South Coast**



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 in UPlan model in a single “agriculture” category) are by far the most prevalent land uses in the region, comprising about 85 percent or 1.4 million acres of the County-wide total land area of 1.6 million acres, followed by the military category with 6 percent or 100,400 acres. Open space, public lands and agricultural land uses are further broken down by individual land use later in this chapter. 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 1.55% or 25,300 acres.

**Table 8: Countywide Summary of Generalized Land Use Categories**

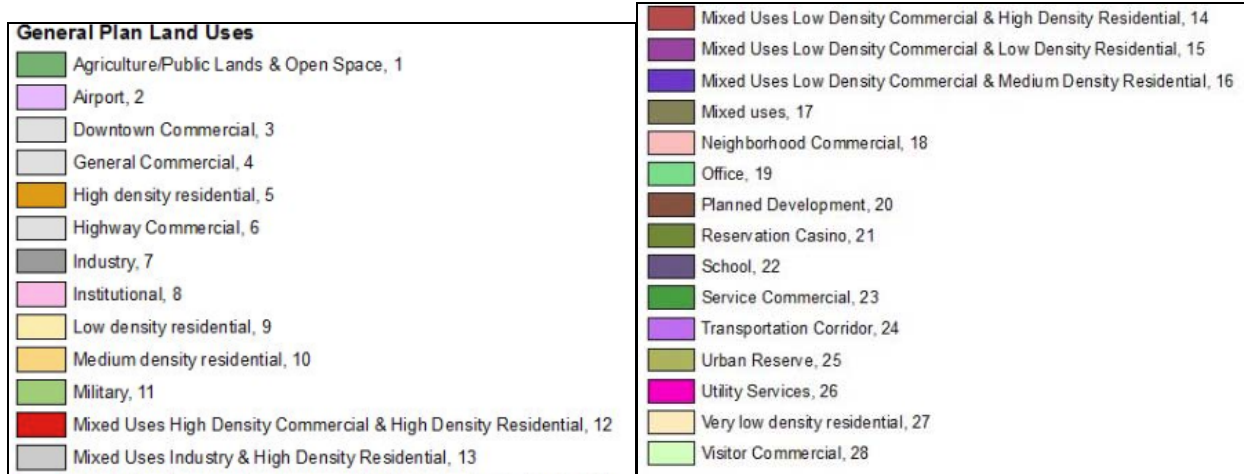
General Plan Land Use Category	Codes	Area (Acres)	%
Agriculture/Public Lands & Open Space	1	1,457,042	89.33%
Airport	2	820	0.05%
Downtown Commercial	3	992	0.06%
General Commercial	4	2,211	0.14%
High density residential	5	3,847	0.24%
Highway Commercial	6	77	0.00%
Industry	7	4,932	0.30%
Institutional	8	5,232	0.32%
Low density residential	9	25,300	1.55%
Medium density residential	10	13,280	0.81%
Military	11	100,399	6.16%
Mixed Uses High Density Commercial & High Density Residential	12	642	0.04%
Mixed Uses Industry & High Density Residential	13	2	0.00%
Mixed Uses Low Density Commercial & High Density Residential	14	111	0.01%
Mixed Uses Low Density Commercial & Low Density Residential	15	11	0.00%
Mixed Uses Low Density Commercial & Medium Density Residential	16	183	0.01%
Mixed uses	17	76	0.00%
Neighborhood Commercial	18	357	0.02%
Office	19	588	0.04%
Planned Development	20	74	0.00%
Reservation Casino	21	141	0.01%
School	22	2,230	0.14%
Service Commercial	23	98	0.01%
Transportation Corridor	24	2,064	0.13%
Urban Reserve	25	0	0.00%
Utility Services	26	579	0.04%
Very low density residential	27	9,585	0.59%
Visitor Commercial	28	266	0.02%
<b>Total</b>		<b>1,631,141</b>	<b>100.0%</b>

Source: UPlan land use model, 2012

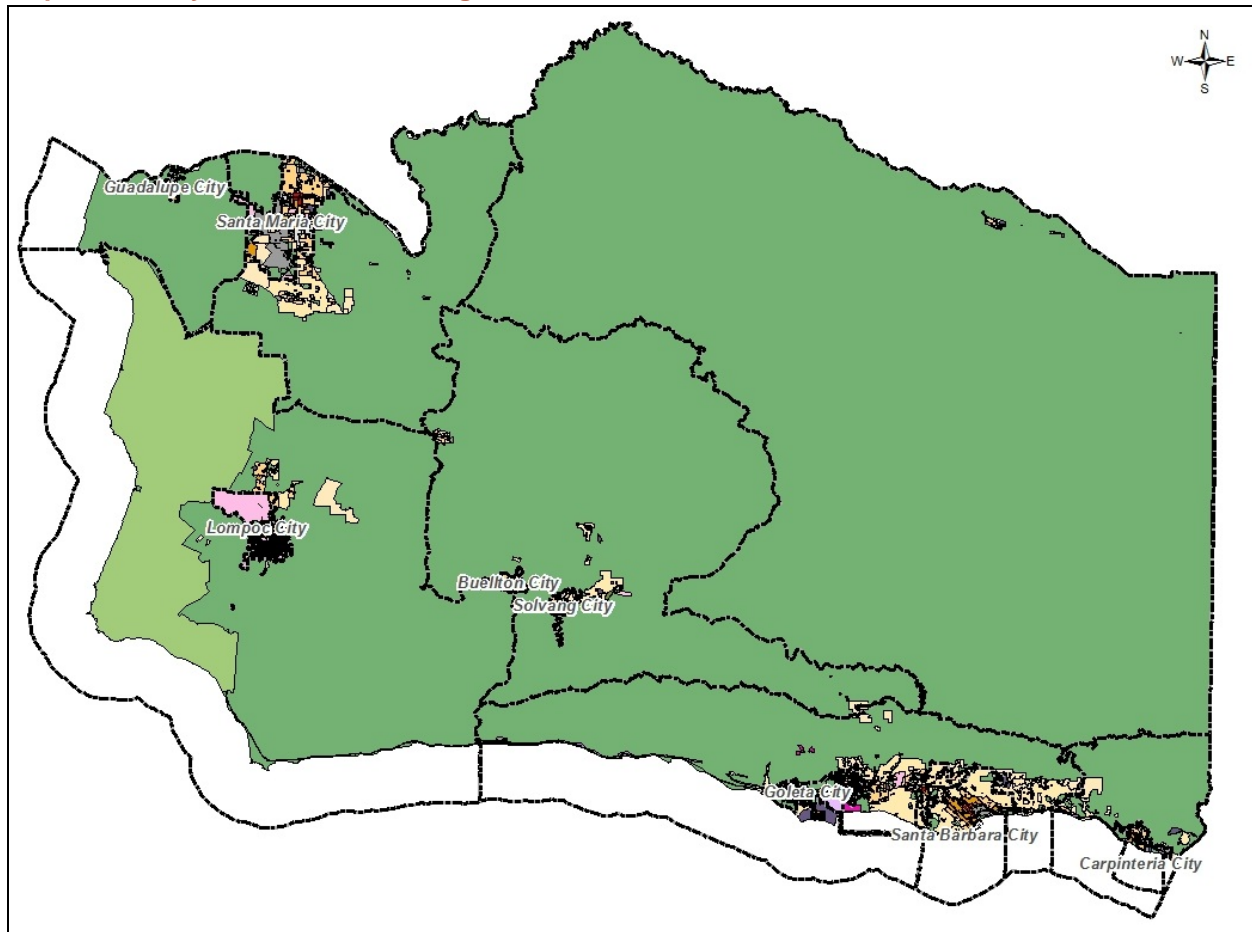
The following land use maps for Santa Barbara County jurisdictions were developed from each jurisdiction's existing, adopted General Plans. The following legend shows the UPlan categories that were used to generalize individual jurisdictions' General Plan land uses. The land use map categories follow the color and numerical coding shown below.<sup>97</sup>

<sup>97</sup> To derive these land use maps, detailed land use designations in each General Plan were aggregated into a system of generalized land use categories for use in the UPlan regional land use model. Although local detail is lost in the process, this step of creating generalized land use categories is necessary to apply a consistent approach across jurisdictions, since each jurisdiction has numerous categories that are too specific to map on a County-wide basis. The generalized land use categories were developed for SBCAG UPlan land use model applications.

**Figure 24: Generalized Land Use Categories**

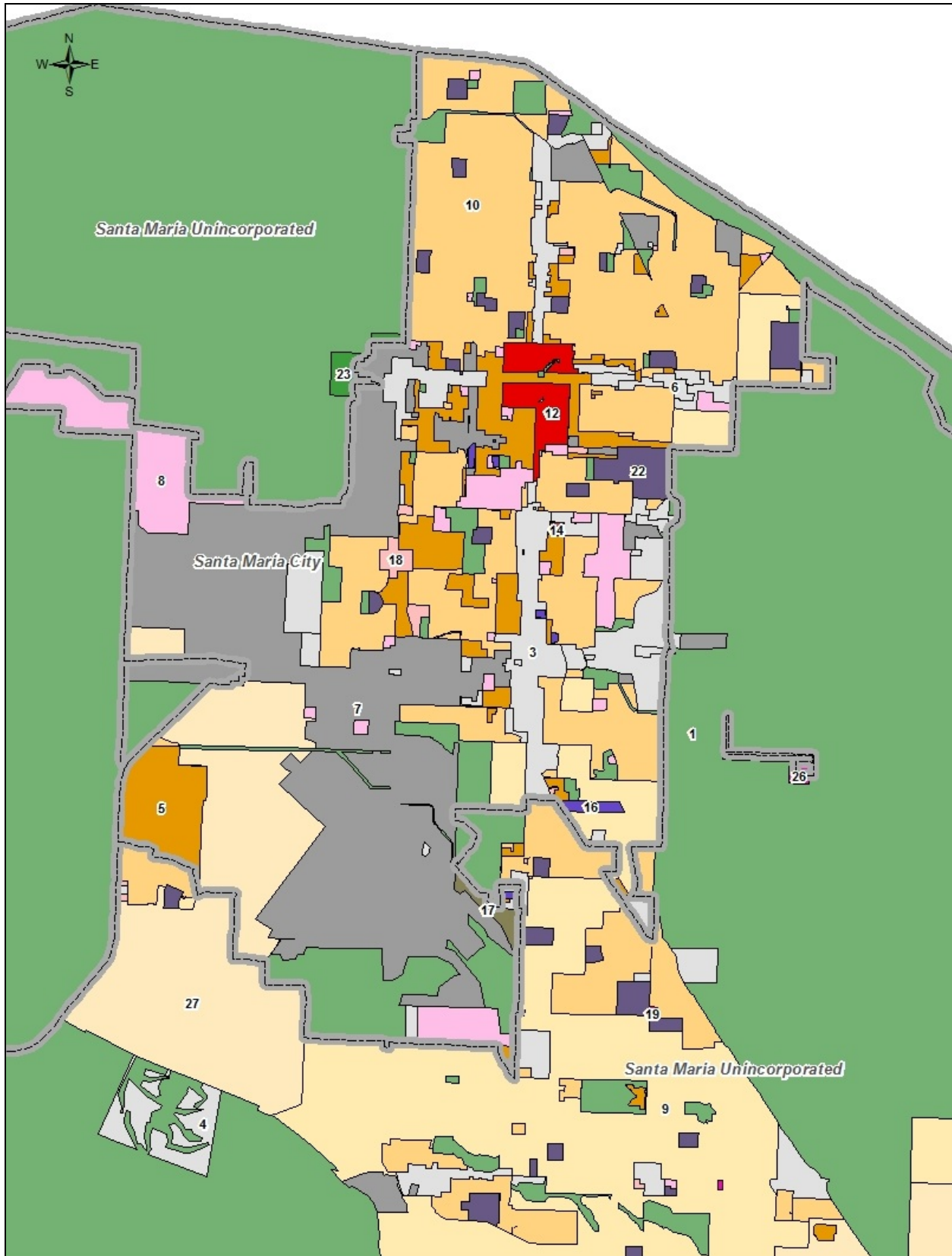


**Map 12: Countywide Land Use Categories**



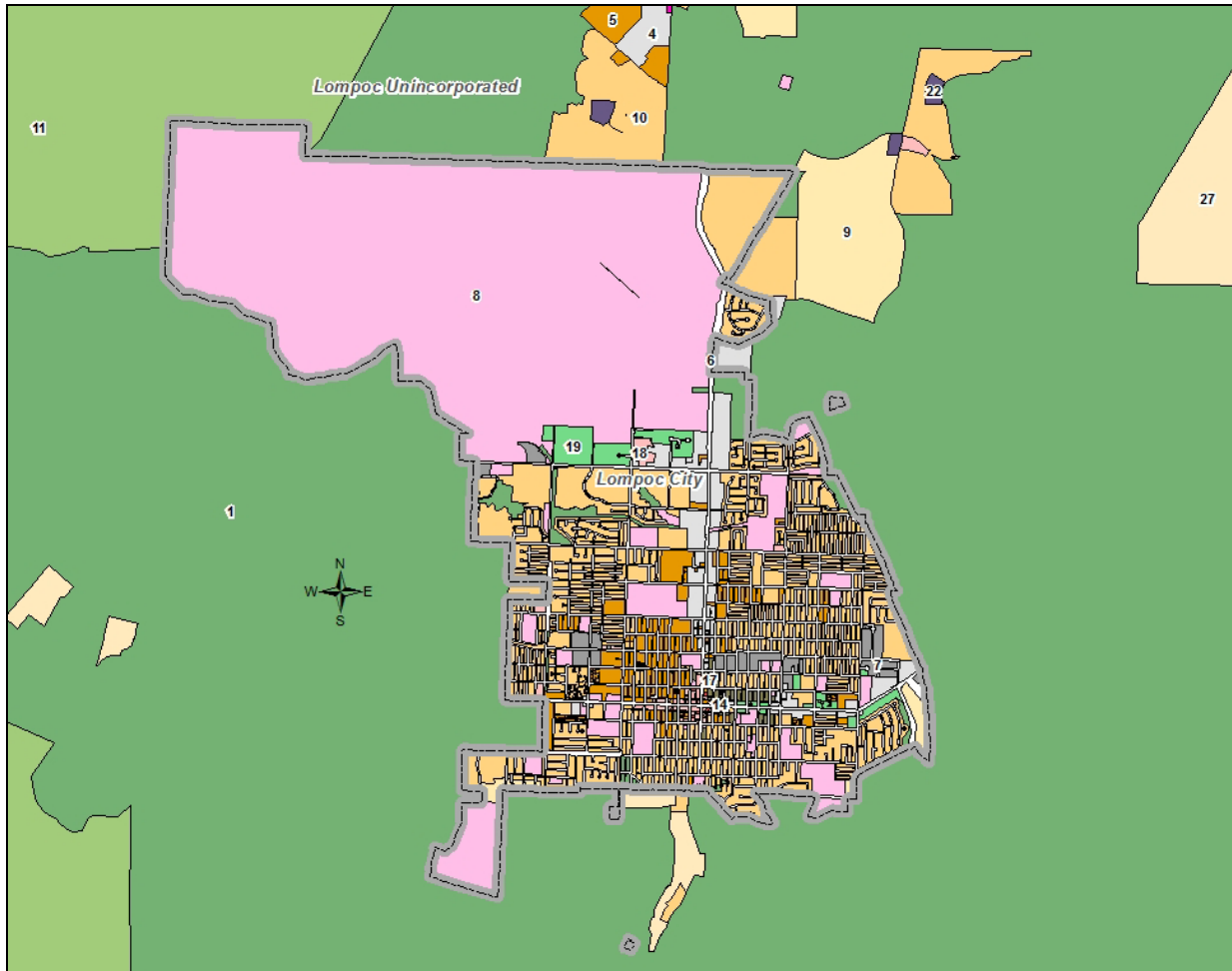
Source: SBCAG UPlan land use model

**Map 13: City of Santa Maria Land Use Categories**



Source: SBCAG UPlan land use model

**Map 14: City of Lompoc Land Use Categories**



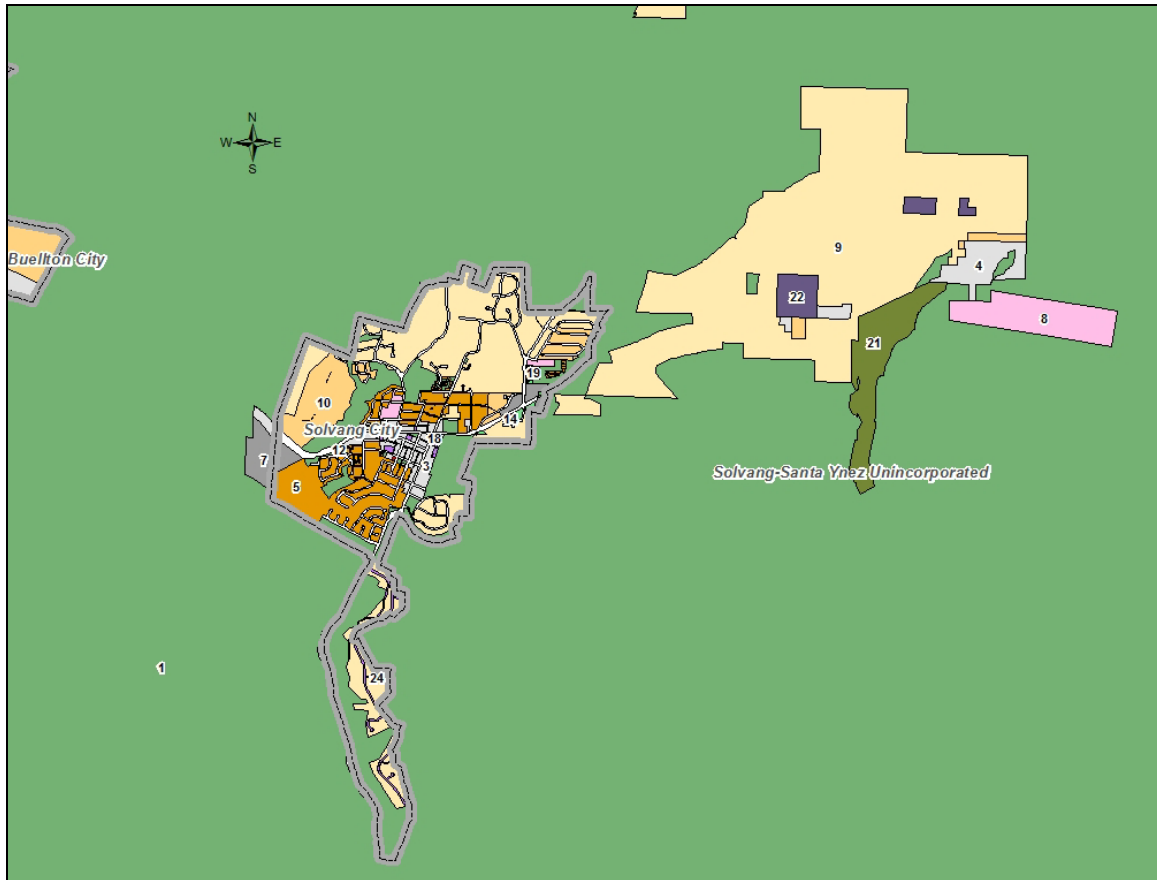
Source: SBCAG UPlan land use model

**Map 15: City of Buellton Land Use Categories**



Source: SBCAG UPlan land use model.

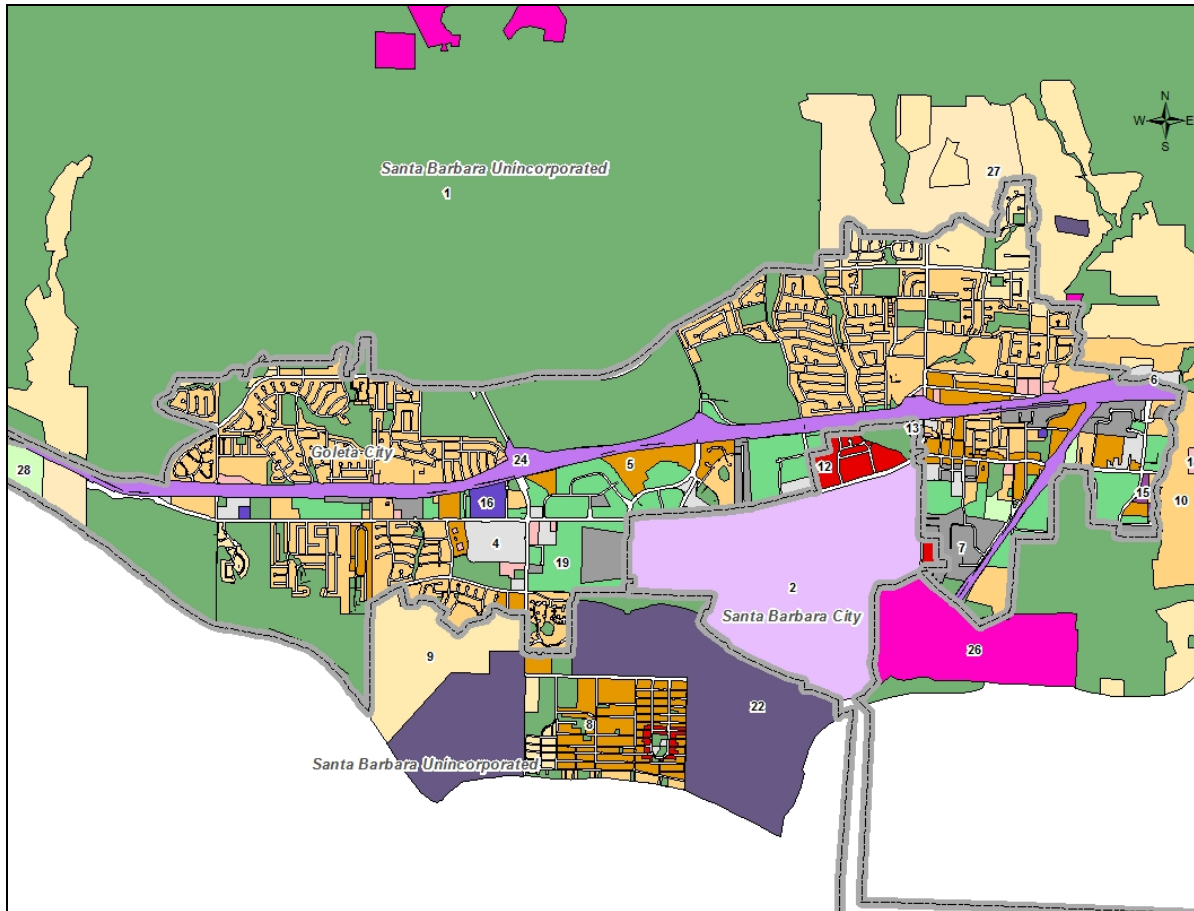
**Map 16: City of Solvang Land Use Categories**



Source: SBCAG UPlan land use model.

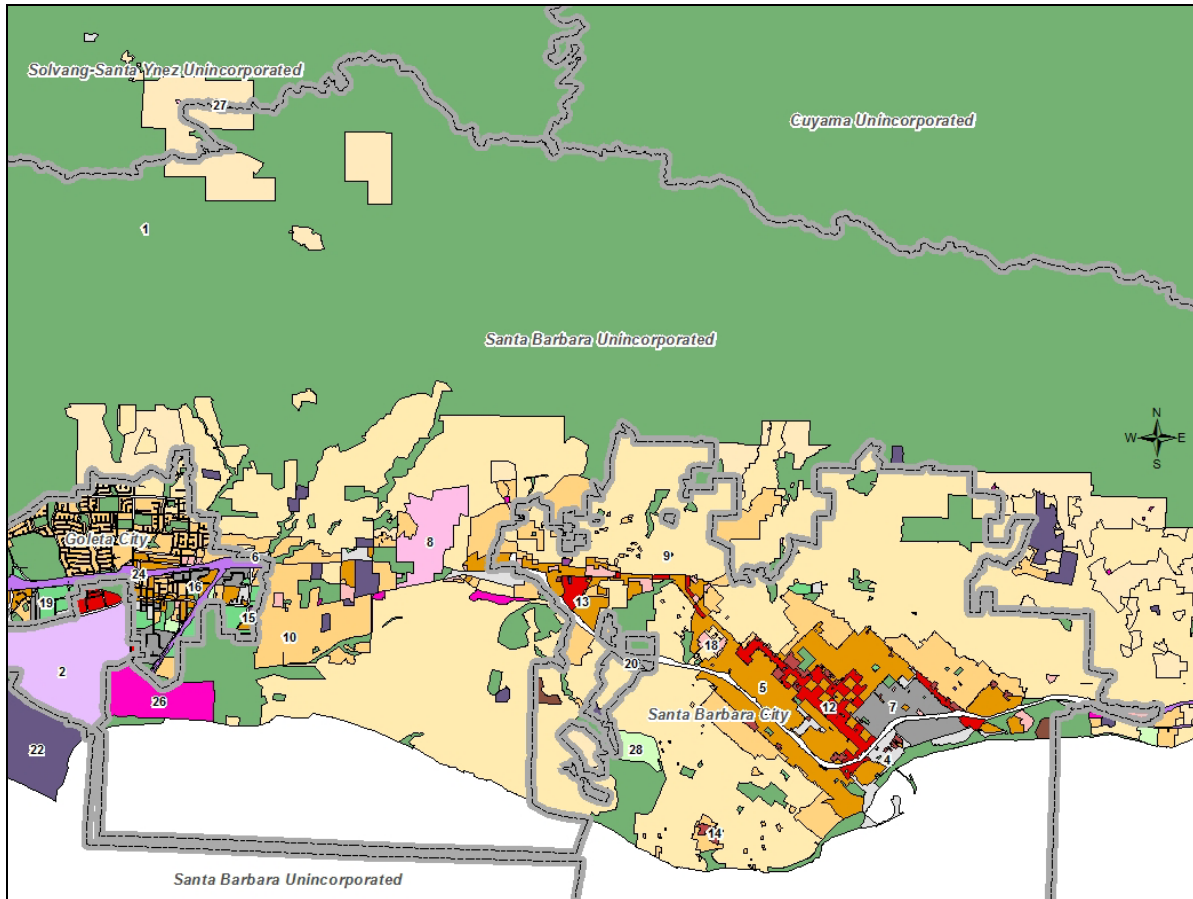


**Map 17: City of Goleta Land Use Categories**



Source: SBCAG UPlan land use model

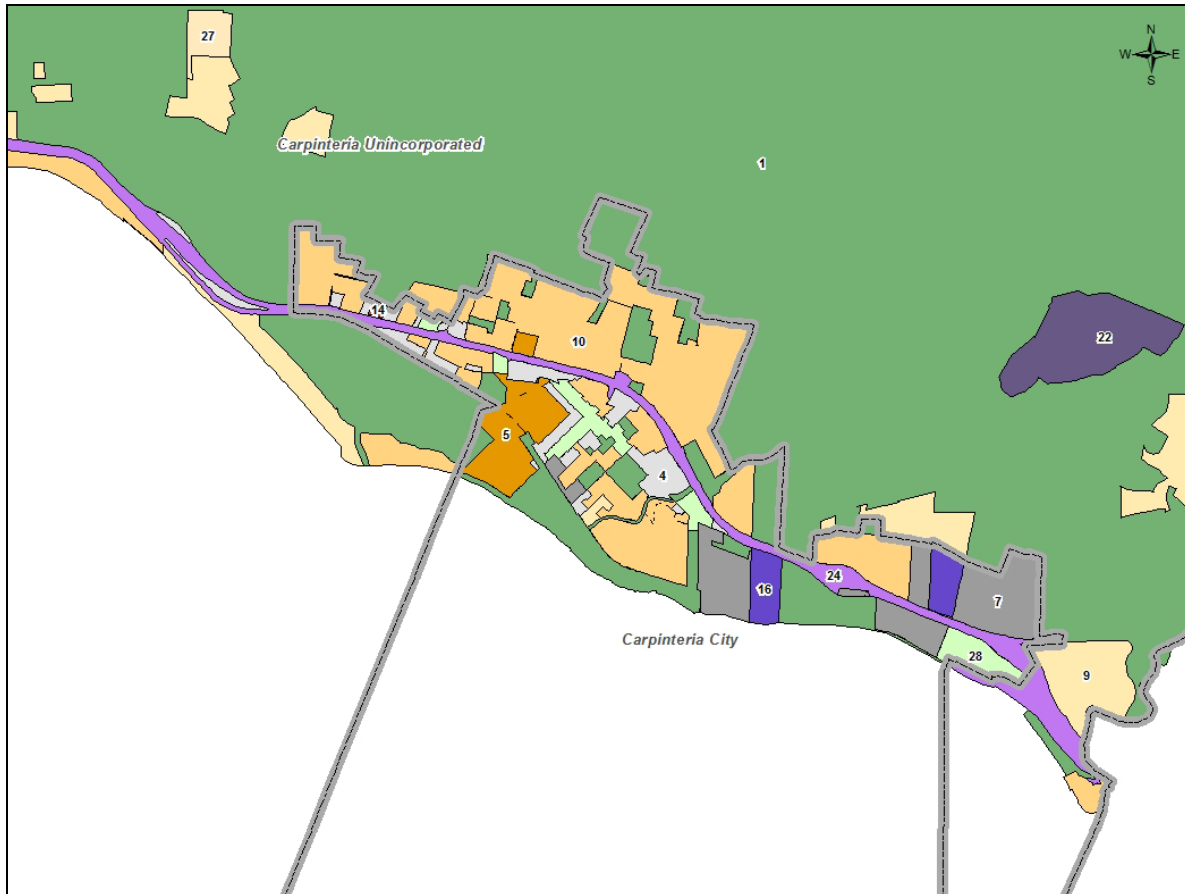
**Map 18: City of Santa Barbara Land Use Categories**



Source: SBCAG UPlan land use model



**Map 19: City of Carpinteria Land Use Categories**



Source: SBCAG UPlan land use model

### 3.1.2 SUB-REGIONS & LOCAL GOVERNMENT FRAMEWORK

SBCAG serves Santa Barbara County and its eight incorporated cities. Several subregions comprise Santa Barbara County:

- South Coast, including the cities of Carpinteria, Goleta, and Santa Barbara
- Cuyama, including the unincorporated communities of Cuyama and New Cuyama
- Lompoc, including the city of Lompoc
- Santa Maria, including the cities of Guadalupe and Santa Maria
- Santa Ynez, including the cities of Buellton and Solvang

The latter 4 subregions make up North County.

A number of government agencies are represented in Santa Barbara County from the federal to local government level. They represent geographic areas both large and small. The following overview provides an inventory of the most significant sub-regions and government agencies.

## Los Padres National Forest

The primary segment of the Los Padres National Forest includes lands within San Luis Obispo, Santa Barbara, Ventura and Kern Counties, with a small extension into Los Angeles County. National Forest headquarters are located in Goleta, California. There are local ranger district offices in Santa Barbara and Santa Maria.

## Tribal Government

The Santa Barbara region is home to one Native American reservation for the Chumash tribe, Santa Ynez Valley band, represented by its tribal government. As land use authorities, tribal governments have sovereignty to determine appropriate land uses on their reservations. SBCAG and the tribal government work together to facilitate government-to-government planning and coordination. The Chumash Reservation is located in the Santa Ynez Valley adjacent to Highway 246.

## Vandenberg Air Force Base

Santa Barbara County's location on the Pacific Ocean makes it a strategic location for certain military operations, including missile launch testing and training. Santa Barbara's military installation, Vandenberg Air Force Base (VAFB), is one of the region's largest employers and is located in a coastal location near the City of Lompoc.

## University of California, Santa Barbara

The main campus of the University of California at Santa Barbara (UCSB) consists of 1,054 acres west of the City of Goleta, located on a coastal bluff overlooking the Pacific Ocean. In addition to the main campus, UCSB has various, extensive property holdings surrounding the community of Isla Vista. As one of the country's premier research and teaching institutions with over 20,000 students and 6,500 degrees conferred each year, UCSB makes a significant contribution to the cultural and academic life of the region and is also the region's largest employer. The University's approximately \$1 billion economic contribution to the regional economy accounts for 5.3% of all Santa Barbara County economic activity, making it one of the county's single biggest economic influences.

The recently approved UCSB 2025 Long Range Development Plan will shape how the campus will develop to the year 2025, including changes in academic programs and the development of additional campus housing for students, faculty, and staff. The plan is based on a one percent annual enrollment increase to the year 2025. The table below illustrates the major changes in enrollment, instructional space, housing, recreational and parking proposed under the 2025 Long Range Development Plan.

**Table 9: Summary of UCSB 2025 Long Range Development Plan**

	Existing Conditions	2025 LRDP	Total
Student Enrollment (three-quarter average headcount)	20,000 students	5,000 additional students at a rate of 1% per year	25,000 students
Faculty and Staff Population	1,054 faculty 3,631 staff	336 additional faculty 1,400 additional staff	~1,400 faculty ~5,030 staff
Instruction, Research and Support Space (ASF) <sup>1</sup>	~2.7 M ASF	~1.8 M ASF additional	~4.5 M ASF
Student, Faculty and Staff Housing Units	6,652 bedspaces (including recently completed San Clemente project)	4,766 net additional bedspaces	11,418 single student bedspaces
	553 student family units +151 student family units (pending)	239 net additional student family units	943 student family units
	65 faculty units +161 faculty units (pending)	1,874 additional faculty and staff housing units	2,100 faculty and staff units
Athletic/Recreational Fields	~26 acres	5-8 additional acres	31-34
Parking Spaces	6,700 spaces (non-housing) 3,880 constructed or planned (housing) 10,580 total spaces	5,100 spaces replaced 3,650 additional spaces constructed	~14,230 total spaces

## Local Governments

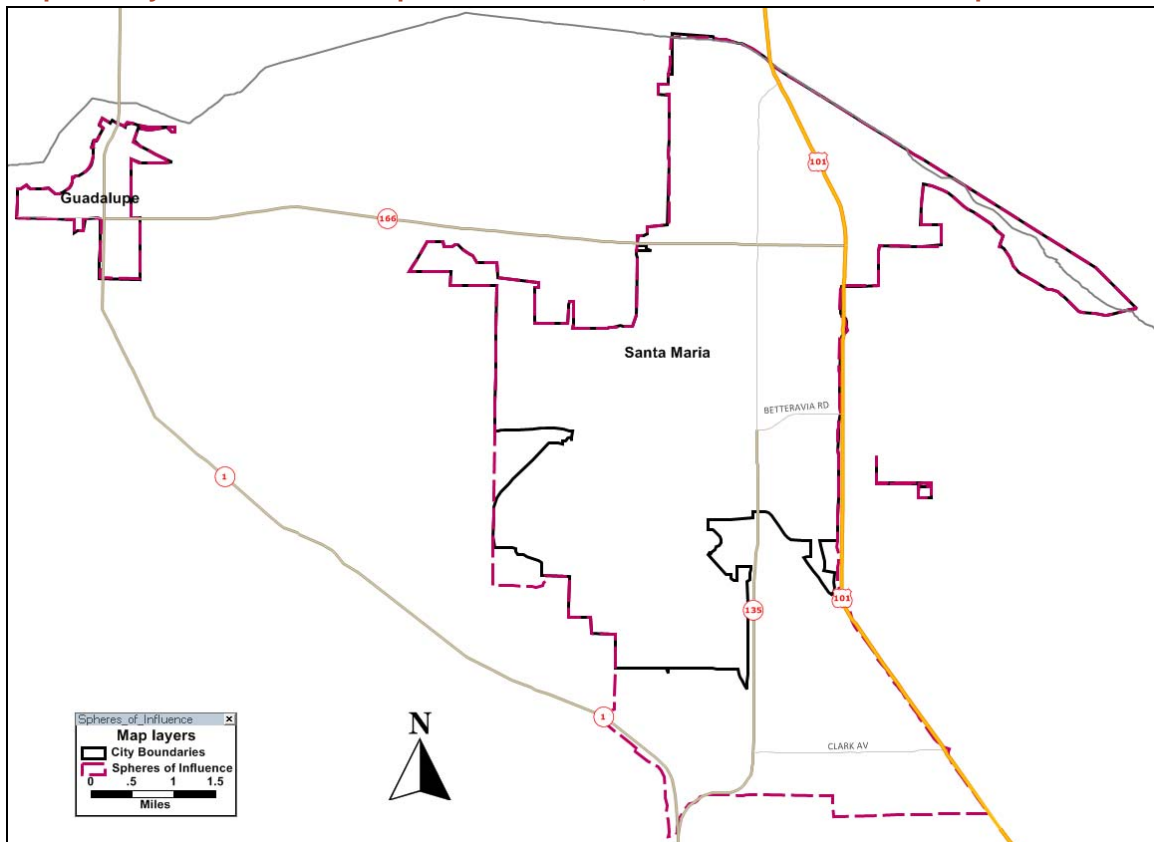
Santa Barbara County is home to eight, incorporated cities (from north to south: Guadalupe, Santa Maria, Lompoc, Buellton, Solvang, Goleta, Santa Barbara and Carpinteria), in addition to the County itself. Each of these jurisdictions is a member of SBCAG with representation on the SBCAG Board of Directors.

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

A city or county may also provide for land use planning by developing community or specific plans for smaller, more specific areas within its jurisdiction. These more localized plans provide for focused guidance for developing a specific area, with development standards tailored to the area, as well as systematic implementation of the General Plan. The County of Santa Barbara, and the Cities of Santa Maria and Santa Barbara have numerous community and sub-regional plans. Santa Barbara County has a total of nine Community Plans, with the Goleta Valley Community Plan currently in development. Existing community plans include the Los Alamos, Orcutt, Santa Ynez, Montecito, Summerland, Toro Canyon, and Mission Canyon Community Plans. In addition, an Isla Vista Master Plan has been adopted by the Board of Supervisors and is awaiting certification by the California Coastal Commission.

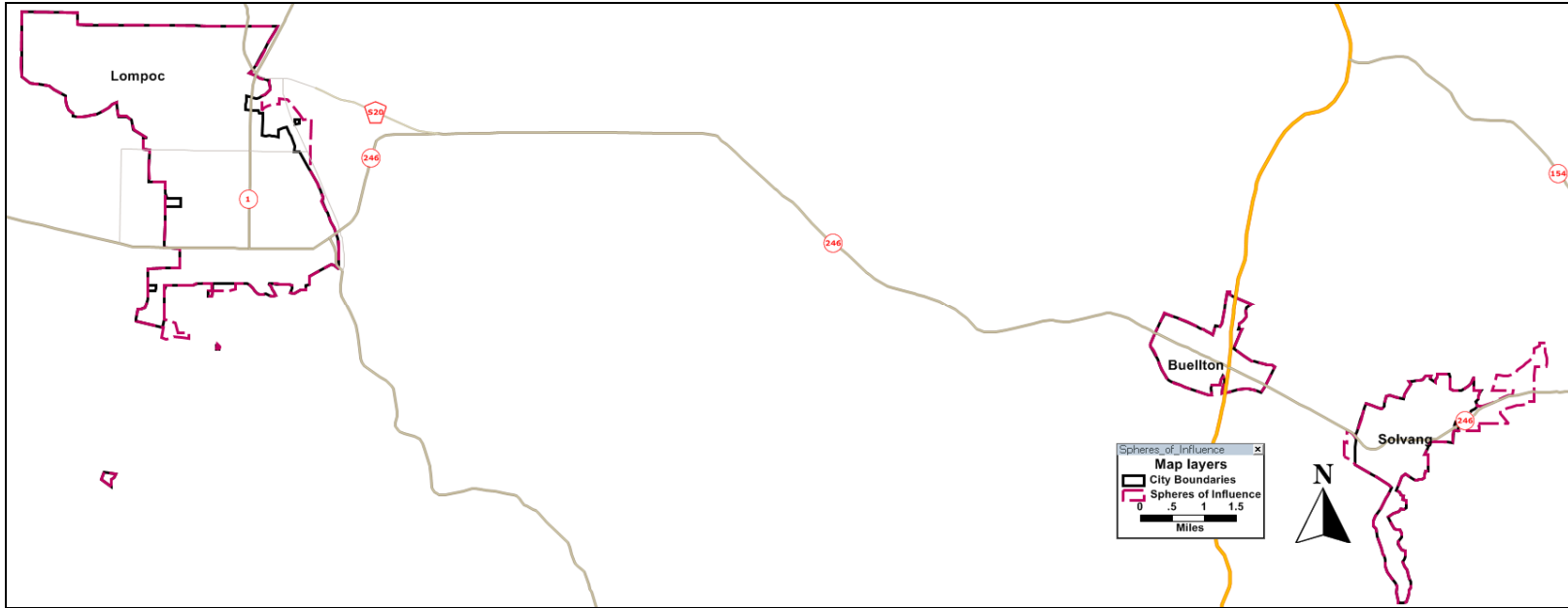
Each incorporated city has both existing city limits and a designated sphere of influence that determines a plan for the probable, future physical boundaries and service area of the local government. It defines the primary area within which urban development is to be encouraged and serves as an essential planning tool to combat urban sprawl and provide well-planned, efficient urban development patterns, giving appropriate consideration to preserving prime agricultural and other open space lands. The following figures show the city limits relative to the sphere of influence. The Cities of Santa Maria and Santa Barbara have spheres of influence outside their city limits, while the remaining jurisdictions spheres are coterminous to their city limits.

**Map 20: City Boundaries and Spheres of Influence, Santa Maria and Guadalupe**



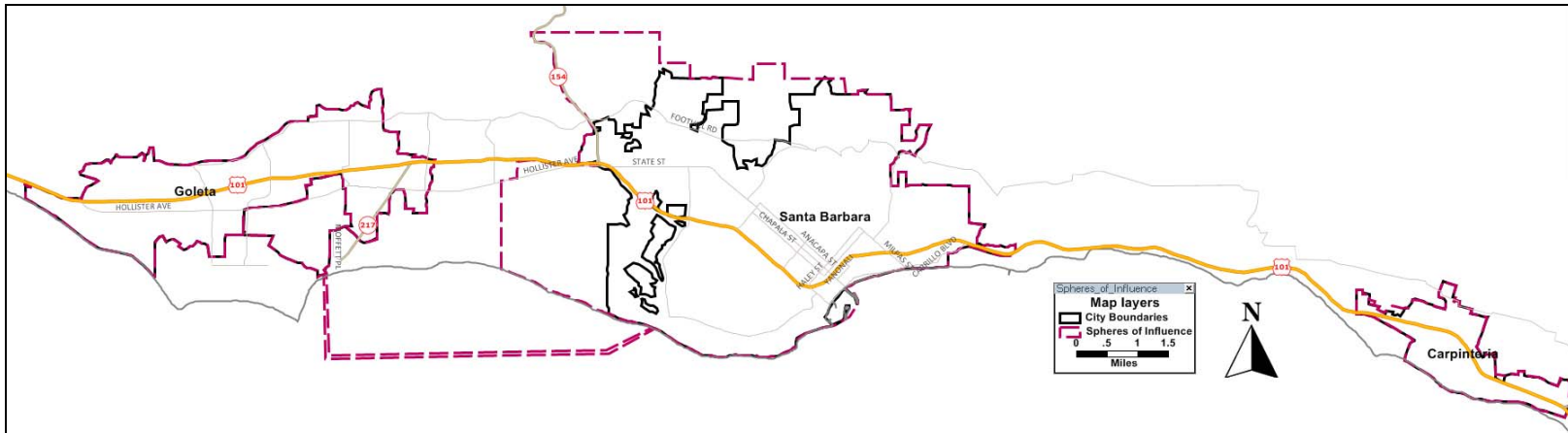
Source: Santa Barbara County Surveyors Office 2012

**Map 21: City Boundaries and Spheres of Influence, Lompoc and Santa Ynez Valley**



Source: Santa Barbara County Surveyors Office 2012

**Map 22: City Boundaries and Spheres of Influence, South Coast**



Source: Santa Barbara County Surveyors Office 2012

The following table provides the most recent 2010 Census population, land area, and population density for Santa Barbara County jurisdictions. The unincorporated student community of Isla Vista, adjacent to UCSB, has a significantly higher population density than other areas.

**Table 10: Santa Barbara Communities Population, Area and Density, 2010**

Community	Total Population	Land Area in Square Miles	Population Per Square Mile (Land Area)
Santa Barbara County	423,895	2,735.1	155
Ballard	467	1.2	396
Buellton city	4,828	1.6	3,052
Carpinteria city	13,040	2.6	5,043
Casmalia	138	0.2	732
Cuyama	57	0.5	126
Garey	68	1.3	54
Goleta city	29,888	7.9	3,782
Guadalupe city	7,080	1.3	5,407
Isla Vista	23,096	1.8	12,492
Lompoc city	42,434	11.6	3,659
Los Alamos	1,890	3.9	489
Los Olivos	1,132	2.5	460
Mission Canyon	2,381	1.5	1,569
Mission Hills	3,576	1.2	2,910
Montecito	8,965	9.3	968
New Cuyama	517	0.7	733
Orcutt	28,905	11.1	2,598
Santa Barbara city	88,410	19.5	4,541
Santa Maria city	99,553	22.8	4,375
Santa Ynez	4,418	5.1	860
Sisquoc	183	2.2	82
Solvang city	5,245	2.4	2,163
Summerland	1,448	2.0	730
Toro Canyon	1,508	3.6	422
Vandenberg AFB	3,338	22.0	151
Vandenberg Village	6,497	5.2	1,238

Source: 2010 Census

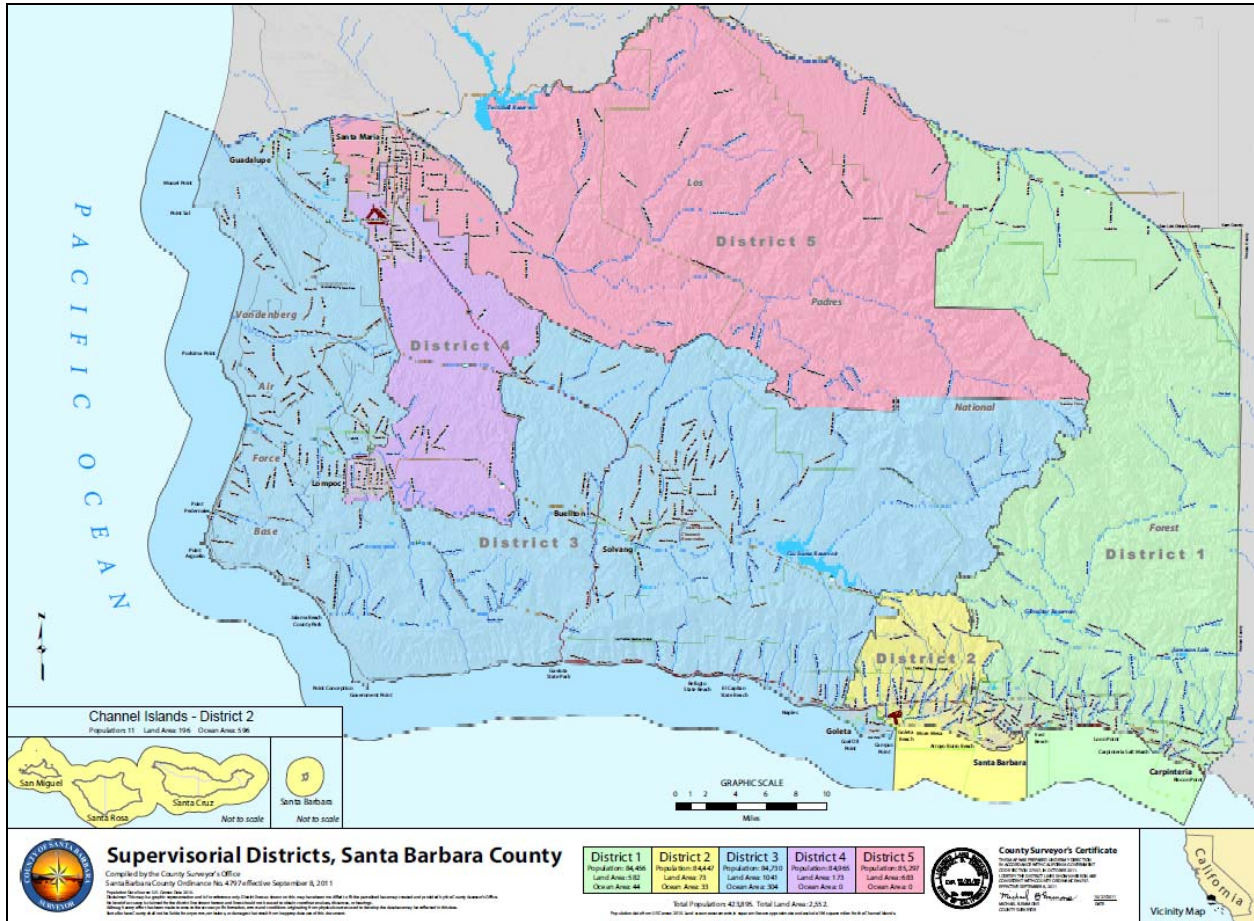
The County of Santa Barbara unincorporated area is divided into five Supervisorial Districts with similar population sizes. The following table and map show the districts characteristics and boundaries.



**Table 11: Supervisorial Districts Population and Area**

District	Population 2010 Census	Land Area (sq. miles)
1	84,456	582
2	84,447	73
3	84,730	1,041
4	84,965	173
5	85,297	683

**Map 23: County Supervisorial Districts**



Source: Santa Barbara County Surveyors Office

### 3.1.3 URBANIZED AREAS & OPEN SPACE

The 2010 Census defines urban areas as a densely settled core of census tracts and/or census blocks that meet minimum population density requirements of at least 1,000 people per square mile.<sup>98</sup> Also included is adjacent territory containing non-residential urban land uses and territory with low population density linking outlying densely settled territory with the densely settled core. To qualify as an urban area according to Census criteria, an area must encompass at least

<sup>98</sup> US Census Bureau, The Geographic Areas Reference Manual (GARM), November 1994, Page 12-5.

2,500 people, at least 1,500 of whom reside outside institutional group quarters. The Census Bureau identifies two types of urban areas:

Urbanized Areas (UAs) of 50,000 or more people;

- Urban Clusters (UCs) of at least 2,500 and less than 50,000 people;
- “Rural” encompasses all population, housing, and territory not included within an urban area.
- The 2010 Santa Barbara County urban area population total is 402,799.
- The 2010 Santa Barbara County rural population total is 21,096.
- The population of Urbanized Areas in Santa Barbara County in 2010 was:

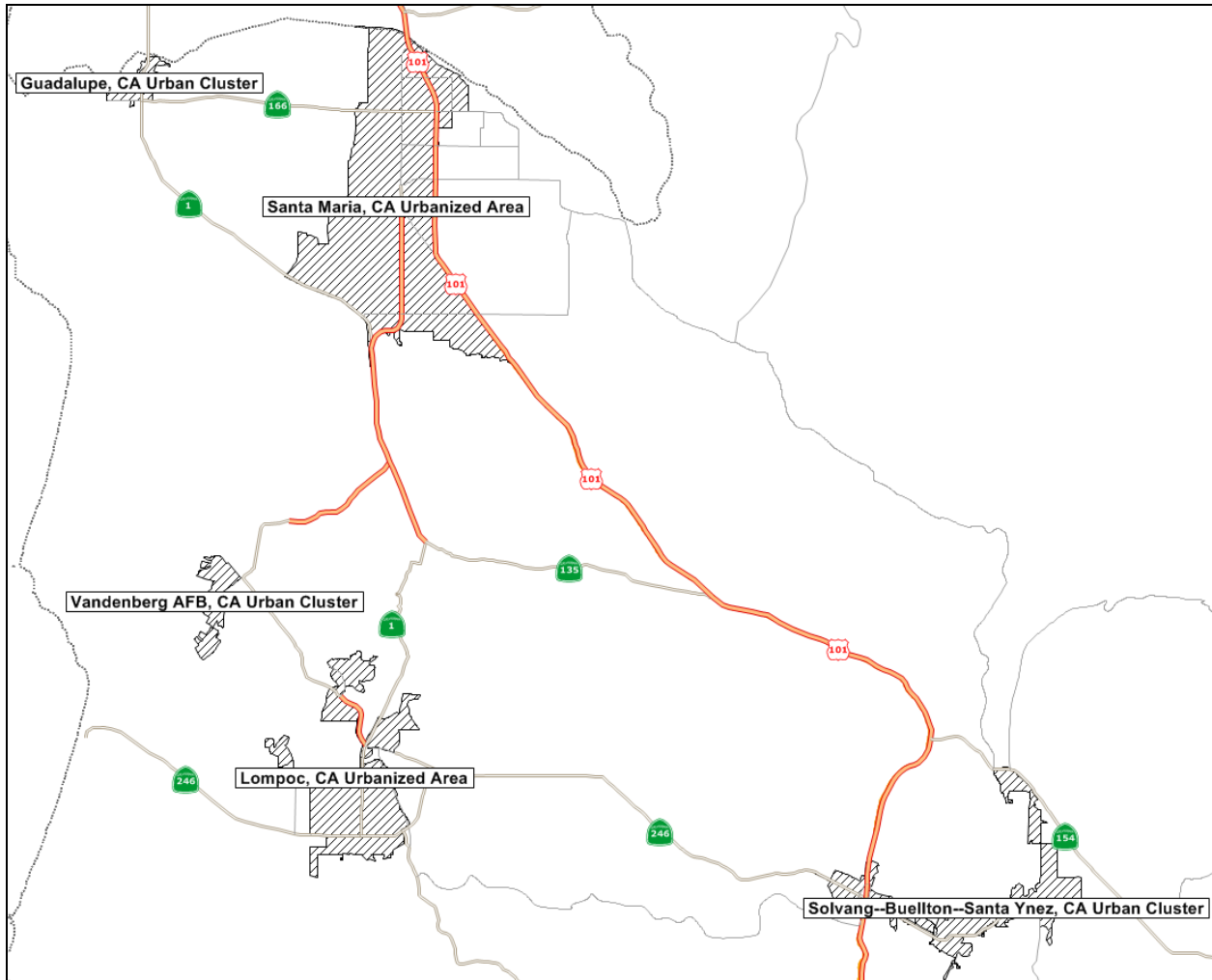
Santa Barbara	195,861
Santa Maria	130,447
Lompoc	51,508
- The population of Urban Clusters was:

Svang-Buellton-Santa Ynez	14,862
Guadalupe	7,080
Vandenberg AFB	3,047

The following figures depict the boundaries of the urban areas in Santa Barbara County.

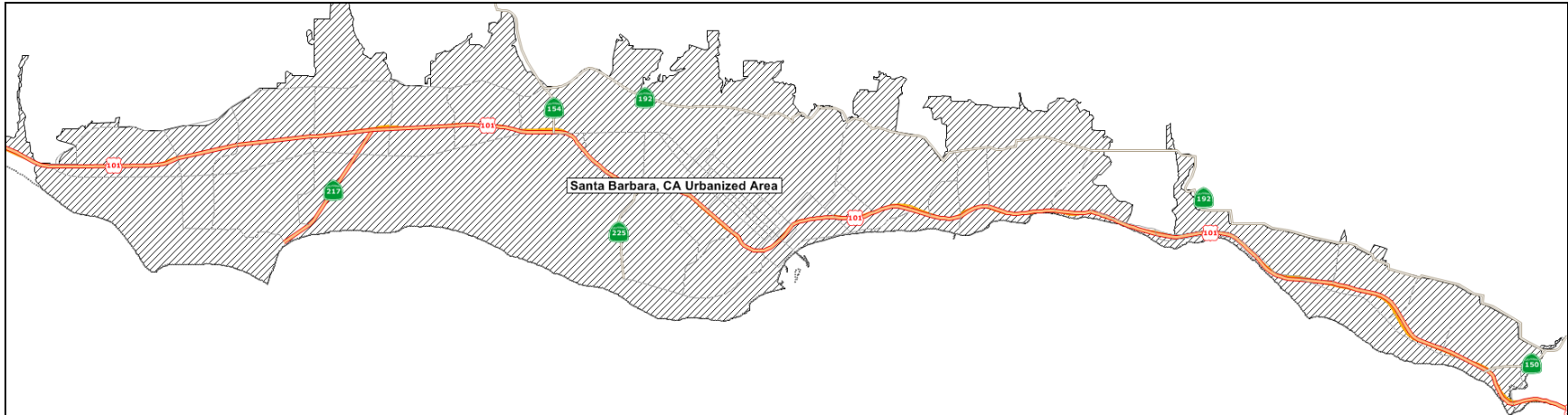


**Map 24: North County Urban Area**



Source: Census 2010

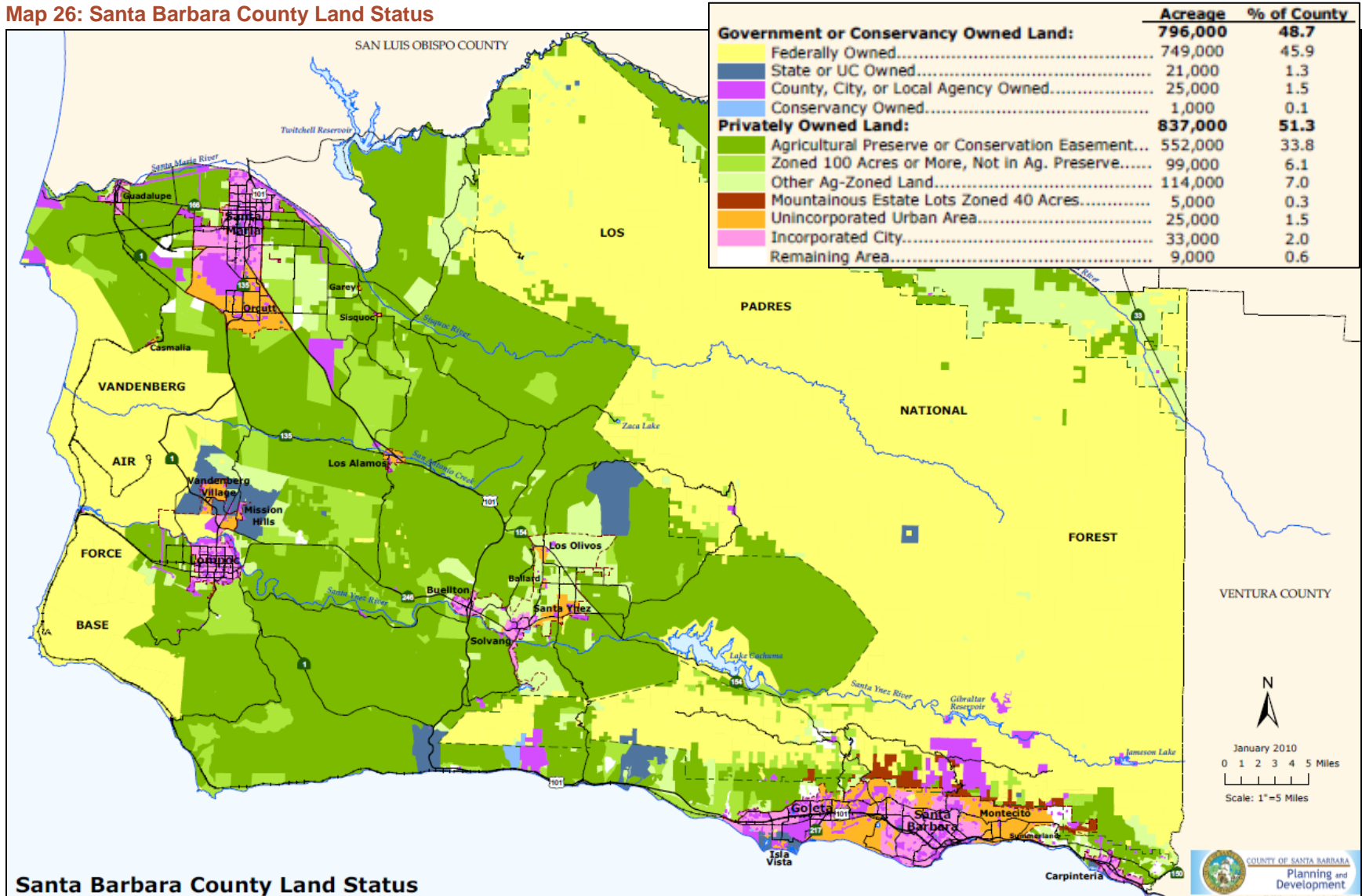
### Map 25: South Coast Urban Areas



Source: Census 2010

The majority of the County land area is federally owned, with approximately 46 percent or 751,180 acres of the total 1,633,000 acres County-wide in the jurisdiction of either the Los Padres National Forest or Vandenberg Air Force Base. Other State, local government and conservancy-owned lands constitute approximately 3 percent of the total. Privately owned land represents 51 percent of the total. Approximately 47 percent of the total is in some form of agricultural zoning. As a result, the County has a significant proportion of its land area in undeveloped national forest lands, other undeveloped, federally-owned land or agricultural uses.

**Map 26: Santa Barbara County Land Status**



**Santa Barbara County Land Status**

Source: County of Santa Barbara, Long Range Planning Division

## 3.2 POPULATION

### 3.2.1 REGIONAL GROWTH FORECAST SUMMARY

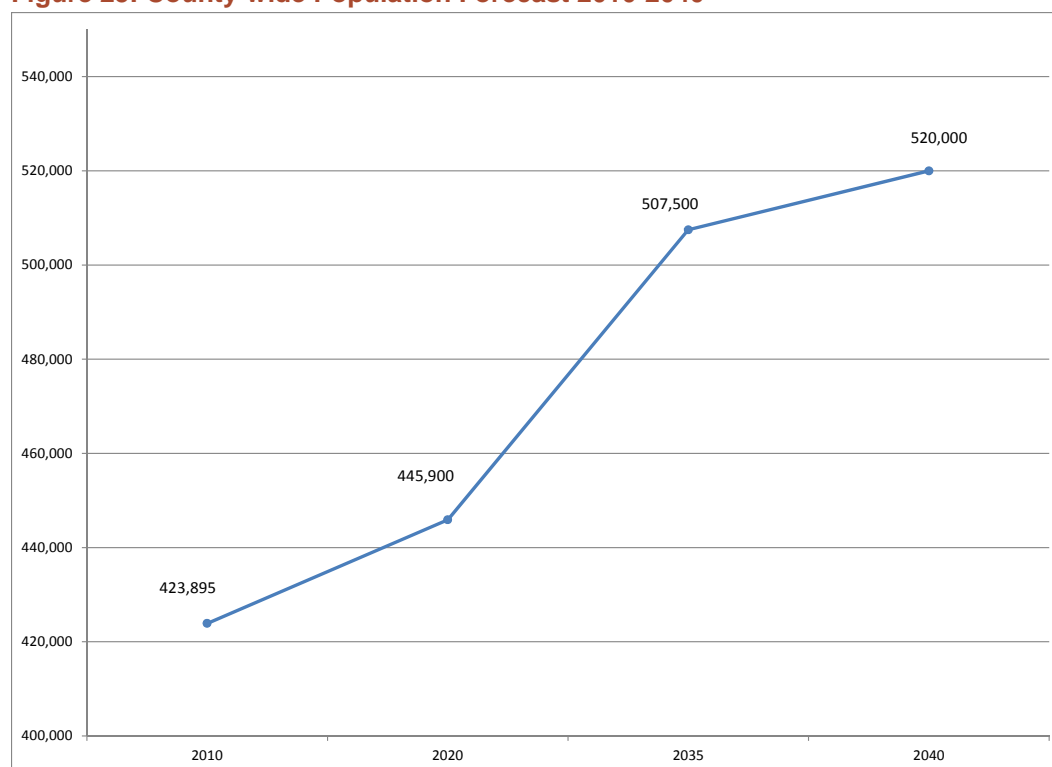
The Santa Barbara County Association of Governments (SBCAG) developed an updated Regional Growth Forecast (RGF) in concert with the development of the Regional Transportation Plan & Sustainable Communities Strategy (RTP-SCS) and regional housing needs allocation process. The RGF was adopted by the SBCAG Board in December 2012, at the same time as the Regional Housing Needs Assessment (RHNA) allocation methodology. RGF total forecast population, employment and housing projections are utilized as inputs in the RTP-SCS preferred scenario modeling, although sub-regional allocations differ between the RTP-SCS preferred scenario and the RGF.<sup>99</sup>

The following figure provides the existing 2010 Census population and the forecast growth from 2010-2040 for the region as a whole. Over the course of the forecast period, the County-wide population is forecast to increase by 96,100 from 423,895 to 520,000 people or 23 percent. Growth forecast for the 2010 to 2020 period is 22,000 persons or 5.2 percent, from the 2020 to 2035 period is 61,600 persons or 14.5 percent, and from the 2035 to 2040 period is 12,500 persons or 2.9 percent.

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<sup>99</sup> The RGF sub-regional allocations are based on the assumption that there is no change in existing land use policy at the local government level, whereas the sub-regional growth distribution assumed by the RTP-SCS depend upon the adoption and implementation of the specific policy and land use changes recommend in this document. In the absence of such policy changes (or changes to other market-based factors, such as land prices), it is reasonable to expect that past growth trends will continue into the future, subject only to existing land use constraints.

**Figure 25: County-wide Population Forecast 2010-2040**



Source: SBCAG 2012 Regional Growth Forecast

## RGF Methodology

Development of the RGF utilized a two-step methodology. In the first step, the SBCAG region-wide employment projections were based on a top-down, economic forecast approach using national and State projections developed in 2011. As a second step, the forecast regional growth was then allocated to the sub-regional level using a bottom-up method considering local General Plan land uses. This two-step methodology is consistent with that utilized by most Metropolitan Planning Organizations (MPOs) and is generally accepted by State agencies, including the State Housing and Community Development Department.

As part of the RGF effort, SBCAG hired a consultant, Stephen Levy, from the Center for Continuing Study of the California Economy (CCSCE), to provide technical guidance and assist staff in the development of County-wide forecasts of employment, population and households. Derivation of the County-wide forecast totals in the first step was based on CCSCE's economic forecast and involved three sub-steps:

- (1) development of employment projections based on projections of U.S. and California job growth and the competitive position of the Santa Barbara region to capture a share of the State and national job growth;
- (2) population projections made based on projected job growth, accounting for foreign immigration and domestic migration into the region; and
- (3) household projections based on projected population growth.

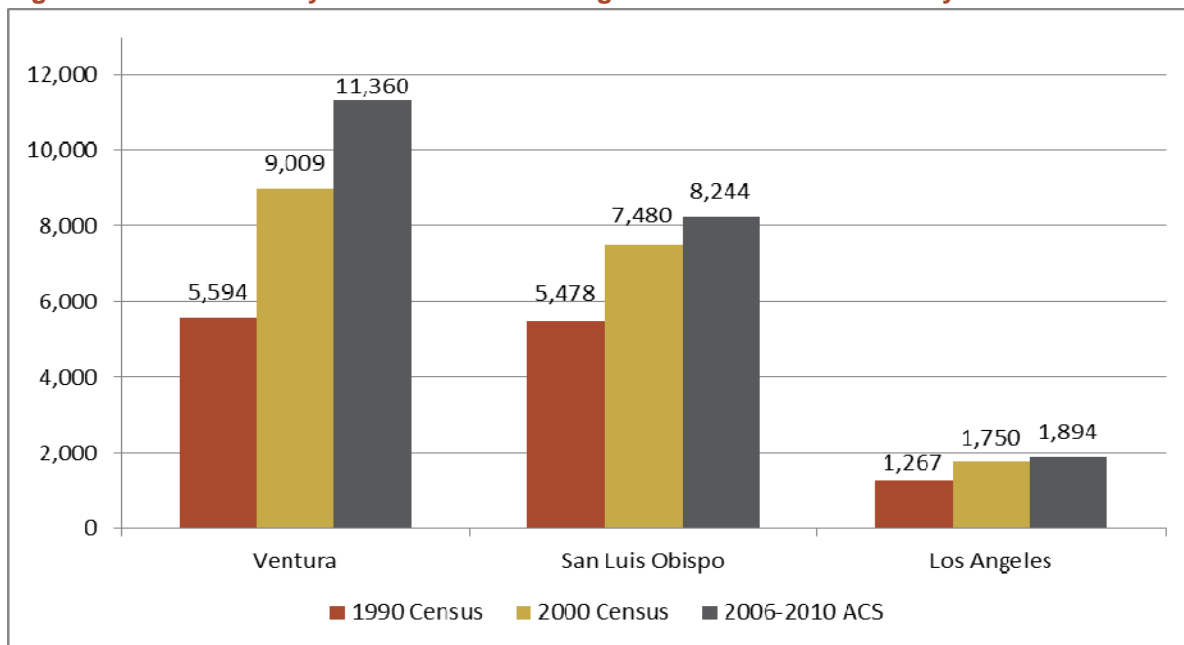
Two important assumptions must be made with respect to the population forecast: net in-commuting and excess labor force absorption.

## Net In-Commuting

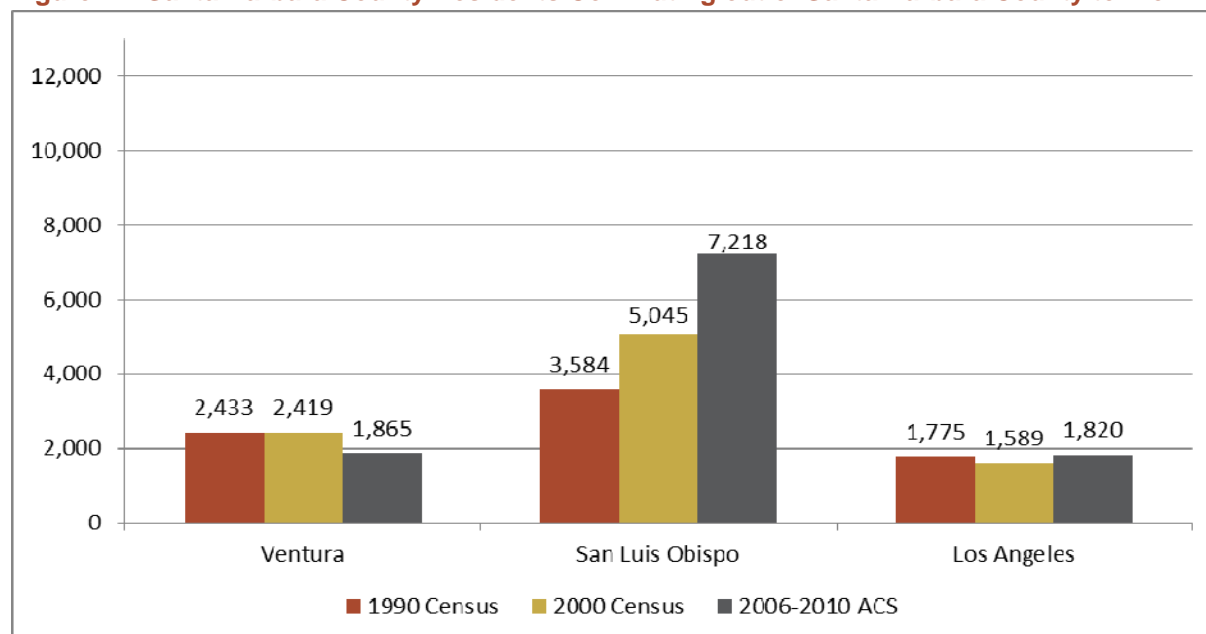
The population forecast requires an assumption regarding net in-commuting. The assumption about net in-commuting concerns how many people working in the region will also live in the region and relates to jobs/housing balance.

SBCAG staff considered a range of options concerning net in-commuting, including: (1) no net increase in in-commuters, (2) in-commuting increasing at a constant proportion based on current in-commuting trends, and (3) in-commuting doubling over the study period. Historically, in Santa Barbara County, in-commuters from Ventura have more than doubled in the 20-year 1990-to-2010 timeframe from 5,000 to 11,000. Total in-commuters have nearly doubled over this period from 12,000 to 21,000. Meanwhile, except on the Santa Maria to San Luis Obispo corridor, where they have also doubled, out-commuters have remained roughly constant. See figures below.

**Figure 26: Out-of-County Residents Commuting into Santa Barbara County to Work**



**Figure 27: Santa Barbara County Residents Commuting out of Santa Barbara County to Work**



Sources: 1990 & 2000 Census Transportation Planning Packages, 2006-2010 American Community Survey, U.S. Census Bureau.

Given the growth in net in-commuting that occurred over the last 20 years, it would be unrealistic to assume that net in-commuting could be held constant at current levels for the next 30 years. Fundamental differences in housing affordability will still result in workers locating outside the region and commuting in. While improving the jobs/housing balance by providing adequate affordable and workforce housing near jobs is an explicit objective of the RTP-SCS, some increase in net in-commuting is almost inevitable and must be taken into account. For example, Department of Finance population projections for Santa Barbara County assume a continuation increasing in-commuting trends, such that an increasing number of regional jobs will be filled by residents living outside the region. In the previous SBCAG forecast, adopted in 2007, there was also an implicit commute assumption of approximately 36,000 in-commuters by 2040. The commuting assumption used in SBCAG's calculation of County-wide regional growth projects that the number of net in-commuters will double over the 30-year forecast period from 11,000 in 2010 to 22,000 in 2040, slower than the historical rate, but still acknowledging limits to how far growth in in-commuting can be feasibly reduced. The preferred scenario and others tested assume the same commuting pattern so that the resident labor force and population forecasts are consistent between all scenarios and the growth forecast.

### Excess Labor Force

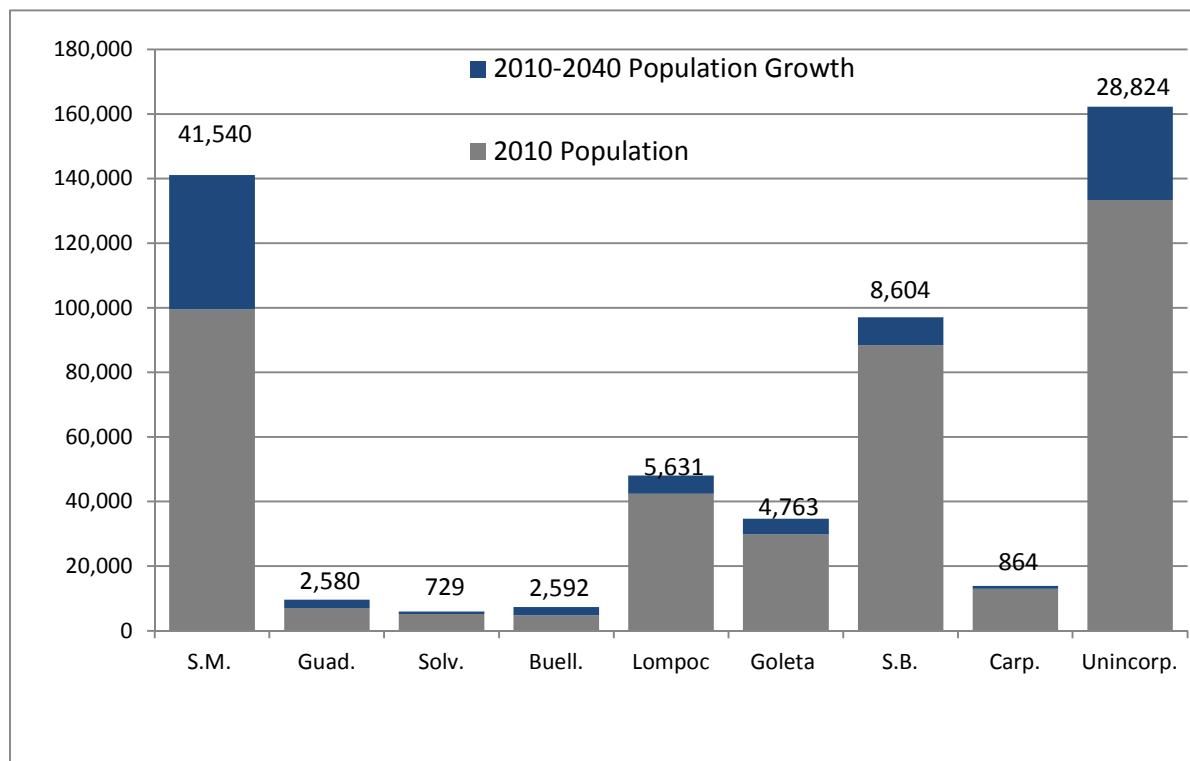
The population projection also must make an assumption about the currently unemployed excess labor force. With historically high unemployment rates in the county, and elsewhere, there exists a resident labor force that in theory will be available to take new jobs as the unemployment rate declines. This labor force will fill some of the new jobs and reduce the short-term demand for new in-commuting workers and the population and household growth otherwise associated with these new jobs. The excess labor force assumption includes a

reduction of the unemployment rate from 9.4% in 2010 to 7.5% in 2015 and 5.5% in 2020. This assumption results in absorption over this period of an excess resident labor force of approximately 7,100 workers.

### Sub-regional Allocation

Allocating region-wide forecast population and job growth to the sub-regional level uses a trend-based allocation methodology subject to land use capacity. As noted above, in the absence of other policy or market changes, it is reasonable to expect that past growth trends will continue into the future, subject only to existing land use constraints. The land use constraints are determined by the local jurisdictions' available General Plan land use capacity, which is integrated into the SBCAG land use model. The forecast periods for the sub-regional allocation are 2020, 2035 and 2040, which coincide with the SBCAG Regional Transportation Plan. Note that the growth resulting from the UCSB Long Range Development Plan is allocated to the South Coast unincorporated area increasing the past growth trend in population for that area. A significant proportion of the UCSB population growth is in group quarters which are not considered households. The following figure provides the existing 2010 Census population and the forecast growth from 2010-2040 for county jurisdictions. Over the course of the forecast period, the County-wide population is forecast to increase by 96,200 from 423,800 to 520,000 people or 23 percent. The majority of growth, approximately 41,540 persons or 43 percent, is forecast to occur in the City of Santa Maria.

**Figure 28: Existing and Forecast 2010-2040 Population Growth**



Source: SBCAG Growth Forecast, Adopted in December 2012



## 3.2.2 CURRENT & FUTURE HOUSING NEEDS

### Unit Types & Location

#### Existing Housing Mix

The existing housing mix can be shown using a variety of Census data sources. The basic makeup of single, multiple unit and mobile homes for each jurisdiction is shown below. The highest percentages of single-family units are located in the City of Guadalupe with 79 percent of the County-wide total. The highest percentages of multiple-family units are located in the City of Santa Barbara, with 42 percent, and the highest percentages of mobile homes are located in the City of Buellton, with 22 percent of the County-wide total.

**Table 12: 2010 Census Housing Unit Mix**

Jurisdiction	Housing Units				Percentage		
	Total	Single	Multiple	Mobile Homes	Single	Multiple	Mobile Homes
Buellton	1,845	1,321	127	397	72%	7%	22%
Carpinteria	5,431	2,584	1,999	848	48%	37%	16%
Goleta	11,473	6,344	4,508	621	55%	39%	5%
Guadalupe	1,887	1,483	395	9	79%	21%	0%
Lompoc	14,416	8,578	4,858	980	60%	34%	7%
Santa Barbara	37,820	21,412	16,018	390	57%	42%	1%
Santa Maria	28,294	19,023	7,723	1,548	67%	27%	5%
Svang	2,485	1,566	783	136	63%	32%	5%
Balance Of County	49,183	37,747	8,477	2,959	77%	17%	6%
Incorporated	103,651	62,311	36,411	4,929	60%	35%	5%
County Total	152,834	100,058	44,888	7,888	65%	29%	5%

DOF, E-8 City/County Population and Housing Estimates, April 1, 2010 Census.

The Census American Community Survey provides a County-wide overview of housing characteristics. Of the total occupied housing units, the majority (59 percent of the County-wide total) are single-unit detached. Apartments with 10 or more units also make up a large proportion, at 12 percent of the County-wide total. A large share of the housing stock, 40 percent of the County-wide total, was built between the years 1960 and 1979. Sixty-four percent of all housing units have between two and three bedrooms. Seven percent of housing units have no vehicle available to the occupant.

**Table 13: Santa Barbara County Physical Housing Characteristics for Occupied Housing Units**

Occupied housing units	141,635
<b>UNITS IN STRUCTURE</b>	
1, detached	59.0%
1, attached	6.6%
2 apartments	3.1%
3 or 4 apartments	6.6%

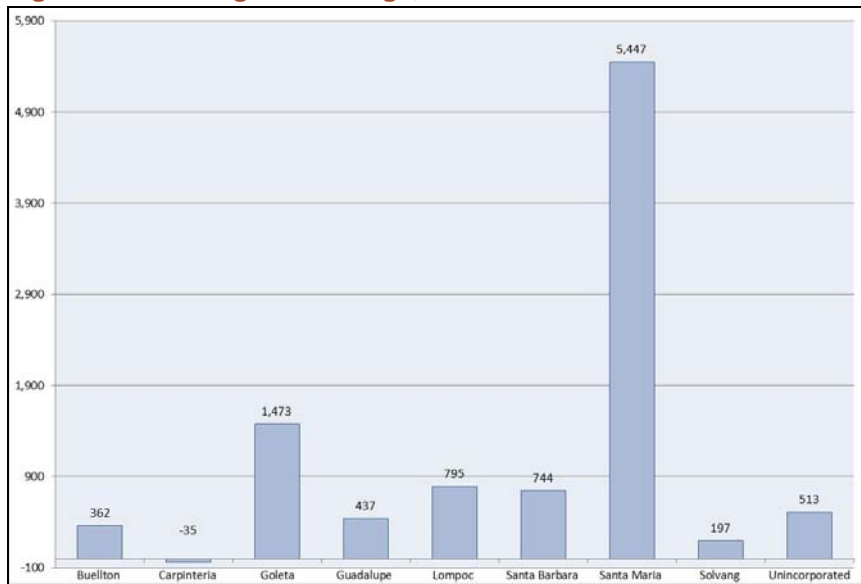
<b>Occupied housing units</b>	<b>141,635</b>
5 to 9 apartments	7.4%
10 or more apartments	12.1%
Mobile home or other type of housing	5.3%
<b>YEAR STRUCTURE BUILT</b>	
2000 or later	8.4%
1990 to 1999	8.8%
1980 to 1989	16.2%
1960 to 1979	40.0%
1940 to 1959	17.4%
1939 or earlier	9.2%
<b>ROOMS</b>	
1 room	2.3%
2 or 3 rooms	14.9%
4 or 5 rooms	40.8%
6 or 7 rooms	29.4%
8 or more rooms	12.5%
<b>BEDROOMS</b>	
No bedroom	2.8%
1 bedroom	13.5%
2 or 3 bedrooms	63.9%
4 or more bedrooms	19.7%
<b>COMPLETE FACILITIES</b>	
With complete plumbing facilities	99.6%
With complete kitchen facilities	99.0%
<b>VEHICLES AVAILABLE</b>	
No vehicle available	6.6%
1 vehicle available	32.3%
2 vehicles available	37.5%
3 or more vehicles available	23.6%
<b>TELEPHONE SERVICE AVAILABLE</b>	
With telephone service	97.5%
<b>HOUSE HEATING FUEL</b>	
Utility gas	73.8%
Bottled, tank, or LP gas	2.1%
Electricity	17.5%
Fuel oil, kerosene, etc.	0.3%
Coal or coke	0.0%
All other fuels	1.5%
No fuel used	4.9%

Source: 2007-2011 American Community Survey 5-Year Estimates.

### Future Demand

The most recent 10-year Census period from 2000 to 2010 shows the majority of the County-wide housing growth in the northern area of the County. Specifically, the City of Santa Maria absorbed 55 percent of housing growth during this period, or 5,500 of the approximately 10,000 units of total housing growth. The City of Goleta also experienced significant growth, with 15 percent of the total or 1,500 units.

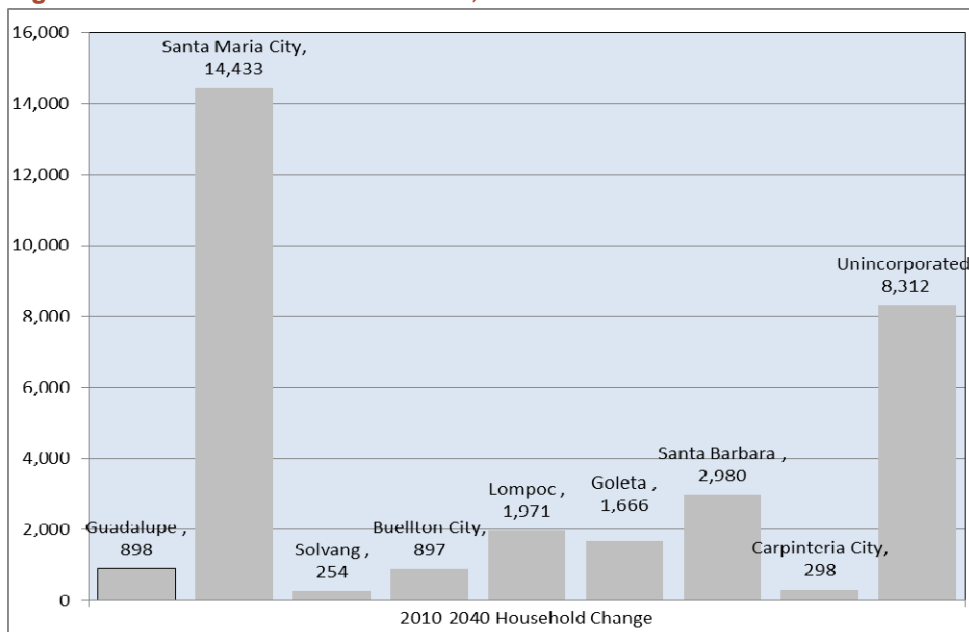
**Figure 29: Housing Unit Change, 2000-2010**



Source: Census 2010

As predicted in the SBCAG 2012 Growth Forecast, in the absence of land use policy changes, such as those recommended by this RTP-SCS, or other intervening factors, future growth is anticipated to continue to be significant in the City of Santa Maria, with an increase of 14,433 households, and the North County generally. Note that the anticipated growth at UCSB under the 2025 LRDP will contribute to the unincorporated area increase.

**Figure 30: Future Household Growth, 2010-2040**



Source: SBCAG Regional Growth Forecast 2012

Based on population forecasts and other factors, the State Department of Housing and Community Development (HCD) as required by law to make an official determination of housing

need through the RHNA process.<sup>100</sup> Pursuant to this process, in April 2012, HCD provided SBCAG with its determination of regional housing need for the 8.75-year projection period from January 1, 2014 through September 30, 2022 of 11,030 housing units.

Through a public process conducted in parallel with the RTP-SCS scenario development, SBCAG developed a methodology for allocating this regional housing need among the nine SBCAG member jurisdictions, based on statutorily defined factors and relevant information provided by SBCAG member jurisdictions.<sup>101</sup> The SBCAG Board adopted this RHNA methodology in December 2012 together with the 2012 RGF. The adopted RHNA methodology allocates identified housing need to SBCAG member jurisdictions based on forecast population, household growth and other factors in a two-step process. In the first step, housing need is allocated to the housing market area level (North County and the South Coast), giving weight to three statutory factors: existing jobs (80%), job growth (10%) and household growth (10%). In the second step, housing need is allocated from the market area level to the jurisdiction level based on existing, available residential land use capacity. In this manner, the methodology addresses important planning factors by market area and results in an allocation within the existing overall residential land use capacity of each jurisdiction.

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

The table below shows the resulting housing needs allocation. As discussed in detail in Chapter 6, the RTP-SCS preferred scenario has been constructed consistent with this allocation of housing need.

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<sup>100</sup> See Gov. C. §65584 et seq.

<sup>101</sup> See Gov. C. §§65584.04(d),(e); 65584.04(b)(1).

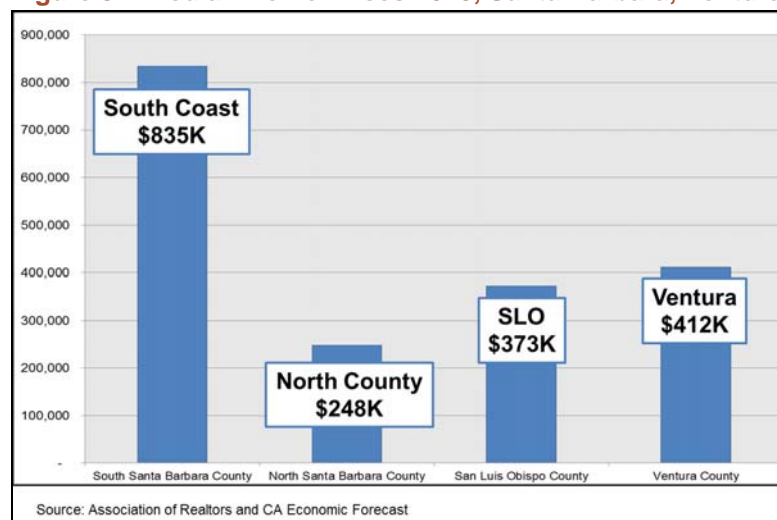
**Table 14: Regional Housing Need Allocation 2014-2022**

	Very Low	Low	Moderate	Above Moderate	Total
<b>South County</b>	1,356	964	1,118	2,305	5,743
Carpinteria	39	26	34	64	163
Santa Barbara	962	701	820	1,617	4,099
Unincorporated	120	80	90	210	501
Gole ta	235	157	174	413	979
<b>Santa Ynez Valley M.A.</b>	110	73	73	202	457
Solvang	42	28	30	75	175
Buellton	66	44	41	124	275
Unincorporated	2	1	1	3	7
<b>Lompoc Valley M.A.</b>	138	92	101	244	575
Lompoc	126	84	95	221	525
Unincorporated	12	8	7	24	50
<b>Santa Maria Valley M.A.</b>	1,021	681	758	1,795	4,255
Santa Maria	985	656	730	1,731	4,102
Guadalupe	12	8	13	16	50
Unincorporated	25	16	14	47	103
<b>Unincorporated Total</b>	159	106	112	284	661
<b>County Total</b>	2,625	1,810	2,053	4,542	11,030

### Matching Housing Need and Housing Types

According to the National Association of Homebuilders, in 2012 Santa Barbara County remains the 4<sup>th</sup> least affordable small metropolitan housing market in the nation. Only 46% of households in the county are able to afford the median priced home, compared to 56% statewide and 71% nationwide. As shown in the following figure, housing on the South Coast is significantly more expensive than in neighboring areas to the North and South. As discussed in detail in Chapter 2, due principally to the high cost of local housing on the South Coast, significant numbers of workers commute daily from lower-cost areas into the higher-cost South Coast to work. This commuting pattern underlines the need for additional workforce housing on the South Coast. Workforce housing generally refers to housing affordable to gainfully employed households whose income is too high to qualify for traditional affordable housing programs, but is insufficient to secure housing within a reasonable proximity to the workplace. Therefore, workforce housing is generally used to describe the housing needs of workers that provide essential community services, such as teachers, police officers, firemen, and medical personnel, as well as service and retail workers.

**Figure 31: Median Home Prices 2010, Santa Barbara, Ventura and San Luis Obispo Counties**

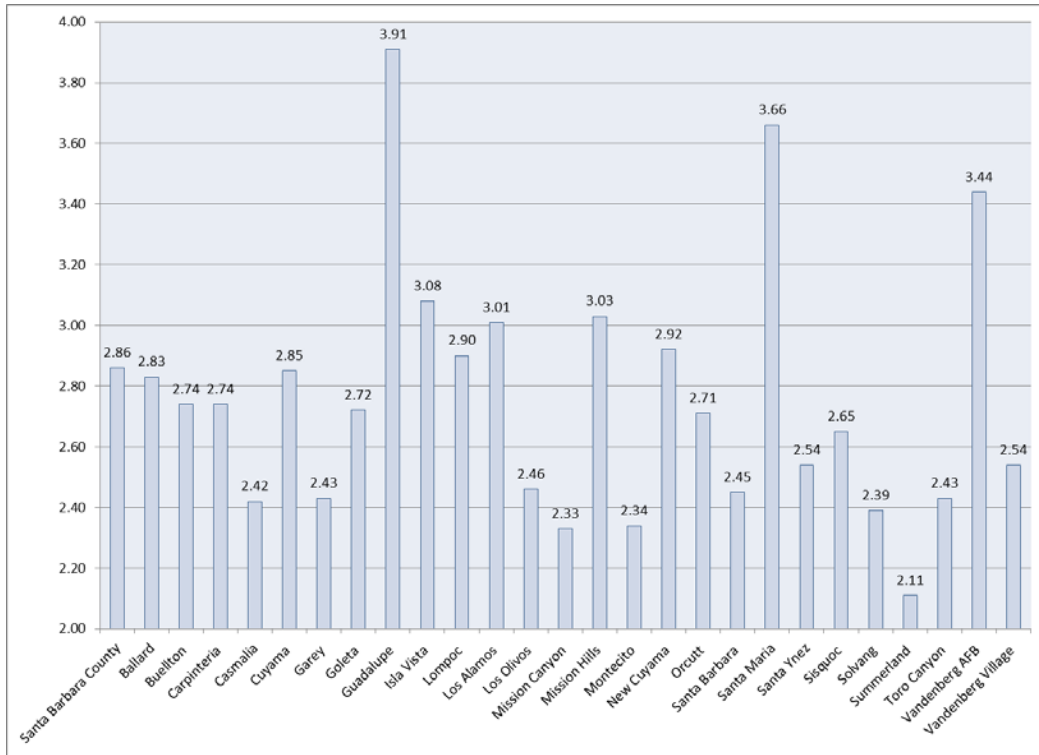


Another consideration in the Santa Barbara County housing market equation is a large farm-worker population, with disproportionate numbers living in poor housing conditions due to low wages, high migration rates, and high local housing costs. The City of Santa Maria, which houses 55% of the county's farm-worker population or 20,000 workers at peak season, estimates a need for up to 4,600 units of farm-worker housing.<sup>102</sup>

Some communities have higher proportions of lower wage-earning residents that either cannot afford to buy or rent and/or have higher numbers of wage earners living in housing units (high household size) in order to afford the rent or mortgage. These areas have a greater need for more affordable housing. As shown in the following figure, the Cities of Santa Maria and Guadalupe have the highest household sizes as a significant portion of their residents work in lower wage jobs in the agricultural sector and require more wage earners to afford housing costs. Also of note are the large numbers of lower-paying service sector jobs catering to the South Coast tourism industry. As the following figure shows, in areas with this mix of jobs there is a significantly larger proportion of renter-occupied than owner-occupied housing, as ownership costs are significantly higher than renting.

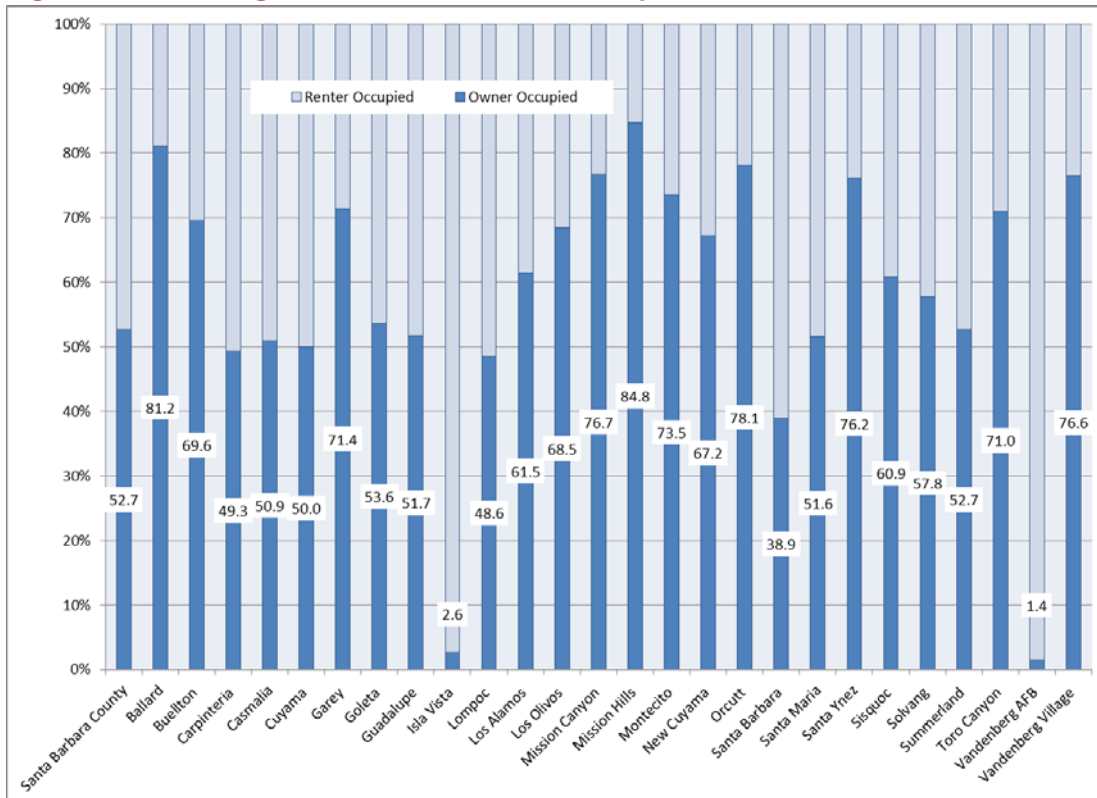
<sup>102</sup> Santa Maria Housing Element, 2009, III-22.

**Figure 32: 2010 Household Size Estimates**



Source: Census 2010

**Figure 33: Percentage of Renter- and Owner-Occupied Households**

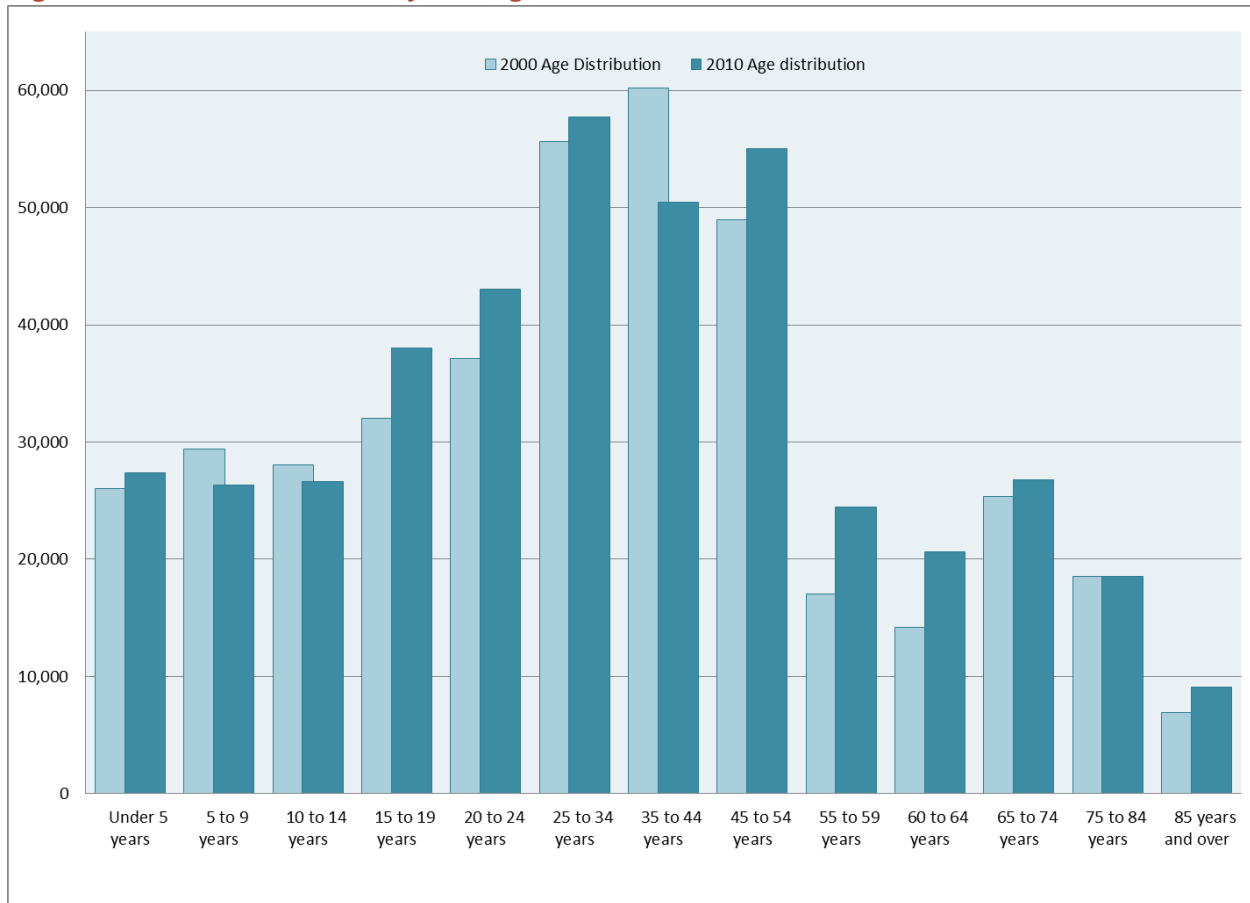


Source: Census 2010.

## Shifting Demographics Create Demand for Smaller Units Near Urban Centers

Future housing needs will need to take into consideration the aging of the baby boomer population. As the figure below shows, the over-55 aged population group is on the increase. Baby boomer households will increasingly be smaller, with higher median ages, without children or living alone, and may desire more social interaction and medical services in close proximity as they age. These preferences suggest a need for smaller housing types located in more urban areas, close to services and urban amenities.

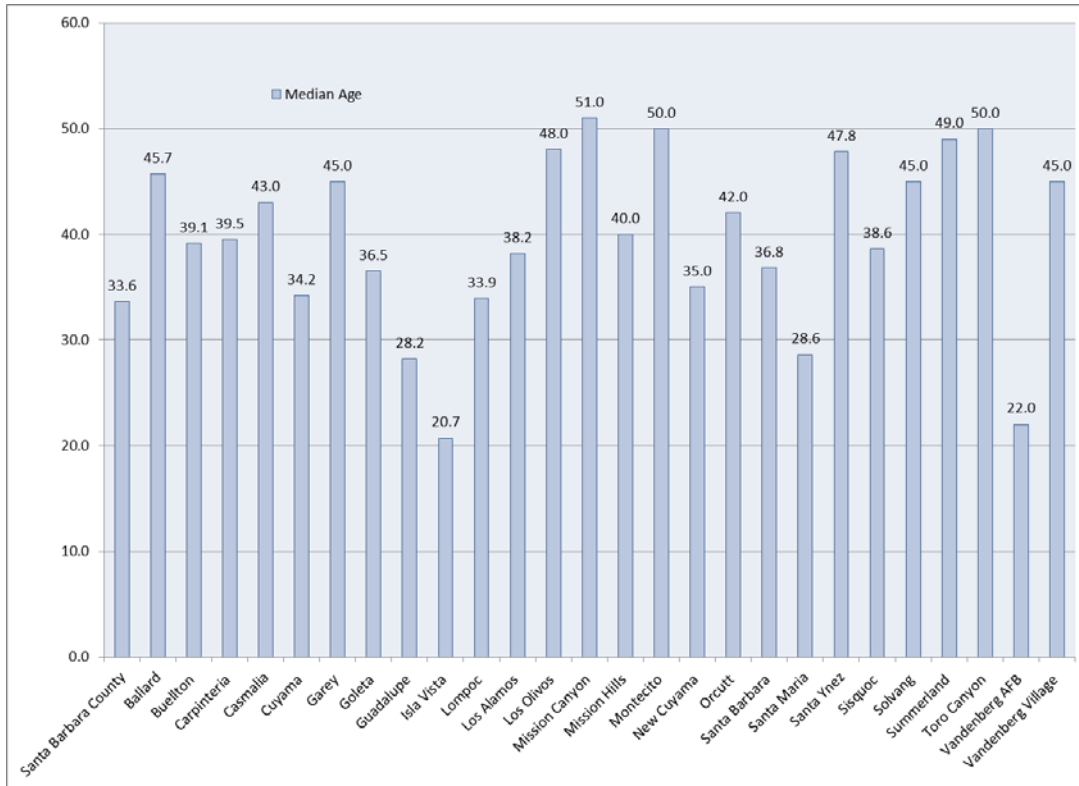
**Figure 34: 2000 and 2010 Countywide Age Distribution**



Source: Census 2010

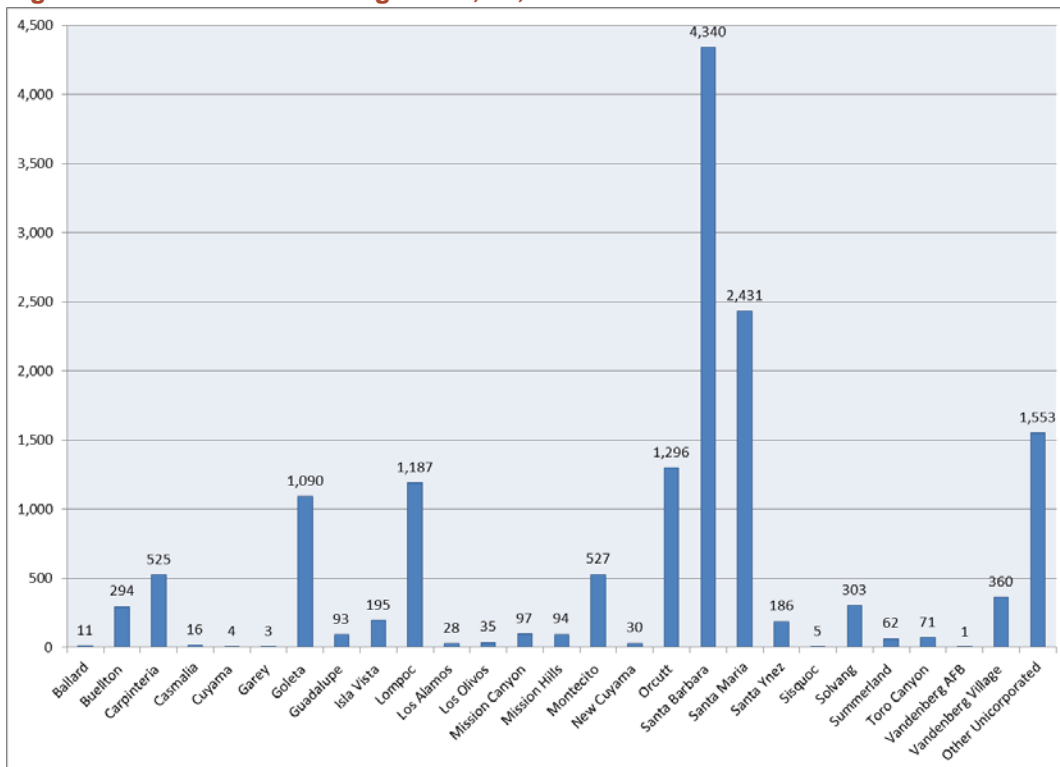


**Figure 35: 2010 Median Age**



Source: Census 2010

**Figure 36: 2010 Over 65 Living Alone, 14,837 Total**



Source: Census 2010

## Affordability

Affordability is often referred to as the percentage of housing costs relative to income. The generally accepted definition of affordability is that a household to pay no more than 30 percent of its gross annual income on housing. Households that pay more than 30 percent of their income for housing are considered cost-burdened and may have difficulty affording necessities such as food, clothing, transportation and medical care. Of those households with a mortgage and an annual income over \$75,000, 15 percent are considered cost-burdened County-wide. Those households earning less than \$75,000 per year have a lower cost burden proportion of less than 9 percent.

**Table 15: Monthly Housing Costs as a Percentage of Household Income, Owner-occupied Housing Units**

<b>Total Owner Occupied Units:</b>	75,889	100%
<b>With a mortgage:</b>	53,353	70%
<b>Income Less than \$20,000:</b>	2,289	3%
Less than 20 percent	14	0%
20 to 29 percent	21	0%
30 percent or more	2,254	3%
<b>Income \$20,000 to \$34,999:</b>	3,232	4%
Less than 20 percent	48	0%
20 to 29 percent	192	0%
30 percent or more	2,992	4%
<b>Income \$35,000 to \$49,999:</b>	4,304	6%
Less than 20 percent	103	0%
20 to 29 percent	614	1%
30 percent or more	3,587	5%
<b>Income \$50,000 to \$74,999:</b>	9,733	13%
Less than 20 percent	1,054	1%
20 to 29 percent	1,938	3%
30 percent or more	6,741	9%
<b>Income \$75,000 or more:</b>	33,516	44%
Less than 20 percent	11,136	15%
20 to 29 percent	10,711	14%
30 percent or more	11,669	15%

Source: 2007-2011 American Community Survey 5-Year Estimates

For those households paying rent with an annual income over \$75,000, 3 percent County-wide are considered cost-burdened. For households earning less than \$75,000 per year, a higher proportion is cost-burdened, with up to 18 percent paying over 30 percent of their income for housing.

**Table 16: Monthly Housing Costs as a Percentage of Household Income, Renter-Occupied Units**

Total Renter-occupied units:	65,746	100%
<b>Income Less than \$20,000:</b>	12,695	19%
Less than 20 percent	131	0%
20 to 29 percent	826	1%
30 percent or more	11,738	18%
<b>Income \$20,000 to \$34,999:</b>	11,720	18%

Less than 20 percent	416	1%
20 to 29 percent	1,224	2%
30 percent or more	10,080	15%
<b>Income \$35,000 to \$49,999:</b>	9,948	15%
Less than 20 percent	617	1%
20 to 29 percent	2,636	4%
30 percent or more	6,695	10%
<b>Income \$50,000 to \$74,999:</b>	12,068	18%
Less than 20 percent	1,686	3%
20 to 29 percent	4,967	8%
30 percent or more	5,415	8%
<b>Income \$75,000 or more:</b>	15,485	24%
Less than 20 percent	8,011	12%
20 to 29 percent	5,590	9%
30 percent or more	1,884	3%
Zero or negative income	918	1%
No cash rent	2,912	4%

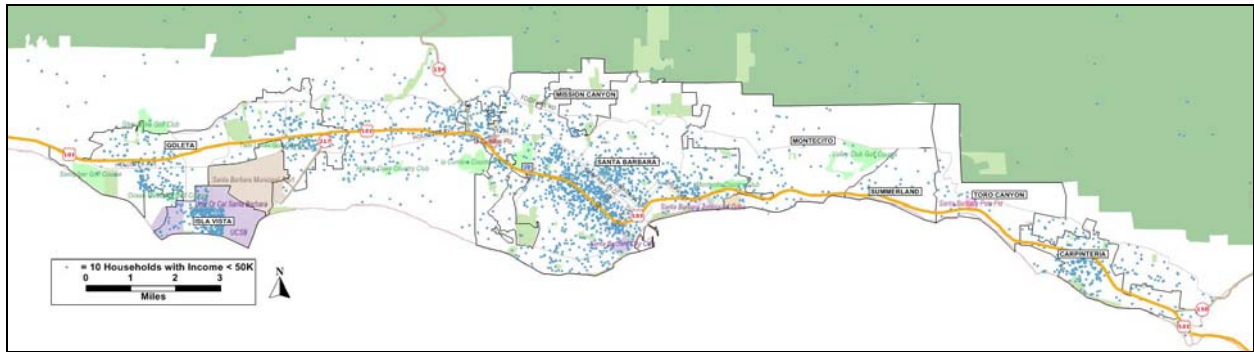
Source: 2007-2011 American Community Survey 5-Year Estimates

## Low Income, Minority, & Disadvantaged Populations

The distribution of low income, minority and disadvantaged population groups is analyzed using the 2006-2010 American Community Survey Data and 2010 Census data. The income indicators include households with very-low and low income, and households living below the poverty level. The minority indicators include the Hispanic population and minority race categories. The disadvantaged population indicators include households without a vehicle, individuals over age 25 without a high school diploma and households whose residents do not speak English well.

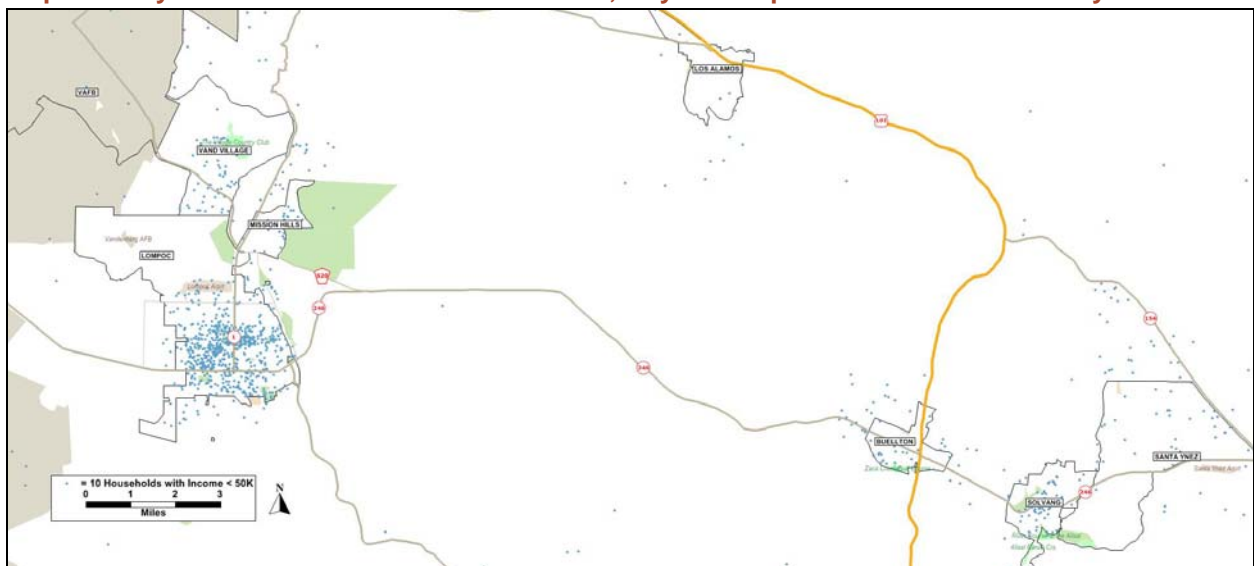
Consistent with SBCAG's RHNA, the determination of very low and low income households is calculated using the 2010 Census median household income of 58,400 and applying the California Department of Housing and Community Development income limits for each category: specifically, very low income at 50 percent of the median income and low income at 80 percent of the median income. The resulting calculation indicates that households with less than \$47,500, or 80 percent of median household income, are considered low or very low income. These households are located in downtown City of Santa Barbara and in Isla Vista adjacent to UCSB. The City of Lompoc and Santa Maria low income households are located throughout the city.

**Map 27: Very-Low and Low-Income Households, South Coast**



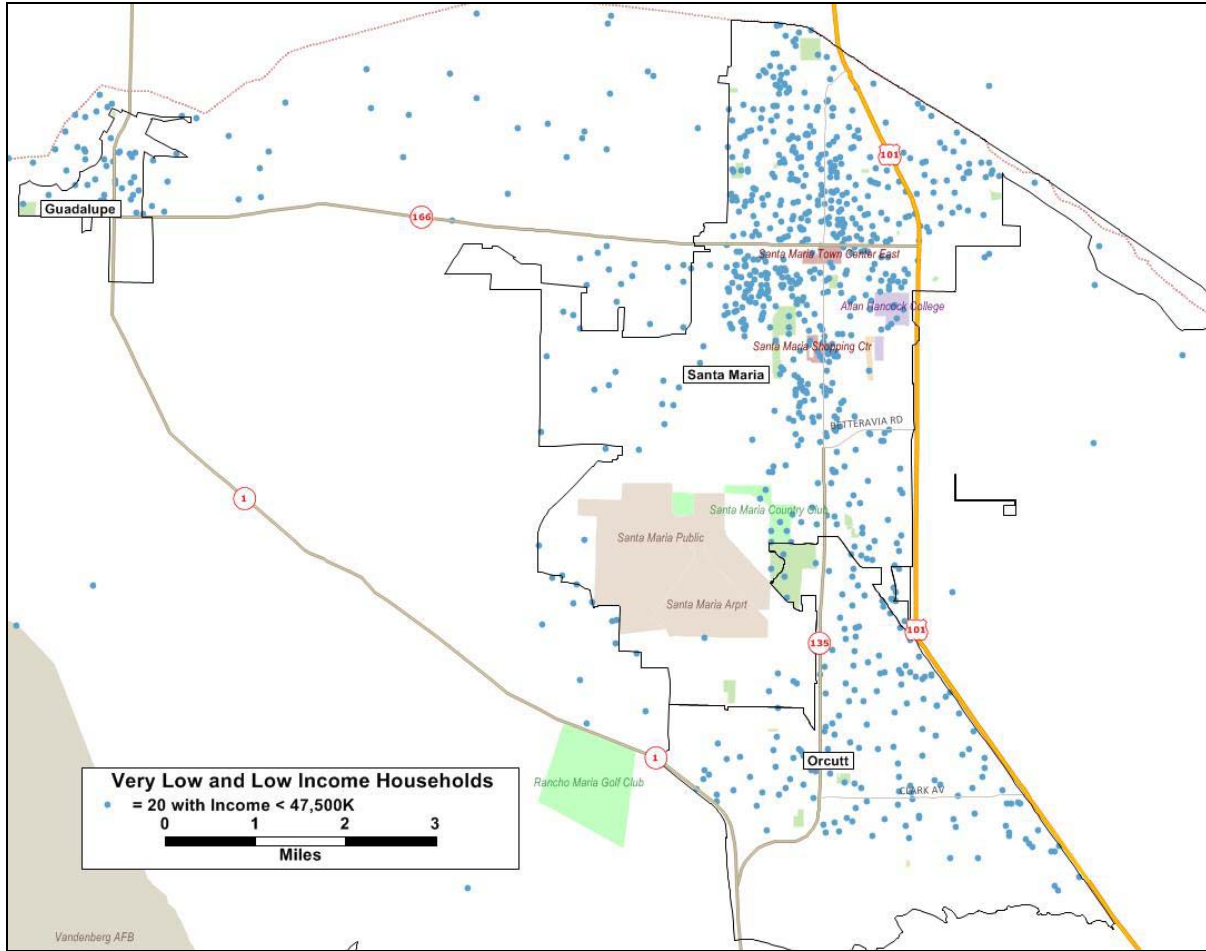
Source: American Community Survey 2006- 2010

**Map 28: Very-Low and Low Income Households, City of Lompoc and Santa Ynez Valley**



Source: American Community Survey 2006- 2010

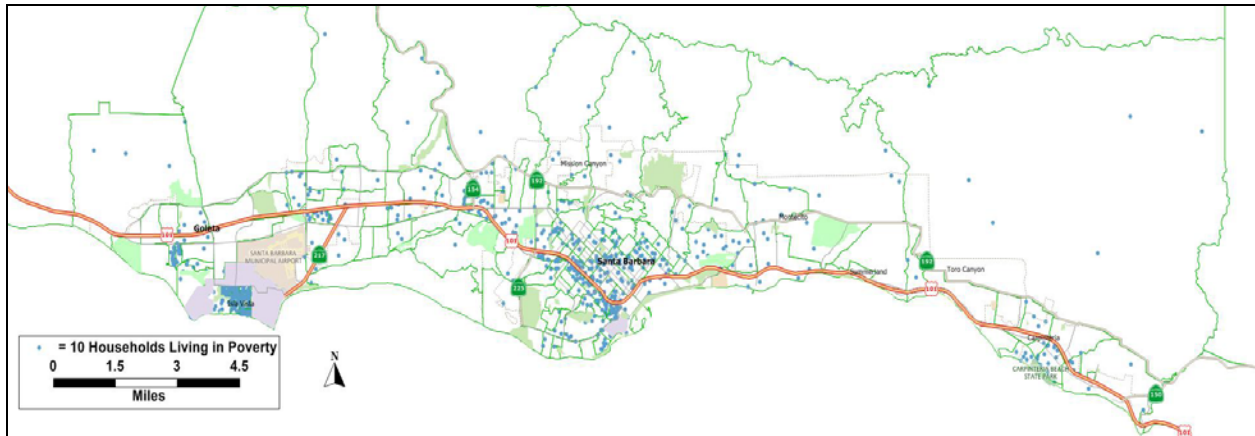
**Map 29: Very-Low and Low Income Households, City of Santa Maria and Guadalupe**



Source: American Community Survey 2006-2010

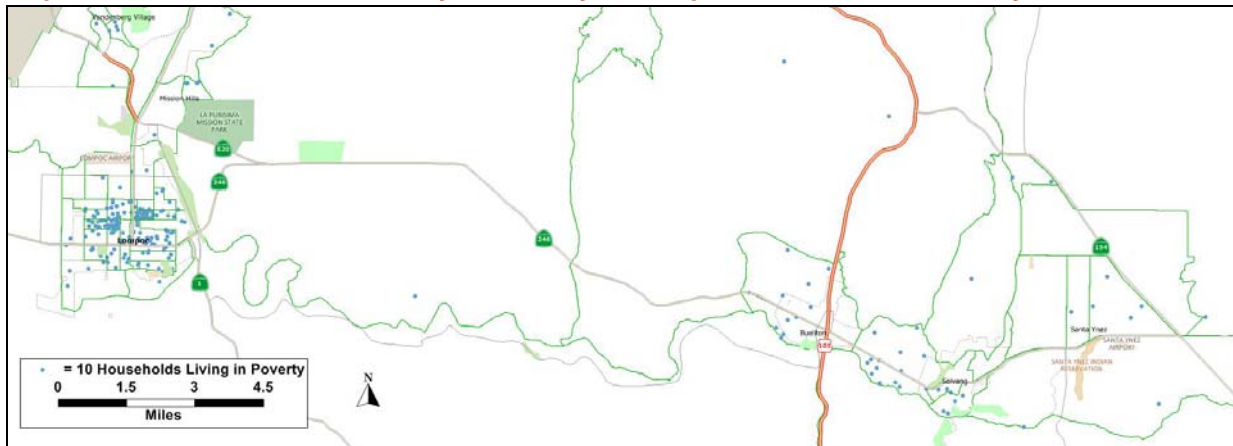
The Census Bureau uses a set of money income thresholds that vary by family size and composition to determine who is “in poverty.” If a family's total income is less than the family's threshold, then that family and every individual in it is considered in poverty. The official poverty thresholds do not vary geographically, but they are updated for inflation. The official poverty definition uses money income before taxes. Similar to the very low and low income households, the households below the poverty level are concentrated in downtown City of Santa Barbara and in Isla Vista as well as central City of Lompoc and in the northwestern portion of the City of Santa Maria.

**Map 30: Households below Poverty Level, South Coast**



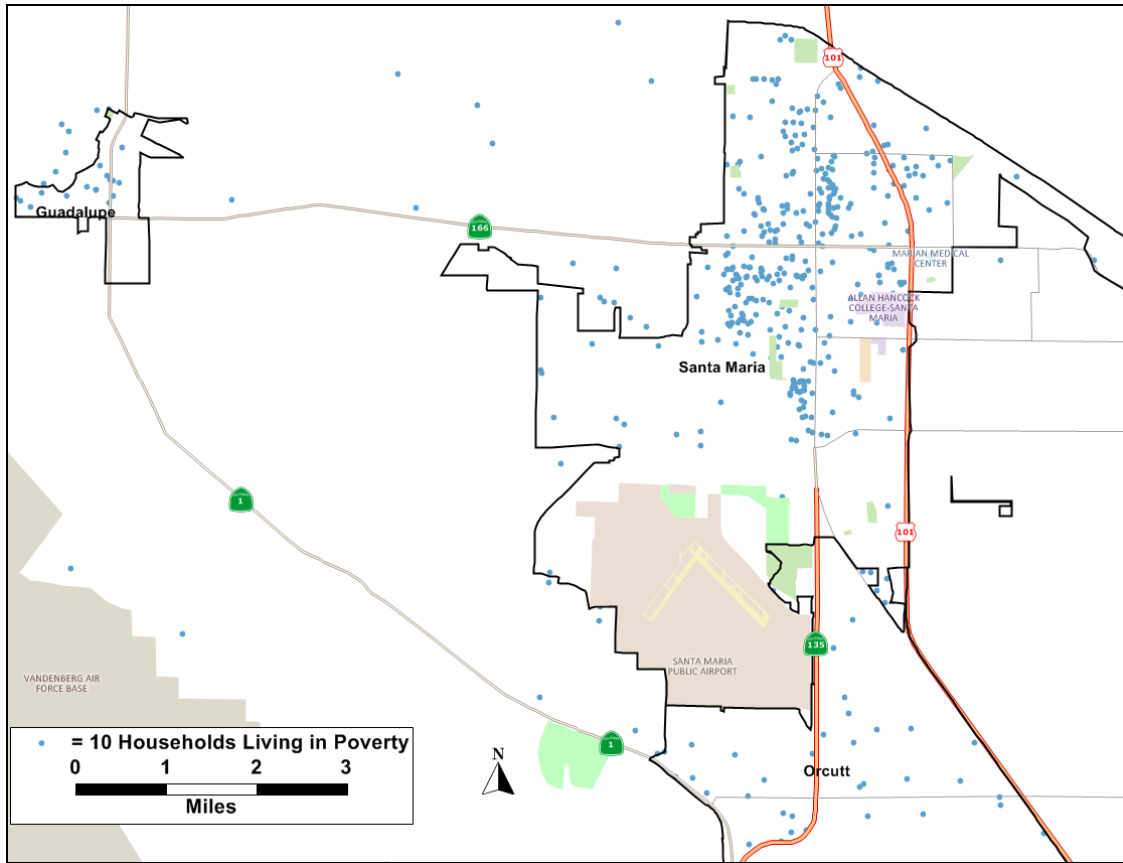
Source: American Community Survey 2006-2010

**Map 31: Households below Poverty Level, City of Lompoc and Santa Ynez Valley**



Source: American Community Survey 2006-2010

**Map 32: Households below Poverty Level, City of Santa Maria and Guadalupe**

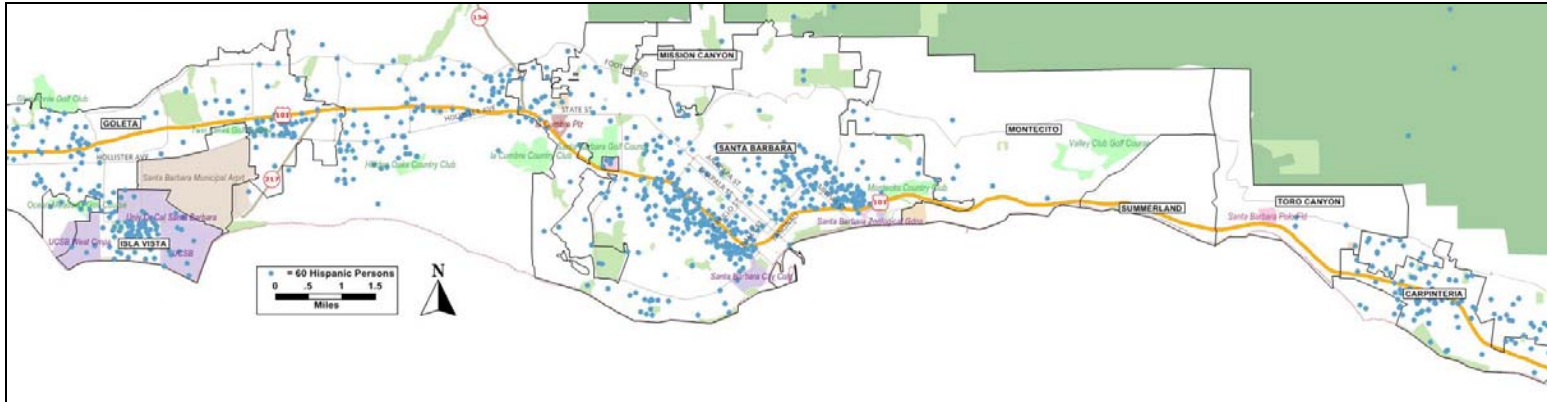


Source: American Community Survey 2006-2010

Concentrations of minority Hispanic population in the South Coast are located in the City of Santa Barbara adjacent to and west of the 101 Freeway and on the lower eastside of the city. The City of Lompoc also has concentrations in its central core. Concentrations are also located in the northwest region in the City of Santa Maria.

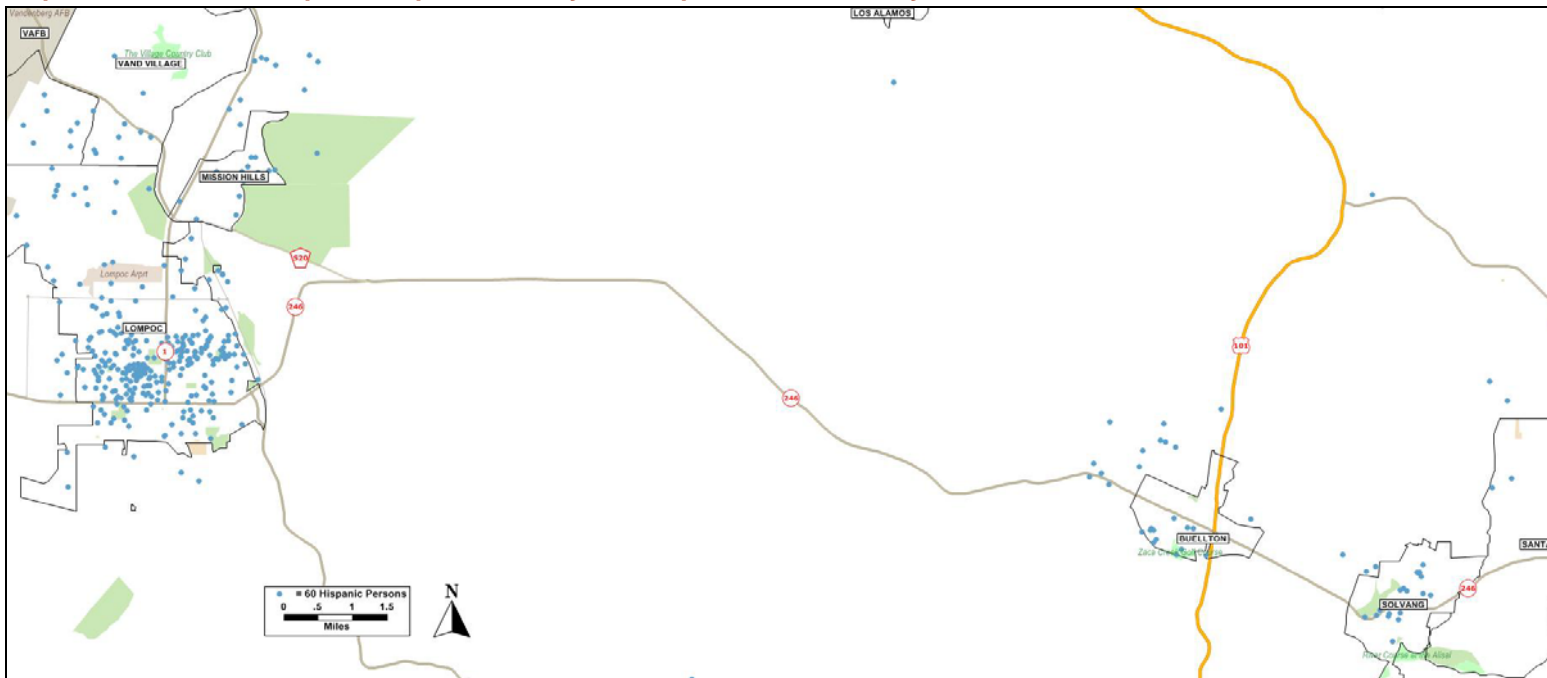


**Map 33: Location of Hispanic Population, South Coast**



Source: 2010 Census

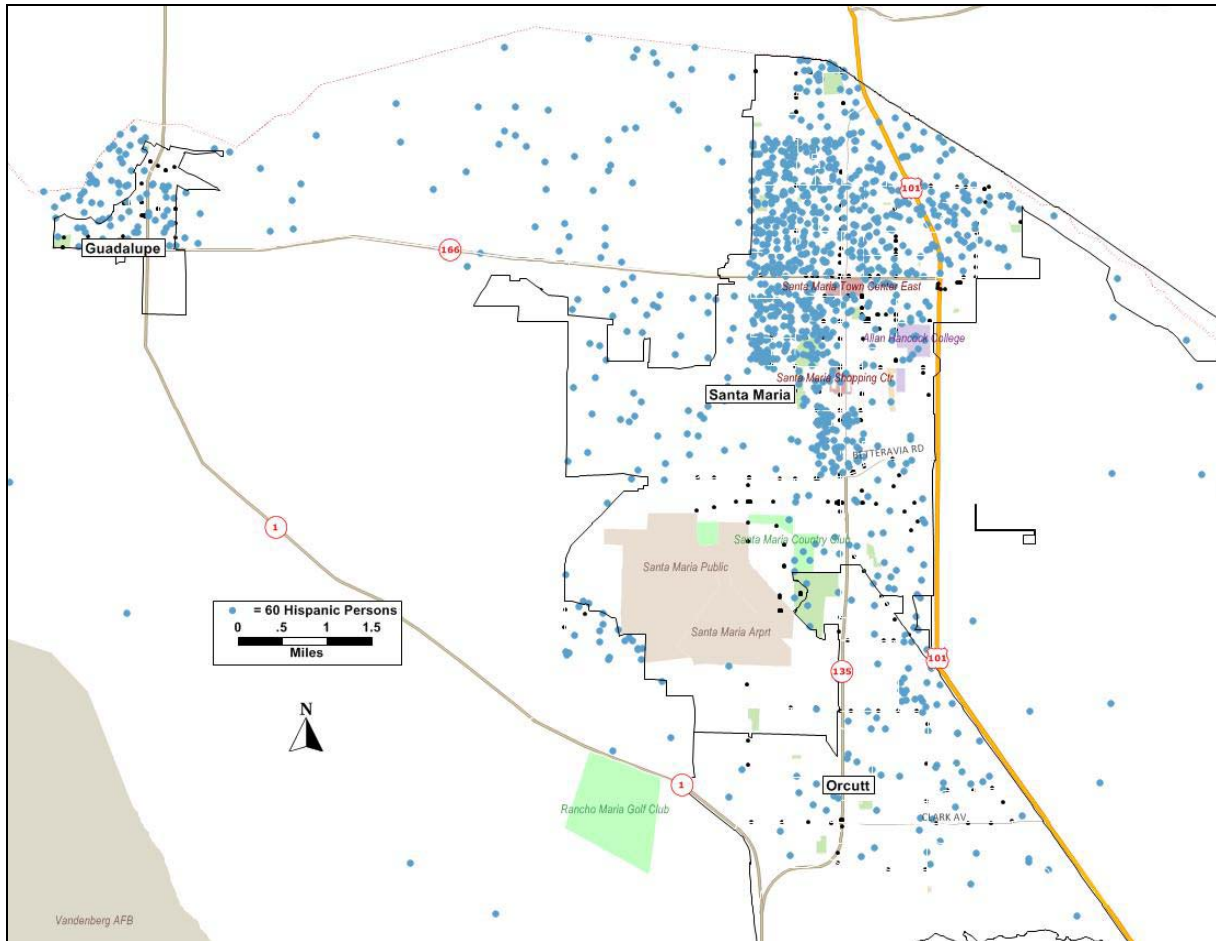
**Map 34: Location of Hispanic Population, City of Lompoc and S.Y. Valley**



Source: Census 2010



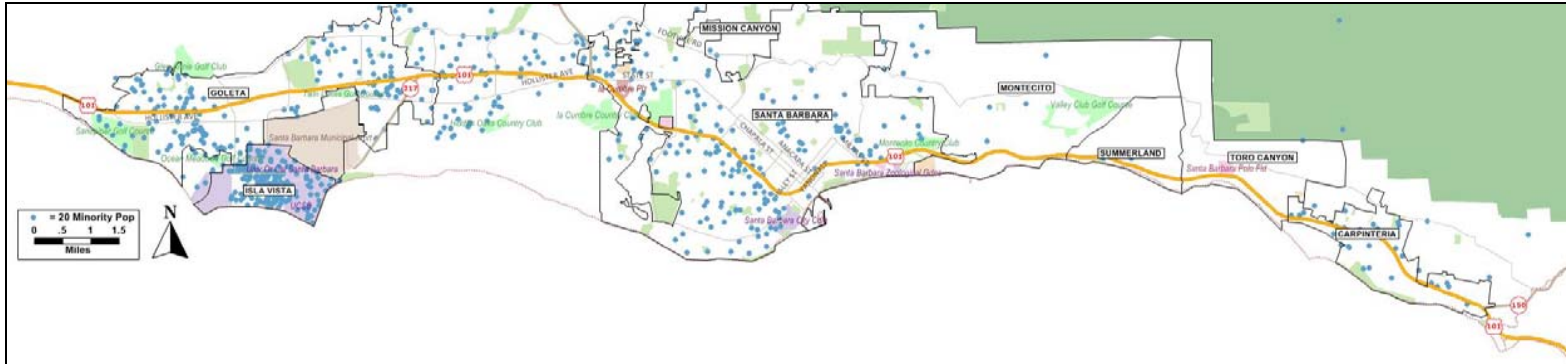
**Map 35: Location of Hispanic Population, City of Santa Maria and Guadalupe**



Source: Census 2010

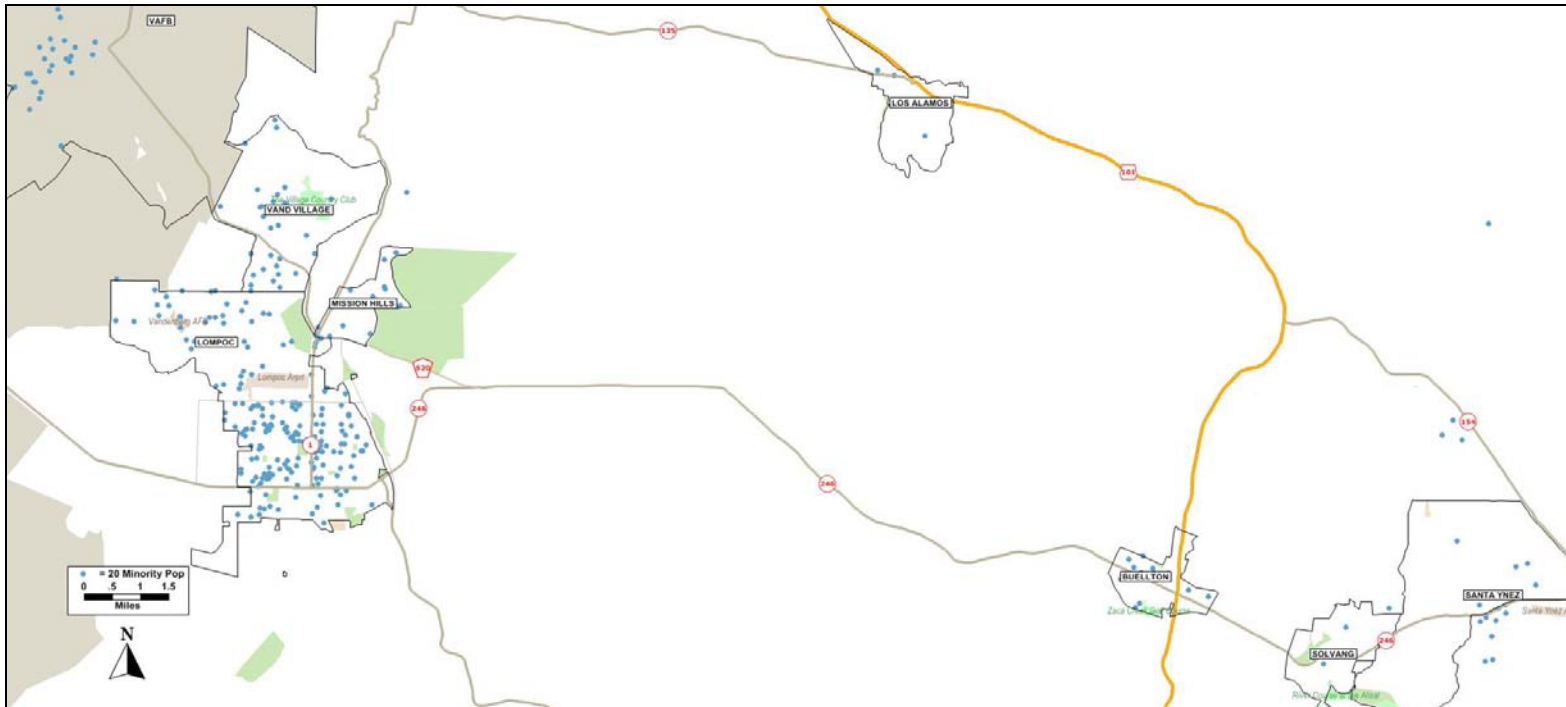
Minority populations including Black, Asian, and American Indian are concentrated on the South Coast at the UC Santa Barbara campus and adjacent community of Isla Vista, evenly distributed throughout Lompoc and concentrated in the northwestern region of the City of Santa Maria.

**Map 36: Location of Minority (Black, Asian, and Native American) Population, South Coast**



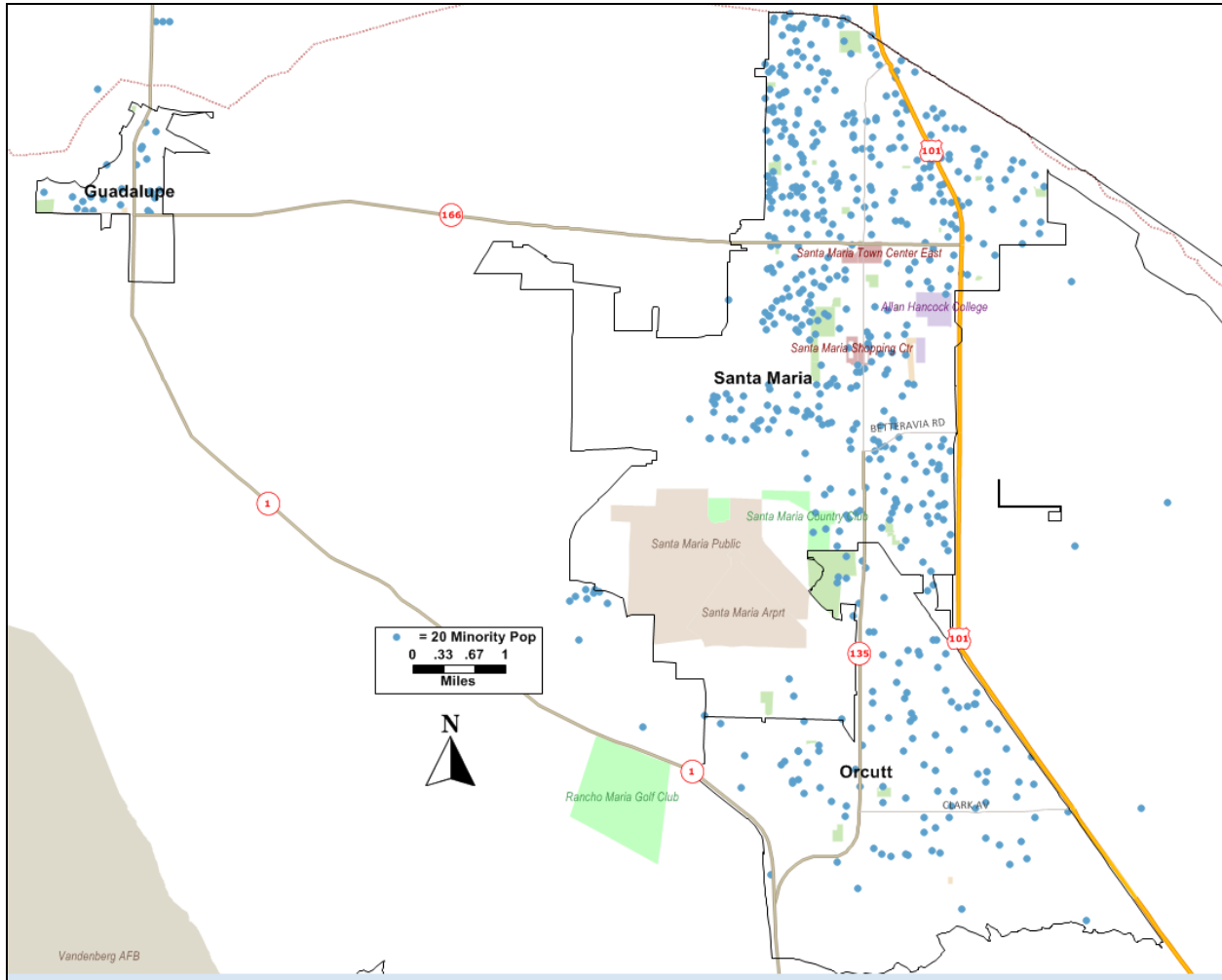
Source: Census 2010

**Map 37: Location of Minority (Black, Asian, and Native Am.) Population, City of Lompoc and Santa Ynez Valley**



Source: Census 2010

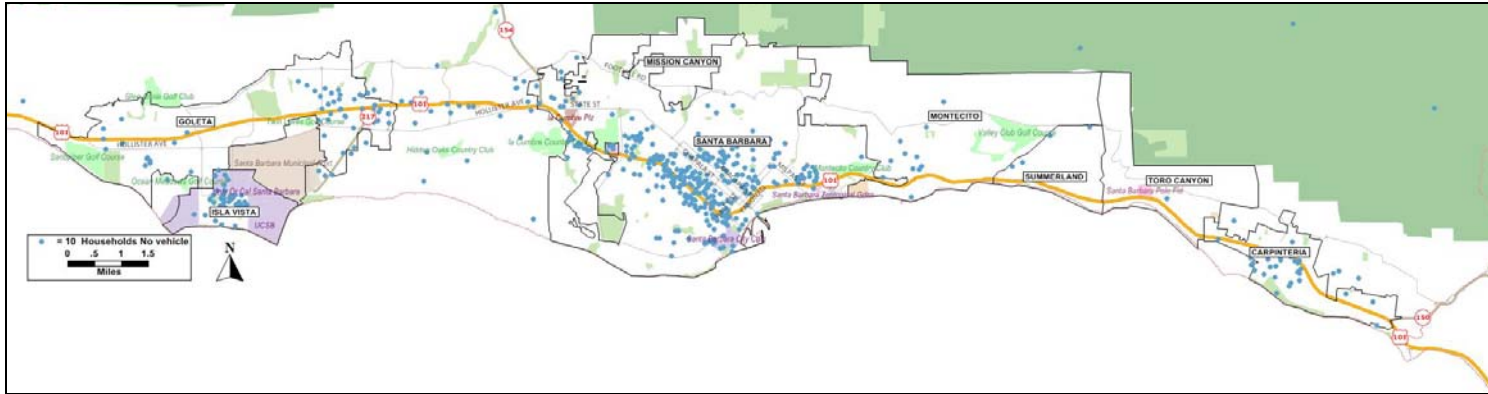
**Map 38: Location of Minority (Black, Asian, and Native American) Population, City of Santa Maria and Guadalupe**



Source: Census 2010

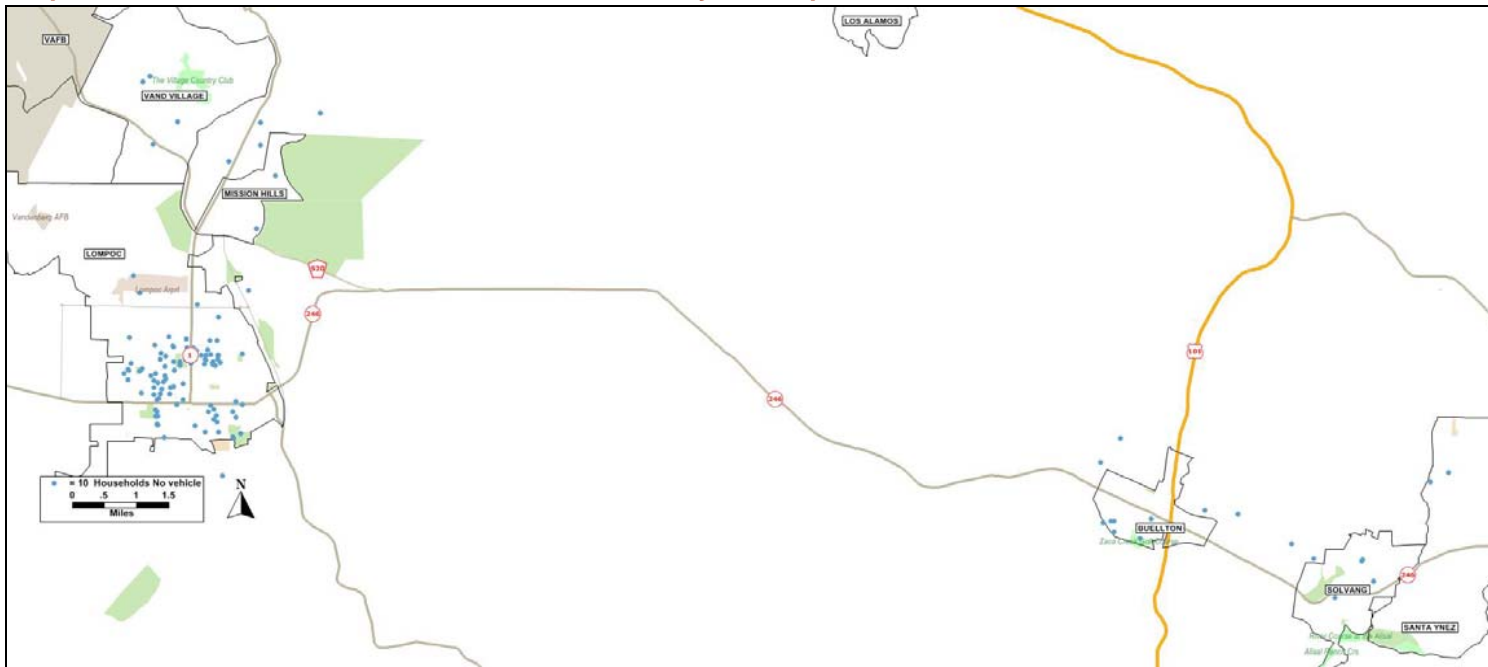
Disadvantaged populations, in this example, considered those households without a vehicle, are concentrated in the lower west side of Santa Barbara and in Isla Vista. They are evenly distributed throughout Lompoc and in the northwestern region of the City of Santa Maria.

**Map 39: Location of Households without a Vehicle, South Coast**



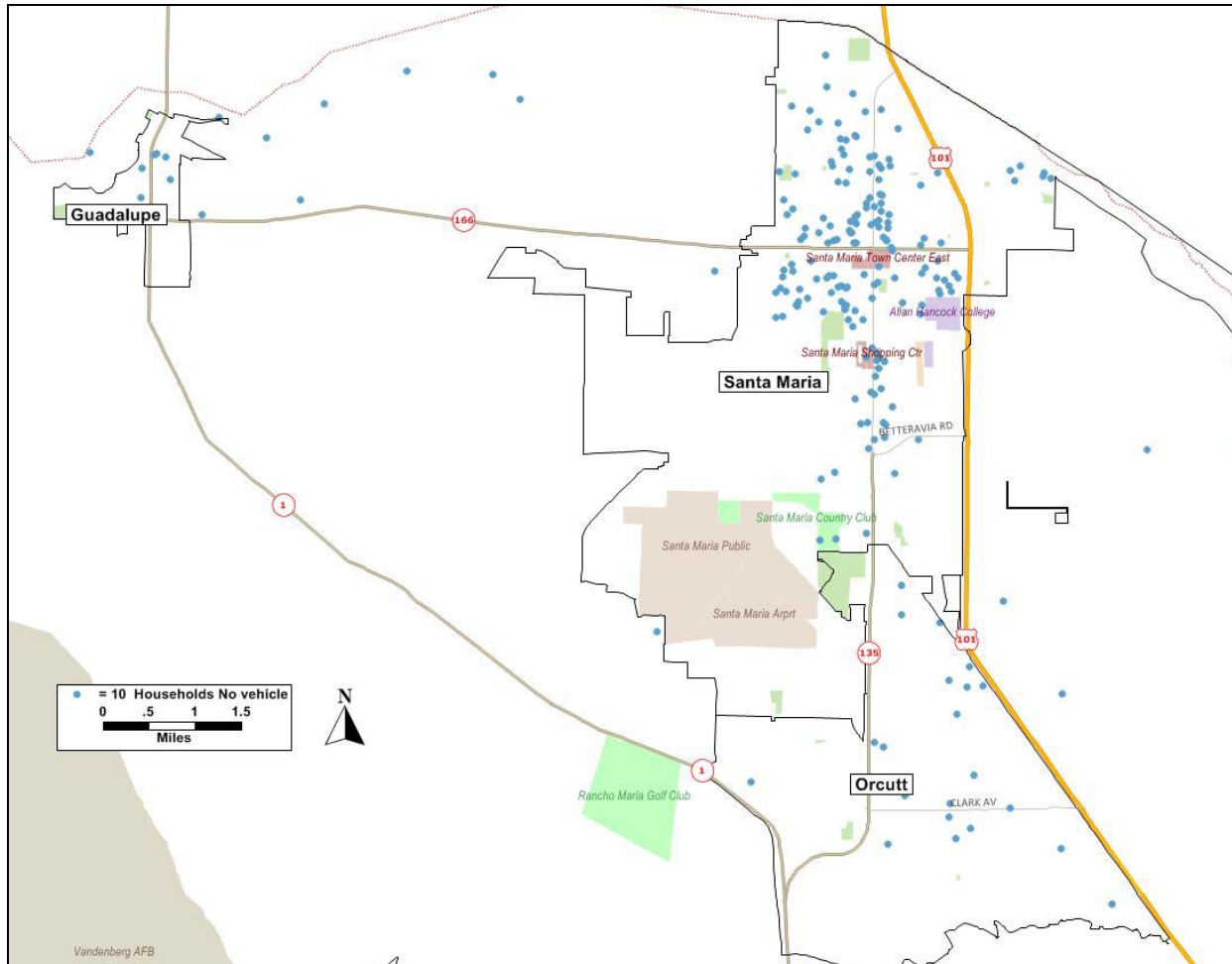
Source: American Community Survey 2006-2010

**Map 40: Location of Households without a Vehicle, City of Lompoc and Santa Ynez**



Source: American Community Survey 2006-2010

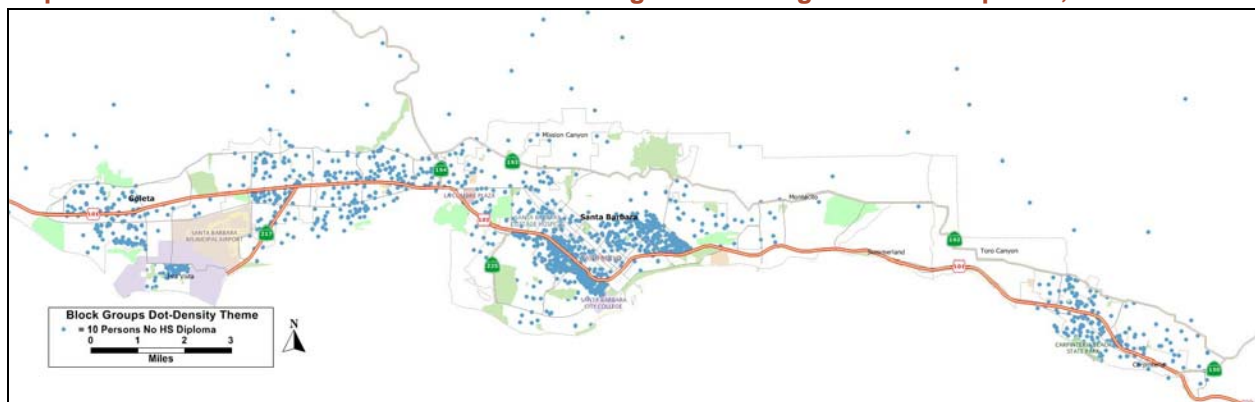
**Map 41: Location of Households without a Vehicle, City of Santa Maria and Guadalupe**



Source: American Community Survey 2006-2010

Disadvantaged populations, in this example, considered those persons over age 25 without a high school diploma, are concentrated in the lower west and east-side of the City of Santa Barbara and in Isla Vista. They are evenly distributed throughout the City of Lompoc and in the northwestern region of the City of Santa Maria.

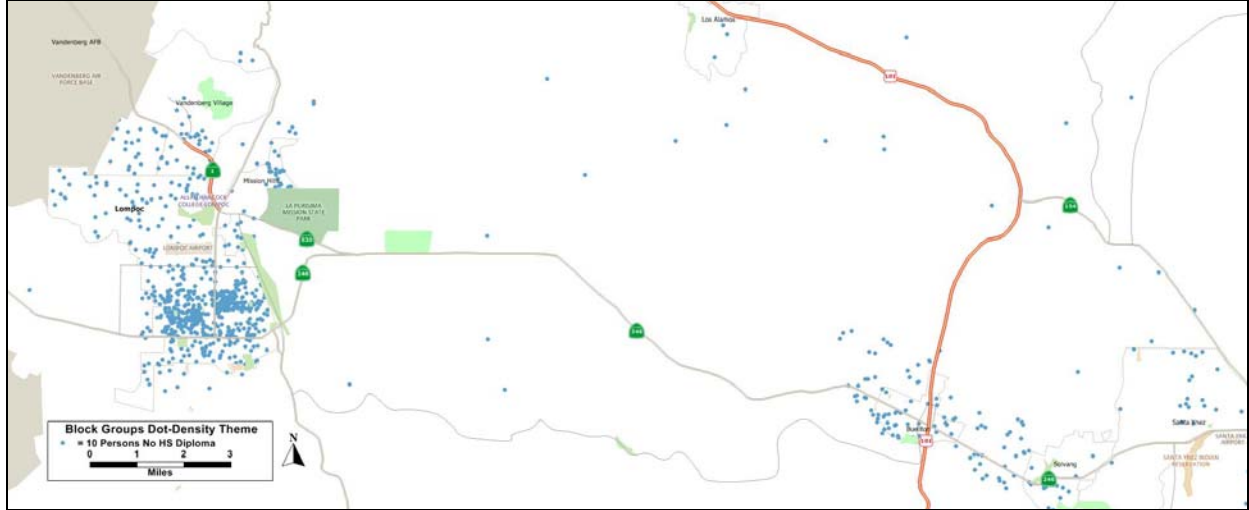
**Map 42: Locations of Persons Over 25 Years of Age without High School Diploma, South Coast**



Source: American Community Survey 2006-2010

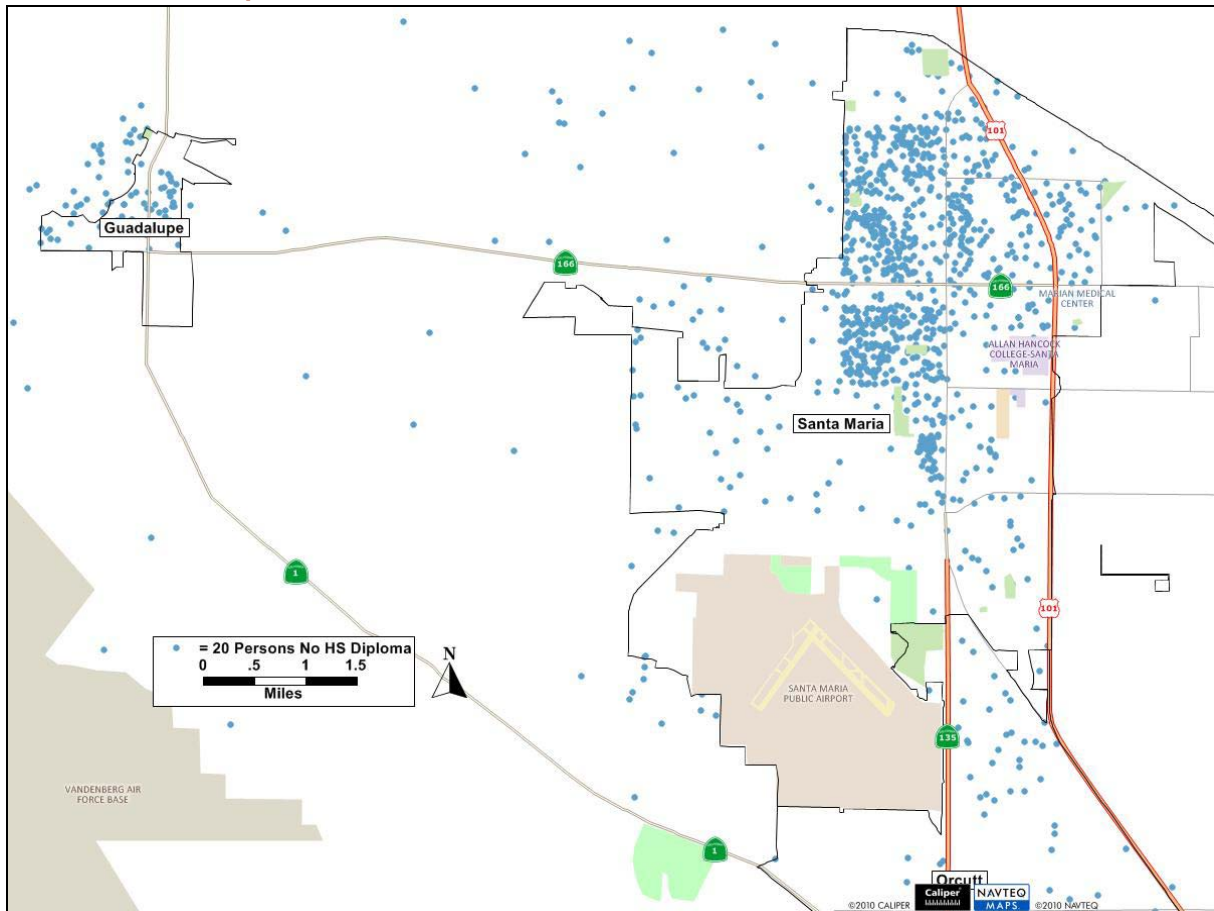


**Map 43: Locations of Persons Over 25 Years of Age Without a High School Diploma, City of Lompoc and Santa Ynez**



Source: American Community Survey 2006-2010

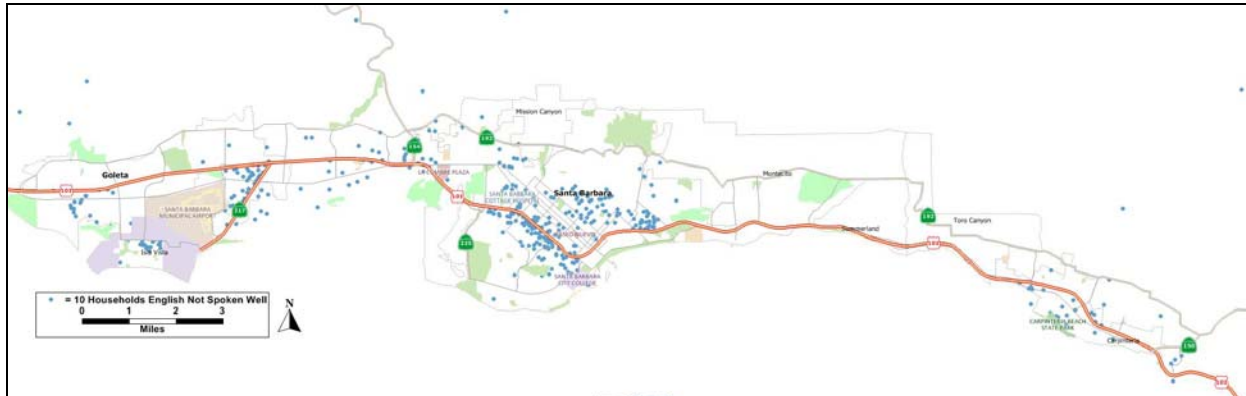
**Map 44: Locations of Persons Over 25 Years of Age Without a High School Diploma, City of Santa Maria and Guadalupe**



Source: American Community Survey 2006-2010

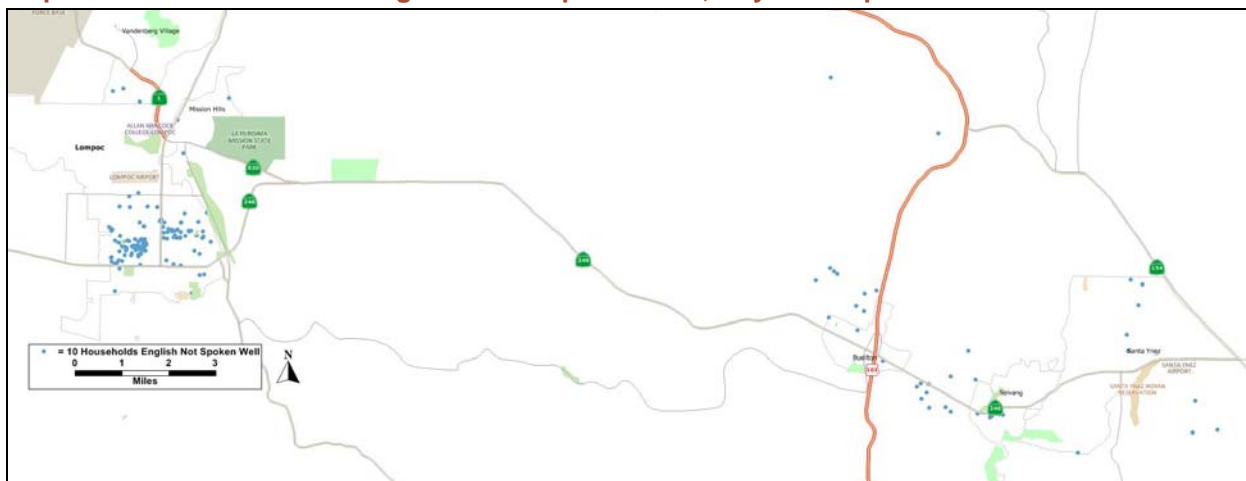
Disadvantaged populations, in this example, considered those households where English is not spoken well, are concentrated in the lower west and east side of the City of Santa Barbara and the central core of the City of Lompoc and in the northwestern region of the City of Santa Maria.

**Map 45: Households Where English is not Spoken Well, South Coast**



Source: American Community Survey 2006-2010

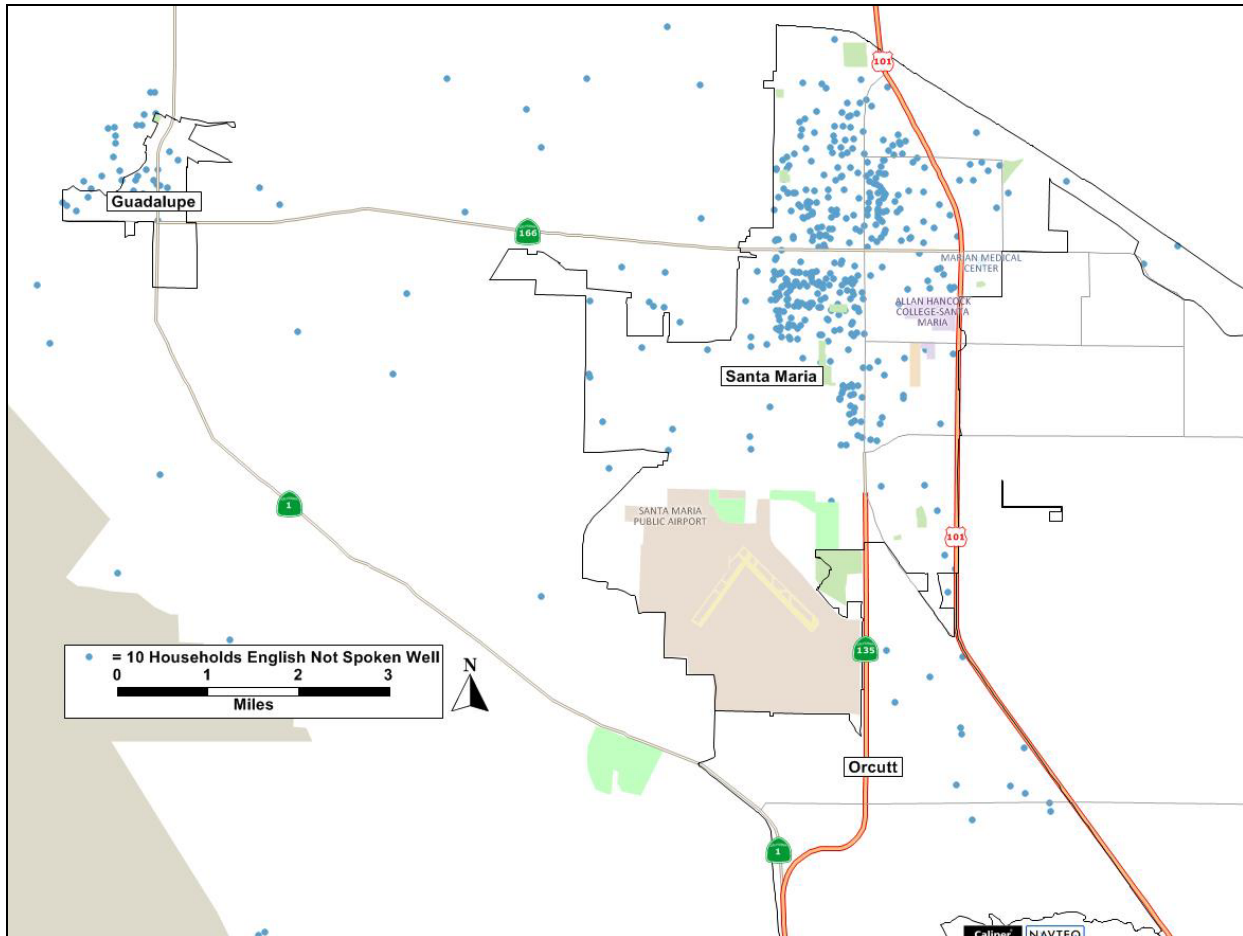
**Map 46: Households Where English is not Spoken Well, City of Lompoc and Santa Ynez**



Source: American Community Survey 2006-2010



**Map 47: Households Where English is not Spoken Well, City of Santa Maria and Guadalupe**



Source: American Community Survey 2006-2010

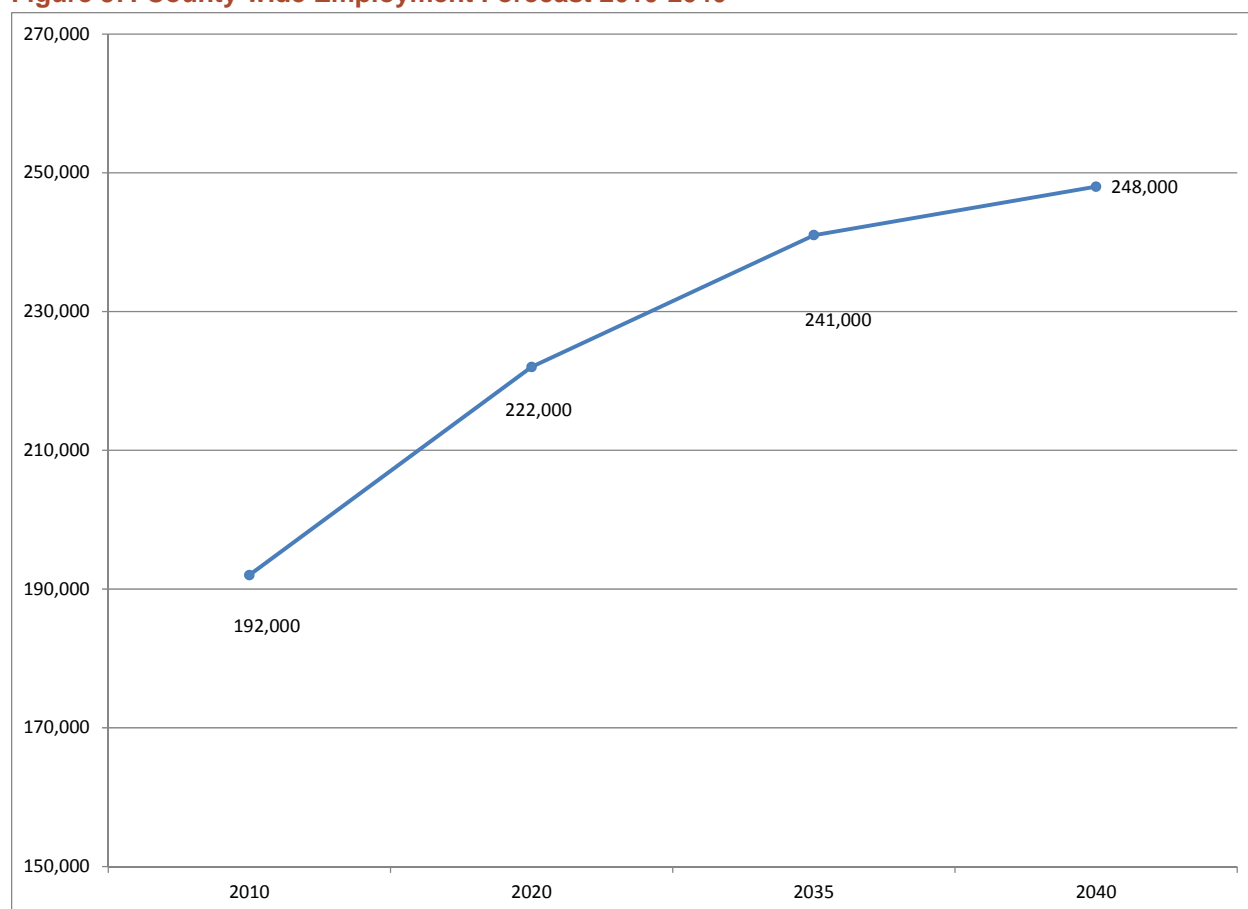
## 3.3 ECONOMY & EMPLOYMENT

### 3.3.1 MAJOR ECONOMIC SECTORS

#### Employment Forecast

The following figure provides the existing County-wide 2010 employment and the forecast growth from 2010-2040. Over the course of the forecast period, the County-wide employment is forecast to increase by 56,000 from 192,000 to 248,000 jobs or 29 percent. Growth forecast for the 2010 to 2020 period is 30,000 jobs or 15.6 percent, from the 2020 to 2035 period is 19,000 jobs or 9.8 percent, and from the 2035 to 2040 period is 7,000 jobs or 3.6 percent.

**Figure 37: County-wide Employment Forecast 2010-2040**



Source: SBCAG 2012 Regional Growth Forecast

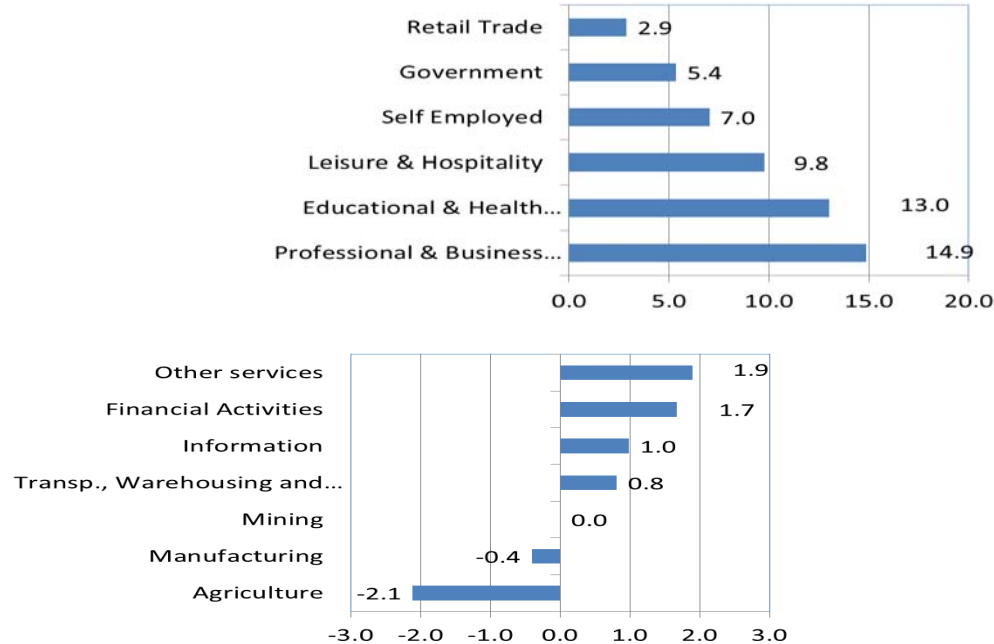
## Economic Sector Growth Assumptions

The Santa Barbara County region has a different job composition by economic sector compared to the State and nation, which explains the trends in overall job growth. The region has a comparatively high share of employment in agriculture and government, which are projected to experience below-average job growth to 2040. At the same time, the region has below-average shares in professional and business services and internet-related information services, which are expected to experience above-average job growth. On the other hand, the region has higher concentrations in leisure and hospitality (tourism) and self-employed jobs compared to the national average and these two sectors are projected to have above-average job growth prospects.

The region, like the State and nation, will experience some initial recovery of the employment in retail trade and finance lost during the recession, but will experience slow job growth in these sectors in later years as technology and internet shopping constrain job growth. The region is expected to show a small recovery in manufacturing employment before the long-term trend of declining job levels returns in the years between 2020 and 2040.

The manufacturing job losses, following the national pattern, are the result of strong productivity gains. Actual production and export levels are expected to increase in the State and nation, but not enough to offset productivity growth as firms are able to produce more with fewer people.

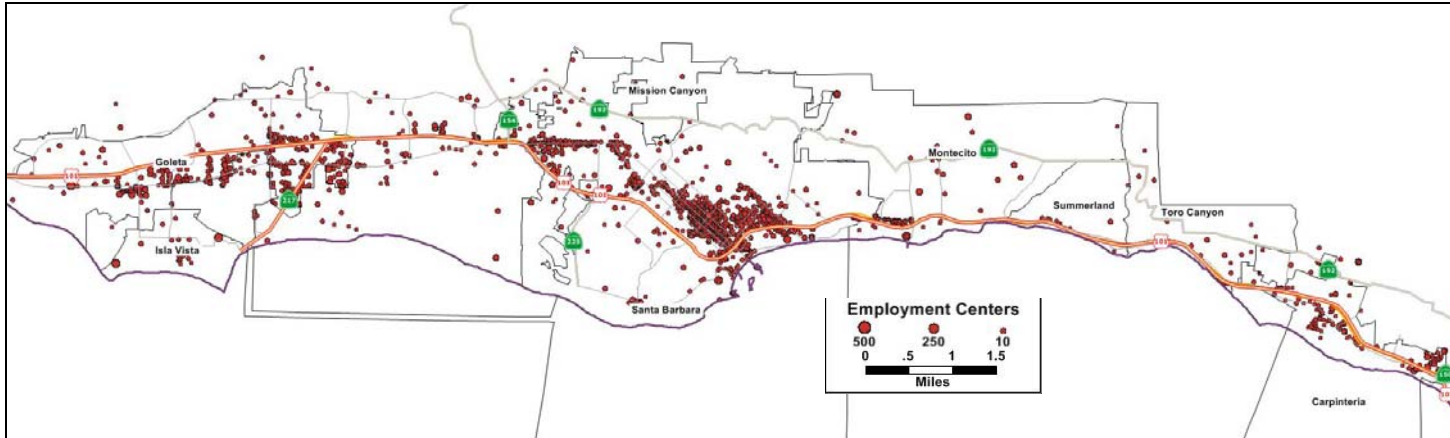
**Figure 38: SBCAG Forecast 2010-2040 Employment Change by Economic Sector**



### 3.3.2 MAJOR JOB CENTERS

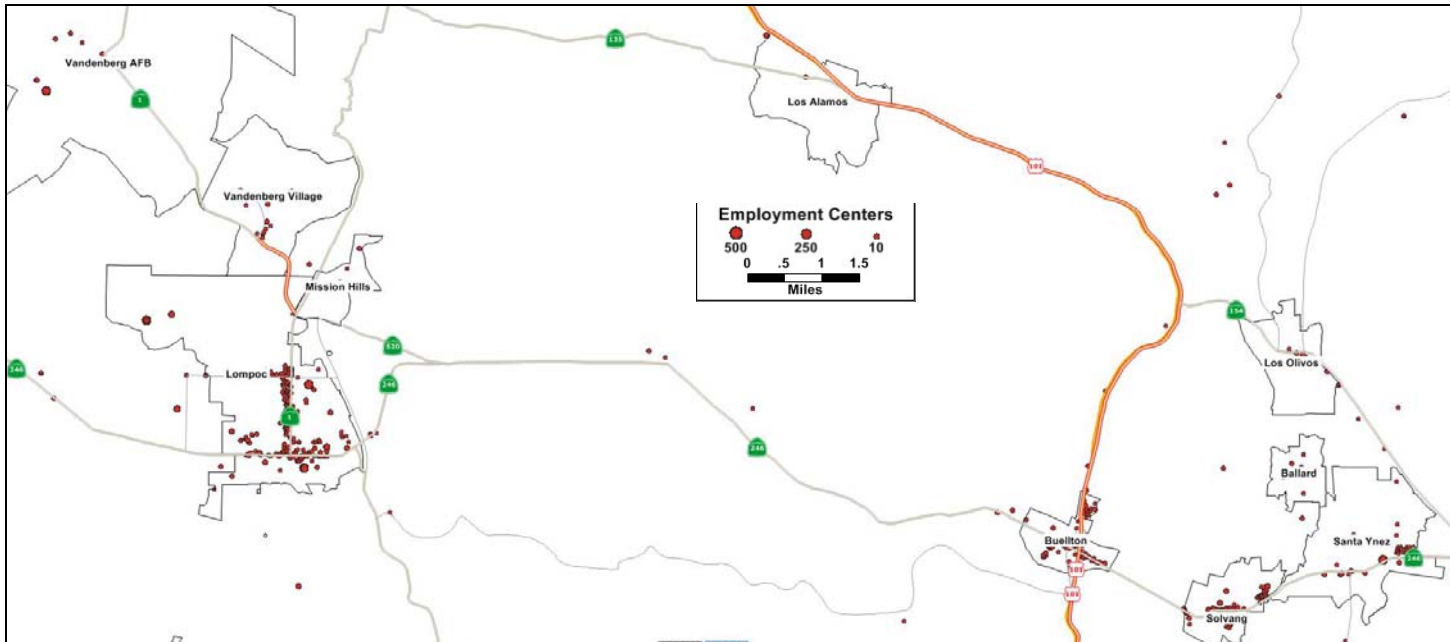
The South Coast is considered a major job center, with some of the largest concentrations of employment and the largest employer in the county, UCSB, with over 10,000 jobs. The Santa Ynez Valley is not considered a major job center. However, the Chumash Casino employs 1,600 in its ongoing operations. The Lompoc Valley contains another major employer, Vandenberg AFB with 6,878 jobs and can be considered a major job center. The Santa Maria Valley is a growing job center with increases in public employment due to higher K-12 school enrollment and the location of Allan Hancock College.

**Map 48: South Coast Job Centers**



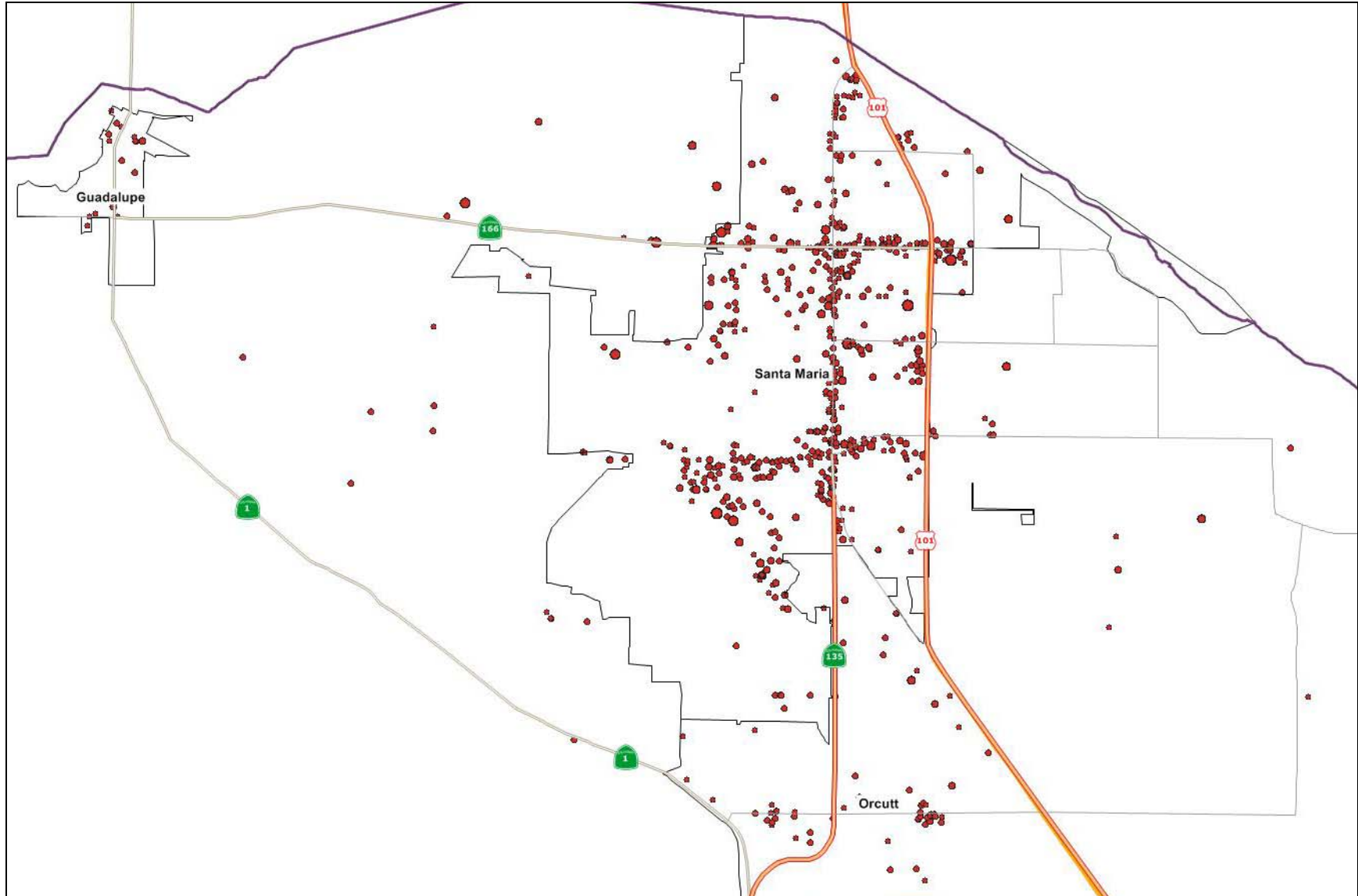
Source: InfoUSA employment database for 2010

**Map 49: Santa Ynez and Lompoc Valley Job Centers**



Source: InfoUSA employment database for 2010

**Map 50: Santa Maria Valley Job Centers**



Source: InfoUSA employment database for 2010

**Table 17: Largest Employers in Santa Barbara County**

Organization or Company	Location	2012 Employment
<b>Public</b>		
University of California Santa Barbara	Goleta	10,063
V.A.F.B.	Lompoc	6,878
County of Santa Barbara	Santa Barbara	4,383
SB Unified School District	Santa Barbara	2,531
SB City College	Santa Barbara	1,791
City of Santa Barbara	Santa Barbara	1,695
Santa Maria Bonita School District	Santa Maria	1,366
S.B. County Education Office	Santa Barbara	1,072
Lompoc Unified School District	Lompoc	1,019
Allan Hancock College	Santa Maria	779
<b>Private</b>		
Santa Barbara Cottage Hospital	Santa Barbara	2,845
Chumash Casino	Santa Ynez	1,650
Marian Medical Center	Santa Maria	1,475
Raytheon Electronic Systems	Goleta	1,365
Sansum Medical Foundation Clinic	Santa Barbara	1,196
C&D Zodiac	Santa Maria	1,100
Lockheed Martin	Vandenberg	1,091
Pacific Capital Bankcorp.	Santa Barbara	1,058
Lompoc Hospital	Lompoc	633
Four Seasons Biltmore	Santa Barbara	555
Bacara Resort and Spa	Goleta	520
Yardi	Goleta	473

*Source: 2013 Santa Barbara County Real Estate and Economic Outlook*

### 3.3.3 RECESSION & FUTURE TRENDS

According to recent economic reports, the U.S. and California economies have strengthened in 2012. Unemployment rates continue to decline, more jobs are being created, incomes are rising along with consumer spending and business investment, and the housing market is finally in recovery after nearly 5 years of stagnation.

Recovery in national and State economies is indication of local improvement as well due to the interconnectivity of these economic regions. According to economic reports, from September 2011 to September 2012, Santa Barbara County created 3,800 non-farm jobs. Over the past few years, the professional and business services industry has led the labor market recovery. This remains unchanged, as this sector has added 2,400 jobs since September 2011 - a 9.8 percent growth rate. Slightly less than half of these jobs were in the professional, scientific, and technical sectors, which are high-skilled and high wage categories. The other half of these jobs have been in the administrative services industry, which is largely comprised of temporary staffing agencies that often consist of lower-paying, part-time jobs. The education and healthcare sector has also shown strong growth, with 500 new jobs since September of 2011. Leisure and hospitality jobs have increased by approximately 1,000 as the tourism industry has

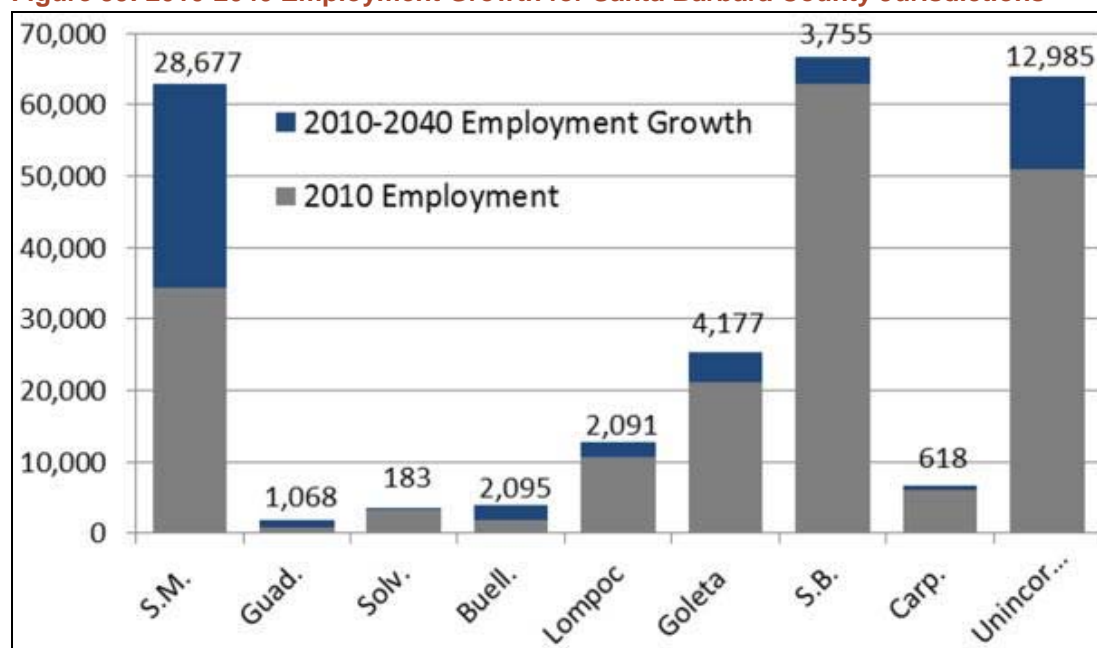
rebounded on the South Coast. The construction sector is showing some improvement, but job growth is not significant. The retail sector is also well below previous levels.

SBCAG’s own employment projections were developed assuming that each major industry in the Santa Barbara County Association of Governments (SBCAG) area would generally follow the projected State growth pattern. As a result, the final job projections depend on the structure of employment in the SBCAG region and the projected growth for each industry in the nation and state.

Recovery of employment lost during the recession is anticipated by 2015 or shortly thereafter. All economic forecasts reviewed by SBCAG and its consultant (CCSCE) have the national and State economy returning to full employment in this time period. Some employment lost during the recession will not come back in exactly the same industry, but it will be replaced by other jobs. Recovery from recession makes the 2010-2020 growth rate higher than it would otherwise be, for example, if job growth to 2020 were measured from the 2007 pre-recession peak.

After 2020, job growth slows everywhere as baby boomer retirements slow the growth in the working age population and labor force even with the longer working lives expected for older workers.

**Figure 39: 2010-2040 Employment Growth for Santa Barbara County Jurisdictions**



Source: SBCAG Growth Forecast Adopted December 2012



**Table 18: Employment Forecast by Sector, Santa Barbara County, 2010-2040 (1,000's)**

Economic Sector	2010	2015	2020	2025	2030	2035	2040	2010-	%
								2040	Change
Agriculture, forestry, fishing and hunting	18.7	18.6	18.6	18.0	17.4	17.0	16.6	-2.1	-11.3%
Mining	1.0	1.0	1.0	1.0	0.9	0.9	0.9	-0.1	-14.1%
Construction	7.0	8.2	9.4	9.7	9.9	10.3	10.7	3.7	52.7%
Manufacturing	11.2	11.5	11.8	11.5	11.2	11.0	10.8	-0.4	-3.6%
Wholesale Trade	4.0	4.4	4.7	4.7	4.7	4.8	4.8	0.8	20.0%
Retail Trade	17.9	18.9	19.9	20.0	20.1	20.5	20.8	2.9	16.1%
Transp., Warehousing and Utilities	2.8	3.1	3.4	3.4	3.4	3.5	3.6	0.8	29.0%
Information	3.4	3.8	4.1	4.2	4.2	4.3	4.4	1.0	29.0%
Financial Activities	6.3	7.0	7.6	7.7	7.7	7.9	8.0	1.7	26.7%
Professional & Business Services	21.7	25.2	28.8	30.5	32.3	34.5	36.6	14.9	68.6%
Educational & Health Services	20.9	23.8	26.7	28.3	30.0	32.0	33.9	13.0	62.3%
Leisure & Hospitality	22.0	24.4	26.9	28.0	29.0	30.5	31.8	9.8	44.4%
Other services, except public administration	5.4	5.9	6.5	6.6	6.8	7.1	7.3	1.9	35.1%
Government	38.1	38.8	39.4	40.2	41.0	42.4	43.5	5.4	14.1%
Self Employed	17.0	19.1	21.2	21.8	22.4	23.3	24.1	7.0	41.2%
<b>Total Jobs</b>	<b>197.4</b>	<b>213.7</b>	<b>229.9</b>	<b>235.6</b>	<b>241.3</b>	<b>250.0</b>	<b>257.6</b>	<b>60.1</b>	<b>30.5%</b>

Source: SBCAG Growth Forecast Adopted December 2012

## 3.4 TRANSPORTATION SYSTEM / EXISTING INFRASTRUCTURE & NEEDS

The Santa Barbara County region’s transportation network consists of approximately 2,475 miles of maintained public roadways (see Table 19), 350 miles of Class I, II, and III bikeways (see Table 22), 15 public transit services (see Table 23) and dozens of private transportation services, three railroad operators, five public airports, and one harbor facility. Together they provide for the transport of people and goods in the region. The following section provides an overview of the components of the transportation network.

### 3.4.1 ROADWAYS

As mentioned above, there are approximately 2,475 miles of maintained public roads in Santa Barbara County (see Table 19). The mileage is split nearly evenly between rural and urban roadways. The County of Santa Barbara and the eight incorporated cities, together, maintain the majority of the roadway system—approximately 1,710 miles of public roadways. Federal agencies maintain approximately 430 miles and the State maintains approximately 330 miles.

**Table 19: Estimated Mileage\* of Maintained Public Roads and VMT by Jurisdiction in Santa Barbara County**

	Maintained Mileage (Centerline)			Daily Vehicle Miles Traveled (1,000)		
	Rural	Urban	Total	Rural	Urban	Total
<b>City Roads</b>						
City of Buellton	-	18.56	18.56	-	17.81	17.81
City of Carpinteria	-	30.00	30.00	-	95.62	95.62
City of Goleta	0.37	181.95	182.32	0.13	426.96	427.09
City of Guadalupe	1.14	13.05	14.19	0.66	12.10	12.76
City of Lompoc	0.15	95.41	95.56	1.79	181.71	183.50
City of Santa Barbara	3.34	231.55	234.89	4.49	869.83	874.32
City of Santa Maria	0.93	235.34	236.27	5.62	834.09	839.71
City of Solvang	1.95	22.90	24.85	0.62	28.91	29.54
			<b>836.63</b>			<b>2,480.35</b>
<b>County Roads</b>						
County of Santa Barbara	548.05	325.00	873.05	364.36	768.41	1,132.78
			<b>873.05</b>			<b>1,132.78</b>
<b>State Highway</b>						
State Highways	181.77	118.43	300.20	2,496.44	3,585.23	6,081.66
			<b>300.20</b>			<b>6,081.66</b>
<b>Federal Agencies</b>						
U.S. Air Force	275.00	1.97	276.97	19.25	11.98	31.23
U.S. Fish & Wildlife Service	0.08		0.08	0	0	0
U.S. Forest Service	153.80		153.80	4.61	0	4.61
Bureau of Indian Affairs	1.40		1.40	0.08	0	0.08
			<b>432.25</b>			<b>35.92</b>
<b>Other State Agencies</b>						
State Park Service	31.98		31.98	2.88	0	2.88
			<b>31.98</b>			<b>2.88</b>
<b>Other Agencies</b>						
University of California		0.46	0.46	0	7.68	7.68
			<b>0.46</b>			<b>7.68</b>
	<b>1,199.97</b>	<b>1,274.61</b>	<b>2,474.58</b>	<b>2,900.95</b>	<b>6,840.34</b>	<b>9,741.28</b>

\*Mileage refers to centerline miles.

Source: Caltrans Division of Transportation System Information.

2010 California Public Road Data.

<http://www.dot.ca.gov/hq/tsip/hpms/datalibrary.php>

Figure 40: Centerline Miles (1,000 Miles)<sup>103</sup>

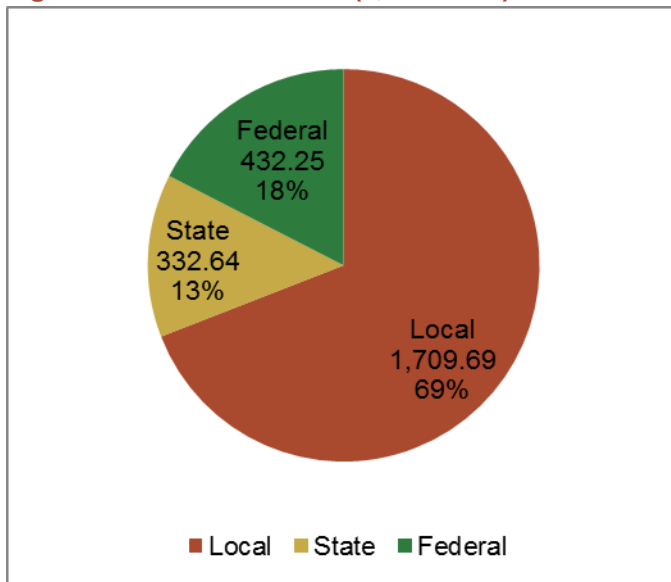
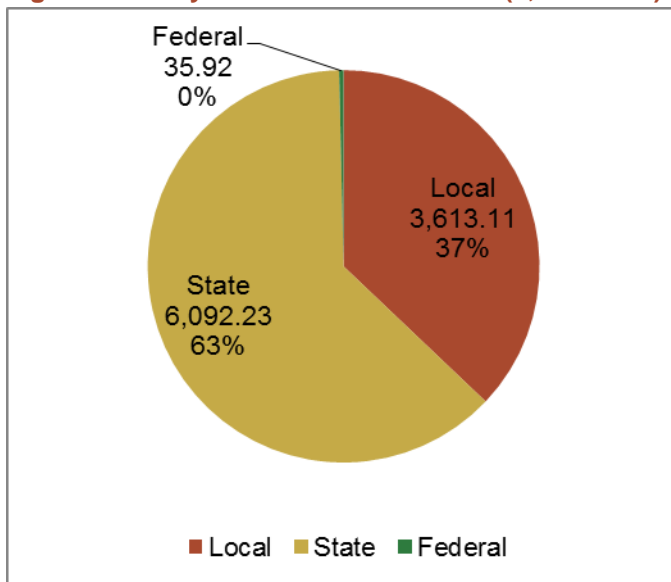


Figure 41: Daily Vehicle Miles Traveled (1,000 Miles)<sup>104</sup>



There are no interstate highways in Santa Barbara County, but there is one U.S. highway (U.S. 101) and several State routes (all or parts of 1, 33, 135, 144, 150, 154, 166, 192, 217, 225, and 246).<sup>105</sup> Transportation Concept Reports / Fact Sheets are available for each of these routes in Santa Barbara County on the California Department of Transportation (Caltrans) District 5 website here: [http://www.dot.ca.gov/dist05/planning/santa\\_barbara.htm](http://www.dot.ca.gov/dist05/planning/santa_barbara.htm).

<sup>103</sup> Since U.S. 101 crosses state lines (i.e., California, Oregon, and Washington), the American Association of State Highway and Transportation Officials (AASHTO) has designated the facility as a U.S. Highway. However, the facility is owned and operated by the California Department of Transportation and therefore falls within the “State” category in this figure.

<sup>104</sup> *Ibid.*

<sup>105</sup> Caltrans. <http://www.dot.ca.gov/hq/roadinfo/hwytables.htm>. Accessed 10 December 2012.

U.S. 101 is the main transportation link between the urban areas in the County. It connects the South Coast to the Santa Ynez Valley and the Santa Maria Valley. State Route (SR) 154 provides an additional connection between the South Coast and the Santa Ynez Valley. Lompoc access to U.S. 101 is via State Routes 1 and 246. The Cuyama Valley is only accessible from Ventura and Ojai via SR 33, or from Santa Maria and Bakersfield via SR 166. All of these roadways are shown on Map 58.

## National Highways

Santa Barbara County's regional roadway network includes several roadways that are part of the National Highway System (NHS). The NHS includes roadways important to the nation's economy, defense, and mobility.<sup>106</sup> It includes the following subsystems: (1) Interstate, (2) Other Principal Arterials, (3) Strategic Highway Network (STRAHNET), (4) Major STRAHNET Connectors, and (5) Intermodal Connectors. The STRAHNET consists of highways that are important to U.S. defense policy. Table 20 describes NHS roadways in Santa Barbara County.

Map 51 and Map 52 depict the NHS and STRAHNET on maps of Santa Barbara County.

**Table 20: National Highway System Roadways in Santa Barbara County**

Route	Subsystem	Description	Function
U.S. 101	Non-Interstate STRAHNET Route	From the Ventura County line to the San Luis Obispo County line	Main north/south principal arterial, serving as interstate and interregional travel corridor through the County
SR 1	Major STRAHNET Connector	From Vandenberg Air Force Base (VAFB) north to State Route 135	Access to VAFB, a major military installation on the West Coast
SR 135	Major STRAHNET Connector	From State Route 1 to Clark Avenue	Access to VAFB
Clark Avenue	Major STRAHNET Connector	From State Route 135 to U.S. 101	Access to VAFB
Yanonali St., Garden St.	Intermodal Connector	Yanonali St.—from Amtrak to Garden St. Garden St.—from Yanonali St. to U.S. 101	Access to Amtrak
Moffett Pl., SR 217	Intermodal Connector	Moffett Pl.—from airport to SR 217 SR 217—from Moffett Pl. to U.S. 101	Access to Santa Barbara Airport
Carrillo St.	Intermodal Connector	From transit center to U.S. 101	Access to Santa Barbara MTD Transit Center

<sup>106</sup> U.S. DOT, FHWA, Office of Planning, Environment, and Realty.  
[http://www.fhwa.dot.gov/planning/national\\_highway\\_system/](http://www.fhwa.dot.gov/planning/national_highway_system/). Accessed 26 June 2012.

Route	Subsystem	Description	Function
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Sources:

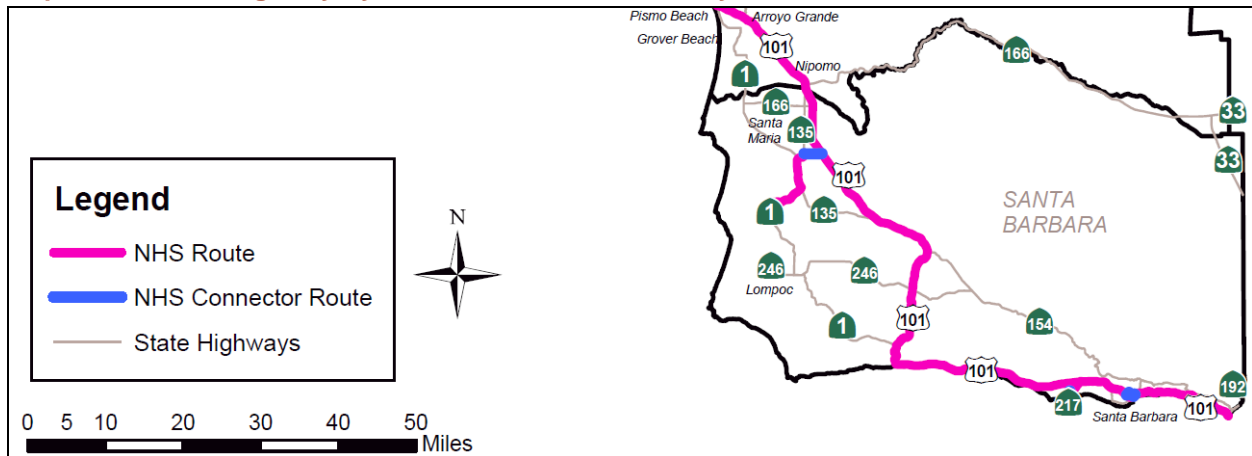
U.S. DOT, FHWA, Office of Planning, Environment, and Realty.

[http://www.fhwa.dot.gov/planning/national\\_highway\\_system/](http://www.fhwa.dot.gov/planning/national_highway_system/). Accessed 28 June 2012.

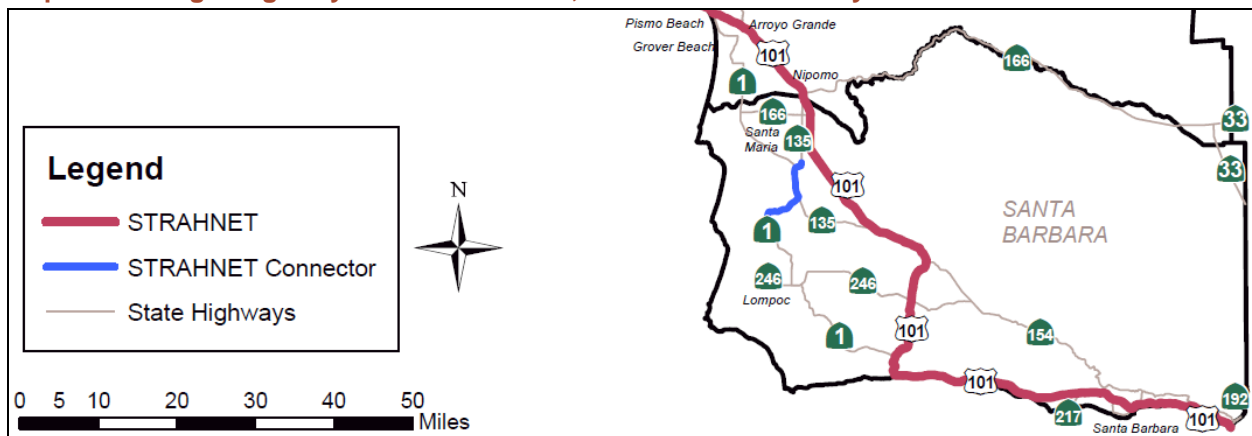
Caltrans District 5, Planning and Local Assistance.

[http://www.dot.ca.gov/dist05/planning/system\\_planning.htm](http://www.dot.ca.gov/dist05/planning/system_planning.htm). Accessed 28 June 2012.

Map 51: National Highway System, Santa Barbara County<sup>107</sup>



Map 52: Strategic Highway Corridor Network, Santa Barbara County<sup>108</sup>



## State Routes

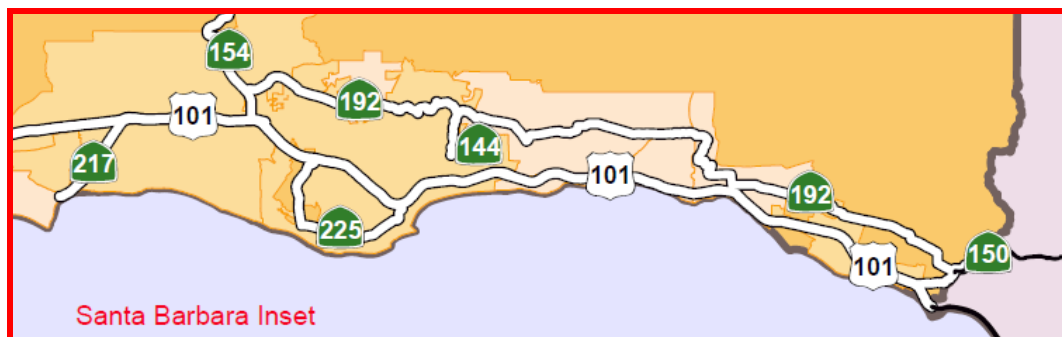
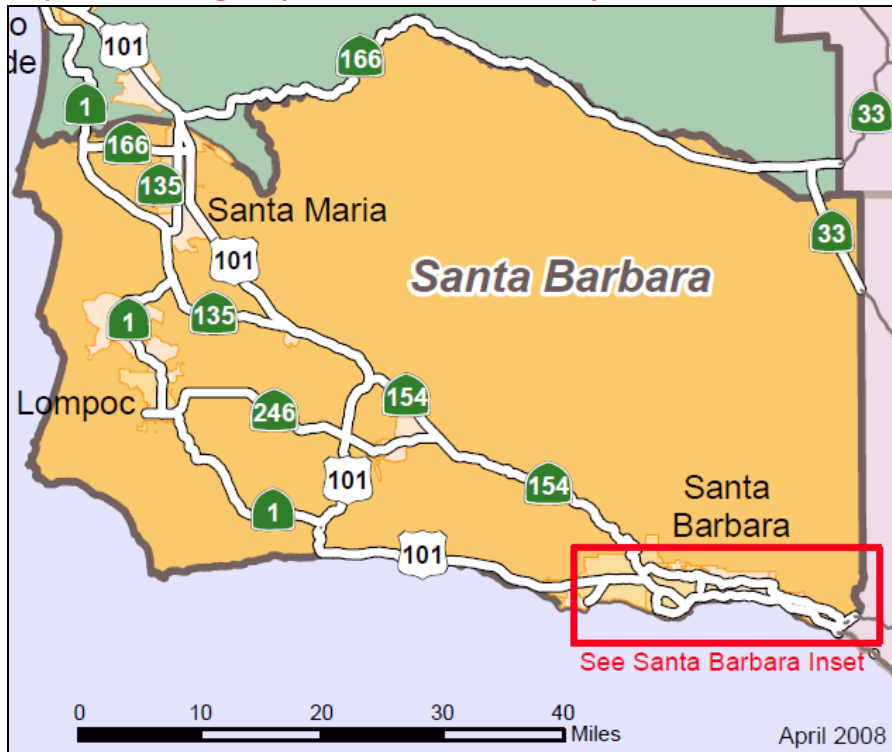
“The California Department of Transportation (Caltrans) is the owner and operator of the State Highway System (SHS), which consist[s] of the 15,000 miles (50,500 lane miles) of Interstate Freeways and State Routes and carries over half of the travel in the state. Caltrans is

<sup>107</sup> Caltrans District 5 Planning and Local Assistance. Maps. <http://www.dot.ca.gov/dist05/planning/maps.htm>. Accessed 7 December 2012.

<sup>108</sup> Caltrans District 5 Planning and Local Assistance. Maps. <http://www.dot.ca.gov/dist05/planning/maps.htm>. Accessed 7 December 2012.

responsible for planning, designing, building, operating and maintaining the SHS.”<sup>109</sup> Santa Barbara County has 302 highway centerline miles.<sup>110</sup> Map 53 shows the State highways in Santa Barbara County.

**Map 53: State Highways, Santa Barbara County**



Several of Santa Barbara County’s roadways are part of the California Interregional Road System (IRRS). The IRRS was identified by statute in 1989 and includes State routes or portions of State routes that serve interregional people and goods movement.<sup>111</sup> In Santa

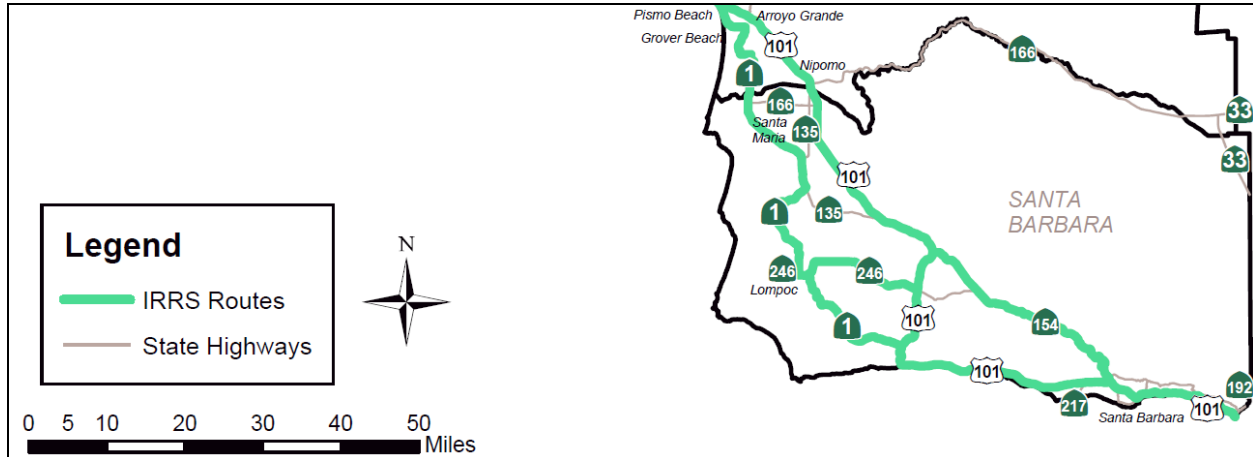
<sup>109</sup> Caltrans. *Transportation Funding in California*. 2011. p. i.

<sup>110</sup> Caltrans District 5 Public Affairs. <http://www.dot.ca.gov/dist05/paffairs/aboutd5.htm>. Accessed 11 December 2012.

<sup>111</sup> Caltrans. *Interregional Transportation Strategic Plan*. 1998. [http://www.dot.ca.gov/hq/tpp/publications\\_files/Strategic.PDF](http://www.dot.ca.gov/hq/tpp/publications_files/Strategic.PDF)

Barbara County, U.S. 101 and SRs 1, 154, and 246 are part of the IRRS.<sup>112</sup> The IRRS includes a subset of routes identified as High Emphasis Routes; Focus Routes are a further subset of the High Emphasis Routes. U.S. 101 is termed both a High Emphasis Route and a Focus Route. Caltrans defines high emphasis routes as “the most critical Interregional Road System (IRRS) routes. More importantly, these routes are critical to interregional travel and the State as a whole.”<sup>113</sup> Focus routes are the “corridors that should be the highest priority for completion to minimum facility standards in order to serve higher volume interregional trip movements.” Map 54 includes a map of the IRRS in Santa Barbara County.

**Map 54: Interregional Road System (IRRS), Santa Barbara County<sup>114</sup>**



In addition, two roadways in Santa Barbara County are Official Designated State Scenic Highways: SR 1 and SR 154. These routes are shown on Map 55.

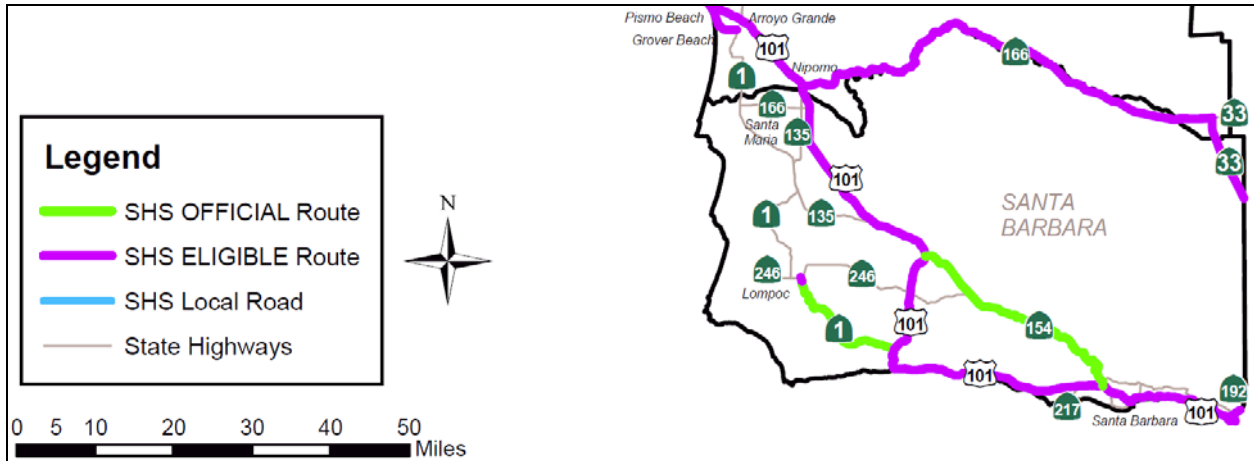
<sup>112</sup> Caltrans District 5 Planning and Local Assistance. Maps. <http://www.dot.ca.gov/dist05/planning/maps.htm>. Accessed 28 June 2012.

<sup>113</sup> Caltrans District 5. Glossary. <http://www.dot.ca.gov/dist05/planning/glossary.pdf>. Accessed 10 December 2012.

<sup>114</sup> Caltrans District 5 Planning and Local Assistance. Maps. <http://www.dot.ca.gov/dist05/planning/maps.htm>. Accessed 7 December 2012.

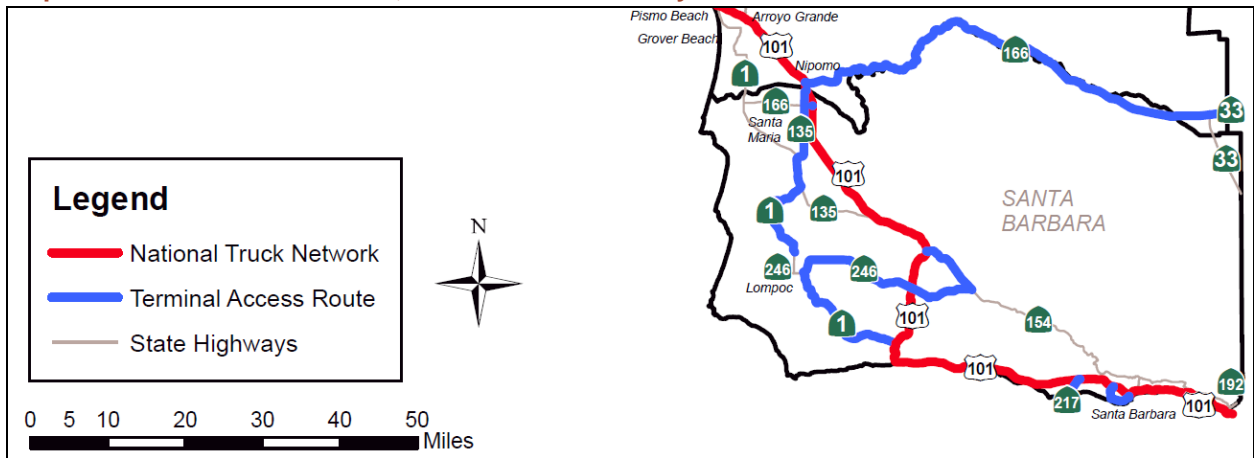


**Map 55: Scenic Highway System, Santa Barbara County<sup>115</sup>**



Truck networks and truck restrictions are shown on Map 56 and Map 57.

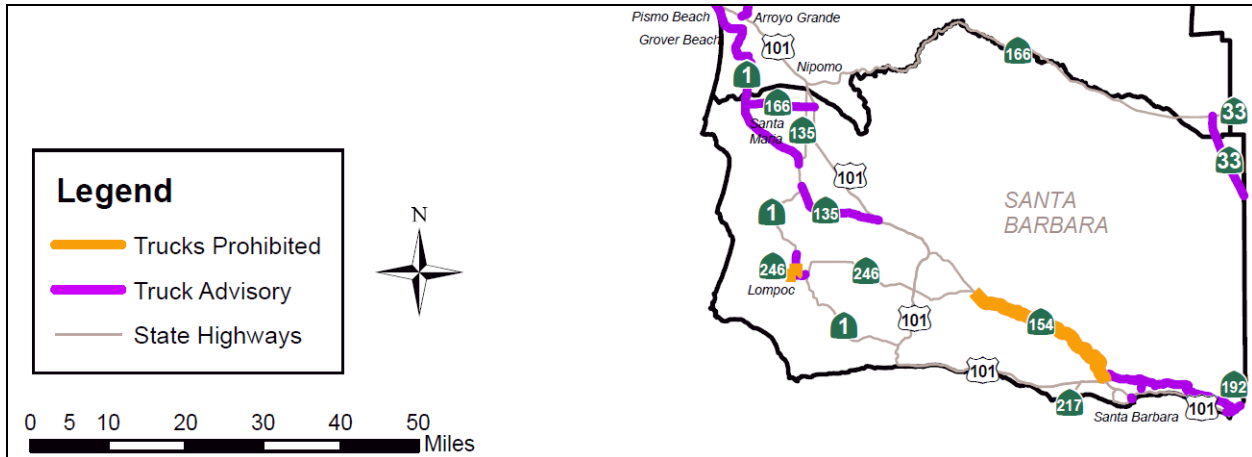
**Map 56: Truck Network Routes, Santa Barbara County<sup>116</sup>**



<sup>115</sup> Caltrans District 5 Planning and Local Assistance. Maps. <http://www.dot.ca.gov/dist05/planning/maps.htm>. Accessed 7 December 2012.

<sup>116</sup> Caltrans District 5 Planning and Local Assistance. Maps. <http://www.dot.ca.gov/dist05/planning/maps.htm>. Accessed 7 December 2012.

Map 57: Truck Restrictions, Santa Barbara County<sup>117</sup>



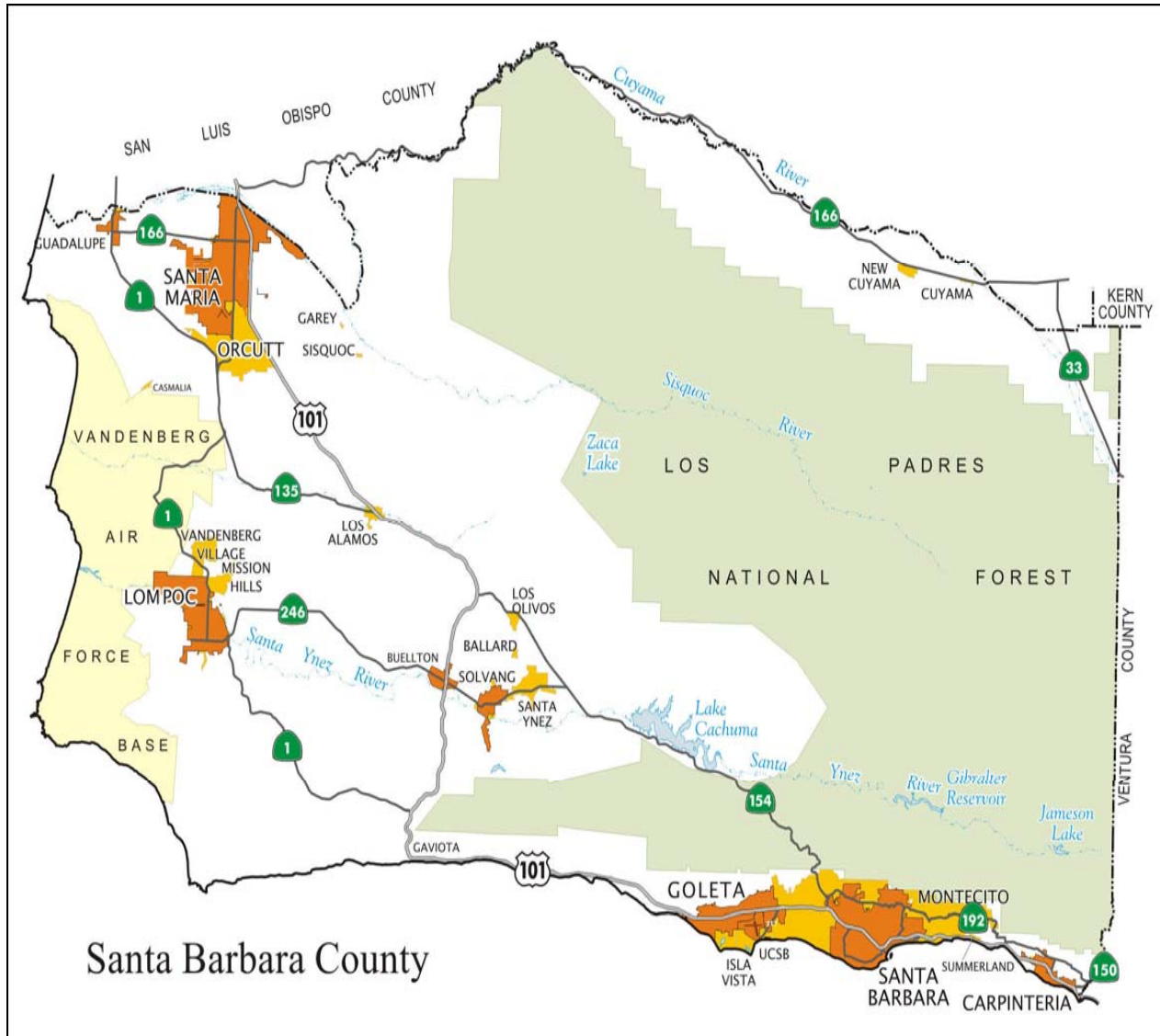
### Local Streets & Roads

The County of Santa Barbara and the eight incorporated cities in the County maintain approximately 1,710 miles of public roadways (see Table 19). That accounts for approximately 70% of the maintained public roadways in Santa Barbara County. Approximately 38% of the daily vehicle miles traveled occur on city and County roadways.<sup>118</sup>

<sup>117</sup> Caltrans District 5 Planning and Local Assistance. Maps. <http://www.dot.ca.gov/dist05/planning/maps.htm>. Accessed 7 December 2012.

<sup>118</sup> Caltrans Division of Transportation System Information. 2011 California Public Road Data. Table 6. <http://www.dot.ca.gov/hq/tsip/hpms/datalibrary.php>.

Map 58: Santa Barbara County<sup>119</sup>



<sup>119</sup> Source: County of Santa Barbara. Geographic Information System. <http://www.countyofsb.org/gis/maps.aspx>. Accessed 26 June 2012.

## Roadway System Issues & Needs

This section describes the existing travel conditions (the 2010 Current Baseline) on major roadway systems in Santa Barbara County, as well as the future travel forecast under the 2040 No Build condition. The 2040 No Build forecast refers to the forecast based on the 2040 demographic and socioeconomic conditions based on the 2012 Regional Growth Forecast without implementation of any programmed or planned transportation projects.

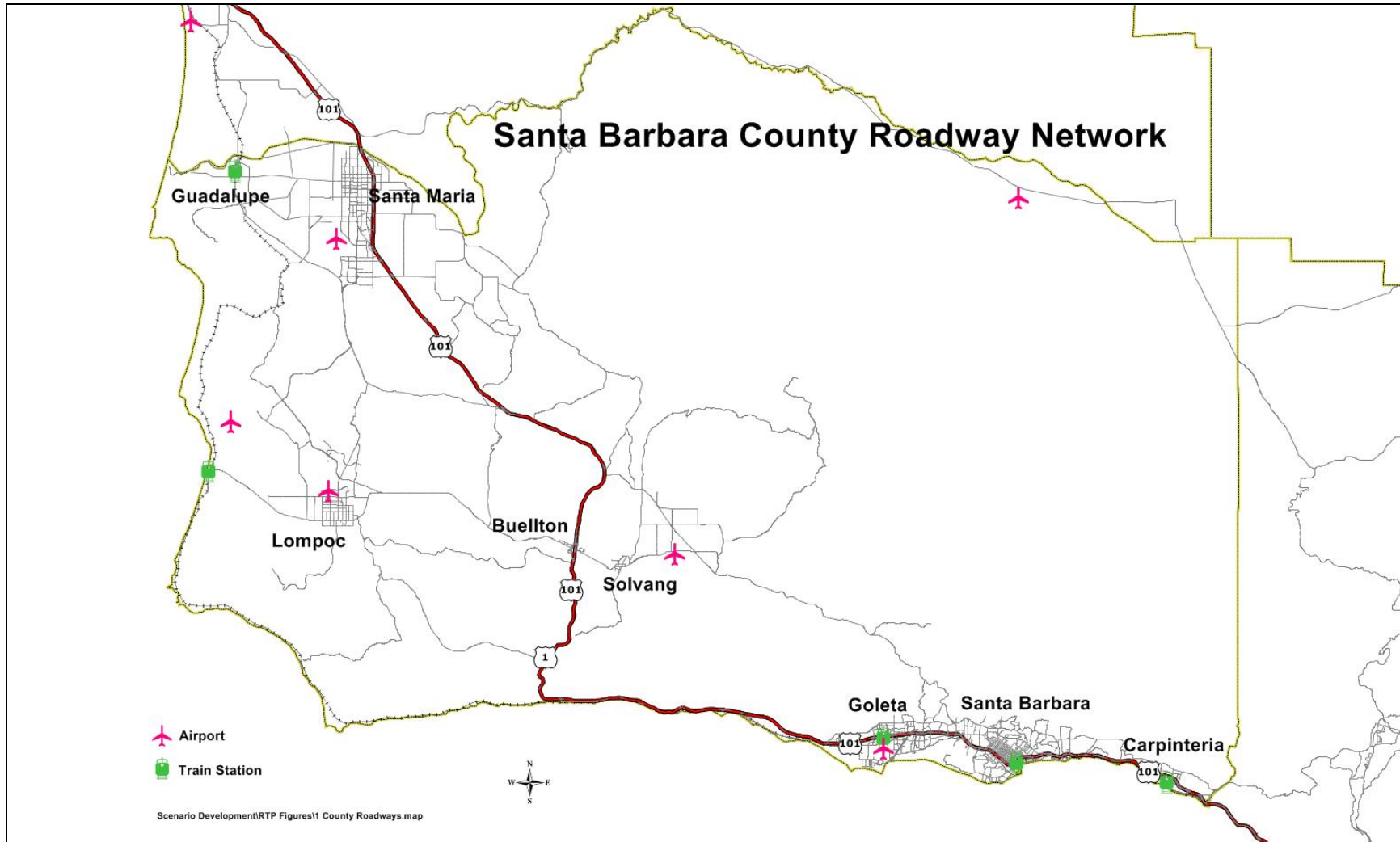
Map 59 presents the County roadway network. Issues and needs are discussed by planning area.

### External Traffic

The existing (2010) travel condition on U.S. 101 at the San Luis Obispo (SLO) County line is at free-flow (63,900 average daily traffic (ADT) or volume-to-capacity ratio (V/C) of 0.40). During the PM peak period, traffic at this location is moderately congested (10,200 trips or V/C of 0.67). Under the 2040 No Build scenario, traffic at this location is projected at 83,800 ADT or V/C of 0.53, representing a 31% increase and a rise to moderate congestion. During PM peak periods, traffic would be seriously congested (14,100 trips or V/C of 0.93).

The existing (2010) travel condition on U.S. 101 at the Ventura County line in the south is at free-flow (65,600 ADT or V/C of 0.41). During the PM peak period, traffic at this location is moderately congested (10,500 trips or V/C of 0.69). Under the 2040 No Build scenario, traffic at this location is projected at 96,700 ADT or V/C of 0.61, representing a 47% increase and a rise to moderate congestion. During PM peak periods, traffic would be severely congested (16,100 trips or V/C of 1.06) with frequent forced or break-down flow and delay.

Map 59: Santa Barbara County Roadway Network



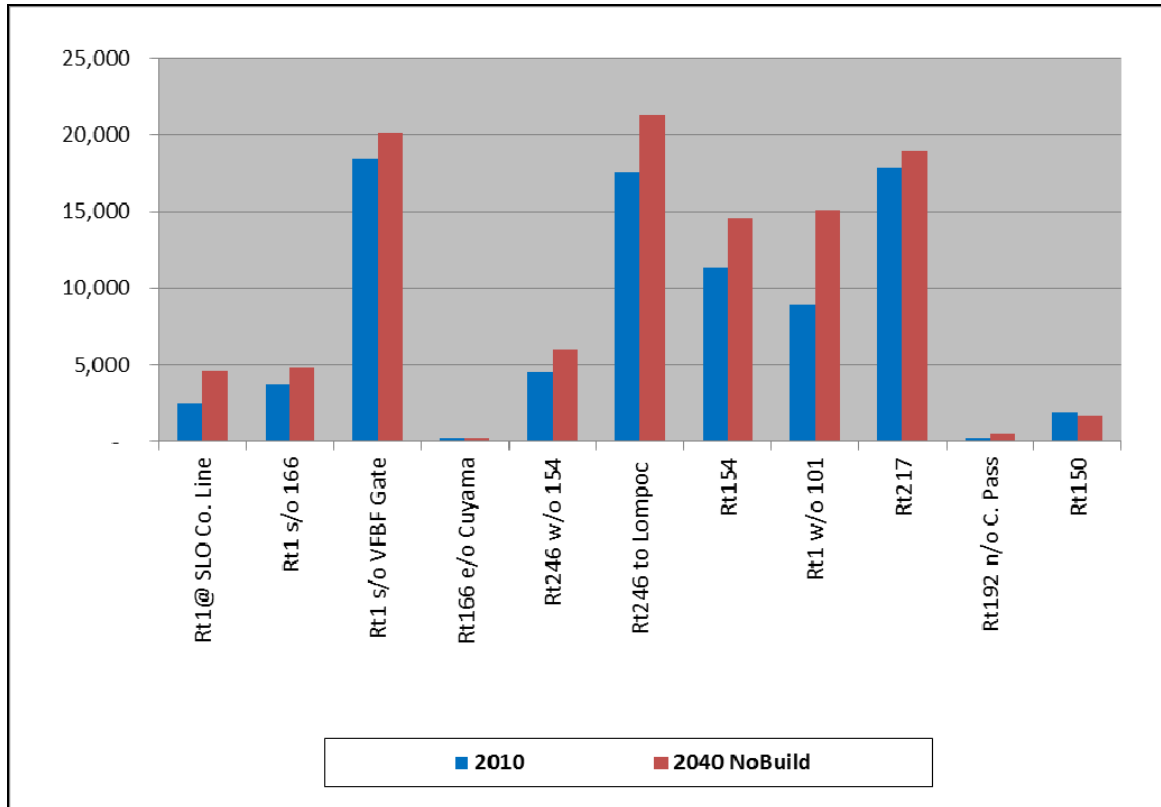
## State Routes

Figure 42 and Map 60 summarize the ADT growth on all State routes between 2010 and 2040 under the No Build condition. The 2040 No Build condition refers to the forecast 2040 demographic and socioeconomic conditions based on the 2012 Regional Growth Forecast without implementation of any programmed or planned transportation projects. Map 61 and Map 62 illustrate PM peak period growth for the Santa Barbara region. Traffic on SR 1 at the SLO County line is forecast to increase 88%, reaching 4,600 ADT. Such increase is primarily due to congestion on north U.S. 101. Traffic on SR 246 west of U.S. 101 is forecast at 21,300 ADT. Traffic on SR 246 between Buellton and Lompoc is expected to increase by 21%. Traffic on SR 154 is forecast to increase 28%, reaching 14,500 ADT. The table below explains the V/C ratio depicted on Map 60.

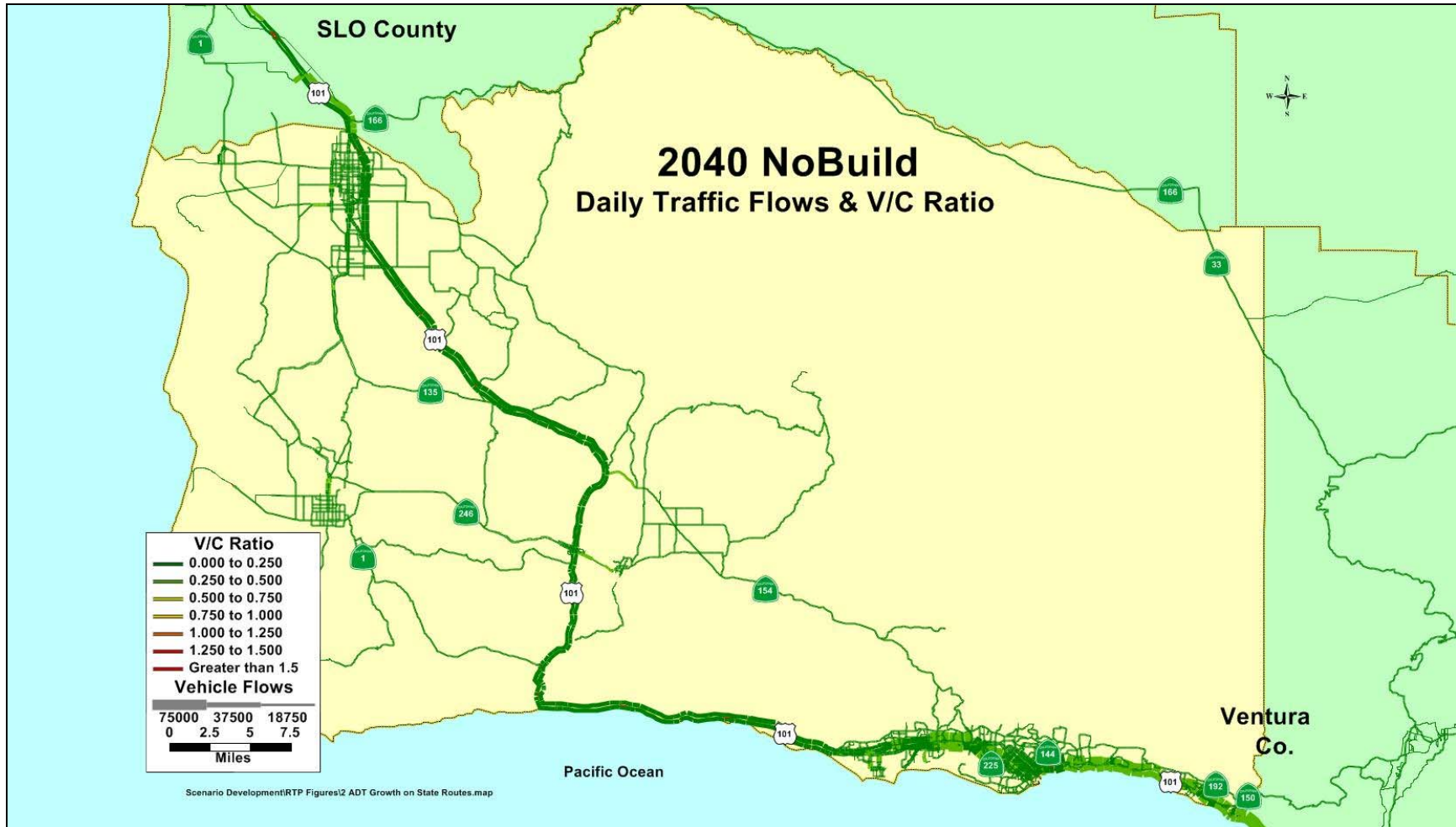
**Table 21: Volume/Capacity Ratios**

Color Scheme	V/C Ratios	Roadway Travel Conditions
Dark Green	> 0.25	Traffic unimpeded, free flow
Light Green	0.25 – 0.50	Free flow
Light Yellow	0.50 – 0.75	Moderate, some restrictions on maneuverability
Dark Yellow	0.75 – 1.00	Serious, traffic approaching capacity, slow speed, some delay
Orange	1.00 – 1.25	Severe, forced or break-down flow, frequent delay
Red	> 1.25	Severe, stop-n-go, significant delay

**Figure 42: Traffic Growth on State Routes**

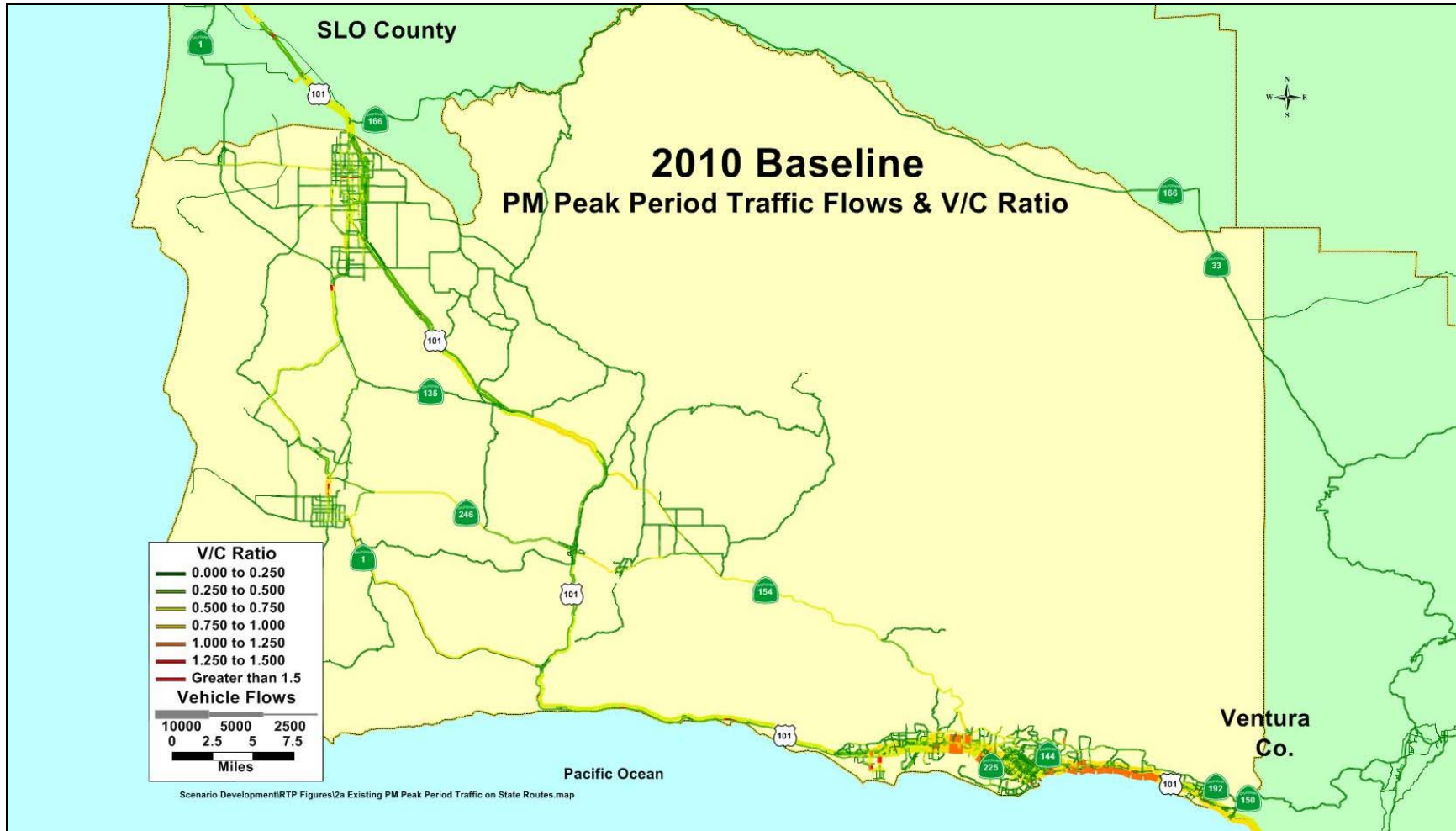


Map 60: Average Daily Traffic (ADT) Growth on State Routes

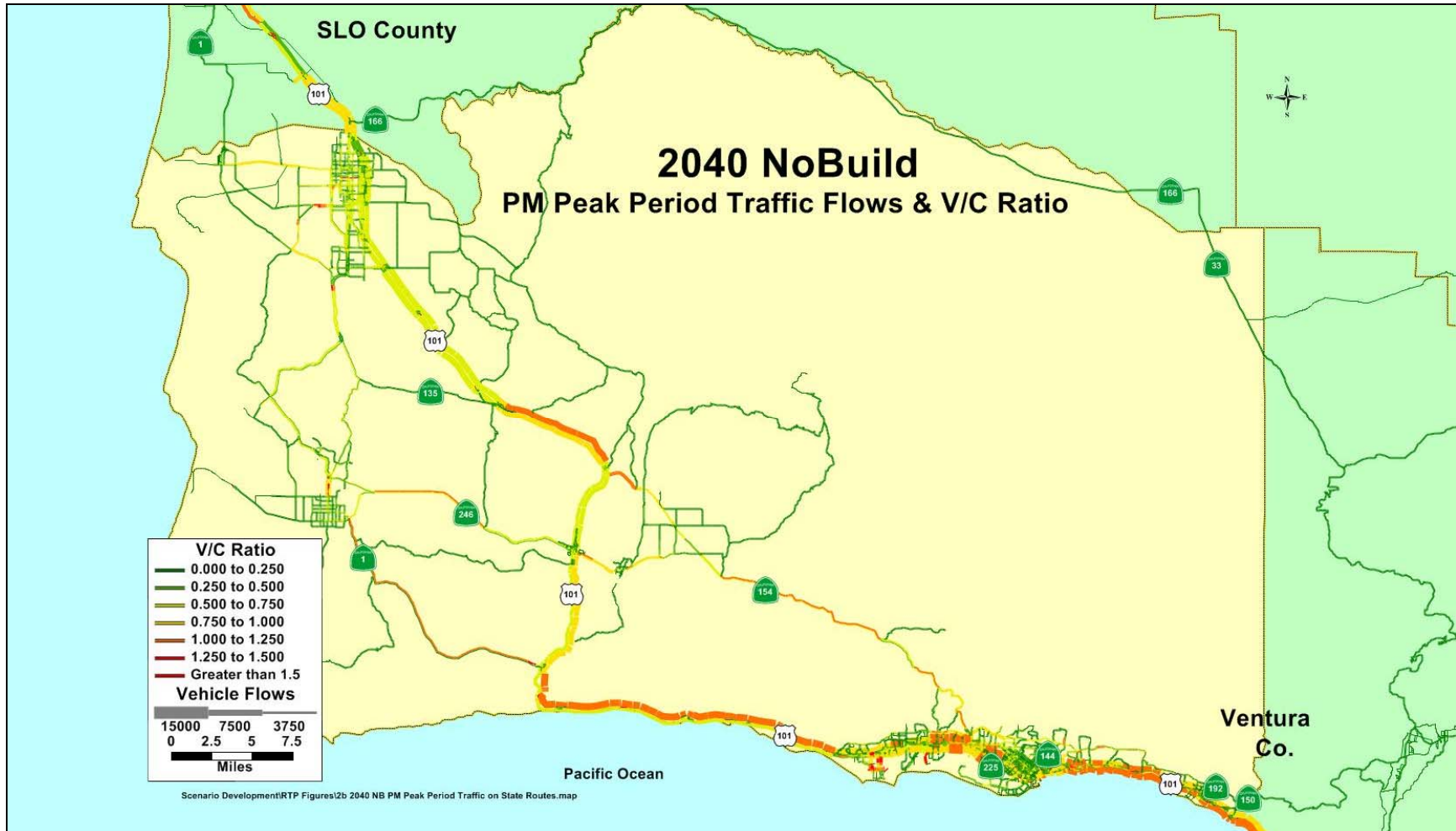




Map 61: Existing (2010) PM Peak Period Traffic



Map 62: 2040 No Build PM Peak Period Traffic



## South Coast

The South Coast includes the Cities of Carpinteria, Goleta, and Santa Barbara, and the unincorporated communities of Montecito and Summerland. The population of the South Coast is forecast to grow from 202,154 in 2010 to 231,638 in 2040, an increase of 15% over the 30-year period.<sup>120</sup> Employment is projected to grow from 117,153 in 2010 to 128,906 in 2040, a 10% increase. Major transportation issues in this region include:

- High volumes of interregional commuting by Ventura County residents to jobs on the South Coast;
- High volumes of commuters, interregional through traffic, truck traffic, and weekend recreational travel on U.S. 101, all contributing to existing traffic congestion and low levels of service from Turnpike Avenue south through Santa Barbara, the Montecito/Summerland unincorporated area, and the City of Carpinteria;
- The inadequacy of some U.S. 101 interchanges to accommodate current vehicular traffic;
- Substandard ramps and two-lane overcrossings in this portion of the corridor presenting capacity problems; and
- The need to provide additional capacity on the U.S. 101 corridor that is multi-modal in its approach and includes highway, transit and rail strategies.

The existing freeway between Santa Barbara and the Ventura County line is a four-lane section. Congestion occurs during peak traffic periods. The dominant vehicle traffic flow on U.S. 101 during weekday peak periods is bi-directional. Fifty-seven percent of the total traffic between the Ventura County line and Olive Mill Road is traveling northbound in the morning peak with an identical 57% occurring in the southbound direction for the evening peak. The lack of continuous alternative frontage roads along the freeway has exacerbated the freeway congestion problem. When accidents occur, long vehicle queues and additional delays result. The next section discusses traffic on South Coast U.S. 101 in more detail.

The existing circulation system in the Goleta area is incomplete and/or underdeveloped along a number of links. Many arterials have limited continuity and capacity and do not provide a viable alternative route for most trips made on U.S. 101. Gaps in the regional roadway network cause overall traffic congestion as drivers divert to other routes to complete their trips. Calle Real, a freeway frontage road, is discontinuous in two locations. Lack of a through-route between Turnpike and Patterson and between Storke and Los Carneros Road causes local trip diversions onto the freeway, Hollister Avenue, and Cathedral Oaks Road. Moreover, many two-lane facilities are experiencing increasing levels of congestion, including Hollister Avenue. Regardless, gap closure may cause neighborhood incompatibility, which must be considered in the analysis of a given transportation project, for example, when completing the missing segment will transect a neighborhood. Existing gaps in the community's arterial system and gaps in certain residential secondary streets, congested intersections, and a lack of bus stops

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<sup>120</sup> SBCAG. 2012 RGF.

and bus pockets in some areas also adversely affect the efficiency of service provided by a number of Santa Barbara Metropolitan Transit District (MTD) bus lines.

Future land use development projects will add to the existing vehicle traffic on these regional facilities, and lower the motorist's level of service at many intersections and interchanges in the Goleta area. Currently proposed land use projects include redevelopment of the City of Goleta Old Town area, development of lands within the City's airport area, development of the Cabrillo Business Park, and construction at UCSB.

### South Coast U.S. 101

Daily traffic on U.S. 101 through the South Coast is expected to increase by between 13% and 95%, depending on the location along the corridor. Under the 2040 No Build forecast, daily traffic for the entire South Coast U.S. 101 corridor is expected to grow by an average of 23%. Figure 43 presents the 2040 Future No Build daily traffic forecast on South Coast U.S. 101.

**Figure 43: 2040 No Build ADT on South Coast 101**

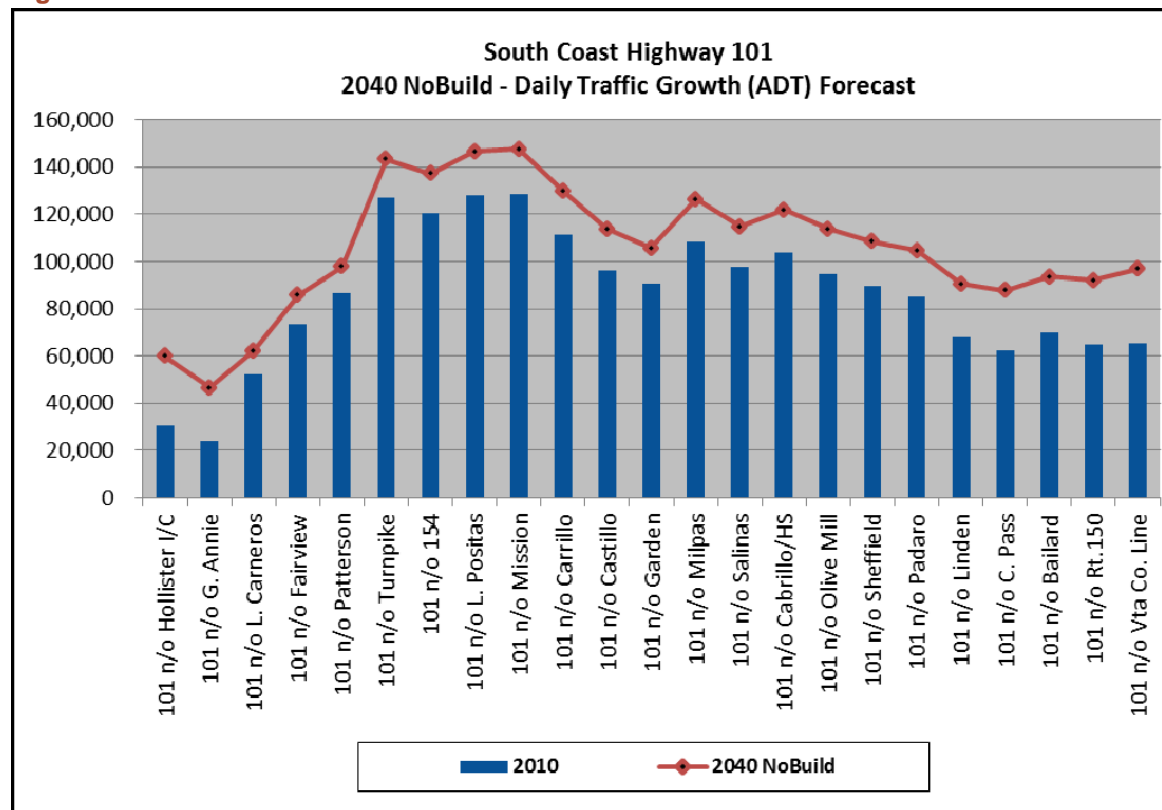
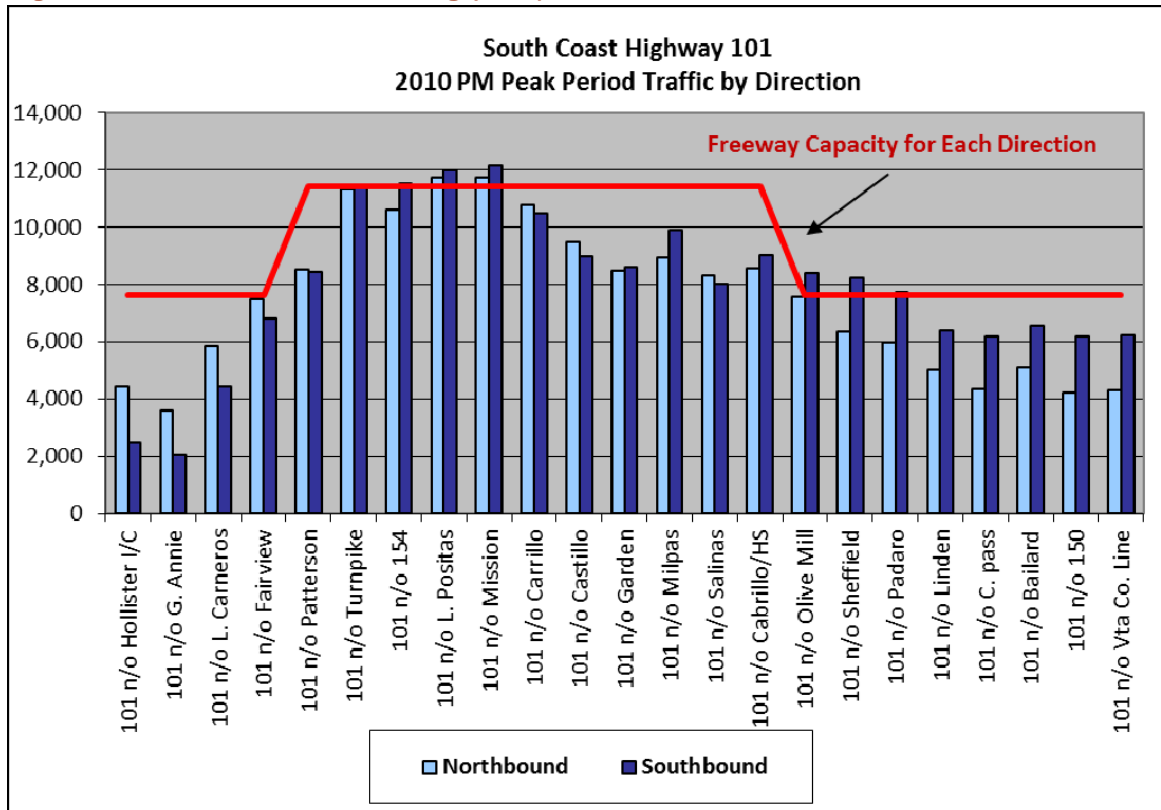


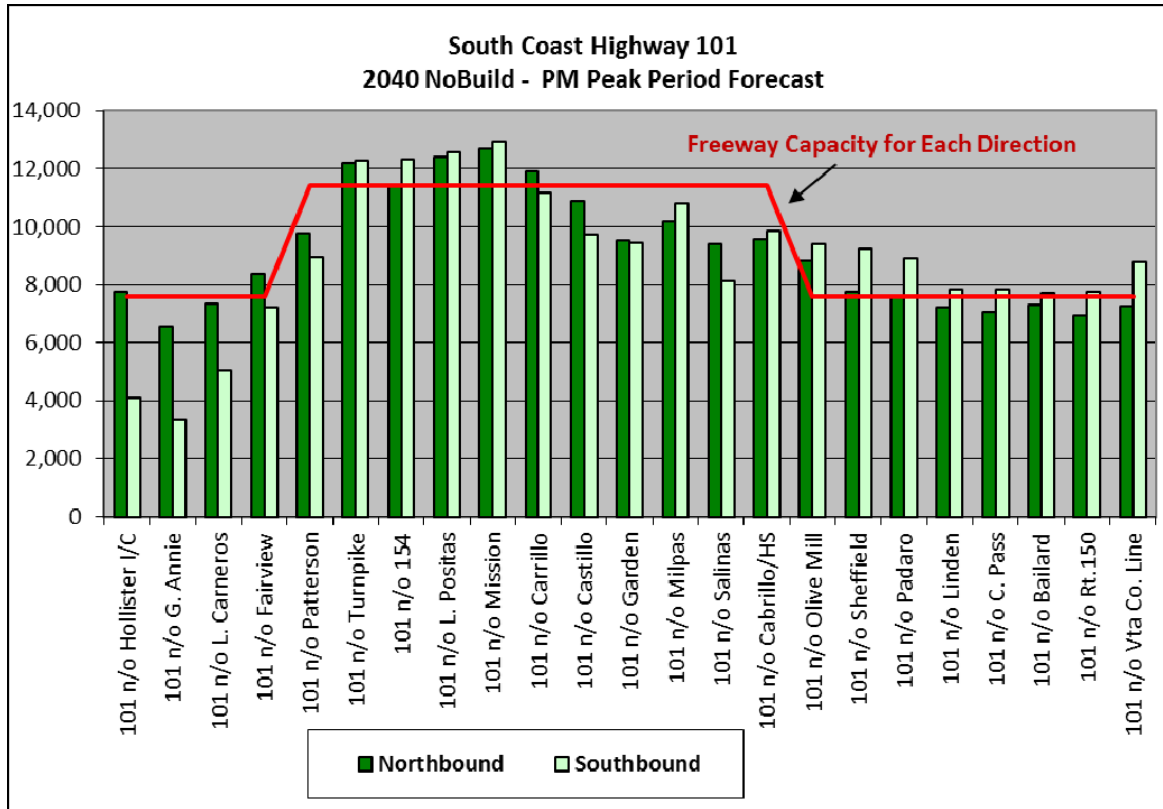
Figure 44, Map 63, and Map 65 present the South Coast U.S. 101 corridor modeled under original (2010 Baseline) PM peak travel conditions. Current traffic on U.S. 101 southbound already exceeds capacity from Padaro Lane to Olive Mill and Mission to Turnpike. Other northbound and southbound segments of 101 are currently approaching capacity and remain slow during peak periods.

Figure 45, Map 64, and Map 66 present the South Coast U.S. 101 corridor under the 2040 No Build PM peak period conditions.

**Figure 44: South Coast 101 Existing (2010) PM Peak Period Traffic**



**Figure 45: South Coast 101 2040 No Build PM Peak Period Traffic**



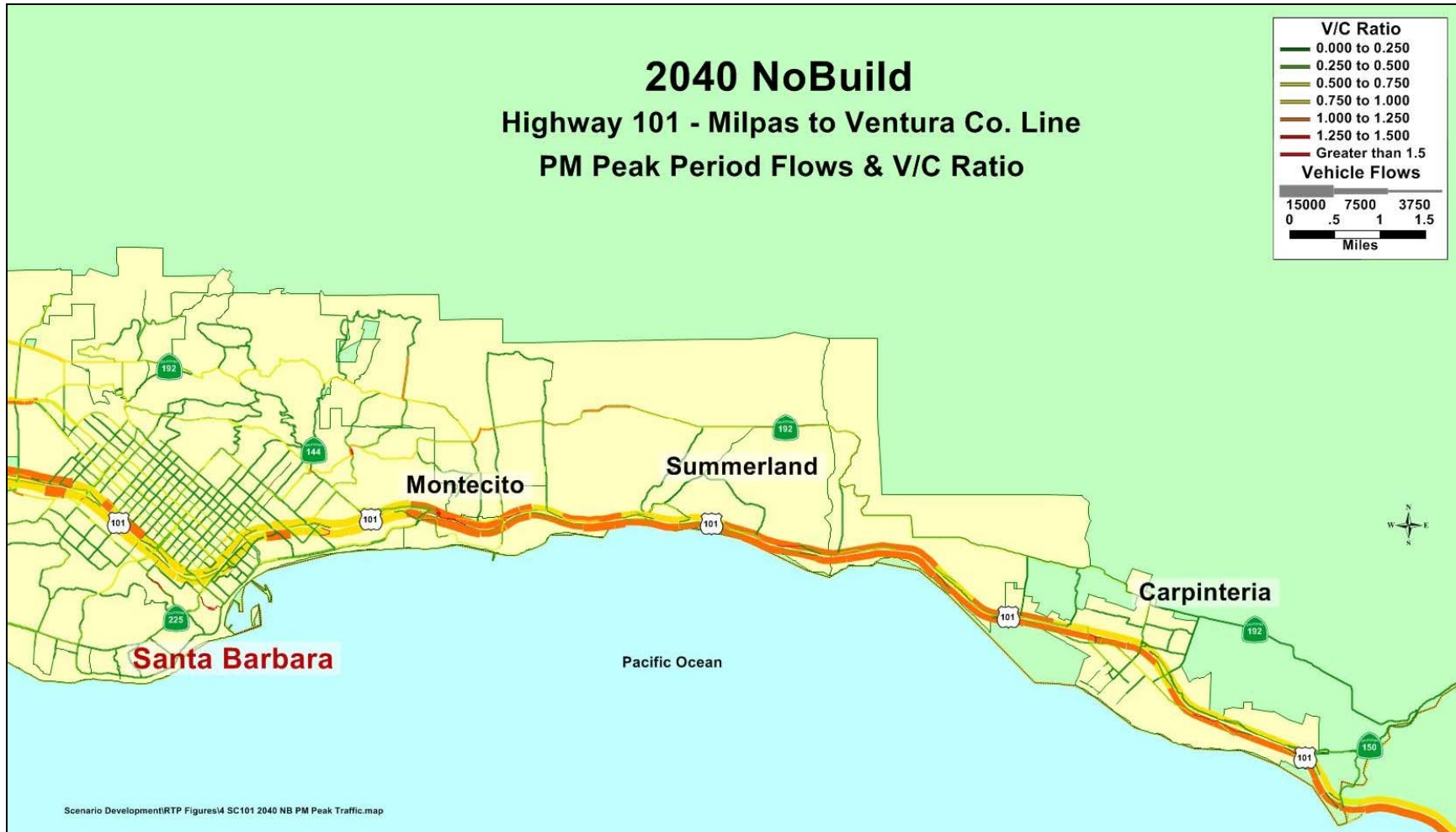


Map 63: South Coast 101 - Existing (2010) PM Peak Period Traffic – Milpas to Ventura County Line





Map 64: South Coast 101 - 2040 No Build PM Peak Period Traffic – Milpas to Ventura County Line



Map 65: South Coast 101 - Existing (2010) PM Peak Period Traffic – Santa Barbara & Goleta Areas



Map 66: South Coast 101 - 2040 No Build PM Peak Period Traffic – Santa Barbara & Goleta Areas



Under the 2040 No Build condition during the PM peak period, the entire southbound stretch of U.S. 101 from Olive Mill to Ventura County would be at severely congested conditions due to the insufficient capacity on the freeway. Additionally, the southbound stretch from Turnpike to Mission would exceed capacity. Traffic on this southbound stretch during the PM peak period is predominantly commuters.

Between the Carrillo and Turnpike as well as the Fairview and Hollister Avenue interchanges, northbound traffic would intermittently reach capacity as commuters are destined home from work toward North County households, but travel would be limited to the existing four-lane facility.

## North County

### North County U.S. 101

By 2040, daily traffic on the north U.S. 101 (SR 1 to SLO County line) is expected to increase 50%. Figure 46 summarizes the 2040 Future No Build forecast on north U.S. 101 between SR 1 and the SLO County line.

**Figure 46: 2040 No Build ADT on North County 101**

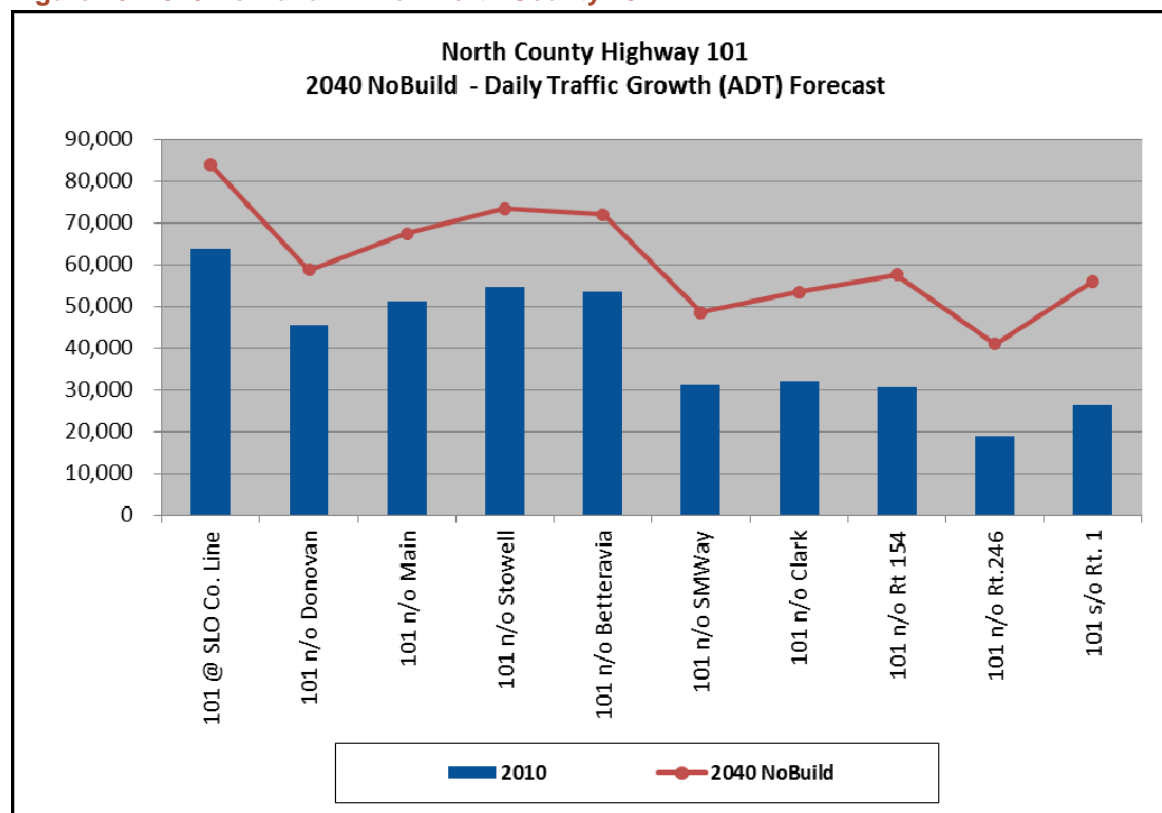
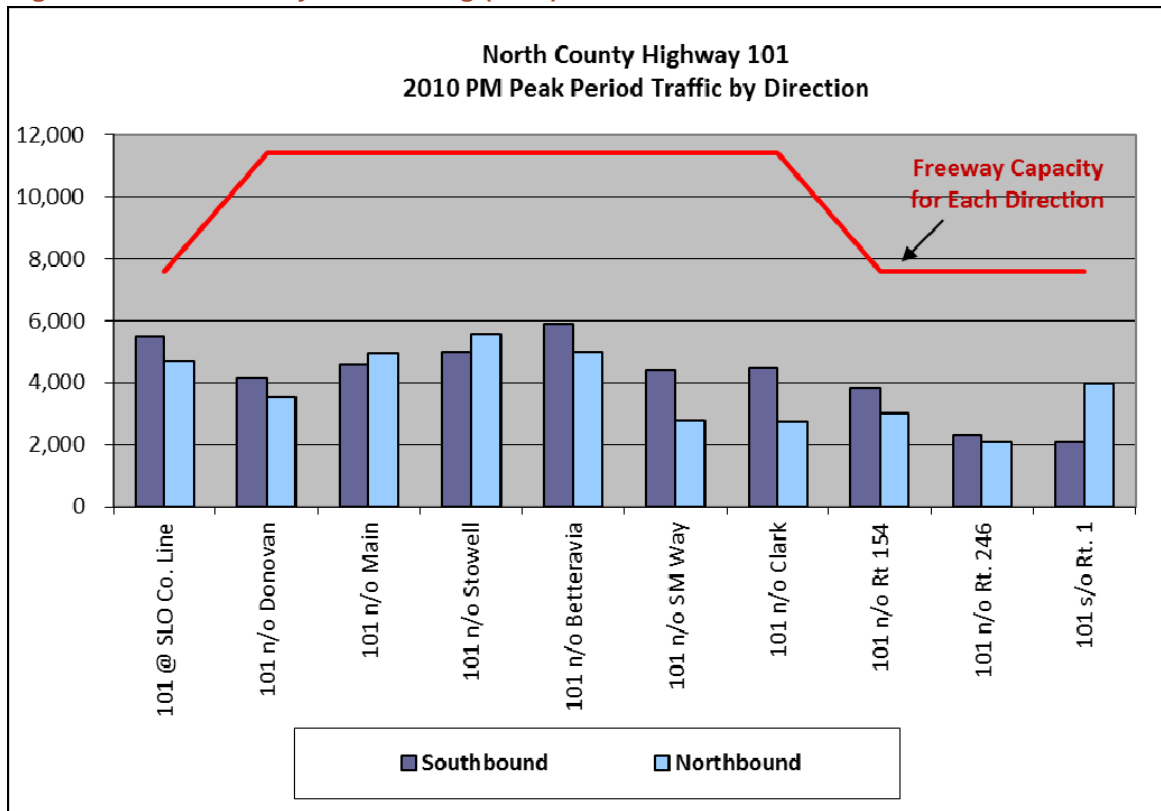
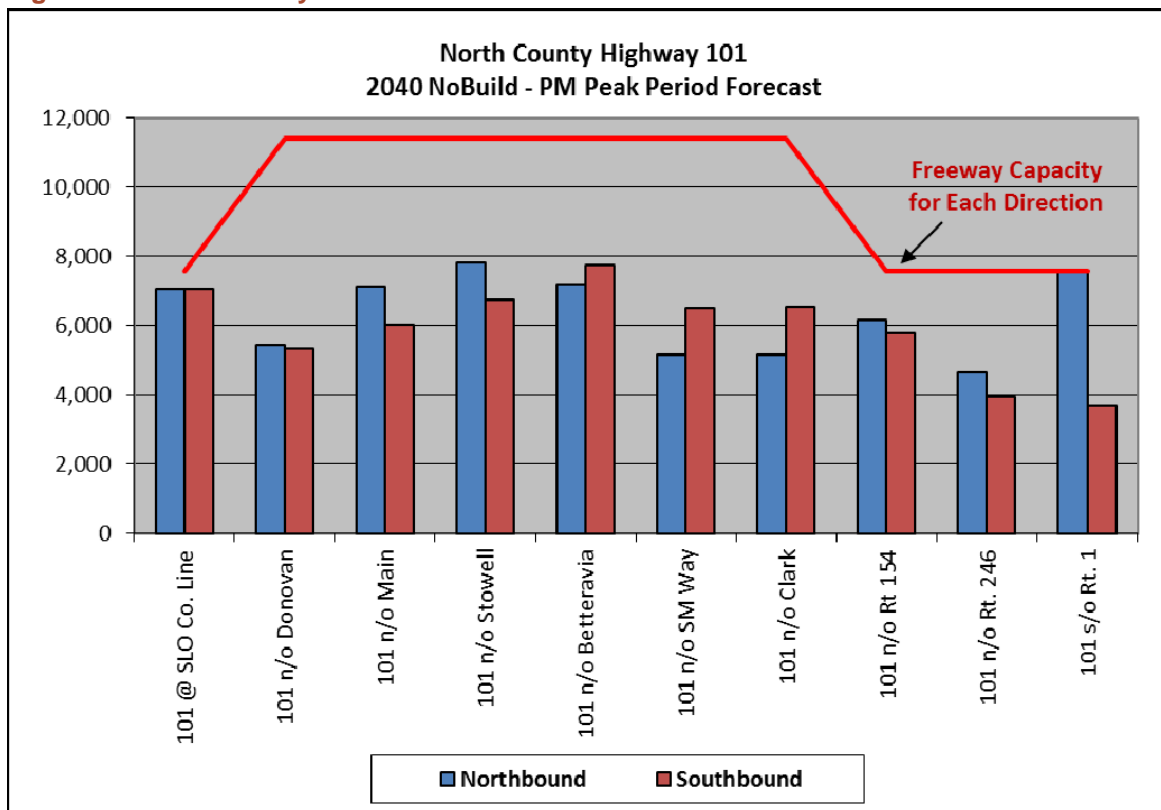


Figure 47 summarizes the north U.S. 101 corridor under the original (2010 Baseline) PM peak travel conditions. Figure 48 summarizes the north U.S. 101 corridor under 2040 Future No Build forecast.

**Figure 47: North County 101 Existing (2010) PM Peak Period Traffic**



**Figure 48: North County 101 2040 No Build PM Peak Period Traffic**





Travel conditions under 2010 conditions are below available capacity. Under the 2040 No Build conditions, some segments, notably north of Betteravia and south of Route 1, experience at or near capacity conditions. Additionally, traffic between Route 1 and Highway 246 will also reach capacity due to similar constraints.

The previously referenced Map 62 illustrates the congested conditions.

### ***Santa Maria Region***

The Santa Maria region includes the Cities of Santa Maria and Guadalupe, and the unincorporated community of Orcutt (Map 67). The population of the Santa Maria region is forecast to grow from 141,312 in 2010 to 192,913 in 2040, an increase of 37% over the 30-year period.<sup>121</sup> Employment is projected to grow from 42,013 in 2010 to 75,646 in 2040, an 80% increase. Major transportation issues in this region include:

- The inadequacy of some U.S. 101 interchanges—Betteravia, McCoy, and SR 135—to handle anticipated traffic;
- Truck transport of hazardous materials and agricultural products through central urban areas;
- Inadequate freeway access in developing areas;
- Slow agricultural traffic on SR 166 near Guadalupe;
- Intersection improvements on SR 166 at SR 1, Black Road, and U.S. 101 to improve operations to and from SR 166; and
- The need for continued highway maintenance on SR 1 through the City of Guadalupe.

As the fastest growing area in Santa Barbara County, the Santa Maria region, particularly the City of Santa Maria, will be the focus of new job growth in the North County if past growth trends continue, given its large labor market and the availability of relatively affordable housing.

Under 2010 Current Baseline peak period conditions (Map 68), traffic on U.S. 101 between Betteravia Road and Stowell Road is moderately congested. Similarly, moderate congestion is also experienced intermittently on SR 135 between Union Valley Parkway and Donovan Road because many motorists use this section to bypass U.S. 101. V/C calculations rate U.S. 101 through Santa Maria at level of service (LOS) B-C.

Under the 2040 No Build conditions (Map 69), more sections of U.S. 101 would continue the trend toward moderate congestion. Traffic on southbound 101 between Donovan Road and Betteravia Road would be the most congested. Congestion is also forecast in San Luis Obispo County north of the Santa Maria River Bridge where the freeway capacity reduces from six lanes to four lanes.

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<sup>121</sup> SBCAG. 2012 RGF.

Map 67: Santa Maria Area Roadway Network

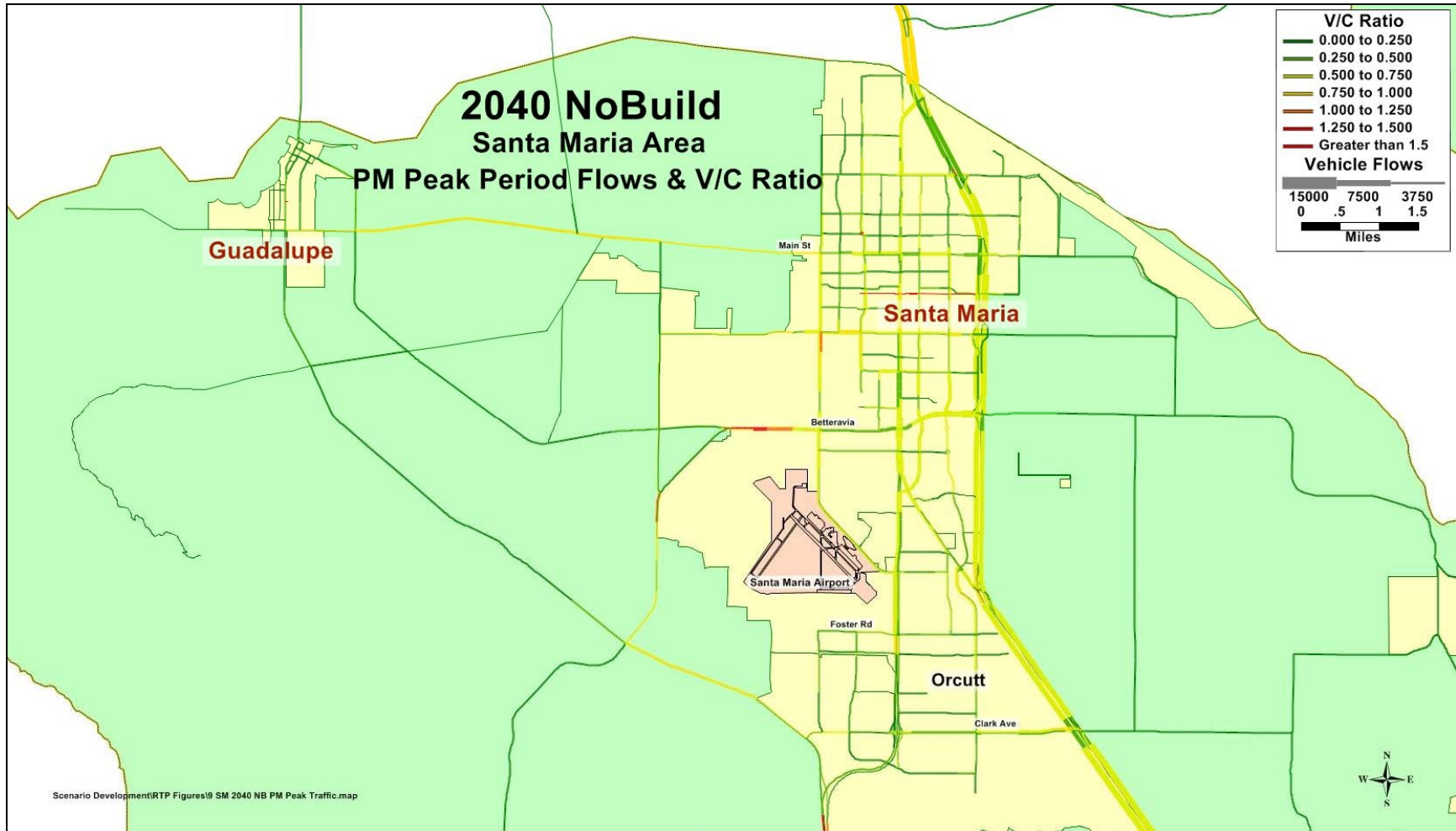




Map 68: Santa Maria Area - Existing (2010) PM Peak Period Traffic



Map 69: Santa Maria Area - 2040 No Build PM Peak Period Traffic



## ***Lompoc Region***

The Lompoc region includes the City of Lompoc and the unincorporated communities of Mission Hills and Vandenberg Village (Map 70). The population of the Lompoc region is forecast to grow from 57,744 in 2010 to 66,672 in 2040, an increase of 15% over the 30-year period.<sup>122</sup> Employment is projected to grow from 20,135 in 2010 to 24,021 in 2040, a 19% increase. Major transportation issues in this region include:

- Increasing number of Lompoc Valley residents commuting to jobs on the South Coast and in the Santa Ynez Valley;
- The need for improved access to Lompoc across the Santa Ynez River by providing a bridge raised above flood level with wider shoulders that can safely accommodate vehicles, bicycles and pedestrians;
- The need for improved traffic safety and operations on SR 246 between Buellton and Lompoc by adding passing lanes and turning lanes between Purisima and Domingos Roads;
- The need for a connection to Rucker Road to better serve the Mesa Oaks and Mission Hills areas since McLaughlin is not a “thru” traffic roadway;
- Flooding on SR 246 west of Purisima Road;
- Ongoing maintenance on SR 1;
- Slow agricultural traffic on SR 246; and
- Lack of direct freeway access to a growing urbanized area.

The major employment concentration lies in the retail/commercial strip development along H Street and Ocean Avenue. Much of the existing traffic in the Lompoc area is oriented toward Vandenberg Air Force Base (VAFB), the South Coast employment centers along State Route 1, and along the concentration of commercial development bordering H Street and Ocean Avenue. Other major transportation issues in the Lompoc region include:

Under 2010 Current Baseline peak period conditions, traffic in the Lompoc Region is primarily free-flow to moderate congestion (Map 71), with the exception of SR 1 north of Central Ave and south of SR 246, where traffic is slow due to commuters returning to residential neighborhoods south and north of the City.

Under the 2040 No Build conditions, traffic volumes are expected to increase on all major roadways. This includes North SR 1 from Central Avenue to Vandenberg Village, SR 246 east of Purisima Road, Ocean Ave and Downtown H Street. Traffic on SR 1 south of Vandenberg Air Force Base (VAFB) Main Gate is forecast at 20,100 ADT. Another segment of SR 1, south of Santa Rosa road, is forecast at 15,400 ADT. Traffic on SR 246 east of Purisima would reach 18,700 ADT. Slow speeds on these roadways during peak periods are expected.

By 2040, traffic on SR 1 (H Street) north of Central Avenue is forecast to increase 20%, reaching 40,900 ADT. This location would remain as the heaviest traffic location within the Lompoc area. Congestion is expected at the intersection of SR 1 and Purisima during peak

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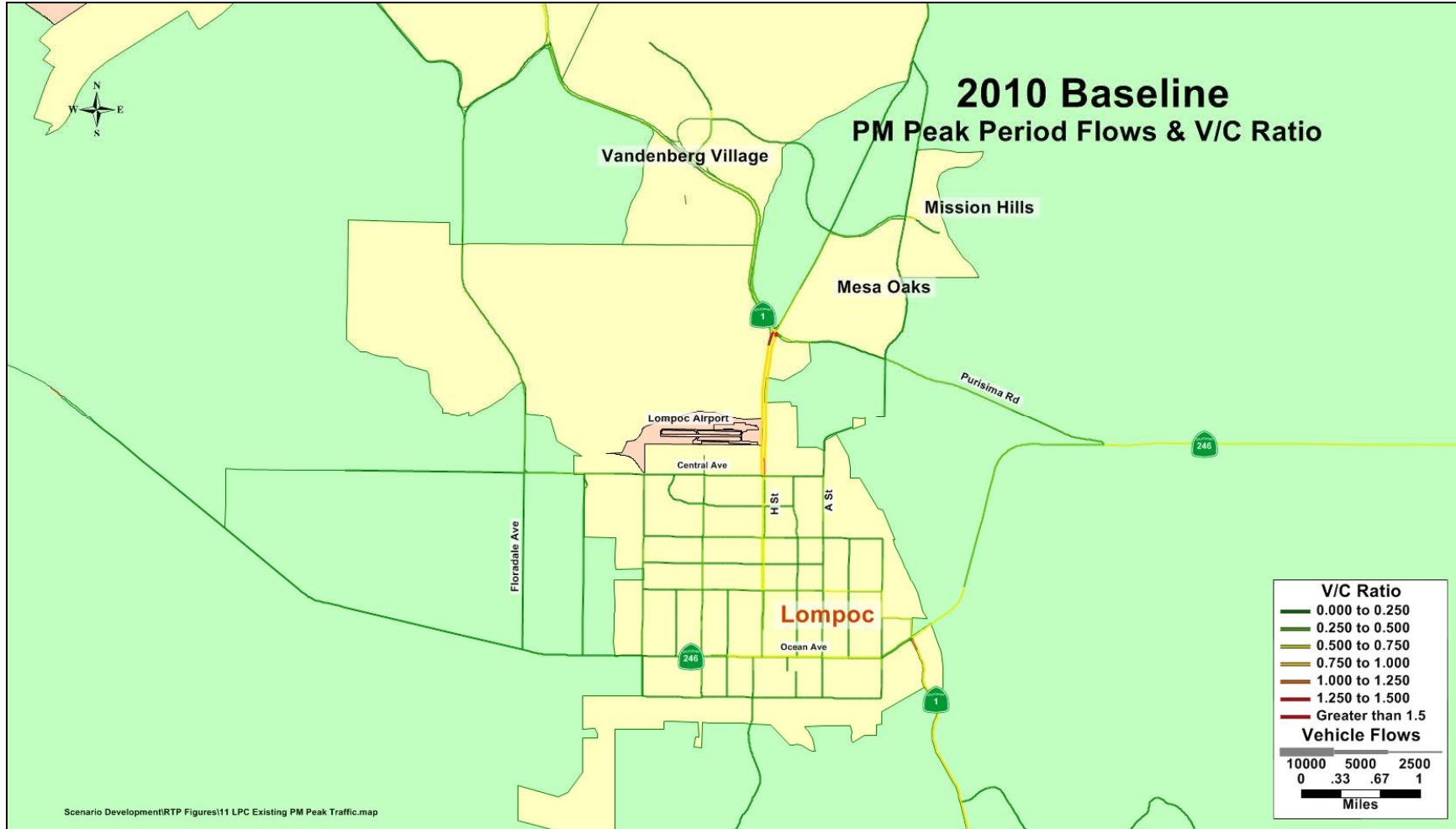
<sup>122</sup> SBCAG. 2012 RGF.

periods. Traffic on Downtown H Street is forecast to increase between 3 to 4% reaching 26,900 ADT, and Ocean Avenue at 22% reaching 21,300 ADT. Slow speeds are expected on all these roadways during PM peak hours. Map 71 and Map 72 summarize the 2010 and 2040 PM peak period traffic conditions.

Map 70: Lompoc Area Roadway Network

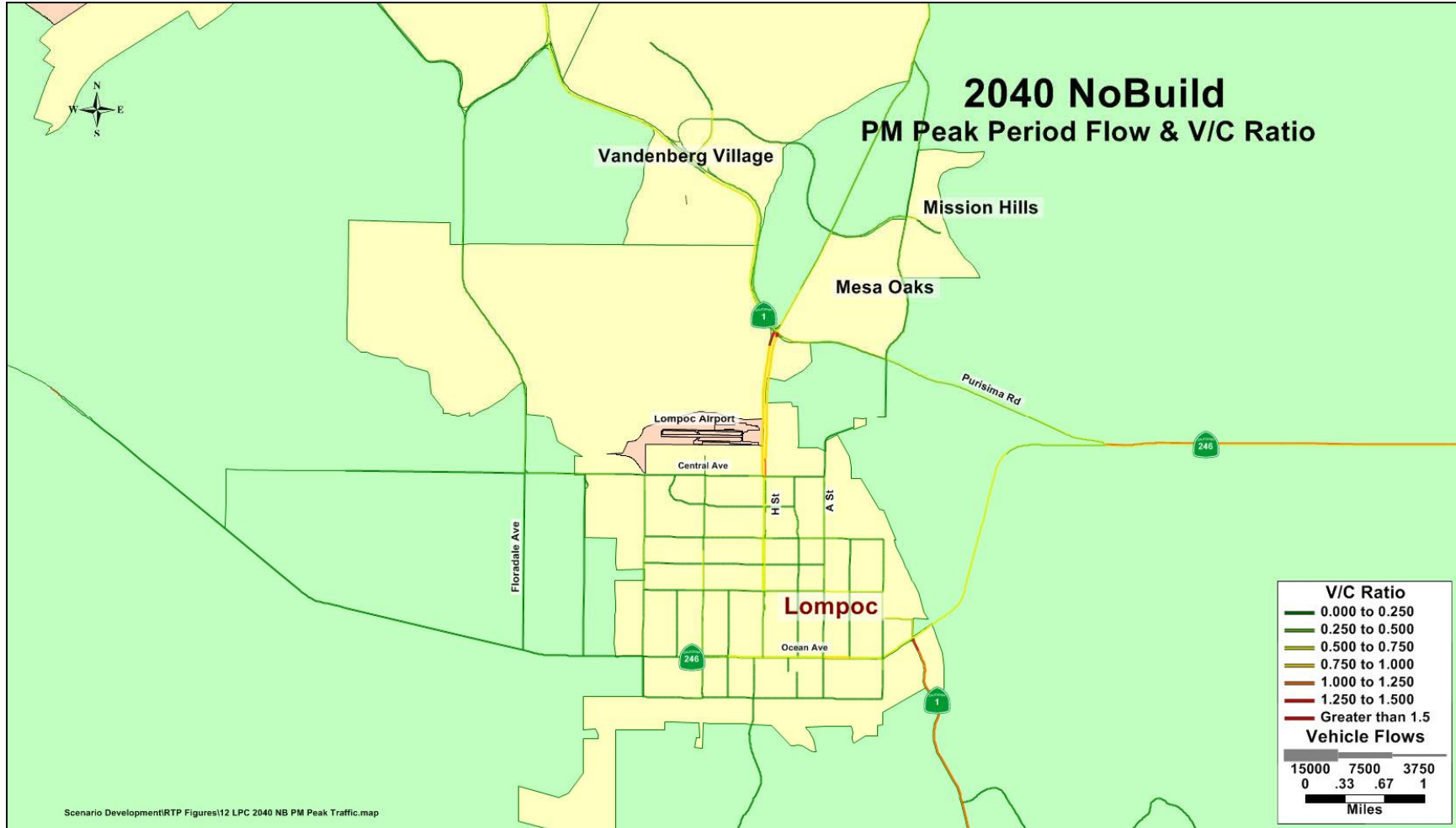


Map 71: Lompoc Area - Existing (2010) PM Peak Period Traffic





Map 72: Lompoc Area - 2040 No Build PM Peak Period Traffic





## **Santa Ynez Valley**

The Santa Ynez Valley includes the Cities of Buellton and Solvang, and the unincorporated community of Santa Ynez (Map 73). The population of the Santa Ynez Valley is forecast to grow from 22,674 in 2010 to 28,787 in 2040, an increase of 27% over the 30-year period.<sup>123</sup> Employment is projected to grow from 12,806 in 2010 to 19,185 in 2040, a 50% increase. Major transportation issues in this region include:

- The reliance on SR 246 as “Main Street” in Solvang and Buellton;
- The need for operational improvements at the Highway 246/Alamo Pintado intersection;
- Heavy volumes of recreational traffic on weekends; and
- Travel speed along SR 246, which is significantly affected by local circulation, through interregional traffic, and signalization in the City of Solvang, as well as the lack of an alternate east/west route.

State Route 246 is the principal arterial in the region and the major access route into and out of the City of Solvang and the nearby communities. The concentration of traffic, often tourist traffic, on SR 246 through Solvang has led to worsening congestion at signalized intersections, particularly at 5th Street, Alisal Road, Atterdag Road, and Alamo Pintado Road, the key north/south streets in the City. Traffic on Alisal Road at Copenhagen Drive is often congested due to heavy pedestrian crossings on Alisal Road and tour buses seeking parking. Local traffic traveling to or from the southern portions of the city is diverted onto Alisal Road, the only through roadway to the south, which adds to its congestion during peak traffic hours.

The Chumash Casino Resort, located between the City of Solvang and the unincorporated community of Santa Ynez, is a significant visitor destination. With its gaming and entertainment venues and over 1,500 employees, the Chumash Casino generates traffic that affects SR 246 and SR 154 in both directions. The Santa Ynez Band of Chumash Indians provides shuttle service from Goleta, Lompoc, and Santa Maria to provide an alternative means of travel for its patrons. The Chumash also provide shuttle service for employees; the majority of Casino employees are required to take shuttles to and from work, which helps to reduce traffic congestion.

The traffic due to the Casino and other visitor activities in the Santa Ynez Valley has added to the traffic generated by nearby Santa Ynez Valley Union High School (SYVUHS). According to the California Department of Education, SYVUHS had an enrollment of 1,042 for 2011/12.<sup>124</sup> As the district serves a large area, many students travel long distances to reach the school. Many of these students also drive their own cars. Traffic is particularly bad on SR 246 during the weekdays when students arrive in the morning around 8:30 and are released around 3:00 PM.

State Route 246 also sees long-distance commuter traffic. SR 246 serves as an alternative (to U.S. 101 and SR 1) route between the Lompoc region and the South Coast.

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<sup>123</sup> SBCAG. 2012 RGF.

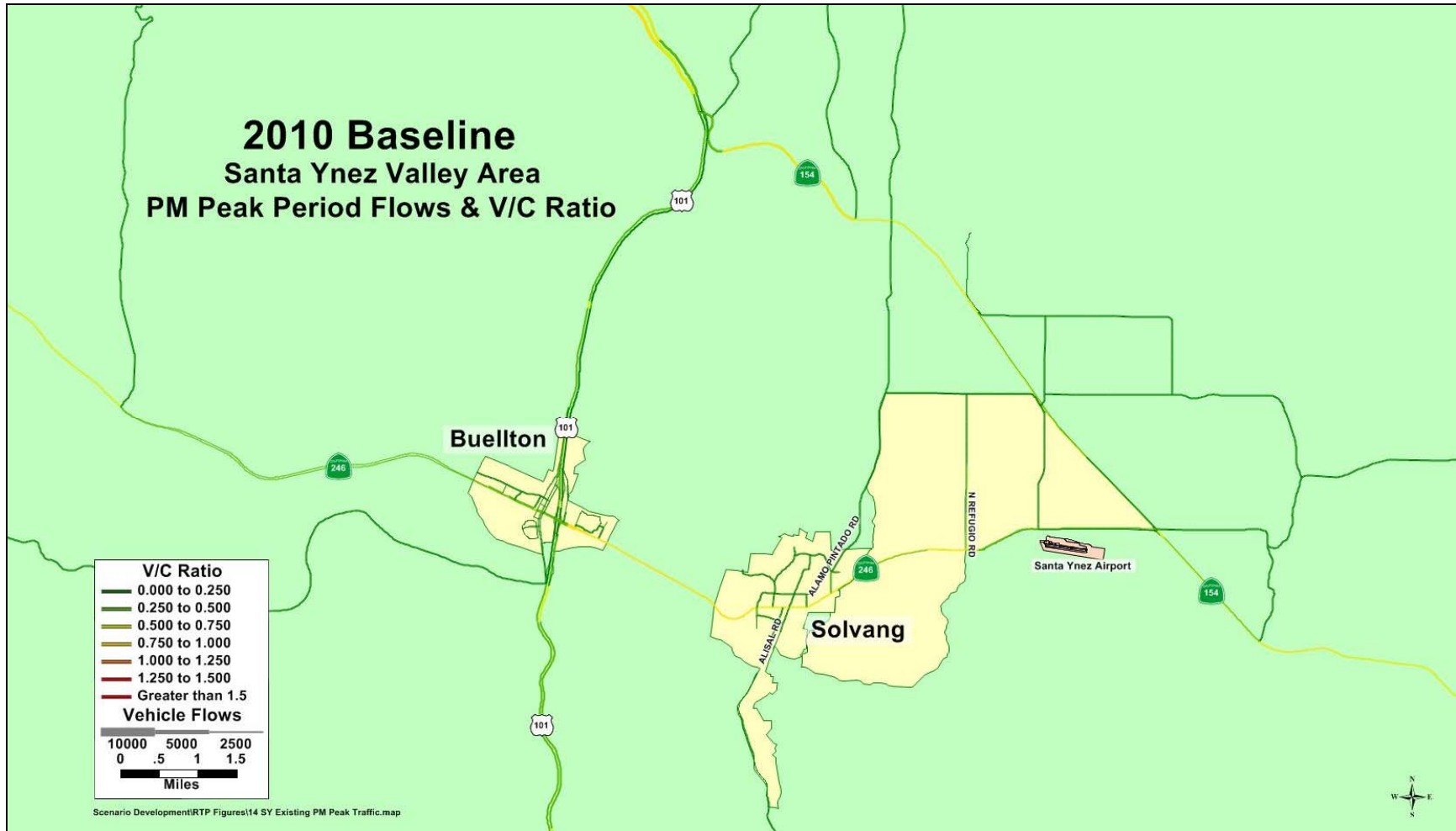
<sup>124</sup> California Department of Education. Educational Demographics Unit. <http://dq.cde.ca.gov/dataquest/>

While existing traffic conditions within the Santa Ynez Valley are generally at free-flow throughout the day, conditions will get slightly worse by 2040. Under the 2040 No Build scenario, traffic on SR 246 is forecast to increase 27% over the 2010 Current Baseline condition. Average speed on SR 154 would decline slightly as traffic is expected to increase to 14,500 ADT, a 28% increase over the existing volumes. Map 74 and Map 75 depict the existing (2010 Current Baseline) and 2040 No Build under PM peak hour traffic condition.

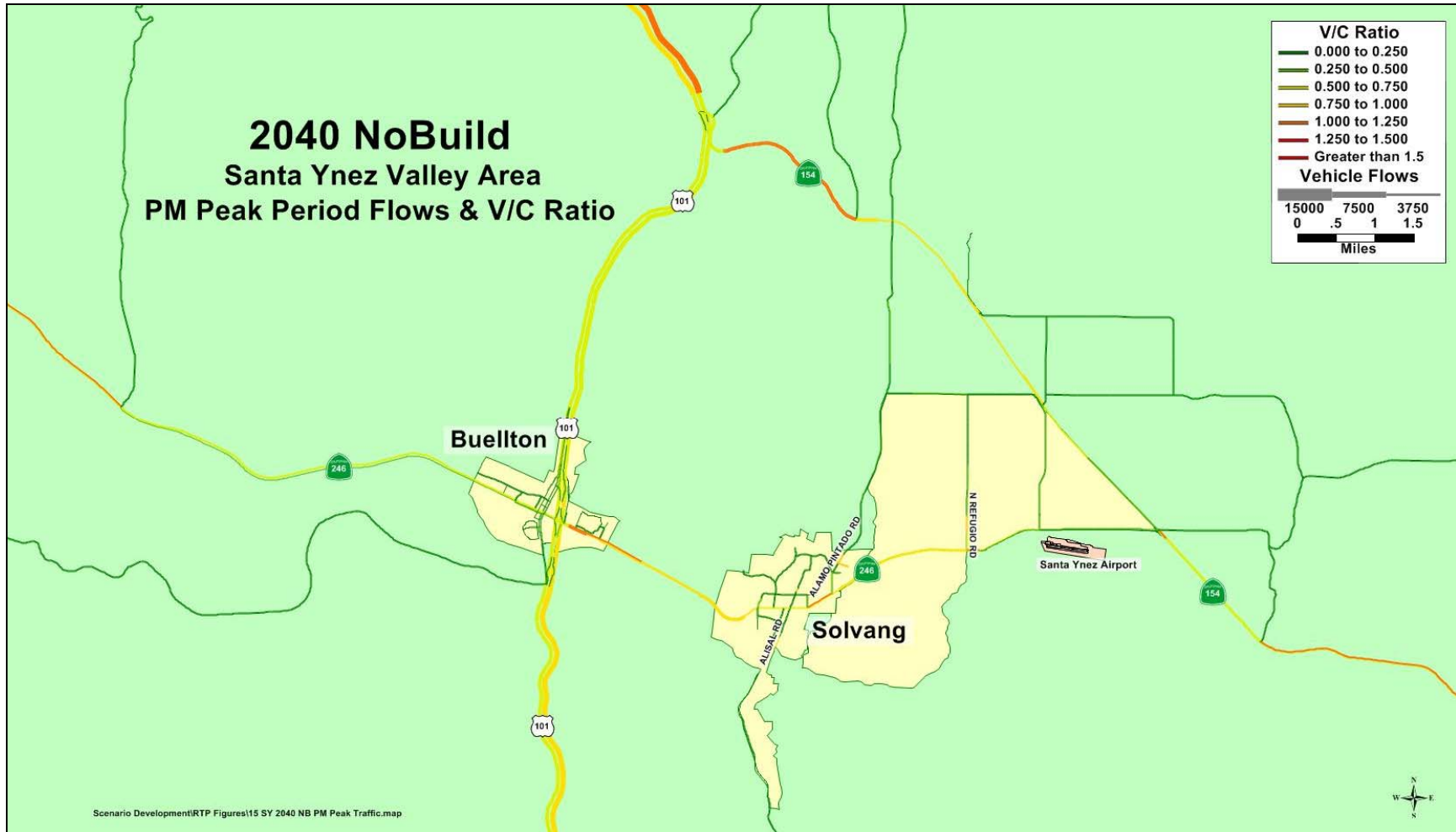
Map 73: Santa Ynez Valley Roadway Network



Map 74: Santa Ynez Valley Area - Existing (2010) PM Peak Period Traffic



Map 75: Santa Ynez Valley Area - 2040 No Build PM Peak Period Traffic



### 3.4.2 BICYCLE & PEDESTRIAN



The region has approximately 350 miles of class I, II, and III bikeways (see Table 22). Definitions of class I, II, and III bikeways are as follows<sup>125</sup>:

- Class I (bike path): Provides a completely separated right of way for the exclusive use of bicycles and pedestrians with crossflow by motorists minimized
- Class II (bike lane): Provides a striped lane for one-way bike travel on a street or highway.
- Class III (bike route): Provides for shared use with pedestrian or motor vehicle traffic.

**Table 22: Class I, II, and III Bikeways**

	Mileage
<i>Cities</i>	
Buellton	0.2
Carpinteria	5.9
Goleta	21.9
Guadalupe	1.4
Lompoc	18.5
Santa Barbara	31.1
Santa Maria	53
Solvang	3
<b>Total</b>	<b>134.9</b>
<i>Unincorporated Areas</i>	
Carpinteria Unincorporated	2.6
Cuyama Unincorporated	0
Guadalupe Unincorporated	12.6
Lompoc Unincorporated	68.3
Santa Barbara Unincorporated	76.1
Santa Maria Unincorporated	38.1
Solvang-Santa Ynez Unincorporated	22.9
<b>Total</b>	<b>220.6</b>
<b>Total</b>	<b>355.5</b>

<sup>125</sup> Caltrans. Highway Design Manual. 2006. <http://www.dot.ca.gov/hq/opd/hdm/pdf/chp1000.pdf>.



SBCAG has drafted a Regional Bicycle Plan, available on the Publications page of the SBCAG website, <http://www.sbcag.org/publications.html>. Maps of the regional bikeway network for each area of the region are in Appendix B of the draft Regional Bicycle Plan. Adoption of the plan following environmental review is expected in FY 2013/14.

In addition, SBCAG's Traffic Solutions division prepares a County-wide bicycle map, available at <http://www.trafficsolutions.info/bikemap.htm>.

## California Pacific Coast Bike Route

The California Pacific Coast Bike Route (CPCBR) runs through Santa Barbara County. All of State Route 1 in Santa Barbara County is part of the CPCBR.<sup>126</sup> The CPCBR follows U.S. 101 and local streets and roadways through the remainder of the County. The Traffic Solutions bike map includes the CPCBR, as shown in the example map of Carpinteria in Map 76.

**Map 76: Traffic Solutions Bike Map, City of Carpinteria**



Caltrans, along with the American Revolution Bicentennial Commission of California, developed the Pacific Coast Bicentennial Bike Route in 1976 in honor of the United States Bicentennial.<sup>127</sup> The California State Legislature re-designated it as the Pacific Coast Bike Route in the 1990s. It runs the entire length of California from the Oregon border to the Mexican border.

## California Coastal Trail

The California Coastal Trail (CCT) also runs through Santa Barbara County. The maps in Map 77 and Map 78 show the status of the CCT in the County.

<sup>126</sup> Caltrans District 5. Transportation Planning Fact Sheet: State Route 1 in Santa Barbara County. September 2009.

[http://www.dot.ca.gov/dist05/planning/sys\\_plan\\_docs/tcr\\_factsheet\\_combo/sb\\_sr1\\_tcrfs.pdf](http://www.dot.ca.gov/dist05/planning/sys_plan_docs/tcr_factsheet_combo/sb_sr1_tcrfs.pdf).

<sup>127</sup> [http://www.dot.ca.gov/dist1/d1transplan/bikeped/bikeguide/pacific\\_coast\\_bike\\_route.pdf](http://www.dot.ca.gov/dist1/d1transplan/bikeped/bikeguide/pacific_coast_bike_route.pdf)







The CCT is “designed to foster appreciation and stewardship of the scenic and natural resources of the coast and serves to implement aspects of Coastal Act policies promoting non-motorized transportation.”<sup>131</sup> The goals of the CCT are as follows:

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

## Bicycle & Pedestrian Issues & Needs

One of the objectives of the 2040 Regional Transportation Plan & Sustainable Communities Strategy (RTP-SCS) is to increase bike and walk mode share in order to achieve the goal of optimizing the transportation system to improve accessibility to jobs, schools, and service, allow the unimpeded movement of people and goods, and ensure the reliability of travel by all modes. Another objective is to increase physical fitness by increasing rates of bicycling and walking trips in order to achieve the goal of improving public health and ensuring the safety of the regional transportation system. Increasing use of biking and walking will also help meet the goal of reducing greenhouse gas emissions.

Santa Barbara County’s year-round fair weather conditions and relatively flat terrain within the major urbanized areas provide an excellent environment for bicycling and walking. The primary issues to address to ensure bicycling and walking are safe, reliable, accessible, and convenient modes of transportation are addressed below.

### Inter-jurisdictional Coordination

Multiple levels of government are responsible for developing and maintaining bikeways within their jurisdictions in Santa Barbara County: Caltrans, the Public Works Departments of the

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<sup>131</sup> California Coastal Commission. Coastal Access Program: the California Coastal Trail. <http://www.coastal.ca.gov/access/ctrail-access.html>. Accessed 30 January 2013.

County and the cities, the University of California Santa Barbara (UCSB), Santa Barbara City College (SBCC), Westmont College, and Allan Hancock College. Issues arise where bikeways cross jurisdictional boundaries, or where a bikeway is planned that must traverse an intersection or interchange, the legs of which fall under separate jurisdictions. Interagency issues also occur where planned bikeways traverse areas under the purview of single-purpose districts, such as a flood control district, or where special permits are needed from various governmental agencies. Agencies must work together and develop agreements when these situations arise. Regional bikeway coordination issues are addressed in more detail in the draft SBCAG Regional Bicycle Plan.

### **Intermodal Connectivity**

Good intermodal connectivity allows bicyclists, for example, to travel a portion of a trip by bicycle and then switch to a bus, train, carpool, etc., when factors such as distance, terrain, time, or weather would prevent them from traveling the entire trip by bicycle. The provision of bicycle racks and bicycle parking facilities can provide for good intermodal connectivity for bicyclists.

Bicycle racks on buses and trains (or even carpools) allow cyclists to ride, switch modes, and take their bicycles with them. This option is particularly useful when the traveler needs to use the bicycle at both ends of the trip.

Bicycle parking facilities such as racks and lockers allow cyclists to ride, park their bikes, and switch modes. Bicycle lockers are more secure (for bicycles as well as their accessories, such as panniers and lights) than bicycle racks are, and provide more weather protection than bicycle racks do. Safe bicycle parking should be provided at transit centers and bus stops, rail stations, park and ride lots, and airports. It is also important to publicize bicycle parking and provide sufficient signage so bicyclists know where to park. More complete bicycle parking facilities, often including small retail and repair shops, have recently become popular for short- and long-term bicycle parking. An example of such a facility is Bikestation Santa Barbara, which is located in the Granada Garage parking structure, within walking distance of the MTD Transit Center. It provides bicycle racks, a shower, bathrooms, lockers, tools, a work stand, an air compressor, and a vending machine with bicycle accessories. Bikestation is accessible 24/7, but only to members. Users can select from a variety of membership options, ranging from daily passes to annual memberships.

Intermodal connectivity for pedestrians is also important. Walking is a basic form of transportation and almost all trips begin and end on foot. Transit centers and bus stops, rail stations, park and ride lots, and airports should be pedestrian-accessible.

### **Regional Bikeway System Gaps**

Gaps in the regional bikeway system may prevent commuters and other cyclists from selecting bicycling as a convenient mode of transportation. Gaps may limit bicycle access to commercial and employment centers, schools, transit stops, etc.

Often gaps occur where there are barriers such as rivers or freeways. Freeways can bisect communities and disconnect land uses. In Carpinteria, for example, residences are located primarily on the north side of U.S. 101, while commercial and retail development is located primarily on the south side of U.S. 101. Freeway over/undercrossings provide necessary transportation links between land uses on either side of State freeways. The Regional Transportation Plan (RTP) project list includes overpass construction and improvement projects such as the La Patera Overcrossing (RTP project #Go-306; see Appendix E), which would provide bicycle/pedestrian access over U.S. 101 near the Amtrak station in Goleta.

The bikeway system should be considered during the design of new transportation facilities, particularly when such facilities may act as barriers to regional bikeway connectivity.

## **Facilities & Safety**

### ***On-road Bikeways***

Many streets in the region were not designed with bicyclists in mind. Streets with narrow lanes, no shoulders, irregular road surfaces, poor pavement quality, overgrown vegetation, on-street parking, and bus stops in bike lanes can inhibit bicycle use. Cyclists are often forced to share motor vehicle lanes. These conditions are especially acute in the downtown business districts of cities, where few options are available to provide for separation of bikes and automobiles. In these downtown settings, providing separated bicycle facilities would require the loss of parking or vehicle lanes, which is likely to be controversial. Traffic calming techniques, used widely in Europe and now increasingly in Japan, Australia, and other regions in our country, could be used on streets parallel to the major arterials. The traffic calming might make the parallel streets more attractive to bicyclists, reducing the need for separated facilities on the arterials. By reducing vehicular speed, traffic calming improves bicycle, pedestrian, and motorist safety, as well as neighborhood character.

### ***Sidewalks***

Some pedestrian facilities are unattractive to pedestrians, with close proximities to high-speed traffic, long distances between crossing opportunities, sections that are not ADA (Americans with Disabilities Act)-accessible, etc. Pedestrian access and safety should be considered in the design of transportation facilities such as freeway interchanges, over/undercrossings, and high traffic volume intersections. Care should be taken to ensure such facilities do not create barriers to pedestrian movement.

The design of pedestrian facilities should include features that make walking an attractive mode, such as landscaping, street trees, and planting strips separating sidewalks from roadways, wherever feasible.

### ***Intersections***

Crossing busy arterial streets at signalized intersections may pose safety concerns for cyclists, especially those who are unfamiliar with concepts of vehicular cycling. Without properly adjusted detection systems, bicyclists may not be able to get a traffic signal to turn green.

(Bicycles waiting for the light to change in the wrong lane position (e.g., hugging the far right curb when wishing to go straight through) will also be unable to trip a traffic signal.) Streets and roads should be designed with bicycle-sensitive loop detectors, as well as pavement markings that indicate where a bicyclist should wait to go through the intersection. In certain intersection designs, bicycle-oriented signal call buttons can be installed. Over/undercrossings are excellent alternatives to signalized intersections, but they tend to be very expensive.

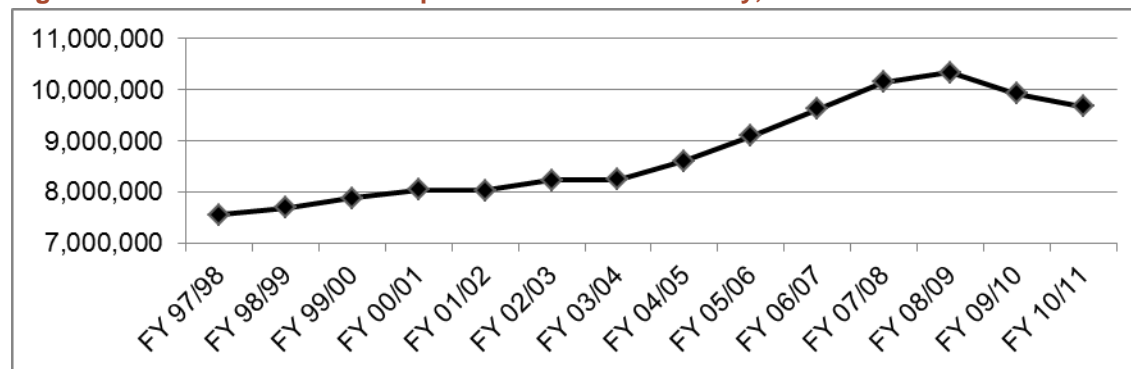
### **Class I Multi-use Facilities**

Commuting bicyclists can be deterred from using Class I multi-use facilities because of the congestion and unpredictable movements of other trail users engaged in various activities such as rollerblading, riding bike surreys, and jogging with baby strollers. Likewise, pedestrians may be uncomfortable using multi-use facilities due to the high speeds of commuting bicyclists. The ranges of speeds and movements of multi-use facility users can cause conflicts and safety problems. When possible, multi-use trails should be constructed with greater widths than specified for Class I bike paths to help accommodate the variety of users on the trails. Wide Class I facilities should be designed with pavement markings and/or other barriers that separate users in order to enhance the safety and mobility of all trail users. Alternately, an adjacent pedestrian/equestrian trail of crushed granite or other suitable material should be provided to encourage the separation of bicyclists and other trail users, when possible. The trail should provide an ADA-accessible pedestrian option.

### **3.4.3 TRANSIT**

Transit is a critical element in the overall transportation system. Total transit ridership in the County grew by approximately 30% from FY 1997/98 to FY 2010/11. Ridership spiked in FY 2008/09, likely due to increases in fuel prices.

**Figure 49: Total Transit Ridership in Santa Barbara County, FY 1997/98-FY 2010/11**



Does not include CTSA's.

Source: Transit Providers

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



## Public Transit Services

### **Local & Regional**

In fiscal year (FY) 2010/11, local and regional public transit providers provided 9,230,422 fixed-route and demand-response rides.<sup>132</sup> The Santa Barbara MTD provided more than 7.5 million of those rides.

#### Northern Santa Barbara County

- **Santa Maria Area Transit (SMAT) & Breeze**



SMAT provides both fixed-route and demand-response service in the Santa Maria area, including Orcutt and Tanglewood, utilizing a fleet of 22 fixed-route and 10 demand-response vehicles. SMAT provides service Monday through Friday between the hours of 5:30 AM and 10:10 PM, Saturday between the hours of 7:30 AM and 7:25 PM, and Sunday between the hours of 7:30 AM and 7:25 PM. The City of Santa Maria manages the transit system and contracts with a private operator for operation of the service.

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

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

In FY 2010/11, SMAT had 1,113,311 boardings system-wide and achieved a farebox recovery ratio of 17%.<sup>133</sup>

- **City of Lompoc Transit (COLT) & Wine Country Express**



COLT provides both fixed-route and demand-response service in the Lompoc area, including the unincorporated areas of Mission Hills and Vandenberg Village, utilizing a fleet

<sup>132</sup> SBCAG, 2012 Transit Needs Assessment.

<sup>133</sup> Farebox recovery ratio is the proportion of operating expenses covered by passenger fares.

of 26 vehicles. COLT provides service Monday through Friday between the hours of 6:30 AM and 7:00 PM, and on Saturdays between the hours of 9:00 AM and 5:00 PM. The City of Lompoc manages the transit system and contracts with a private operator for operation of the service.

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

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

In FY 2010/11, COLT had 261,564 boardings system-wide and achieved a farebox recovery ratio of 11%.

- **Santa Ynez Valley Transit (SYVT)**



SYVT provides both fixed-route and demand-response service in the Santa Ynez Valley, including the Cities of Buellton and Solvang and the unincorporated communities of Ballard, Los Olivos, and Santa Ynez, utilizing a fleet of four vehicles. SYVT provides service Monday through Saturday between the hours of 7:00 AM and 7:00 PM, and Sunday from 8:30 AM to 12:30 PM and from 1:00 PM to 4:00 PM. The City of Solvang is the service administrator for the joint powers authority (JPA) and contracts with a private operator for operation of the service. Santa Ynez Valley Transit provides service.

In FY 2010/11, SYVT had 52,859 boardings and achieved a farebox recovery ratio of 13%.

- **Guadalupe Transit – Guadalupe Shuttle and Guadalupe Flyer**

The City of Guadalupe provides both fixed-route and demand-response service in Guadalupe and to Santa Maria. The Guadalupe Shuttle is a deviated fixed-route service that operates in the City of Guadalupe, Monday through Friday, from 10:00 AM to 4:00 PM, utilizing one bus. The Guadalupe Flyer is a fixed-route service that operates between Guadalupe and Santa Maria, 6:15 AM - 7:15 PM Monday through Friday and 8:15 AM - 5:15 PM on Saturday, utilizing one bus. The City also owns one back-up reserve bus and one ADA van. The City of Guadalupe manages the transit system and contracts with SMOOTH (Santa Maria Organization of Transportation Helpers) for operation of the service.

In FY 2010/11, Guadalupe Transit had 113,642 boardings system-wide and achieved a farebox recovery ratio of 30%.



- **Santa Barbara County Transit – Cuyama Transit and Los Alamos Shuttle**

Santa Barbara County provides deviated fixed-route service within the Cuyama Valley and to the Orcutt/Santa Maria region on Cuyama Transit, and between Los Alamos and Santa Maria on the Los Alamos Shuttle. Cuyama Transit operates on Tuesdays and Thursdays between 8:30 AM and 4:00 PM, utilizing one bus. The Los Alamos Shuttle provides service on Saturdays with a 10:00 AM and 2:00 PM pick up from Los Alamos, utilizing one bus.

In FY 2010/11, County Transit had 2,658 boardings system-wide and achieved a farebox recovery ratio of 9%.

#### Southern Santa Barbara County

- **Santa Barbara Metropolitan Transit District (MTD)**



MTD is an independent special district empowered under the California Public Utilities Code to provide public transit service on the South Coast of Santa Barbara County. MTD provides fixed-route service in the Cities of Santa Barbara, Carpinteria, and Goleta and the unincorporated areas of Isla Vista, Montecito, and Summerland, utilizing a fleet of 101 vehicles (70 diesel vehicles, 20 electric vehicles, and 11 hybrid vehicles). MTD provides service Monday through Sunday, beginning as early as 5:30 AM and running as late as midnight.

As a public entity that provides non-commuter, fixed-route transit service, MTD is required by the ADA to provide complementary paratransit service for persons who are unable to use the fixed-route service. MTD contracts with Easy Lift to provide complementary paratransit service.

In FY 2010/11, MTD had 7,686,388 boardings and achieved a farebox recovery ratio of 36%.

#### ***Inter-regional & Regional Commuter Transit***

Interregional and regional commuter transit operators provide commuter service between Santa Barbara County and the Counties of San Luis Obispo and Ventura, while regional transit operators provide commuter service between north and south Santa Barbara County. In fiscal year (FY) 2010/11, the interregional & intra-county public transit providers Clean Air Express and VISTA (Ventura Intercity Service Transit Authority) Coastal Express together provided 449,451 fixed-route rides.<sup>134</sup>

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<sup>134</sup> SBCAG, 2012 Transit Needs Assessment.

- **Clean Air Express**



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

The Clean Air Express has been administered by the Santa Barbara County Air Pollution Control District, SBCAG, the City of Lompoc, and the City of Santa Maria. In November 2012, administration of the service was transferred from the City of Santa Maria back to the City of Lompoc. The Clean Air Express is funded solely by Measure A and SBCAG is the Clean Air Express policy board.

In FY 2010/11, the Clean Air Express had 203,695 boardings<sup>135</sup> and achieved a farebox recovery ratio of 80%.

- **San Luis Obispo Regional Transit Authority (SLORTA) Route 10**



SLORTA Route 10 provides bi-directional, fixed-route, inter-county service between San Luis Obispo County and the City of Santa Maria. Route 10 operates Monday through Friday from 6:00 AM to 9:45 PM, Saturday from 8:00 AM to 7:45 PM, and Sunday from 8:00 AM to 6:45 PM.

In Santa Maria, it serves the SMAT Transit Center, the Amtrak station, the Greyhound station, Allan Hancock College, and Marian Medical Center. It also serves Cal Poly (California Polytechnic State University) in San Luis Obispo.

Route 10 is operated by the San Luis Obispo Regional Transit Authority.

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<sup>135</sup> SMAT did not collect ridership information for July and August 2010. Ridership for September 2010 – June 2011 was 169,746. SBCAG staff estimated ridership figures for July and August 2010 based on the average monthly ridership during September 2010 – June 2011. The estimated ridership total for all of FY 2010/11 is 203,695.

- **VISTA Coastal Express**



VISTA service to Santa Barbara provides bi-directional, fixed-route, inter-county service between Ventura County and southern Santa Barbara County. This VISTA service operates seven days a week, from 4:20 AM to 7:45 PM on weekdays and from 6:45 AM to 7:00 PM on weekends. Primary areas of service include UCSB, the Hollister corridor in Goleta, both Cottage Hospital locations, downtown Santa Barbara, the hotel area along East Beach, and the corporate park and downtown areas in Carpinteria.

VISTA service to Santa Barbara is managed and funded jointly by the Ventura County Transportation Commission (VCTC) and SBCAG, with VCTC acting as the lead agency.

In FY 2010/11, the VISTA Coastal Express had 285,314 boardings and achieved a farebox recovery ratio of 79%.

- **Coastal Express Limited**



The Coastal Express Limited provides fixed-route commuter service from the Ventura County Government Center to the Cities of Santa Barbara and Goleta. The Coastal Express Limited operates Monday through Friday with four northbound trips in the morning and four southbound trips in the late afternoon.

Under a Memorandum of Understanding between SBCAG and MTD, MTD operates the service using MTD-owned coaches, and SBCAG is the policy board for the service. The Coastal Express Limited is funded by two freeway construction projects.

The Coastal Express Limited began operating in August 2011.

**Table 23: Public Transit Services in Santa Barbara County**

Transit Service	Service Area	Administrating Agency	Contract Operator	Funding Agency(ies)	Policy Board
<b>Northern Santa Barbara County</b>					
SMAT	Santa Maria urbanized area	City of Santa Maria	First Transit	Santa Maria & County (County contributes funding for service in unincorporated areas)	Santa Maria City Council
Breeze 100	Santa Maria, Lompoc, VAFB			Santa Maria, Lompoc, & County (costs shared equally)	Breeze Policy Committee*
Breeze 200 (pilot)	Santa Maria, Los Alamos, Buellton, Solvang			Santa Maria, Buellton, Solvang, & County (costs shared equally)	Breeze Pilot Project Policy Committee**
Clean Air Express	Santa Maria/ Lompoc/ Buellton/ Solvang to South Coast	City of Lompoc	Storer Transit Systems, Inc.	SBCAG	SBCAG (acting on recommendations from the NC Subregional)
COLT, incl. Santa Barbara Shuttle	Lompoc urbanized area (and to SB)	City of Lompoc	Storer Transit Systems, Inc.	Lompoc & County (County contributes funding for service in unincorporated areas)	Lompoc City Council
Wine Country Express	Lompoc, Santa Ynez Valley			Lompoc, Buellton, Solvang, & County (costs shared equally)	Buellton, Lompoc, & Solvang City Councils, & County Board of Supervisors
Guadalupe Shuttle	Guadalupe	City of Guadalupe	SMOOTH (Santa Maria Organization of Transportation Helpers)	Guadalupe	Guadalupe City Council

Transit Service	Service Area	Administrating Agency	Contract Operator	Funding Agency(ies)	Policy Board
Guadalupe Flyer	Guadalupe, Santa Maria				
SYVT	Santa Ynez Valley	City of Solvang	Storer Transit Systems, Inc.	Buellton, Solvang, & County	Solvang City Council
Cuyama Transit	Cuyama Valley to Santa Maria	County of Santa Barbara	Cuyama Valley Rec. District	County	County Board of Supervisors
Los Alamos Shuttle	Los Alamos to Santa Maria		SMOOTH (Santa Maria Organization of Transportation Helpers)		
SLORTA Route 10	Santa Maria, SLO County	SLORTA	SLORTA	SLORTA, Santa Maria	SLORTA Board
Transit Service	Service Area	Administrating Agency	Contract Operator	Funding Agency(ies)	Policy Board
<b>Southern Santa Barbara County</b>					
MTD (Santa Barbara Metropolitan Transit District)	Santa Barbara, Goleta, Carpinteria, unincorporated South County	MTD (special district)	MTD	MTD, Carpinteria, Goleta, Santa Barbara, County, UCSB, SBCC, etc.	MTD Board
VISTA (Coastal Express)	Oxnard, Ventura, Carpinteria, Santa Barbara, Goleta	Ventura County Transportation Commission (VCTC)	TBD	SBCAG, VCTC	VCTC
Coastal Express Limited	Ventura, Santa Barbara, Goleta	SBCAG	MTD	SBCAG	SBCAG (acting on recommendations from the SC Subregional Committee)

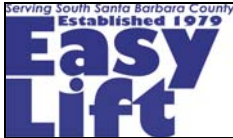
*\*District 4 & 5 County Supervisors, Lompoc City Council rep, SM City Council rep, ex-officio reps from VAFB & Caltrans*

*\*\*A County Supervisor appt. by BOS, Buellton City Council rep on SBCAG Board, SM City Council rep on SBCAG Board, Solvang City Council rep on SBCAG Board, ex-officio rep: SBCAG Executive Director or designee*

## Consolidated Transportation Services Agencies (CTSAs)

A Consolidated Transportation Services Agency (CTSA) is designated to develop and implement regional coordination of services and improvement of social service transportation. SBCAG designated Easy Lift Transportation as the CTSA for the South Coast region in 1980, and SMOOTH (Santa Maria Organization of Transportation Helpers) as the CTSA for the Santa Maria/Guadalupe/Orcutt area in 1998.

- **Easy Lift**



Easy Lift, a non-profit organization, serves as the CTSA for the South Coast region. As a CTSA, Easy Lift provides Greatest Generation Accessible Transportation, Children's Accessible Transportation, and other services. Easy Lift also contracts with Santa Barbara MTD to provide ADA complementary paratransit service<sup>136</sup> to the South Coast.

Easy Lift operates a fleet of 27 vehicles. In FY 2010/11, Easy Lift had a ridership of 59,129 and achieved a farebox recovery ratio of 44%.



- **Santa Maria Organization of Transportation Helpers (SMOOTH)**



SMOOTH, a non-profit organization, serves as the CTSA for the Santa Maria region. As a CTSA, SMOOTH provides Senior Dial-a-Ride, Non-Emergency Medical Transportation, and

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<sup>136</sup> The 1990 Americans with Disabilities Act (ADA) requires public entities that operate non-commuter, fixed-route transportation systems to provide complementary (in the same area, during the same hours) paratransit service for persons who are unable to use the fixed-route service due to disabilities, etc.

other services. SMOOTH is also the contract operator for Guadalupe Transit, the Los Alamos Shuttle, and the Santa Barbara County Health Clinic Shuttle.

SMOOTH operates a fleet of 18 vehicles. In FY 2010/11, SMOOTH's CTSA division had a ridership of 59,408 and achieved a farebox recovery ratio of 82%.

## Specialized and Private Transportation

There are several specialized and private transportation services operating in Santa Barbara County.

### County-wide

CalVans is a statewide commuter and farm worker vanpool agency formed with a joint powers agreement between councils of governments from throughout the State. CalVans provides support for the formation and operation of both commuter and farm worker vanpools to all member agency counties. CalVans offers several advantages over private vanpool companies by providing lower cost vanpools, eliminating credit requirements for vanpool coordinators, allowing for the vehicle to be returned at any time with no financial consequences, removing the 30-day lease cancelation requirements, and providing vanpools for farm workers.

Central Coast Shuttle Services offers one-way and round-trip transportation to the Los Angeles Airport from Santa Maria and Buellton, with flag stops in Santa Barbara and Ventura. Central Coast Shuttle Services also offers winery tours in the Santa Maria region.

The Chumash Casino Resort provides free shuttle service to and from the casino from three locations in Santa Barbara County: Goleta, Lompoc, and Santa Maria. All passengers must have a Club Chumash Card to return.

Greyhound provides passenger bus service to and from Santa Barbara County with stations in Santa Barbara and Santa Maria. There are as many as 10 departures per day.

Roadrunner Shuttle and Limousine Service offers door-to-door transportation to and from airports in Santa Barbara, Los Angeles, and Burbank from anywhere in Santa Barbara County.

Some school districts in the County, such as Guadalupe Union School District, provide buses for their students.

There are dozens of private taxi, limousine, and charter services in the County.

### North County

Community Partners in Caring (CPC) offers free, volunteer-provided, door-to-door transportation to seniors in the Santa Maria, Lompoc, and Santa Ynez Valleys. Volunteers are trained and screened. Services are provided 24/7, dependent upon volunteer availability, to seniors who are alert and ambulatory.



## **South Coast**

Bill's Bus links Isla Vista with downtown Santa Barbara and Old Town Tavern in Goleta.

The Santa Barbara Airbus provides shuttle service from Goleta, Santa Barbara, and Carpinteria to LAX.

Santa Barbara City College (SBCC) provides a night shuttle to take students, faculty, or staff to their cars between 5:45 PM and 10:15 PM. SBCC also provides a medical tram for students with limited mobility.

Westmont College operates several fixed-route shuttle services between campus and a number of locations around Santa Barbara, providing service seven days a week. Dial-A-Ride shuttle service is also available to take students to specifically requested locations between Carpinteria and UCSB, seven days a week.

## **Social Service Agencies**

Various non-profit social service agencies provide transportation services for their clients. SBCAG, in coordination with the Santa Barbara County Transit Advisory Committee (SBCTAC), completed a survey of all social service agencies in the Community Resources Directory, or CRIS Directory, in November 2006.<sup>137</sup> 79 of 1,200 agencies responded; more than half of the respondents indicated they provide transportation services. Eleven agencies indicated that a CTSA (Easy Lift or SMOOTH) provided transportation services to their clients.

## **Transit Issues & Needs**

One of the objectives of the 2040 RTP-SCS is to increase transit mode share in order to optimize the transportation system, improve accessibility to jobs, schools, and service, allow the unimpeded movement of people and goods, and ensure the reliability of travel by all modes. Another objective is to promote transit use in order to foster patterns of growth, development, and transportation that protect natural resource and lead to a healthy environment.

One of the ways SBCAG learns about transit needs in the region is through the annual transit needs assessment, which is required by the California Transportation Development Act (TDA). Many of the issues and needs discussed below have been identified through the annual transit needs assessment.

## **Transit-Dependent Riders**

Transit provides basic mobility for the transit-dependent. Individuals most likely to be dependent on transit are those who are either unable to drive or do not have access to an automobile. The elderly, persons with disabilities, persons with limited financial means, college students, and youth are populations with relatively high proportions of transit-dependent persons. Senior citizens and persons with disabilities may rely on transit to retain independence

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<sup>137</sup> See SBCAG's November 2007 report, *Transportation Connections: Coordinated Public Transit-Human Services Transportation Plan for Santa Barbara County*, for more information.

and participate fully in society. Persons with limited financial means may rely on transit to access jobs, shopping, education, and health care. Students may rely on transit to get to school and other activities.

Table 24 presents transit dependency indicators by location in Santa Barbara County. As shown in the table, the City of Guadalupe has a high percentage of people age 14 and under, the City of Solvang has a high percentage of people age 65 and over, the unincorporated area around Guadalupe has a high percentage of persons with disabilities and a high percentage of people living in poverty.

**Table 24: Transit Dependency Indicators**

	Age 14 & Under		Age 65 & Over		Disability		Poverty	
	#	%	#	%	#	%*	#	%**
City of Buellton	994	21%	637	13%	733	21%	331	7%
City of Guadalupe	2,017	28%	567	8%	1,206	23%	996	15%
City of Lompoc	9,214	22%	4,223	10%	7,247	21%	7,296	19%
City of Santa Maria	26,180	26%	9,391	9%	16,242	24%	16,605	18%
City of Solvang	882	17%	1,095	21%	827	16%	311	6%
<b>Total North County Cities</b>	<b>39,287</b>	<b>25%</b>	<b>15,913</b>	<b>10%</b>	<b>26,255</b>	<b>22%</b>	<b>25,539</b>	<b>17%</b>
Uninc. Cuyama Area	261	21%	170	14%	239	19%	121	12%
Uninc. Guadalupe Area	53	20%	34	13%	105	29%	173	30%
Uninc. Lompoc Valley	3,382	22%	2,183	14%	2,187	16%	668	4%
Uninc. Santa Maria Valley	6,543	20%	5,580	17%	5,593	18%	1,928	6%
Uninc. Santa Ynez Valley	2,026	16%	2,172	17%	1,605	14%	985	8%
<b>Total Uninc. North County</b>	<b>12,265</b>	<b>20%</b>	<b>10,139</b>	<b>16%</b>	<b>9,729</b>	<b>17%</b>	<b>3,875</b>	<b>6%</b>
City of Carpinteria	2,270	17%	1,799	14%	2,018	15%	1,400	11%
City of Goleta	5,134	17%	4,048	14%	n/a	n/a	2,629	9%
City of Santa Barbara	13,655	15%	12,573	14%	15,493	18%	12,272	14%
<b>Total South County Cities</b>	<b>21,059</b>	<b>16%</b>	<b>18,420</b>	<b>14%</b>	<b>17,511</b>	<b>17%</b>	<b>16,301</b>	<b>16%</b>
<b>Total Uninc. South County</b>	<b>7,668</b>	<b>11%</b>	<b>9,926</b>	<b>14%</b>	<b>11,046</b>	<b>12%</b>	<b>11,748</b>	<b>13%</b>
<b>Total Santa Barbara County</b>	<b>80,279</b>	<b>19%</b>	<b>54,398</b>	<b>13%</b>	<b>64,541</b>	<b>18%</b>	<b>57,463</b>	<b>14%</b>

\*of the civilian non-institutionalized population, age 5+

\*\*of the population for whom poverty status is determined

Age Source: U.S. Census Bureau, 2010 Census

Disability Source: U.S. Census Bureau, 2000 Census

Poverty Source: U.S. Census Bureau, 2006-2010 American Community Survey

## **Choice Riders**

Transit's ability to attract choice riders—those who have both the ability to drive and access to an automobile, but choose to ride transit—is an important measure of its success in providing a viable alternative mode. In order to encourage choice ridership, transit must be seen as competitive with the automobile. Service must be perceived as sufficiently expansive (in route coverage and service duration) and convenient (in stop frequency and route speed).

Attracting choice riders is a necessary component of the overall strategy to reduce air pollution, traffic congestion, and parking problems. Local governments, particularly on the South Coast, also see public transit as a means to delay the need for infrastructure improvements to accommodate the growth in in the region.

The challenge is to fund expansion of transit services for commuters and choice riders while meeting the needs of the transit-dependent.

## **Inter-community Transit Service**

Requests for inter-community transit service have been predominant among the comments received through the annual transit needs assessment over the past several years.

In North County, inter-community transit service has increased greatly over the past ten years:

- The Los Alamos Shuttle, which provides service between Los Alamos and Santa Maria on Tuesdays and Saturdays, began operating in April 2004.
- The Breeze Bus, which provides service between Santa Maria, Orcutt, Vandenberg Air Force Base, Vandenberg Village, and Lompoc, Monday through Friday, began operating in May 2005.
- The Wine County Express, which provides service between Lompoc, Buellton, and Solvang, Monday through Friday, began operating in August 2008.
- The Breeze Route 200, which provides service between Santa Maria, Los Alamos, Buellton, and Solvang, Monday through Friday, began operating in January 2013. Due to this new service, the Los Alamos Shuttle ceased operating on Tuesdays, but will continue to provide service on Saturdays until further notice.

On the South Coast, inter-community transit service between the South Coast and Ventura County is in high demand. New service was recently added to supplement existing service provided by VISTA:

- The Coastal Express Limited, which provides uni-directional commuter service from the Ventura County Government Center to Santa Barbara and Goleta, Monday through Friday, began operating in August 2011.

## **Reverse Commute Service**

Requests for reverse commute service have also been predominant over the past several years. The majority of commuting within Santa Barbara County involves traveling from homes

in North County to jobs on the South Coast. Some people, however, do commute in the opposite direction. There is currently no commuter transit service from the South Coast to North County. Demand appears insufficient to support reverse commute transit service, but SBCAG has encouraged commuters to form vanpools, especially through CalVans.

### **Night and Weekend Transit Service**

Requests for night and weekend service have also been received during recent annual transit needs assessments. Some people would like to see weekend inter-community service, such as Saturday service on the Breeze and the Wine Country Express. Night-time and weekend service may also allow some transit-dependent riders to access jobs with hours that do not coincide with traditional transit hours.

### **Transit Service in Unincorporated Areas**

The provision of transit service in unincorporated Santa Barbara County, particularly in North County, is an important policy issue. Development of agriculture and service industry employment, low-income housing, and an aging population create an increasing demand for transit services. In some cases, demand can be met with existing services, such as SMAT service to the unincorporated community of Orcutt. In other cases, separate transit services are needed to accommodate demand in smaller, more isolated communities, such as Cuyama.

Most unincorporated communities in Santa Barbara County are served by some level of transit. The County contributes funds to COLT, SMAT, and SYVT to provide transit service outside city limits. The County also administers Cuyama Transit and the Los Alamos Shuttle to provide lifeline service to the residents of those unincorporated communities.

Farebox recovery ratios in unincorporated areas tend to be low, due to low population density. The Los Alamos Shuttle, for example, had a farebox recovery ratio of 8% in FY 2010/11.

### **Transit Planning**

In addition to SBCAG's annual transit needs assessment, local transit providers identify transit needs through regular public workshops and surveys, and through the preparation of short range transit plans. Regionally, SBCAG led the development of a North Santa Barbara County Transit Plan in 2005-2006 after the annual transit needs assessment included a policy recommendation to establish a longer-term strategic vision for regional transit services both within the North County communities and to adjacent areas such as the South Coast and southern San Luis Obispo County. The 2006 North County Transit Plan provided recommendations for service expansion and coordination of transit service delivery. SBCAG is currently in the process of updating the North County Transit Plan and expects to adopt a new plan in 2014.

### **Funding of Transit**

Funding remains a significant issue that must be addressed to ensure continuation and expansion of transit services. All public transit requires some level of public subsidy. Transit

fares in most U.S. urban bus systems generally cover only 20-40% of the total operating costs, and rural bus systems achieve even lower farebox recovery ratios. While capital expenditures are eligible for funding under many potential revenue sources, funding to cover operating expenses is very limited. Santa Barbara County is fortunate to have Measure A, which provides some funding for both transit capital projects and transit operations. Measure A's South Coast Transit Operations Program provides funding directly to the Santa Barbara Metropolitan Transit District for costs related to operating general public bus services, planning, marketing and promotions. In addition to federal, State, and regional funds, local funds can be used to fund transit operations at the discretion of local jurisdictions.

### 3.4.4 RAIL

In Santa Barbara County, intercity passenger rail service is provided by Amtrak. There is no commuter rail within the County, but planning for such service is underway. Rail freight services are provided by Union Pacific (UP) Railroad and Santa Maria Valley Railroad (SMVRR).

Union Pacific (UP) owns the vast majority of the railroad facilities in Santa Barbara County. Union Pacific (UP) track facilities include one main line, two branch lines, and a spur line. The Union Pacific (UP) main line runs the full length of Santa Barbara County (109 miles). The railroad tracks proceed alongside of U.S. 101 from the Ventura/Santa Barbara County line north to Gaviota. North of Gaviota the tracks proceed along the coast passing through Hollister and Bixby Ranches, Jalama State Beach, and VAFB. The tracks then continue north by the City of Guadalupe to the Santa Barbara/San Luis Obispo County line. One branch line connects Lompoc to the main line (at Surf), while a spur line (White Hills Branch) connects the previous site of the diatomaceous earth mine (south of Lompoc) to the Lompoc branch. The second branch line connects VAFB to the main line 22 miles east of Guadalupe.

UP's interchange with SMVRR occurs at Guadalupe where a "switcher" sorts the cars, delivering them to the SMVRR. SMVRR has one 14-mile main line and several spurs and sidings.<sup>138</sup>

#### Rail Issues & Needs

Significant sections of the rail corridor within Santa Barbara County run along coastal bluffs that are subject to erosion and seismic activity. U.S. 101 is adjacent to the rail line throughout this portion of the corridor. Union Pacific (UP) monitors the track and makes repairs as needed, and has also installed seismic sensors at the Santa Ynez fault crossing. Coastal erosion will require ongoing efforts to ensure the stability of the bluffs on which the rail line is located.

#### Intercity Passenger Rail

Intercity passenger rail service provides an option for travel between major metropolitan areas. Service is generally provided seven days a week, with departures throughout the day and evening.

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<sup>138</sup> Santa Maria Valley Railroad. <http://www.smvrr.com/index.html>. Accessed 28 June 2012.

Amtrak provides the only commercial intercity passenger rail service in Santa Barbara County, using Union Pacific (UP) mainline tracks. Amtrak offers two train routes in Santa Barbara County, operated under an agreement with the State. The Pacific Surfliner connects San Luis Obispo and San Diego through Santa Barbara. It offers twelve daily round trips,<sup>139</sup> five of which serve Santa Barbara County. The Coast Starlight connects Los Angeles and Seattle through Santa Barbara. It offers one train in each direction every day.

The Santa Barbara station is the only staffed station in the County. Guadalupe has an unstaffed station, and sheltered platforms are available in Carpinteria, Goleta, and Surf.



### Integrated Bus/Rail Service

Caltrans has instituted an extensive network of Thruway bus connections to increase the accessibility of the State-supported train service. In Santa Barbara County, there are curbside bus stops in Buellton, Lompoc, Santa Maria, and Solvang. The map below shows both train and bus service.

**Map 79: Amtrak Train and Thruway Bus Service, Santa Barbara County<sup>140</sup>**



Buses connect the Santa Barbara station to North County communities and into San Luis Obispo County, effectively extending the reach of the trains that terminate in the South Coast. A daytime feeder bus links Santa Barbara with Amtrak San Joaquin trains at Bakersfield, providing not only connections to the San Joaquin Valley, but also an alternate route between Santa Barbara and the Bay Area or Sacramento when the Coast Starlight is delayed or sold out.

State law requires bus riders to have a connecting train ticket in order to use the bus service.

<sup>139</sup> Amtrak. <http://www.amtrak.com/pacific-surfliner-train>. Accessed 26 March 2013.

<sup>140</sup> <http://www.amtrak.com/ccurl/158/578/California-Thruway-Map-2012.pdf>



## Passenger Rail Issues & Needs

The Los Angeles-San Diego-San Luis Obispo (LOSSAN) rail corridor, also known as Amtrak's Pacific Surfliner Corridor, is one of the busiest passenger rail corridors in the nation and Amtrak's second busiest.<sup>141</sup> SBCAG is a member of the LOSSAN Rail Corridor Agency, which was formed to coordinate intercity rail service between Los Angeles and San Luis Obispo. All rail agencies along the entire Pacific Surfliner corridor are represented on LOSSAN; members include rail owners and operators and regional transportation planning agencies along the six-county coastal corridor.<sup>142</sup> Amtrak, the California High-Speed Rail Authority, and the Riverside County Transportation Commission are ex-officio members.<sup>143</sup>

"The LOSSAN Rail Corridor Agency works to increase ridership, revenue, capacity, reliability, and safety" on the LOSSAN rail corridor."<sup>144</sup> "Since 1996, LOSSAN has secured \$24 million in federal funds for corridor projects including grade separations in the Cities of Solana Beach, Commerce, and Fullerton. LOSSAN also obtained federal funds for the Del Mar Bluffs Stabilization Project. In addition, Caltrans and LOSSAN member agencies have been awarded almost \$120 million in federal capital grants for high priority capital projects since 2009."<sup>145</sup> LOSSAN completed, in October 2007, the LOSSAN North Corridor Strategic Plan. The LOSSAN North rail corridor runs from Los Angeles to San Luis Obispo. According to the Strategic Plan, the purpose of improvements to the LOSSAN North rail corridor is to help meet current and projected demand for travel within and between metropolitan areas of Southern California and the Central Coast between now and 2025 by:

- Improving rail capacity to meet demand for all types of rail services including intercity, commuter, and freight/goods movement;
- Developing the LOSSAN North rail corridor in order to provide faster, safer, and more reliable passenger rail service; and
- Making rail travel a more viable transportation alternative.

The need for improvements to the LOSSAN North corridor is driven by several factors, including growth in population, employment, and travel demand; the currently inadequate capacity of the intercity transportation system to meet the projected increase in demand for travel and goods movement; the desire to reduce travel time and maintain on-time performance on the corridor to improve the attractiveness of rail as a mode choice; and the need to improve the cost-effectiveness of the State's funding by implementing improvements that maintain and attract ridership. Moreover, the efficiencies as a result of rail improvements benefit not only intercity passenger rail, but also commuter rail and freight services.

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<sup>141</sup> <http://www.sandag.org/index.asp?projectid=260&fuseaction=projects.detail>. Accessed 21 February 2013.

<sup>142</sup> <http://www.sandag.org/index.asp?projectid=260&fuseaction=projects.detail>. Accessed 21 February 2013.

<sup>143</sup> LOSSAN Corridorwide Strategic Implementation Plan. April 2012. [www.lossan.org](http://www.lossan.org).

<sup>144</sup> LOSSAN Corridorwide Strategic Implementation Plan. April 2012. [www.lossan.org](http://www.lossan.org).

<sup>145</sup> <http://www.sandag.org/index.asp?projectid=260&fuseaction=projects.detail>. Accessed 21 February 2013.



More recently, LOSSAN has been pursuing the authority to assume responsibility for administering the Pacific Surfliner. State legislation enacted in 2012 (SB 1225-Padilla) authorizes LOSSAN, beginning on June 30, 2014, to enter into an Interagency Transfer Agreement with the State of California to transfer the responsibilities for administering State-funded intercity rail passenger service in the LOSSAN Corridor from Caltrans to the LOSSAN joint powers authority (JPA). In December 2012, the SBCAG Board authorized the SBCAG Chair to sign the revised LOSSAN JPA agreement necessary to begin the transition process. LOSSAN's expectation is that regional administration of the Pacific Surfliner will allow for the improvement and coordination of commuter and intercity passenger rail services. No additional funding from any member agency will be required.

SBCAG is also a member of the Coast Rail Coordinating Council (CRCC) along with the transportation planning agencies in the Counties of Los Angeles, Ventura, San Luis Obispo, Monterey, and Santa Cruz, and Caltrans Rail Program and Amtrak. The CRCC is an inter-regional forum for discussing all intercity rail issues of mutual concern, such as intercity rail plans, local and State rail plans, freight railroad issues, and capital improvement projects. CRCC's primary focus is "to improve the frequency and speed of passenger trains on the coast route between San Francisco and Los Angeles."<sup>146</sup> The CRCC is currently working to initiate a new train from San Francisco to Los Angeles, the Coast Daylight. The Coast Daylight is included in the February 2013 Draft California State Rail Plan.<sup>147</sup>

## Commuter Rail

Commuter rail service provides an option for commuting, generally within a metropolitan area or between regions. Service is generally provided Monday through Friday, with departures during the morning and afternoon/evening peak commute hours. Commuter rail service operates in the peak direction of travel—toward major employment centers in the morning and away from them in the evening.

Commuter rail is not currently provided in Santa Barbara County. However, Amtrak multi-ride tickets—in monthly, ten-ride, six-ride and two-ride options—are available for commuters choosing to travel by intercity passenger rail.

The Southern California Regional Rail Authority provides Metrolink commuter rail service in six Southern California counties, including neighboring Ventura County. The Ventura County line operates nine trains in each direction between Los Angeles Union Station and Montalvo Station in Ventura County, Monday through Friday. Metrolink expects to double service on the Ventura County line by 2025.<sup>148</sup>

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<sup>146</sup> SLOCOG. Coast Rail Coordinating Council.  
[http://www.slocog.org/cm/Programs\\_and\\_Projects/CRCC.html](http://www.slocog.org/cm/Programs_and_Projects/CRCC.html).

<sup>147</sup> <http://californiastaterailplan.com/project-materials/>.

<sup>148</sup> LOSSAN North Corridor Strategic Plan. October 2007.  
<http://www.sbcag.org/PDFs/publications/LOSSAN%20NCSP%20-%20REVISED%20Oct%204%202007.pdf>.



## **Commuter Rail Issues & Needs**

Through the efforts of 101-In-Motion, a team examined the feasibility of implementing commuter rail as one of many components of a program to ease the growing congestion problem along the U.S. 101 corridor in southern Santa Barbara County. Commuter rail from Camarillo to Goleta with stops in Oxnard, Ventura, Carpinteria, and Santa Barbara was a part of the 101-In-Motion consensus package approved by the SBCAG Board in 2005. The 47.8-mile route (20 miles within Santa Barbara County) would be along the existing Union Pacific (UP) rail corridor, within right-of-way owned by UP. Implementation of the commuter rail service would require not only agreement by Union Pacific (UP) to allow use of its right-of-way, but also construction of improvements to the existing rail corridor. Improvements would include passing sidings in Summerland and Oxnard, layover tracks in Oxnard and Goleta, which will likely require additional right-of-way, and additional parking at existing stations. Purchase of rolling stock would also be required.

The 101-In-Motion implementation plan assumed Metrolink would be responsible for operations and maintenance of the commuter rail line. The plan also assumed an initial pilot service with two round trips per day. Implementation of commuter rail was contingent upon approval of Measure A, which voters approved in 2008.

Measure A includes a Commuter and Passenger Rail Planning and Service Improvements project that will help improve passenger rail service between Ventura and Goleta to reduce congestion on U.S. 101 and provide commuters with an alternative to driving. Eligible expenditures of these Measure A funds include capital and operating costs, including developing new schedules and service plans, obtaining environmental clearances, negotiating agreements, operating subsidies, purchasing rolling stock and related equipment, doing promotions and marketing, performing maintenance, implementing connecting transit service, making track improvements, constructing station facilities, and constructing train and grade crossing controls. Funds may be used to revise Amtrak Pacific Surfliner schedules to improve service for commuters and to plan for implementation of new commuter train service. A 2008 study by the Southern California Association of Governments concluded that rescheduling Amtrak service to serve Ventura County commuters who work in Santa Barbara County could be a cost-effective approach to providing commuter-friendly intercity passenger rail service.

Agreements with Union Pacific (UP) on any required capital improvements and use of Union Pacific (UP) tracks, as well as agreements with a service operator and the County of Ventura, will have to be secured prior to start of a pilot service. Implementation responsibility for commuter rail service will likely, at a minimum, include SBCAG and VCTC or a joint powers

agency represented by both agencies. Negotiations with Union Pacific (UP) regarding use of tracks and required capital improvements are ongoing.

## Rail Freight

Union Pacific (UP) Railroad provides daily freight service in Santa Barbara County with three Coast Main Line daily through trains in each direction, one oil train that goes between San Ardo in San Luis Obispo County and Long Beach in Los Angeles County approximately three times a week, and 10 regular local freights.

The Santa Maria Valley Railroad (SMVRR) provides daily freight service in the Santa Maria Valley.<sup>149</sup> Although the frequency of shipments varies throughout the year, an average of two trains per day makes the run between Santa Maria and Guadalupe. SMVRR hauls primarily asphalt, petroleum products, scrap iron, gypsum wallboard, fertilizer, machinery, plastic, lumber, and fresh and frozen food products.<sup>150</sup>

Rail freight activity is concentrated in the Guadalupe-Santa Maria and Lompoc areas. In the Santa Maria area, frozen food and agricultural shipments contribute to rail freight activity. VAFB uses rail for occasional shipments and could expand rail volumes if a major commercial launch program were to be established.

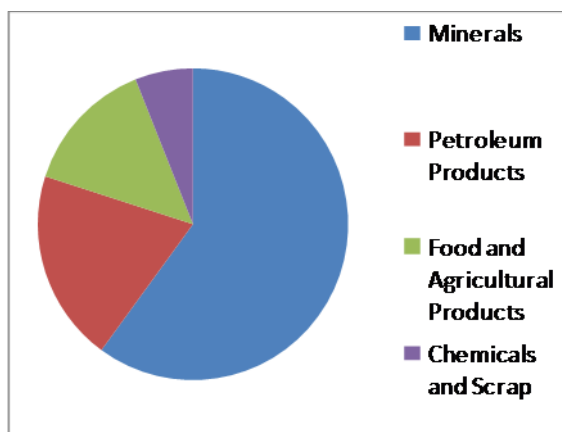
A summary of freight activity indicates that about 60% of the rail movement originates in Santa Barbara County (i.e., outbound freight). Minerals contribute over 60% of outbound freight, petroleum products contribute 20%, and food and agricultural products make up 14%, with small amounts of chemicals and scrap accounting for the balance of the outbound freight (see Figure 50).

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<sup>149</sup> Santa Maria Valley Railroad. <http://www.smvrr.com/index.html>. Accessed 28 June 2012.

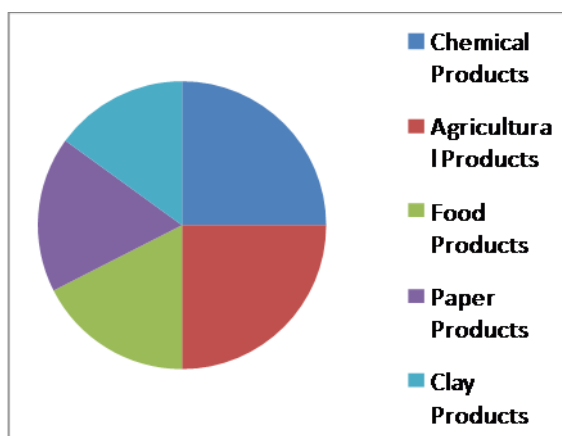
<sup>150</sup> LOSSAN North Corridor Strategic Plan. October 2007.  
<http://www.sbcag.org/PDFs/publications/LOSSAN%20NCSP%20-%20REVISED%20Oct%204%202007.pdf>.

**Figure 50: Outbound Freight, Santa Barbara County**



Of the inbound freight, chemical and agricultural products each account for about 25% (exclusive of the beet traffic). Food and paper products each generate between 15% and 20% of the total, with clay products accounting for the remainder (see Figure 51).

**Figure 51: Inbound Freight, Santa Barbara County**



### Rail Freight Issues & Needs

UP's primary rail route in California runs through the Central Valley. UP's Coast Route, the main line rail corridor through Santa Barbara County, serves markets along the coast, and acts as a secondary route, providing "surge capacity" between the L.A. Basin and points north in California and the Pacific Northwest.<sup>151</sup> With growth in goods imported from overseas, and with the Ports of Los Angeles and Long Beach being the nation's first and fifth busiest ports, respectively, demand for freight service is expected to increase. Union Pacific (UP) anticipates

<sup>151</sup> LOSSAN North Corridor Strategic Plan. October 2007.  
<http://www.sbcag.org/PDFs/publications/LOSSAN%20NCSP%20-%20REVISED%20Oct%204%202007.pdf>.

an increase, from its current 13 freight trains per day on the LOSSAN North Corridor, of two trains per day by 2015 and four trains per day by 2025.<sup>152</sup>

### 3.4.5 AVIATION

The Santa Barbara County region has five public airports (one of which is currently closed) and one military airport. Operating statistics and characteristics of the public airports are presented in Table 25.

**Table 25: Public Airport Operating Statistics and Characteristics**

Airport	Transit Access	Based Aircraft	Enplaned Passengers	Operations	Commercial Operators	Major Destinations
Santa Barbara Municipal Airport	Yes	221	367,328	175,300	Alaska Airlines, American Airlines, Frontier Airlines, United Airlines, US Airways	Denver, Los Angeles, Phoenix, Portland (seasonal), San Francisco, Seattle
Santa Maria Public Airport	Yes	198	41,620	72,799	Allegiant Air, United Airlines	Honolulu (seasonal), Los Angeles, Las Vegas
Lompoc Airport	No	70	n/a	30,200	n/a	n/a
Santa Ynez Valley Airport	No	112	n/a	20,000	n/a	n/a
New Cuyama Airport	No	0	n/a	500 (11/09-11/10)	n/a	n/a

Sources:

- SBCAG Draft Airport Land Use Compatibility Plan Appendices (2012). [http://www.sbcag.org/What\\_We\\_Do/ALUC/Documents.html](http://www.sbcag.org/What_We_Do/ALUC/Documents.html).
- <http://flysba.com/>
- <http://www.santamariaairport.com>
- FAA. Enplanements at Primary Airports (by Rank). [http://www.faa.gov/airports/planning\\_capacity/passenger\\_allcargo\\_stats/passenger/index.cfm?year=2011](http://www.faa.gov/airports/planning_capacity/passenger_allcargo_stats/passenger/index.cfm?year=2011).

Santa Barbara Municipal Airport primarily serves passengers and general aviation users within the South Coast area of the County, while the Santa Maria Public Airport draws in passengers from the North County and serves general aviation users in the Santa Maria Valley. The Lompoc Airport primarily serves general aviation users within the Lompoc Valley and the Santa Ynez Valley Airport serves general aviation users within the Santa Ynez Valley.

<sup>152</sup> LOSSAN North Corridor Strategic Plan. October 2007. <http://www.sbcag.org/PDFs/publications/LOSSAN%20NCSP%20-%20REVISED%20Oct%204%202007.pdf>.

The table below presents projected future operations, including forecasts of enplaned passengers, based aircraft, and aircraft operations, for Santa Barbara County airports.

**Table 26: Future Projected Annual Aircraft Operations**

Airport	Year	Enplaned Passengers	Based Aircraft	Annual Operations by Aircraft Type			
				Air Carrier & Commuter/Air Taxi	General Aviation	Military	Total
Lompoc Airport	2009	n/a	70	0	30,200	0	30,200
	2030	n/a	114	0	62,000	0	62,000
Santa Barbara Municipal Airport	2008	415,122	217	44,921	129,284	1,096	175,300
	see *	595,694	250	56,189	158,716	1,095	216,000
Santa Maria Public Airport	2001	70,300	198	10,380	61,363	1,056	72,799
	2021	91,851	300	11,928	94,003	1,242	107,173
Santa Ynez Valley Airport	see **	n/a	112	0	27,000	0	27,000
	2019	n/a	n/a	0	30,000	0	30,000

Sources:

- SBCAG Draft Airport Land Use Compatibility Plan Appendices (2012). [http://www.sbcag.org/What\\_We\\_Do/ALUC/Documents.html](http://www.sbcag.org/What_We_Do/ALUC/Documents.html).
- Santa Barbara Airport Master Plan. Chapter Two-Aviation Forecasts (draft). <http://sba.airportstudy.com/master-plan/>

\* Forecast Year for Enplaned Passengers and Based Aircraft is 2032, for Aircraft Operations is 2025

\*\*Existing Conditions Year for Based Aircraft is 1999, for Aircraft Operations is 2009.

Due to the unique service needs and customers which they serve, each airport in Santa Barbara County faces differing challenges and needs. This RTP-SCS contains a listing of capital improvement projects for each public use airport in Appendix E for reference.

One issue area that is common to all airports County-wide is land use compatibility. Continued operation and improvement of the County's airports and development of the surrounding community has the potential to result in land use conflicts if growth in these areas is not carefully planned. Urban encroachment may bring with it incompatible land uses which may result in safety and noise concerns. State law requires Airport Land Use Commissions to promote compatibility between airports and the land uses that surround them "to the extent that these areas are not already devoted to incompatible uses."<sup>153</sup> SBCAG has been designated as the Airport Land Use Commission for Santa Barbara County and has adopted an Airport Land Use Plan to fulfill its purpose of promoting airport land use compatibility.<sup>154</sup> SBCAG's Airport Land Use Plan provides for the orderly growth of the airports and the area surrounding the

<sup>153</sup> P.U.C. §21674(a).

<sup>154</sup> SBCAG. Santa Barbara County Airport Land Use Plan. 1993.

<http://www.sbcag.org/PDFs/publications/1996%20Airport%20Land%20Use%20Plan.pdf>.

airports and safeguards the general welfare of the inhabitants within the vicinity of the airports and the public in general (consistent with P.U.C. Section 21675(a)). In addition, the Airport Land Use Plan provides compatibility policies and criteria applicable to local agencies in their preparation or amendment of general plans and to landowners in their design of new development. SBCAG has prepared an updated Draft Airport Land Use Compatibility Plan and will adopt it as soon as environmental review is complete.

## Santa Barbara Municipal Airport



The Santa Barbara Municipal Airport (SBA), the County's largest airport, is located in the City of Santa Barbara. It is southwest of the City of Goleta's downtown business area, north of the Pacific Ocean, and northeast of UCSB. State Route 217 is east of the airport and U.S. 101 is to the north. Access to the airport is provided by U.S. 101 and SR 217 via Fowler Road/Moffett Place.

The airport, which is owned by the City of Santa Barbara, is a commercial service airport served by five commercial operators (see Table 25). The site was established as a private airfield in 1928; the City purchased the airport in 1941.

The site of SBA was an open harbor which could be navigated by ocean-going vessels until a severe flood in 1861 created the shallow lagoon or slough. The task of filling in swampland to provide longer runways was underway when the Navy took over the airport for the duration of World War II. The airport site was extended to include what is now the existing airport. Most of the existing runway development was completed during the war, when the airport was used as a training base for Marine combat pilots. In April 1946, the airport was returned to the City of Santa Barbara. It remains a part of the incorporated area of the City of Santa Barbara, surrounded by unincorporated land and the incorporated City of Goleta, and is connected to the main body of the City by a narrow corridor that runs offshore through submerged tidelands along the coast.

The airport is a municipal department managed by an airport director. Airport policy decisions are made by the Santa Barbara City Council. An Airport Commission serves in an advisory capacity to the Council.



The airport property is 952 acres in size, 400 of which are dedicated to aviation uses. Approximately 450 acres are designated as part of the Goleta Slough Ecological Reserve.<sup>155</sup> The airport has three runways—7-25, 15R-33L, and 15L-33R—that are 6,052, 4,184, and 4,184 feet long, respectively. Runway 7-25 is the predominant operational runway at SBA, equipped with high-intensity runway lights and runway end identifier lights on the on the Runway 25 end. Runway 7 is equipped with a 1,400 foot medium-intensity approach light system with runway alignment indicator lights. A 4-light precision approach path indicator is located on the left side of Runway 25. Runway 15R-33L is equipped with medium-intensity runway lights. Runway 15L-33R is not equipped with lights. An air traffic control tower / terminal radar approach control facility is open between 6:00 AM and 11:00 PM. There are currently three published instrument approaches to the airport, all serving Runway 7-25.

Landside facilities at the airport include a new full-service passenger terminal, for which a grand opening was held in August 2011.<sup>156</sup> Other facilities include public parking lots, administration buildings, airport maintenance, general aviation facilities (hangars, fixed-base operators), aircraft fueling, aircraft maintenance and repair, cargo facilities, rental car services, commercial/industrial leased property, a visitor's center, and the City of Santa Barbara Fire Department Station 8. Arctic Air Service also operates helicopter service to offshore oilrigs.

## **Issues & Needs**

The Santa Barbara Municipal Airport completed an Aviation Facilities Plan in 2003 and a Federal Aviation Regulation (FAR) Part 150 noise study<sup>157</sup> (as a result of changes made to the Airport Facilities Plan (Master Plan)) in 2005.<sup>158</sup> The airport also has an Airport Layout Plan (ALP) and is in the process of updating its Master Plan. The Draft Master Plan anticipates that the airport will continue: (1) to operate as a publicly-owned primary commercial service airport, (2) to support scheduled commercial airline activities, and (3) to serve general aviation and corporate business aviation based tenants and transient operations.<sup>159</sup> Capital improvement projects that are scheduled to be implemented at the Santa Barbara Municipal Airport within the next ten years are shown in Appendix E.

## **Passenger Trends & Aircraft Operations**

There were approximately 391,000 enplanements<sup>160</sup> at the Santa Barbara Municipal Airport in 2000.<sup>161</sup> The September 11, 2001 tragedy slowed passenger activity; there were only 366,512

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<sup>155</sup> SBCAG Draft Airport Land Use Compatibility Plan Appendices (2012). [http://www.sbcag.org/What\\_We\\_Do/ALUC/Documents.html](http://www.sbcag.org/What_We_Do/ALUC/Documents.html).

<sup>156</sup> Santa Barbara Airport Master Plan. Chapter One-Inventory (draft). <http://sba.airportstudy.com/master-plan/>.

<sup>157</sup> Federal Aviation Regulation (FAR) Part 150 Studies are voluntary. The studies evaluate the potential to reduce aircraft noise exposure in the vicinity of an airport.

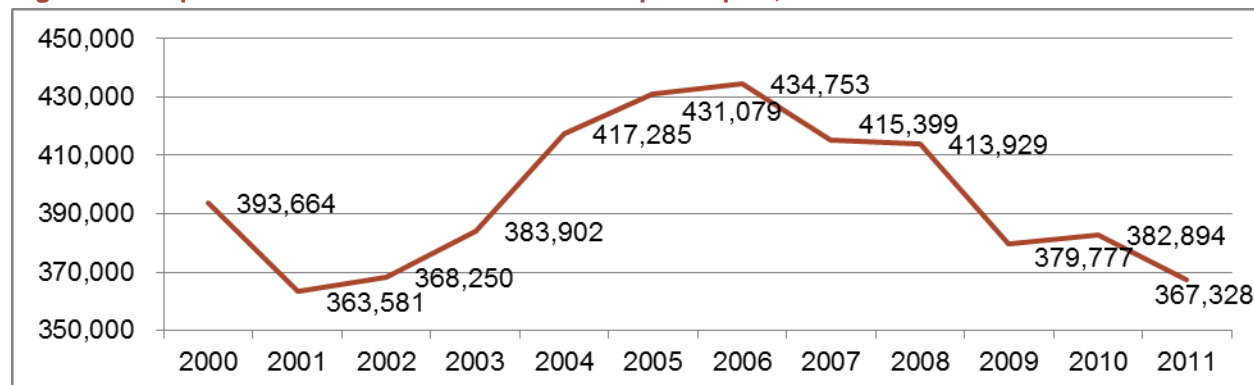
<sup>158</sup> SBCAG Draft Airport Land Use Compatibility Plan (2012). [http://www.sbcag.org/What\\_We\\_Do/ALUC/Documents.html](http://www.sbcag.org/What_We_Do/ALUC/Documents.html).

<sup>159</sup> Santa Barbara Airport Master Plan. Introduction (draft). <http://sba.airportstudy.com/master-plan/>.

<sup>160</sup> Enplanements = the number of boarding passengers. It's the sum of the passengers originating at the airport and those with connecting flights.

enplanements in 2001. Annual enplanements at Santa Barbara Municipal Airport, according to the Federal Aviation Administration (FAA), for 2000 to 2011 are shown in Figure 52. Enplanements are expected to reach 595,694 by 2032 (see Table 26).

**Figure 52: Enplanements at Santa Barbara Municipal Airport, 2000-2011**



Source: FAA. *Passenger Boarding (Enplanement) and All-Cargo Data for U.S. Airports*.  
[http://www.faa.gov/airports/planning\\_capacity/passenger\\_allcargo\\_stats/passenger/index.cfm?year=all](http://www.faa.gov/airports/planning_capacity/passenger_allcargo_stats/passenger/index.cfm?year=all)

Santa Barbara Municipal Airport’s FAR Part 150 noise study forecasts approximately 216,000 annual operations, or 592 average annual daily operations, for 2025.<sup>162</sup>

### **Land Use Compatibility**

#### Safety

Land use surrounding the Santa Barbara Municipal Airport is highly varied. A mix of commercial and industrial uses lies to the immediate east, north, and west of the airport. Areas of single- and multi-family residential uses lie to the northeast and southwest of the airport, beyond the commercial and industrial areas. The UCSB campus and the Pacific Ocean lie to the south of the airport.<sup>163</sup>

SBCAG’s Airport Land Use Plan, adopted in 1993, establishes safety criteria for new development. SBCAG, acting in its role as the Airport Land Use Commission, will continue to work with the City of Goleta, the County, and the Santa Barbara Municipal Airport to ensure that new development is compatible with the safety criteria established in the Airport Land Use Plan and the pending plan update.

<sup>161</sup> *Santa Barbara Airport Master Plan. Chapter One-Inventory (draft)*. <http://sba.airportstudy.com/master-plan/>.

<sup>162</sup> SBCAG Draft Airport Land Use Compatibility Plan (2012).  
[http://www.sbcag.org/What\\_We\\_Do/ALUC/Documents.html](http://www.sbcag.org/What_We_Do/ALUC/Documents.html).

<sup>163</sup> SBCAG Draft Airport Land Use Compatibility Plan Appendices (2012).  
[http://www.sbcag.org/What\\_We\\_Do/ALUC/Documents.html](http://www.sbcag.org/What_We_Do/ALUC/Documents.html).

## Noise

**Community Noise Equivalent Level (CNEL):** The noise metric adopted by the State of California for land use planning and describing airport noise impacts. This noise metric compensates for the increase in people's sensitivity to noise during evening and night-time hours. Community Noise Equivalent Levels are typically depicted on maps by a set of contours, each of which represents a series of points having the same CNEL value. State noise standards establish criteria for a maximum airport noise level in residential communities at 65 CNEL.

Lands around the Santa Barbara Municipal Airport experience greater noise exposure than any other airport in the County, since SBA is the busiest county airport and has the majority of the region's commercial air carrier jet traffic. The Santa Barbara Airport Aviation Facilities Plan (AFP) incorporated the results of the FAR Part 150 Noise Study, which included updated noise contours for the airport based on the most recent airport activity forecast. SBCAG determined that the AFP was consistent with SBCAG's Airport Land Use Plan in 2006.

SBCAG's Airport Land Use Plan establishes noise criteria for new development. SBCAG, acting in its role as the Airport Land Use Commission, will continue to work with the City of Goleta, the County, and the Santa Barbara Municipal Airport to ensure that new development is compatible with the noise criteria established in the Airport Land Use Plan.

The Santa Barbara Municipal Airport convenes a Noise Abatement Committee. The Noise Abatement Committee was established in 1978 and the goals for the committee are to achieve airport operations that are compatible with the surrounding communities, provide the region with facilities for access to the National Air Transportation System using the newest, quietest, aircraft available, and to maintain a continuing dialogue between the airport, airport users, and the surrounding community. Membership on the Noise Abatement Committee is comprised of technical advisors and a citizen's advisory group with representatives from Hope Ranch, More Mesa, North Goleta, Rancho Goleta Mobile Home Park, University Village, Walnut Park, and Braemar Ranch. The Committee meets on a quarterly basis and their meetings are open to the general public.<sup>164</sup>

### Santa Maria Public Airport

The Santa Maria Public Airport (SMX), the County's second largest airport, is located in the southern part of the City of Santa Maria. It is north and west of the unincorporated community of Orcutt. State Route 135 is east of the airport. Access to the airport is provided by U.S. 101 and SR 135 via Skyway Drive.

The airport, which is owned by the Santa Maria Public Airport District (SMPAD), is a commercial service airport served by two commercial operators (see Table 25). The airport, originally

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<sup>164</sup> Santa Barbara Airport Noise Abatement Committee.

[http://www.santabarbaraca.gov/Government/Other\\_Committees/Noise\\_Abatement\\_Committee/](http://www.santabarbaraca.gov/Government/Other_Committees/Noise_Abatement_Committee/)

known as the Santa Maria Army Airfield, was established in early 1942 as a pilot training facility for the Army Air Corps.<sup>165</sup> The County acquired the field as a public airport in 1946. In 1949 the City of Santa Maria obtained one-half interest. This dual ownership/management proved cumbersome to administer and in 1963 the Santa Maria Public Airport District was formed. Title transfer of the airport to the district was accomplished in March of 1964. Airport operations are supervised by a general manager, with policy direction provided by the Board of Directors.

The SMPAD controls a total area of 400 square miles; however, the airport only occupies 2,516 acres.<sup>166</sup> Only 1,500 acres of this area is in active aviation use. The remaining lands under SMPAD control are generally leased for livestock grazing and agricultural purposes. The airport has two runways—Runway 12-30 and Runway 2-20—that are 8,004 and 5,194 feet long, respectively. Runway 12-30 is the predominant operational runway at SMX, equipped with high-intensity runway lights. Runway 12 is equipped with a medium-intensity approach light system with runway alignment indicator lights. A precision approach path indicator is located on the right side of Runway 12. Runway 2-20 is generally used for general aviation operations and has no lighting, visual, or navigational aids. A federal contract tower operates between 6:00 AM and 8:00 PM daily. There are currently five published instrument approaches to the airport, all serving Runway 12-30.

Landside facilities at the airport include a full-service passenger terminal, public parking lots, administration buildings, airport maintenance, airport support facilities, general aviation facilities (hangars, fixed-base operators), aircraft fueling, aircraft maintenance and repair, a hotel, a museum, a business park, and an airport rescue and firefighting facility. Arctic Air Service also operates helicopter service to offshore oilrigs.

## **Issues & Needs**

The Santa Maria Public Airport prepared a Master Plan update in 2004.<sup>167</sup> The Master Plan Update focused primarily on the need for extension of Runway 12-30 in order to accommodate larger aircraft. The runway extension was completed in 2012 and the airport is now focusing on attracting air carriers and providing service to additional destinations. Allegiant Air recently added direct flights from Santa Maria to Honolulu. Capital improvement projects that are scheduled to be implemented at the Santa Maria Public Airport within the next ten years are shown in Appendix E.

## ***Passenger Trends & Aircraft Operations***

Annual enplanements at Santa Maria Public Airport, according to the FAA, for 2000 to 2011 are shown in Figure 53. Enplanements are expected to reach 91,851 by 2021 (see Table 26).

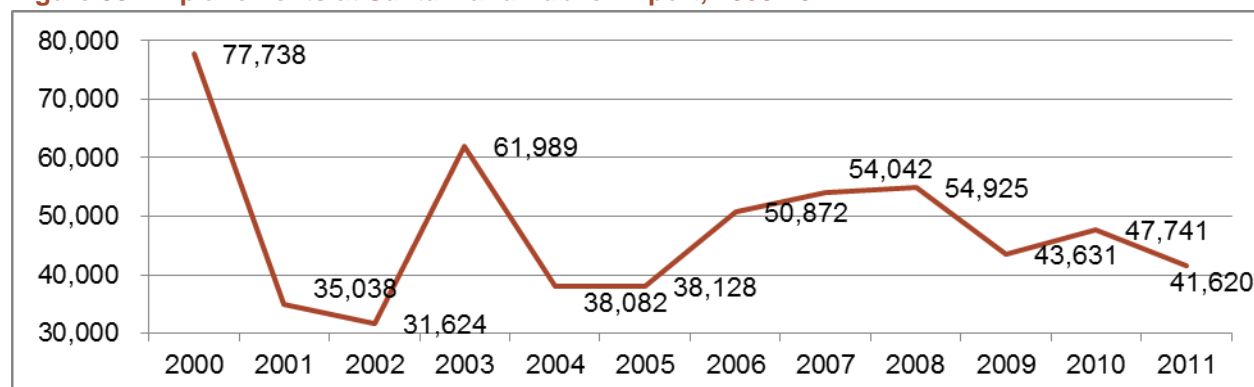
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<sup>165</sup> SBCAG Draft Airport Land Use Compatibility Plan Appendices (2012).  
[http://www.sbcag.org/What\\_We\\_Do/ALUC/Documents.html](http://www.sbcag.org/What_We_Do/ALUC/Documents.html).

<sup>166</sup> SBCAG Draft Airport Land Use Compatibility Plan Appendices (2012).  
[http://www.sbcag.org/What\\_We\\_Do/ALUC/Documents.html](http://www.sbcag.org/What_We_Do/ALUC/Documents.html).

<sup>167</sup> SBCAG Draft Airport Land Use Compatibility Plan (2012).  
[http://www.sbcag.org/What\\_We\\_Do/ALUC/Documents.html](http://www.sbcag.org/What_We_Do/ALUC/Documents.html).

**Figure 53: Enplanements at Santa Maria Public Airport, 2000-2011**



Source: FAA. Passenger Boarding (Enplanement) and All-Cargo Data for U.S. Airports.

[http://www.faa.gov/airports/planning\\_capacity/passenger\\_allcargo\\_stats/passenger/index.cfm?year=all](http://www.faa.gov/airports/planning_capacity/passenger_allcargo_stats/passenger/index.cfm?year=all)

The Santa Maria Public Airport Master Plan forecasts a total of 300 aircraft based at the airport in 2021, including 240 single-engine propeller aircraft, 30 multi-engine propeller aircraft, nine jet aircraft, 17 helicopters, and four ultralight aircraft or gliders. Approximately 107,174 annual operations are forecasted at the airport in 2021.<sup>168</sup>

### **Land Use Compatibility**

#### Safety

Existing land use around the Santa Maria Public Airport is varied. Agricultural uses predominate to the northwest, west, and southwest of the airport. The residential neighborhood of Tanglewood in unincorporated Santa Barbara County is approximately three-quarters of a mile west of the Runway 02 end. Light industrial and commercial uses within the City of Santa Maria predominate to the immediate northeast and east of the airport. The community of Orcutt, in unincorporated Santa Barbara County, is located immediately adjacent to the southwest boundary of the airport. The predominate land use in Orcutt is single-family residential.<sup>169</sup>

SBCAG's Airport Land Use Plan establishes safety criteria for new development. SBCAG, acting in its role as the Airport Land Use Commission, will continue to work with the City of Santa Maria, the County, and the Santa Maria Public Airport to ensure that new development is compatible with the safety criteria established in the Airport Land Use Plan and the pending plan update.

#### Noise

There have been complaints concerning aircraft noise at the Santa Maria Public Airport. According to airport staff, the complaints are typically received from the Foxenwood Estates and Orcutt area. Both Foxenwood Estates and the Orcutt area are outside the 60 Community Noise

<sup>168</sup> SBCAG Draft Airport Land Use Compatibility Plan (2012).

[http://www.sbcag.org/What\\_We\\_Do/ALUC/Documents.html](http://www.sbcag.org/What_We_Do/ALUC/Documents.html).

<sup>169</sup> SBCAG Draft Airport Land Use Compatibility Plan Appendices (2012).

[http://www.sbcag.org/What\\_We\\_Do/ALUC/Documents.html](http://www.sbcag.org/What_We_Do/ALUC/Documents.html).



Equivalent Level (CNEL) contour. The complaints are generally due to large aircraft operating at the airport, or an unusual variation in a particular flight path.

Runway 30 has been designated as the preferential runway during calm wind conditions to reduce the noise impacts on the nearby residential area. When weather conditions and the level of aircraft activity permit, aircraft arrivals from the southeast, and departures to the northwest, are preferred at the airport. This minimizes the exposure of the residential areas south and east of the airport to the more objectionable departure noise levels. These operational limits do not allow the best use of airport facilities, but are necessary to ensure safety and acceptable noise levels.

All areas within the 65, 70, and 75 CNEL contours fall entirely within the present airport boundary. The noise impact analysis completed for the Santa Maria Airport Master Plan Environmental Impact Report (EIR) determined that the noise levels would increase with the Master Plan improvements, but that no sensitive noise receptors would be impacted off of airport property.

SBCAG's Airport Land Use Plan establishes noise criteria for new development. SBCAG, acting in its role as the Airport Land Use Commission, will continue to work with the City of Santa Maria, the County, and the Santa Maria Public Airport to ensure that new development is compatible with the noise criteria established in the Airport Land Use Plan.

## Lompoc Airport

The Lompoc Airport is located in the County's third largest city. It is south and east of the Santa Ynez River. State Route 1 is east of the airport. Access to the airport is provided by SR 1 via George Miller Drive.

The airport, which is owned and operated by the City of Lompoc, is a general aviation airport (GAA). It opened in 1928. Administration of the airport is provided by the City of Lompoc.

The airport property is 140 acres in size.<sup>170</sup> It has a single runway—Runway 7-25—that is 4,600 feet long. The airport is self-controlled and does not operate an air traffic control tower. Visual aids at the airport include a rotating beacon, runway end identifier lights, medium-intensity runway lights, and a visual approach slope indicator. The visual approach slope indicator is located to the left of Runway 25 and the runway end identifier lights on the Runway 25 end are located at the displaced threshold.

Landside facilities at the airport include a terminal/administrative building with offices, a pilot's lounge/flight planning room, restrooms, an automobile parking area, general aviation facilities (hangars), aircraft fueling, aircraft maintenance and repair, skydiving training, and an oil recycling center.

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<sup>170</sup><sup>170</sup> SBCAG Draft Airport Land Use Compatibility Plan Appendices (2012).  
[http://www.sbcag.org/What\\_We\\_Do/ALUC/Documents.html](http://www.sbcag.org/What_We_Do/ALUC/Documents.html).

## **Issues & Needs**

The latest Airport Layout Plan (ALP) for the Lompoc Airport was approved by the FAA in 2011. The ALP reflects planned improvements to the airport included in the latest Airport Master Plan, also completed in 2011. The Airport Master Plan provides a forecast of airport activity through 2030, and anticipates that the airport will continue to primarily serve general aviation (GA) activity and that its role in this capacity will not significantly change. The Airport Master Plan also anticipates a steady increase in business aircraft operating at the airport and includes recommended facility improvements focused on meeting this need. Improvements include an extension of the runway from 4,600 feet to 4,857 feet and expansion of the terminal/administrative building by approximately 4,000 square feet to meet the facility forecast requirements and to comply with Americans with Disabilities Act access requirements. These improvements are depicted on the ALP.<sup>171</sup> Capital improvement projects that are scheduled to be implemented at the Lompoc Airport within the next ten years are shown in Appendix E.

### ***Aircraft Operations***

The Lompoc Airport Master Plan forecasts a total of 114 aircraft based at the airport in 2030, including 107 single-engine propeller aircraft, two multi-engine propeller aircraft, two jet aircraft, two helicopters, and one ultralight aircraft or glider. The airport is forecasted to have approximately 62,600 annual operations in 2030.<sup>172</sup>

### ***Land Use Compatibility***

#### **Safety**

Land use around the Lompoc Airport is varied, with open space and agricultural uses found to the north and west of the airport, beyond the Santa Ynez River. General commercial and light industrial/business park uses are predominant to the east and south of the airport. The Lompoc Federal Penitentiary is located approximately 1.75 miles northwest of the airport near the boundary of Vandenberg Air Force Base. The Lompoc campus (Lompoc Valley Center) of Allan Hancock College, a multi-campus community college, is located approximately one mile north of the airport. The closest residential land uses are located approximately 0.25 mile to the south and west of the airport.<sup>173</sup>

SBCAG's Airport Land Use Plan establishes safety criteria for new development. SBCAG, acting in its role as the Airport Land Use Commission, will continue to work with the City of Lompoc, the County, and the Lompoc Airport to ensure that new development is compatible with the safety criteria established in the Airport Land Use Plan and the pending update.

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<sup>171</sup> SBCAG Draft Airport Land Use Compatibility Plan (2012).  
[http://www.sbcag.org/What\\_We\\_Do/ALUC/Documents.html](http://www.sbcag.org/What_We_Do/ALUC/Documents.html).

<sup>172</sup> SBCAG Draft Airport Land Use Compatibility Plan (2012).  
[http://www.sbcag.org/What\\_We\\_Do/ALUC/Documents.html](http://www.sbcag.org/What_We_Do/ALUC/Documents.html).

<sup>173</sup> SBCAG Draft Airport Land Use Compatibility Plan Appendices (2012).  
[http://www.sbcag.org/What\\_We\\_Do/ALUC/Documents.html](http://www.sbcag.org/What_We_Do/ALUC/Documents.html).



## Noise

A noise contour map was developed for the Lompoc Airport for the SBCAG Draft Airport Land Use Compatibility Plan based on the aviation activity forecasts in the 2011 Lompoc Airport Master Plan. The noise contour map shows that nearly the entire 65-70 dB CNEL contour for the Lompoc Airport is confined to airport property. A small portion of the 65-70 dB CNEL contour extends into the commercial businesses south of the airport and into the Santa Ynez River watershed southwest of Runway 7.

SBCAG's Airport Land Use Plan establishes noise criteria for new development. SBCAG, acting in its role as the Airport Land Use Commission, will continue to work with the City of Lompoc, the County, and the Lompoc Airport to ensure that new development is compatible with the safety criteria established in the Airport Land Use Plan.

## Santa Ynez Valley Airport

The Santa Ynez Valley Airport is located east of the City of Solvang and just southeast of the unincorporated community of Santa Ynez. State Route 246 is north of the airport and SR 154 is to the east. Access to the airport is provided by SR 246 via Airport Road.

The airport, which is owned by Santa Barbara County, is a general aviation airport. It is managed by the Santa Ynez Valley Airport Authority, Inc., a private non-profit public benefit corporation created especially to administer the airport. This arrangement commenced June 1, 1993, at which time the County of Santa Barbara assigned to the Authority all of the leases and licenses at the airport. The Authority membership is made up of residents of the Santa Ynez Valley, and the Authority Board of Directors appoints the Airport Manager.

The airport property is 124 acres in size.<sup>174</sup> It has a single runway—Runway 8-26—that is 2,804 feet long. The airport is self-controlled and does not operate an air traffic control tower. The airfield is attended between 7:00 AM and 7:00 PM daily. Visual aids at the airport include medium-intensity runway lights, and a visual approach slope indicator to the left of runway.

Landside facilities at the airport include an administration building, general aviation facilities (hangars), aircraft fueling, aircraft maintenance and repair, rental car services, and glider rides.

### **Issues & Needs**

The Santa Ynez Valley Airport completed an Airport Layout Plan (ALP) in 2002, which was revalidated in September 2008. The airport is anticipated to continue to primarily serve general aviation (GA) activity; its role in this capacity will not significantly change.<sup>175</sup>

The Santa Ynez Valley Airport will continue providing unscheduled air taxi and airfreight services, as well as support facilities to private aircraft. The Santa Ynez Airport is currently

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<sup>174</sup> SBCAG Draft Airport Land Use Compatibility Plan Appendices (2012).  
[http://www.sbcag.org/What\\_We\\_Do/ALUC/Documents.html](http://www.sbcag.org/What_We_Do/ALUC/Documents.html).

<sup>175</sup> SBCAG Draft Airport Land Use Compatibility Plan (2012).  
[http://www.sbcag.org/What\\_We\\_Do/ALUC/Documents.html](http://www.sbcag.org/What_We_Do/ALUC/Documents.html).

seeking a modification of its Airport Layout Plan to allow for the construction of additional general aviation hangars and expansion of the airport office and tower. The additional general aviation hangars are being provided for general aviation users that are currently using tie down spaces. Capital improvement projects that are scheduled to be implemented at the Santa Ynez Valley Airport within the next ten years are shown in Appendix E.

### ***Aircraft Operations***

Santa Ynez Valley Airport's Airport Layout Plan (ALP) Narrative Report forecasts 30,000 operations in 2019. Approximately 62,600 annual operations are forecasted at the airport in 2030.<sup>176</sup>

### ***Land Use Compatibility***

#### Safety

Land use around the Santa Ynez Valley Airport is primarily agricultural to the north, east, and south. The commercial center of the unincorporated community of Santa Ynez lies to the immediate northwest of the airport across Highway 246, and the Chumash Casino and Resort lies approximately 0.35 mile from the Runway 8 end. The closest residential land uses are located approximately 0.30 mile to the northwest of the airport.<sup>177</sup>

Land surrounding the airport on three sides is zoned for agriculture. Contiguous land to the northwest is zoned for low-density residential use. The Chumash Casino is within the Airport Approach Zone of the main runway. These land uses present no current hazard to airport operation and there are no obstructions for landing or takeoff. Nevertheless, four accidents have occurred at the airport since November 1989, but with no deaths and only one injury.

SBCAG's Airport Land Use Plan establishes safety criteria for new development. SBCAG, acting in its role as the Airport Land Use Commission, will continue to work with the County and the Santa Ynez Valley Airport to ensure that new development is compatible with the safety criteria established in the Airport Land Use Plan and the pending update.

#### Noise

The County of Santa Barbara has responded to noise complaints in the surrounding area by imposing a noise abatement operation that requires a 210 degree magnetic north heading after takeoff to avoid over-flight of Janin Acres, a residential development to the west of the airport. The wording on the sign at the end of the runway tells pilots to avoid the area to the west. This keeps ascending aircraft over sparsely populated and agricultural land to the south of the airport, which minimizes the takeoff noise to residents between Santa Ynez and Solvang. However, there is no way to enforce the abatement operation requirement; it is expected that noise complaints will continue and are legitimate in terms of the aircraft noise intrusion on an

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<sup>176</sup> SBCAG Draft Airport Land Use Compatibility Plan (2012).  
[http://www.sbcag.org/What\\_We\\_Do/ALUC/Documents.html](http://www.sbcag.org/What_We_Do/ALUC/Documents.html).

<sup>177</sup> SBCAG Draft Airport Land Use Compatibility Plan Appendices (2012).  
[http://www.sbcag.org/What\\_We\\_Do/ALUC/Documents.html](http://www.sbcag.org/What_We_Do/ALUC/Documents.html).

otherwise tranquil, rural environment. The noise intrusion is at a lower level than the 65 CNEL, which constitutes the criteria for determining compatible land uses.

SBCAG's Airport Land Use Plan establishes noise criteria for new development. SBCAG, acting in its role as the Airport Land Use Commission, will continue to work with the County and the Santa Ynez Valley Airport to ensure that new development is compatible with the noise criteria established in the Airport Land Use Plan.

## New Cuyama Airport

The New Cuyama Airport is located in the Cuyama Valley in northeast Santa Barbara County. The airport is adjacent to the unincorporated community of New Cuyama. Access to the airport is provided by SR 166 via Perkins Road.

The airport, which is privately owned, was a general aviation airport. It opened in 1950 and was operated as a private facility until June 15, 1989, when SBCAG, acting as the Airport Land Use Commission (ALUC) for Santa Barbara County, approved the request of Operation Enterprise, Inc. to change the status of the airport from private to public use. As of 2011, the airport is closed indefinitely.<sup>178</sup>

The airport property is 210 acres in size.<sup>179</sup> It has a single runway—Runway 10-28—that is 3,940 feet long. The airport is unmanned and offers no services. There are no visual or navigational aids at the airport.

### Issues & Needs

As mentioned above, the New Cuyama Airport is closed indefinitely as of 2011.

## Vandenberg Air Force Base

Vandenberg Air Force Base (VAFB) is located along the west coast of the County, northwest of the City of Lompoc, within the unincorporated County. VAFB comprises 5.6% of the County's total land and 33% of its coastline.

VAFB, which is owned by the United States Air Force, is a military airport. It opened in 1941.

The current Base is approximately 99,099 acres in size and is the third largest Air Force base in the United States.<sup>180</sup> It operates a single runway—Runway 12-30—that is 15,000 feet long. VAFB operates an air traffic control tower that is open between 8:00 AM and 5:00 PM, Monday through Friday. Visual aids at VAFB include high-intensity runway lighting, four-light precision approach path indicators on both runway ends, and standard 2,400 foot high intensity approach

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<sup>178</sup> SBCAG Draft Airport Land Use Compatibility Plan Appendices (2012). [http://www.sbcag.org/What\\_We\\_Do/ALUC/Documents.html](http://www.sbcag.org/What_We_Do/ALUC/Documents.html).

<sup>179</sup> SBCAG Draft Airport Land Use Compatibility Plan Appendices (2012). [http://www.sbcag.org/What\\_We\\_Do/ALUC/Documents.html](http://www.sbcag.org/What_We_Do/ALUC/Documents.html).

<sup>180</sup> SBCAG Draft Airport Land Use Compatibility Plan Appendices (2012). [http://www.sbcag.org/What\\_We\\_Do/ALUC/Documents.html](http://www.sbcag.org/What_We_Do/ALUC/Documents.html).

lighting system with centerline sequenced flashers (ALSF2) on both runway ends. The Runway 30 ALSF has a non-standard configuration with threshold lights located 17 feet from the useable pavement surface.

VAFB has relatively little military activity. With no based aircraft, all operations represent arrivals, departures, and operations within VAFB's closed traffic pattern by transient aircraft. Aircraft operating at VAFB represent a mix of fixed and rotary wing (i.e., helicopters) aircraft. There are a total of approximately 24 annual average daily operations at Vandenberg Air Force Base.<sup>181</sup>

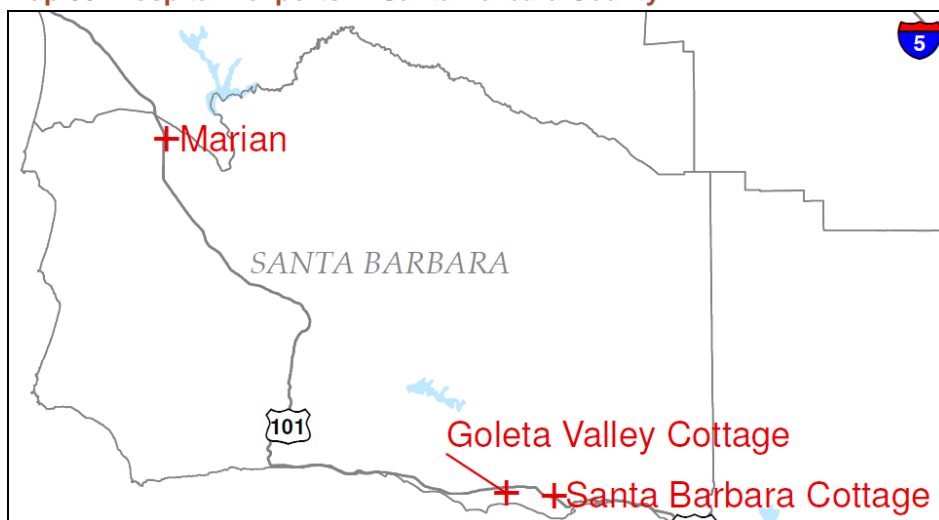
## Issues & Needs

VAFB presents planning challenges because it is outside the jurisdiction of SBCAG and the County. Future operations are beyond the County's ability to predict, as they depend on military policy. Between 2001 and 2011 there were, on average, 10 launches per year.<sup>182</sup>

## Hospital Heliports

The County also has three hospital heliports, all at non-profit hospitals. These heliports—at Goleta Valley Cottage Hospital in Goleta, Marian Medical Center in Santa Maria, and Santa Barbara Cottage Hospital in Santa Barbara—are shown on Map 80.

**Map 80: Hospital Heliports in Santa Barbara County**



Source: Caltrans Division of Aeronautics. *Map of California Hospital Heliports*. June 2012. <http://www.dot.ca.gov/hq/planning/aeronaut/documents/MapsLists.htm>.

<sup>181</sup> SBCAG Draft Airport Land Use Compatibility Plan (2012). [http://www.sbcag.org/What\\_We\\_Do/ALUC/Documents.html](http://www.sbcag.org/What_We_Do/ALUC/Documents.html).

<sup>182</sup> Space Archive. Vandenberg AFB Launch History. <http://www.spacearchive.info/vafbblog.htm>. Accessed 4 February 2012.

### 3.4.6 MARINE

No general cargo or passenger ship terminals exist in Santa Barbara County. Marine transportation activities along the coastal land areas of the County are related to recreation, commercial fishing, and oil production. Marine facilities owned by the oil companies are used exclusively by the companies for the storage, treatment, loading, and transport of oil. All the marine facilities are located between Point Conception and the Ventura County line. The only general public use marine facility is the Santa Barbara Harbor. The harbor contains four marinas with five piers, 1,133 slips (19% commercial fishermen and 81% recreational/other), two open water mooring areas, and two floating dock areas which can accommodate a number of fishing boats. There are three navigational lights and a Coast Guard facility. The harbor in Santa Barbara is the only sheltered harbor between Ventura and Morro Bay.

The Santa Barbara Harbor Breakwater was constructed in 1927, providing sheltered anchorage for boats. Shoaling began to occur shortly thereafter, and a sandbar soon formed at the end of the breakwater, running in an easterly direction. The sandbar provided some protection from storms in the southeast; however, down coast beaches began experiencing problems due to erosion. In 1930, the breakwater was extended to shore. In 1985, a 240-foot extension was constructed. An easterly breakwater may provide additional storm protection. Costs and environmental concerns, however, place the project beyond the planning period of this document.

#### Issues & Needs

The City of Santa Barbara's Harbor Master Plan states

The Harbor shall be a working harbor with priority given to ocean dependent uses, such as commercial fishing and recreational boating, for all users and income groups. Stearns Wharf shall consist of a mixture of visitor serving and ocean dependent and ocean related uses. The Harbor-Stearns Wharf area shall be developed and maintained as a resource for residents of the community and visitors pursuant to these goals while recognizing the need for economic self sufficiency of the area.<sup>183</sup>

The plan lists the following planning and environmental issues: (1) dredging, storm damage, and storm protection, (2) traffic and circulation, (3) parking, (4) public services, (5) harbor water quality, (6) aesthetics and design, and (7) cultural resources.

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<sup>183</sup> City of Santa Barbara. *Harbor Master Plan*. June 1996.  
<http://www.santabarbaraca.gov/Government/Departments/Waterfront/Harbor+Master+Plan.htm>

### 4.1 PLAN GOALS & OBJECTIVES

One of the important initial steps in developing the Regional Transportation Plan & Sustainable Communities Strategy (RTP-SCS) was the identification of planning goals and objectives to guide the development of the plan, as well as identification of performance measures that could be used in evaluating alternative planning scenarios and in monitoring the performance of the adopted plan over time. The goals establish the guiding principles for the Regional Transportation Plan (RTP) and a framework for decision-making. Regional projects and programs are developed, funded, and implemented based on these guiding principles.

The plan goals are organized into five key areas:

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

For each of the five goals, a subset of objectives was also developed. The objectives are clear statements of what needs to be accomplished to reach the goals. Santa Barbara County Association of Governments (SBCAG) staff also developed performance measures for each goal area to be used to assess progress toward accomplishment of the goals and objectives. The SBCAG 2040 RTP-SCS goals, objectives and performance measures, adopted by the SBCAG Board in November 2011 to guide RTP-SCS development, are presented in Table 27.

The RTP-SCS goals, objectives, and performance measures were developed with guidance from the RTP-SCS Joint Technical Advisory Committee (JTAC), the Santa Barbara County Transit Advisory Committee (SBCTAC), and the SBCAG Board, and with public input received during meetings with these bodies, individual meetings with key stakeholder groups from across the region, and a separate public scoping meeting during Phase 1 of the public outreach plan. Chapter 5 discusses the public process in more detail.

The goals and objectives adopted by SBCAG are based on and consistent with both the planning factors articulated in the new federal surface transportation law, Moving Ahead for Progress in the 21st Century Act (MAP-21), and the California Department of Transportation (Caltrans) [Smart Mobility 2010](#) framework, tailored to the Santa Barbara County region. The

policy approach embraces MAP-21's new emphasis on performance measurement and continues the transition in emphasis from mode-specific to program goals.

### 4.1.1 MAP-21 PLANNING FACTORS

MAP-21 retains planning factors identical to the planning factors in the former federal surface transportation law (the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users or SAFTEA-LU). These planning factors call on SBCAG to establish a policy framework under Map-21 for its planning process that will

- (A) Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
- (B) Increase the safety of the transportation system for motorized and non-motorized users;
- (C) Increase the security of the transportation system for motorized and non-motorized users;
- (D) Increase the accessibility and mobility of people and for freight;
- (E) Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
- (F) Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- (G) Promote efficient system management and operation; and
- (H) Emphasize the preservation of the existing transportation system.

New with Map-21, SBCAG must now follow a **performance-based approach** to transportation decision-making to support the national goals. SBCAG must establish performance measures and targets to use in tracking progress towards attaining its planning goals. The establishment of performance measures and targets must happen in coordination with both State transportation plans and providers of public transportation to ensure consistency to the maximum extent practicable. 23 U.S.C. 134 (h).

Consistent with this new mandate, SBCAG has organized its transportation planning policies to fit the RTP-SCS goal framework and crafted explicit, quantifiable performance measures that are also keyed to the plan goals. The goal framework and the performance measures are based on and in synchrony with the emerging performance-based approach recommended at by the California Department of Transportation.

### 4.1.2 STATE GUIDANCE

In parallel with the adoption of the 2010 California Regional Transportation Plan Guidelines, Caltrans produced a report entitled Smart Mobility 2010. This report, which was prepared by Caltrans in collaboration with U.S. Environmental Protection Agency, California Department of Housing and Community Development and the Governor's Office of Planning and Research, lays out a proposed "planning framework" for an integrated set of transportation planning principles, goals, performance measures, and implementing strategies that can be used in the formulation of State, regional, and local transportation plans.



The 2040 RTP-SCS goals and objectives follow 2010 RTP Guidelines and the Caltrans 2010 Smart Mobility framework. The 2010 RTP Guidelines are designed to provide guidance to Metropolitan Planning Organizations (MPOs) regarding applicable federal and State laws that govern the preparation and adoption of RTPs, along with suggestions regarding “best practices” in the development of RTPs. The 2010 RTP Guidelines also provide some general advice regarding the formulation of RTP goals and objectives, as well as advice on the use of performance measures.

Both the RTP Guidelines and Smart Mobility 2010 recognize the significant influence of Senate Bill 375 (SB 375) on the requirements for preparing RTPs in California. Recognizing the increased focus on transportation and land use coordination and other sustainability principles resulting from SB 375, Smart Mobility 2010 sets forth a proposed framework for integrated goals, objectives, and performance measures based on the following planning principles:

### **Location Efficiency**

- Integrate transportation and land use in order to achieve high levels of non-motorized travel and transit use, reduced vehicle trip-making, and shorter average trip length while providing a high level of accessibility.

### **Reliable Mobility**

- Manage, reduce, and avoid congestion by emphasizing multi-modal options and network management through operational improvements and other strategies.
- Provide predictability and capacity increases focused on travel that supports economic productivity.

### **Health and Safety**

- Design, operate, and manage the transportation system to prevent serious injuries and fatalities, promote active living, and lessen exposure to pollution.

### **Environmental Stewardship**

- Protect and enhance the State's transportation system and its built and natural environment.
- Act to reduce the transportation system's emission of greenhouse gases (GHGs) that contribute to global climate change.

### **Social Equity**

- Provide mobility for people who are economically, socially, or physically disadvantaged in order to support their full participation in society.
- Design and manage the transportation system in order to equitably distribute its benefits and burdens.

## Robust Economy

- Invest in transportation improvements – including operational improvements – that support the economic health of the State and local governments, the competitiveness of California’s businesses, and the welfare of California residents.

These six categories were used to organize SBCAG’s planning goals and objectives in the RTP-SCS, and to identify and organize specific performance measures used in the RTP-SCS planning and evaluation process. Smart Mobility 2010 also organizes performance measures and recommended metrics according to the six principles outlined above, identifying the primary methods, tools, and data sources needed by a transportation planning agency to utilize these measures. The 2040 RTP-SCS organizes its goals, objectives and performance measures following this approach.

## 4.2 POLICIES

In the 2040 Regional Transportation Plan & Sustainable Communities Strategy (RTP-SCS), planning policies have been re-organized around the five, new plan goals. While the emphasis of these policies is on a programmatic and performance-oriented goal and policy framework, the RTP-SCS nevertheless also retains mode-specific policies supportive of the plan goals. Some of these goals and policies will have short-term benefits, e.g., guiding project development, while some will take effect over the long term, e.g., guiding long-term transportation investments and local land use decisions.

### 4.2.1 PROGRAMMATIC POLICIES

**Goal 1, ENVIRONMENT:** Foster patterns of growth, development and transportation that protect natural resources and lead to a healthy environment.

#### Policy 1.1 Land Use

The planning, construction, and operation of transportation facilities shall be coordinated with local land use planning and should encourage local agencies to:

- Make land use decisions that adequately address regional transportation issues and are consistent with the RTP-SCS.
- Promote better balance of jobs and housing to reduce long-distance commuting by means of traditional land use zoning and other, unconventional land use tools, such as employer-sponsored housing programs, economic development programs, commercial growth management ordinances, average unit size ordinances and parking pricing policies.
- Plan for transit-oriented development consistent with the RTP-SCS by:
  - concentrating residences and commercial centers in urban areas near rail stations, transit centers and along transit development corridors.
  - designing and building “complete streets” serving all transportation modes that connect high-usage origins and destinations.

- Preserve open space, agricultural land and areas of special biological value.
- Identify, minimize and mitigate adverse environmental impacts and, in particular, require mitigation of traffic impacts of new land development through on-site and related off-site improvements for all modes of transportation, including incentives to encourage the use of alternative transportation modes.

### **Policy 1.2 Air Quality**

Transportation planning and projects shall be designed to:

- Lead to reductions in greenhouse gas and criteria pollutant emissions, consistent with the air quality goals of the region, including targets for greenhouse gas emissions from passenger vehicles in 2020 and 2035 as required by Senate Bill 375 (SB 375).
- Be in conformity with the Air Pollution Control District Clean Air Plan and the State Implementation Plan (SIP) and meet the National Ambient Air Quality Standards as required by the federal Clean Air Act.

### **Policy 1.3 Alternative Fuels and Energy**

Transportation planning and projects shall:

- Encourage the use of alternative fuels, and the application of advanced transportation and energy technologies to reduce vehicular emission production and energy consumption.
- Promote renewable energy and energy conservation, consistent with applicable federal, State, and local energy programs, goals, and objectives.

### **Policy 1.4 Aesthetics and Community Character**

Transportation planning and projects shall:

- Consider aesthetics and preserve and enhance historic and local community character.
- For the South Coast portion of U.S. 101, preserve and maintain the historic character of existing highway structures and mature plant material unless demonstrated to be infeasible; consistent with the Coastal Zone Design Guidelines for U.S. 101.

### **Policy 1.5 Regional Greenprint**

SBCAG shall continue to coordinate with local governments and federal, State and regional agencies to maintain an up-to-date regional database that will allow these agencies to consider the best practically available scientific information regarding resource areas and farmland in the region when making land use decisions.

SBCAG shall pursue development of a coordinated regional approach to advance mitigation of impacts from transportation projects on sensitive habitat areas, in collaboration with local governments and federal and State agencies. This approach may include designation of priority conservation areas within the region where advance mitigation should be targeted.

**Goal 2, MOBILITY AND SYSTEM RELIABILITY:** Optimize the transportation system to improve accessibility to jobs, schools, and services, allow the unimpeded movement of people and goods, and ensure the reliability of travel by all modes.

### **Policy 2.1 Access, Circulation and Congestion**

The planning, construction, and operation of transportation facilities shall strive to:

- Enhance access, circulation, and mobility throughout the Santa Barbara region and between neighboring regions.
- Reduce congestion, especially on highways and arterials and in neighborhoods surrounding schools in cooperation with schools and school districts.
- Reduce travel times to be consistent with the adopted Congestion Management Plan for all transportation modes, with equal or better travel times for transit and rail in key corridors.

### **Policy 2.2 System Maintenance, Expansion and Efficiency**

Transportation planning and projects shall:

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

### **Policy 2.3 Alternative Transportation Modes**

Transportation planning and projects shall:

- Encourage alternatives to single-occupancy vehicle trips and the use alternative transportation modes to reduce vehicle miles traveled and increase bike, walk and transit mode share.
- Provide for a variety of transportation modes and ensure connectivity within and between transportation modes both within and outside the Santa Barbara region.

Alternative mode planning and projects shall be compatible with neighboring regions' transportation systems.

- Plan and provide for ancillary support facilities for alternative transportation, such as bicycle parking.
- Promote inter-regional commuter transit and rail service.
- Promote local and inter-city transit.
- Work to complete the California Coastal Trail through provision and implementation of trail segments and connections in coordination with the California State Coastal Conservancy, California Department of Parks and Recreation, California Coastal Commission, Caltrans, and other agencies.

#### **Policy 2.4 Freight and Goods Movement**

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

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

#### **Policy 2.5 Transportation System Management Technologies**

Transportation planning and projects shall:

- In concert with the California Department of Transportation (Caltrans), the California Highway Patrol, and local public transit and public works agencies, encourage the deployment and use of the best available transportation system management (TSM) and Intelligent Transportation System (ITS) technologies to make travel reliable and convenient, increase transportation system efficiency, and reduce travel demand through the implementation of system and demand management strategies.
- Promote a jointly maintained and enhanced regional ITS architecture consistent with the Central Coast ITS Strategic Deployment Plan.

#### **Policy 2.6 Consistency with Other Plans**

The planning, construction, and operation of transportation facilities and of the system as a whole shall be consistent with (1) the California Transportation Plan, (2) SBCAG's

Transportation Connections: The Public Transit Human Services Transportation Plan for Santa Barbara County, (3) adopted local General Plans, and (4) other regional policies.

**Goal 3, EQUITY:** Assure that the transportation and housing needs of all socio-economic groups are adequately served.

### **Policy 3.1 Access**

The planning, construction, and operation of transportation facilities and of the system as a whole shall:

- Encourage safe and convenient travel for all transportation system users, including the disabled, pedestrians, bicyclists, transit riders, and other vehicles.
- Ensure that the transportation needs of all groups, in particular disadvantaged, low-income, and minority groups, are adequately served and that all groups have equal access to transportation facilities and services.
- Give special attention to the needs of elderly and disabled individuals for improved transportation accessibility and removal of physical barriers, including provisions required under the 1990 Americans with Disabilities Act (ADA).

### **Policy 3.2 Affordable Housing**

SBCAG shall encourage local agencies to:

- Address and plan for forecast regional housing needs for all economic segments of the population.
- Plan for adequate affordable and workforce housing within existing urbanized areas near jobs and public transit.
- Consider transit availability and accessibility as an integral element of land use planning and project permitting, with special emphasis on serving the disabled, elderly, and other transit-dependent communities.
- Recognize that housing provided by colleges and universities is an important component in addressing the region's overall housing needs, which should be taken into account in local agencies' own housing planning.

### **Policy 3.3 Public Process**

- Provide early and meaningful public access and participation in the decision-making process to all interested parties, including traditionally under-represented populations.

### **Policy 3.4 Environmental Justice**

The planning process shall:

- Analyze potential impacts on accessibility, mobility, and the environment for traditionally under-represented populations.

- Ensure opportunities for full and fair participation by all potentially affected communities in the transportation decision-making process.
- Ensure that all communities, especially disadvantaged, low-income, and minority communities, receive their fair share of the benefits of transportation services and investments in a timely manner.
- Ensure that no single group is disproportionately impacted socially, economically, or environmentally, to the maximum extent feasible.
- Avoid, minimize or mitigate any significant, adverse and disproportionately high human health and environmental effects, including social and economic effects, on minority populations and low-income populations.
- Implement mitigation measures or consider alternative approaches to address any disproportionate impacts.

**Goal 4, HEALTH AND SAFETY:** Improve public health and ensure the safety of the regional transportation system.

#### **Policy 4.1 Safe Roads and Highways**

The planning, construction, and operation of transportation facilities and of the system as a whole shall:

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

#### **Policy 4.2 Public Health**

The RTP-SCS shall promote integrated transportation and land use planning that encourages:

- Active transportation (transit, biking and walking).
- Development of “complete streets” serving all transportation modes, including active transportation.

**Goal 5, PROSPEROUS ECONOMY:** Achieve economically efficient transportation patterns and promote regional prosperity and economic growth.



### **Policy 5.1 Commuter Savings**

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

### **Policy 5.2 Support Business and Local Investment**

The RTP-SCS shall:

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

### **Policy 5.3 Public-Private Partnerships**

Promote inter-jurisdictional and public/private partnerships that:

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

### **Policy 5.4 Transportation Funding**

SBCAG and its member agencies should:

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

## **4.2.2 MODE-SPECIFIC POLICIES**

In addition to the programmatic policies set forth above, the 2040 RTP-SCS also includes mode-specific policies related to the five RTP-SCS goals. As important as the programmatic policy approach is to the performance-based approach, there is no substitute for separate policies that address the transportation issues specific to each transportation mode.

## Highways & Roadways

A foundation of the transportation system, the focus for highways and roadways is maintenance of the current system, with operational efficiency and capacity improvements implemented within an environmentally sensitive context.

### **Policy 6.1**

For highways and roadways, the RTP shall give the highest priority to upgrading existing roadway facilities to eliminate or mitigate high accident situations, and to reducing congestion and enhancing mobility as determined by the Level of Service (LOS) standards established in the Congestion Management Plan (CMP).

### **Policy 6.2**

Projects to increase the capacity of the region's freeway and arterial system through the provision of additional traffic lanes shall be considered only when the existing facility is projected, in the near term, to no longer provide an acceptable level of service during peak hours (LOS D or better). Consideration of alternative means of capacity enhancement, however, is encouraged.

### **Policy 6.3**

State Route 154, a state-designated scenic highway, shall not be expanded to provide more than two through lanes, with the exception of passing lanes where appropriate.

### **Policy 6.4**

The South Coast U.S. 101 high-occupancy vehicle lane widening project shall have the region's highest priority, consistent with the Measure A Investment Plan.

## Bicycles

Developing bicycle facilities that provide safe and effective routes for commuters, including inter-jurisdictional connectivity and access to commercial and employment activity centers, is important for establishing an alternative to vehicle use. With year-round fair weather conditions and a community emphasis on environmental quality, the opportunity to expand bicycling as an alternative mode of transportation is supported by the bicycle facilities policies.

### **Policy 7.1**

Promote the development of the regional bikeway system through the Regional Bikeway Plan, with emphasis on linking gaps in the bikeway system to provide for regional connectivity.

Encourage local agency adherence to the policies and standards in the Regional Bikeway Plan in completing future bikeways.

## **Policy 7.2**

Encourage local jurisdictions to adopt a capital improvement program—and commit to program funding—for bikeways and/or bicycle facility amenities including weather-protected and secure bicycle parking.

Encourage local jurisdictions to develop commuter bikeways and provide for Class I and Class II bike lanes as part of roadway improvement projects where feasible.

## **Policy 7.3**

Encourage local jurisdictions to improve the safety of bikeways, including projects to mitigate identified bicycle and vehicle movement conflict areas.

Encourage the implementation of signal-actuating mechanisms for bicycles at all major signalized intersections.

## **Policy 7.4**

Pedestrian and bicycle access ways that provide for intermodal network connectivity should be implemented, where possible, in areas where U.S. 101 bisects communities.

## **Policy 7.5**

Commuter bikeways identified in the Regional Bikeway Plan and local agency circulation plans will be given priority for the use of bikeway funds, consistent with the Measure A Strategic Plan.

## **Transit**

The policies in support of transit focus on development of regional and local service, interconnected with local circulator service, for all users including commuters, choice riders, and the transit dependent. The policies also support land use considerations that maximize the service potential of transit.

## **Policy 8.1**

Consideration shall be given to the short-range transit plans and long-range planning documents of local transit agencies to meet existing and forecasted ridership demand.

## **Policy 8.2**

Recognize the regional and local transit needs of persons who are transit-dependent and encourage service programming that reflects those needs (e.g., expanded span of service, improved frequency, and additional service days).

### **Policy 8.3**

Seek to improve local, inter-city and inter-regional bus service to meet the regional and local ridership needs and preferences of the choice rider (e.g., commuter, express, and inter-community service).

## **Rail**

The policies for rail recognize the importance of moving freight by rail—thus eliminating truck traffic on the roadway network—and increasing, when efficient, passenger and commuter rail service.

### **Policy 9.1**

Encourage the increase in passenger rail service to and within Santa Barbara County:

- Support a stable funding source for Amtrak.
- Work with Caltrans, Division of Rail to secure State funding for rail capital and operations.
- Support expansion of Pacific Surfliner rail service.
- Promote commuter-friendly intercity passenger rail service, e.g., City of Santa Barbara On-TRAC Plan.
- Pursue implementation of Santa Barbara—Ventura commuter rail service in coordination with Ventura County Transportation Commission, Union Pacific Railroad, Caltrans and Amtrak.
- Support capital projects in the Pacific Surfliner corridor that will enhance capacity and on-time performance
- Support efforts to implement Coast Daylight service connecting southern California and the Bay area

### **Policy 9.2**

Recognize that rail is an integral component in the movement of freight and support the maintenance and development of the state-wide freight rail network.

## **Airports**

Airports provide an important link in the transportation system. Most often thought of in terms of passenger movement, airports also provide important business, cargo, and emergency response services, along with recreational activity. The policies for this goal support the development of and access to the airports according to airport classifications and within the context of regional service.

### **Policy 10.1**

Support airport capacity enhancements to respond to increases in passenger and cargo service demand as identified in airport master plans.

## **Policy 10.2**

Provide for improved multi-modal ground access to the airports in the County and ensure intra- and inter-modal connectivity of such service.

## **Pedestrian Facilities**

Walking is a basic form of transportation and almost all trips begin and end on foot. Pedestrian facilities that are Americans with Disabilities Act (ADA) accessible, with connectivity to other modes of transportation, make up an important element in the transportation system.

### **Policy 11.1**

Pedestrian facilities should include design elements to ensure safety, security, and accessibility, including compliance with the ADA, and design of such facilities should include features that make walking an attractive mode, such as landscaping, street trees, and planting strips separating sidewalks from roadways, wherever feasible.

### **Policy 11.2**

Pedestrian facilities shall be developed to provide access to centers of community activity and transit stops.

### **Policy 11.3**

Pedestrian access shall be considered in the design of transportation facilities, especially if these facilities act as a barrier to pedestrian movement.

## **4.3 INDICATORS / PERFORMANCE MEASURES**

In concert with the adoption of goals and objectives, SBCAG identified and adopted measures to assess performance of land use and transportation scenario alternatives in the Regional Transportation Plan & Sustainable Communities Strategy (RTP-SCS) and to assess progress toward the plan goals. SBCAG's planning process fully embraces the performance-based approach endorsed by MAP-21 as well as the performance-based approach recommended by the California Department of Transportation (Caltrans).

The adopted performance measures are intended to be objectively quantifiable standards that utilize data readily available from the SBCAG land use and travel demand models. These performance measures are explicitly keyed to the five RTP-SCS goals, as well as to the plan objectives. Goals, objective and performance measures are presented in Table 27.

As discussed in detail in Chapter 6, SBCAG applied the adopted performance measures in RTP-SCS scenario development and analysis and in the selection of the preferred land use and transportation scenario.

**Table 27: SBCAG 2040 RTP-SCS Goals, Objectives, and Performance Measures**

Goals	Objectives	Performance Measures
<p><b>Environment</b> Foster patterns of growth, development and transportation that protect natural resources and lead to a healthy environment.</p>	<ul style="list-style-type: none"> <li>• Reduce GHG emissions in compliance with ARB Regional Targets<sup>184</sup></li> <li>• Reduce criteria pollutant emissions</li> <li>• Encourage affordable and workforce housing and mixed-use development within urban boundaries</li> <li>• Promote transit use and alternative transportation</li> <li>• Reduce vehicle miles traveled</li> <li>• Preserve open space and agricultural land</li> </ul>	<ul style="list-style-type: none"> <li>– GHG emissions per capita from autos/light trucks</li> <li>– VMT per capita</li> <li>– On-road fuel consumption per capita</li> <li>– Criteria pollutant emissions per capita</li> <li>– % Ag land and open space retained per year in incorporated areas</li> <li>– % Ag land and open space retained per year in unincorporated areas</li> <li>– % alternative transportation trips</li> <li>– New zoning capacity &gt;20 du/acre within ½ mile of frequent and reliable transit corridor</li> <li>– % of new housing unit capacity accommodated by infill development</li> <li>– Cost per unit of VMT reduction</li> <li>– Cost per unit of GHG reduction</li> </ul>
<p><b>Mobility &amp; System Reliability</b> Optimize the transportation system to improve accessibility to jobs, schools, and services, allow the unimpeded movement of people and goods, and ensure the reliability of travel by all modes.</p>	<ul style="list-style-type: none"> <li>• Reduce travel times for all modes</li> <li>• Reduce congestion</li> <li>• Increase bike, walk and transit mode share</li> <li>• Employ best available transportation system management (TSM) technologies to make travel reliable and convenient</li> <li>• Work cooperatively with schools and school districts to reduce congestion in surrounding neighborhoods</li> </ul>	<ul style="list-style-type: none"> <li>– Roadway Level of Service (LOS)</li> <li>– Avg. travel distance (all trips and work trips)</li> <li>– Average travel time</li> <li>– Average commute time (workers)</li> <li>– Transit ridership</li> <li>– Transit accessibility (% of population and jobs within ½ mile of bus stop with frequent and reliable transit service)</li> <li>– % Mode share (all trips)</li> <li>– % Mode share (workers)</li> </ul>

<sup>184</sup> Greenhouse gas (GHG) emissions reduction target set by California Air Resources Board.

Goals	Objectives	Performance Measures
<p><b>Equity</b> Assure that the transportation and housing needs of all socio-economic groups are adequately served.</p>	<ul style="list-style-type: none"> <li>• Comply with HCD/Regional Housing Needs Assessment</li> <li>• Provide adequate affordable and workforce housing near jobs</li> </ul>	<ul style="list-style-type: none"> <li>– New affordable and workforce housing units by affordability level.</li> <li>– New affordable and workforce housing units within ½ mile of frequent and reliable transit corridor</li> <li>– Transit accessibility (% of low income and minority population within ½ mile of bus stop with frequent and reliable transit service)</li> <li>– Average trip time for low income and minority communities</li> </ul>
<p><b>Health and Safety</b> Improve public health and ensure the safety of the regional transportation system.</p>	<ul style="list-style-type: none"> <li>• Prevent accidents, injuries, and fatalities on the transportation system</li> <li>• Increase physical fitness by increasing rates of bicycling and walking trips</li> <li>• Increase public outreach and education</li> </ul>	<ul style="list-style-type: none"> <li>– Accident Data on State Highways (SWITRS)</li> <li>– % Bike and Walk trips to total trips</li> <li>– Measure effectiveness of outreach</li> </ul>
<p><b>Prosperous Economy</b> Achieve economically efficient transportation patterns and promote regional prosperity and economic growth.</p>	<ul style="list-style-type: none"> <li>• Reduce congestion</li> <li>• Optimize network performance to reduce time lost to commuting</li> <li>• Encourage measures that bring worker housing closer to job sites</li> <li>• Promote a mix of land uses responsive to the needs of businesses, including agriculture and tourism</li> </ul>	<ul style="list-style-type: none"> <li>– Net commuter savings (time)</li> <li>– Net commuter cost avoided (money)</li> <li>– % Increase in affordable and workforce housing near jobs</li> <li>– % Increase in affordable and workforce housing near transit</li> <li>– % of agricultural land conserved</li> </ul>



## Chapter 5 Planning Process

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The planning process used to develop the Regional Transportation Plan & Sustainable Communities Strategy (RTP-SCS) involved a complex interaction between a multi-step public process and the application of technical planning analysis. At its base, the development of a long-range transportation planning document is a highly technical process, utilizing sophisticated computer modeling tools to evaluate transportation system performance based on forecast growth and other assumptions. However, the technical analysis is based on policy inputs that are products of an involved decision-making process shaped by public input. The process is iterative: Based on public input, technical information and analysis, the decision-making process defines goals, weighs trade-offs and sets priorities, which themselves influence and guide the technical analysis. The need to integrate a Sustainable Communities Strategy (SCS) into the Regional Transportation Plan (RTP) as required by Senate Bill 375 (SB 375) made both the technical and decision-making processes more complex, since issues of land use, growth and housing policy—always controversial—had to be integrated into the transportation planning discussion and analysis. This chapter describes this process, both the central role of public input in the planning process and the technical methodology employed.

- Santa Barbara County Association of Governments (SBCAG) staff responded to the new requirements of SB 375 by following an integrated planning program that coordinated the preparation of Regional Growth Forecast, the RTP-SCS, and the Regional Housing Needs Allocation (RHNA) Plan.
- The public participation process followed a three-phase Public Participation Plan: (1) RTP-SCS scenario scoping and goal-setting, (2) transportation / land use scenario modeling analysis and results, and (3) Draft RTP-SCS and preferred transportation / land use scenario adoption.
- Technical analysis relied on two new tools: an upgraded, multi-modal computer travel model and an integrated land use modeling capability. Together, the land use and travel models allowed the study and analysis of a range of alternative land use and transportation scenarios to determine transportation system performance for any set of land use and transportation assumptions.
- Using a performance-based approach, staff compared the performance of modeled scenarios for each of three target years (2020, 2035 and 2040) with the base year (2005) and the future baseline year (2040). As a threshold determination, scenarios studied had to meet the SB 375 greenhouse gas (GHG) emission targets in order to be viable as candidates for consideration as the preferred TP-SCS scenario.

### 5.1 INTEGRATED PLANNING PROGRAM

The requirements of Senate Bill 375 (SB 375) provided a strong impetus to coordinate several planning activities, including the updated Regional Growth Forecast, the Regional Transportation Plan & Sustainable Communities Strategy (RTP-SCS) with accompanying Environmental Impact Report (EIR), and the Regional Housing Needs Allocation (RHNA) Plan.

SBCAG staff responded to these new requirements by following an “integrated planning program” that coordinated the preparation of these major work products.

### **5.1.1 REGIONAL GROWTH FORECAST**

The Regional Growth Forecast (RGF) sets forth estimates of population, employment, and land use to the year 2040 for Santa Barbara County, its major economic and demographic regions, and its eight incorporated cities. The purpose of the Regional Growth Forecast is to provide a consistent County-wide forecast to the year 2040 for use in long-range regional and local planning. The forecast serves as input towards the development of travel forecasts, air quality impact analysis, and scenario testing for the RTP-SCS. The RGF may also be used in preparing demand estimates for sewer treatment plants and other facilities, and can also serve as a database for social service agencies, marketing studies, and for analysis of growth related issues. The forecast update contains an overview of future population, employment and household growth to 2040 and can assist in addressing issues such as jobs/housing balance, land use capacity, school enrollment, and other relevant topics.

### **5.1.2 RTP-SCS & EIR**

Federal law requires that a Regional Transportation Plan (RTP) be prepared every four years. In accordance with State and federal guidelines, the horizon year for the next RTP was extended to the year 2040. As part of the RTP development, goals and objectives and performance measures updated and adopted. Other major tasks included updates to the transportation project evaluation criteria, economic analysis of investment strategies, new revenue projections, and updated project cost estimates. Additionally, the updated RTP is subject to requirements of the updated State RTP Guidelines adopted by the California Transportation Commission in April 2010, as well certain new requirements that were established in the most recent federal surface transportation reauthorization (MAP-21).

The Sustainable Communities Strategy (SCS) is a new element of the RTP, required by SB 375 to show how regional greenhouse gas (GHG) targets would be achieved through development patterns, transportation infrastructure investments, and/or transportation measures or policies that are determined to be feasible. If the SCS does not meet regional GHG targets, an Alternative Planning Strategy (APS) must be developed, which demonstrates what alternative and additional measures would need to be taken in order for the region to meet its GHG target.

One of the specific requirements for the SCS is to gather and consider the best practically available scientific information regarding resource areas and farmland in the region (California Government Code Section 65080(b)(2)(B)(5)). In order to address these requirements, staff proposed preparation of a Regional Greenprint as a precursor to SCS scenario development. The Regional Greenprint includes an assessment of existing natural resource areas, open space and farmlands, using existing GIS data layers from a variety of sources.

In order to evaluate various combinations of transportation and land use strategies that would lead to achieving the GHG targets established by the California Air Resources Board (ARB) for the Santa Barbara County region, SBCAG developed alternative planning scenarios, using its

upgraded transportation and land use modeling capabilities. These scenarios, developed with input from policy makers, stakeholders, and the general public, were analyzed to determine how each scenario performs across the range of performance measures discussed in Chapter 4, including GHG emissions. Following an extensive public process involving multiple workshops and hearings, this analysis and the comparison of alternative scenarios, together with public input, allowed the SBCAG Board to select the preferred scenario that forms the basis for the RTP-SCS.

SBCAG is also required to prepare an Environmental Impact Report pursuant to the California Environmental Quality Act, which evaluates the potential environmental effects of the RTP-SCS. Circulation of the draft EIR for public review and comment is happening at the same time as public review of the draft RTP-SCS.

### **5.1.3 REGIONAL HOUSING NEEDS ASSESSMENT (RHNA)**

SB 375 also changed previous housing element law by aligning regional housing planning with regional transportation and sustainable communities planning. As a result of this change, the RHNA is now on an eight-year cycle and will be integrated with every other RTP update process (since the RTP is updated every four years). SBCAG received its determination of regional housing need for the 2014-2022 planning period from the State Department of Housing and Community Development (HCD) in April 2012. In response to this determination, SBCAG worked to develop and adopt a methodology for allocating the regional housing need to its member agencies in concert with the development of the RTP-SCS. As a result of the coordination of the two processes, the RTP-SCS accommodates the regional housing need and is consistent with its allocation at both the regional and local levels. SBCAG adopted its RHNA methodology for the 2014-2022 period in December 2012, at the same time as adoption of the RGF. Following publication of the draft RTP-SCS, SBCAG will release the draft RHNA Plan also consistent with the RTP-SCS.

### **5.1.4 PUBLIC PARTICIPATION PLAN**

Another requirement of SB 375 is that each Metropolitan Planning Organization (MPO) adopt a public participation plan for development of the Sustainable Communities Strategy (and Alternative Planning Strategy, if one is required). The requirements that are applicable to SBCAG include:

- 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.
- Consultation with congestion management agencies, transportation agencies, and transportation commissions.

- 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. Each workshop, to the extent practicable, shall include urban simulation computer modeling to create visual representations of the SCS and the APS.
- Preparation and circulation of a draft SCS (and APS, if one is prepared) not less than 55 days before adoption of the final RTP.
- At least three public hearings on the draft SCS (and APS, if one is prepared). 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.
- A process for enabling members of the public to provide a single request to receive notices, information, and updates.

As discussed below, SBCAG adopted a public participation plan meeting these requirements in August 2011, which guided the public process of developing the RTP-SCS.

## 5.2 PUBLIC INPUT

SBCAG believes that good ideas originate through an open exchange of information. The agency encourages public involvement in its plans, programs, and projects. As the primary users of the transportation system, Santa Barbara County residents know the transportation needs of their community best.

SBCAG also understands that residents have an interest in maintaining quality of life in the County. Projected growth in the County will impact the transportation system, which in turn will affect residents' experience; economic development, land use, and transportation policy decisions are all interconnected.

Actively involving the public in the planning process illuminates issues, strategies, and solutions that otherwise might not be considered. Consideration of public input is important to development of a successful and effective Regional Transportation Plan & Sustainable Communities Strategy (RTP-SCS) that will meet the needs of the County's diverse communities.

### 5.2.1 PUBLIC PARTICIPATION PLAN PROCESS STEPS / OPPORTUNITIES TO COMMENT

#### Early Public Participation

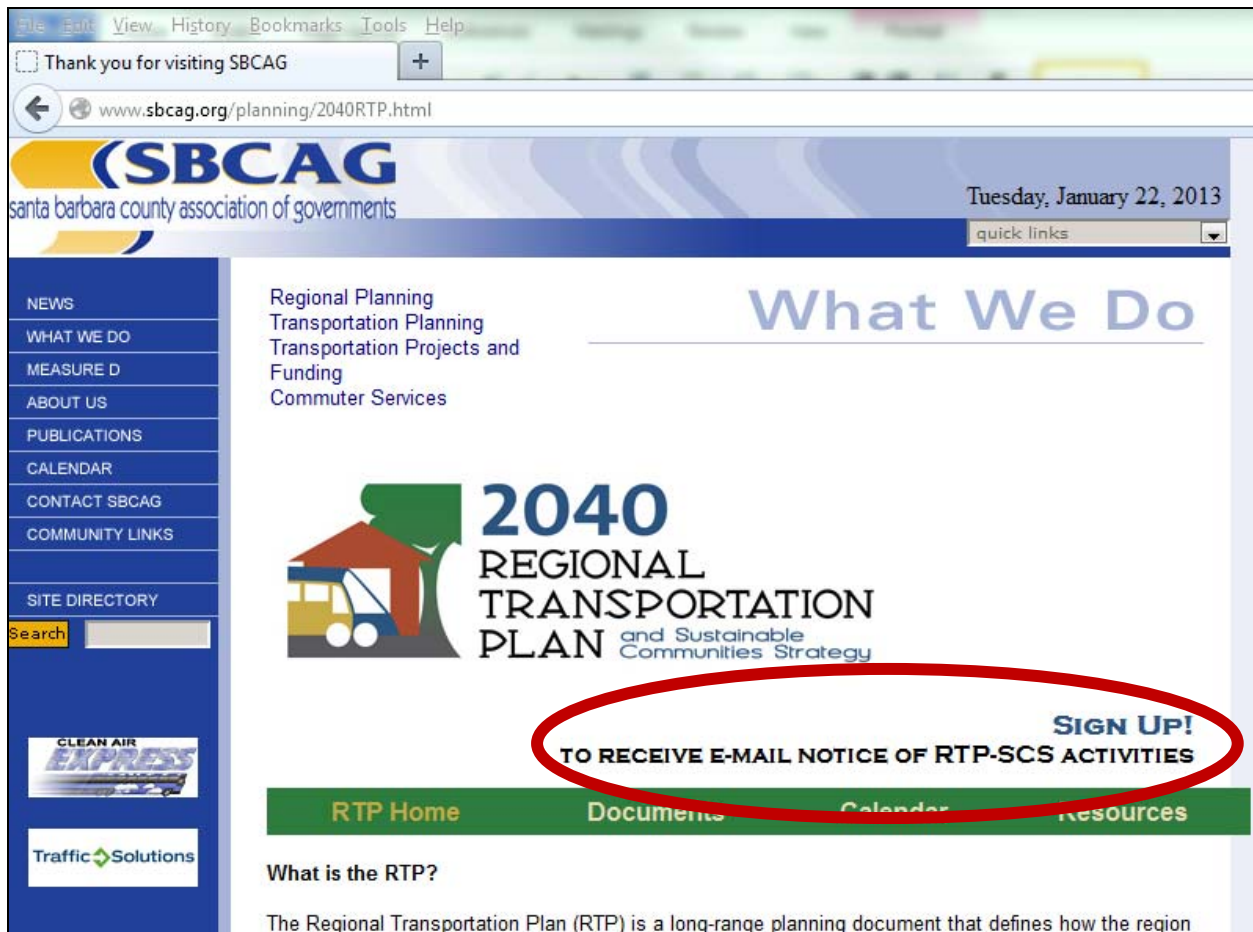
Before SBCAG adopted the 2040 Regional Transportation Plan & Sustainable Communities Strategy Public Participation Plan, government agencies and members of the public were already weighing in on issues that would impact the RTP-SCS. Perhaps one of the most important of these issues was the setting of greenhouse gas (GHG) emission reduction targets for the SBCAG region. Five members of the public presented comments at the August 19, 2010 meeting of the SBCAG Board, at which the Board reviewed the draft GHG emission reduction

targets set for SBCAG by the California Air Resources Board (ARB). (Per the SBCAG's 2007 Public Participation Plan, all SBCAG Board and committee meetings are held in physically-accessible locations, and persons needing special accommodations to participate in the meetings will be accommodated upon request.) Ten members of the public presented comments at the September 20, 2010 meeting of the SBCAG Board, at which the Board considered options for commenting on the draft GHG emission reduction targets proposed for SBCAG by the ARB. Ultimately, the SBCAG Board voted 7-6 to request a more stringent target than that suggested by the ARB—to set the target at zero net increase in per capita GHG emissions contingent on future modeling by SBCAG to assess if SBCAG is able to meet zero net increase. The ARB set SBCAG's target at zero net increase in per capita GHG emissions.

## Public Participation Plan

The purpose of the 2040 Regional Transportation Plan & Sustainable Communities Strategy Public Participation Plan is to provide opportunity for meaningful input and involvement in the development of the region's RTP-SCS at each stage of the RTP-SCS planning process by the general public, stakeholders, and member agency officials and staff, as well as interested State and federal agencies, while satisfying federal and State requirements. The 2040 RTP & SCS Public Participation Plan serves as an addendum to SBCAG's Public Participation Plan 2007, which fulfills the federal requirements for public participation in the metropolitan planning process.

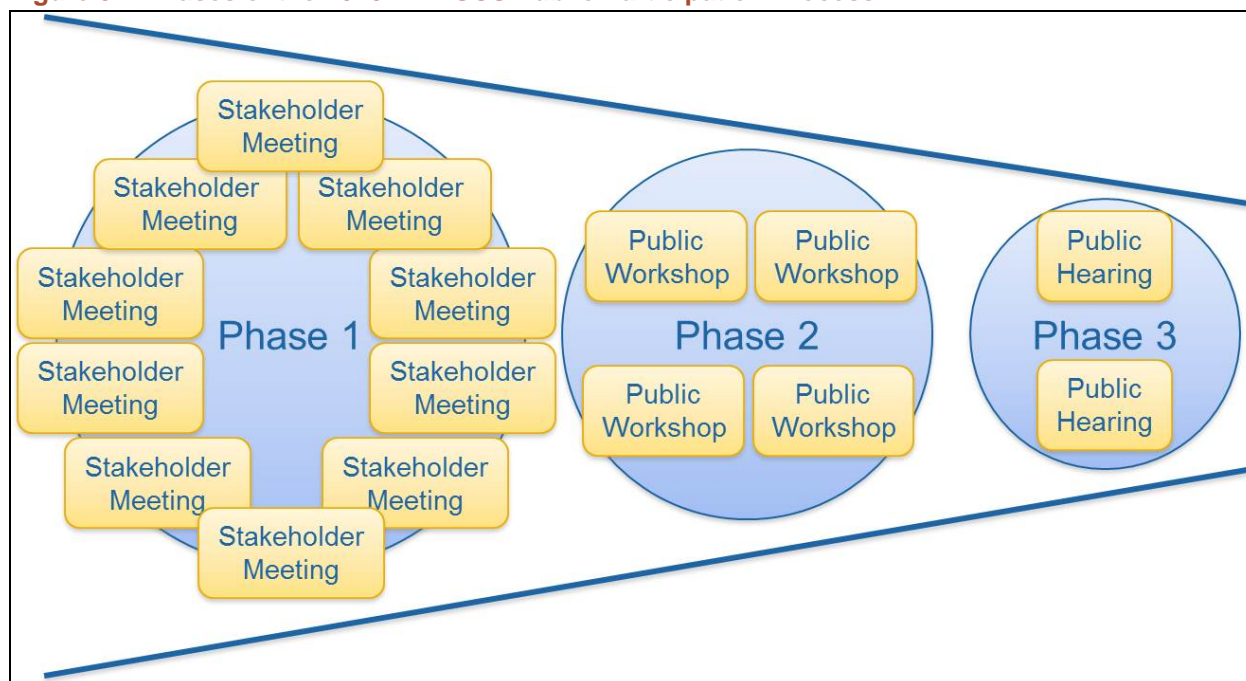
The 2040 Regional Transportation Plan & Sustainable Communities Strategy Public Participation Plan provides for members of the public to make a single request to be added to the RTP-SCS E-mail Contact List and receive notices, information, and updates regarding the 2040 RTP-SCS. Anyone may simply email [info@sbacag.org](mailto:info@sbacag.org) (either directly or through the RTP-SCS website) or call 805-961-8900 to request to be added to the list. This option for a single request is required by Gov. Code Section 65080(b)(2)(F)(vi). Interest in the RTP-SCS is increasing—as of August 6, 2012 there were 396 people on the RTP-SCS E-mail Contact List; by December 18, 2012, there were 510 people on the list. The snapshot below from SBCAG's RTP-SCS website shows the internet sign-up option.



The SBCAG public participation process for the 2040 RTP-SCS is structured around three planning phases: (1) RTP-SCS Scoping and Goal-Setting, (2) Alternative Transportation / Land Use Scenarios, and (3) Draft RTP-SCS and Preferred Transportation / Land Use Scenario. The outreach begins with a wide scope and narrows throughout the development of the RTP-SCS, as shown in the figure below. The first phase focuses on direct stakeholder outreach to seek input on the scope of alternative scenarios to be considered in the planning process, as past experience has shown direct outreach to be an effective method for encouraging meaningful participation and input. Although direct outreach at all three phases is not feasible given staff time constraints, direct outreach at the beginning of the process increases the likelihood for active stakeholder participation throughout the process.



**Figure 54: Phases of the 2040 RTP-SCS Public Participation Process**



The sections below describe the involvement opportunities during each phase of the RTP-SCS public participation process.

### ***Phase 1: Regional Transportation Plan & Sustainable Communities Strategy Scoping***

During the first phase of the public participation process, SBCAG staff met with key stakeholder groups from across the region. SBCAG staff met with more than 30 groups including a wide range of interests: the environment, alternative transportation, local business, architecture, development, real estate, affordable housing, air quality, higher education, public land, etc. (see list in Appendix B). The stakeholder outreach meetings were held primarily in October and November 2011.

SBCAG also held a public scoping meeting. The meeting was held at 6:00 PM on Thursday, October 18, 2011, at the Santa Barbara County Planning Commission Hearing Room in Santa Barbara, and was accessible from the Board of Supervisors Hearing Room in Santa Maria by remote testimony. Both locations are wheelchair accessible. Seven people attended the public scoping meeting— five in Santa Barbara, and two in Santa Maria.

In addition to the individualized scoping meetings with stakeholder groups and the scoping meeting for the general public, SBCAG staff also conducted scoping outreach with SBCAG's Santa Barbara County Transit Advisory Committee (SBCTAC), SBCAG's RTP-SCS Joint Technical Advisory Committee (JTAC), and the SBCAG Board. SBCTAC members include representatives of transit users, social service providers, persons age 60+, persons with disabilities, transit providers, and agricultural workers. JTAC, an ad hoc committee formed at the SBCAG Board's direction to guide the RTP-SCS development process, includes the members of SBCAG's Technical Planning Advisory Committee (TPAC) and Technical



Transportation Advisory Committee (TTAC). TPAC includes the planning or community development directors or their representatives from the County and all incorporated cities in the County, as well as the Santa Barbara County Air Pollution Control District (APCD). TTAC similarly includes public works directors or their representatives from the County and all incorporated cities in the County, as well as the Santa Barbara Metropolitan Transit District (MTD), the APCD, and the California Department of Transportation (Caltrans). SBCTAC, JTAC, and SBCAG Board meetings are publicly noticed and open to the public.

SBCAG staff also gave presentations at meetings of local agency decision-making bodies that expressed interest, including the Santa Barbara City Council, City of Carpinteria Planning Commission, and County of Santa Barbara Planning Commission. SBCAG staff also attended the Santa Barbara Earth Day Festival in April 2012.

During the scoping meetings, SBCAG staff described the planning process, explained the significance of Senate Bill 375 (SB 375), and outlined the general planning “problem” (how to meet the GHG emission targets while accommodating future growth and meeting the region’s transportation needs). SBCAG explained what types of land use and transportation methods the region could use to meet the targets, and provided example scenarios (20+ year visions of transportation infrastructure and operations, land use development patterns, and transportation measures and policies). SBCAG sought input into the range of land use and transportation alternative scenarios and information the RTP-SCS should consider. SBCAG also sought input on the broader 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.

In addition to public notices in newspapers and information on the SBCAG website, SBCAG spread the word about these opportunities for public input during the first phase of the public participation process through the RTP-SCS E-mail Contact List.

The public input gathered during the first phase was taken into consideration in developing the draft transportation and land use scenarios.

See public notice and other materials in Appendix C.

### ***Phase 2: Alternative Transportation / Land Use Scenarios***

During the second phase of the public participation process, SBCAG held four public workshops & Environmental Impact Report (EIR) scoping meetings to report the preliminary results of the alternative land use and transportation scenario modeling. (In accordance with SBCAG’s 2007 Public Participation Plan, SBCAG holds public workshops to allow individuals to ask questions and give opinions outside of regular Board and committee meetings.) SBCAG held these workshops at locations throughout the County:

- Solvang  
Veterans’ Memorial Building - Legion Wing  
Thursday, September 20, 2012, 6:00-8:00 PM

- Santa Maria  
Santa Maria Public Library - Shepard Hall  
Monday, September 24, 2012, 6:00-8:00 PM
- Santa Barbara  
Santa Barbara Central Library - Faulkner Gallery  
Wednesday, September 26, 2012, 6:00-8:00 PM
- Lompoc  
Lompoc City Hall - Council Chambers  
Monday, October 1, 2012, 7:00-9:00 PM

All locations are wheelchair accessible. SBCAG also provided a Spanish language interpreter at the workshops.

A total of 40 people attended the workshops—three in Solvang, eight in Santa Maria, 20 in Santa Barbara, and nine in Lompoc.



In addition to the public workshops & EIR scoping meetings, SBCAG staff also discussed the draft scenarios and model results with JTAC, SBCTAC, and the SBCAG Board. JTAC, SBCTAC, and SBCAG Board meetings are publicly noticed and open to the public.

SBCAG staff also presented the RTP-SCS preliminary modeling results at the 2<sup>nd</sup> Annual Central Coast Sustainability Summit held at the University of California, Santa Barbara, on October 25, 2012. Staff participated on a panel and gave a presentation about the 2040 RTP-SCS.

During the public workshops, SBCAG staff involved interested parties in evaluating various possible future development patterns and alternative transportation / land use scenarios for the region. Workshops began with an introduction and presentation by SBCAG staff that included basic information about the RTP-SCS, specific information about the SBCAG region, a description of the planning process, and a discussion of environmental review. The presentation also included an explanation of the Sustainable Communities Strategy (SCS) scenarios and modeling results—SBCAG provided a description of the scenarios it developed after incorporating the input received in the RTP-SCS Scoping Phase, explained the results of

the travel and land use model analysis of each scenario, and showed how well the scenarios would achieve the GHG and housing targets, as well as other performance measures. After the presentation, the workshop format included small-group roundtable discussions to encourage participation by all attendees. Then, participants were given the opportunity to participate in a poll by voting on their preferred scenario. Before, during, and after the workshops, attendees also had the opportunity to view posters that provided a visual explanation of the scenarios with images, maps, graphs, charts, and tables. (Per SBCAG's 2007 Public Participation Plan, SBCAG strives to use visualization techniques to present information in a non-technical manner.)



Public notices, information on the SBCAG website, e-mails to the RTP-SCS E-mail Contact List, and flyers notified the public and other interested parties about the public workshops. SBCAG staff also made phone calls to representatives from each of the key stakeholder groups identified in the first phase of the public participation process.

The public input gathered during the second phase was taken into consideration in selecting the preferred transportation and land use scenario. Comments from the public workshops are included in Appendix C.

See public notices, e-mails, flyers, workshop agendas, and other materials in Appendix C.

### ***Phase 3: Draft RTP-SCS and Preferred Transportation / Land Use Scenario***

During the third phase of the public participation process, SBCAG published notice of and held a public comment meeting on the Draft RTP-SCS and Draft EIR. Meeting details were as follows:

Thursday, June 13, 2013  
6:00 PM

Santa Barbara County Planning Commission Hearing Room  
105 East Anapamu Street  
Santa Barbara

*Remote testimony from:*  
Santa Barbara County Planning & Development  
624 West Foster Road, Suite C  
Santa Maria

SBCAG also published notice of and held two public hearings on the Draft RTP-SCS and Draft EIR during regular meetings of the SBCAG Board of Directors, as follows:

- Thursday, July 18, 2013  
Board of Supervisors Hearing Room  
511 East Lakeside Parkway  
Santa Maria

*Remote testimony from:*  
Board of Supervisors Hearing Room  
105 East Anapamu Street  
Santa Barbara

- Thursday, August 15, 2013  
Board of Supervisors Hearing Room  
105 East Anapamu Street  
Santa Barbara

*Remote testimony from:*  
Board of Supervisors Hearing Room  
511 East Lakeside Parkway  
Santa Maria

The Board of Supervisors Hearing Rooms in both Santa Barbara and Santa Maria are wheelchair accessible.

As provided for in SBCAG's 2007 Public Participation Plan, there was a 45-day public comment period for the draft RTP-SCS and EIR. In addition, SBCAG circulated the draft SCS at least 55 days.

SBCAG posted the draft documents on the SBCAG website, [www.sbcag.org](http://www.sbcag.org), and provided notice of release of the draft documents to local newspapers throughout the County, local agency planning and public works departments, transit agencies, airports, partner agencies such as the San Luis Obispo Council of Governments and the Ventura County Transportation Commission, the Santa Ynez Band of Chumash Indians, Caltrans, the Federal Highway Administration, and the Federal Transit Administration. SBCAG also provided copies to the State Clearinghouse for distribution to State agencies, and to major libraries in the County.

SBCAG also presented the draft documents to JTAC and SBCTAC. JTAC first reviewed the Draft RTP-SCS at its meeting in May 2013. It reviewed the Draft RTP-SCS again, and the Draft EIR for the first time, at its meeting in June 2013. SBCTAC first reviewed the draft documents at its meeting in July 2013. Both committees reviewed the documents again at their meetings in

August 2013. The North Coast and South Coast Subregional Planning Committees also reviewed the draft documents in April 2013. All committee meetings are open to the public.

During the public hearings and the public review period, participants had the opportunity to review and comment on the preferred alternative, which was selected based on input received during the first two phases of the public participation process. A summary of significant comments on the draft RTP, with analysis and disposition, is below.<sup>185</sup>

#### Summary of Comments on Draft RTP-SCS

SBCAG received 13 comments on the Draft RTP-SCS. Six of the 13 letters were from public agencies and seven of the 13 were from private entities. Public agency commenters include the County of Santa Barbara, the Federal Highway Administration, the City of Santa Maria, the Santa Barbara Metropolitan Transit District, the California State Coastal Conservancy, and Caltrans. Private entity commenters include David Grill, Justin Ruhge, the Santa Maria Valley Railroad Company, the Santa Barbara County Action Network, The Towbes Group, Urban Planning Concepts, and John Campanella. SBCAG prepared responses to all comments, and edited the RTP-SCS as appropriate. All comments and SBCAG responses are included in Appendix C.

See public notice and other materials in Appendix C.

### **5.2.2 STAKEHOLDERS, OUTREACH, & PARTICIPATION**

SBCAG engaged and involved a variety of stakeholders through informational meetings, advisory committees, staff-level communication, travel model review committees, stakeholder meetings, public meetings and workshops, and the RTP-SCS email list. SBCAG also reviewed plans such as the LOSSAN (Los Angeles-San Diego-San Luis Obispo) North Corridor Strategic Plan and the Coordinated Public Transit – Human Services Transportation Plan for Santa Barbara County.

Staff considered, and included in the first draft of the Public Participation Plan, creation of a steering committee made up of representative planning commissioners from each jurisdiction. Staff thought a steering committee so composed could provide a forum for local input, direct communication with member local governments and another way to engage interested parties. Staff considered representative planning commissioners because they are familiar with weighing planning issues, developing and analyzing complex policy options, and taking public input. However, input from the city managers and the County CEO indicated a preference for a RTP-SCS technical advisory committee composed of members of the SBCAG Transportation Technical Advisory Committee, made up of public works directors or other senior engineering staff from the county, cities, and transit agencies (known as TTAC) and the SBCAG Technical Planning Advisory Committee, made up of planning directors or other senior planning staff from the county, cities, and transit agencies (known as TPAC), rather than a separate steering committee. The city managers felt that, given the technical issues involved, TTAC and TPAC

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<sup>185</sup> 23 C.F.R. §450.316(a)(2).

would be better equipped to guide the process and that the benefit of formation of an additional steering committee would not justify the amount of additional time and work required for participants, including SBCAG staff. The SBCAG Board of Directors agreed with this recommendation, and established an ad hoc technical advisory committee for the Regional Transportation Plan & Sustainable Communities Strategy (known as the Joint Technical Advisory Committee, or JTAC) comprised of the members of TTAC and TPAC. This advisory committee has met nearly every month since its formation, and has provided invaluable input and direction into the formulation of RTP-SCS and other related work products.

In addition to regular meetings with JTAC, SBCAG staff met with a variety of groups as part of the key stakeholder meetings during the first phase of the RTP-SCS public participation process. Appendix B provides details regarding the consultation process with public sector and private sector organizations.

### 5.3 TECHNICAL METHODOLOGY

In October 2011, SBCAG prepared a memorandum that described the technical methodology to be used to estimate greenhouse gas emissions in the Regional Transportation Plan & Sustainable Communities Strategy (RTP-SCS). The technical methodology was reviewed and approved by SBCAG's Joint Technical Advisory Committee and was subsequently forwarded on to the California Air Resources Board staff liaison in November 2011. The technical methodology is included in Appendix D. In developing and analyzing alternative land use and transportation scenarios, staff followed this technical methodology.

The new requirements of Senate Bill 375 (SB 375) to plan and program transportation investments while taking land use and growth into account and meeting greenhouse gas (GHG) emission performance targets created new technical challenges. These new challenges required new tools: an upgraded, multi-modal computer travel model and an integrated land use modeling capability. Together, the land use and travel models allowed the study and analysis of a range of alternative land use and transportation scenarios to determine transportation system performance for any set of land use and transportation assumptions. Following certain post-processing steps (e.g., base year back-casting and integration of external trip calculations), travel model outputs were further converted into air quality measures using a third model, the California Air Resources Board (ARB) 2011 Emissions Factors model (EMFAC).

Following definition in the UPlan land use model and analysis using the TransCAD travel demand model and EMFAC air quality model, alternative land use and transportation scenarios were evaluated to determine their performance against the RTP-SCS performance measures discussed in Chapter 4. Since performance measures are tied to the RTP-SCS goals, scenario performance indicates how well given scenarios perform with respect to the RTP-SCS goals and objectives.

To evaluate the scenarios studied, the performance of modeled scenarios for each target year (2020, 2035 and 2040) is compared with the base year and the future baseline year. As a



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

As discussed in the next chapter, the preferred model scenario selectively modifies land uses to “set forth a forecasted development pattern for the region, which, when integrated with the transportation network and other transportation measures and policies, will...achieve [SBCAG’s] greenhouse gas emission reduction targets...”<sup>186</sup> Chapter 6 describes in detail the preferred scenario and its performance across an array of measures, including GHG emissions, demonstrating how it will achieve SBCAG’s GHG emission targets.

A more detailed description of the land use, travel, and emissions models and technical methodology for preparing various components of the Plan is contained in Appendix D.

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<sup>186</sup> Gov. Code §65080(b)(2)(B)(vii).



## Chapter 6 Sustainable Communities Strategy & Performance Element

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At the heart of this plan is the Sustainable Communities Strategy (SCS). For the first time, in response to the requirements of Senate Bill 375 (SB 375), the Santa Barbara County Association of Governments (SBCAG) has integrated an analysis of population growth, land use, and housing need into the long-range transportation planning process. The Regional Transportation Plan & Sustainable Communities Strategy (RTP-SCS) strives to address transportation planning holistically in the context of transportation patterns generated by existing and possible future land use and housing configurations. Within the framework of the RTP-SCS, decisions regarding programming of transportation projects are made by reference to the overall performance of the transportation system, taking into account the location of housing and jobs and the predicted trip patterns that result.

This chapter presents the SCS and the preferred land use and transportation scenario upon which it is based, describing each of its components. It also presents the modeling results for this preferred land use and transportation configuration, describing how the RTP-SCS performs relative to the plan goals and the future baseline scenario.

The RTP-SCS incorporates the preferred land use and transportation scenario selected by the SBCAG Board following the multi-step public process and scenario modeling and analysis approach outlined in the previous chapter. As discussed in detail herein, this preferred scenario emphasizes a transit-oriented development and infill approach to land use and housing, supported by complementary transportation and transit investments. In presenting the preferred scenario, the SCS lays out one possible pattern of future growth and transportation system investment, which, if implemented, would perform well across an array of measures tied to the plan goals in Chapter 4. In particular, this scenario would achieve the SBCAG region's greenhouse gas (GHG) emission targets from passenger vehicles for 2020 and 2035. Across virtually every performance measure and goal area, the RTP-SCS would also perform substantially better than the future baseline scenario, the forecast conditions if the RTP-SCS were not adopted.

In embracing the preferred scenario, the RTP-SCS endeavors to present a framework for addressing some of the most pressing transportation issues facing the region and to lay a path toward long-term regional sustainability. The realization and implementation of this vision for the future depend upon coordinated local government action to approve land use decisions consistent with this plan as well as on demographic, social and economic factors beyond government control.

While subject to the limitations of modeling tools that created it, this RTP-SCS is nevertheless a platform for future planning efforts to build on. It is also important to emphasize that this RTP-SCS does not forge entirely new ground, but, as described in more detail in Chapter 2, builds and relies upon earlier, foresighted planning work at both the regional and local levels.

- The 2040 RTP-SCS is based on a preferred scenario consisting of a transit-oriented and infill development pattern plus an enhanced transit strategy. The preferred scenario accommodates future growth consistent with allowable land uses in the plan scenario, emphasizing South County population growth and North County job growth in an effort to correct the regional jobs/housing imbalance.
- The preferred scenario was selected through a public workshop and hearing process from among a total of eight scenarios modeled on and evaluated using a performance-based approach, four of which met the minimum SB 375 emission targets.
- The preferred scenario meets all SB 375 requirements, identifying (1) the general location of land uses and densities, and a forecasted development pattern, (2) areas within the region sufficient to house the entire forecast population, (3) areas sufficient to accommodate the 2014-2022 regional housing need, consistent with State housing goals and the regional housing needs allocation, (4) a multi-modal transportation network, (5) the best available information on resources and farmland.<sup>187</sup>
- When integrated with the transportation network, the forecasted development pattern of the preferred scenario would achieve a reduction in per capita passenger vehicle greenhouse gas emissions of 10.5 percent in 2020 and 15.4 percent in 2035, better than the SBCAG target of zero net growth in per capita emissions.
- The preferred scenario also performs well across virtually all performance measures in each of the five RTP-SCS goal categories: environment, mobility and system reliability, safety and public health, equity and prosperous economy.
- Although the preferred scenario would result in somewhat higher congestion on the South Coast compared to the business-as-usual scenario, the preferred scenario balances competing considerations in a way that maximizes region-wide benefits and minimizes detrimental effects.
- Compared to the prior RTP's 2030 projections, the 2040 RTP-SCS preferred scenario reduces overall daily total volumes and peak period volumes by about 9% in 2040, using the same model capacity assumptions, even with the longer planning horizon and an additional decade of population growth.

## Disclaimers

This chapter shows generalized land use assumptions based on a hypothetical, generalized land use model. Limitations of the land use model are highlighted in Appendix D.3. Nothing in this Plan is intended as to prescribe local land uses or to limit the authority and autonomy of local jurisdictions in any way to plan for their own land use needs. Local jurisdictions know their own land use needs best and land use decisions properly remain the domain of local government. SB 375 expressly preserves local governments' right to plan their own land use:

*Nothing in a sustainable communities strategy shall be interpreted as superseding the exercise of land use authority of cities and counties within the region. . . . Nothing in this section shall require a city's or county's land use*

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<sup>187</sup> See Gov. Code § 65080(b)(2)(B).

*policies and regulations, including its general plan, to be consistent with the regional transportation plan or an alternative planning strategy.*

Gov. Code § 65080(b)(2)(K).

This Plan is premised on these provisions of law. SBCAG shall amend the plan should these provisions of law change.

No requirement of consistency between this Plan and local land uses is intended or implied. General Plans determine what land uses are allowable in each jurisdiction, not this Plan. Furthermore:

- Nothing in this document should be construed as decreasing or as intended to decrease existing development potential or affect existing land use entitlements. Assumed land use changes in this Plan show only selective intensification of uses.
- This Plan does not state or imply, and is not intended to create, a requirement of consistency between the land uses and municipal boundaries shown in this Plan and decisions of the Local Area Formation Commission (LAFCO) regarding boundaries and spheres of influence. The authority and discretion of the LAFCO are independent of and not limited by this Plan. This Plan considers existing spheres of influence as required by SB375. Gov. Code § 65080(b)(2)(G). However, it recognizes that it has no authority over such decisions and that these boundaries are subject to change through the LAFCO process.
- The land use assumptions shown in this Plan are not definitive and this Plan does not purport to study all land use questions. For example, recognizing them to be outside its purview and authority, the Plan does not presume to show specific, possible future boundary changes for any jurisdiction. Some boundary changes not shown in this Plan may be necessary to accommodate future growth.
- Although transportation projects proposed for State and federal funding must be included in an approved RTP-SCS, distribution of funding to local governments for transportation projects listed in the RTP-SCS is not tied to consistency of local General Plans with land uses depicted in the RTP-SCS.

## 6.1 DESCRIPTION OF ALTERNATIVE SCENARIOS STUDIED

Development of the Sustainable Communities Strategy involved the study of eight separate land use and transportation scenarios, each analyzing different combinations of land use and transportation variables. The preferred scenario was selected from these scenario options on the basis of scenario performance as quantified by the adopted performance measures tied to the overall Regional Transportation Plan & Sustainable Communities Strategy (RTP-SCS) goals. All scenarios applied the same region-wide population, employment and housing projections from the 2012 SBCAG Regional Growth Forecast, described in detail in Chapter 3.

Sub-regional distribution of forecast population growth varies by scenario consistent with allowable land uses, residential land use capacity and policy assumptions.

1. **Future Baseline.** The future baseline scenario shows forecast population growth distributed in accordance with land uses allowed by existing local General Plans, assuming current sub-regional growth trends continue (which show population growth occurring predominantly in the North County and City of Santa Maria). It includes all programmed and planned Regional Transportation Plan (RTP) transportation projects.

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

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

The future baseline uses the UPlan land use model to distribute the regional population, household and jobs projected by the 2012 Regional Growth Forecast (RGF) in 2020, 2035 and 2040 to allowable adopted land uses in all jurisdictions throughout the region. Distribution of population, households, and jobs to the sub-regional level matches the RGF allocation.

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

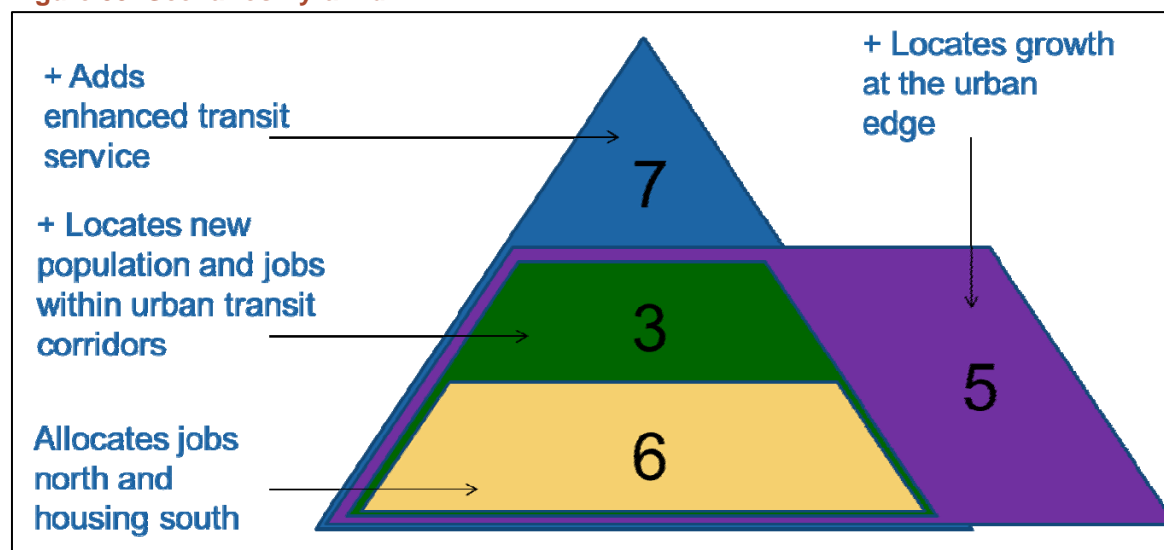
2. **No Project.** This scenario is identical to the future baseline, but omits any new RTP projects, except already programmed projects.
3. **Transit-Oriented Development/Infill.** By selectively increasing residential and commercial land use capacity within existing transit corridors, this scenario tests land use changes that shift a greater share of future growth to these corridors. Land use change assumptions shown were made based on location of existing transit routes and service in consultation with SBCAG member agencies. Assumed changes in land use capacity reflect local planning discussions about possible future land use and General Plan and Community Plan updates presently under discussion at the local level. Similar to Scenario 6, future growth distribution directly addresses jobs/housing balance issues by emphasizing job growth in the North County and housing growth in the South County. The scenario includes all new programmed and planned RTP projects, including limited new bus transit service, as modeled in Scenario 1.
4. **Urban Area Expansion.** Growth occurs in this scenario on land made available at the urban fringe in a low-density pattern. In lieu of new infill areas, development occurs on land contiguous with and adjacent to the urban edge. Delineation of this scenario was based on local agency input, with reference in many instances to land use changes proposed in the past. Programmed and planned RTP projects are included.

5. **Blended Infill/Expansion.** This scenario is a hybrid scenario which combines the land use elements of both the TOD/Infill and Urban Area Expansion scenarios (Scenarios 3 and 4). Growth distribution occurs based on increased residential and commercial land use capacity both in core urban areas along transit lines as in Scenario 3 and at the urban edge as for Scenario 4. The same programmed and planned RTP projects are included as for Scenarios 3 and 4.
6. **North County-weighted Jobs, South County-weighted Housing Emphasis.** This scenario begins with existing, adopted land uses, but applies model weightings to make specific growth distribution assumptions emphasizing job growth in the North County and housing growth in the South County, within existing available land use capacity. Unlike the future baseline scenario, it does not continue past growth trends. Unlike Scenario 3, growth is distributed consistent with land uses designations in adopted General Plans and the distribution places no explicit emphasis on TOD or infill. Infill occurs, but only to the degree that locally adopted land use designations allow.
7. **TOD/Infill + Enhanced Transit.** Based on the land use pattern from the TOD/Infill scenario, this scenario enhances transit by maximizing alternative mode projects using all available flexible funding sources for transit and assuming possible new funding sources for transit. It makes specific transit enhancements, generally doubles bus frequencies along existing local and intercity transit routes during peak periods and selectively adds new routes.
8. **Historic Commute Trend Continued.** A variation on the future baseline Scenario 1, this scenario changes the in-commuting assumption so that net in-commuting doubles over twenty years, continuing the historic growth in in-commuting.

Four of the scenarios studied (Scenarios 3, 5, 6 and 7) meet the minimum requirements of Senate Bill 375 (SB 375) with respect to greenhouse gas emission targets and were therefore eligible for consideration as the preferred scenario in the RTP-SCS. Each of these four scenarios meets SBCAG's greenhouse gas emission target of zero net growth in per capita emissions from passenger vehicles in for 2020 and 2035.

The “scenarios pyramid” figure below illustrates the relationship between the four scenarios meeting minimum SB 375 emission requirements. Scenario 3 (TOD/Infill) applies the same North/South County emphasis in distribution of future jobs and population, but focuses this growth within existing transit corridors consistent with selectively increased residential and commercial land use capacities. Scenario 5 applies the same growth distribution emphasis as Scenarios 3 and 6, but opens up new land to development at the urban edge in addition to increasing land use capacity in infill locations as for Scenario 3. Scenario 7 also does everything Scenario 3 does, but in addition makes specific transit enhancements (doubling bus frequencies along existing local and intercity transit routes during peak periods and selectively adding new routes) using all existing, flexible funding sources for transit and assuming possible new funding sources.

Figure 55: Scenarios Pyramid



## 6.2 PREFERRED SCENARIO / SUSTAINABLE COMMUNITIES STRATEGY

The preferred scenario, which forms the basis of the Regional Transportation Plan & Sustainable Communities Strategy (RTP-SCS), is a variation on and hybrid of Scenarios 3 and 7 and is known as **Scenario 3 + enhanced transit strategy**, or simply, “**Scenario 3+.**”

The preferred scenario is a Transit-Oriented Development (TOD)/Infill plan. It selectively increases residential and commercial land use capacity within existing transit corridors, shifting a greater share of future growth to these corridors. Land use change assumptions shown in this scenario have been made based on location of existing transit routes and service, as well as SBCAG member agency planning staff input, consistent with local planning updates of government plans. The preferred scenario shifts more housing growth to the South County to rely more heavily on transit and address jobs/housing imbalance in infill areas over time.

In addition to the other components of Scenario 3, the preferred scenario includes an enhanced transit strategy that creates a framework for future transit service expansion at such time as new revenue sources may become available. The enhanced transit strategy is described in greater detail in Chapter 7, the Action Element. Similar to Scenario 7, this scenario would include both land use components and enhanced transit components beyond those listed in the programmed and planned projects list. However, different from Scenario 7, it would not make a blanket commitment to specific transit enhancements based on speculative future funding. Instead, recognizing the uncertain nature of future, new revenue sources, it takes a targeted, balanced and flexible approach to expanding transit service as needed in the future. Specifically, the enhanced transit strategy included in the preferred scenario commits to transit service expansion as new revenue sources become available (1) when transit enhancements are actually needed (defining quantitative triggers to determine when such need exists) and (2) while protecting existing funding for competing local demands, such as street and road



maintenance. Because it is a general strategy, it does not change the list of fiscally constrained, programmed and planned transportation projects.

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

## 6.3 LAND USES & HOUSING NEED

### 6.3.1 LOCATION OF USES, RESIDENTIAL DENSITIES, & BUILDING INTENSITIES

Central to the Sustainable Communities Strategy (SCS) is a land use plan identifying the general location of uses, residential densities, and building intensities within the region.<sup>188</sup> Starting with land uses allowed by existing, adopted local General Plans, the land use plan selectively provides for intensification of residential and commercial land uses in urban areas proximate to existing transit. The intent of these changes is ultimately to shorten trip distances and reduce vehicle miles traveled by (1) directly addressing regional jobs/housing imbalance by providing more housing on the jobs-rich South Coast and more jobs in bedroom communities in the North County, and (2) promoting more trips, both local and inter-city, by alternative transportation modes, especially public transit.

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

#### Existing General Plans

The preferred scenario starts with land uses allowable under the adopted General Plans of each SBCAG member jurisdiction. As discussed in Chapter 5, SBCAG used the generalized land use categories of the UPlan model to replicate existing, allowable land uses for all jurisdictions. These existing, allowable land uses are the basis for the future baseline and no project scenarios and the starting point for development of the other scenarios.

Map 12 through Map 19 in Chapter 3 (*Section 3.1.1 Existing Land Use Patterns*) show currently allowable land uses as depicted in the UPlan land use model.

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<sup>188</sup> See Gov. C. § 65080(b)(2)(B)(i).



## Assumed Land Use Changes

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

### **City of Santa Maria**

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

### **City of Lompoc**


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

### **South Coast**

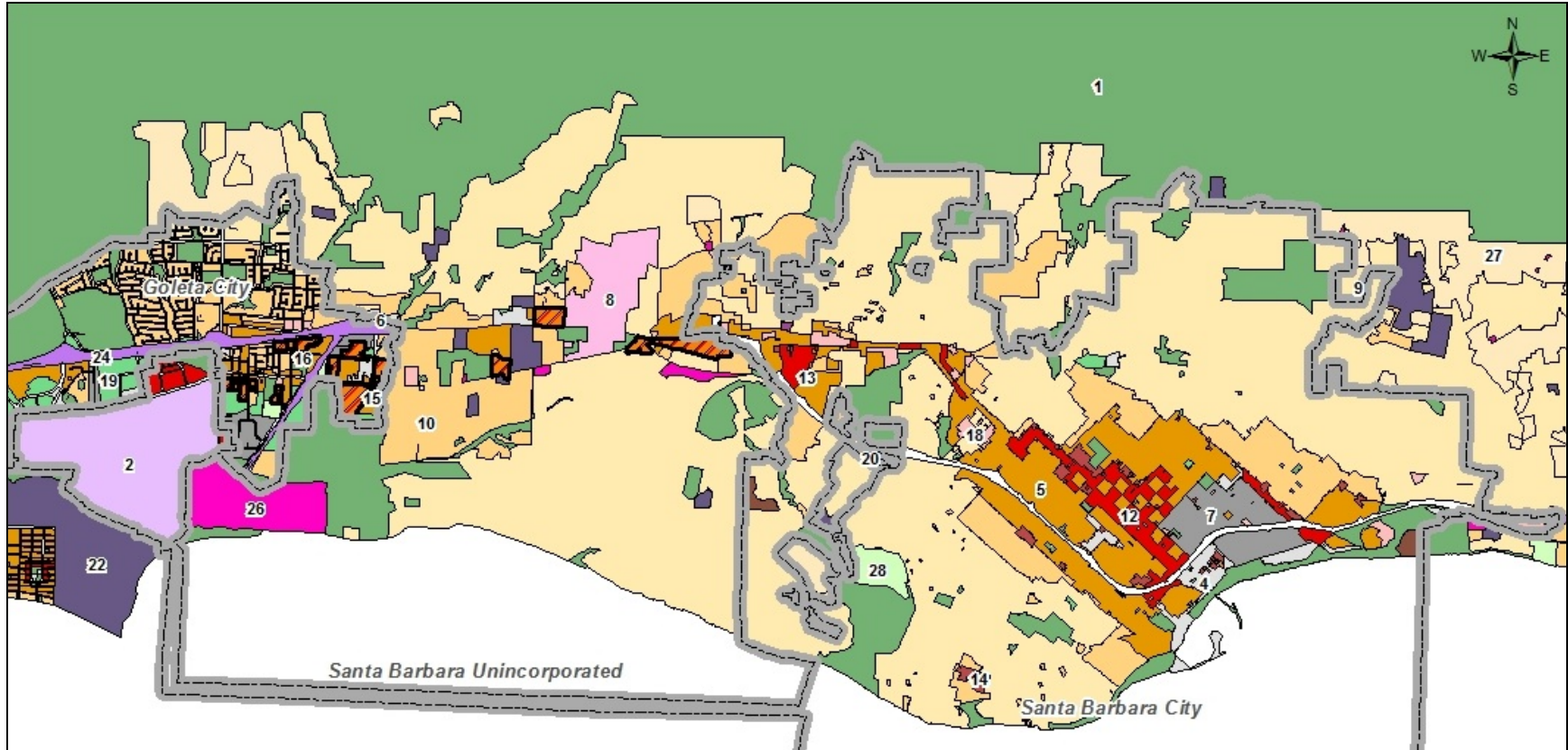
On the South Coast, selective intensification of land uses is proposed within the City of Goleta and the unincorporated Goleta area at Hollister Avenue intersections with Turnpike, Patterson, and other select locations. Proposed land use intensification would also occur further east, near the intersection of State Street and Modoc.

Map 81 through Map 84 show proposed land use changes throughout the region under the preferred scenario. For reference, proposed land use changes are highlighted with a bold black line and hatching, as seen below:

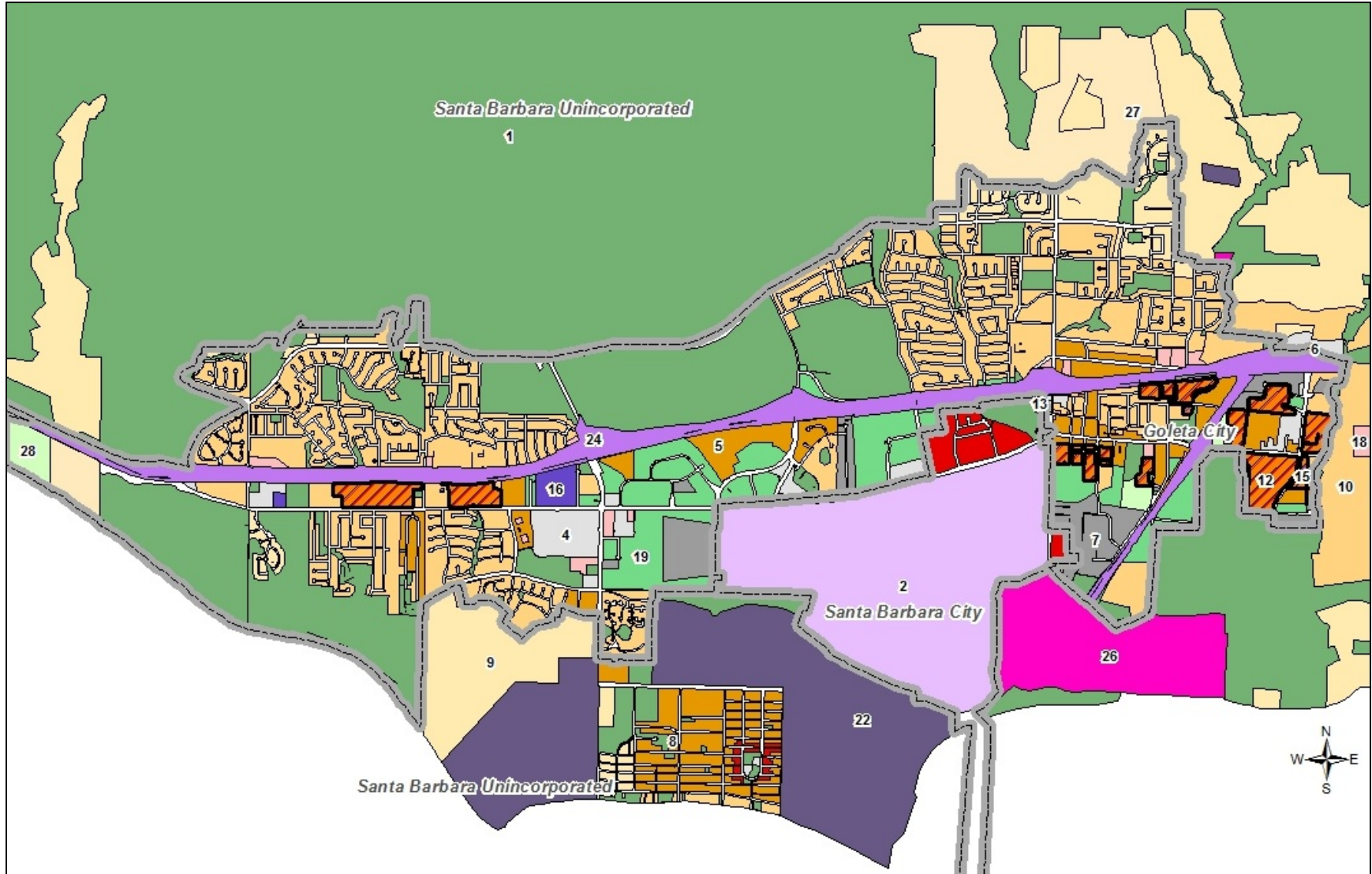
## Legend

 Land Use Changes

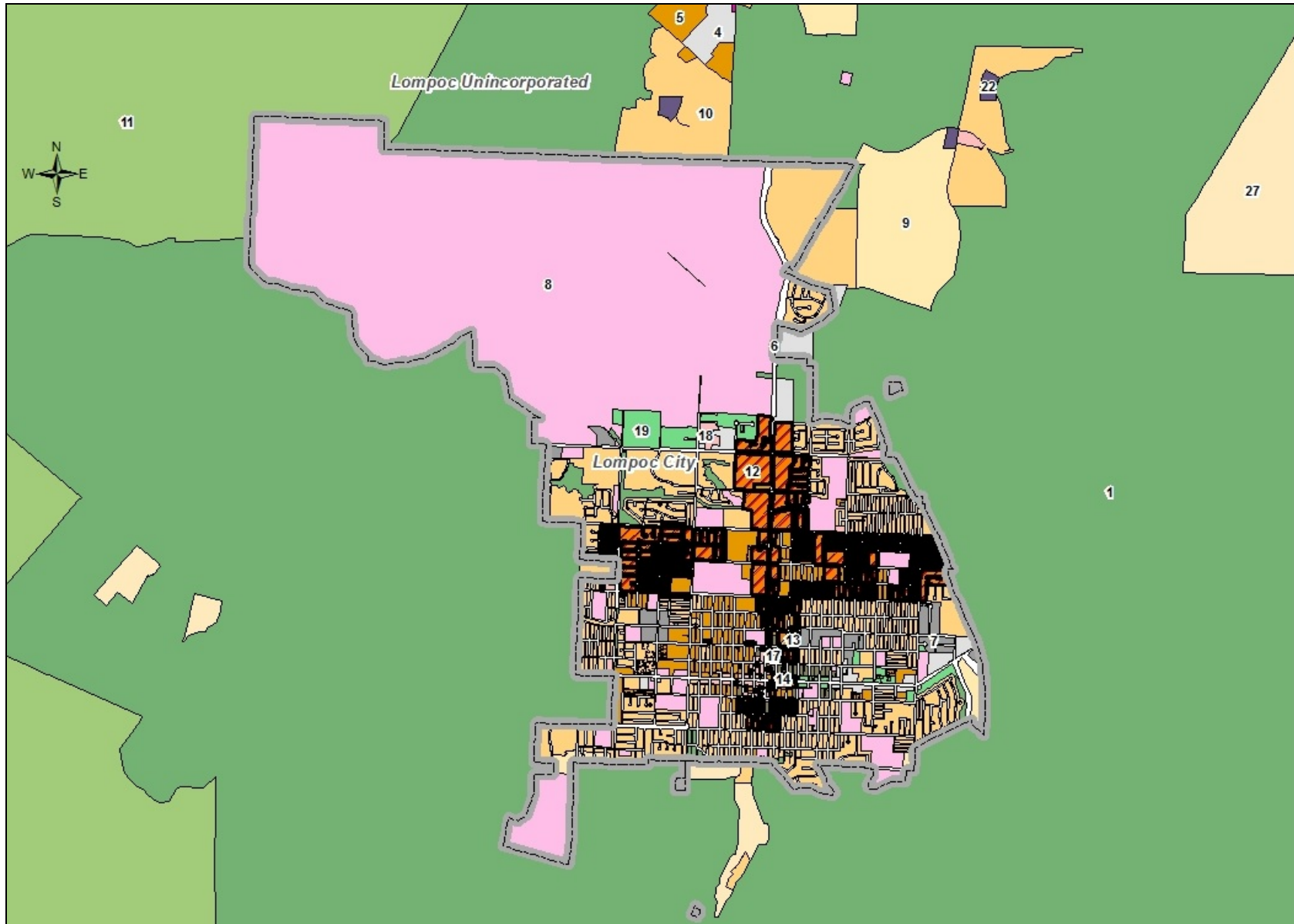
Map 81: Proposed Land Use Changes – City of Santa Barbara Area



Map 82: Proposed Land Use Changes – Goleta Area

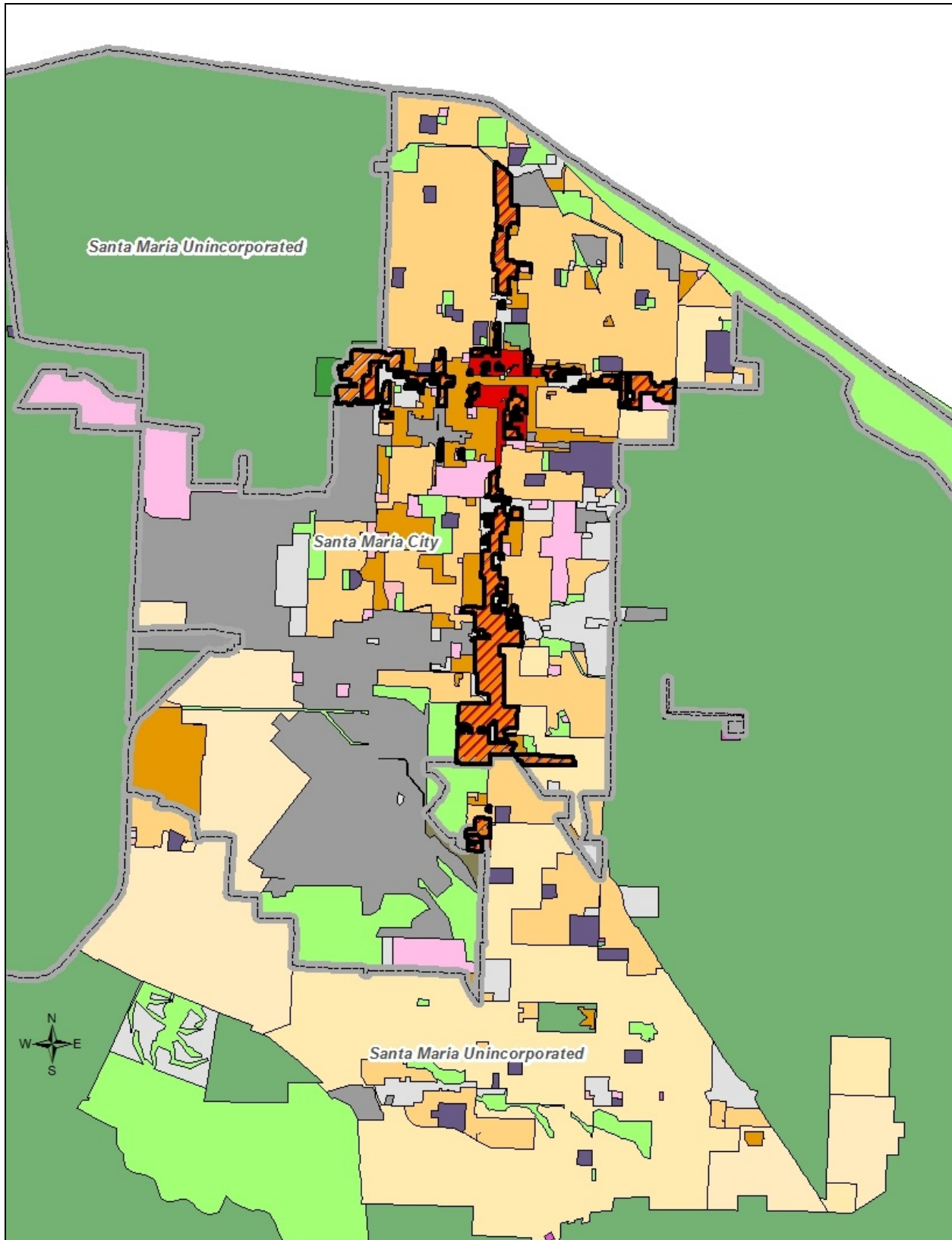


Map 83: Proposed Land Use Changes – Lompoc Area





Map 84: Proposed Land Use Changes – Santa Maria Area



## Planning & Transit Priority Areas

The preferred scenario focuses new growth in an urban infill pattern oriented around transit service. For future development meeting the definition of “transit priority project,” Senate Bill 375 (SB 375) contemplates and provides for streamlined environmental review under the California Environmental Quality Act (CEQA).<sup>189</sup> To qualify for this streamlined review, projects must meet certain residential densities and be within one-half mile of a major transit stop or high-quality transit corridor included in the RTP. A “major transit stop” is defined in relevant part as “a site containing an existing rail transit station,...or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods.”<sup>190</sup> A “high quality transit corridor” is a corridor with fixed route bus service with service intervals no longer than 15 minutes per peak commute hour. In addition to meeting proximity to transit and other criteria, transit priority projects must provide a minimum net residential density of 20 units per acre.<sup>191</sup>

Only a few areas in the City of Santa Barbara and the unincorporated County have both the required bus headways and residential densities to qualify as planning and transit priority areas under the RTP-SCS preferred scenario. Map 85 identifies these locations. Provided they meet all other requirements, projects within these areas can qualify as “transit priority projects” as defined in Public Resources Code Section 21155(b) that would be eligible for streamlined environmental review under CEQA.

With the intention of informing future development and transit investment, and with an eye to future application of Senate Bill 375’s CEQA streamlining provisions, the RTP-SCS also designates certain areas possessing the requisite residential densities, but not yet the minimum transit frequencies, as future planning and transit priority areas. At such time as future transit enhancements increase bus frequencies sufficiently along these routes to meet the definition of “major transit stop” or “high-quality transit corridor” and requisite, additional programmatic environmental review has been completed, these areas would also eligible for consideration as planning and transit priority areas.

Map 86 through Map 88 identify these future planning and transit priority areas.

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<sup>189</sup> Pub. R. Code § 21155 et seq.

<sup>190</sup> Pub. R. Code § 21064.3.

<sup>191</sup> Pub. R. Code § 21155(b)



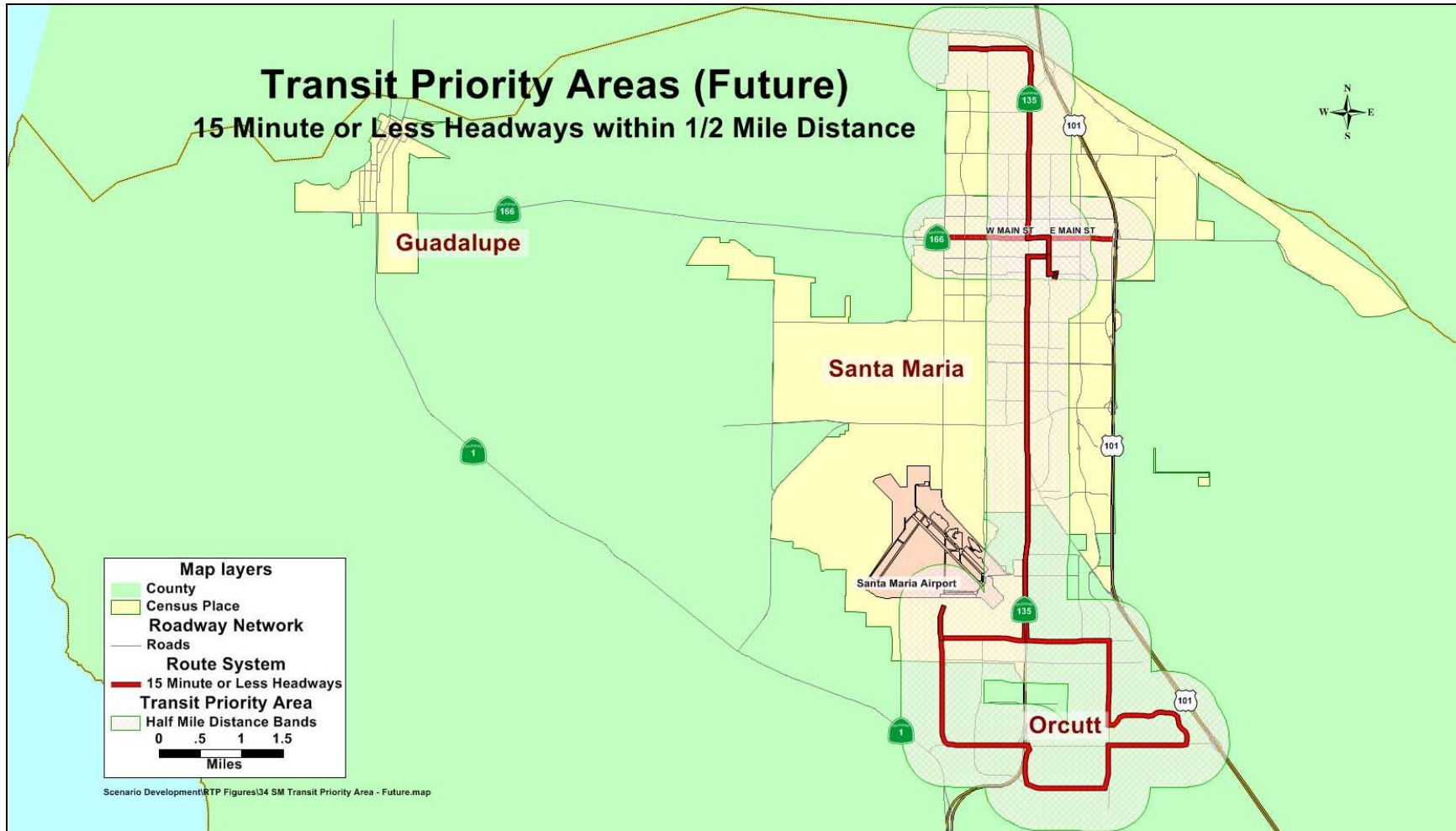
Map 85: Existing Transit Priority Areas – South Coast Region



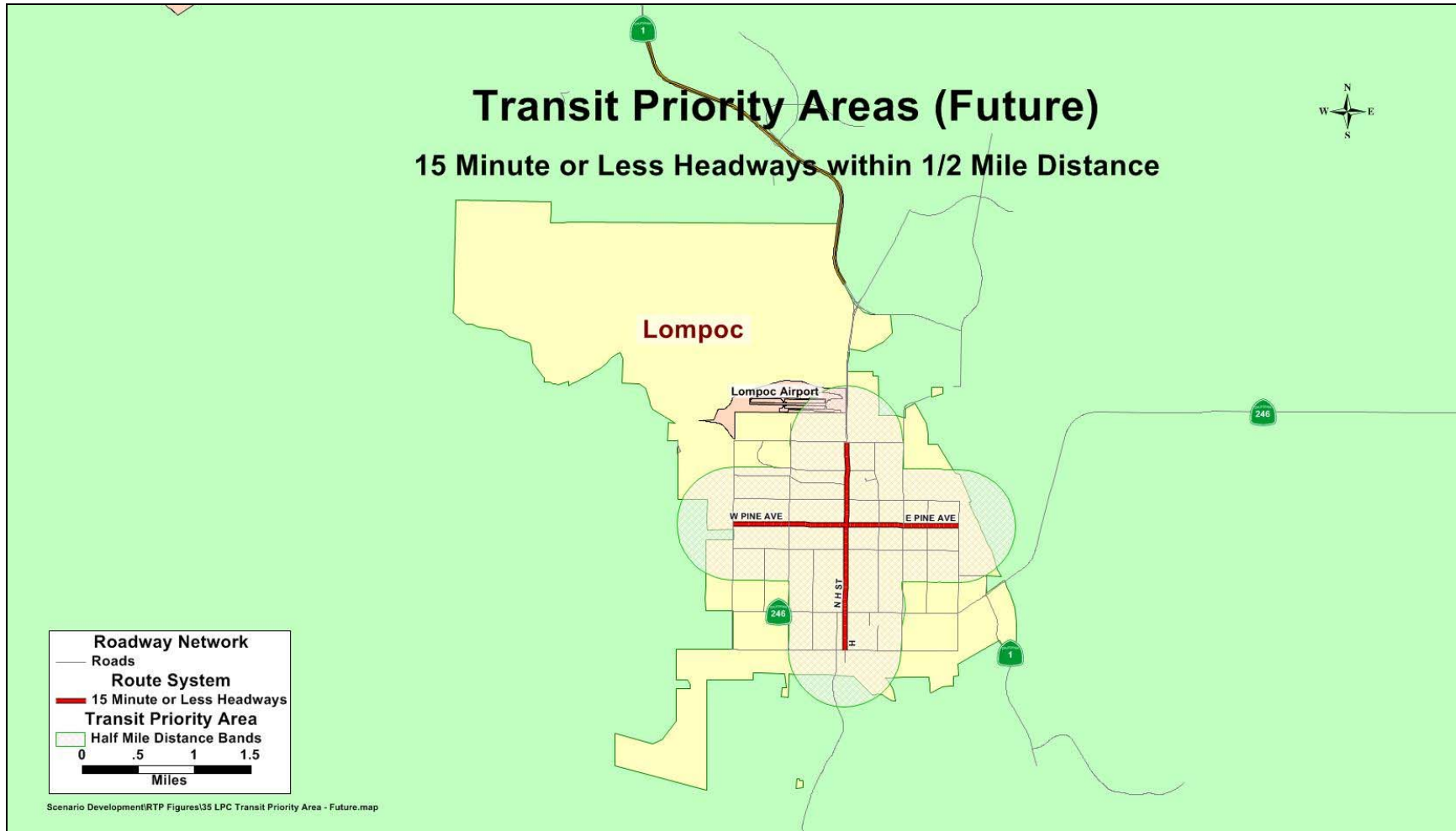
Map 86: Future Transit Priority Areas – South Coast Region



Map 87: Future Transit Priority Areas – Santa Maria Region



Map 88: Future Transit Priority Areas – Lompoc Region





## 6.3.2 HOUSING TYPE & MIX

### Units & Acreage by Housing Type

The SCS modeling process distinguishes between multi-family and single-family housing types based on underlying residential land use densities.<sup>192</sup> In general, the RTP-SCS preferred scenario places an emphasis on multi-family units over single-family units. The emphasis of the SCS on multi-family housing in urban core areas near transit may also better meet the needs and preferences of an aging population, which desires to be close to services and amenities.

The units and acreage by housing type are shown in Table 28 below. Slight differences in total housing units between scenarios are due to minor manual changes and aggregation within the UPlan model. Table 28 shows the differences in the hypothetical distribution of forecast future growth between the preferred scenario and the future baseline scenario, consistent with assumed land uses. The preferred scenario would not “downzone,” reduce or otherwise limit existing development potential under adopted General Plans.

**Table 28: 2010-2040 Units & Acreage by Housing Type – Future Baseline and Preferred Scenario**

Parameter	2010	2040		Difference – Future Baseline vs. Preferred Scenario
		Future Baseline	Preferred Scenario	
Residential Developed Acres	37,112.75	42,573.43	38,856.54	-3,716.89
Total Housing Units	142,097	171,722	171,757	35.00
Total Single-family Housing Units	101,927	107,302	102,515	-4,787.00
Total Single-family Housing Unit Acres	77,152.76	81,231.76	77,625.09	-3,606.67
Total Multi-family Housing Units	40,170	64,419	69,241	4,822.00
Total Multi-family Housing Unit Acres	3,579.85	4,933.01	4,868.59	-64.42

Source: UPlan Land Use Model

### Projected Jobs/Housing Balance by Sub-region

The land use pattern envisioned by the RTP-SCS seeks to correct the imbalance of jobs and housing that lies at the root of many of the region’s planning challenges both regionally and locally. A ratio of jobs to housing is most commonly used to express the concept of jobs/housing balance. Generally and simply stated, the jobs/housing ratio is a ratio between a measure of employment and a measure of housing in a given area of analysis. Research suggests that the ideal jobs-to-housing unit ratio is 1.5 to 1. More specifically, the ideal theoretical job-to-employed resident ratio is 1 to 1.<sup>193</sup> Jobs/housing balance is, however, just an

<sup>192</sup> The UPLAN land use model uses four residential categories: Very Low Density Residential, Low Density Residential, Medium Density Residential, and High Density Residential. UPlan residential categories are aggregated into multi-family/high-density and single-family/low-density residential categories for travel model purposes.

<sup>193</sup> Jobs-Housing Balance; Planning Advisory Service Report Number 516, Weitz, Jerry. <http://www.planning.org/pas/reports/subscribers/pdf/PAS516.pdf> Accessed 18 March 2013.

indicator. Meeting the ideal ratio (where every jurisdiction provides one job for every worker) does not in practice ensure that people will choose to live near their jobs or have shorter commutes.

The jobs-to-housing distribution ratios are shown in Table 29 and Table 30 below, aggregated from the UPlan model for input into the SBCAG regional travel model. In the SCS, the principal employment centers in the City of Goleta and the City of Santa Barbara receive greater distribution of housing to correct the existing housing deficit on the South Coast. The calculated jobs/housing ratio for these two jurisdictions drops from well above the ideal ratio of 1.5 in the future baseline scenario to a much healthier less than 1.5 ratio. The North County jobs deficit is likewise corrected in the City of Santa Maria and in the City of Lompoc for the preferred scenario to boost the number of jobs per housing unit. By comparison, the future baseline scenario continues existing trends of household and jobs growth, without a correction.

**Table 29: 2010-2040 Jobs & Household Distribution – Future Baseline Scenario**

Jurisdiction	2010			2040		
	Jobs	Households	Ratio	Jobs	Households	Ratio
Santa Maria City	34,333	27,079	1.27	63,010	41,512	1.52
Guadalupe City	686	1,810	0.38	1,754	2,708	0.65
Santa Maria Unincorporated	6,345	11,642	0.55	10,220	14,123	0.72
Guadalupe Unincorporated	283	93	3.04	296	136	2.18
Cuyama Unincorporated	366	447	0.82	366	540	0.68
<b>North County Area</b>	<b>42,013</b>	<b>41,071</b>	<b>1.02</b>	<b>75,646</b>	<b>59,019</b>	<b>1.28</b>
Solvang City	3,364	2,167	1.55	3,547	2,421	1.47
Buellton City	1,884	1,755	1.07	3,980	2,652	1.50
Solvang-Santa Ynez Unincorporated	7,558	4,761	1.59	11,658	5,736	2.03
<b>Santa Ynez Area</b>	<b>12,806</b>	<b>8,683</b>	<b>1.47</b>	<b>19,185</b>	<b>10,809</b>	<b>1.77</b>
Lompoc City	10,686	13,242	0.81	12,777	15,213	0.84
Lompoc Unincorporated	9,449	5,407	1.75	11,244	6,560	1.71
<b>Lompoc Area</b>	<b>20,135</b>	<b>18,649</b>	<b>1.08</b>	<b>24,021</b>	<b>21,773</b>	<b>1.10</b>
Santa Barbara City	62,912	34,966	1.80	66,667	37,976	1.76
Goleta City	21,120	10,880	1.94	25,297	12,546	2.02
Carpinteria City	6,075	4,756	1.28	6,693	5,054	1.32
Santa Barbara Unincorporated	24,754	21,185	1.17	25,994	22,531	1.15
Carpinteria Unincorporated	2,292	1,907	1.20	2,588	2,014	1.28
<b>South Coast Area</b>	<b>117,153</b>	<b>73,694</b>	<b>1.59</b>	<b>127,239</b>	<b>80,121</b>	<b>1.59</b>
Total Unincorporated	51,047	45,442	1.12	62,365	51,641	1.21
<b>Total</b>	<b>192,107</b>	<b>142,097</b>	<b>1.35</b>	<b>246,090</b>	<b>171,722</b>	<b>1.43</b>

Source: UPlan Land Use Model

**Table 30: 2010-2040 Household & Jobs Distribution – Preferred Scenario**

Jurisdiction	2010			2040		
	Jobs	Households	Ratio	Jobs	Households	Ratio
Santa Maria City	34,333	27,079	1.27	67,686	35,415	1.91
Guadalupe City	686	1,810	0.38	1,694	1,911	0.89

Jurisdiction	2010			2040		
	Jobs	Households	Ratio	Jobs	Households	Ratio
Santa Maria Unincorporated	6,345	11,642	0.55	10,884	12,710	0.86
Guadalupe Unincorporated	283	93	3.04	283	93	3.04
Cuyama Unincorporated	366	447	0.82	366	447	0.82
<b>North County Area</b>	<b>42,013</b>	<b>41,071</b>	<b>1.02</b>	<b>80,913</b>	<b>50,576</b>	<b>1.60</b>
Solvang City	3,364	2,167	1.55	3,407	2,452	1.39
Buellton City	1,884	1,755	1.07	3,257	2,272	1.43
Solvang-Santa Ynez Unincorporated	7,558	4,761	1.59	7,794	4,905	1.59
<b>Santa Ynez Area</b>	<b>12,806</b>	<b>8,683</b>	<b>1.47</b>	<b>14,458</b>	<b>9,629</b>	<b>1.50</b>
Lompoc City	10,686	13,242	0.81	18,594	14,436	1.29
Lompoc Unincorporated	9,449	5,407	1.75	9,695	5,632	1.72
<b>Lompoc Area</b>	<b>20,135</b>	<b>18,649</b>	<b>1.08</b>	<b>28,289</b>	<b>20,068</b>	<b>1.41</b>
Santa Barbara City	62,912	34,966	1.8	63,761	44,105	1.45
Goleta City	21,120	10,880	1.94	22,128	17,326	1.28
Carpinteria City	6,075	4,756	1.28	6,877	4,949	1.39
Santa Barbara Unincorporated	24,754	21,185	1.17	27,232	23,153	1.18
Carpinteria Unincorporated	2,292	1,907	1.20	2,418	1,951	1.24
<b>South Coast Area</b>	<b>117,153</b>	<b>73,694</b>	<b>1.59</b>	<b>122,416</b>	<b>91,484</b>	<b>1.34</b>
Total Unincorporated	51,047	45,442	1.12	58,672	48,891	1.20
<b>Total</b>	<b>192,107</b>	<b>142,097</b>	<b>1.35</b>	<b>246,076</b>	<b>171,757</b>	<b>1.43</b>

Source: UPlan Land Use Model

### 6.3.3 AREAS SUFFICIENT TO HOUSE ALL POPULATION, INCLUDING ALL ECONOMIC SEGMENTS FOR RTP PERIOD

In the RTP-SCS, sufficient land use capacity is made available in the model to accommodate all growth in population, households and employment projected in the Regional Growth Forecast (RGF). Chapter 3 describes future growth predicted by the RGF in detail. The preferred scenario identifies areas within the region sufficient to house all the forecast population of the region to the plan horizon year.<sup>194</sup> In the SCS, the UPlan land use model distributes RGF County-wide population growth consistent with allowable residential land use capacities, as modified in the SCS. Similarly, the land use model distributes predicted employment growth across the region consistent with commercial land use capacities. The UPlan land use model takes into account all lands within the region, including SBCAG local agencies and other entities outside of SBCAG member agency land use authority, such as UCSB, that provide jobs or housing. Specifically, the UPlan model begins with a starting population of 423,800 in 2010. Based on and consistent with the RGF, it accommodates forecast population growth of 10,986 people to a total population of 445,981 by 2020, 83,682 people (for a population of 507,482) by 2035 and 96,165 people (to a total population of 519,965) by 2040.

<sup>194</sup> See Gov. C. § 65080(b)(2)(B)(ii).



Table 31 shows the correspondence between modeled land use capacity for the SCS preferred scenario and the forecast population growth.

**Table 31: RGF Household Growth vs. UPlan Land Use Capacity – Preferred Scenario**

Jurisdiction	UPlan Land Use Capacity	RGF Forecast Household Growth	UPlan Land Use Capacity Minus RGF Household Growth
<b>South County</b>	<b>27,933</b>	<b>17,790</b>	<b>10,143</b>
Carpinteria	492	193	299
Santa Barbara	13,550	9,139	4,411
Unincorporated	7,342	2,012	5,330
Goleta	6,550	6,446	104
<b>Santa Ynez Valley M.A.</b>	<b>2,831</b>	<b>946</b>	<b>1,885</b>
Solvang	1,092	285	807
Buellton	1,293	517	776
Unincorporated	446	144	302
<b>Lompoc Valley M.A.</b>	<b>12,244</b>	<b>1,419</b>	<b>10,825</b>
Lompoc	10,965	1,194	9,771
Unincorporated	1,280	225	1,055
<b>Santa Maria Valley M.A.</b>	<b>20,435</b>	<b>9,505</b>	<b>10,930</b>
Santa Maria	15,092	8,335	6,757
Guadalupe	2,347	101	2,246
Unincorporated	2,996	1,069	1,927
<b>Unincorporated Total</b>	<b>12,063</b>	<b>3,450</b>	<b>8,613</b>
<b>County Total</b>	<b>63,444</b>	<b>29,660</b>	<b>33,784</b>

Source: SBCAG 2012 Regional Growth Forecast, UPlan Land Use Model

Distribution of population and employment in the preferred scenario is shown in Table 32. This same distribution is displayed graphically as pie charts in Figure 56, and Figure 57.

Map 89 through Map 92 show sub-regional household distribution geographically. Although County-wide growth totals are equal across the preferred scenario, the future baseline and all other scenarios studied, the sub-regional distribution of growth differs between the future baseline, the preferred scenario that forms the basis of the SCS and other scenarios studied according to assumed land use pattern and other assumptions. The SCS seeks to address the jobs/housing balance directly by allotting more jobs to the North County and more housing to the South Coast.

**Table 32: 2010-2040 Household and Jobs Distribution – Preferred Scenario**

Jurisdiction	Households	%	Jobs	%
County of Santa Barbara	3,450	11.6%	7,625	14.1%
Carpinteria	193	0.7%	802	1.5%
Santa Barbara	9,139	30.8%	849	1.6%
Goleta	6,446	21.7%	1,008	1.9%
Buellton	517	1.7%	1,372	2.5%
Solvang	285	1.0%	43	0.1%
Lompoc	1,194	4.0%	7,908	14.7%

Jurisdiction	Households	%	Jobs	%
Santa Maria	8,335	28.1%	33,353	61.8%
Guadalupe	101	0.3%	1,008	1.9%
<b>Total</b>	<b>29,660</b>	<b>100.0%</b>	<b>53,969</b>	<b>100.0%</b>

Source: UPlan Land Use Model

Figure 56: 2010-2040 Household Distribution – Preferred Scenario

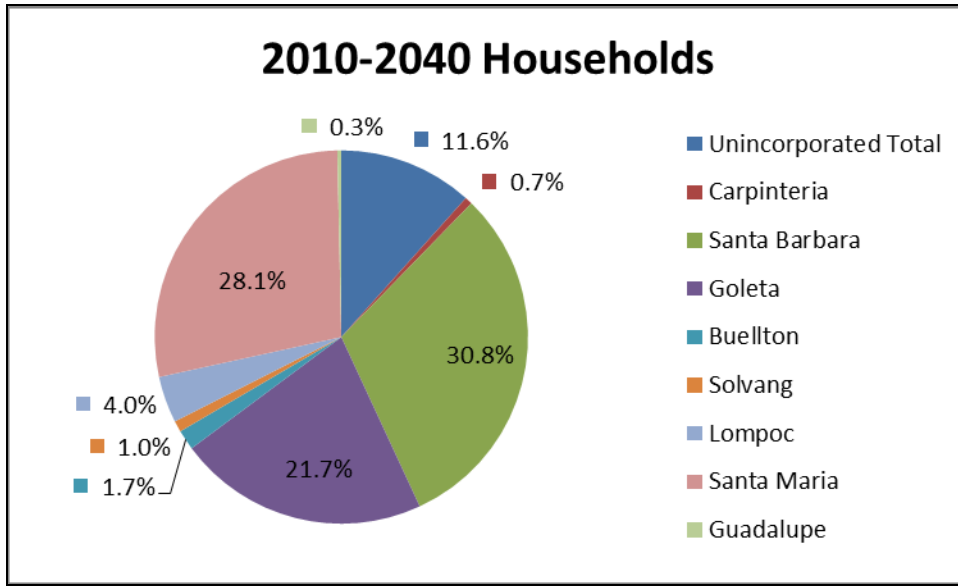
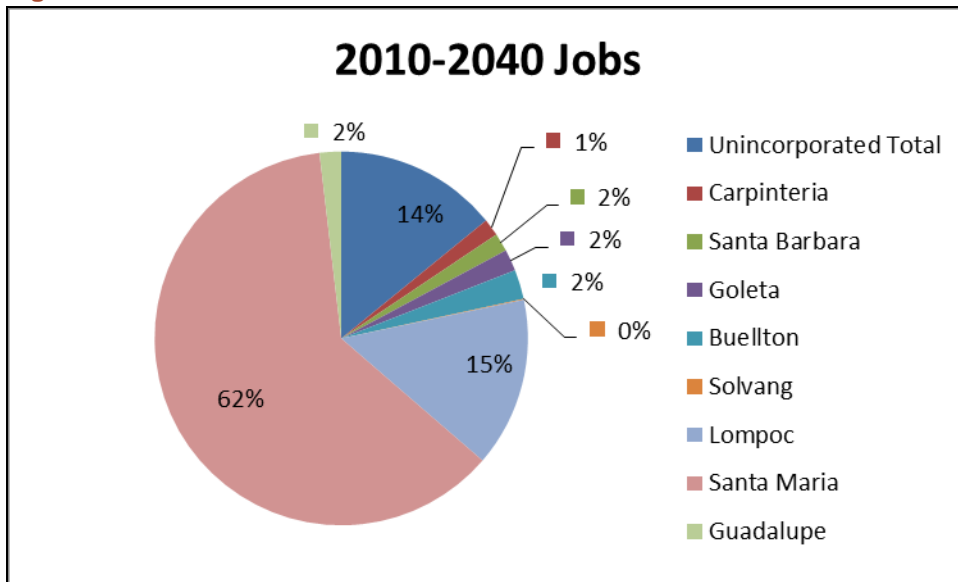
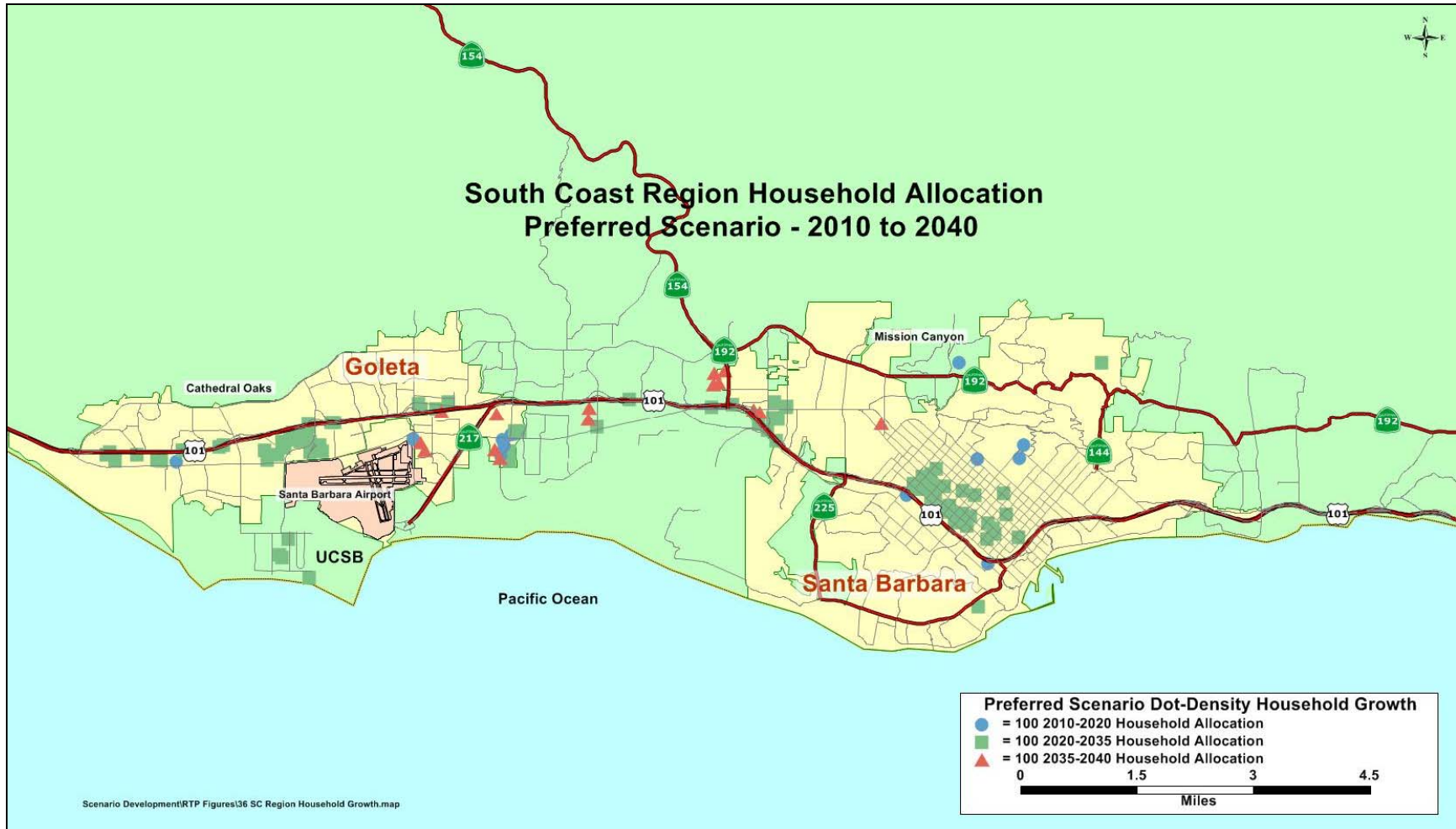


Figure 57: 2010-2040 Jobs Distribution – Preferred Scenario



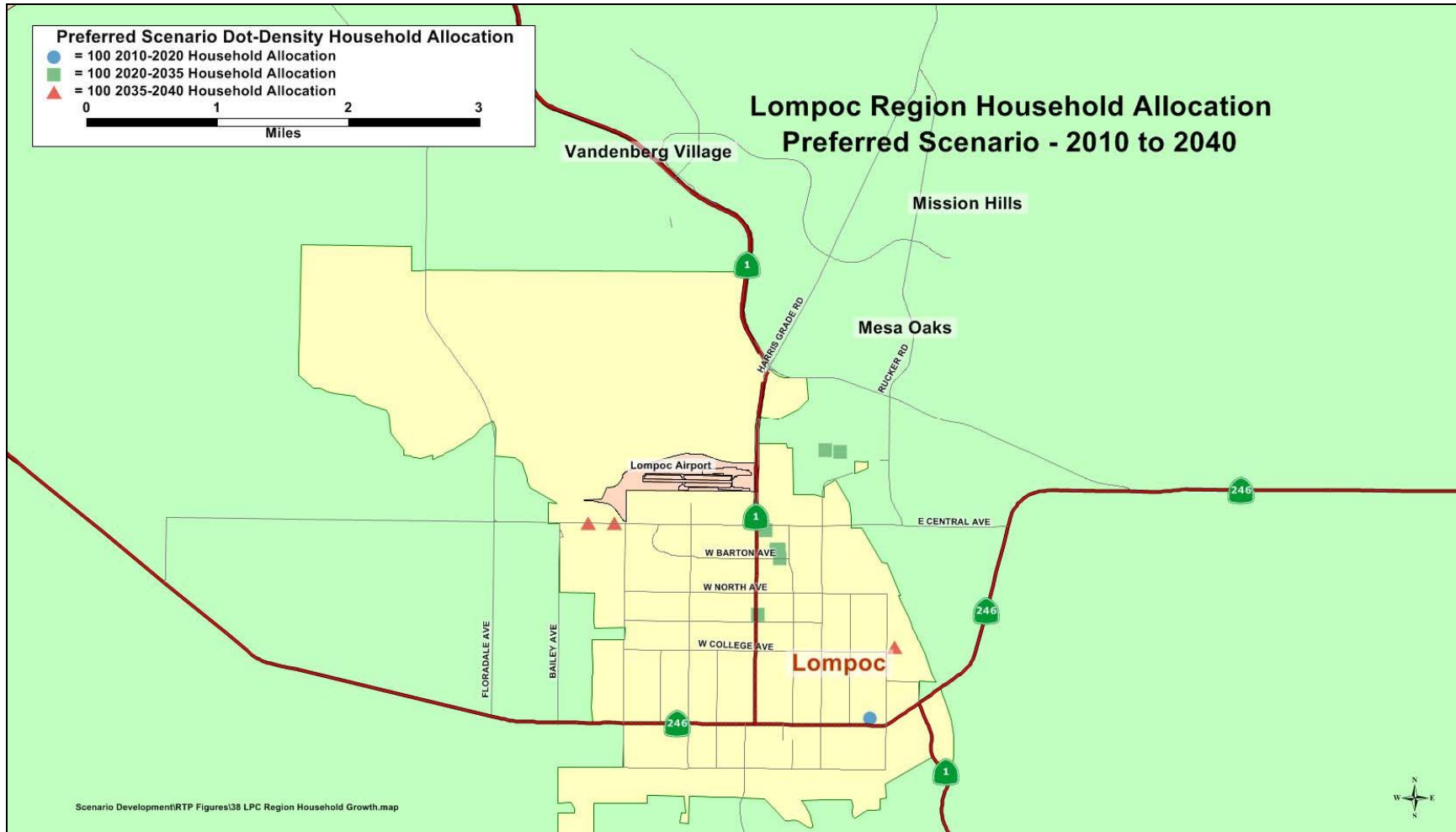
Map 89: 2010-2040 Household Distribution – Preferred Scenario – South Coast Region



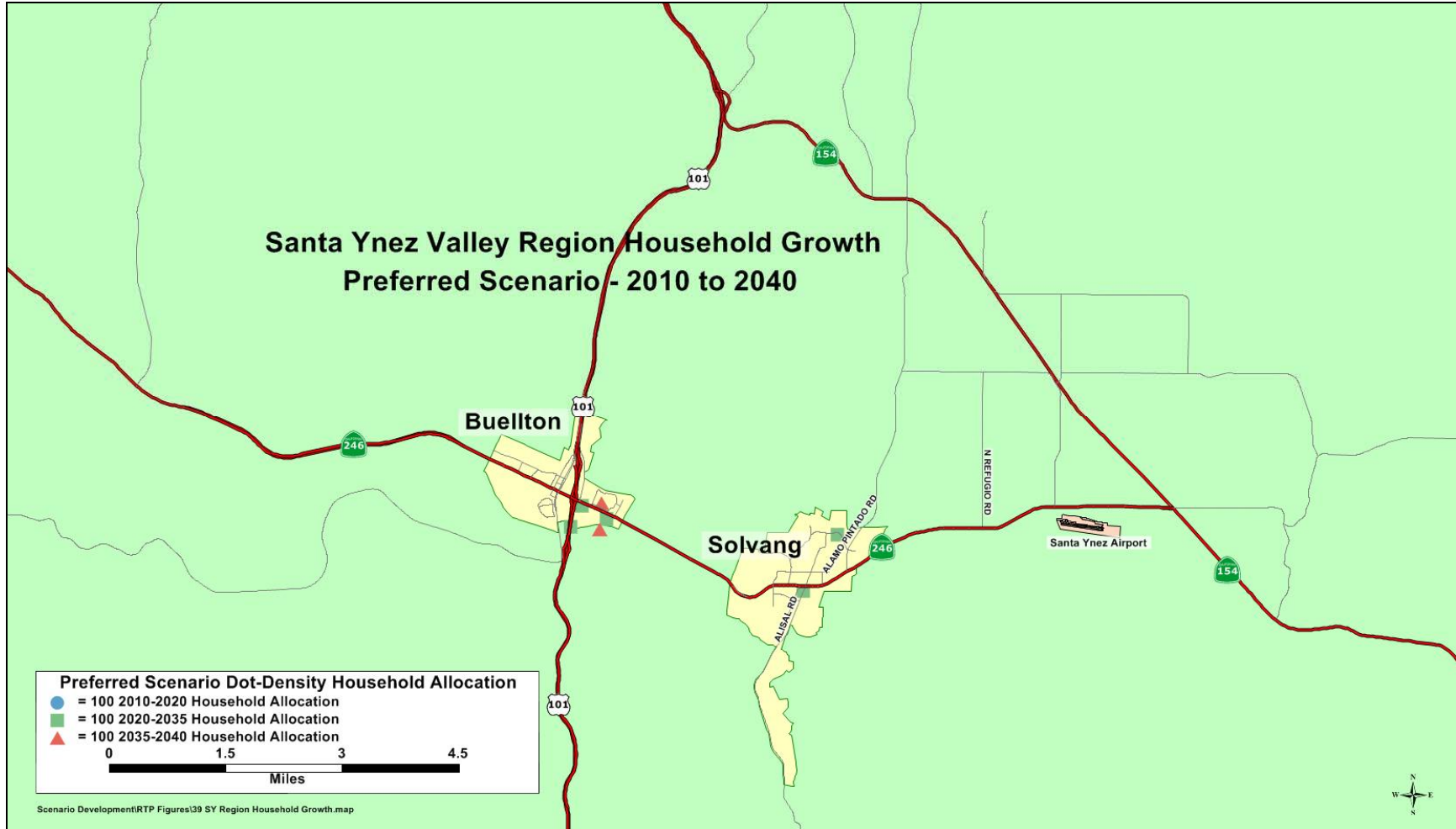
Map 90: 2010-2040 Household Distribution – Preferred Scenario – Santa Maria Region



**Map 91: 2010-2040 Household Distribution – Preferred Scenario – Lompoc Region**



Map 92: 2010-2040 Household Distribution – Preferred Scenario – Santa Ynez Valley Region





### 6.3.4 AREAS SUFFICIENT TO ACCOMMODATE 8-YEAR PROJECTED HOUSING NEED / CONSISTENCY WITH RHNA

SB 375 requires the SCS to “identify areas within the region sufficient to house an eight-year projection of the regional housing need for the region pursuant to (Government Code) Section 65584.”<sup>195</sup> The SCS preferred scenario meets this requirement and supplies enough residential housing capacity by jurisdiction to accommodate the eight-year housing need of 11,030 units projected for the 2014-2022 period for the SBCAG region by the State Department of Housing and Community Development. Available housing capacity in each SBCAG member jurisdiction in the SCS preferred scenario appears to be adequate to accommodate each jurisdiction’s respective share of housing need as allocated by SBCAG’s adopted Regional Housing Needs Allocation (RHNA) methodology. Available residential capacity in each jurisdiction is thus sufficient to accommodate at minimum that jurisdiction’s share of the regional housing need and SBCAG’s RHNA allocation plan allocates housing units within the region consistent with the development pattern of the RTP-SCS.

Table 33 shows the correspondence between modeled land use capacity for the preferred scenario and identified housing need by jurisdiction, including very low and low income categories.

**Table 33: RHNA Housing Need vs. UPlan Land Use Capacity – Preferred Scenario**

Jurisdiction	UPlan Land Use Capacity		RHNA Housing Need		UPlan Land Use Capacity Minus RHNA Housing Need	
	20 DU/Acre Only	Total Units	20 DU/Acre Only	Total Units	20 DU/Acre Only	Total Units
<b>South County</b>	<b>22,857</b>	<b>27,933</b>	<b>2,320</b>	<b>5,743</b>	<b>20,537</b>	<b>22,190</b>
Carpinteria	235	492	65	163	170	329
Santa Barbara	11,504	13,550	1,663	4,099	9,841	9,451
Unincorporated	5,095	7,342	200	501	4,895	6,841
Goleta	6,023	6,550	392	979	5,631	5,571
<b>Santa Ynez Valley M.A.</b>	<b>1,598</b>	<b>2,831</b>	<b>183</b>	<b>457</b>	<b>1,415</b>	<b>2,374</b>
Solvang	650	1,092	70	175	580	917
Buellton	898	1,293	110	275	788	1,018
Unincorporated	49	446	3	7	46	439
<b>Lompoc Valley M.A.</b>	<b>9,520</b>	<b>12,244</b>	<b>230</b>	<b>575</b>	<b>9,290</b>	<b>11,669</b>
Lompoc	9,242	10,965	210	525	9,032	10,440
Unincorporated	279	1,280	20	50	259	1,230
<b>Santa Maria Valley M.A.</b>	<b>15,076</b>	<b>20,435</b>	<b>1,702</b>	<b>4,255</b>	<b>13,374</b>	<b>16,180</b>
Santa Maria	12,342	15,092	1,641	4,102	10,701	10,990
Guadalupe	1,704	2,347	20	50	1,684	2,297
Unincorporated	1,031	2,996	41	103	990	2,893
<b>Unincorporated Total</b>	<b>6,454</b>	<b>12,063</b>	<b>264</b>	<b>661</b>	<b>6,190</b>	<b>11,402</b>
<b>County Total</b>	<b>49,051</b>	<b>63,444</b>	<b>4,435</b>	<b>11,030</b>	<b>44,616</b>	<b>52,414</b>

Source: SBCAG 2012 Regional Housing Need Allocation, UPlan Land Use Model

<sup>195</sup> Gov. C. § 65080(b)(2)(B)(iii).



The UPlan land use capacities shown in Table 31 and Table 33 represent the theoretical maximum residential capacity available based on generalized UPlan land use categories and assumed land uses within the SBCAG land use model for the RTP-SCS preferred scenario. The capacities shown do not necessarily reflect actual available capacity in adopted local General Plans. Adopted General Plans, not the RTP-SCS, determine allowable land uses and actual available land use capacity in each jurisdiction.

Whether, when and how to implement the RTP-SCS preferred scenario is solely up to each SBCAG member jurisdiction to decide through its local land use planning process. Land uses assumed in the RTP-SCS preferred scenario do not represent a commitment or intention by any SBCAG member jurisdictions to implement them.

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

## 6.4 TRANSPORTATION NETWORK

Senate Bill 375 (SB 375) requires SBCAG to identify a transportation network to service the transportation needs of the region.<sup>196</sup> The preferred Regional Transportation Plan & Sustainable Communities Strategy (RTP-SCS) scenario models the regional transportation network, including all of the fiscally constrained programmed and planned projects listed and addressed in detail in Chapter 7 and Chapter 8. For the first time, the updated SBCAG travel model now incorporates a truly multi-modal network, including not only roads and highways, but also the transit system and bike routes, as well as modeling walking trips.

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

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

The specific projects and improvements included in the RTP-SCS are listed in detail in Chapter 7 and Appendix E.

Any transportation project not specifically exempted by SB 375 (especially projects programmed on or before December 31, 2011 contained in the State Transportation Implementation Program

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<sup>196</sup> Gov. C. § 65080(b)(2)(B)(iv).

(STIP) or specifically listed in a local sales tax ballot measure, such as Measure A) may be considered for modification or re-prioritization.<sup>197</sup> Hence, inclusion of all projects on the programmed and planned lists that are not funded by Measure A or the STIP were subject to re-prioritization during the development of the RTP-SCS. However, modeling analysis indicates that individual, non-exempt programmed and planned projects have only minimal effects on scenario performance, except with respect to congestion and delay, as discussed below. Also, as discussed in Chapter 8, limitations on some funding sources restrict how funding may be applied and therefore also limit project re-prioritization to some degree. For example, federal Surface Transportation Program (STP) funds under MAP-21 can be applied to highway and bridge projects on public roads, as well as transit capital projects, but not to transit operation.

### Transportation Project Evaluation Criteria

To test their effect on system-wide performance, SBCAG evaluated individual projects as well as the RTP-SCS scenario as a whole. An analysis of the top ten capital improvement transportation projects by value from the planned projects list shows that their individual and collective effect on region-wide transportation system performance is negligible for most measures, but that they can have positive effects on local congestion and delay. These ten projects were selected solely from the planned project list, which is defined as projects for which funding sources have been identified and which are expected to receive funding within the timeframe of the RTP, but for which funding is not already committed. (See Appendix E.) The ten highest cost projects that included capacity enhancements were selected for this analysis. The projects evaluated are listed in Table 34 below and include total cost in thousands of dollars.

**Table 34: Transportation Projects Selected for Evaluation**

Project Type	2040 RTP ID #	Project Title	Regional Benefits	Year Operational	Cost (\$000's)
HWY	SM-PL-100	101/135 Interchange Improvements	Santa Maria	2021	\$31,277
ST/RDS	SBC-PL-200	Reconstruct Segments of Hollister Avenue	South Coast	2020	\$31,179
ST/RDS	SM-PL-204	Betteravia Road Widening	Santa Maria	2023	\$18,238
ST/RDS	SM-PL-213	SR 135/Broadway Widening	Santa Maria Valley	2020	\$17,675
ST/RDS	SM-PL-210	Miller Street Widening	Santa Maria	2020	\$14,667
HWY	CT-PL-105	U.S. 101 at Fairview lane Extension	Countywide	2025	\$10,000
ST/RDS	SM-PL-207	Miller Street Widening	Santa Maria	2015	\$5,175
ST/RDS	SM-PL-212	Hanson Way Widening	Santa Maria	2020	\$2,315
ST/RDS	SM-PL-209	Foster Road Widening	Santa Maria	2015	\$2,250
ST/RDS	SM-PL-214	Foster Road Widening	Santa Maria	2015	\$2,250
<b>County Total</b>					<b>\$135,026</b>

Source: Appendix E

<sup>197</sup> See Gov. C. § 65080(b)(2)(L).

Selected results of this model run are shown in Table 35, below. As noted above, modeling analysis illustrates that these selected planned projects have minimal effects on region-wide scenario performance. However, although they do not affect system-wide performance, individual projects may have beneficial effects on local congestion, especially in the South Coast, where peak period congestion is greatest, which in turn helps reduce overall region-wide delay.

**Table 35: Transportation Project Evaluation Results – Preferred Scenario**

Performance Measure	2040 Preferred Scenario	2040 Preferred Scenario – Project Evaluation Run	Change	% Change
VMT Per Capita	20.66	20.65	(0.01)	-0.05%
Average Travel Distance (Miles)	7.37	7.36	(0.01)	-0.14%
Average Travel Time (Minutes)	13.91	13.92	0.01	0.07%
Average Commute Time (Minutes) (Workers)	14.90	14.91	0.01	0.07%
Vehicle Miles/Vehicle Trips	6.55	6.54	(0.01)	-0.15%
Vehicle Hours/Vehicle Trips	0.14	0.14	(0.00)	0.00%
Total Day Delay (Vehicle Hours)	24,534	25,265	731	2.98%
Total Day Delay (Goleta Area)	14,169	14,638	469	3.31%
Total Day Delay (Santa Barbara Area)	6,383	6,589	206	3.23%
Total Day Delay (Goleta and Santa Barbara Areas)	20,552	21,227	675	--
% of Total Day Delay (Goleta and Santa Barbara Areas)	<b>84%</b>	<b>84%</b>	<b>92%</b>	--

Source: SBCAG Travel Model

## 6.5 PROTECTION OF RESOURCES & FARMLAND

Development of the Regional Transportation Plan & Sustainable Communities Strategy (RTP-SCS) involved compilation and consideration of information regarding open space, habitat, farmland and other resource areas as defined by Gov. Code Section 65080.1 in a “Regional Greenprint.”<sup>198</sup> The resource areas were compiled in GIS layers that acted as constraints to development of land during Sustainable Communities Strategy (SCS) scenario development. The SCS preferred scenario focuses new development in infill locations in existing urbanized areas, avoiding resource areas identified in the Regional Greenprint.

Regional-scale maps have been produced to illustrate the general locations of resource areas and farmlands in the Regional Greenprint (see Map 93 through Map 98). The RTP-SCS policies (see Chapter 4) make explicit the commitment to protecting these resource areas and avoiding the location of future growth in these resource areas. Three maps include farmland categories, natural resource areas, and open space and conservation areas.

<sup>198</sup> Gov. C. § 65080(b)(2)(B)(v).

As part of its Regional Greenprint analysis, SBCAG also assembled and applied the following additional data layers. (To limit the complexity of the included maps, these additional layers of information are not separately shown.)

- Protected, sensitive, or special status species as defined by local, State or federal agencies (e.g., CA Department of Fish and Game).
- Lands subject to conservation, agricultural easements and the Williamson Act and areas designated by the State Mining and Geology Board as areas of statewide significance (County Agricultural Land Preserves).
- Areas designated for open space or agricultural uses in local General Plans, particularly farmland classified as prime or unique or of statewide importance or designated as such in a local agency General Plan (CA Department of Conservation and General Plans).
- Areas containing biological resources (National Wetlands Inventory for vernal pools, FEMA for floodplains, County Water Agency).
- Administrative boundary restrictions, e.g., Coastal Zone, USFS lands.
- Habitat connectivity--Connectivity areas show areas that were deemed important as corridors or connections between habitats.
- Fire history--Fires that have spread through Santa Barbara County from the years 2000-2009.

### **6.5.1 AGRICULTURAL LAND**

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. Most public land areas, such as National Forests and Bureau of Land Management holdings, are not mapped. The minimum land use mapping unit is 10 acres, unless specified. Smaller individual parcels of land are incorporated into the surrounding map classifications. The farmland categories are defined as follows:

- Prime Farmland: Farmland with the best combination of physical and chemical features able to sustain long term agricultural production. This land has the soil quality, growing season, and moisture supply needed to produce sustained high yields.
- Farmland of Statewide Importance: Farmland similar to Prime Farmland but with minor shortcomings, such as greater slopes or less ability to store soil moisture.
- Unique Farmland: Farmland of lesser quality soils used for the production of the state's leading agricultural crops. This land is usually irrigated, but may include non-irrigated orchards or vineyards as found in some climatic zones in California.
- Farmland of Local Importance: Land of 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:** Land on which the existing vegetation is suited to the grazing of livestock. This category was developed in cooperation with the California Cattlemen's Association, University of California Cooperative Extension, and other groups interested in the extent of grazing activities.

## **6.5.2 NATURAL RESOURCE AREAS**

The natural resource areas represent plant and animal habitat from California Department of Fish and Wildlife, California Natural Diversity Database (CNDDDB). The CNDDDB is part of a nation-wide network of similar programs overseen by NatureServe (formerly part of The Nature Conservancy) that provide location, in both incorporated and unincorporated areas, and natural history information on special status plants, animals, and natural communities to the public, other agencies, and conservation organizations. Also shown is sensitive habitat in Environmentally Sensitive Habitat (ESH) Overlays and Riparian Corridor Overlays adopted by the County of Santa Barbara as part of the General Plan Land Use Element and the Coastal Land Use Plan. ESH Overlays do not cover all areas of the County and are not a complete inventory of sensitive habitats. The ESH only applies to County jurisdictions.

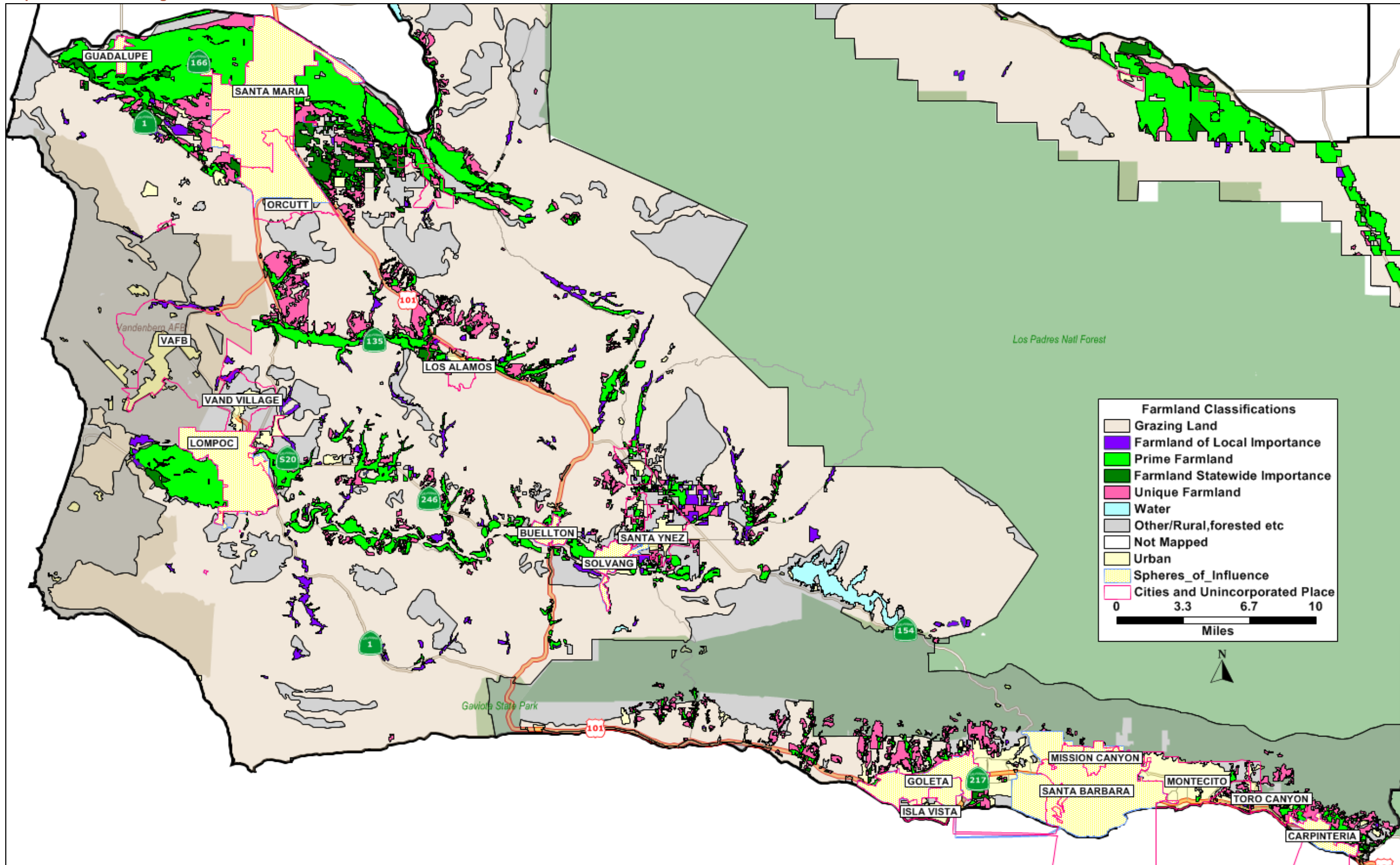
## **6.5.3 OPEN SPACE**

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.





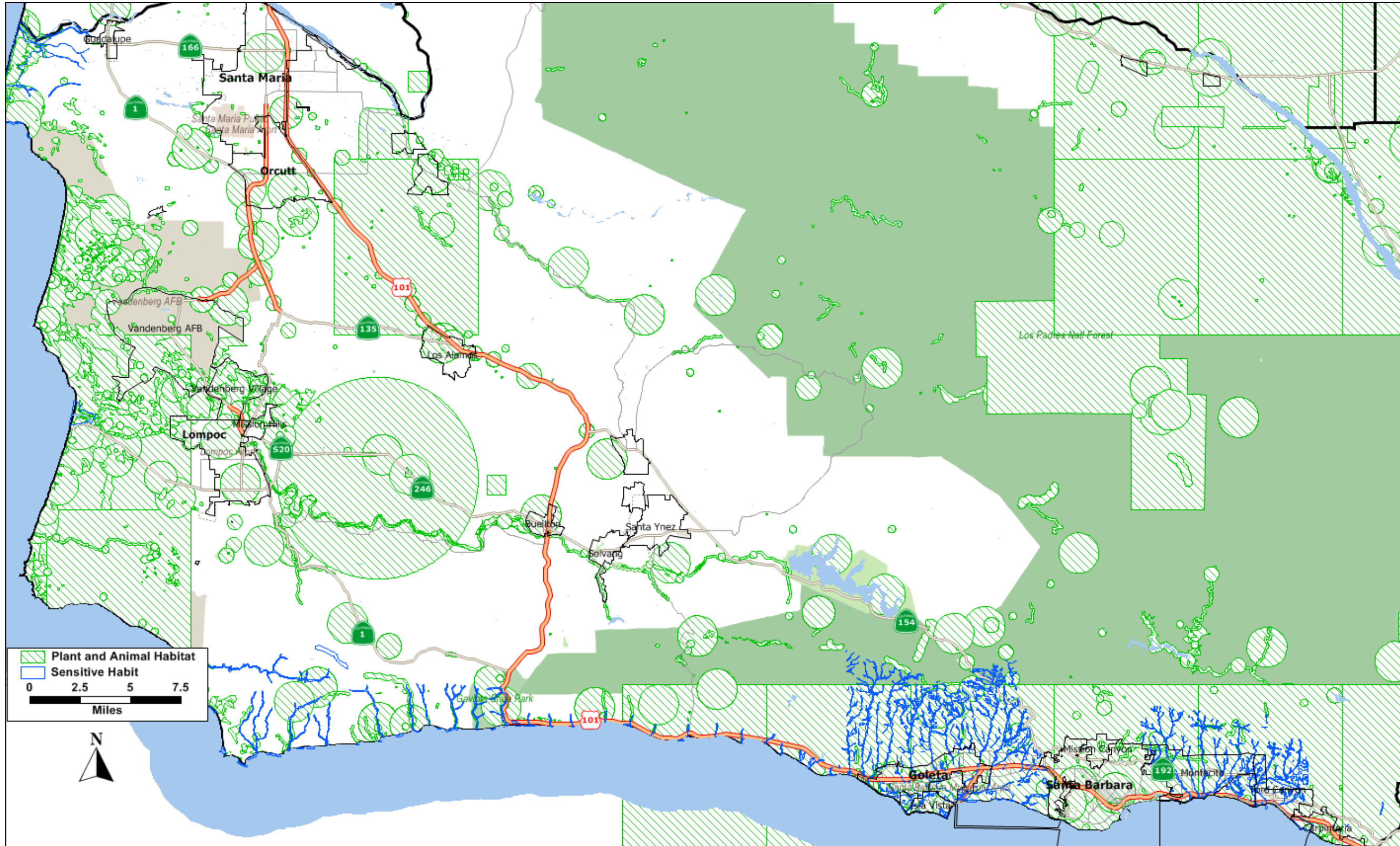
Map 93: Farmland Categories



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



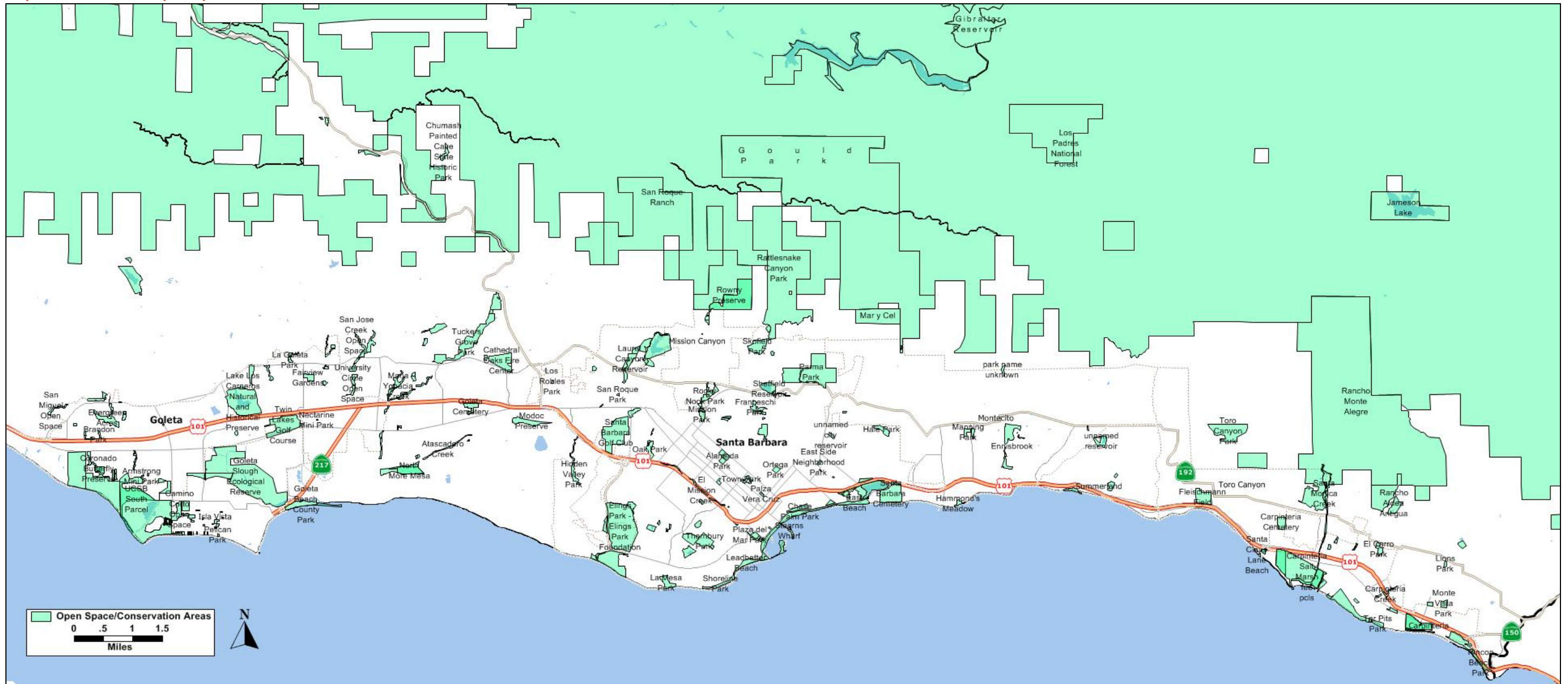
Map 94: Natural Resource Areas



Source: Plant and animal Habitat from California Department of Fish and Wildlife, California Natural Diversity Database. Sensitive Habitat is a representation of the Board of Supervisors Officially Adopted Environmentally Sensitive Habitat (ESH) Overlays and Riparian Corridor Overlay.

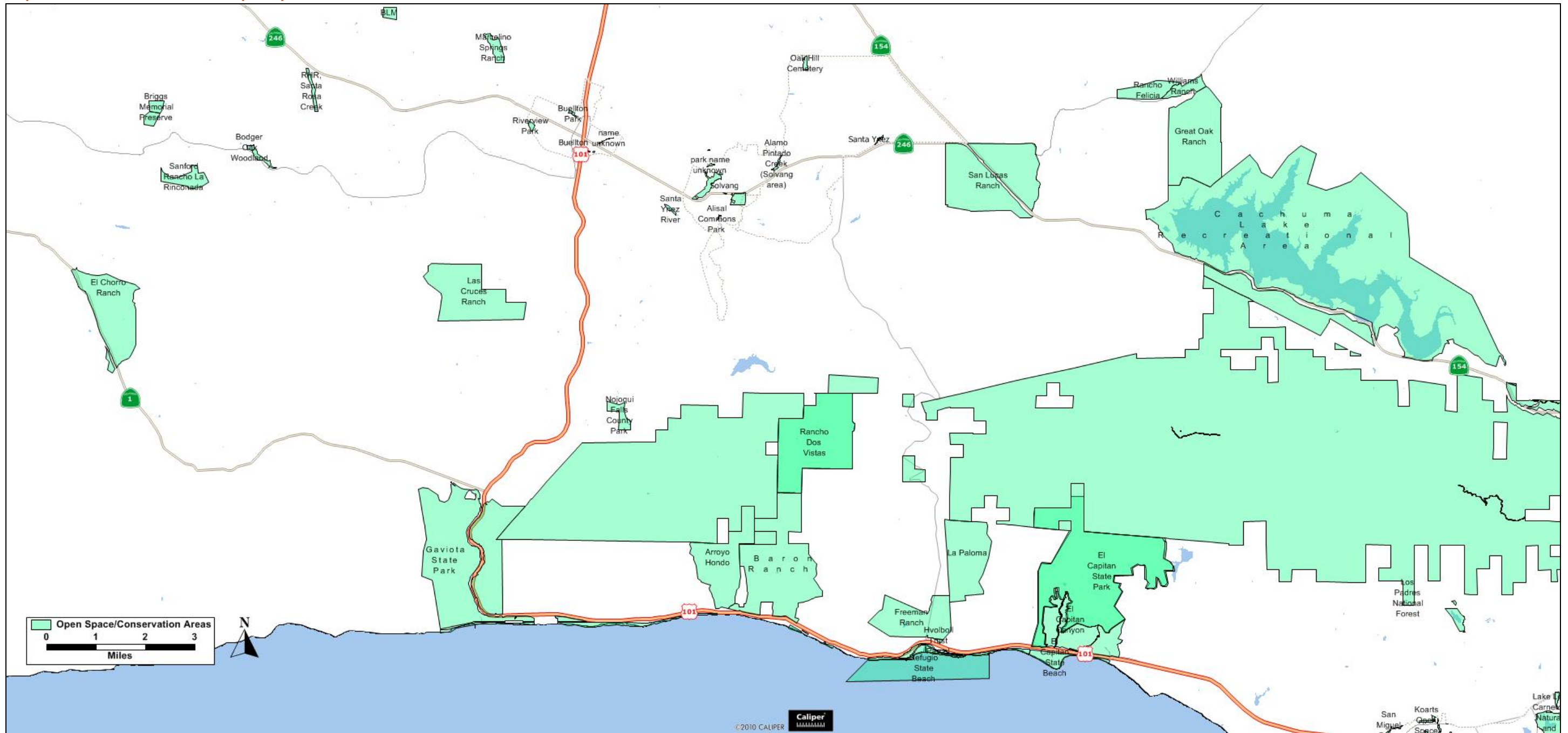


Map 95: South Coast Open Space and Conservation Areas



Source: US Geological Service (PAD-US)

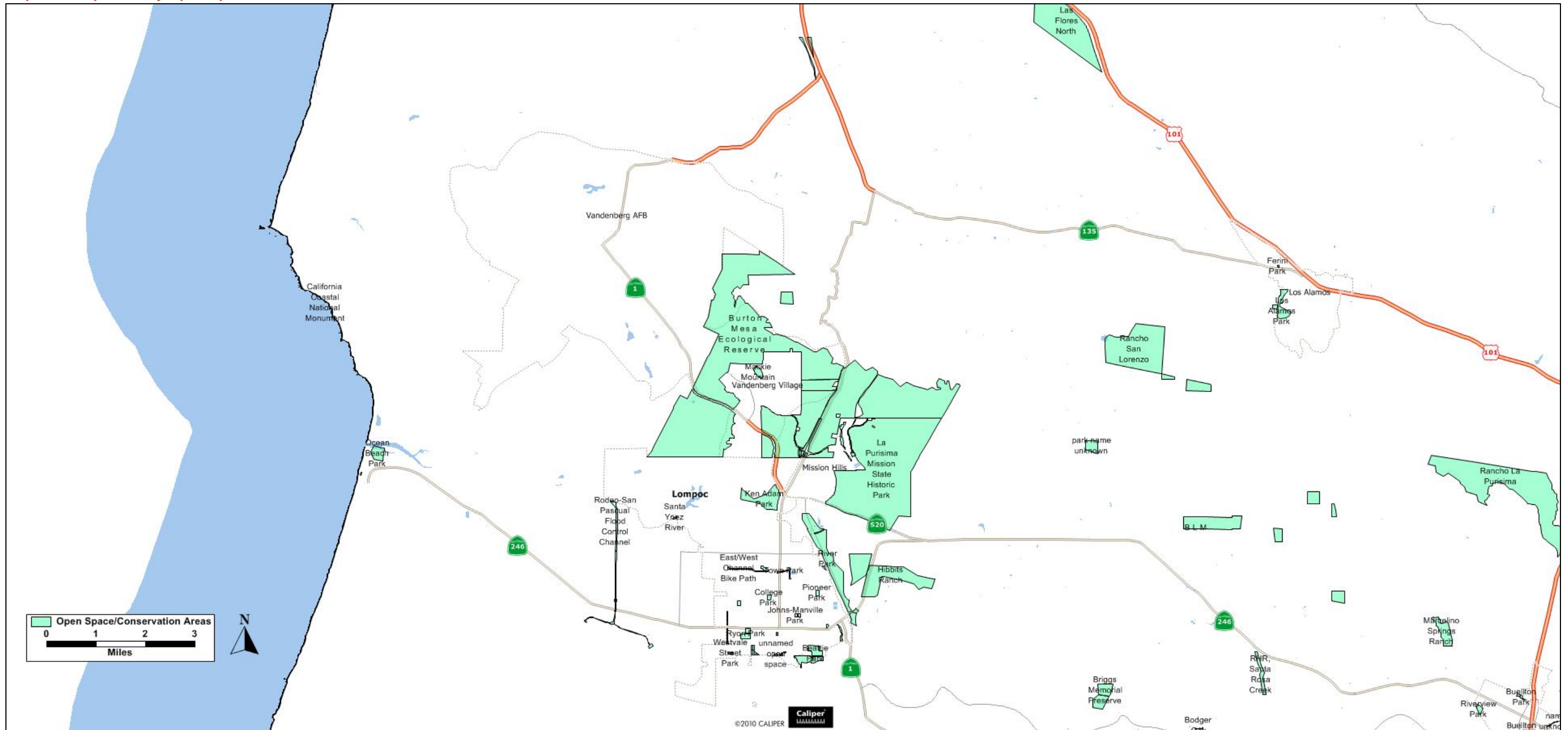
Map 96: Gaviota and Santa Ynez Open Space and Conservation Areas



Source: US Geological Service (PAD-US)

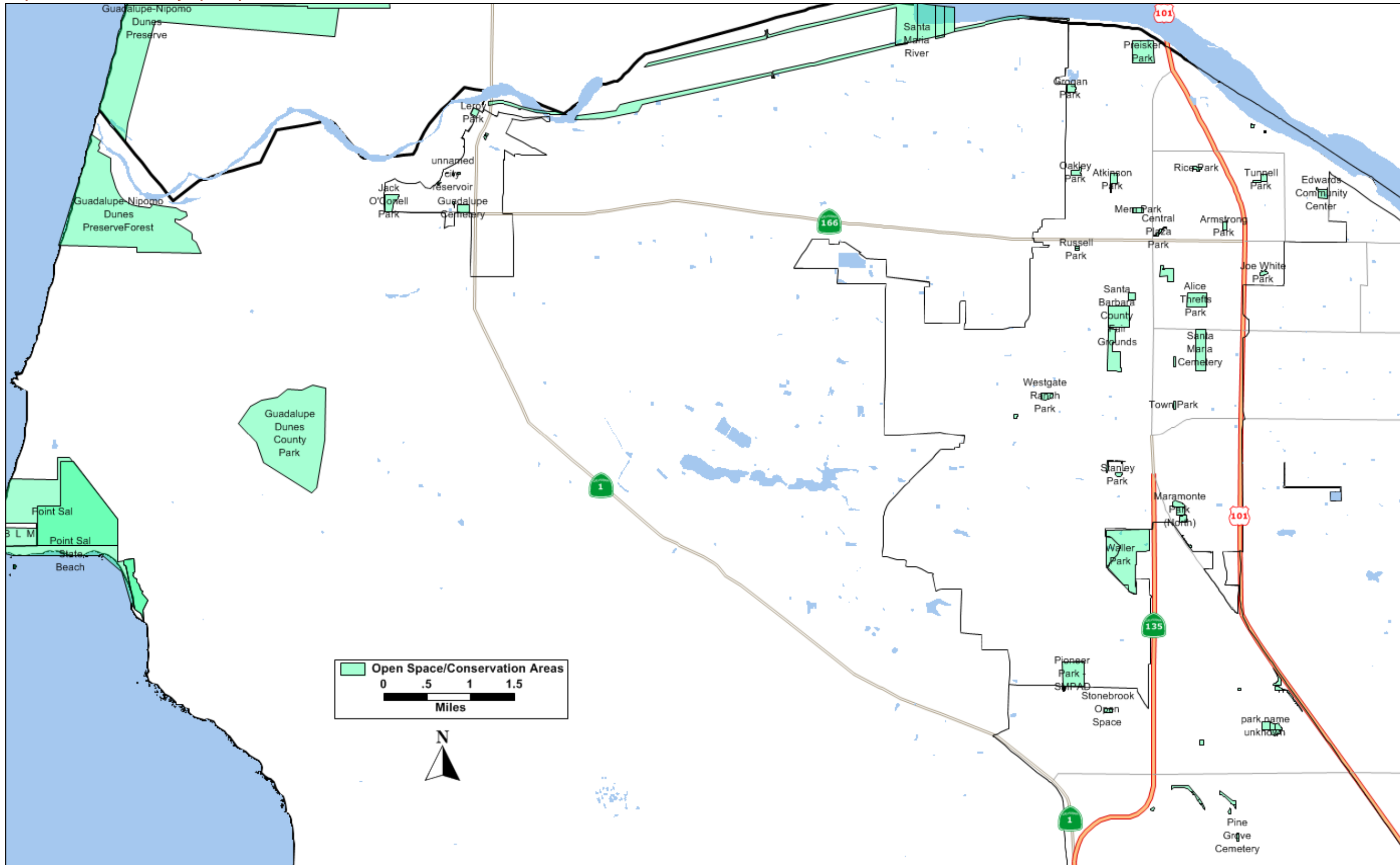


Map 97: Lompoc Valley Open Space and Conservation Areas



Source: US Geological Service (PAD-US)

Map 98: Santa Maria Valley Open Space and Conservation Areas



Source: US Geological Service (PAD-US)

## 6.6 PERFORMANCE RESULTS

To evaluate alternative scenarios and guide selection of the preferred Regional Transportation Plan & Sustainable Communities Strategy (RTP-SCS) scenario, SBCAG applied performance measures related to the five, adopted goal areas outlined in Chapter 4: environment, mobility and system reliability, equity, health and safety, and a prosperous economy. These performance measures allowed quantification, comparison and evaluation of the effectiveness of the alternative land use and transportation scenario candidates in achieving the plan goals.

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

Table 36 lists performance results for the RTP-SCS for all five goal categories. Parentheses indicate reductions. The discussion below highlights certain of these performance measures for each goal area.<sup>199</sup>

Performance results for all of the RTP-SCS scenarios considered (not including those scenarios that did not meet the minimum greenhouse gas reduction requirements of California Senate Bill 375), are included at the end of Appendix D.

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<sup>199</sup> Note that ARB's regional target-setting for SBCAG's GHG emissions under SB 375 used a base year of 2005. For other performance measures not linked to the SB 375 target, a more recent base year of 2010 is shown.

**Table 36: Performance Results – Preferred Scenario**

Goals	Performance Measure	2005	2010	Preferred Scenario					
				2020	2005/2010 to 2020 Difference	2035	2005/2010 to 2035 Difference	2040	2005/2010 to 2040 Difference
Environment	GHG Emissions Per Capita (Lbs. per day)	18.40	--	16.46	(1.94)	15.57	(2.83)	--	--
	VMT Per Capita	22.53	21.35	21.72	0.36	20.75	(0.60)	20.66	(0.70)
	% Alternative Transportation Trips (No School Bus)	--	6.18	6.39	0.21	6.63	0.45	6.63	0.44
	% Alternative Transportation Trips (Includes School Bus)	--	7.32	7.76	0.43	7.90	0.58	7.86	0.54
Mobility & System Reliability	Average Travel Distance (All Trips) [Miles]	--	7.76	7.80	0.03	7.40	(0.36)	7.37	(0.40)
	Average Travel Time (All Trips) [Minutes]	--	14.00	14.25	0.25	13.90	(0.10)	13.91	(0.08)
	Average Commute Time (Workers) [Minutes]	--	15.30	15.61	0.31	14.99	(0.31)	14.90	(0.40)
	Daily Transit Ridership	--	34,350	40,070	5,720	49,250	14,900	50,010	15,660
	Transit Accessibility (% of Jobs Within 1/2 Mile of Bus Stop with 15 minute or less headways)	--	30.94	31.83	0.88	30.63	(0.31)	29.88	(1.06)
	Transit Accessibility (% of Population within 1/2 Mile of Bus Stop with 15 minute or less headways)	--	18.46	19.94	1.49	22.94	4.49	22.51	4.05
	% Drive-Alone Mode Share (All Trips)	--	50.24	49.63	(0.61)	49.83	(0.42)	49.87	(0.37)
% Drive-Alone Mode Share (Workers)	--	86.82	86.73	(0.09)	86.39	(0.43)	86.36	(0.46)	
Equity	Average Trip Time for Low Income and Minority Communities	--	14.92	14.79	(0.13)	14.39	(0.53)	14.43	(0.49)



Goals	Performance Measure	2005	2010	Preferred Scenario					
				2020	2005/2010 to 2020 Difference	2035	2005/2010 to 2035 Difference	2040	2005/2010 to 2040 Difference
Equity	Transit Accessibility for Low Incomes (% of Jobs Within 1/2 Mile of Bus Stop with 15 minute or less headways)	--	36.06	41.46	5.40	39.05	2.99	38.57	2.52
	Transit Accessibility for Low Incomes (% of Population within 1/2 Mile of Bus Stop with 15 minute or less headways)	--	8.33	9.50	1.16	20.67	12.34	19.79	11.46
Health & Safety	% Bike and Walk Trips to Total Trips	--	4.84	4.92	0.07	5.01	0.16	5.01	0.17
Prosperous Economy	Net Commuter Savings (Time) [Minutes]	--	--	0.31	--	(0.31)	--	(0.40)	--

Source: SBCAG Travel Model

Although the preferred scenario would perform better than the business-as-usual scenario across all goal areas and measures, the preferred scenario still involves trade-offs. In particular, even while congestion improves overall system-wide (as measured by congested vehicle miles traveled), local congestion on the South Coast would be somewhat worse in 2040 under the preferred scenario than business-as-usual scenario. Under the preferred scenario, traffic volumes on U.S. 101 between Olive Mill and Fairview would be 4% to 9% higher in 2040 than the future baseline scenario.<sup>200</sup> Vehicle miles traveled on all Santa Barbara and Goleta area roadways would increase by 40% from existing conditions under the business-as-usual scenario, compared to 55% for the preferred scenario.

To some degree, increased congestion is inevitable because vehicle trips would increase by approximately 24% during the plan period, while road capacity increases only slightly. Total vehicle trips remain roughly constant across scenarios (1,621,579 for the future baseline scenario, 1,606,381 for the preferred scenario) and represent a jump from 2010 trips (1,307,803) [+23/+24%]. Meanwhile, the network supply (measured in lane miles) remains constant across scenarios and increases from 2010 by only 2.7%.

The preferred scenario results in more congestion on the South Coast essentially because, in order to reduce vehicle miles traveled and vehicle emissions region-wide, it distributes more population growth to the South Coast than would occur under the business-as-usual scenario. (The business-as-usual scenario, by contrast, continues the trend of the past decade of population growth predominantly in the North County.) As a result, the preferred scenario distribution also results in more local South Coast trips. However, South Coast congestion under the preferred scenario is not that much worse than what would occur under any scenario. South Coast congestion is an existing issue, and would worsen in the future even under the business-as-usual scenario.

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

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<sup>200</sup>Overall daily total volumes from the Ventura County line to north of Hollister Interchange would increase 25% from 2010 for the future baseline scenario and 27% for the preferred scenario (1,978,000 in 2010 to 2,462,000 under the 2040 future baseline and 2,518,000 under the preferred scenario). By comparison, the previous Vision2030 RTP predicted an overall total daily volume increase from 2000 of 39% for the 2030 planned scenario.(2,036,200 in 2010 to 2,664,100in 2030).

Ultimately, the preferred scenario balances competing considerations in a way that maximizes region-wide benefits and minimizes detrimental effects. Compared to the business-as-usual scenario in 2040, the RTP-SCS preferred scenario:

- Reduces overall vehicle miles traveled by 16%, vehicle hours traveled by 15%, and average daily traffic (ADT) volumes by 7%.
- Reduces overall congestion (as measured by congested vehicle miles traveled) by 32% compared to the business-as-usual scenario.
- Reduces average vehicle trip time by 10% and average vehicle commute time for workers by 4%.
- Saves residents and workers over \$400,000 annually in auto operating costs (a 16% reduction).
- Achieves an overall increase in transit accessibility (the percentage of population within a one-half mile of bus stops with frequent and reliable transit service) of 14%, and 22% overall from 2010.
- Achieves an increase in transit accessibility for low income populations (the percentage of low income population within a ½ mile of bus stops with 15-minute or less headways) of 120%, and 137% from 2010.
- Increases transit ridership by 13% (50,010 daily trips for the preferred scenario versus 44,310 for the business-as-usual), a 45% increase from 2010 numbers, and results in an 8% increase in alternative trip (biking, walking, and transit) mode share.
- Apportions 30% of new housing growth to infill areas (compared to 12% in the business-as-usual scenario).
- Develops 4,307 fewer acres to accommodate growth (3,729 total acres for the preferred scenario versus 8,036 acres total for the business-as-usual scenario).

In addition, the preferred scenario results in:

- A reduction in per capita vehicle greenhouse gas emissions of 10.5 percent in 2020 and 15.4 percent in 2035.
- A reduction in vehicle emissions of reactive organic gases (ROG) by 12% in 2020 and 17% by 2035 and oxides of nitrogen (NOx) emissions 9% by 2020 and 14% by 2035.
- A reduction in per capita on-road motor vehicle fuel consumption from 1.17 to 1.06 gallons per day.
- Conversion of a single, 17.51-acre site of agricultural land and open space to urban uses (the Santa Barbara Metropolitan Transit District (MTD) site on Calle Real in the unincorporated Goleta area).

The preferred scenario also includes an enhanced transit strategy, which may eventually help to reduce local congestion. At present, average travel time for transit (103 minutes) exceeds average travel time for vehicles (14 minutes) by a wide margin, so there is little incentive to

switch to transit use even with doubling frequencies.<sup>201</sup> Additional funding sources are needed to allow greater investment in transit under this strategy.

Finally, it is worth noting that the preferred scenario is conservatively calibrated in a way that is more sensitive to congestion (e.g., the travel model master network architecture applies an average freeway lane capacity of 1,900 vehicles per hour across freeway lanes within the same geographical location, regardless of total number of lanes, less than the 101-In-Motion study, which assumed 2,150 vehicles per lane per hour for six-lane segments). Compared to the prior RTP's 2030 projections, the RTP-SCS preferred scenario reduces overall daily total volumes and peak period volumes (by about 9%) in 2040, using the same model capacity assumptions, even with the longer planning horizon and an additional decade of population growth.

## 6.6.1 ENVIRONMENT

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

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

#### Senate Bill 375 Greenhouse Gas Targets

The Regional Transportation Plan & Sustainable Communities Strategy's forecasted development pattern for the region, when integrated with the transportation network and policies, achieves the California Air Resources Board (ARB) target for reduction of GHG emissions from passenger vehicles for both target years 2020 and 2035.<sup>202</sup> In 2010, based on SBCAG's recommendation, the ARB set a SB 375 target for SBCAG of zero growth in per capita GHG emissions from passenger vehicles through the years 2020 and 2035. SBCAG focused on the achievement of this target as a threshold requirement in the analysis of alternative scenarios studied for the RTP-SCS. For the preferred scenario, GHG emissions per capita from passenger vehicles are expected to decrease to 16.46 pounds per day in 2020 and 15.57 pounds per day in 2035 from 2005 base year per capita emissions of 18.4 pounds per day, a reduction of 10.5 percent in 2020 and 15.4 percent in 2035.<sup>203</sup> This expected reduction causes the preferred scenario to perform substantially better than both the zero growth target set by the ARB and the future baseline scenario (which meets the ARB target in the year 2020, but does not by the horizon year 2035).

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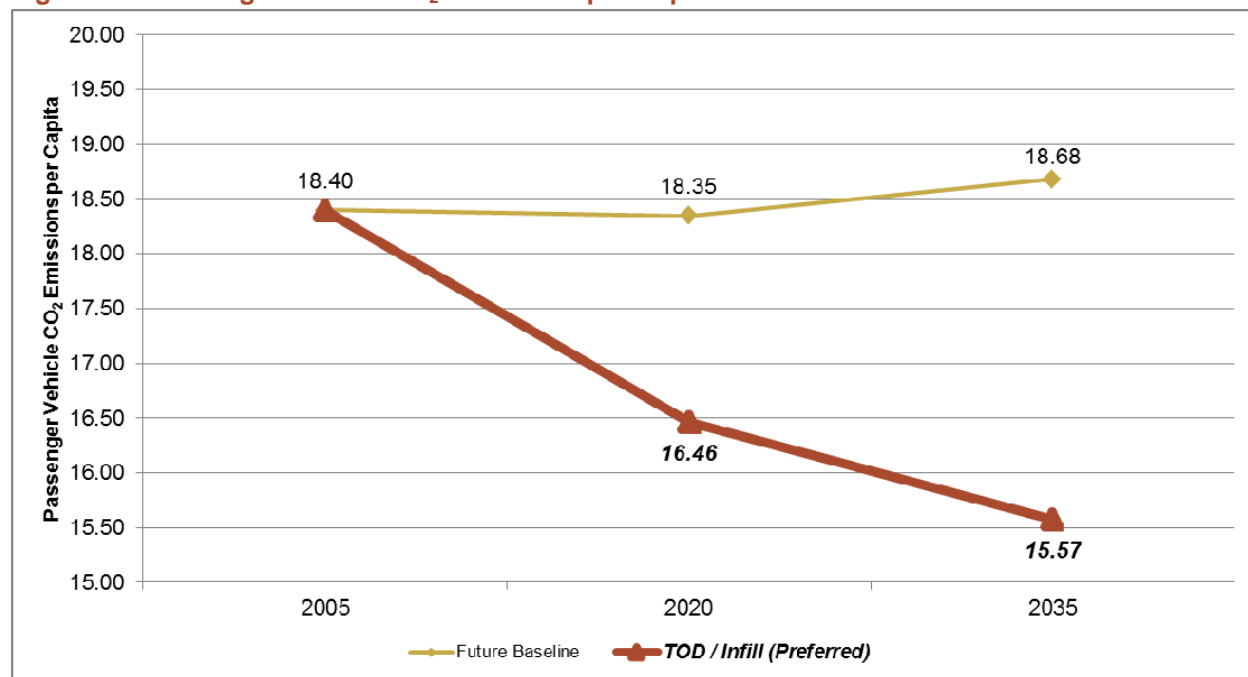
<sup>201</sup> Average transit travel distance is 6.58 miles and average vehicle travel distance is 7.76 miles. Transit typically requires a longer travel time than personal vehicle for approximately the same distance.

<sup>202</sup> Gov. Code §65080(b)(2)(B)(vii).

<sup>203</sup> The conclusions stated in this chapter are based only on the effects of the RTP-SCS land use and transportation scenario as required by SB 375 and does not include the effects of other State measures, such as the Pavley and Low Carbon Fuel Standards.

The figure below shows the passenger vehicle carbon dioxide (CO<sub>2</sub>) emissions per capita calculated for each RTP-SCS scenario.

**Figure 58: Passenger Vehicle CO<sub>2</sub> Emissions per Capita**



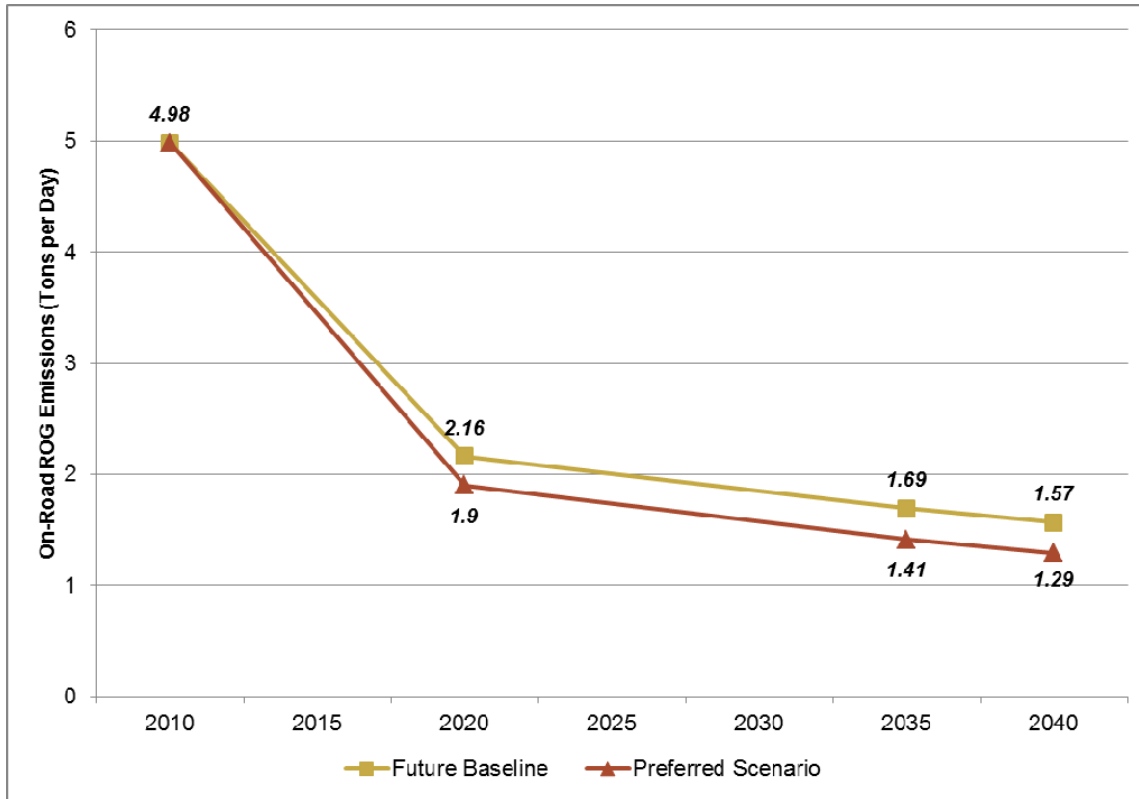
### Clean Air Act Section 176 Compliance

The RTP-SCS must also comply with Section 176 of the federal Clean Air Act.<sup>204</sup> As described in Chapter 2, the Santa Barbara County region is designated as an attainment/maintenance area for the 1-hour and 8-hour federal ozone standards and is therefore not subject to federal conformity requirements. A summary of criteria pollutants (which contribute to ozone formation) for the future baseline scenario and the RTP-SCS preferred scenario is included in this section for reference.

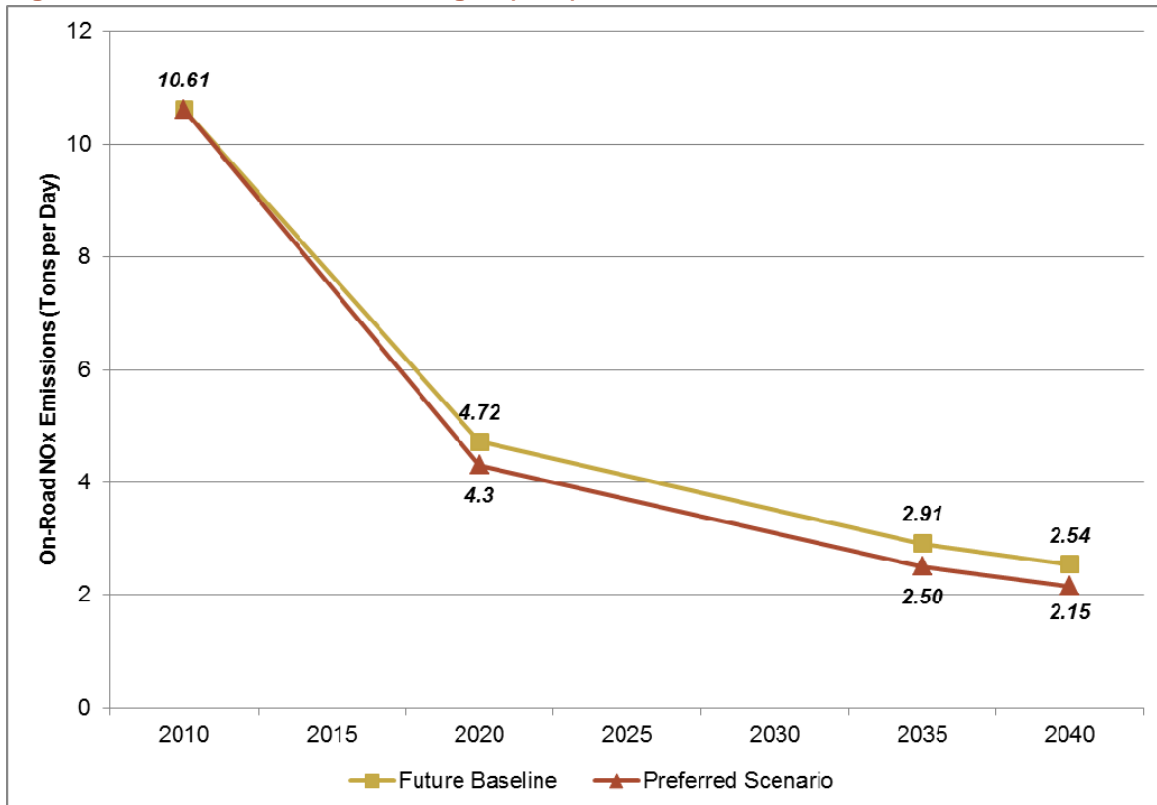
The figure below shows the total on-road emissions associated with the future baseline scenario compared with the preferred scenario out to the year 2040. As shown, ROG and NOx emissions are forecast to continue to decline under both scenarios. The reductions primarily result from State and federal controls on light-duty vehicles and heavy-duty diesel emissions, as well as the natural attrition of older vehicles being replaced by newer vehicles (fleet turnover). The figures also show the beneficial contribution of the implementation of the preferred scenario. Implementation of the preferred scenario would further reduce ROG emissions by 12% in 2020 and 17% by 2035. The preferred scenario would reduce NOx emissions by 9% by 2020 and 14% by 2035.

<sup>204</sup> Gov. Code §65080(b)(2)(B)(viii).

**Figure 59: On-Road Reactive Organic Gas (ROG) Emissions**



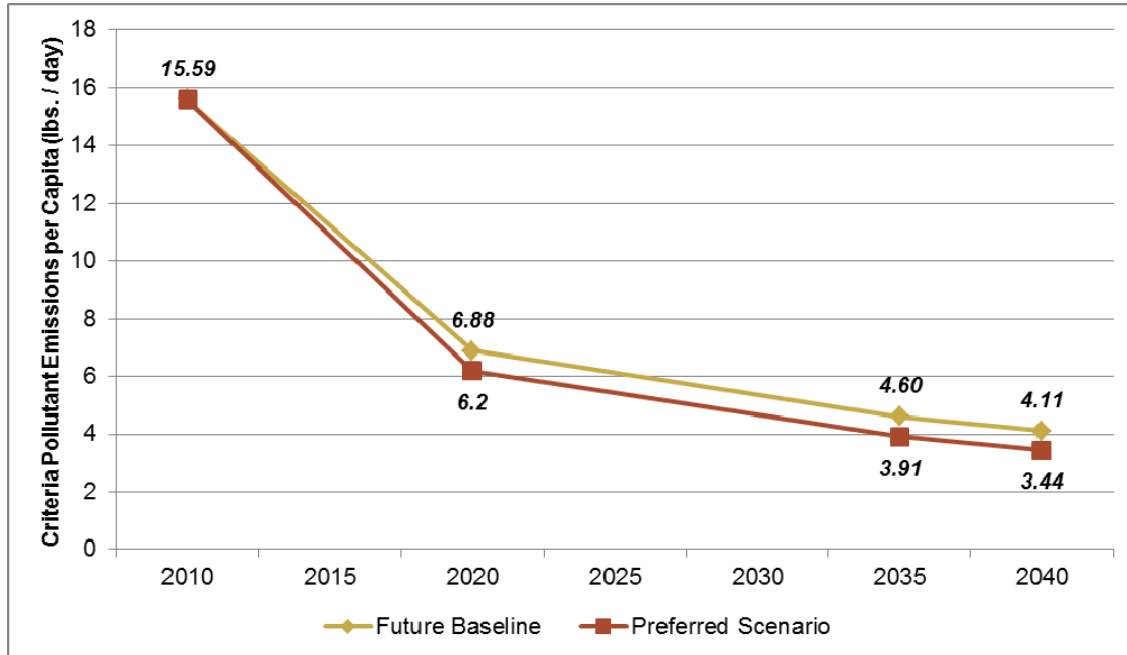
**Figure 60: On-Road Oxides of Nitrogen (NOx) Emissions**





The criteria pollutant emissions data was used to develop one of the RTP-SCS environment performance measures, *Criteria Pollutant Emissions per Capita*. The figure below shows the reduction of criteria pollutant emissions between the two scenarios.

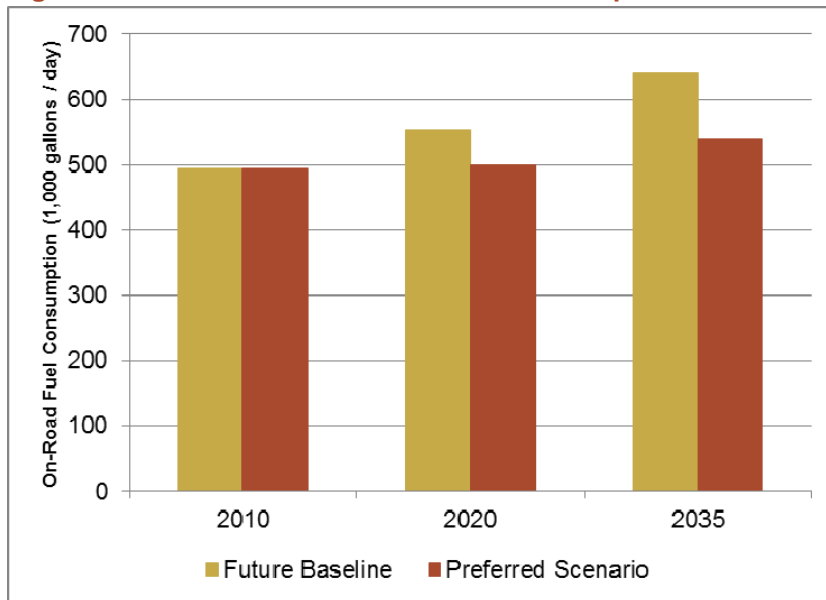
**Figure 61: Criteria Pollutant Emissions per Capita**



### Fuel Consumption

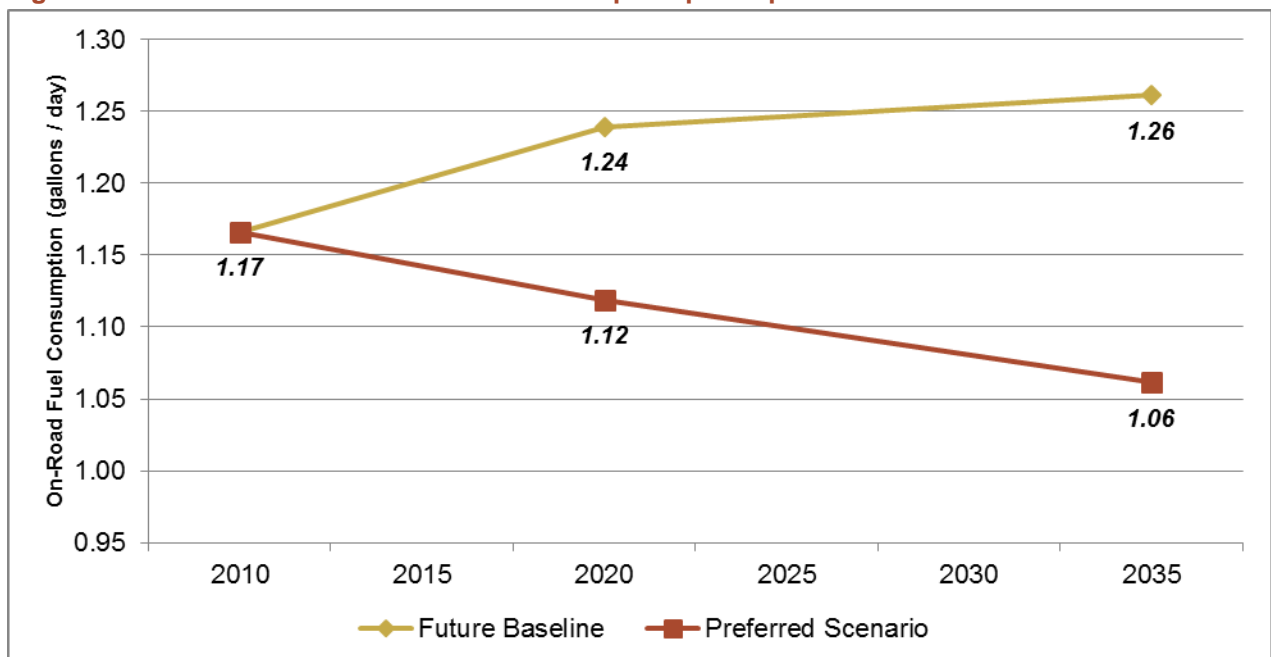
Another performance measure that was identified within the environment category was *On-road Fuel Consumption per Capita*. As shown in the figure below, fuel consumption of gasoline and diesel is forecast to increase through the year 2035. However, with the implementation of the preferred scenario, fuel consumption would increase at a much lower rate when compared with the future baseline scenario.

**Figure 62: On-Road Motor Vehicle Fuel Consumption**



The next figure illustrates the on-road fuel consumption per capita for both the future baseline scenario and preferred scenario. When accounting for population changes in the region, implementation of the preferred scenario reduces on-road fuel consumption per capita rates in the future years, both compared with the year 2010 and the future baseline scenario.

**Figure 63: On-Road Motor Vehicle Fuel Consumption per Capita**



## Land Use & Other Measures

SBCAG prioritized the preservation of open space, sensitive habitat areas, and agricultural land as a principal land use objective. The preferred scenario achieves this objective by selectively

concentrating growth in core urban areas, effectively limiting overall land use growth, as seen below:

### **Land Use Measures**

*Percent of Agricultural Land and Open Space Retained per Year in Unincorporated Areas:* The future baseline and preferred scenario differ in that the preferred scenario would propose changing one site from agriculture to mixed use, high density residential and commercial<sup>205</sup>, whereas the future baseline makes no land use changes. This 17.51-acre site, commonly known as the MTD site, is located in the unincorporated area between the City of Goleta and the City of Santa Barbara. It accounts for less than 0.002% of all agriculture and open space land in the unincorporated areas.

*Percent of Agricultural Land and Open Space Retained per Year in Incorporated Areas:* 100% of agricultural land and open space are retained in the incorporated areas for both the future baseline and the preferred scenario.

*New Zoning Capacity of Areas >20 du/acre Within ¼Mile of Frequent and Reliable Transit Corridor:* The future baseline and preferred scenario differ substantially for this metric in that the preferred scenario selectively proposes to re-assign large areas of underdeveloped land within the four major metropolitan areas (Cities of Santa Barbara, Goleta, Santa Maria, Lompoc) to mixed use high density residential and commercial. The future baseline makes no such changes. With the proposed changes, the preferred scenario would have a zoning capacity of 2,611 acres within one-quarter mile of frequent and reliable transit service, compared to the future baseline's zoning capacity of 647 acres.

*Percent of New Housing Unit Capacity Accommodated by Infill Development:* The future baseline and preferred scenario differ in that the preferred scenario aims to concentrate housing unit growth within infill areas, whereas the future baseline continues an existing pattern of development. As such, the preferred scenario apportions approximately 30% of new housing growth within infill areas and the future baseline apportions approximately 12% of housing growth in those same areas.

*Total (Remaining) Acreage Available for New Development:* Similar to the above metric, the future baseline and preferred scenario differ in that the preferred scenario aims to concentrate housing and commercial development growth into in a more compact form, whereas the future baseline continues a historic pattern of lower density development. As such, the preferred scenario develops less acreage from 2010 to 2040 than the future baseline; 3,729 total for the preferred scenario versus 8,036 acres total for the future baseline. The total remaining acreage available for development for the preferred scenario drops from 20,870 acres in 2010 to 17,141 in 2040 (18% of capacity developed) and the future baseline scenario drops from the same

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<sup>205</sup> The preferred scenario converts agricultural land on the MTD site to both high density commercial and residential components, which differs from Santa Barbara County's proposal of conversion to residential land uses only. This difference results in statistically insignificant changes in all scenario performance measures.

20,870 acres in 2010 to 12,834 (39% of capacity developed). The preferred scenario, therefore, develops 46% less acreage compared to the future baseline by 2040.

*Average Density (dwelling units per acre):* Average density of developed dwelling units indicates how household development will change over the 2010 to 2040 time period for both scenarios. The future baseline and preferred scenario differ in that the preferred scenario aims to develop housing at higher densities, whereas the future baseline develops housing at lower densities. County-wide, the average developed density was 1.76 dwelling units per acre in 2010. It is expected to increase to 1.80 by 2020, 1.96 by 2035, and 1.99 by 2040 for the future baseline scenario; a 13% increase in density from 2010. The preferred scenario envisions an average density of 1.80 by 2020, 2.03 by 2035, and 2.08 by 2040; an 18% increase in density from 2010 and a 4% increase from the future baseline.

### **Other Environmental Measures**

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

*Vehicle Miles Traveled (VMT) Per Capita:* In 2010, daily per capita VMT was 21.35. In 2020, daily per capita VMT increases to 21.72, but then decreases in 2035, and 2040 to 20.75 and 20.66 respectively. The total decrease is 3.3% from the 2010, and a full 16.3% decrease from the corresponding 2040 future baseline (24.69).

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

*% Alternate Mode Share (all trips):* The preferred scenario achieves an increase in alternate modes of transportation, including transit, walk and bike, for all trips. In 2010, these alternate modes of transportation represent 6.18% of all trips. In 2020, 2035, and 2040, alternate modes of transportation represent 6.39%, 6.63%, and 6.63% of all trips. The total increase is 7% from the 2010 percentage, and 8% from the corresponding 2040 future baseline percentage (6.15%).

*% Alternate Mode Share (workers):* The preferred scenario also achieves an increase in alternate modes of transportation, including transit, walk and bike, for worker trips. In 2010, these alternate modes of transportation represent 4.56% of worker trips. In 2020, 2035, and 2040, alternate modes of transportation represent 4.65%, 5.02%, and 5.05% of worker trips. The total increase is 11% from the 2010 percentage, and a 10% increase from the corresponding 2040 future baseline percentage (4.60%).

## **6.6.2 MOBILITY & RELIABILITY**

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

available transportation system management (TSM) technologies to make travel reliable and convenient. Another objective is to work cooperatively with schools and school districts to reduce congestion in surrounding neighborhoods.

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

Local congestion on the South Coast on U.S. 101, an issue recognized by the 101-In-Motion study and past RTPs, remains an issue by 2040. However, projected peak hour volumes in the RTP-SCS in 2040 would still be 30% less than volumes predicted by the last Regional Transportation Plan (RTP) for 2030. Local conditions in the North County would fare substantially better with the RTP-SCS than under the future baseline scenario.

Transit ridership would increase under the RTP-SCS by nearly 50% from 2010 and 17% compared to future baseline conditions, while the percentage of population living within one half mile of transit service would increase substantially. Meanwhile, the share of drive-alone trips would steadily decrease.

## Overall System Performance

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

*Average Daily Traffic (ADT) Volumes (overall):* Overall daily traffic volumes in year 2040 within Santa Barbara County would increase in absolute terms from existing conditions; 28% for the future baseline scenario and 19% for the preferred scenario. The preferred scenario represents a 7% reduction in ADT from the future baseline scenario.

*Vehicle Miles Traveled (VMT) (overall):* VMT in year 2040 within Santa Barbara County would similarly increase in absolute terms from existing conditions; 39% for the future baseline scenario and 16% for the preferred scenario. The preferred scenario represents a 16% reduction in VMT from the future baseline scenario. VMT is computed as a combination of the number of vehicles in the system and their distance traveled.

*Vehicle Hours Traveled (VHT) (overall):* VHT in year 2040 within Santa Barbara County would similarly increase in absolute terms from existing conditions; 36% for the future baseline scenario and 16% for the preferred scenario. The preferred scenario represents a 15% reduction in VHT from the future baseline scenario. VHT is computed as the product of the roadway link volume and the roadway link travel time, summed over all roadway links. “Links” are individual roadway segments within the travel model.

*Congested Vehicle Miles Traveled (CVMT):* Congested vehicle miles traveled in year 2040 within the Santa Barbara County area would similarly increase in absolute terms from existing conditions; 166% for the future baseline scenario and 80% for the preferred scenario. The

preferred scenario represents a 32% reduction in CVMT from the future baseline scenario. Congested VMT (CVMT) is defined as roadways with a volume-to-capacity ratio (V/C) of over 0.9. As a comparison, CVMT in year 2040 for no build conditions would increase by 226%, due primarily to the lack of U.S. 101 high occupancy vehicle (HOV) lanes. The preferred scenario represents a 45% reduction in CVMT from the no build scenario.

The above metrics (average daily traffic volumes, vehicle miles traveled, vehicle hours traveled, and congested vehicle miles traveled) are presented in Table 37.

**Table 37: 2010-2040 ADT, VMT, VHT, CVMT – Future Baseline and Preferred Scenario**

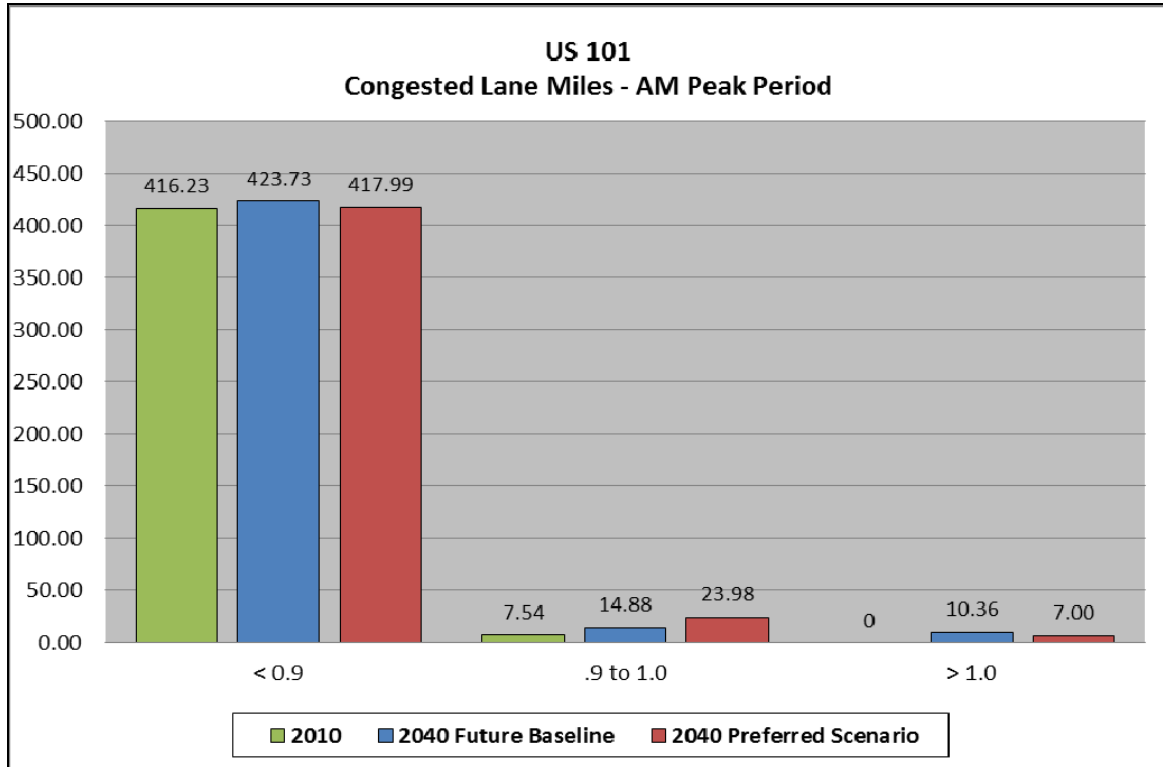
Metric	2010	2040 Future Baseline	% Change – 2010 to 2040	2040 Preferred Scenario	% Change – 2010 to 2040	% Change – Preferred vs. Future Baseline
<b>ADT (Thousands)</b>	<b>43.07</b>	<b>55.26</b>	<b>28%</b>	<b>51.40</b>	<b>19%</b>	<b>-7%</b>
<b>Total Day VMT (Millions)</b>	<b>8.99</b>	<b>12.51</b>	<b>39%</b>	<b>10.45</b>	<b>16%</b>	<b>-16%</b>
<b>Total Day VHT (Millions)</b>	<b>11.35</b>	<b>15.45</b>	<b>36%</b>	<b>13.17</b>	<b>16%</b>	<b>-15%</b>
<b>Congested Vehicle Miles Traveled (Millions)</b>	<b>1.45</b>	<b>3.85</b>	<b>166%</b>	<b>2.60</b>	<b>80%</b>	<b>-32%</b>

Source: SBCAG Travel Model

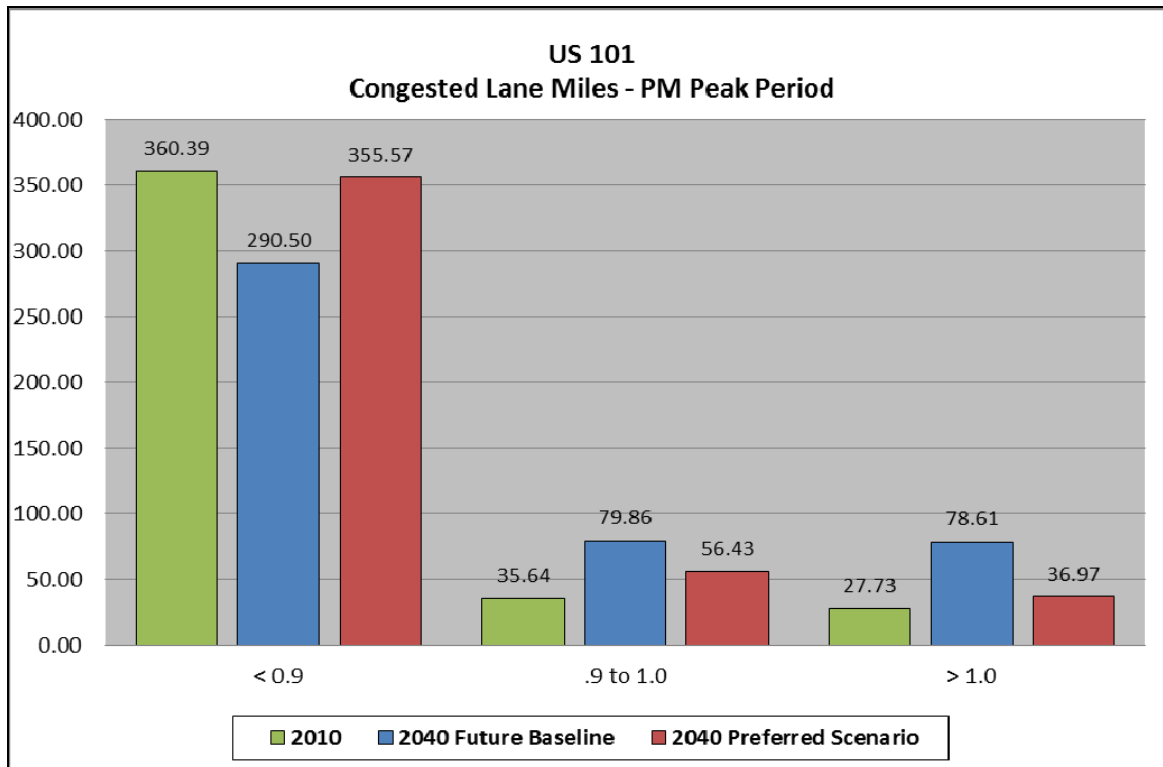
*Congested Lane Miles:* This metric measures the number of AM and PM peak period lane miles that have congested travel, defined as a volume over capacity ratio of 0.9 or greater, along U.S. 101, the backbone of Santa Barbara County’s transportation network. 2040 peak period lane miles for both the future baseline and preferred scenario within Santa Barbara County are compared to each other as well as to 2010.

Figure 64 and Figure 65 below illustrate this comparison. Congested lane miles for both 2040 scenarios within the Santa Barbara County area would increase in absolute terms from existing conditions; 25.24 miles in the AM peak period and 158.47 miles for the PM peak period for the future baseline scenario and 30.98 miles in the AM peak period and 93.40 miles for the PM peak period for the preferred scenario. The preferred scenario represents a 32% reduction in congested lane miles combined for both peak periods from the future baseline scenario.

**Figure 64: U.S. 101 AM Peak Period Congested Lane Miles – 2040 Future Baseline and Preferred Scenarios**



**Figure 65: U.S. 101 PM Peak Period Congested Lane Miles – 2040 Future Baseline and Preferred Scenarios**





*Average vehicle trip distance (for all trips and work trips):* The average one-way vehicle trip distance for all trips was 7.76 miles in 2010. It is expected to increase to 7.80 miles in 2020 and then decrease to 7.40 in 2035. The preferred scenario envisions an average vehicle trip distance for all trips of 7.37 miles in 2040, a 5% reduction from 2010 and a full 12% reduction from the 2040 future baseline scenario (8.38 miles). For work trips only, the average one-way vehicle trip distance was 8.44 miles in 2010. It is expected to increase to 8.67 miles in 2020 and then decrease to 8.05 in 2035. The preferred scenario envisions an average vehicle trip distance for work trips of 7.94 miles in 2040, a 6% reduction from 2010 and a full 9% reduction from the 2040 future baseline scenario (8.71 miles).

*Average vehicle trip time:* Average one-way vehicle trip time is estimated to be 14.00 minutes in 2010. For the preferred scenario, it increases to 14.25 minutes in 2020, but then decreases over the long term to 13.90 in 2035 and 13.91 in 2040, a 1% reduction from 2010 and a full 10% reduction from the 2040 future baseline scenario (15.43 minutes).

*Average vehicle commute time (workers):* Average one-way vehicle commute time for workers is estimated to be 15.30 minutes in 2010. For the preferred scenario, it increases to 15.61 minutes in 2020, but then decreases over the long term to 14.99 in 2035 and 14.90 in 2040, a 3% reduction from 2010 and a 4% reduction from the 2040 future baseline scenario (15.60 minutes).

*Transit ridership:* The preferred scenario achieves an increase in transit ridership. In 2010, daily transit ridership is approximately 34,350 boardings. Total transit ridership would be approximately 40,070 in 2020, 49,250 in 2035 and 50,010 in 2040. The total increase is 45% from 2010 ridership numbers, and a 13% increase from the corresponding 2040 future baseline numbers (44,310).

*Transit accessibility (populations):* The preferred scenario achieves an increase in transit accessibility. The overall percentage of population within one half mile of bus stops with frequent and reliable transit service (defined as 15-minute or less headways) increases, from 18.46% in 2010 to estimates of 19.94%, 22.94%, and 22.51% in 2020, 2035 and 2040 respectively. The total increase is 22% from 2010 percentages, and a 14% increase from the corresponding 2040 future baseline numbers (19.69%).

*Transit accessibility (jobs):* The accessibility in percentage of jobs within one half mile of bus stops with frequent and reliable transit service (defined as 15-minute or less headways) increases from 30.94% in 2010 to 31.83% in 2020, but decreases to 30.63% in 2035 and 29.88% in 2040 due to increasing job opportunities in the Santa Maria area. This same trend is present in the future baseline scenario (31.18% in 2020, 29.72% in 2035, 29.13% in 2040), with the preferred scenario having 3% higher accessibility in 2040 (29.88% vs. 29.13%).

*Transit accessibility (low income population):* The preferred scenario achieves increases in transit accessibility for low income populations. The overall percentage of low income population within ½ mile of bus stops with frequent and reliable transit service (defined as 15 minute or less headways) increases, from 8.33% in 2010 to estimates of 9.50%, 20.67%, and 19.79% in 2020, 2035 and 2040 respectively. The total increase is 137% from 2010

percentages, and a 120% increase from the corresponding 2040 future baseline numbers (8.98%).

*Percent Drive-Along Mode Share (All):* Focusing on the percentage of drive-alone mode share for all trips, the preferred scenario decreases the percentage from 50.24% in 2010 to 49.63% in 2020, 49.83% in 2035, and 49.87% in 2040. This means that, under the preferred scenario, fewer people overall drive alone and are more likely to use public transportation or other alternative modes, as evidenced by the percent of transit usage above.

*Percent Drive-Along Mode Share (Workers):* Focusing on the percentage of drive-alone mode share for worker trips, the preferred scenario decreases the percentage from 86.82% in 2010 to 86.73% in 2020, 86.39% in 2035, and 86.36% in 2040. This means that, under the preferred scenario, fewer workers drive alone to their workplace and are more likely to commute using public transportation or other alternative modes, as evidenced by the percent of transit usage above.

*Percent Bike and Walk Mode Share (All):* The percentage of bike and walk mode share for all trips illustrate substantial differences between the preferred scenario and the future baseline scenario. The preferred scenario manages to increase the percentage from 4.84% in 2010 to 4.92% in 2020 and 5.01% in 2035 and 2040, a 3.51% increase. By comparison, the future baseline scenario increases the percentage to 4.86% in 2020, but then shows a marked decline to 4.78% in 2035 and 2040, a 1.32% decrease.

*Percent Bike and Walk Mode Share (Workers):* The percentage of bike and walk mode share for work trips also illustrate substantial differences between the preferred scenario and the future baseline scenario. The preferred scenario decreases the percentage from 3.76% in 2010 to 3.75% in 2020, but increases it to 4.00% in 2035 and 4.02% in 2040, a 7.16% increase. By comparison, the future baseline scenario decreases the percentage to 3.72% in 2020, but then increases slightly to 3.77% in 2035 and 3.79% in 2040, a 0.81% increase.

## Roadway Volumes & Level of Service (LOS)

The 2040 travel forecasts for Santa Barbara County are presented by region in this section. The forecasts were developed under two scenarios: 2040 future baseline and 2040 preferred. The 2040 traffic 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 on U.S. 101 are presented in terms of ADT and in PM peak period conditions. Forecasts for sub-regions primarily focus on the PM peak period (4:00-6:00 PM), the most critical congested period of an average day. Forecasts of the 2040 transit ridership for the entire County are presented as well.

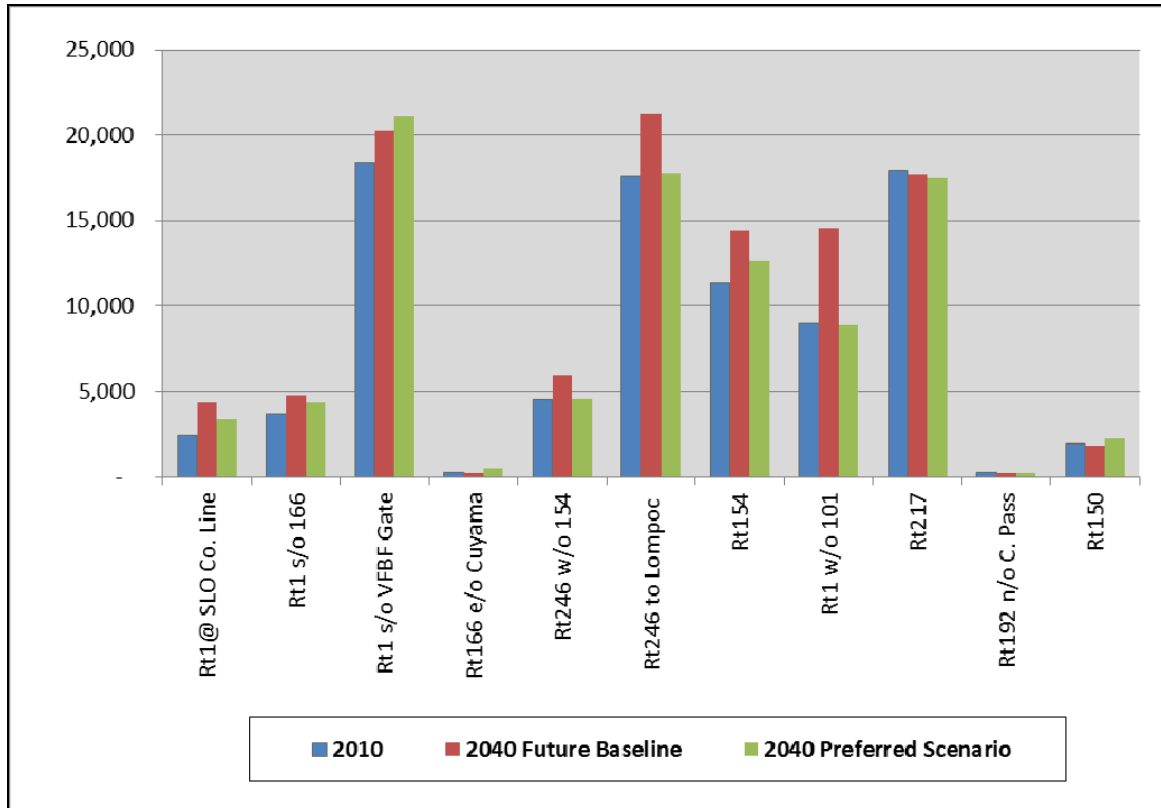
## State Routes

Map 99 depicts the average daily traffic forecast for the entire County under the 2040 future baseline scenario. As stated previously, this scenario shows growth based on existing land

uses, assuming current growth trends continue consistent with the 2012 SBCAG Regional Growth Forecast. It includes all programmed and planned RTP transportation projects.

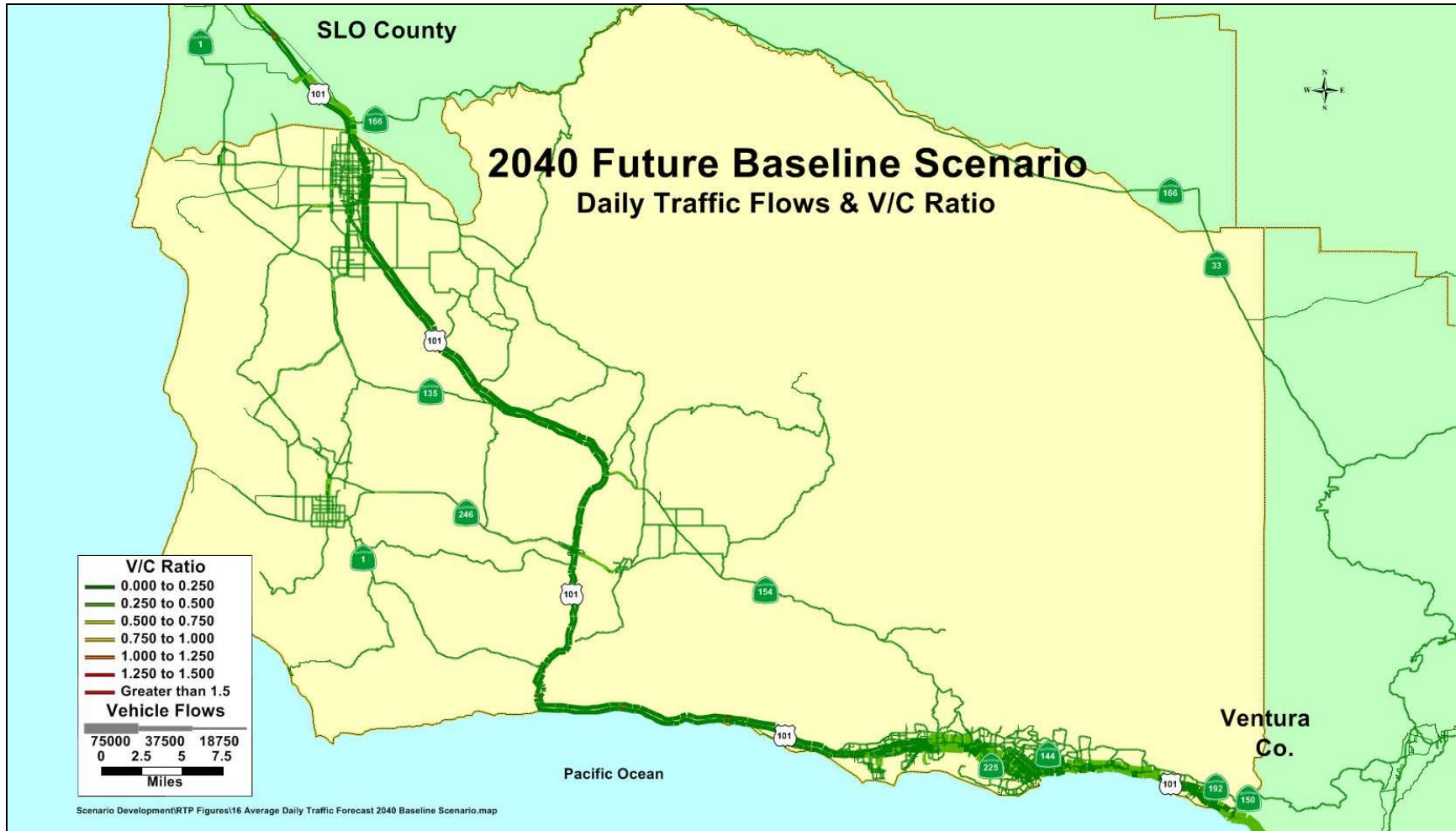
Figure 66 below provides a comparison of daily traffic growth on select State route locations between 2010 and 2040. In general, under the 2040 future baseline scenario, traffic is higher on State Route (SR) 246, SR 154, and certain segments on SR 1 compared to the preferred scenario.

**Figure 66: Traffic Growth on Selected State Route Locations – 2040 Future Baseline and Preferred Scenario**



From 2010 to 2040, under the future baseline scenario, the rate of traffic growth at the Ventura County border is expected to be 15% higher than at the San Luis Obispo County line (47% vs. 33%). Similarly, under the preferred scenario, the rate of traffic growth at the Ventura County border is expected to be 16% higher than at the San Luis Obispo County line (47% vs. 32%).

Map 99: Average Daily Traffic (ADT) Forecast on State Routes – 2040 Future Baseline Scenario



Under the future baseline scenario and the preferred scenario, traffic on U.S. 101 at the San Luis Obispo (SLO) County line is forecast at 84,100 ADT and 84,900 ADT, respectively. Under the future baseline scenario and the preferred scenario, traffic on U.S. 101 at the Ventura County line is forecast at 96,800 and 96,700 ADT, respectively.

Since ADT at locations entering/exiting Santa Barbara County is similar for both scenarios, it is possible to conclude that differences in performance results between the scenarios are due to differences in internal travel patterns rather than to changes in inter-regional travel.

Under the future baseline scenario, traffic on SR 154 is forecast at 14,400 ADT by 2040, whereas the preferred scenario indicates a drop in volumes to 12,600 ADT. Under the future baseline scenario, traffic on SR 1 west of U.S. 101 is forecast at 14,600 ADT by 2040, whereas the preferred scenario indicates a drop in volumes to 8,900 ADT. Traffic on SR 1 at the VAFB Main Gate is projected at 20,200 ADT by 2040, whereas the preferred scenario projects an increase of 4% to 21,100 ADT.

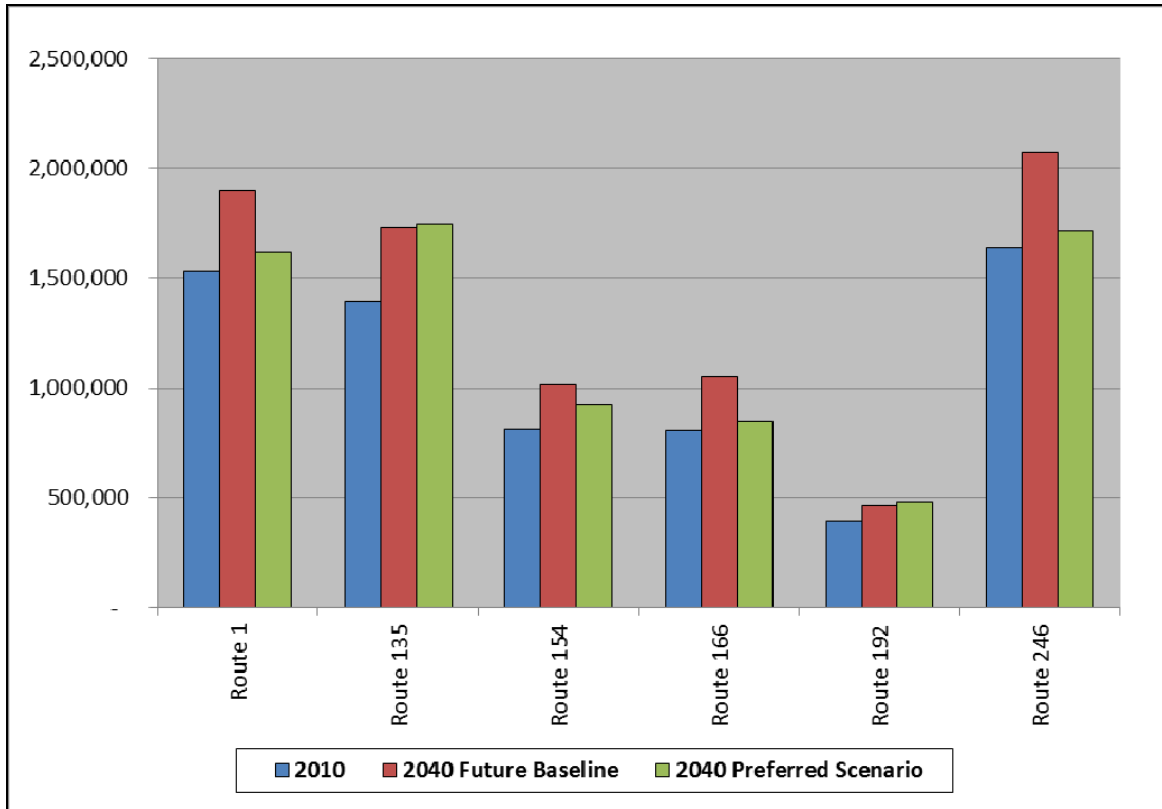
Under the future baseline scenario, traffic in the Santa Ynez Valley on SR 246 west of SR 154 is forecast at 6,000 ADT by 2040. Conversely, traffic at this location is projected at 4,500 ADT by 2040 under the preferred scenario. Traffic on SR 246 between Buellton and Lompoc is forecast at 21,200 ADT by 2040 under the future baseline scenario and 17,700 ADT by 2040 under the preferred scenario.

An analysis of total daily traffic volumes on State routes and interstate routes within the Santa Barbara County area further illustrates the differences between the future baseline and preferred scenarios. Figure 67 through Figure 69 graphically provide this 2010 to 2040 comparison.

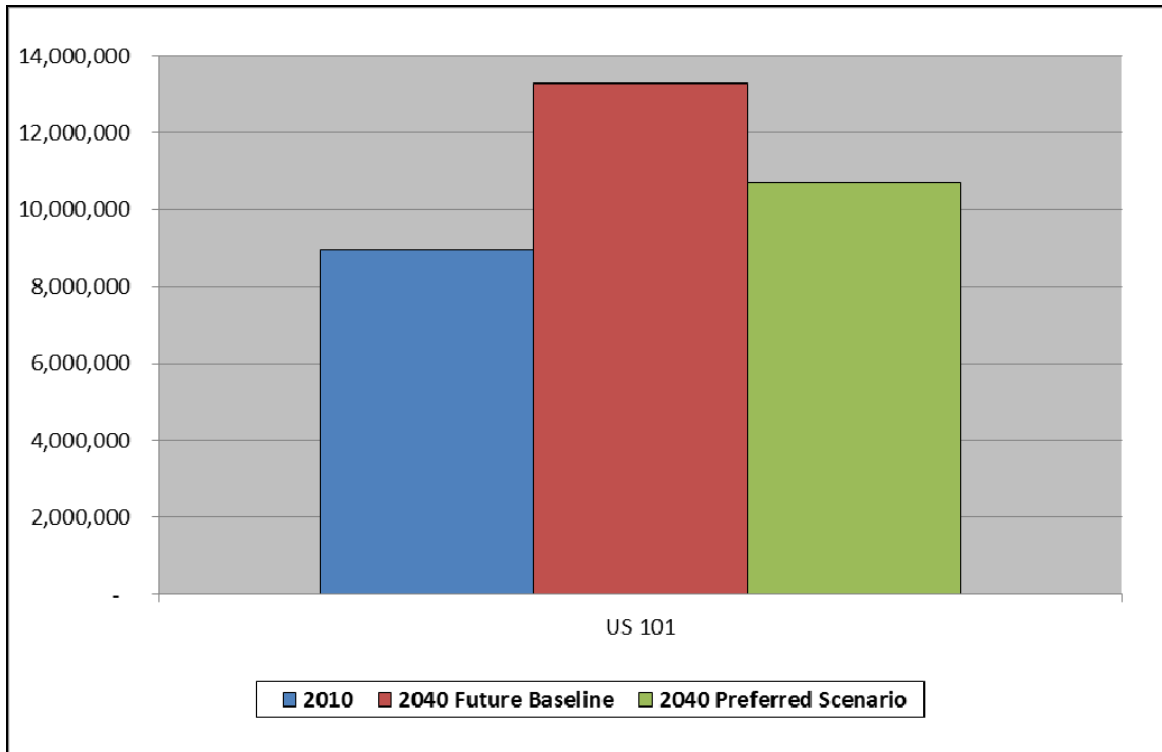
Daily traffic volumes on all State routes (Figure 67) would increase from 2010 volumes (6.6 million) for all scenarios; the future baseline scenario by 24% (8.2 million) and the preferred scenario by 11% (7.3 million). The preferred scenario represents an 11% decrease from the future baseline scenario for the same time period.

Similarly, total daily traffic volumes on U.S. 101 (Figure 68) would increase from 2010 volumes (9.0 million); the future baseline scenario by 48% (13.3 million) and the preferred scenario by 19% (10.7 million). The preferred scenario represents a 20% decrease from the future baseline scenario for the same time period.

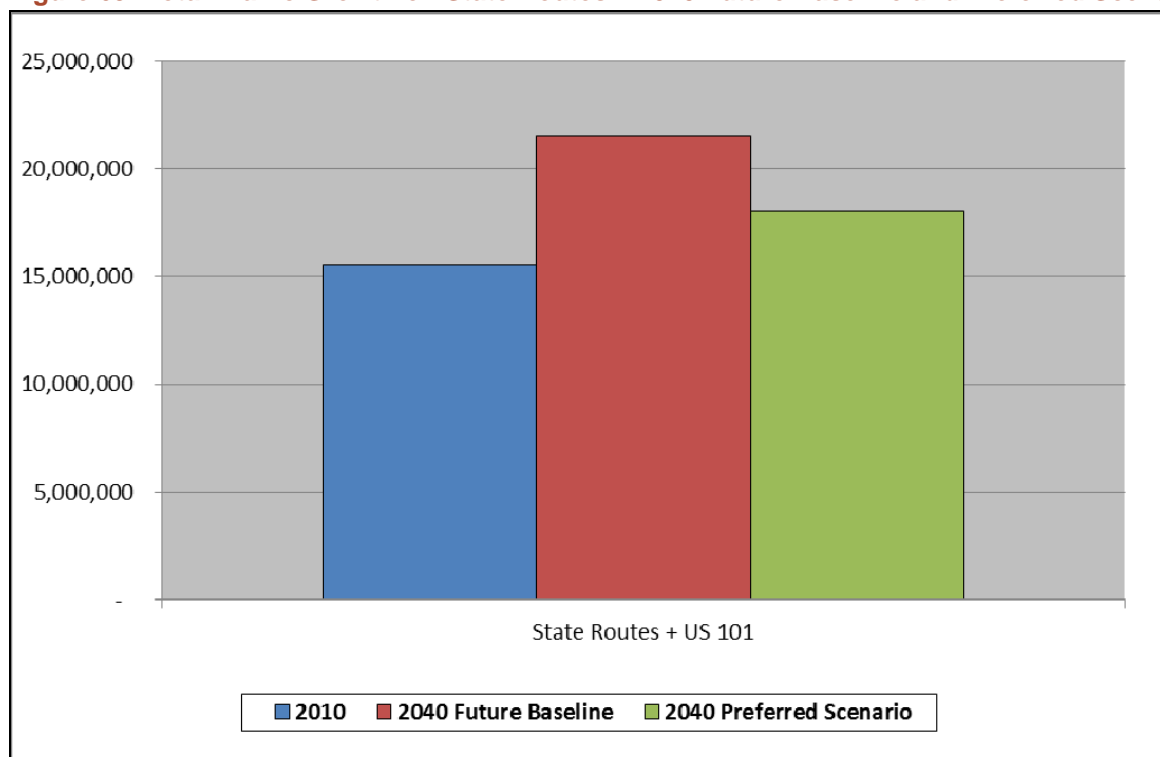
**Figure 67: Total Traffic Growth on State Routes – 2040 Future Baseline and Preferred Scenario**



**Figure 68: Total Traffic Growth on U.S. 101 – 2040 Future Baseline and Preferred Scenario**



**Figure 69: Total Traffic Growth on State Routes – 2040 Future Baseline and Preferred Scenario**

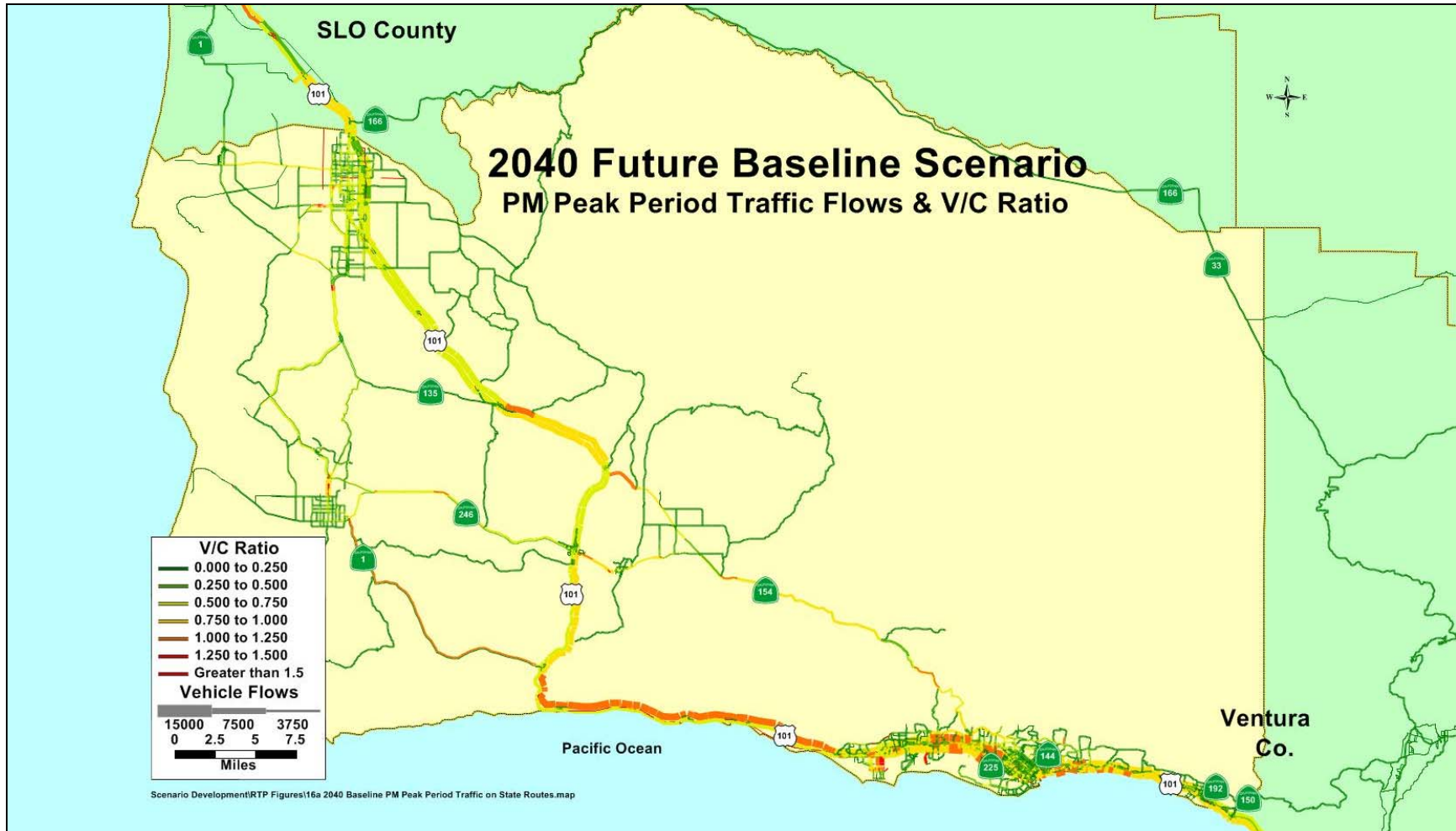


Combined daily traffic volumes for U.S. 101 and State routes within Santa Barbara County (Figure 69) would therefore also increase from 2010 volumes (15.6 million); the future baseline scenario by 38% (21.5 million) and the preferred scenario by 15% (18.0 million). The preferred scenario represents a 16% decrease from the future baseline scenario for the same time period.

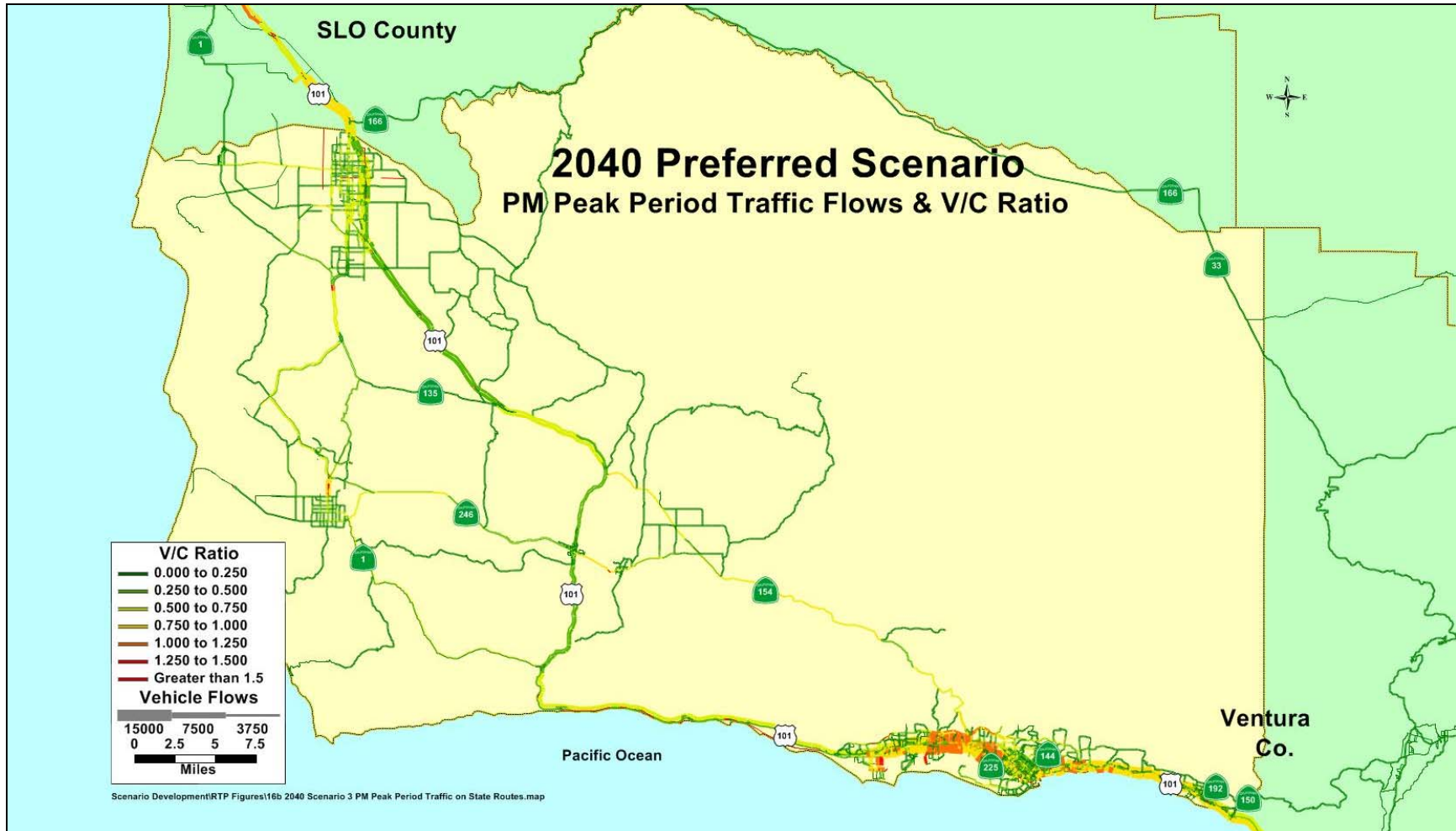
These reductions in ADT under the preferred scenario for State route locations within Santa Barbara County indicate corresponding reductions in inter-city travel. Map 100 illustrates PM peak period growth for this 2040 future baseline scenario. Map 101 similarly illustrates PM peak period growth for the preferred scenario. These PM peak period figures also indicate a reduction in inter-city travel.



Map 100: 2040 Future Baseline Scenario PM Peak Period Traffic



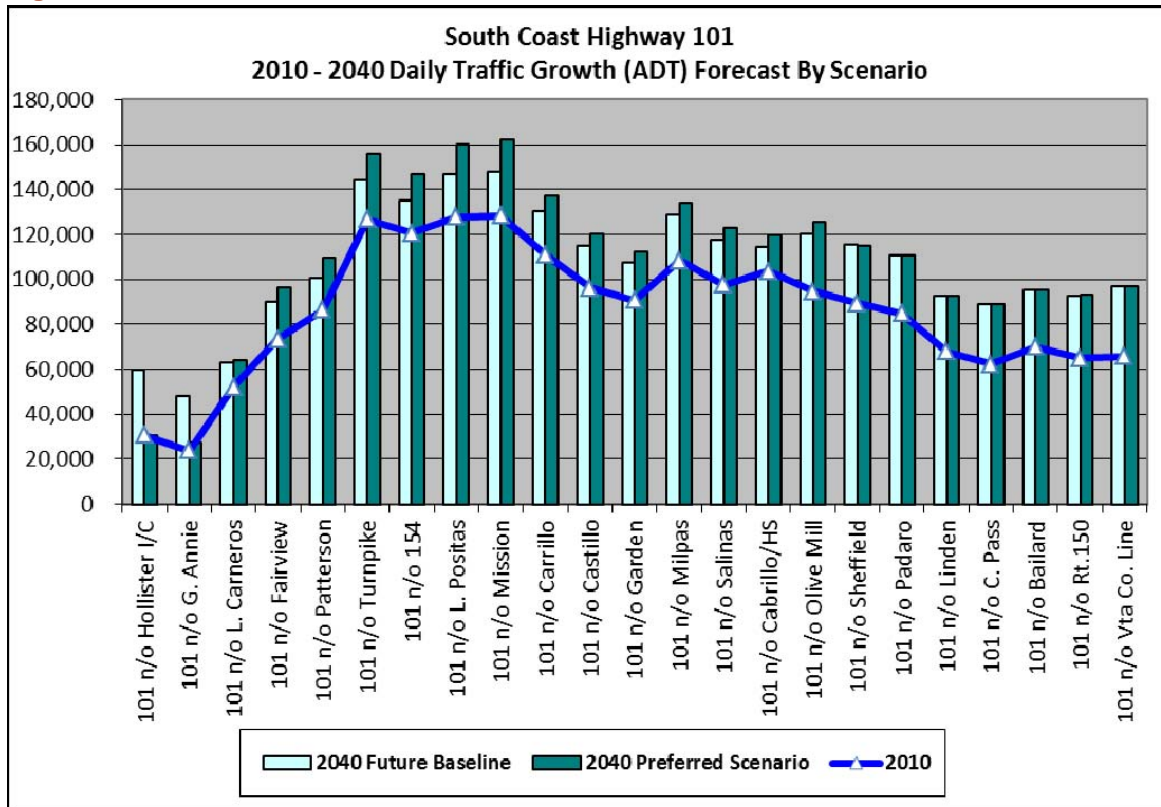
Map 101: 2040 Preferred Scenario PM Peak Period Traffic



## South Coast

Figure 70 below provides a comparison of daily traffic growth on selected South Coast U.S. 101 locations between 2010 and 2040 for both scenarios.

**Figure 70: Traffic Growth on South Coast 101 - 2040 Future Baseline and Preferred Scenario**



The following summary highlights the findings:

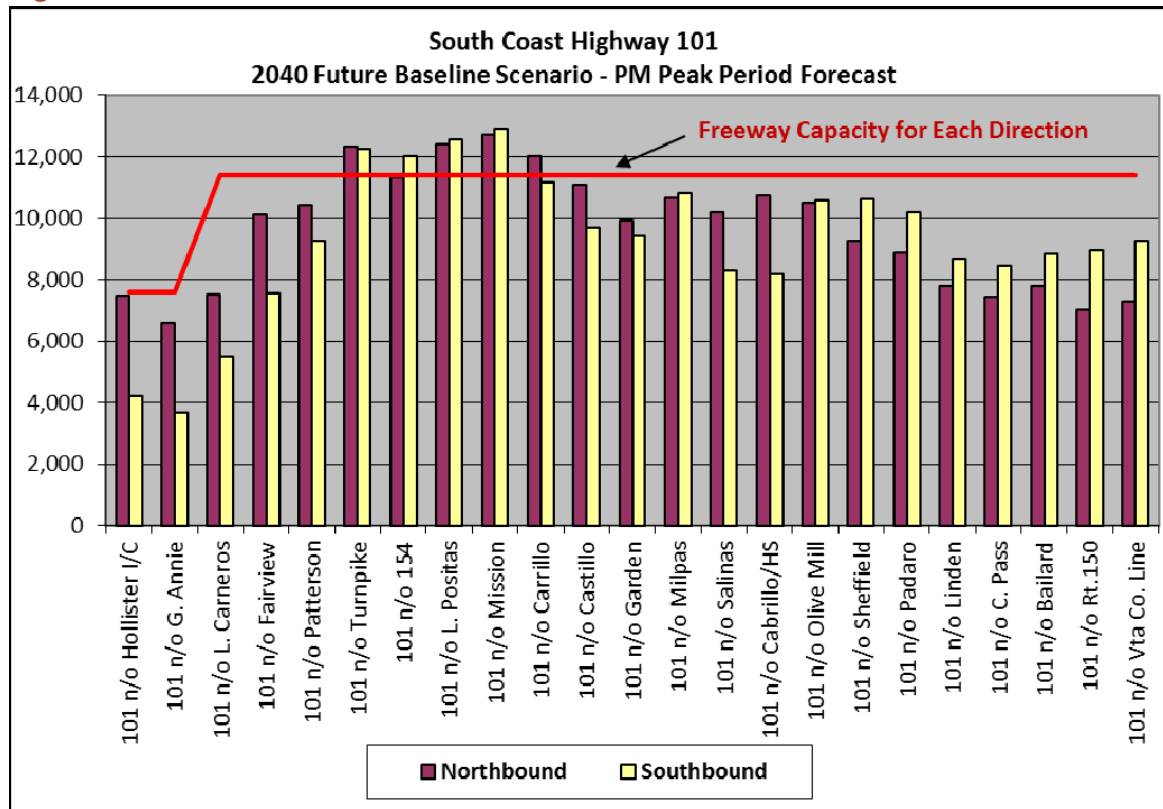
- Traffic volumes on U.S. 101 segments between the Ventura County line and Olive Mill Rd. are projected to grow at approximately the same rate between scenarios.
- Traffic volumes on U.S. 101 segments between Olive Mill and Fairview are projected to grow at different rates, with the preferred scenario having higher daily volumes in 2040 at some locations ranging from 5,200 ADT to 14,000 ADT (4% to 9%) over the future baseline 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 43% and 49% (27,400 and 30,600 ADT) less than the future baseline, further indicating a reduction in inter-city travel.
- Overall daily total volumes from the Ventura County line to north of Hollister Interchange represent an increase from 2010 of 25% for the future baseline scenario and 27% for the preferred scenario (1,978,000 in 2010 to 2,462,000 under the 2040 future baseline and 2,518,000 under the preferred scenario). This compares to the previous RTP, which

presented overall total daily volume increase from 2000 of 39% for the 2030 planned scenario (2,036,200 in 2010 to 2,664,100 under the 2030 planned scenario).

- Compared to the prior RTP's 2030 projections, the RTP-SCS preferred scenario reduces overall daily total volumes in 2040 for the majority of individual segments, even with the longer planning horizon and an additional decade of population growth. Reductions vary, anywhere from 3,900 ADT north of Fairview to 36,500 ADT north of Glen Annie/Storke. Only two segments out of 23 (9%) show increases (north of Route 150 increases by 3,600 ADT and north of Ventura County line increases by 11,100 ADT), due to different in-commuting assumptions.
- Overall daily traffic volumes for U.S. 101 segments within the Santa Barbara and Goleta area would increase from existing conditions; 22% for the future baseline scenario and 24% for the preferred scenario, with the preferred scenario representing a 2% increase over future baseline conditions.
- Overall daily traffic volumes for all roadways within the Santa Barbara and Goleta area would increase from existing conditions; 42% for the future baseline scenario and 53% for the preferred scenario. VMT within the Santa Barbara and Goleta areas for all roadways would similarly increase from existing conditions; 40% for the future baseline scenario and 55% for the preferred scenario.

Figure 71 below presents the 2040 PM peak period forecast on the South Coast U.S. 101 corridor under the future baseline scenario.

**Figure 71: South Coast 101 - 2040 Future Baseline Scenario - PM Peak Period Traffic**



**Note:** 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.<sup>206</sup>

The following summary highlights the findings of a comparison of the future baseline with the preferred scenario:

- The majority of U.S. 101 segments between the Ventura County line and the City of Santa Barbara are projected to be less congested and under available capacity compared to the 2040 No Build Scenario. This is due to the construction of the 101 HOV lanes, which adds capacity to these areas.
- PM peak period traffic conditions will be much more critical than AM peak period. Congestion will be most acute between Patterson Avenue and Mission Street.
- PM peak period volumes for several locations between Carrillo Street and Patterson Avenue are projected to exceed the available freeway capacity, resulting in delay similar to that of the 2040 No Build Scenario.
- With the 101 operational improvements, which include a third lane on southbound 101 between Milpas and Hot Springs, demand would be below the estimated capacity at the Milpas/Cabrillo interchange. At major interchanges such as Milpas and Carrillo, increase of PM peak period traffic is large, but within capacity.
- PM peak period volumes on portions of both sides of the 101 from Salinas Street to San Ysidro Road are also expected to reach capacity.
- PM peak period volumes on portions of the southbound 101 through Summerland, specifically between San Ysidro Road and Toro Canyon Road, are also expected to exceed capacity.
- PM peak period volumes will be at or just below capacity north of the Hollister interchange in the northbound direction, as commuters are destined home from work toward North County households and travel would be limited to the existing four-lane facility.

Map 102 through Map 104 depict the traffic flow conditions under the 2040 future baseline scenario in terms of V/C ratios for the Milpas Street to Ventura County line and the Santa Barbara and Goleta areas. Absent significant trip diversion or freeway widening, as demand exceeds capacity for most of these segments, travel conditions would be congested (level of service F) in both directions for the sections bulleted above, with southbound conditions being more acute.

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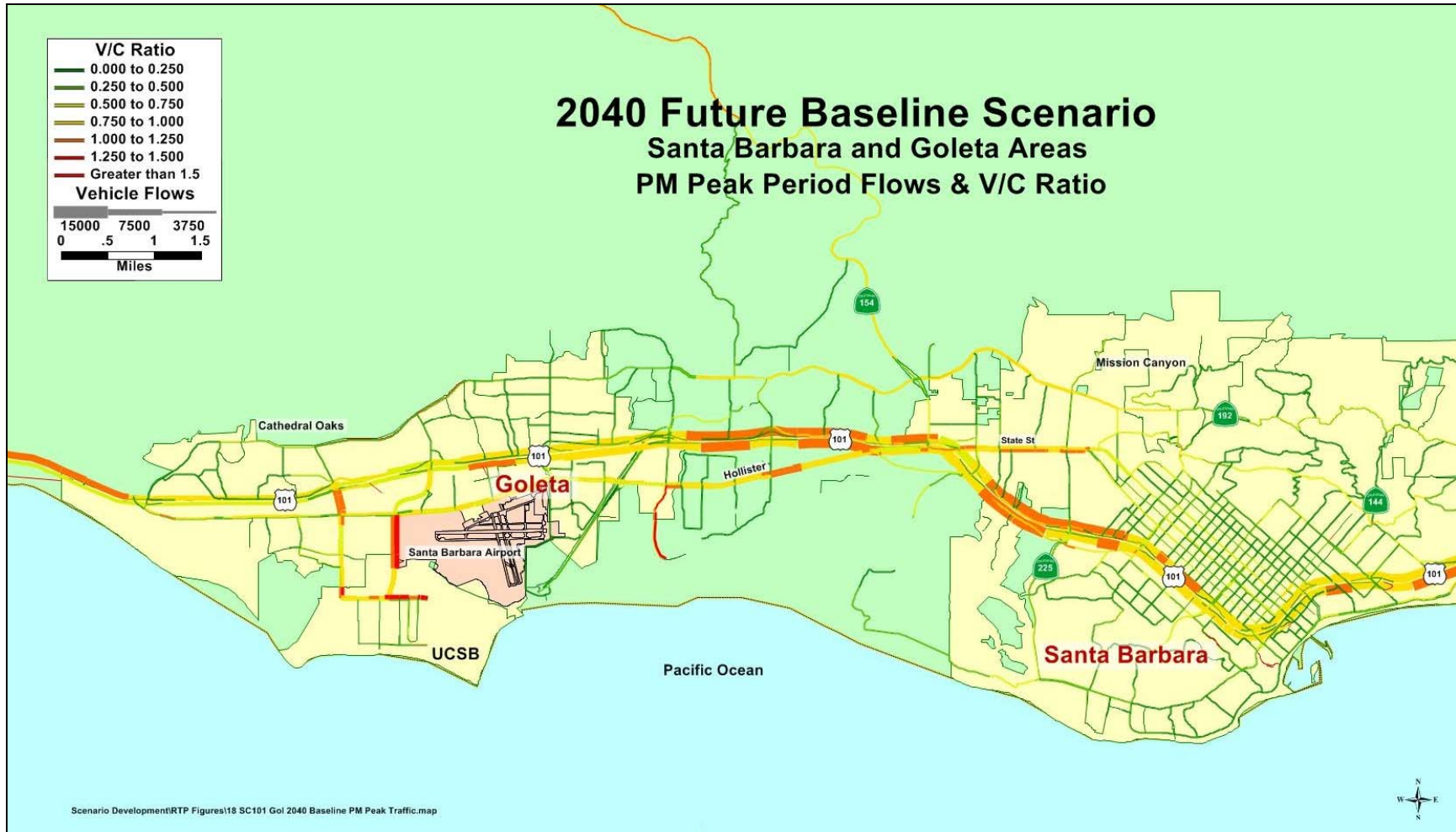
<sup>206</sup> This freeway capacity estimate is based on the 2000 Highway Capacity Manual and consultation with Dowling Associates. The travel model master network architecture applies an average freeway lane capacity across freeway lanes within the same geographical location, regardless of total number 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.



Map 102: South Coast 101 - 2040 Future Baseline Scenario PM Peak Period Traffic – Milpas to Ventura County Line



Map 103: South Coast 101 - 2040 Future Baseline Scenario PM Peak Period Traffic – Santa Barbara & Goleta Areas





Map 104: 2040 Future Baseline Scenario PM Peak Period Traffic – Santa Barbara to Ventura

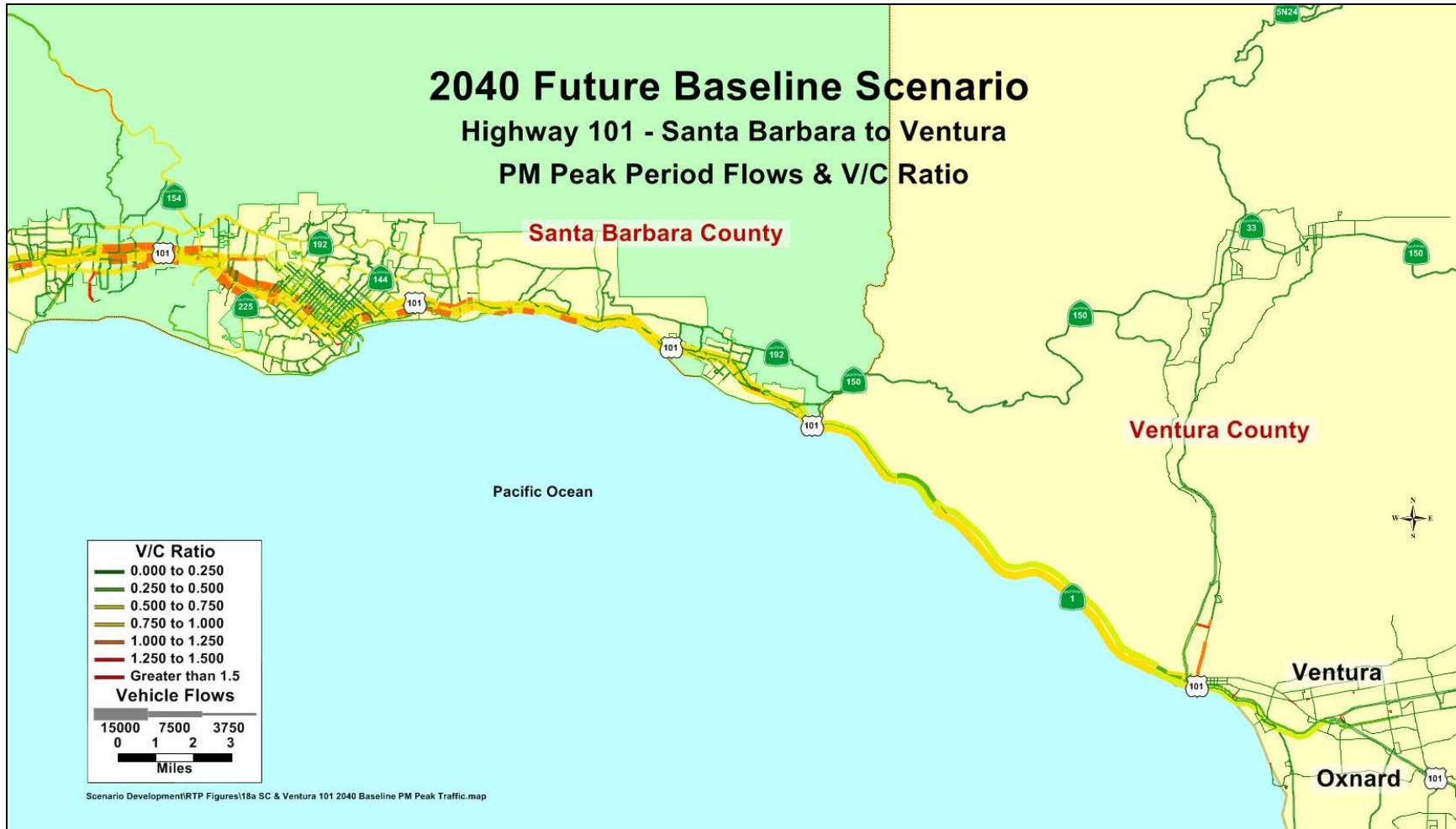
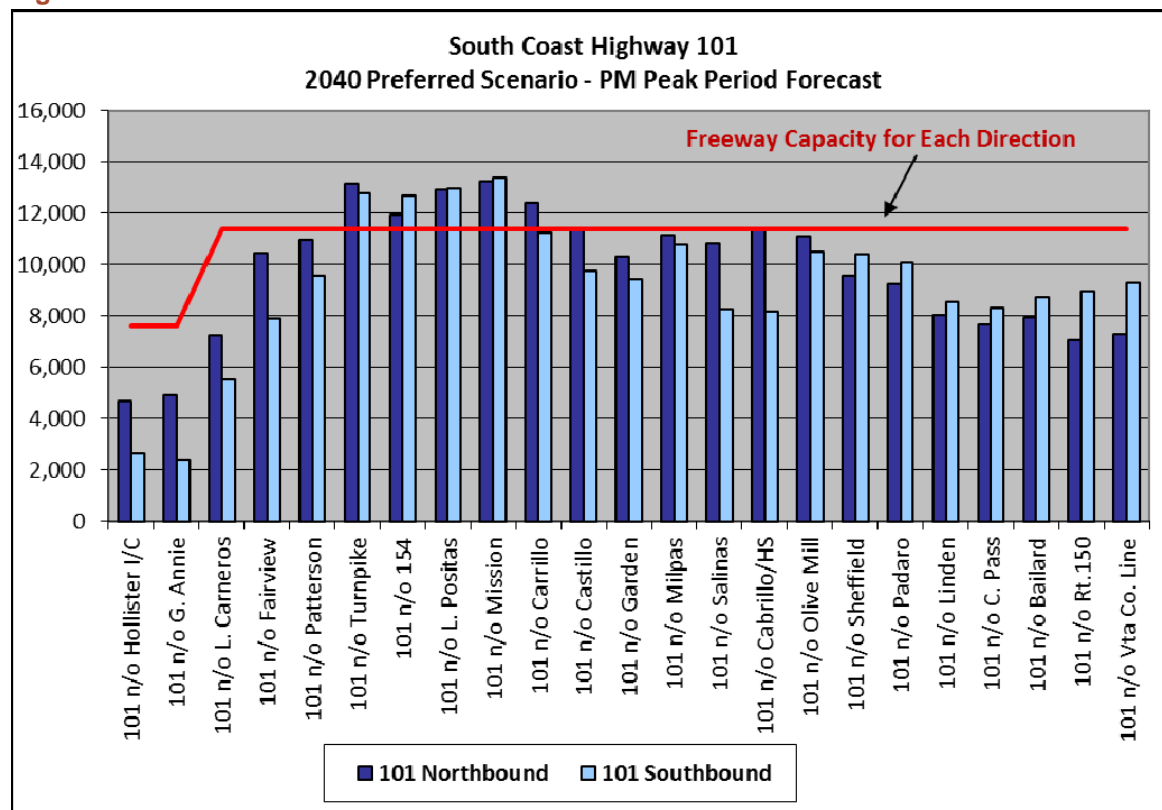


Figure 72 presents the 2040 PM peak period forecast on the South Coast U.S. 101 Corridor under the 2040 preferred scenario.

**Figure 72: South Coast 101 - 2040 Preferred Scenario - PM Peak Period Traffic**



The following summary highlights the findings of a comparison between the future baseline and the preferred scenarios:

- The majority of U.S. 101 segments between the Ventura County line and the City of Santa Barbara are projected to have similar volumes to the 2040 future baseline scenario, with the preferred scenario having 3% higher volumes overall in the northbound direction (65,970 vs. 67,925) and 1% lower volumes in the southbound direction (75,560 vs. 74,819). These volumes are also similarly below 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 future baseline, with the preferred scenario having 5% higher volumes overall in the northbound direction (133,903 vs. 140,053) and 2% higher volumes in the southbound direction (124,167 vs. 127,009) than the future baseline.
- U.S. 101 segments between Los Carneros and north of Hollister Interchange for the preferred scenario are projected to be 22% less in the northbound direction (21,613 vs. 16,842) and 21% less in the southbound direction (13,412 vs. 10,547) than the future baseline, further indicating a reduction in inter-city travel. These modeled PM peak

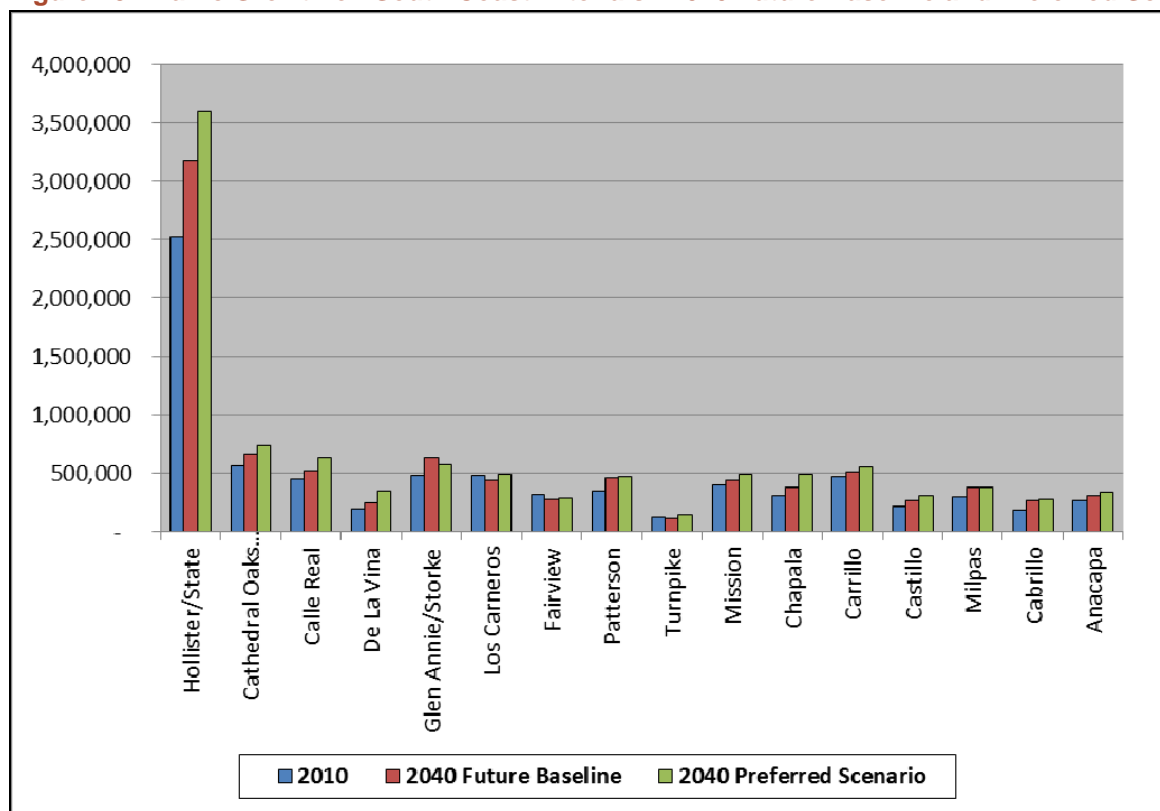
period volumes also show reductions compared to the previous RTP, which presented overall peak period volumes of 23,360 in the northbound direction (a 39% increase over the preferred scenario) and 13,680 in the southbound direction (a 30% increase over the preferred scenario) for 2030.

- Overall PM peak period volumes from the Ventura County line to north of Hollister Interchange represent an increase from 2010 (354,770) of 23% for both the future baseline scenario (434,625) and the preferred scenario (437,195) in 2040. This modeled PM peak period volume compares favorably to the previous RTP, which presented an overall peak period volume increase from 2000 (363,040) of 32% for the 2030 planned scenario (480,740).
- Overall PM peak period volumes for 2040 on the majority of segments also represent a decline from the previous RTP's projections for 2030, anywhere from 200 vehicles north of Fairview to 4,000 vehicles north of Glen Annie/Storke, with an average reduction of 1,890 vehicles per peak period. Thus, even though 2040 (RTP) peak period volumes would exceed modeled freeway capacity, they would be lower even than prior 2030 modeled volumes. (This is an apples-to-apples comparison, since the last RTP modeling used the same lane capacity assumption.)
- Similar to the 2040 future baseline scenario, PM peak traffic conditions will be much more critical than for the AM peak period and congestion will be most acute between Patterson Avenue and Mission Street.
- Also similar to the 2040 future baseline scenario, PM peak period volumes for several locations between Carrillo Street and Patterson Avenue are projected to exceed the available freeway capacity, resulting in delay similar to that of the 2040 No Build Scenario.
- At all major interchanges, such as Milpas and Carrillo, increase of PM peak period traffic is large, but within capacity.
- PM peak period volumes on portions of both sides of the 101 from Salinas Street to San Ysidro Road are also expected to reach capacity, consistent with the 2040 future baseline scenario.
- PM peak period volumes on portions of the southbound 101 through Summerland, specifically between San Ysidro Road and Toro Canyon Road, are also expected to exceed capacity, similar to the 2040 future baseline scenario.

Map 105 through Map 107 depicts the PM peak hour travel conditions under the 2040 preferred scenario. As indicated, the travel conditions on the entire U.S. 101 corridor (from Goleta to the Ventura County line) would be similar to the future baseline scenario, and would be much improved over the 2040 no build scenario, especially between Ventura County and Santa Barbara. Travel conditions on 101 between Patterson Avenue and Mission Street would remain congested due to increased traffic volumes.

The previously referenced maps (Map 102 through Map 107) show 2040 travel conditions for the future baseline and preferred scenarios for the South Coast region. Figure 73 below provides a comparison of daily traffic growth on South Coast major arterials between 2010 and 2040 for both scenarios.

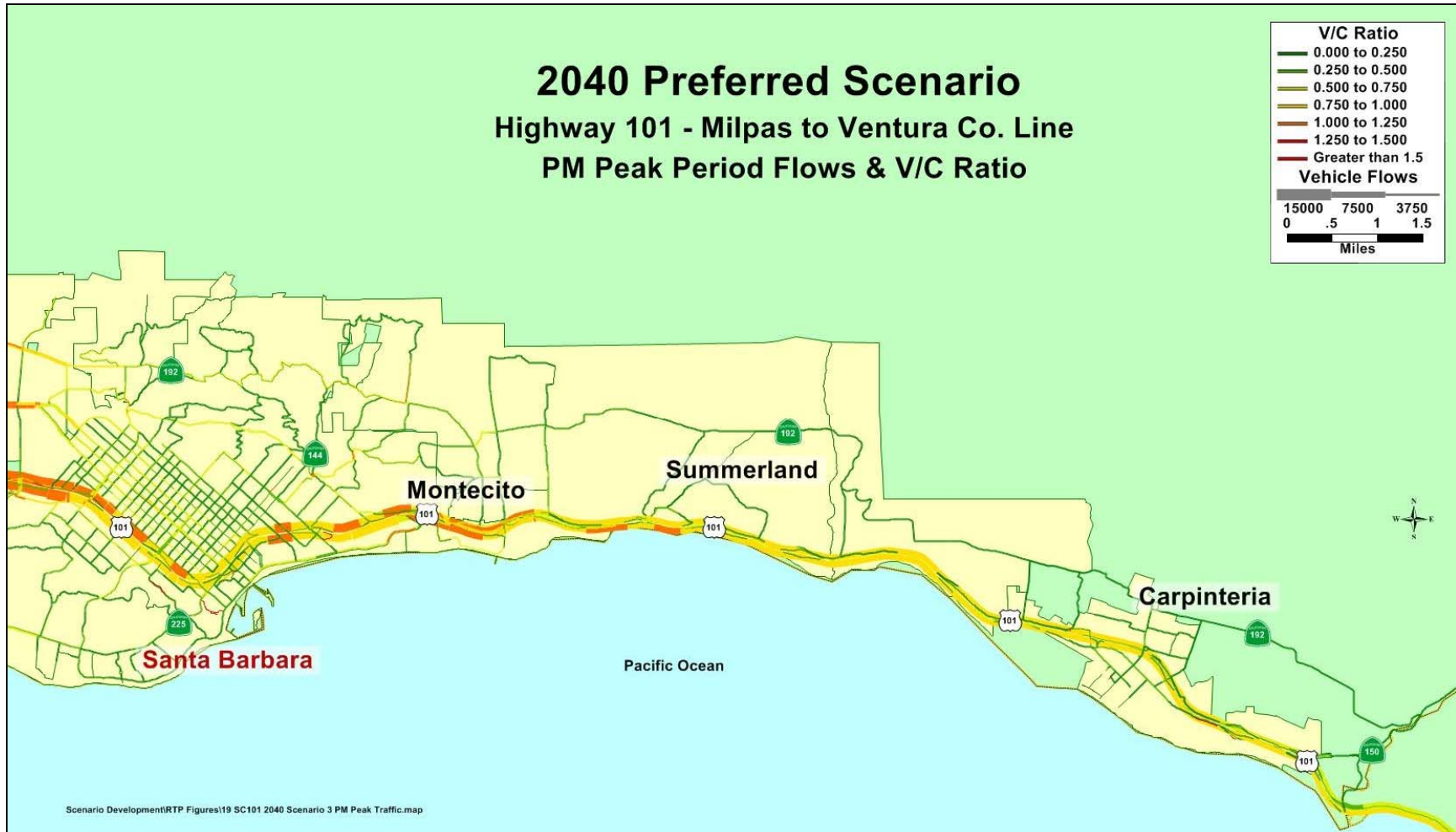
**Figure 73: Traffic Growth on South Coast Arterials - 2040 Future Baseline and Preferred Scenario**



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

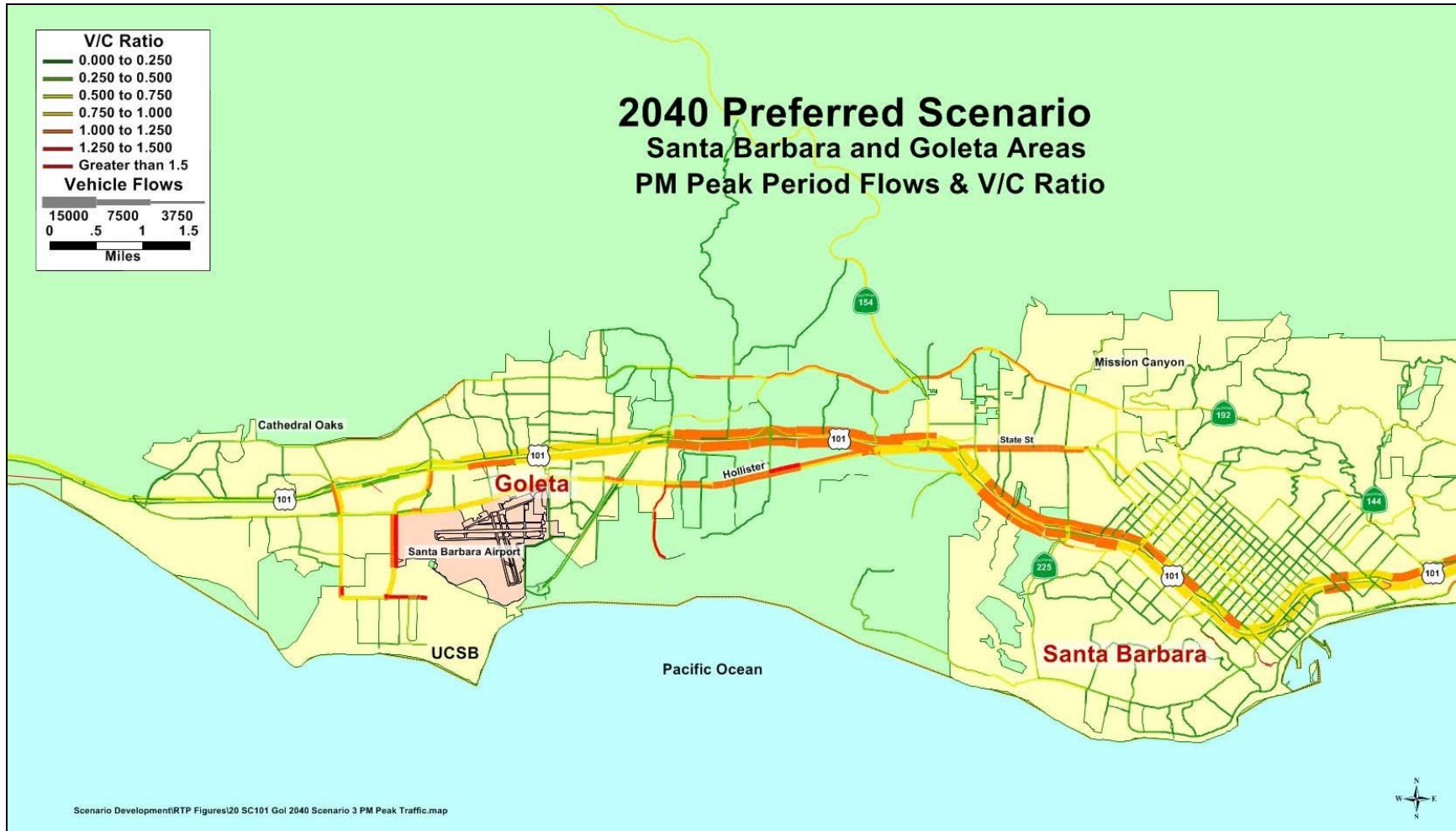
- Daily traffic on major Goleta/Santa Barbara arterial connections would increase at different rates between scenarios. Hollister Avenue/State Street would increase substantially for both the future baseline scenario (+26%) and the preferred scenario (+43%) as a result of increased population growth. Cathedral Oaks Road/Foothill Road would also increase substantially for both the future baseline scenario (+18%) and the preferred scenario (+32%). Traffic on another key east/west roadway, Calle Real, would increase for both the future baseline scenario (+16%) and the preferred scenario (+40%). Aggregated increases for these locations would be +23% for the future baseline and +41% for the preferred scenario, with the preferred scenario representing a 14% increase over the future baseline.
- Other major arterials, including De La Vina, Anacapa, Chapala, Castillo, Milpas, and Cabrillo, would increase in a similar way for the future baseline (+25%) and the preferred scenario (+46%), with the preferred scenario representing a 16% increase over the future baseline.

Map 105: South Coast 101 - 2040 Preferred Scenario PM Peak Period Traffic – Milpas to Ventura County Line





Map 106: South Coast 101 - 2040 Preferred Scenario PM Peak Period Traffic – Santa Barbara & Goleta Areas





Map 107: 2040 Preferred Scenario PM Peak Period Traffic – Santa Barbara to Ventura

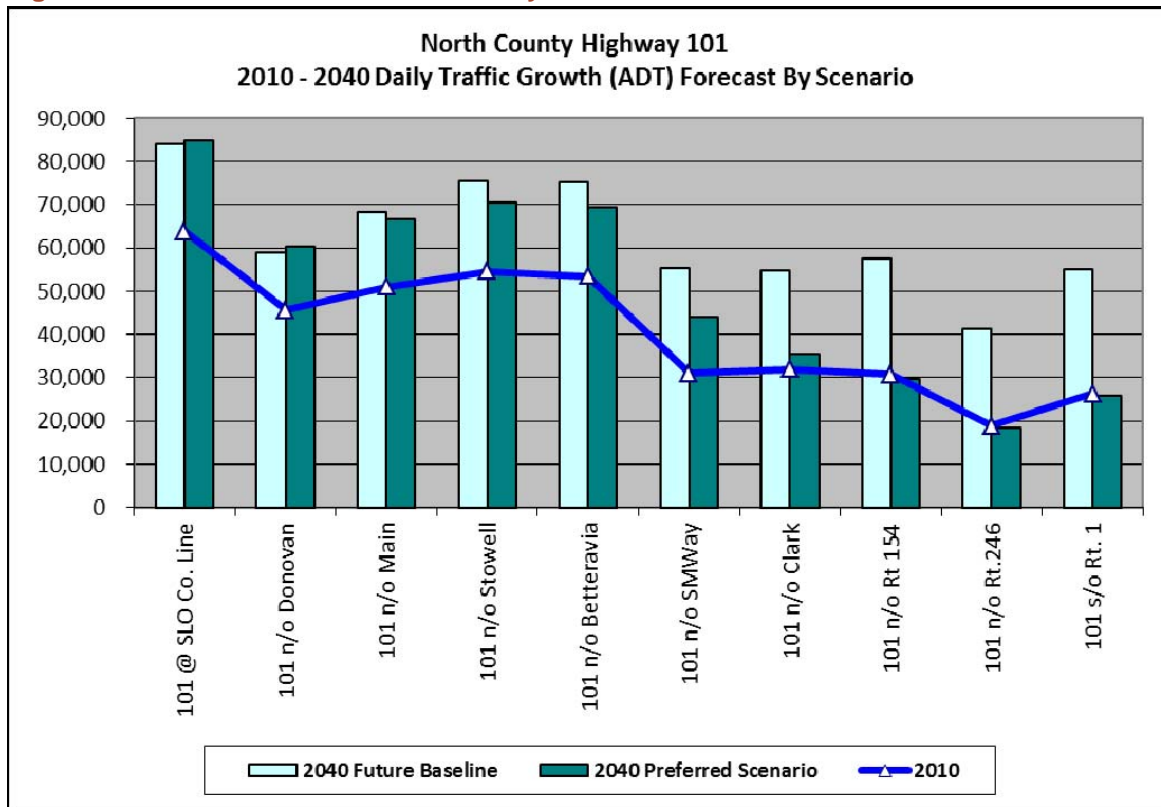


- Traffic increases on major north/south arterials, including Glen Annie/Storke, Los Carneros, Fairview, Patterson, Turnpike, Mission, and Carrillo, would also show overall, albeit lesser, growth. The future baseline would increase about 10% and the preferred scenario increasing about 15% from 2010, with the preferred scenario representing a 4% increase over the future baseline.
- Overall 2010-2040 daily arterial growth within the Santa Barbara and Goleta area would increase for the future baseline (+19%) and the preferred scenario (+33%), with the preferred scenario representing a 11% increase over the future baseline. Much of this traffic increase is due to the larger population allotment on the South Coast for the preferred scenario.
- Overall daily traffic volumes for all roadways within the Santa Barbara and Goleta area would increase from existing conditions; 19% for the future baseline scenario and 27% for the preferred scenario, with the preferred scenario representing a 7% increase over the future baseline. VMT within the Santa Barbara and Goleta area would similarly increase from existing conditions; 21% for the future baseline scenario and 26% for the preferred scenario, with the preferred scenario representing a 5% increase over the future baseline.

## North County

Figure 74 below provides a comparison of daily traffic growth on North County U.S. 101 between 2010 and 2040.

**Figure 74: Traffic Growth on North County 101 - 2040 Future Baseline and Preferred Scenario**

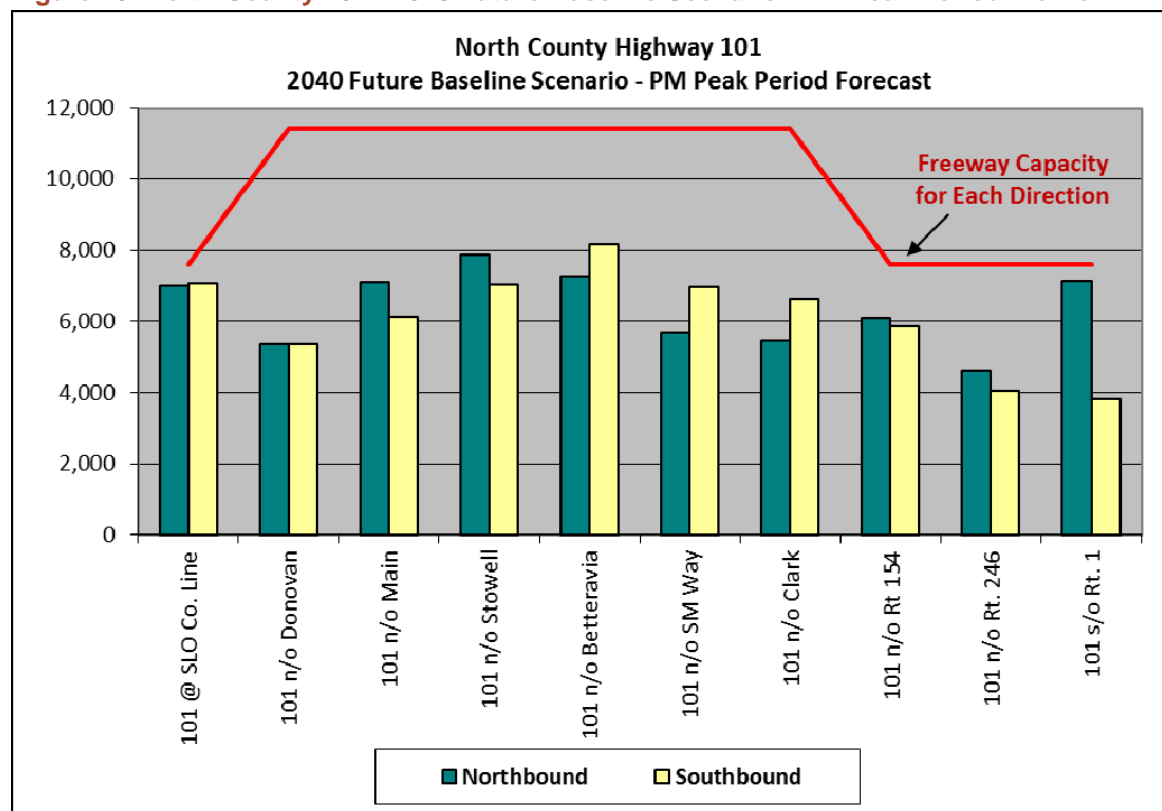


The following summary highlights the findings:

- U.S. 101 segments between the San Luis Obispo County line and Main Street, Santa Maria 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.
- U.S. 101 segments between Main Street and Clark are projected to be between 8% and 35% (5,000 and 19,400 ADT) less than the future baseline.
- Average daily volumes on U.S. 101 segments between Clark Avenue and south of Route 1 for the preferred scenario are projected to be between 48% and 53% (27,600 and 29,500 ADT) less than the future baseline, indicating a reduction in inter-city travel.
- Overall daily total volumes from the San Luis Obispo County line to south of Route 1 represent an increase from 2010 (407,781) of 54% for the future baseline scenario (626,338) and 24% for the preferred scenario (504,955). This compares to the previous RTP, which presented overall total daily volume increase from 2000 (456,200) of 73% for the 2030 planned scenario (789,600).
- Compared to the prior RTP's 2030 modeled conditions, the future baseline scenario in 2040 reduces overall daily total volumes for the majority of individual segments. Reductions vary, anywhere from 12,600 ADT (84,100 vs. 96,700) at the San Luis Obispo County line to 35,300 ADT (68,500 vs. 103,800) north of Main Street. Three segments out of 10 (30%) show increases; north of Route 154 increases by 7,000 ADT (57,500 vs. 50,500), north of Route 246 increases by 6,100 ADT (41,200 vs. 35,100), and south of Route 1 increases by 400 ADT (55,200 vs. 54,800) . This is due to increasing North County/South Coast commuting.
- Compared to the prior RTP's 2030 modeled conditions, the preferred scenario in 2040 reduces overall daily total volumes for all individual segments. Reductions vary, anywhere from 11,800 ADT at the San Luis Obispo County line to 39,800 ADT north of Stowell Road. Unlike the future baseline, due to reductions in inter-city travel, no segments show increases.

Figure 75 presents the 2040 PM peak period forecast on the North County U.S. 101 Corridor under the future baseline scenario.

**Figure 75: North County 101 - 2040 Future Baseline Scenario - PM Peak Period Traffic**

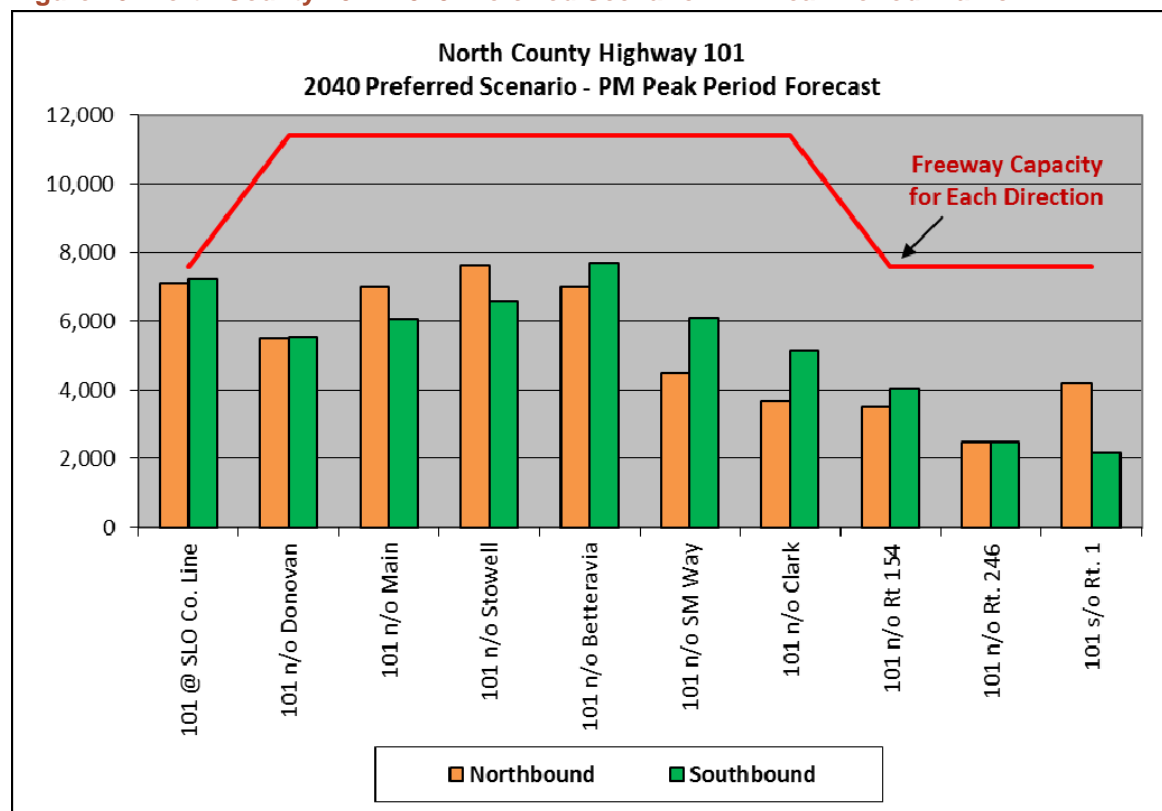


The following summary highlights the findings:

- The majority of U.S. 101 segments between the San Luis Obispo County and Route 1 are projected to be operating below capacity, a traveling condition resembling the 2040 No Build Scenario. Similar to the 2040 No Build scenario, PM peak hour volumes are projected to approach or exceed the available freeway capacity in some areas, resulting in delay.
- The PM peak traffic condition will be much more critical than AM peak. Northbound congestion will be most acute between Route 1 and north of Route 154.
- Northbound traffic would intermittently reach capacity as commuters are destined home from work toward North County households, but travel would be limited to the existing four-lane facility.
- Similar to the 2040 No Build scenario, lower allowable roadway speeds and more constricted roadway conditions, and thus lower modeled theoretical capacity, indicate that PM peak period traffic between Alisos Canyon Road and Zaca Station Road as well as traffic between Cat Canyon Road and Palmer Road will exceed capacity, indicating future congestion.
- Traffic between Route 1 and Highway 246 will also reach capacity due to similar constraints.

Figure 76 presents the 2040 PM peak period forecast on the North County U.S. 101 corridor under the 2040 preferred scenario.

**Figure 76: North County 101 - 2040 Preferred Scenario - PM Peak Period Traffic**



The following summary highlights the findings:

- Congestion on U.S. 101 between the City of Santa Maria and Route 1 would be greatly diminished due to reductions in north/south inter-city commuting, resembling the existing (2010) travel conditions.
- Consistent with the ADT results, U.S. 101 segments between the San Luis Obispo County line and Main Street 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.
- U.S. 101 segments between Main and Clark Avenue are projected to grow at different rates, with the preferred scenario having 14% lower volumes overall in the northbound direction and 11% lower volumes in the southbound direction.
- U.S. 101 segments between Clark Avenue and south of Route 1 for the preferred scenario are projected to be 43% less in the northbound direction and 37% less in the southbound direction than the future baseline, further indicating a reduction in inter-city travel and resembling the existing (2010) travel conditions.
- Overall PM peak period volumes from the San Luis Obispo County line to north of south of Route 1 represent an increase from 2010 (80,482) of 55% for the future baseline scenario (124,612) and 31% for the preferred scenario (105,591), with the preferred scenario representing a decrease of 15% from the future baseline scenario. This traffic forecast compares favorably to the previous RTP, which presented an overall peak period volume increase from 2000 (87,860) of 58% for the 2030 planned scenario

(138,440). This 2030 planned scenario therefore represented 10% and 24% higher volumes compared to the 2040 future baseline and preferred scenario, respectively.

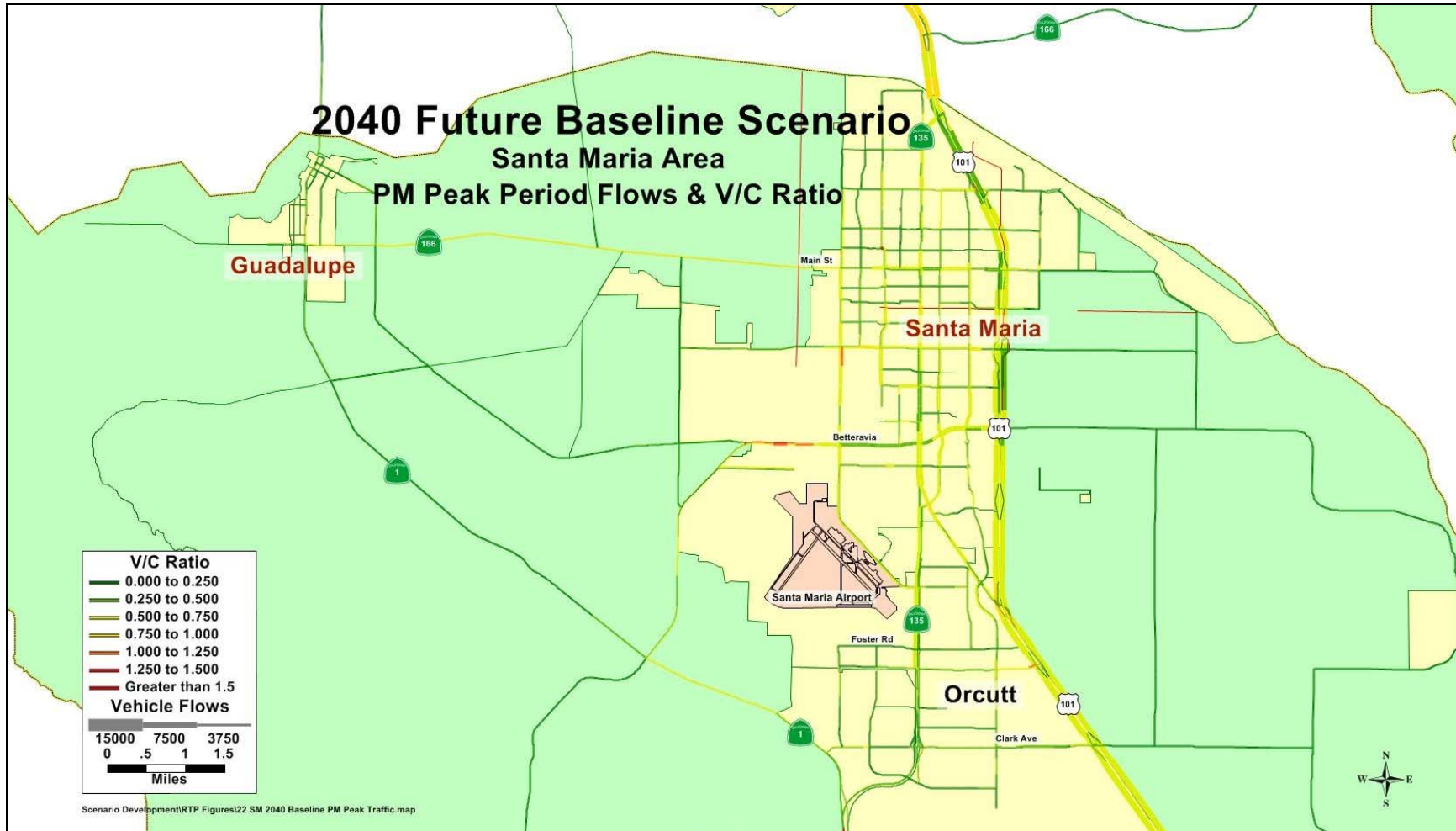
- Overall PM peak period volumes on the majority of segments also represent a decline from the previous RTP, anywhere from 800 vehicles north of Route 246 to 4,800 vehicles south of Route 1, with an average reduction of 3,300 vehicles.
- At all major interchanges, such as Union Valley Parkway and Betteravia Road, increase of PM peak period traffic is significant but well within capacity.

### **Santa Maria Valley**

Map 108 and Map 109 further summarize the 2040 travel conditions for the future baseline and preferred scenarios for the Santa Maria region.



Map 108: North County 101 - 2040 Future Baseline Scenario PM Peak Period Traffic



Map 109: North County 101 - 2040 Preferred Scenario PM Peak Period Traffic

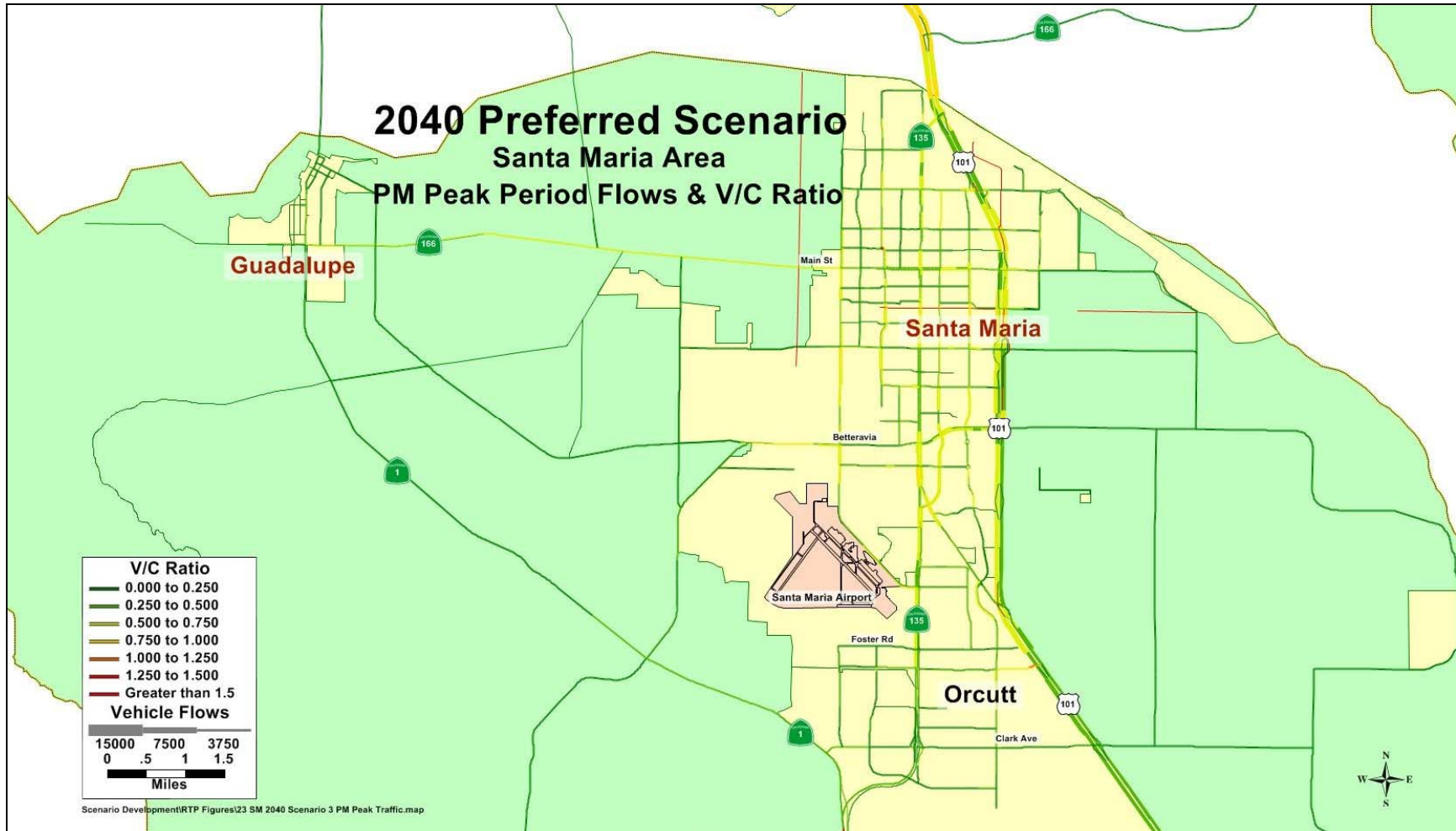
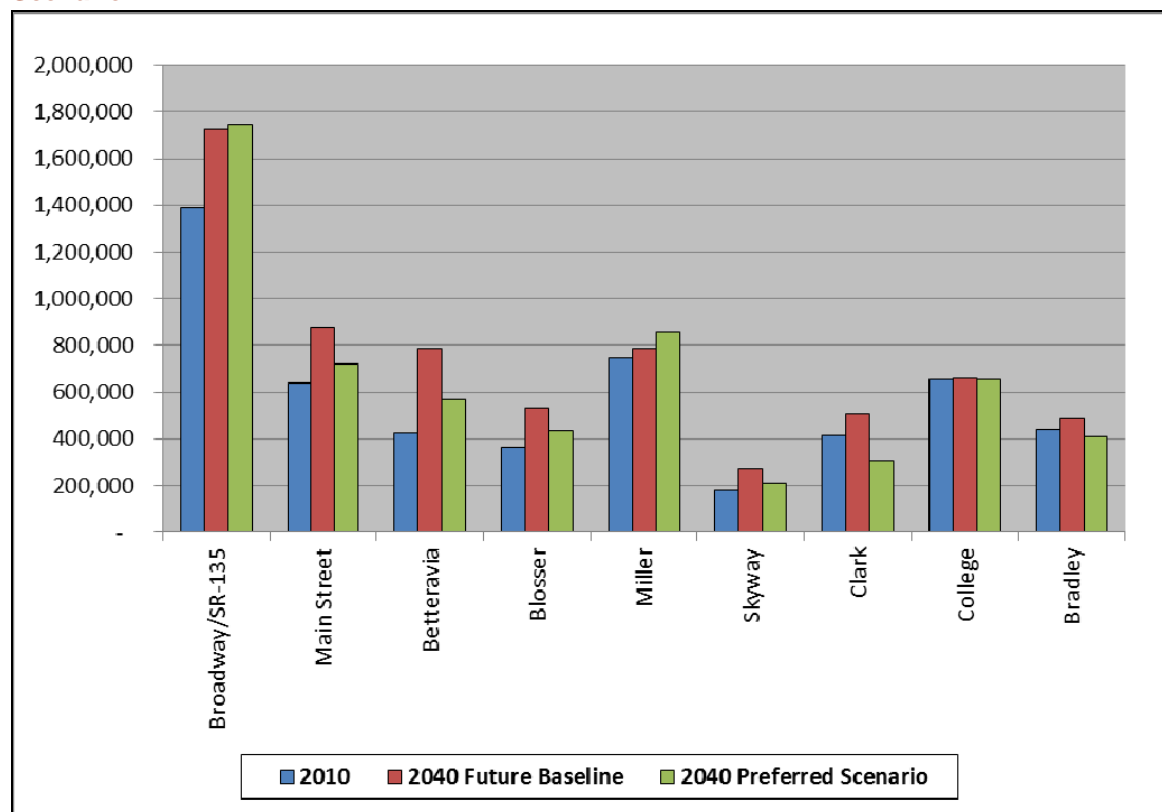


Figure 77 provides a comparison of daily traffic growth on Santa Maria major arterials between 2010 and 2040 for both scenarios.

**Figure 77: Traffic Growth on Santa Maria Area Arterials - 2040 Future Baseline and Preferred Scenario**



The following highlights some of the major findings:

- Under both scenarios, the 6-lane widening on U.S. 101 between Santa Maria Way and the SLO County line would accommodate increased traffic growth on this stretch of the freeway to 2040.
- Traffic on Broadway/SR-135 would increase by different rates depending on the scenario. The preferred scenario would increase traffic by 26% over existing levels due to increasing employment opportunities within Santa Maria. The future baseline scenario would increase traffic by 24% over existing levels due to more commuters using U.S. 101 to commute out of the Santa Maria area.
- Under both scenarios, the completion of a new 101/135 interchange would improve the connection between SR 135 and north U.S. 101 substantially, thereby retaining most of the local traffic on SR 135/Broadway. The new McCoy interchange is expected to attract more traffic onto the U.S. 101 segments north of Betteravia Road.
- Traffic on major east/west arterials such as Main Street and Betteravia Road would increase substantially in the future baseline scenario as a result of increased population growth, with Main Street increasing by 37% and Betteravia increasing by 86%. The preferred scenario would have substantially less traffic growth for these same locations

(13% and 34%, respectively), due to a smaller increase in population growth. Traffic increase on major north/south arterials such as Blosser, Miller, and Skyway Drive would also follow a similar pattern of growth for the future baseline (45%, 6%, 54%), and the preferred scenario (18%, 15%, 19%).

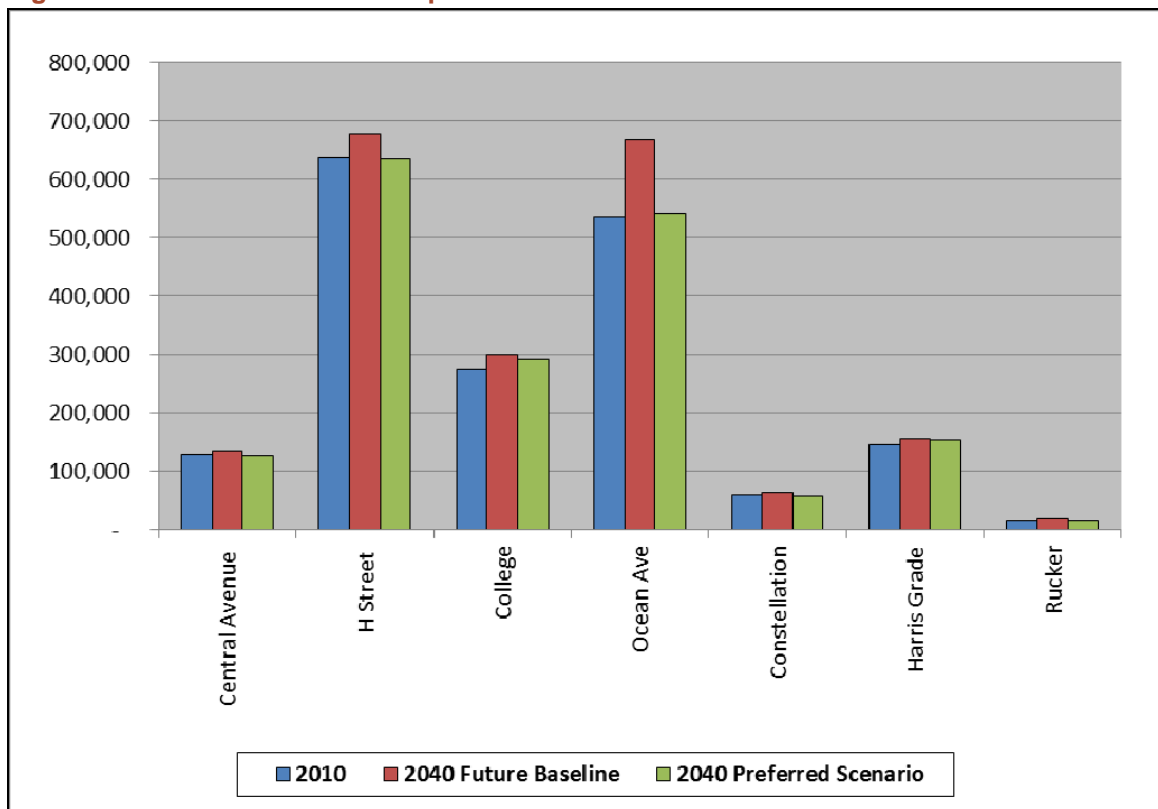
- In the Orcutt area, the 2040 forecasts for both the future baseline scenario and the preferred scenario are similar. The completion of Union Valley Parkway (UVP) would provide alternate access from U.S. 101 to the Orcutt area and SR 135/Broadway. By 2040, daily traffic on UVP west of U.S. 101 is expected to reach over 20,500 vehicle trips under the future baseline scenario and 18,500 vehicle trips under the preferred scenario (11% reduction). Completion of Union Valley Parkway will reduce traffic on other east-west arterials in Orcutt.
- Clark Ave would see an increase in traffic volumes from existing conditions under the future baseline scenario (+22%), but reductions in the preferred scenario (-25%). Traffic on Bradley Road would similarly see an increase in traffic volumes from existing conditions under the future baseline scenario (+10%), but reductions in the preferred scenario (-27%), due to increased capacity on the freeway coupled with the completion of Union Valley Parkway.
- By 2040, some traffic growth is expected on SR 1 at the SLO County line (+21% preferred scenario & 54% future baseline scenario) and south of the City of Guadalupe limits (36% preferred scenario & 78% future baseline scenario). However, traffic on Route 166 east of Guadalupe would be reduced under the preferred scenario from existing conditions (-1%), whereas that same location would increase under the future baseline scenario (+27%).
- Overall 2010-to-2040 daily arterial growth within the Santa Maria area would increase for the future baseline (+26%) and the preferred scenario (+13%), with the preferred scenario representing a 11% decrease over the future baseline. Much of this traffic decrease is due to less population allotment in the Santa Maria area for the preferred scenario.
- Overall daily traffic volumes for all roadways within the Santa Maria area would increase from existing conditions; 36% for the future baseline scenario and 18% for the preferred scenario, with the preferred scenario representing a 13% decrease over the future baseline. VMT within the Santa Maria area would similarly increase from existing conditions; 45% for the future baseline scenario and 20% for the preferred scenario, with the preferred scenario representing a 17% decrease over the future baseline.

## **Lompoc Area**

Map 110 and Map 111 further summarize the 2040 travel conditions for the future baseline and preferred scenarios for the Lompoc and VAFB areas.

Figure 78 provides a comparison of daily traffic growth on Lompoc area major arterials between 2010 and 2040 for both scenarios.

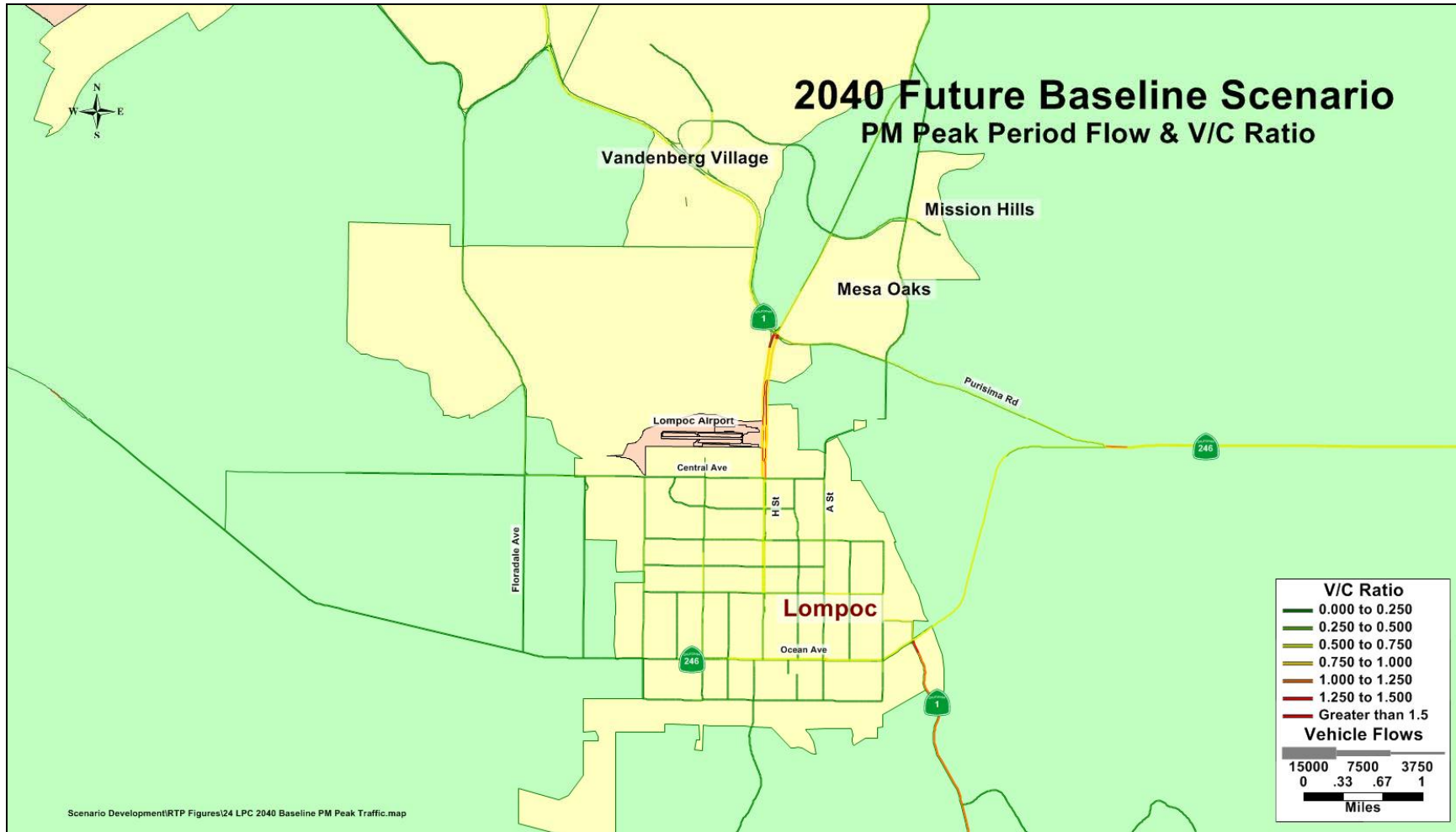
**Figure 78: Traffic Growth on Lompoc Area Arterials - 2040 Future Baseline and Preferred Scenario**



The following highlights some of the major findings:

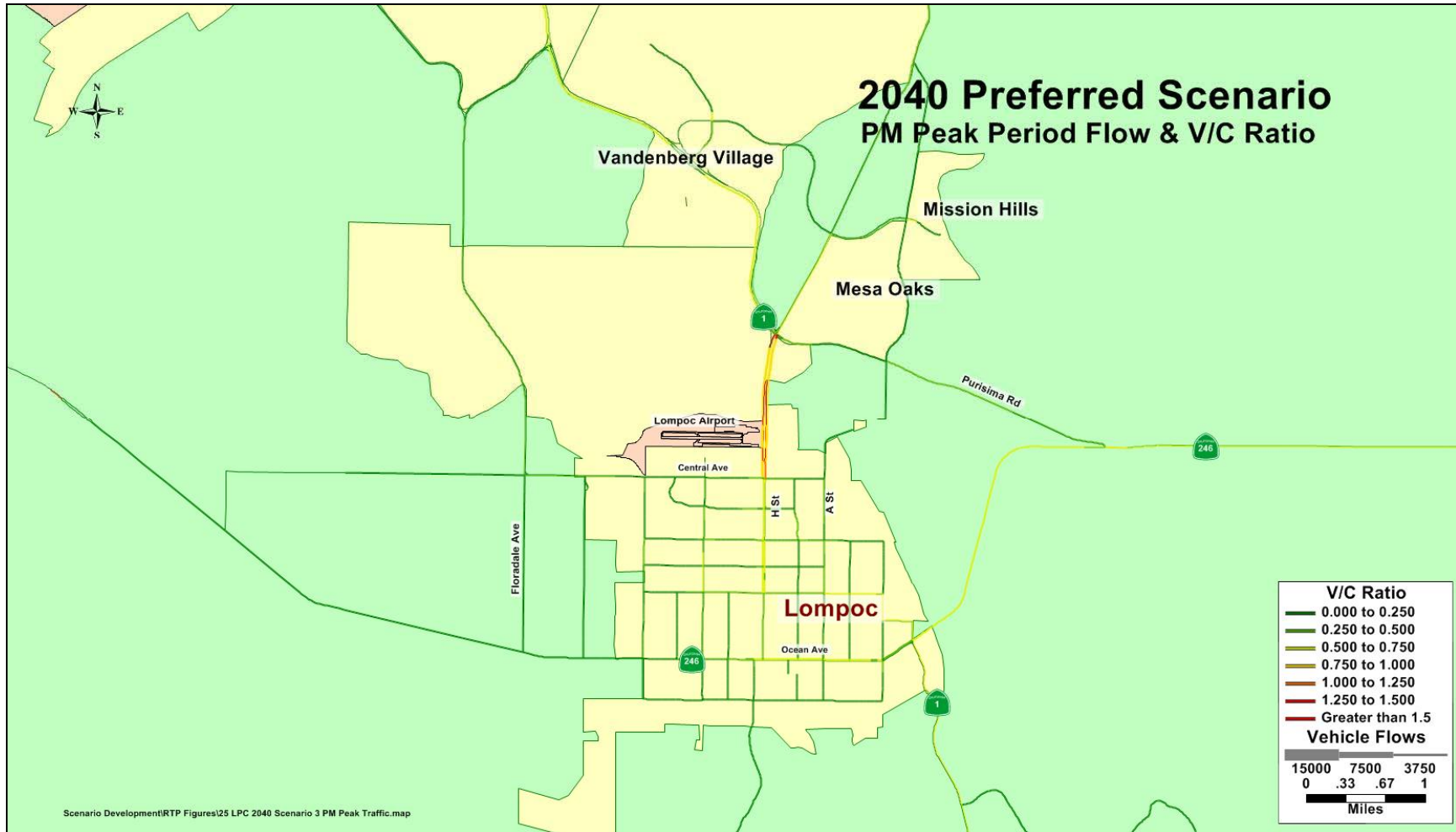
- By 2040, under the future baseline, daily traffic on SR 246 between Buellton and Lompoc is forecast to increase from 2010 volumes by 36%. The preferred scenario would increase daily traffic by 14%, a reduction of 16% from the future baseline.
- SR 246 entering and exiting Lompoc would be over capacity under the future baseline scenario during the PM peak period. As one of the few major inter-regional routes that provide access to and from Lompoc, the Santa Ynez Valley, and the South Coast, this would be critical issue.
- Traffic growth on SR 1 in northern Lompoc, specifically north of Central and south of SR 246, is expected to increase by 16% from 2010. However, under the preferred scenario, daily traffic is expected to increase by 13% from 2010, a 3% reduction from the future baseline. This location would be over capacity under both scenarios during the PM peak period.

Map 110: Lompoc Area - 2040 Future Baseline Scenario PM Peak Period Traffic





Map 111: Lompoc Area - 2040 Preferred Scenario PM Peak Period Traffic



- Under both the future baseline and preferred scenarios, traffic on local arterials serving Vandenberg Village, Mission Hills, and the Wye area (Rucker Road, Harris Grade Road, and Constellation Road) is forecast to experience an increase in daily traffic volumes, with the preferred scenario increasing by 3% and the future baseline scenario increasing by 8%. The preferred scenario represents a 5% decrease over the future baseline.
- Within the City of Lompoc, traffic on Central Avenue would increase under the future baseline scenario by 5% from existing conditions. Under the preferred scenario, this same location would experience a 1% decrease in daily volumes, or a 5% reduction from the future baseline.
- Daily traffic on H Street would increase under the future baseline scenario from existing conditions by 6%. Under the preferred scenario, this same location would experience a slight decrease in daily volumes. Ocean Ave, another major thoroughfare, would experience a 24% traffic increase under the future baseline scenario. Under the preferred scenario, this same location would experience a 1% increase in daily volumes, representing a 19% reduction from the future baseline scenario.
- Overall 2010 to 2040 daily arterial growth within the Lompoc area would increase for the future baseline (+12%) and the preferred scenario (+2%), with the preferred scenario representing a 10% decrease compared to the future baseline.
- Overall daily traffic volumes within the Lompoc area would increase under the future baseline scenario by 13%, whereas the preferred scenario would increase by 4%, with the preferred scenario representing an 8% decrease over the future baseline. Vehicle miles traveled within the Lompoc area would be similar to the ADT results, with an increase under the future baseline scenario of 14%, whereas the preferred scenario would increase by 3%, with the preferred scenario representing a 9% decrease over the future baseline.

### **Santa Ynez Valley Area**

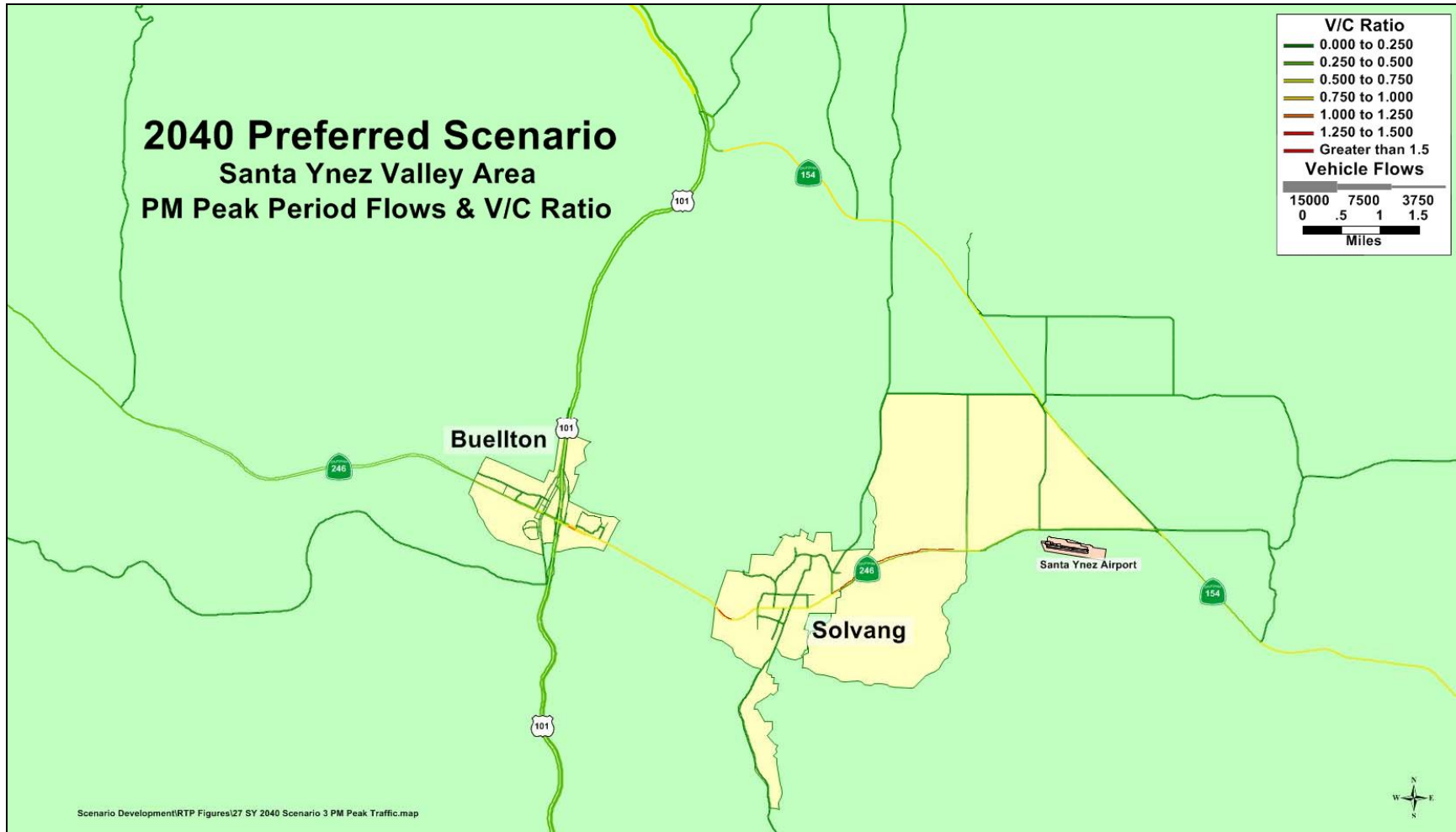
Map 112 and Map 113 summarize the 2040 travel forecast for the Santa Ynez Valley areas.

SR 246 is the focus of future traffic growth in the Santa Ynez Valley. 2040 forecasts under the future baseline are substantially higher than under the preferred scenario. Most of the traffic increases on SR 246 are external to the Valley and are inter-city related. By 2040, traffic between SR 154 and the City of Solvang is forecast to increase 30% under the future baseline scenario, but only 2% under the preferred scenario, a 21% reduction. This is due to a lack of congestion under the preferred scenario on U.S. 101, the main facility for inter-city travel.

Map 112: Santa Ynez Valley Area - 2040 Future Baseline Scenario PM Peak Period Traffic



Map 113: Santa Ynez Valley Area - 2040 Preferred Scenario PM Peak Period Traffic



The highest traffic volumes on SR 246 are projected within Buellton, particularly the area east of the U.S. 101 interchange, as the area builds out according to its General Plan. 25,000 daily vehicle trips are expected at this location under the future baseline scenario, about 27% higher than 2010 traffic volumes. This same portion would increase by 9% under the preferred scenario, a 14% reduction from the future baseline scenario. This same portion of SR 246 would experience congested conditions during the PM peak period for both scenarios.

## 2040 Transit Forecast

Transportation service providers, as well as SBCAG and the Santa Barbara County Transit Advisory Committee (SBCTAC), continually evaluate changing transit demand and expand or improve service accordingly. Some recent transit improvements include the following:

- The Wine Country Express, which provides service between Lompoc, Buellton, and Solvang, Monday through Friday, began operating in August 2008.
- As a result of its 2008 Short Range Transit Plan, the Guadalupe Flyer extended its evening schedule by one hour—the last loop is at 6:15 PM rather than 5:15 PM.
- In March 2011, the SBCAG Board voted to join CalVans, a statewide commuter and farm worker vanpool agency formed by a joint powers agreement (JPA) between councils of governments from throughout California. CalVans provides support for the formation and operation of both commuter and farm worker vanpools to all member agency counties. Vanpool operations began in July 2011.
- In June 2011, Santa Ynez Valley Transit (SYVT) introduced general public dial-a-ride service on Sundays from 8:30 AM to 12:30 PM and 1:00 PM to 4:00 PM.
- Santa Maria opened its new transit center in June 2011. The transit provides a hub for transit services including Santa Maria Area Transit (SMAT), Breeze, Guadalupe Flyer, and San Luis Obispo Regional Transit Authority (SLORTA) Route 10. It includes 16 bus bays, parking for park-and-ride passengers, emergency call boxes, bicycle racks, a connection to a multi-purpose trail, and a snack shop.
- The Coastal Express Limited, which provides weekday-only commuter bus service, began operating in August 2011. It provides two round trips to Goleta and two to Santa Barbara, both from the Ventura County Government Center.
- In September 2011, the Valley Express was reintegrated with the Clean Air Express. The Valley Express ceased operations and the Clean Air Express increased service from 12 to 13 weekday round trips. The Clean Air Express operates five trips from Lompoc to Goleta, two trips from Lompoc to Santa Barbara, three trips from Santa Maria to Goleta, two trips from Santa Maria to Santa Barbara with one of the two stopping in Buellton on the way, and one trip from Solvang and Buellton to Goleta.
- In January 2013, the Breeze—which provides service between Santa Maria, Orcutt, Vandenberg Air Force Base (VAFB), Vandenberg Village, and Lompoc—expanded service to Buellton, Solvang, and Los Alamos. The original Breeze is now referred to as the Breeze 100, and the new pilot service is referred to as the Breeze 200.

Figure 79 and Figure 80 below summarize the 2040 average weekday transit ridership forecast for the entire county for the future baseline scenario and the preferred scenario.<sup>207</sup> This forecast does not include Amtrak, Greyhound, or Santa Barbara Airbus services, as they do not fall under any Santa Barbara service providers' control.

By 2040, total weekday ridership County-wide for the future baseline scenario is forecast to increase from approximately 34,180 to 43,890, a 28% increase. MTD ridership is projected to increase from 20,840 to 26,440, a 27% increase.<sup>208</sup> However, MTD's share of county ridership is expected to decrease from 61% to 60% by 2040 due to increases in ridership shares by other operators such as the VISTA (Ventura Intercity Service Transit Authority) Coastal Express, Clean Air Express, and SMAT. Ridership for SMAT, the second largest transit operator in the County, is forecast to increase from 7,270 in 2010 to 9,580 by 2040, a 28% increase. This represents a 22% share of total county ridership and an increase of 1% from 2010.

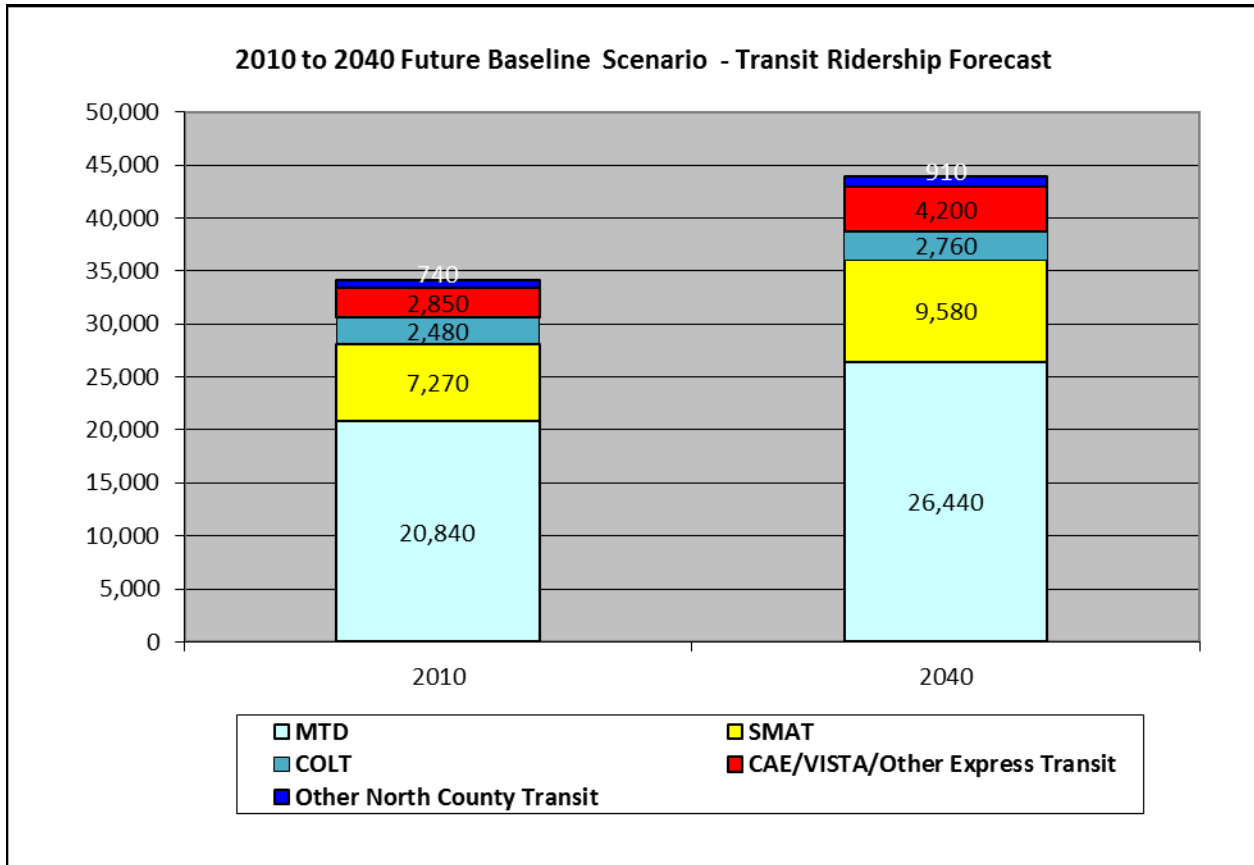
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<sup>207</sup> It is important to note that these 2010 and 2040 ridership numbers are based on modeled values and these values differ from actual 2010 counts. During calibration and validation of the travel mode, there was little transit trip data available in the 2001 California Household Travel Survey (CHTS), so ridership was estimated using a simple conversion from annual to daily ridership, which results in over or underestimation of some transit services. Some level of accuracy is inevitably lost but the overall mode share percentage matches survey data. Most importantly, the relationship from existing to future year ridership is what is most relevant.

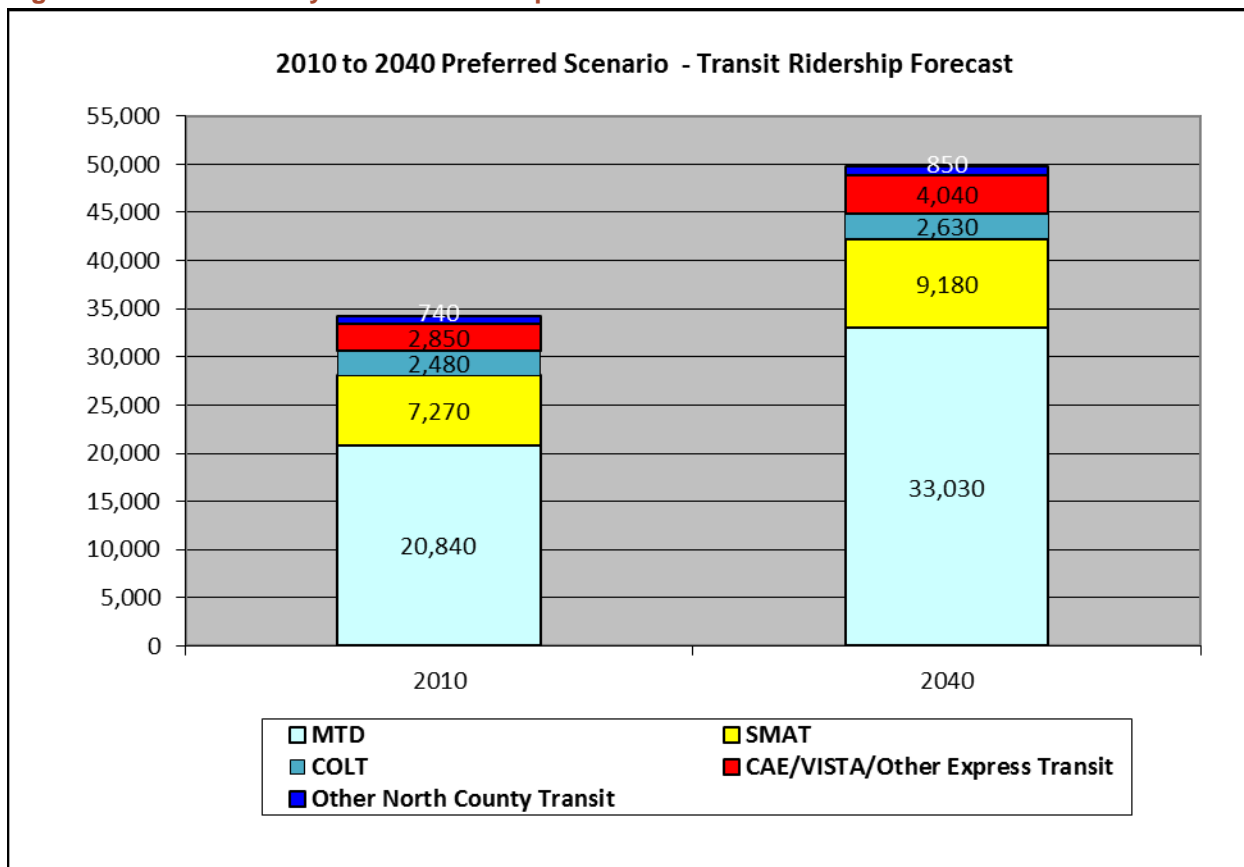
<sup>208</sup> 2009-2010 actual weekday average daily passengers for MTD are 26,403 and the 2010 share of County ridership is 79.6%.



**Figure 79: 2040 Weekday Transit Ridership Forecast – Future Baseline Scenario**



**Figure 80: 2040 Weekday Transit Ridership Forecast – Preferred Scenario**



Compared to the future baseline, total weekday ridership County-wide for the preferred scenario in 2040 is forecast to increase from approximately 34,180 to 49,730, a 45% increase from 2010 and a 13% increase from the future baseline. MTD ridership is projected to increase from 20,840 to 33,030, a 58% increase and a 25% increase from the future baseline. MTD’s share of county ridership is expected to also increase from 61% to 66% by 2040, due to intensification of households and population on the South Coast. Ridership for SMAT, the second largest transit operator in the County, is forecast to increase from 7,270 in 2010 to 9,180 by 2040, representing an 18% share of total county ridership, down from 21% in 2010.

For the last few years, express services have increased significantly, both in frequency and service routes, in order to meet the increasing inter-county commuting demand. Between 2007 and 2011, ridership on the Clean Air Express and VISTA Coastal Express, combined, jumped from 364,943 to 449,451 a 23% increase. By 2040, the combination of Clean Air Express and VISTA Coastal Express, along with other express services, is expected increase from 2,850 to 4,200 riders for the future baseline scenario, a 48% increase. This increase represents about 10% of total county transit ridership, up from 8% in 2010. This is in contrast to the preferred scenario, which relies less heavily on north county/south coast express transit. In absolute terms, these express services are expected to increase ridership from 2,850 to 4,040 for the preferred scenario, a 42% increase from 2010 and a 4% decrease from the 2040 future

baseline. This increase represents about 8% of total county transit ridership, consistent with the 8% in 2010.

### 6.6.3 SOCIAL EQUITY & ENVIRONMENTAL JUSTICE

Over the last several decades, federal regulations and guidance have been promulgated to ensure that regional transportation planning meets the spirit and intent of Title VI of the Civil Rights Act.<sup>209</sup> The Federal Highway Administration requires that all federally funded transportation planning and actions involve an assessment of environmental justice issues that considers effects on minority and low-income populations. These federal environmental justice directives are intended (1) to ensure opportunities for full participation by all potentially affected communities in the transportation decision-making process and (2) to avoid, minimize, or mitigate disproportionately high, adverse human health and environmental effects, including social and economic effects, on minority and low-income populations. In keeping with these requirements, the RTP-SCS strives to assure that all socio-economic groups are adequately served and receive their fair share of transportation benefits and that no group or community bears a disproportionate amount of the costs or impacts of transportation investments. Public information and involvement are fundamental elements of SBCAG's planning process. Chapter 5 describes the RTP-SCS public involvement process in detail.

The analysis of the 2040 RTP-SCS preferred scenario indicates that benefits and burdens of the projects in the 2040 RTP-SCS are equitably distributed between the communities of concern and the overall population.

#### Environmental Justice Analysis

This section evaluates the performance of the RTP-SCS with respect to social equity and environmental justice measures. The information presented was compiled from multiple sources, including the 2010 U.S. Census, and the 2008-2012 U.S. American Community Survey 5-Year Estimates.

In compliance with the applicable federal guidelines associated with environmental justice analysis, demographic information is first used to determine areas where concentrations of minority, low-income, low mobility, or low community engagement populations currently live. The general location of minority, low-income, low mobility, and low community engagement populations in the Santa Barbara region is discussed in Chapter 3. To identify communities of concern more specifically for purposes of this analysis, populations meeting minimum concentrations are shown here, as well as their proximity to transit stops and major transportation routes. Per existing guidance, a concentration of a given population exists if the percentage of minority, low-income, etc. population is meaningfully greater than the percentage

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<sup>209</sup> Title VI of the Civil Rights Act states that “no person in the United States, shall, on the grounds of race, color or national origin be excluded from participation in, be denied the benefits of, or be subject to discrimination under any program or activity receiving federal financial assistance.” 42 U.S.C § 2000d.

of the same group in the general population of the area.<sup>210</sup> Thresholds defining the minimum population percentage needed for a concentration to exist are given in Table 38.

For the purposes of this analysis, concentrations of four primary “communities of concern” were identified by census block groups through an analysis of demographic and socioeconomic data: minority, low-income, low mobility, and low community engagement populations. It should be noted that these four categories are not mutually exclusive. Population clusters may exist within Santa Barbara County of more than one of the categories, but only one group had to be present for a census block to be categorized as a community of concern. The following table presents the relevant community of concern indicators, definitions, and thresholds defining minimum concentrations associated with each major category.

**Table 38: Environmental Justice Indicators, Definitions and Thresholds**

Community of Concern	Indicator	Definition	Threshold
<b>Minority</b>	Minority Population	Population of non-white Hispanic, Black, Asian/Pacific Islander, and American Indian.	65 percent
<b>Low-Income</b>	Low Income	Household income less than \$48,000 per year	63 percent
	Poverty	Households living at or below the poverty level.	25 percent
<b>Low-Mobility</b>	Zero - Car Households	Households that do not have access to a vehicle.	25 percent
	Aged Population	Population 75 years or older.	20 percent
<b>Low Community Engagement</b>	Linguistic Isolation	Households where English is not the primary language and English is not spoken “very well.”	20 percent
	Educational Attainment	Population over age 25 who have not earned a high school diploma.	20 percent

### *Minority Populations*

High concentrations of minority populations in Santa Barbara County include locations in the Old Town Goleta area, the lower east and west side of Santa Barbara City, and in northwest Carpinteria City. Concentrations are present throughout the City of Lompoc, including the Lompoc Federal Penitentiary and Vandenberg Air Force Base. The Chumash Indian Reservation also contains a significant concentration. Concentrations are also indicated in the northern portion of the City of Santa Maria City and the entire City of Guadalupe.

- The minority population groups of Santa Barbara County comprised 52 percent of the total population or 220,400 persons.
- Persons of Hispanic ethnicity represented 42.9 percent of the County-wide population, while non-Hispanic Black/African-American and non-Hispanic Asian/Other populations represented 1.7 percent and 7.5 percent of the total population, respectively.
- Approximately 16 percent of the county population, or 66,521 persons, live in identified minority communities of concern and in these communities 51,951 persons or 78 percent are minority.

<sup>210</sup> EPA, Final Guidance For Incorporating Environmental Justice Concerns in EPA's NEPA Compliance Analyses, April 1998, 2.1.1.

### *Low-income Populations*

The location of high concentrations of low-income households is similar to that of minority populations, with additional locations indicated in Old Town Goleta and downtown Carpinteria.

- The percentage of the households in Santa Barbara County with incomes less than \$48,000 year is 40.9 percent or 58,120 households.
- The median household income is \$61,896.
- Approximately 14 percent of the County-wide households, or 19,884 households, live in identified low-income communities. Approximately 15,000 of these households have an income less than \$48,999 per year.

The Census Bureau uses a set of money income thresholds that vary by family size and composition to determine who is “in poverty.” If a family's total income is less than the family's threshold, then that family and every individual in it is considered in poverty. Table 6-12 shows the Census poverty thresholds for 2012. High concentrations of households living below the poverty level are located in the community of Isla Vista near the University of California Santa Barbara and the lower west and east-side of the City of Santa Barbara. The City of Lompoc in its central core and the northern portions of the City of Santa Maria and downtown City of Guadalupe also contain significant concentrations.

- The percentage of the population in Santa Barbara County living below the poverty level is 14.2 percent or 57,170 persons.
- The communities of concern contain 17,302 households and 6,863 of these households or 39 percent are considered living at the poverty level.

**Table 39: Census Poverty Thresholds for 2012 by Size of Family and Number of Related Children Under 18 Years**

Size of Family Unit	Related Children Under 18 Years								
	None	One	Two	Three	Four	Five	Six	Seven	Eight+
One person (unrelated individual)									
Under 65 years	\$11,945								
65 years and over	\$11,011								
Two people									
Householder under 65 years	\$15,374	\$15,825							
Householder 65 years and over	\$13,878	\$15,765							
Three people	\$17,959	\$18,480	\$18,498						
Four people	\$23,681	\$24,069	\$23,283	\$23,364					
Five people	\$28,558	\$28,974	\$28,087	\$27,400	\$26,981				
Six people	\$32,847	\$32,978	\$32,298	\$31,647	\$30,678	\$30,104			
Seven people	\$37,795	\$38,031	\$37,217	\$36,651	\$35,594	\$34,362	\$33,009		
Eight people	\$42,271	\$42,644	\$41,876	\$41,204	\$40,249	\$39,038	\$37,777	\$37,457	
Nine+ people	\$50,849	\$51,095	\$50,416	\$49,845	\$48,908	\$47,620	\$46,454	\$46,165	\$44,387

Source: U.S. Census Bureau.



### *Low-Mobility Populations*

High concentrations of existing populations with low mobility as determined by the availability of a vehicle are indicated in downtown City of Santa Barbara, Old Town Goleta, the unincorporated area between the Cities of Buellton and Solvang, central City of Lompoc and northern City of Santa Maria.

- The percentage of households in Santa Barbara County that do not have access to a vehicle is 6.6 percent, or 9,378 households.
- The total number of households in identified communities is 11,667 and 3,000, or 26 percent, of the households are without a vehicle.
- The total population in the identified communities is 30,700 persons.

High concentrations of existing populations with low mobility as determined by age over 75 years old are indicated in various unincorporated areas of the county, such as Montecito and Hope Ranch in the South Coast and Santa Ynez and Vandenberg Village in the North County.

- The percentage of the population in Santa Barbara County aged 75 or older is 6.5 percent or 27,553 persons.
- The number of persons over 75 years of age in identified communities is 5,402 or 32 percent of the 16,728 total.

### *Low Community Engagement Populations*

High concentrations of the existing population with low community engagement based on the ability to speak English are indicated in the Old Town Goleta area, west-side City of Santa Barbara, central City of Lompoc, unincorporated Santa Ynez, and northwest City of Santa Maria and Guadalupe.

- The percentage of the population 5 years and older in Santa Barbara County for whom English is not the primary language and English is not spoken “very well” is 18.5 percent or 72,622 persons.
- Approximately 11 percent of the county population or 46,767 persons live in identified communities of concern, with 7,024 or 15 percent not speaking English “very well.”

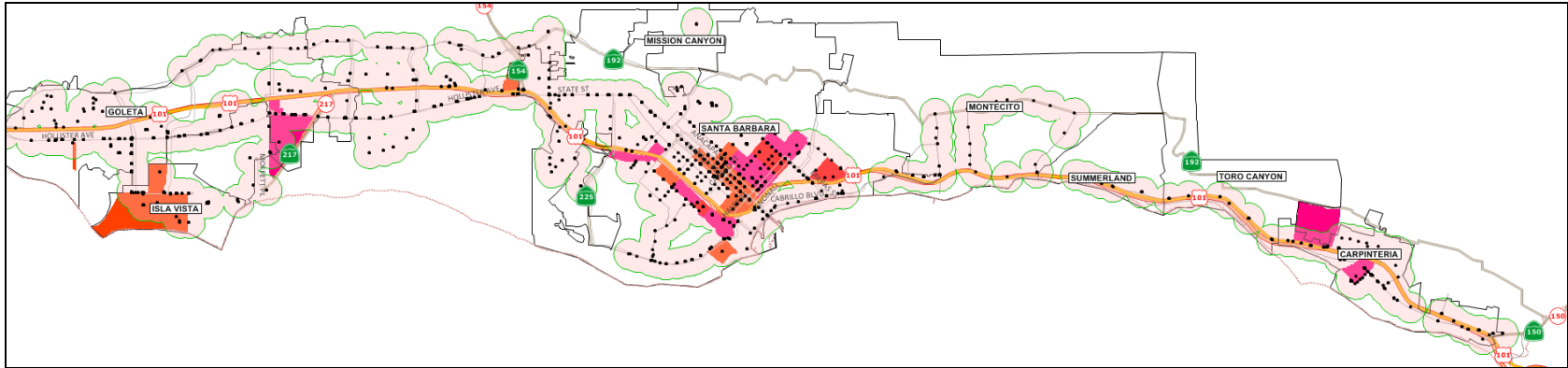
High concentrations of the existing population with low community engagement in 2010 based on educational level or earning of a high school diploma are concentrated in the southern portion of City of Carpinteria, lower west-side and east-side City of Santa Barbara, Old Town Goleta, central City of Lompoc and unincorporated Lompoc Valley, and northern City of Santa Maria and Guadalupe.

- The percentage of persons, over the age of 25, in Santa Barbara County who have not earned a high school diploma is 20 percent or 51,551 persons.
- Approximately 20 percent of the county population, of all age groups, or 89,653 persons live in identified communities of concern with 36,387 or 40 percent without a high school diploma.

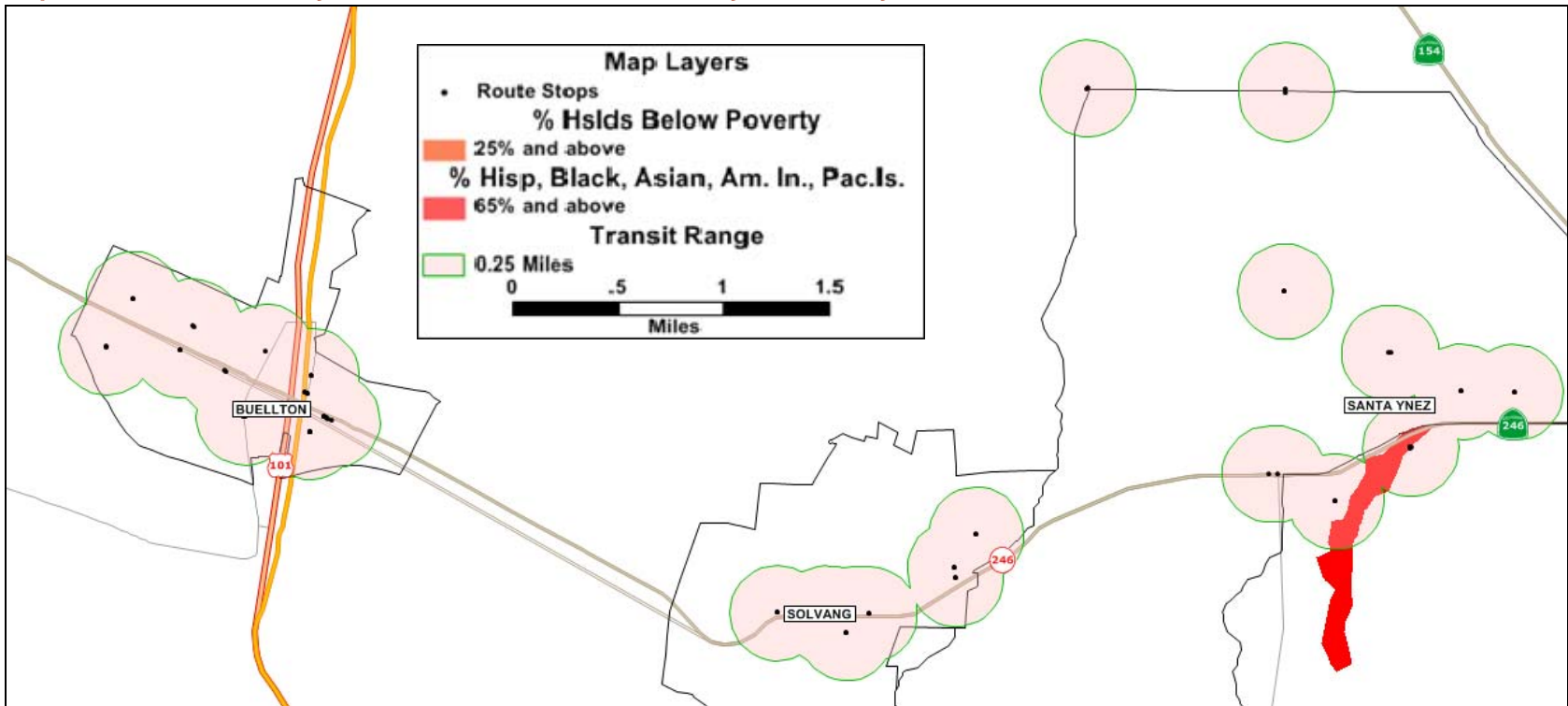
The combined communities of concern meeting threshold levels for minorities and low income/households in poverty are identified in Map 114, Map 115, Map 116, and Map 117 as noted by the highlighted areas. Map 118, Map 119, Map 120, and Map 121 represent low mobility and low community engagement communities of concern: No English Spoken Well, No High School Diploma, No Vehicle Available, and Age over 75.

Also included in the maps are the major transportation routes, transit stops and transit service proximity. Service proximity is shown by measuring one quarter-mile distance from a transit stop within the community served. (Other applications may use one half-mile distance from transit stops; however, in the Santa Barbara County Region that distance essentially covers the entire urban area.) The service area is indicated by the colored band extending one quarter mile from the transit stop.

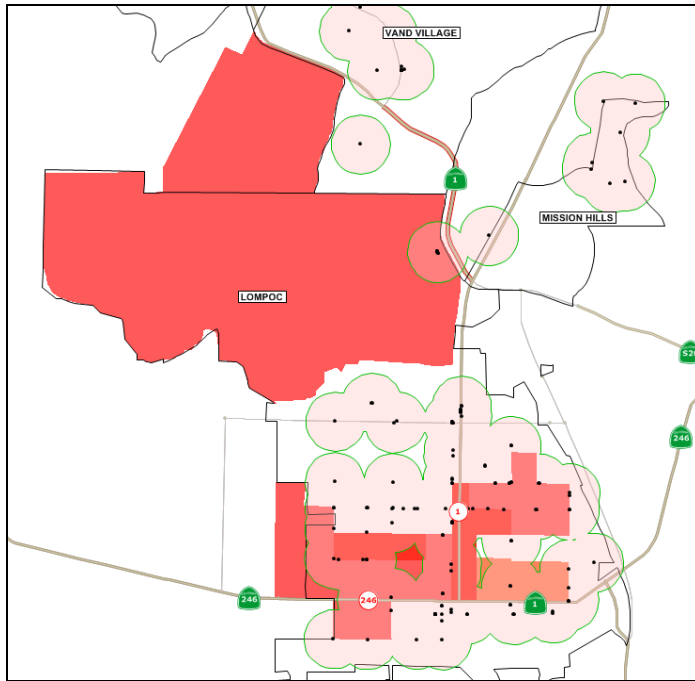
**Map 114: South Coast Communities of Concern, Minority and Poverty**



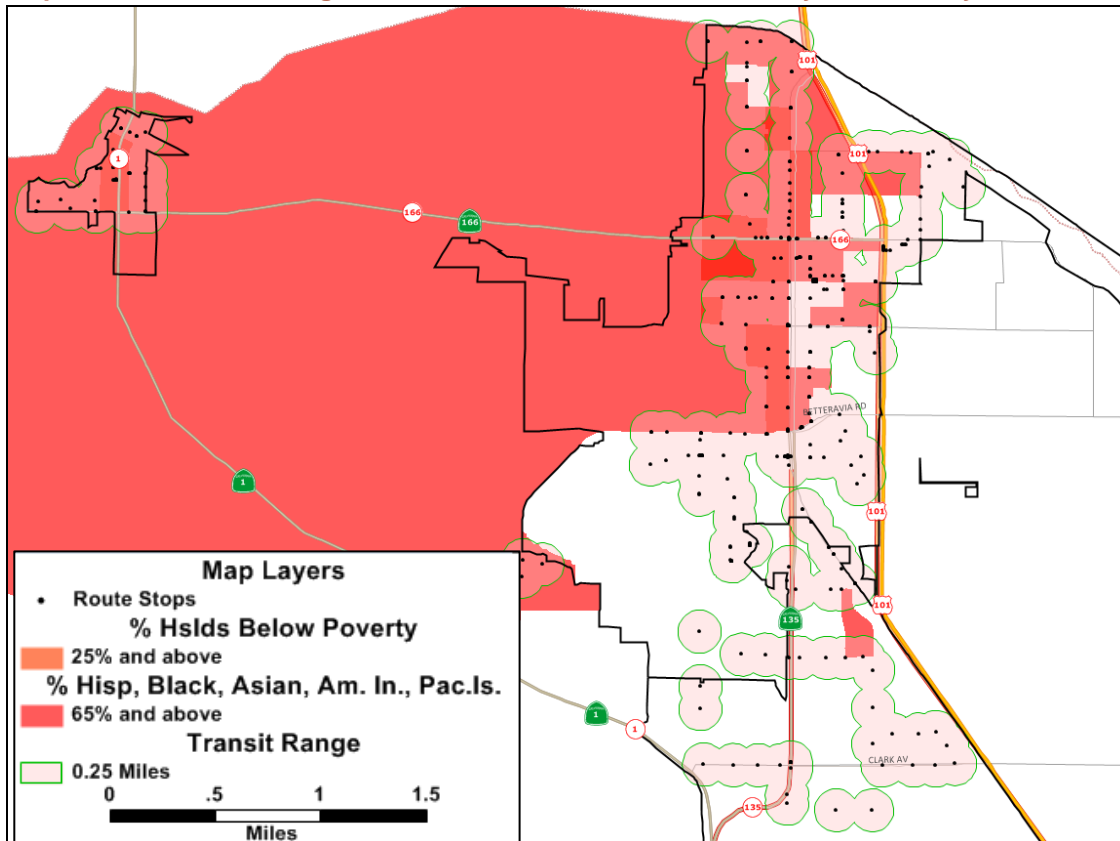
**Map 115: Santa Ynez Valley Communities of Concern, Minority and Poverty**



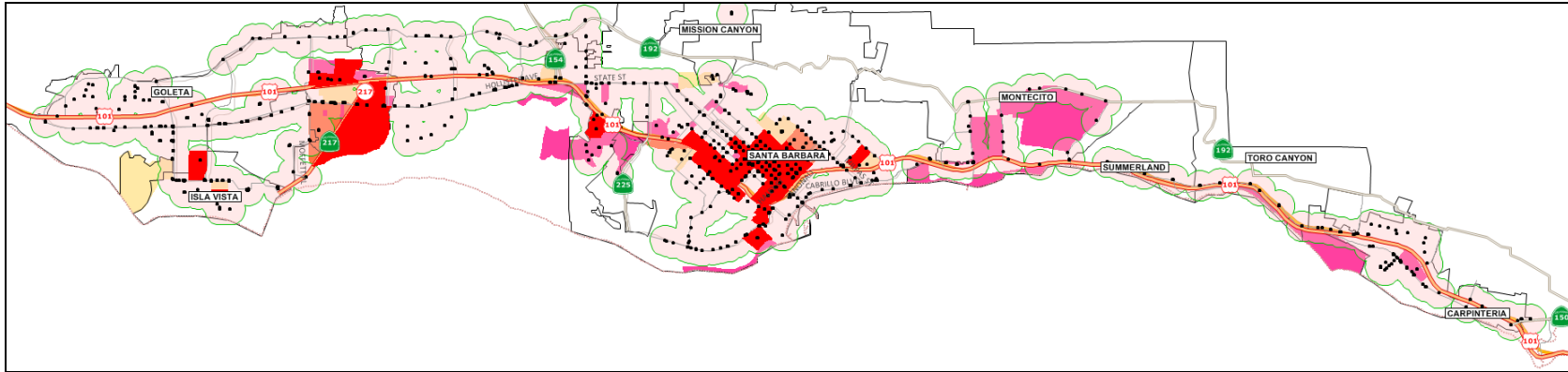
**Map 116: Lompoc Region Communities of Concern, Minority and Poverty**



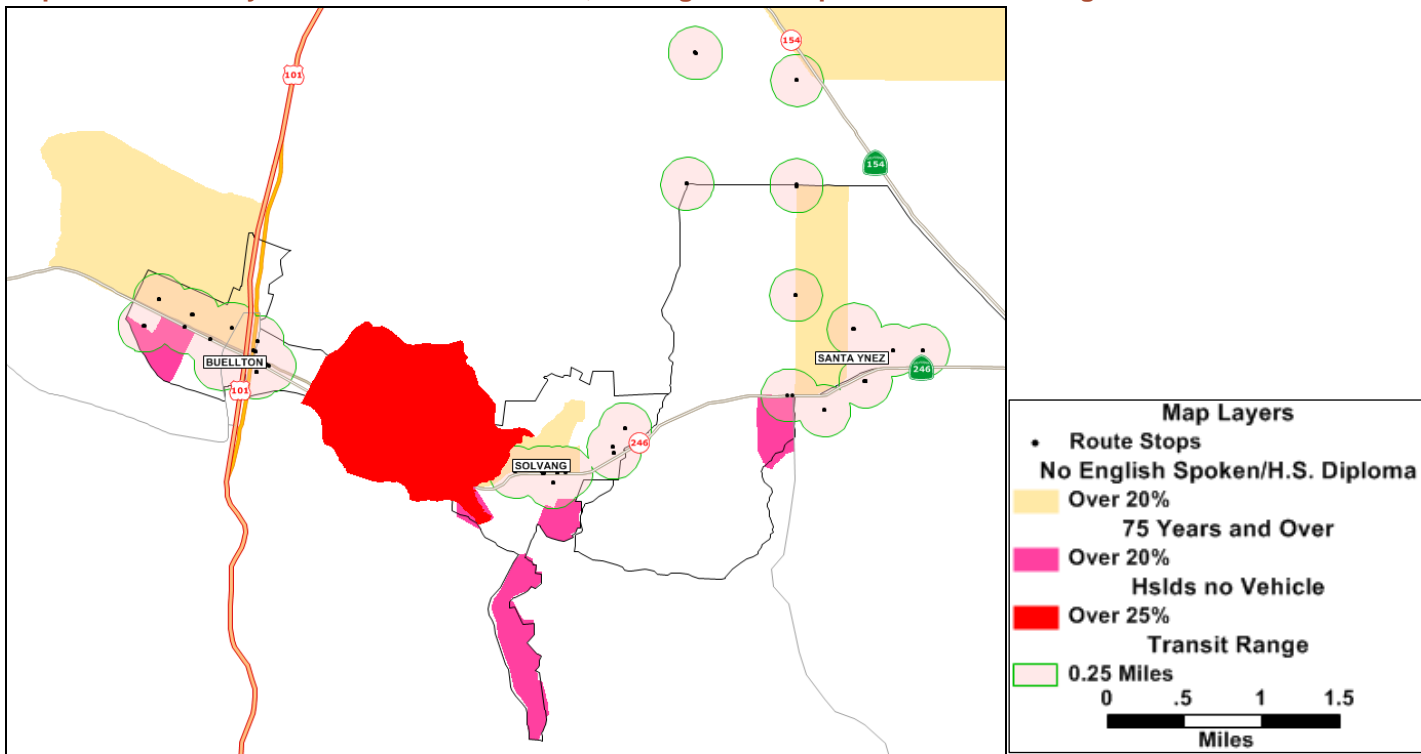
**Map 117: Santa Maria Region Communities of Concern, Minority and Poverty**



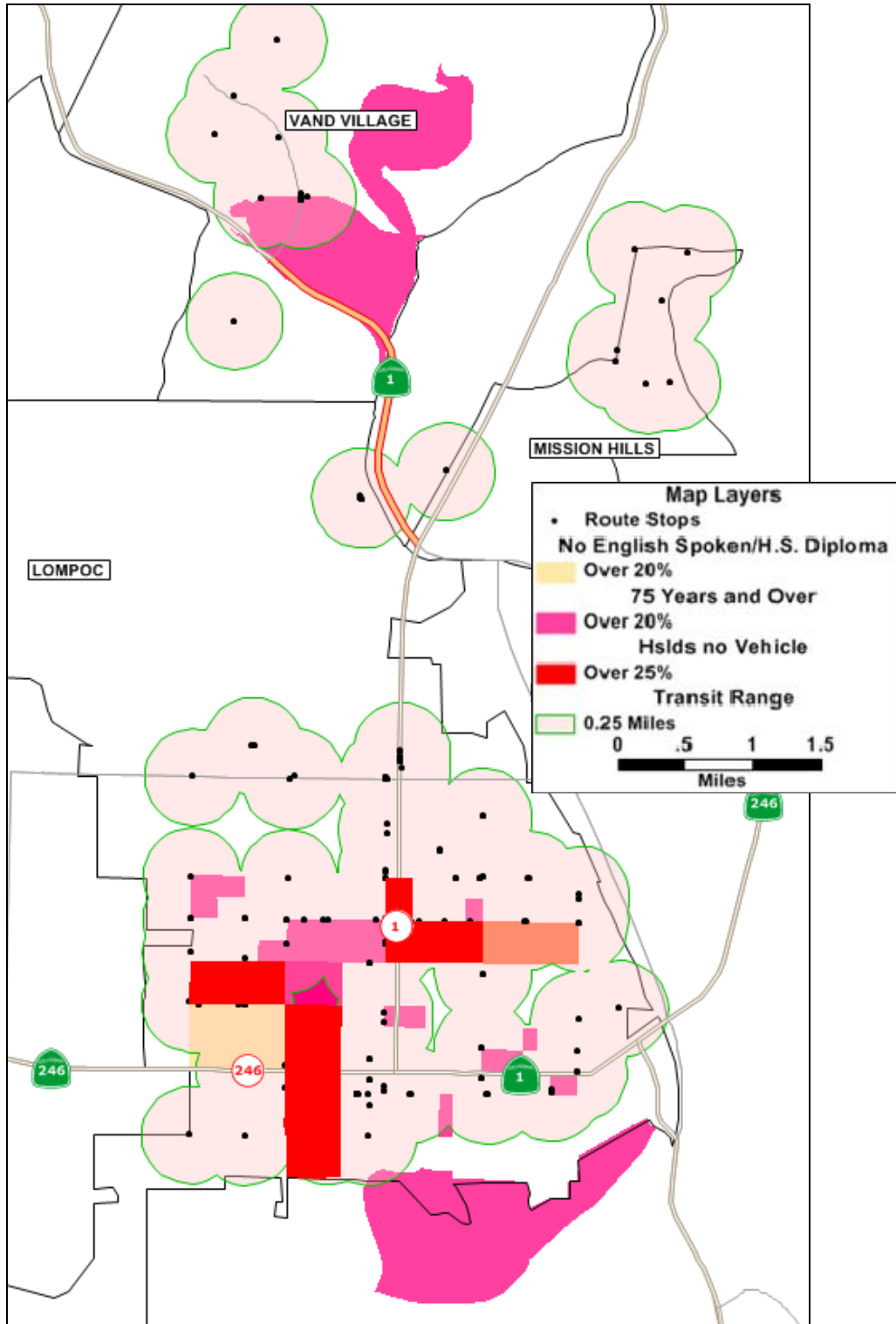
**Map 118: South Coast Communities of Concern, No English/HS Diploma and Age 75+**



**Map 119: S.Y. Valley Communities of Concern, No English/HS Diploma and Age 75+**

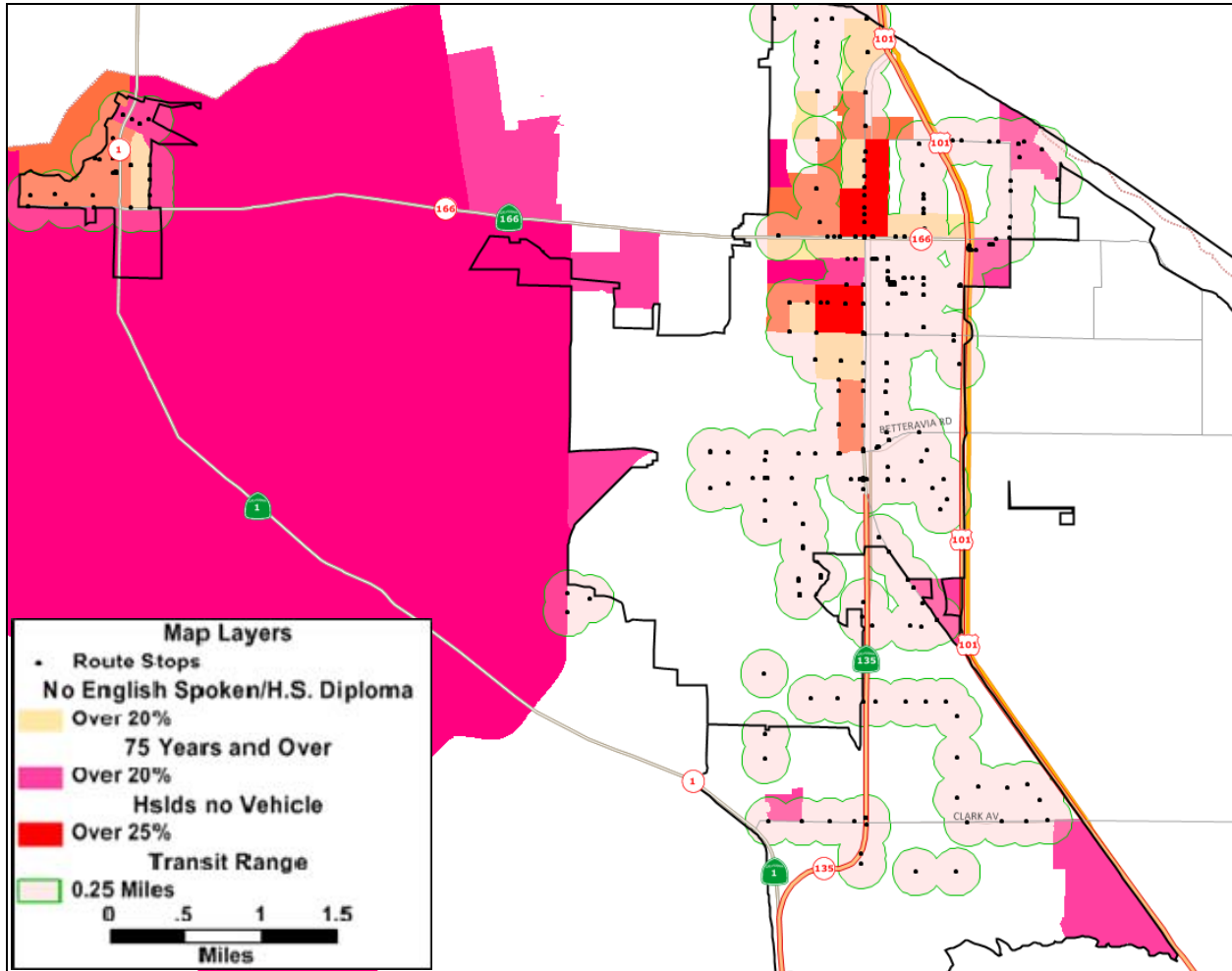


Map 120: Lompoc Region Communities of Concern, No English/HS Diploma/Vehicle and Age 75+





**Map 121: Santa Maria Region Communities of Concern, No English/HS Diploma and Age 75+**



In general, communities of concern are located within close proximity to transit. One exception is the minority and poverty community residing in the Lompoc Federal Penitentiary, which uses other secure transportation options. For communities with populations over age 75, there are several high income areas on the South Coast that are not served within the quarter-mile transit service area, including Hope Ranch and several other beach communities. This is also the case for an unincorporated area south of the City of Lompoc.

The environmental justice analysis compares impacts on the communities of concern for both the future baseline and RTP-SCS preferred scenario. Using the SBCAG travel model, the existing 2010 baseline population, household and employment values and the 2040 future baseline are compared with similar 2040 values in the preferred scenario. The analysis of the 2040 RTP-SCS preferred scenario indicates that benefits and burdens of the projects in the 2040 RTP-SCS are equitably distributed between the communities of concern and the overall population.

The variables analyzed in this process include:

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

*Peak Work Trips Less Than 30 Minutes:* The proportion of work trips less than 30 minutes are measured as a percentage of all work trips for drive alone, carpool, and transit users. Peak work trip periods are 7:00 AM-9:00 AM and 4:00 PM-5:00 PM.

*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:

- 5 Minutes of the Airport: Travel times are estimated to airport facilities in closest proximity.
- 5 Minutes of Universities: This measure of education access focuses on higher education, including universities, colleges, adult education facilities, and job training centers.
- 5 Minutes of Schools: this measure of education access focuses on K-12 school proximity.
- 5 Minutes of Healthcare: Healthcare includes hospitals and community clinics. This definition does not consider emergency response times, but rather it measures access to basic health services.
- 5 Minutes to Public Facility Amenities: Public amenities include museums and city halls.
- 5 Minutes of Parks or Beaches: Parks and 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 2040 RTP-SCS preferred scenario indicates that benefits and burdens of the projects in the 2040 RTP-SCS are equitably distributed between the communities of concern and the overall population. The 2040 preferred scenario results in generally positive outcomes for the communities of concern, as shown in Table 40, Table 41, Table 42, and Table 43, representing minority, low-income, low-mobility, and low community engagement populations. On only a few measures do communities of concern fare less well than the general population.

For example, there is a decrease in the percentage of trips less than 5 minutes to airport and college/university amenities for communities of concern.

A separate analysis is performed specifically for the minority, poverty, and low-income population as well. While these community groups benefit overall from the preferred scenario, the benefits are less pronounced than for the overall population. Access to airports in the preferred scenario is slightly lower for minority, poverty and low-income communities than for the overall population. Similarly, the preferred scenario decreases the minority communities' access to universities by -2.0 percent, compared to a 2.8 percent increase for the overall population.

#### *Communities of Concern Comparisons with the Overall Population*

The average travel time shown in the last column of Table 40 indicates that the 2040 preferred scenario, as compared to the 2040 baseline scenario and overall population, benefits communities of concern by reducing their travel times.

- The results indicate that the 2040 preferred scenario reduces drive-alone and shared ride travel time ranging from approximately -0.6 to -2.0 minutes, with an average of -1.3 minutes for communities of concern and a -1.5 minute reduction for the overall population.
- The transit travel times results indicate the preferred scenario reduces travel time by approximately -1.0 to -5.0 minutes, with an average of -2.7 minutes for communities of concern and -3.3 minutes for the overall population.
- The walk travel time results indicate the preferred scenario reduces travel time by approximately -0.1 to -1.4 minutes, with an average of -0.7 minutes for communities of concern and -1.2 minutes for the overall population.

The bike travel time results indicate the preferred scenario has minimal influence on travel times, which change from -0.1 to -3.0 minutes, with an average of 0.1, for the communities of concern and the overall population.

The peak work trips <30 minutes shown in the last column of Table 41 indicates that the 2040 preferred scenario, as compared to the 2040 baseline scenario, benefits communities of concern by increasing the percentage of work trips that are under 30 minutes.

- The drive alone/carpool work trips results indicate the preferred scenario increases the percentage of trips <30 minutes by approximately 0.4 to 3.7 percent, with an average of 1.4 percent, for communities of concern and 0.9 percent for the overall population.
- The transit work trips results indicate the preferred scenario increases the percentage of trips <30 minutes by approximately 0.1 to 1.3 percent, with an average of 0.5 percent, for communities of concern and 1.9 percent for the overall population.

Transit access by households within one quarter mile and one half mile, as shown in the last column of Table 42, indicates that the 2040 preferred scenario, as compared to the 2040

baseline scenario, benefits communities of concern by increasing the percentage of households transit access.

- Transit access results indicate the preferred scenario increases the percentage of household's quarter mile transit access by approximately 0.6 to 5.6 percent, with an average of 2.3 percent, for communities of concern and 3.6 percent for the overall population.
- Transit access results indicate the preferred scenario increases the percentage of household's half mile transit access by approximately 0.1 to 2.5 percent, with an average of .81 percent, for communities of concern and 3.6 percent for the overall population.

Access to amenities within a 5-minute travel time by all modes, as shown in the last column of Table 43, indicates that the 2040 preferred scenario, as compared to the 2040 baseline scenario, benefits most communities of concern 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 up to 4.0 percent, with an average of 0.7 percent, for communities of concern and 3.3 percent for the overall population. The households with no vehicle available shows a -0.2 percent decline in access.
- Access to K-12 schools, hospitals, public facilities, parks and beaches results indicate the preferred scenario increases the percentage of the population's access up to 11.5 percent, with an average of 3.2, for communities of concern and 5.6 percent for the overall population.
- Access to airports and college/Universities results indicate the preferred scenario decreases the percentage of the population's access from -4.6 to -0.8 percent, with an average of -0.25 percent, for communities of concern and increases access up to 2.8 percent for the overall population.

#### *Minority, Poverty, and Low-Income Comparisons with the Overall Population*

The average travel times shown in the last column of Table 40 indicate that the 2040 preferred scenario benefits minority, poverty, and low-income communities as compared to the both the overall population and the 2040 baseline scenario by reducing their travel times.

- The results indicate that the 2040 preferred scenario reduces drive-alone and shared ride travel time for minority, poverty and low-income communities by -2.0, -0.9 and -1.6 minutes respectively compared to a -1.5 minute reduction for the overall population.
- The transit travel times results indicate that the preferred scenario reduces travel time for minority, poverty and low-income communities by -5.2, -1.7 and -2.7 minutes respectively, compared to a -3.3 minute reduction for the overall population.
- The walk travel time results indicate the preferred scenario reduces travel time for the minority, poverty and low-income communities by -1.4, -0.2 and -0.4 minutes respectively, compared to -1.2 minutes for the overall population.

- The bike travel time results indicate the preferred scenario has minimal influence on travel times, which change for minority, poverty and low-income communities by -0.1 0.2 and 0 minutes respectively, compared to -0.1 for the overall population.

The number of peak work trips <30 minutes shown in the last column of Table 41 increase under the 2040 preferred scenario, as compared to the 2040 baseline scenario, for minority, poverty and low-income communities, benefitting these communities with shorter commute times.

- The drive alone/carpool work trips results indicate that the preferred scenario increases the percentage of trips <30 minutes for the minority, poverty and low-income communities by 0.4, 0.7, and 1.6 percent respectively, compared to 0.9 percent for the overall population.
- The transit work trips results indicate the preferred scenario increases the percentage of trips <30 minutes for the minority, poverty and low-income communities by 0.2, 1.3, and 1.2 percent respectively compared to 1.9 percent for the overall population.

Transit access by minority, poverty and low-income households within one-quarter mile and one-half mile, as shown in the last column of Table 42, increase under the 2040 preferred scenario, as compared to the 2040 baseline scenario, benefitting minority, poverty and low-income communities.

- Transit access results indicate that the preferred scenario increases the percentage of households with quarter-mile transit access for minority, poverty and low-income communities by 0.6, 1.23 and 1.23 percent respectively, compared to 3.61 percent for the overall population.
- Transit access results indicate that the preferred scenario increases the percentage of households with half-mile transit access for minority, poverty and low-income communities by 1.14, .10, and .36 percent respectively, compared to 3.61 percent for the overall population.

Access to amenities within a 5-minute travel time by all modes, as shown in the last column of Table 43, increases slightly for minority, poverty and low-income communities under the 2040 preferred scenario, as compared to the 2040 baseline scenario. This benefit does not include airports. The benefits, although positive, are less pronounced than for the overall population in the various amenity categories.

- The results for access to all amenities combined indicate the preferred scenario increases the percentage of minority, poverty and low-income communities access by 0.5, 0.0, and 0.2 percent respectively, compared to 3.3 percent for the overall population.
- Access to K-12 schools, hospitals, public facilities, and parks and beaches results indicate the preferred scenario increases the percentage of the minority, poverty and low-income communities access. However, the increase is greater for the overall population in most of these categories.

- Access to airports decreases under the preferred scenario for minority, poverty and low-income communities by -0.8, 1.9, and -3.5 percent respectively, compared to 1.3 percent for the overall population.
- Access to universities increases for poverty and low-income communities by 0.5 and 4.0 percent respectively, and decreases the minority communities access by -2.0 percent, compared to a 2.8 percent increase for the overall population.

**Table 40: Average Travel Time, Total Population and Communities of Concern**

Total Population and Communities of Concern Comparison	2010 Values	Future Baseline Scenario		Preferred Scenario		2040 Preferred Scenario vs 2040 Future Baseline
		2040 Values	2010 to 2040 Difference	2040 Values	2010 to 2040 Difference	
<b>Average Travel Time-Drive Alone and Shared Rides (minutes)</b>						
Total Population	14.0	15.4	1.4	13.9	(0.1)	(1.5)
Hispanic and Minority Population	11.5	12.9	1.4	10.9	(0.6)	(2.0)
Below Poverty in Households	11.2	12.1	0.9	11.2	(0.1)	(0.9)
Income Below 48K in Households	11.7	12.9	1.2	11.3	(0.4)	(1.6)
Age Over 75 Population	12.9	13.8	0.9	12.1	(0.8)	(1.7)
No Vehicle Available in Households	11.1	11.9	0.8	11.3	0.2	(0.6)
No HS Diploma Persons Over Age 25 Population	11.7	12.7	1.0	11.5	(0.2)	(1.2)
English Not Spoken Well in Households	11.7	12.8	1.0	11.5	(0.3)	(1.3)
Communities of Concern Average	11.7	12.7	1.0	11.4	(0.3)	(1.3)
<b>Average Travel Time-Transit (minutes)</b>						
Total Population	105.8	106.5	0.7	103.2	(2.6)	(3.3)
Hispanic and Minority Population	99.4	101.8	2.4	96.7	(2.7)	(5.2)
Below Poverty in Households	91.1	94.1	3.0	92.4	1.3	(1.7)
Income Below 48K in Households	92.1	95.4	3.2	92.7	0.6	(2.7)
Age Over 75 Population	130.3	128.8	(1.6)	126.4	(3.9)	(2.4)
No Vehicle Available in Households	100.9	100.9	0.0	99.7	(1.1)	(1.1)
No HS Diploma Persons Over Age 25 Population	99.7	100.8	1.1	97.8	(2.0)	(3.0)
English Not Spoken Well in Households	97.1	99.1	2.0	96.3	(0.8)	(2.8)
Communities of Concern Average	101.5	103.0	1.5	100.3	(1.2)	(2.7)
<b>Average Travel Time-Walk (minutes)</b>						
Total Population	32.0	32.4	0.5	31.2	(0.7)	(1.2)
Hispanic and Minority Population	28.3	29.6	1.4	28.2	(0.1)	(1.4)
Below Poverty in Households	26.5	26.3	(0.2)	26.0	(0.5)	(0.2)
Income Below 48K in Households	25.9	26.1	0.3	25.7	(0.2)	(0.4)
Age Over 75 Population	35.3	35.8	0.5	34.6	(0.7)	(1.2)
No Vehicle Available in Households	27.1	27.0	(0.0)	26.6	(0.4)	(0.4)
No HS Diploma Persons Over Age 25 Population	28.4	29.6	1.2	28.7	0.3	(0.9)
English Not Spoken Well in Households	27.5	27.5	0.1	27.5	(0.0)	(0.1)
Communities of Concern Average	28.4	28.9	0.4	28.2	(0.2)	(0.7)
<b>Average Travel Time-Bike (minutes)</b>						
Total Population	14.5	14.6	0.1	14.5	(0.0)	(0.1)
Hispanic and Minority Population	11.2	11.3	0.1	11.2	(0.0)	(0.1)
Below Poverty in Households	12.0	12.0	0.1	12.3	0.3	0.2
Income Below 48K in Households	11.2	11.3	0.1	11.3	0.1	(0.0)
Age Over 75 Population	16.4	16.5	0.1	16.3	(0.1)	(0.2)
No Vehicle Available in Households	12.7	13.1	0.5	13.5	0.8	0.3
No HS Diploma Persons Over Age 25 Population	12.3	12.2	(0.1)	12.5	0.2	0.3
English Not Spoken Well in Households	11.6	11.8	0.1	11.8	0.1	(0.0)
Communities of Concern Average	12.5	12.6	0.1	12.7	0.2	0.1

Source: SBCAG Travel Model



**Table 41: Peak Work Trips <30 Minutes, Total Population and Communities of Concern**

Total Population and Communities of Concern Comparison	2010 Values	Future Baseline Scenario		Preferred Scenario		2040 Preferred Scenario vs 2040 Future Baseline
		2040 Values	2010 to 2040 Difference	2040 Values	2010 to 2040 Difference	
<b>Drive Alone/Carpool Peak Work Trips &lt;30 minutes (percent)</b>						
Total Population	88.1	88.0	(0.1)	89.0	0.8	0.9
Hispanic and Minority Population	89.6	90.5	0.9	90.8	1.2	0.4
Below Poverty in Households	92.8	91.8	(0.9)	92.5	(0.2)	0.7
Income Below 48K in Households	90.0	89.0	(1.0)	90.6	0.6	1.6
Age Over 75 Population	89.0	87.6	(1.4)	91.4	2.4	3.7
No Vehicle Available in Households	92.1	91.4	(0.6)	93.7	1.6	2.3
No HS Diploma Persons Over Age 25 Population	91.2	90.9	(0.2)	91.4	0.2	0.4
English Not Spoken Well in Households	88.9	88.4	(0.5)	89.3	0.4	0.9
Communities of Concern Average	90.5	90.0	(0.5)	91.4	0.9	1.4
<b>Transit Peak Work Trips &lt;30 minutes (percent)</b>						
Total Population	6.2	8.1	2.0	10.0	3.8	1.9
Hispanic and Minority Population	6.0	7.7	1.7	8.0	2.0	0.2
Below Poverty in Households	5.3	9.2	3.9	10.5	5.2	1.3
Income Below 48K in Households	6.4	8.1	1.7	9.3	2.9	1.2
Age Over 75 Population	12.1	18.3	6.1	18.4	6.3	0.2
No Vehicle Available in Households	12.4	16.9	4.5	17.0	4.6	0.1
No HS Diploma Persons Over Age 25 Population	4.5	5.7	1.2	5.9	1.4	0.2
English Not Spoken Well in Households	3.9	3.9	(0.0)	4.1	0.2	0.2
Communities of Concern Average	7.2	10.0	2.7	10.5	3.2	0.5

Source: SBCAG Travel Model

**Table 42: Transit Access, Total Population and Communities of Concern**

Total Population and Communities of Concern Comparison	2010 Values	Future Baseline Scenario		Preferred Scenario		2040 Preferred Scenario vs 2040 Future Baseline
		2040 Values	2010 to 2040 Difference	2040 Values	2010 to 2040 Difference	
<b>Household Transit Access .25 Miles (percent)</b>						
Total Population	88.82	86.52	(2.29)	90.13	1.31	3.61
Hispanic and Minority Population	87.63	88.13	0.50	88.74	1.12	0.61
Below Poverty in Households	87.40	87.04	(0.37)	88.27	0.87	1.23
Income Below 48K in Households	87.40	87.04	(0.37)	88.27	0.87	1.23
Age Over 75 Population	74.29	71.98	(2.30)	77.59	3.31	5.61
No Vehicle Available in Households	93.05	92.98	(0.07)	94.36	1.31	1.38
No HS Diploma Persons Over Age 25 Population	81.64	77.29	(4.35)	82.16	0.52	4.88
English Not Spoken Well in Households	83.59	83.67	0.08	84.84	1.25	1.17
Communities of Concern Average	85.00	84.02	(0.98)	86.32	1.32	2.30
<b>Household Transit Access .5 Miles (percent)</b>						
Total Population	88.82	86.52	(2.29)	90.13	1.31	3.61
Hispanic and Minority Population	97.39	95.91	(1.48)	97.05	(0.34)	1.14
Below Poverty in Households	98.56	98.65	0.09	98.75	0.19	0.10
Income Below 48K in Households	98.38	98.13	(0.25)	98.48	0.11	0.36
Age Over 75 Population	92.82	91.39	(1.43)	93.89	1.07	2.50
No Vehicle Available in Households	98.87	98.91	0.04	99.20	0.33	0.29
No HS Diploma Persons Over Age 25 Population	97.38	96.28	(1.11)	97.16	(0.22)	0.88
English Not Spoken Well in Households	98.12	97.93	(0.19)	98.36	0.24	0.43
Communities of Concern Average	97.36	96.74	(0.62)	97.56	0.19	0.81

Source: SBCAG Travel Model

**Table 43: Proximity to Amenities within 5 Minutes Travel Time, Total Population and Communities of Concern**

Total Population and Individual Communities of Concern, all Modes	2010 Values	Future Baseline Scenario		Preferred Scenario		2040 Preferred Scenario vs 2040 Future Baseline
		2040 Values	2010 to 2040 Difference	2040 Values	2010 to 2040 Difference	
<b>All Amenities in 5 minutes (percent)</b>						
Total Population	92.7	90.4	(2.4)	93.7	0.9	3.3
Hispanic and Minority Population	96.8	96.7	(0.1)	97.2	0.3	0.5
Below Poverty in Households	97.1	97.4	0.3	97.4	0.3	0.0
Income Below 48K in Households	97.8	97.8	0.0	98.0	0.2	0.2
Age Over 75 Population	91.6	89.6	(2.0)	93.8	2.2	4.1
No Vehicle Available in Households	100.0	99.9	(0.1)	99.7	(0.3)	(0.2)
No HS Diploma Persons Over Age 25 Population	98.0	97.9	(0.1)	97.9	(0.1)	0.0
English Not Spoken Well in Households	96.9	96.5	(0.4)	97.1	0.2	0.6
Communities of Concern Average	96.9	96.5	(0.4)	97.3	0.4	0.7
<b>Airport Amenities in 5 minutes (percent)</b>						
Total Population	50.5	50.4	(0.1)	51.7	1.2	1.3
Hispanic and Minority Population	73.7	75.5	1.9	74.8	1.1	(0.8)
Below Poverty in Households	53.1	52.3	(0.8)	50.4	(2.7)	(1.9)
Income Below 48K in Households	62.3	62.3	0.0	58.8	(3.5)	(3.5)
Age Over 75 Population	36.0	33.9	(2.1)	41.2	5.2	7.3
No Vehicle Available in Households	39.0	38.1	(0.8)	36.0	(2.9)	(2.1)
No HS Diploma Persons Over Age 25 Population	55.4	59.0	3.6	54.4	(1.0)	(4.6)
English Not Spoken Well in Households	61.1	60.4	(0.7)	60.5	(0.6)	0.1
Communities of Concern Average	54.4	54.5	0.2	53.7	(0.6)	(0.8)
<b>School Amenities in 5 minutes (percent)</b>						
Total Population	90.7	87.4	(3.3)	91.6	0.9	4.2
Hispanic and Minority Population	96.1	96.1	0.0	96.5	0.4	0.4
Below Poverty in Households	97.1	97.4	0.3	97.4	0.3	0.0
Income Below 48K in Households	97.6	97.6	(0.0)	97.8	0.2	0.2
Age Over 75 Population	90.9	85.6	(5.3)	92.1	1.2	6.5
No Vehicle Available in Households	99.0	98.7	(0.3)	98.8	(0.3)	0.1
No HS Diploma Persons Over Age 25 Population	95.0	94.3	(0.7)	94.5	(0.5)	0.3
English Not Spoken Well in Households	96.5	96.0	(0.5)	96.7	0.2	0.7
Communities of Concern Average	96.0	95.1	(0.9)	96.3	0.2	1.2
<b>College/Univ Amenities in 5 minutes (percent)</b>						
Total Population	50.2	49.8	(0.5)	52.6	2.4	2.8
Hispanic and Minority Population	67.7	70.7	3.0	68.7	1.0	(2.0)
Below Poverty in Households	79.7	79.6	(0.1)	80.1	0.4	0.5
Income Below 48K in Households	67.9	67.5	(0.4)	71.5	3.6	4.0
Age Over 75 Population	50.2	46.8	(3.4)	47.2	(3.0)	0.5
No Vehicle Available in Households	76.1	77.4	1.3	77.3	1.2	(0.1)
No HS Diploma Persons Over Age 25 Population	66.5	68.8	2.3	67.0	0.5	(1.8)
English Not Spoken Well in Households	68.9	67.8	(1.1)	68.7	(0.2)	0.9
Communities of Concern Average	68.1	68.3	0.2	68.6	0.5	0.3

Total Population and Individual Communities of Concern, all Modes	2010 Values	Future Baseline Scenario		Preferred Scenario		2040 Preferred Scenario vs 2040 Future Baseline
		2040 Values	2010 to 2040 Difference	2040 Values	2010 to 2040 Difference	
<b>Hospital Amenities in 5 minutes (percent)</b>						
Total Population	30.6	28.0	(2.5)	33.6	3.1	5.6
Hispanic and Minority Population	16.5	14.2	(2.3)	17.2	0.8	3.0
Below Poverty in Households	20.4	22.7	2.3	24.9	4.5	2.2
Income Below 48K in Households	15.7	15.5	(0.1)	21.3	5.6	5.8
Age Over 75 Population	40.5	37.9	(2.7)	49.4	8.9	11.5
No Vehicle Available in Households	59.9	59.9	0.0	67.7	7.9	7.9
No HS Diploma Persons Over Age 25 Population	24.9	22.0	(2.9)	28.3	3.4	6.3
English Not Spoken Well in Households	22.4	22.4	(0.0)	25.4	3.0	3.0
Communities of Concern Average	28.6	27.8	(0.8)	33.5	4.9	5.7
<b>Building Amenities (public facilities) in 5 minutes (percent)</b>						
Total Population	30.3	28.2	(2.1)	32.4	2.1	4.2
Hispanic and Minority Population	15.4	13.8	(1.6)	15.6	0.2	1.8
Below Poverty in Households	42.7	42.8	0.0	43.2	0.4	0.4
Income Below 48K in Households	27.6	26.3	(1.3)	32.4	4.8	6.1
Age Over 75 Population	35.7	33.5	(2.1)	42.7	7.0	9.1
No Vehicle Available in Households	59.7	59.8	0.1	63.4	3.7	3.6
No HS Diploma Persons Over Age 25 Population	31.1	27.7	(3.4)	33.2	2.1	5.5
English Not Spoken Well in Households	29.7	30.0	0.3	30.3	0.6	0.3
Communities of Concern Average	34.5	33.4	(1.1)	37.2	2.7	3.8
<b>Park Amenities in 5 minutes (percent)</b>						
Total Population	76.5	73.8	(2.7)	78.8	2.2	5.0
Hispanic and Minority Population	76.9	76.0	(1.0)	77.9	1.0	1.9
Below Poverty in Households	77.7	78.6	0.9	80.2	2.5	1.6
Income Below 48K in Households	74.7	75.4	0.7	77.7	3.0	2.3
Age Over 75 Population	78.2	76.9	(1.4)	83.0	4.7	6.1
No Vehicle Available in Households	83.3	84.4	1.1	87.3	4.0	2.9
No HS Diploma Persons Over Age 25 Population	85.1	83.3	(1.8)	85.6	0.5	2.3
English Not Spoken Well in Households	81.2	80.4	(0.7)	82.8	1.6	2.3
Communities of Concern Average	79.6	79.3	(0.3)	82.1	2.5	2.8
<b>Beach Amenities in 5 minutes (percent)</b>						
Total Population	20.2	18.2	(2.0)	21.5	1.3	3.3
Hispanic and Minority Population	14.8	12.8	(2.0)	14.3	(0.5)	1.6
Below Poverty in Households	18.2	20.7	2.5	21.6	3.3	0.8
Income Below 48K in Households	15.5	15.3	(0.1)	20.9	5.4	5.5
Age Over 75 Population	38.9	36.6	(2.3)	37.4	(1.5)	0.8
No Vehicle Available in Households	56.1	56.6	0.5	60.2	4.1	3.6
No HS Diploma Persons Over Age 25 Population	19.1	17.1	(2.0)	21.2	2.1	4.1
English Not Spoken Well in Households	16.9	17.2	0.3	17.9	1.0	0.7
Communities of Concern Average	25.6	25.2	(0.4)	27.6	2.0	2.4

Source: SBCAG Travel Model

### Environmental Justice Air Quality Impacts

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.<sup>211</sup> In

<sup>211</sup> Air Resources Board. *Risk Reduction Plan to Reduce Particulate Matter Emissions from Diesel-Fueled Engines*. October 2000.

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 receptors.

Particulate matter, also known as particle pollution or PM, is a mixture of small particles and liquid droplets. Particle pollution is made up of a number of 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<sub>10</sub>), 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<sub>2.5</sub>), such as those found in smoke and haze, are 2.5 micrometers in diameter and smaller. These particles can be directly emitted from sources such as forest fires, or they can form when gases emitted from power plants, industries and automobiles react in the air.

While toxic air concentrations, health risks, and associated odors will decrease within any given distance of mobile sources, exposure is primarily based on localized characteristics such as average daily traffic on roadway segments and wind direction, and as such, the health risks and nuisance odors adjacent to high volume roadways and transportation facilities are higher than regional averages. The Air Resources Board recommends avoiding siting new sensitive land uses, such as residences, schools, daycare 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.<sup>212</sup> 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% 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<sub>10</sub> and PM<sub>2.5</sub>). This analysis is limited to U.S. Route 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. Caltrans data shows approximately 6,900 commercial truck trips per day, which represents 9.6% of the total traffic volume. As U.S. 101 extends northward, truck traffic volumes vary from 2,800-3,800 trucks per day through Gaviota and the Santa Ynez Valley to 4,300 trucks per day through the Santa Maria Valley.

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<sup>212</sup> Air Resources Board. *Air Quality and Land Use Handbook: A Community Health Perspective*. June 2005.

Using a nationwide network of monitoring sites, EPA, state, and local agencies have developed ambient air quality measurements for PM. This data is used to ensure that PM in the air is at levels that do not impair public health and the environment. Federal and State PM emissions standards are somewhat different, with the State standards being more stringent than the federal, and use somewhat different measurement methods. Table 44 shows the State standards only. For PM<sub>10</sub>, the annual average State standard is 20 micrograms per cubic meter (ug/m<sup>3</sup>). For PM<sub>2.5</sub>, the annual average State standard is 12 ug/m<sup>3</sup>. Nationally, average PM concentrations have decreased over the years and are forecast by the EPA to continue a downward trend. Their projected year 2020 annual estimated value for PM<sub>2.5</sub> for Santa Barbara County is 8.9 ug/m<sup>3</sup>, less than the current 12.0 ug/m<sup>3</sup> State annual average standard. Figure 81 and Figure 82 provide some historical data from the local monitoring sites. PM<sub>10</sub> measurements are available for specific sites in the County and Figure 81 indicates the Cities of Santa Barbara and Santa Maria are in a downward trend starting in 2007 and 2008 respectively. PM<sub>2.5</sub> measurements are available county-wide and show a similar trend.

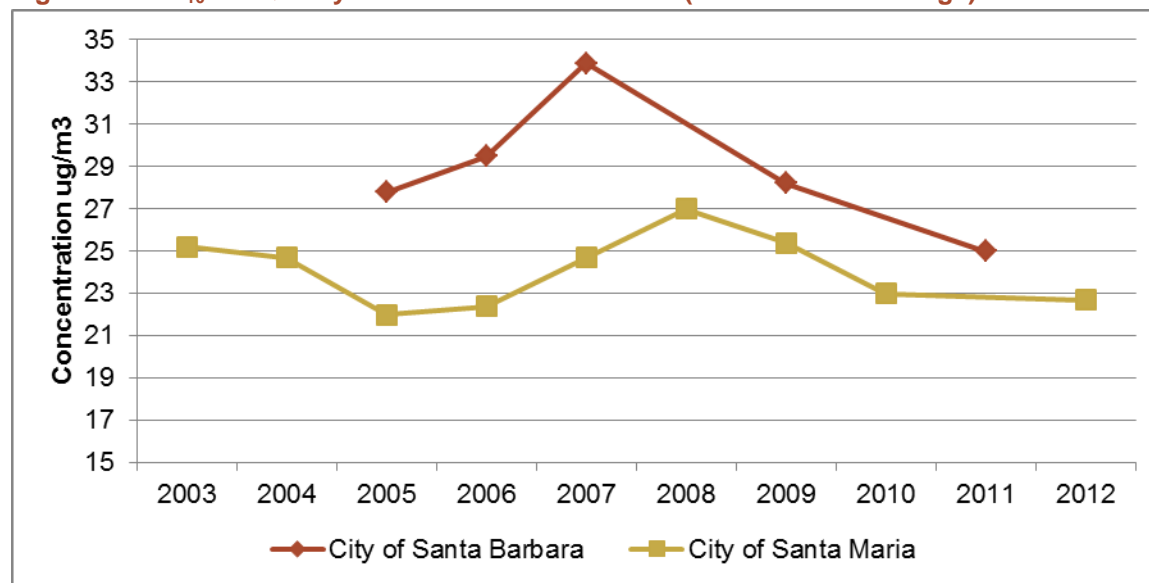
**Table 44: Current State Ambient Air Quality Standards for Particle Matter**

Pollutant	California State Standard
PM <sub>10</sub>	20 ug/m <sup>3</sup> (annual average)
PM <sub>2.5</sub>	12 ug/m <sup>3</sup> (annual average)

Source: California Air Resources Board, June 7, 2012

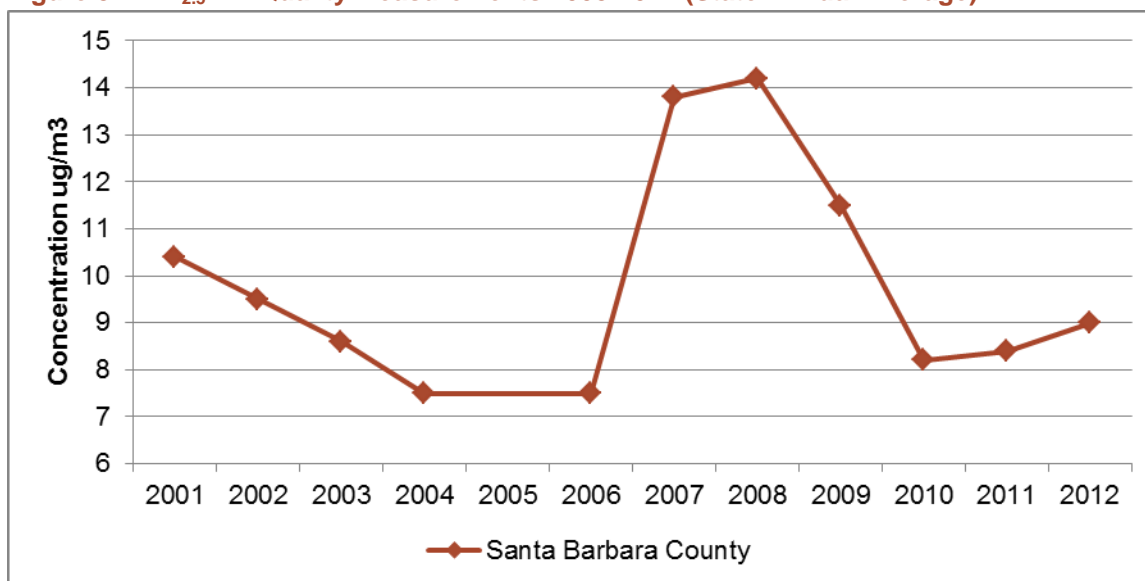
ug/m<sup>3</sup> = micrograms per cubic meter

**Figure 81: PM<sub>10</sub> Air Quality Measurements 2003-2012 (State Annual Average)**



Source: California Air Resources Board

**Figure 82: PM<sub>2.5</sub> Air Quality Measurements 2003-2012 (State Annual Average)**



Note: Only County level data available for PM<sub>2.5</sub>

Results from air quality analysis in the RTP-SCS EIR provide year 2020, 2035 and 2040 on-road mobile source diesel PM<sub>2.5</sub> and PM<sub>10</sub> emissions. As Table 45 indicates, the preferred scenario emissions of PM<sub>2.5</sub> and PM<sub>10</sub> would be less than 2011 levels, and less than emissions associated with the forecast future baseline scenario. Transportation improvements and land use patterns identified in the proposed 2040 RTP-SCS 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 TOD. 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 45: On-Road Mobile Source Toxics Forecast Comparison**

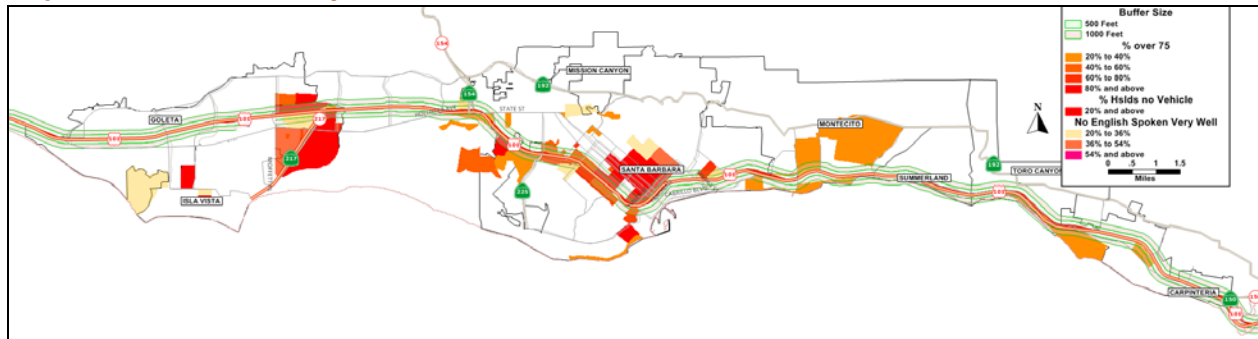
Vehicle Activity	Diesel PM <sub>2.5</sub> (tons/day)	Diesel PM <sub>10</sub> (tons/day)
2011	0.15	0.21
2020 Baseline Scenario	0.08	0.14
2020 Preferred Scenario	0.07	0.13
2035 Baseline Scenario	0.08	0.15
2035 Preferred Scenario	0.07	0.14
2040 Baseline Scenario	0.08	0.15
2040 Preferred Scenario	0.07	0.14

Source: SBCAG RTP-SCS EIR

## Results for Environmental Justice Air Quality Measures

In order to assess the impacts of air quality on communities of concern, buffer areas of 500 and 1,000 feet from the Route 101 corridor were established. The following maps provide an example of the buffer area relative to the communities of concern for the major populated areas adjacent to Route 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 communities of concern have overlapping boundaries, the land area is only counted once so there is no duplication of area in the “All Communities of Concern” category.

**Map 122: Buffer Areas Adjacent to Route 101 and Communities of Concern, South Coast**





**Map 123: Buffer Areas Adjacent to Route 101 and Communities of Concern, Santa Maria Valley**

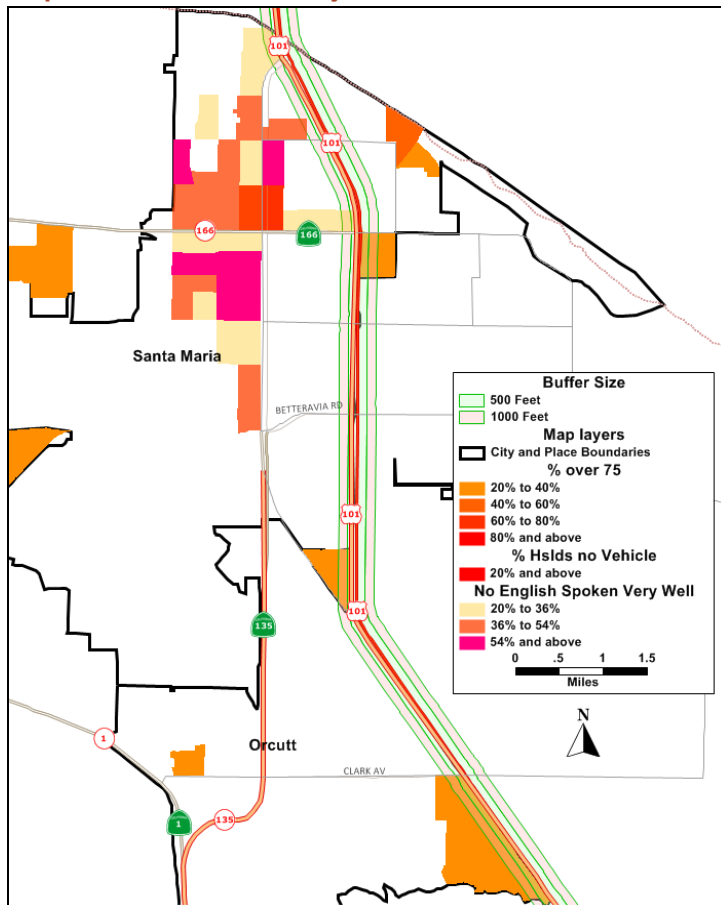


Table 46 indicates the area contained in both the 500 and 1,000 foot buffer areas for the communities of concern as compared to the overall population. The population in communities of concern has a greater percentage of land area contained in the buffer areas compared to the overall population.

- On average, the communities of concern have a higher proportion of land area within the 500 and 1,000 foot buffer areas as compared to the overall populations land area. Table 45 indicates 0.7 percent of the county-wide region or 18.6 of the total 2,555 square miles are within 500 feet of the U.S. 101 corridor. By comparison, 2.7 percent of the communities of concern area or 3.5 of the total 129 square miles are within 500 feet of the U.S. 101 corridor.
- Similarly, 1.4 percent of the county-wide region or 35.9 of the total 2,555 square miles are within 1,000 feet of the U.S. 101 corridor. By comparison, 5.1 percent of the communities of concern or 6.5 square miles of the total 129 square miles are within 1,000 feet of the U.S. 101 corridor.
- The population categories represented by people over age 75 and those without vehicles have the highest proportions of their land area within the 500-foot buffer area with 6.7 and 9.0 percent respectively. Similarly, people over age 75 and those without vehicles have the highest proportions of their land area within the 1,000 foot buffer area, with 12.2 and 17.7 percent respectively.

- The population categories represented by the minority, poverty, and low-income communities have 0.8, 5.1 and 1.1 percent respectively, of their land area within the 500-foot buffer area and 1.5, 10.2 and 2.1 percent respectively, of their land area in the 1,000-foot buffer area. The overall population that has a smaller .07 and 1.4 percent of its land area within the 500 and 1,000 foot buffer areas respectively. The all communities of concern category has 2.7 and 6.5 percent of their land area within the 500 and 1,000 foot buffer areas respectively. The poverty category has a greater percentage of its land area within the 500 and 1,000 foot buffer area than the all communities of concern.

Table 47 and Table 48 indicate the percent population growth for both the 2040 future baseline and preferred scenario within the 500 and 1,000-foot buffer areas in the communities of concern as compared to the overall population. Population growth in the buffer areas is greater for the preferred scenario than the future baseline.

- For all population categories, the 2040 preferred scenario shows a greater percentage population growth from 2010-2020 in the 500 and 1,000-foot buffer areas as compared to the 2040 baseline scenario.
- The percentage population growth in the communities of concern 500-foot buffer areas, on average, are similar to the overall population increasing 0.8 and 1.1 percent respectively in the preferred scenario, and decreasing -0.4 and -0.7 percent respectively for the baseline scenario. Similarly, in the 1,000-foot buffer areas the population increases on average 2.9 and 2.7 percent respectively in the preferred scenario, and decrease -1.1 and -0.7 percent respectively for the baseline scenario.
- The percentage population change in the minority, poverty, and low-income communities 500-foot buffer areas is 0.0, 0.5 and 0.0 percent respectively in the preferred scenario and -1.0, .2, and -0.2 percent respectively in the baseline scenario. Similarly, in the 1,000-foot buffer areas the percentage population change is .1, 1.4, and 3.3 percent respectively for the preferred scenario and -0.7, 0.8, and 0.1 percent respectively for the baseline scenario. The percentage population change for the overall population 500-foot buffer area is greater than the minority, poverty and low-income communities increasing 1.1 percent in the preferred scenario. The overall population change is -.07 percent in the baseline scenario. Similarly in the 1,000-foot buffer area the overall population change is 2.7 percent for the preferred scenario and -.07 percent for the baseline scenario. The percentage population change for the all communities of concern category 500-foot buffer area is greater than the minority, poverty and low-income communities increasing 0.8 percent in the preferred scenario. The all communities of concern category change is -.04 in the baseline scenario. Similarly in the 1,000-foot buffer area the all communities of concern category increase 2.9 percent in the preferred scenario and decreases -1.1 in the baseline scenario.

**Table 46: Comparison of Land Area within 500 and 1,000 Feet of the U.S. 101 Corridor**

Comparison of Area Within Route 101 Buffer Areas	Total Area (Square Miles)	Area in 500 Foot Buffer	% of Area in 500 Foot Buffer	Area in 1,000 Foot Buffer	% of Area in 1,000 Foot Buffer
Total County	2,555	18.6	0.7%	35.9	1.4%
Hispanic & Minority	92	0.8	0.8%	1.4	1.5%
Below Poverty	6	0.3	5.1%	0.6	10.2%
Income Below 48k	73	0.8	1.1%	1.5	2.1%
Age Over 75	16	1.1	6.7%	1.8	11.2%
No Vehicle Available	7	0.7	9.0%	1.3	17.7%
No HS Diploma Persons Over Age 25	98	1.8	1.9%	3.5	3.6%
English Not Spoken Well	79	0.8	1.1%	1.6	2.0%
All Communities of Concern	129	3.5	2.7%	6.5	5.1%

Source: SBCAG Travel Model

**Table 47: Comparison of Forecast Population Growth Percentages within 500 Feet of U.S. 101 Corridor**

Total Population and Communities of Concern Comparison	2010 Population	Future Baseline Scenario		Preferred Scenario		2040 Preferred Scenario vs 2040 Future Baseline
		2040 Population	2010 to 2040 Difference	2040 Population	2010 to 2040 Difference	
<b>500 Foot Buffer-Percentage</b>						
Total County	7.4%	6.9%	-0.4%	8.4%	1.1%	1.5%
Hispanic & Minority	7.5%	6.5%	-1.0%	7.5%	0.0%	1.0%
Below Poverty	5.3%	5.5%	0.2%	5.8%	0.5%	0.3%
Income Below 48k	6.3%	6.0%	-0.2%	6.3%	0.0%	0.2%
Age Over 75	15.3%	14.1%	-1.2%	19.2%	3.9%	5.0%
No Vehicle Available	15.6%	14.4%	-1.2%	14.9%	-0.7%	0.5%
No HS Diploma Persons Over Age 25	9.5%	8.6%	-0.9%	10.0%	0.4%	1.4%
English Not Spoken Well	8.1%	8.1%	0.0%	8.3%	0.2%	0.2%
Communities of Concern Average	8.8%	8.1%	-0.7%	9.6%	0.8%	1.5%

Source: SBCAG Travel Model

**Table 48: Comparison of Forecast Population Growth Percentages within 1,000 Feet of 101 Corridor**

Total Population and Communities of Concern Comparison	2010 Population	Future Baseline Scenario		Preferred Scenario		2040 Preferred Scenario vs 2040 Future Baseline
		2040 Population	2010 to 2040 Difference	2040 Population	2010 to 2040 Difference	
<b>1,000 Foot Buffer Percentage</b>						
Total County	14.5%	13.8%	-0.7%	17.2%	2.7%	3.4%
Hispanic & Minority	13.9%	12.2%	-1.7%	14.0%	0.1%	1.8%
Below Poverty	11.5%	12.3%	0.8%	12.9%	1.4%	0.6%
Income Below 48k	13.4%	13.5%	0.1%	16.7%	3.3%	3.2%
Age Over 75	27.6%	25.7%	-1.9%	32.5%	4.9%	6.8%
No Vehicle Available	35.5%	34.8%	-0.8%	41.1%	5.6%	6.4%
No HS Diploma Persons Over Age 25	19.2%	17.8%	-1.4%	22.3%	3.0%	4.5%
English Not Spoken Well	15.6%	15.9%	0.3%	17.0%	1.4%	1.1%
Communities of Concern Average	17.4%	16.3%	-1.1%	20.3%	2.9%	4.0%

Source: SBCAG Travel Model

As a result of 2040 RTP-SCS 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. However, in order to achieve the greatest VMT reductions from a compact growth pattern, development also must necessarily be in close proximity to public transit and major roadway corridors. Although the precise location and density of such development is not known at this time, the RTP-SCS 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 the RTP-SCS 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.

#### **6.6.4 HEALTH & SAFETY**

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

*Percent Bike and walk mode share (all trips):* The preferred scenario achieves an increase in bike and walk mode share for all trips. In 2010, bike and walk mode share represented 4.84% of all trips. In 2020, 2035, and 2040, bike and walk mode share represented 4.92%, 5.01%, and 5.01% of all trips. The total increase is 4% from the 2010 percentage, and a 5% increase from the corresponding 2040 future baseline percentage (4.78%).

*Percent Bike and walk mode share (workers):* The preferred scenario also achieves an increase in bike and walk mode share for worker trips. In 2010, bike and walk mode share represented 3.76% of worker trips. In 2020, 2035, and 2040, bike and walk mode share represented 3.75%, 4.00%, and 4.02% of worker trips. The total increase is 7% from the 2010 percentage, and a 6% increase from the corresponding 2040 future baseline percentage (3.79%).

#### **6.6.5 PROSPEROUS ECONOMY**

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

*Net travel savings (time):* The preferred scenario achieves greater net reductions in travel time compared to the future baseline. In 2010, average travel time for all trips was 14.0 minutes

County-wide. The future baseline increases average travel time to 15.07, 15.31, and 15.43 minutes County-wide for 2020, 2035, and 2040 respectively. The preferred scenario increases average travel time to 14.25 in 2020, but decreases to 13.90 and 13.91 minutes County-wide for 2035 and 2040 respectively. The total decrease by 2040 for the preferred scenario is 1% from 2010 minutes, and a 10% reduction from the corresponding 2040 future baseline percentage (10%).

*Net commuter savings (time):* The preferred scenario achieves greater net reductions compared to the future baseline. In 2010, average commute time for workers was 15.3 minutes County-wide. The future baseline increases average commute time to 15.63, 15.64, and 15.60 minutes County-wide for 2020, 2035, and 2040 respectively. The preferred scenario increases average commute time to 15.61 in 2020, but decreases to 14.99 and 14.90 minutes County-wide for 2035 and 2040 respectively. The total decrease by 2040 for the preferred scenario is 3% from 2010 minutes, and a 5% reduction from the corresponding 2040 future baseline percentage (2%).

*Net cost avoided (money):* The preferred scenario achieves greater cost reductions compared to the future baseline. In 2010, annual auto operating costs, set to 19.3 cents/mile and value of time set to \$7.05/hour, cost drivers 1.795 million dollars County-wide. Without any adjustments to the auto operating cost assumptions, the future baseline increases annual auto-related expenditures to 2.074, 2.423, and 2.495 million dollars County-wide for 2020, 2035, and 2040 respectively. Without any adjustments to the auto operating cost assumptions, the preferred scenario increases auto expenditures to 1.874, 2.044, and 2.086 million dollars County-wide for 2020, 2035, and 2040 respectively. The total increase by 2040 for the preferred scenario is 16% from 2010 costs, and a 16% reduction from the corresponding 2040 future baseline percentage (39%).

*Percent of Agricultural Land and Open Space Retained per Year in Unincorporated Areas:* Except for a single, 17.51-acre site (commonly known as the MTD site, is located between the City of Goleta and the City of Santa Barbara in the unincorporated Eastern Goleta area), the RTP-SCS does not contemplate any conversion of agricultural land to urban uses. It accounts for less than 0.002% of all agriculture and open space land in the unincorporated areas.

*% of Agricultural Land and Open Space Retained per Year in Incorporated Areas:* 100% of agricultural land and open space are retained in the incorporated areas for both the future baseline and the preferred scenario.

## Chapter 7 Action Element

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This chapter outlines a regional transportation implementation strategy, including regionally-significant transportation improvement projects and regional transportation programs and strategies. This regional transportation implementation strategy contains the Regional Transportation Plan components required by federal law:<sup>213</sup> operational and management strategies to improve the performance of existing transportation facilities to relieve vehicular congestion and maximize the safety and mobility of people and goods, capital investment and other strategies to preserve the existing and projected future metropolitan transportation infrastructure and provide for multimodal capacity increases based on regional priorities and needs, and proposed transportation and transit enhancement activities. Fiscally constrained projects and programs in this implementation strategy collectively form the transportation component of the Sustainable Communities Strategy (SCS) discussed in the previous chapter.

- The transportation projects included in the Action Element are divided into three project lists—Programmed (Measure A and Other), Planned, and Illustrative—based on the status of funding.
  - The Programmed Projects List includes projects that are funded. For the purposes of this list, “funded” means that money is programmed for funding, including (for construction projects) money for at least a portion of the construction phase. Also, although future programming action may be required, there is a plan in place to secure the funding. Most programmed projects are short-range (through 2020) projects. All Measure A projects are included on the Programmed Projects List, since the SBCAG Board has adopted cash flow scenarios for these projects.
  - The Planned Projects List includes projects that have little or no money programmed for funding. Funding sources have, however, been identified and the projects are expected to receive funding within the timeframe of the RTP. Most planned projects are long-range projects.
  - The Illustrative Projects List includes additional projects for which sufficient funding is not anticipated within the timeframe of the RTP.

These lists are included in Appendix E.

- Together, the programmed and planned projects constitute the fiscally constrained list of projects. The illustrative projects are unconstrained; they are additional projects that would be included in the 2040 Regional Transportation Plan & Sustainable Communities Strategy (RTP-SCS) if additional resources were to become available.

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<sup>213</sup> 23 U.S.C. §134(i)(2)(F), (G), and (H).

- Projects in the lists include highway, streets and roads, bicycle and pedestrian, transit, rail, and aviation projects, as well as intelligent transportation systems (ITS) and transportation demand management (TDM) projects.
- Primarily for informational purposes, Appendix E also includes a list of airport projects.
- The Action Element contains regional, long- and short-range, transportation programs and strategies related to intermodal connectivity, goods movement, coordinated public transit – human services transportation, safety and security, and environmental mitigation. It also includes an airport ground access improvement program and an enhanced transit strategy.
- The programs and projects contained in the Action Element are consistent with the Congestion Management Program (CMP).
- Since Santa Barbara County is an attainment area for the federal 1-hour ozone standard and an attainment/unclassifiable area for the federal 8-hour ozone standard, SBCAG's Regional Transportation Plan is not required to demonstrate transportation conformity with the State Implementation Plan (SIP). SBCAG does, however, develop transportation control measures (TCMs) for the Santa Barbara County Air Pollution Control District's Clean Air Plan (CAP), which is the region's contribution to the State Implementation Plan.

The table below summarizes some of the major projects from Action Element in the VISION 2030 Regional Transportation Plan (RTP) that have been completed.



**Table 49: VISION 2030 Projects Completed**

Project Type	VISION 2030 ID #	Project Title / Description
<b>Caltrans</b>		
Hwy	CT-1	Widen Hwy 101 from Santa Maria Way to Rte 135 & Hwy 101 sep.
Hwy	CT-2	Milpas to Hot Springs Operational Improvements Project (101 Widening Phase 1) (CT# 44780): Widen Hwy 101 to 3 lanes northbound (NB) and southbound (SB) between Milpas St and Cabrillo/Hot Springs; add new Milpas St southbound (SB) loop off-ramp; construct Cacique St undercrossing; construct soundwalls; replace bridge at Sycamore Creek; revise existing Hwy 101 interchange at Cabrillo/Hot Springs Rd; construct bike/ped facilities; construct roundabout at Coast Village Rd/Old Coast Hwy/Hot Springs Rd; replace Salinas St northbound (NB) ramps.
Hwy	CT-3	101 - Widen Carrillo St northbound (NB) on-ramp to 2 lanes. Install ramp metering and taper northbound (NB) on-ramp to 1 lane before merge.
Hwy	CT-5	Interchange at Hollister Ave on Hwy 101: Relocate existing interchange and OH to join extension of Cathedral Oaks Rd to Hwy 101, add class II bike lanes and sidewalks. Includes Ellwood Overhead.
Hwy	CT-9	Widen shoulder and drainage maintenance on SR 192 from Alamar Ave to Mission Canyon Rd.
ITS	CT-11	101/154 (north and south) Install Changeable Message Sign (CMS)
ITS	CT-12	Operational Service Improvements on Hwy 101 (Ventura County Line to Garden St) Part A: PM 0 to 13.5 - Install TMS Field Elements VCL to Garden St (Microwave Vehicle Detection System in conjunction with Vehicle Sensor Nodes and CCTV)
ITS	CT-13	Operational Service Improvements on Hwy 101 (Ventura County Line to Garden St) Part B: PM 13.5 to 27.5 - Install TMS field elements Garden St to Winchester Canyon (Microwave Vehicle Detection System in conjunction with Vehicle Sensor Nodes and CCTV)
Rail	CT-16	Goleta Rail Station Improvements
Rail	CT-PL-25	Upgrade all rail stations in Santa Barbara County to include electronic message signs and automatic ticket vending machines, parking as needed
Rail	CT-PL-26	Goleta Station: expand parking facilities
<b>Buellton</b>		
Hwy	B-PL-4 (part)	Hwy 246 & Industrial Way: add traffic signals
<b>Carpinteria</b>		
Bike/Ped	C-2	Carpinteria Bluffs Nature Park Bike Path / Trail: Construct class I bike path south of Carpinteria Ave from Carpinteria City Hall to 101/Bailard interchange.
Bike/Ped	N/A	Palm Avenue to Linden Avenue Hiking/Biking Trail from Palm Avenue to Linden Avenue just south of the UPRR rail road in Carpinteria.

Project Type	VISION 2030 ID #	Project Title / Description
<b>Goleta</b>		
St/Rds	Go-PL-9	Construct two-lane road to extend terminus of existing Overpass Rd to Hollister Ave.
Bike/Ped	Go-5	San Jose Creek Bikeway-South Segment: Construct class I bike path from Hollister to the Atascadero Creek Bikeway. (Joint project with County of Santa Barbara.)
<b>Guadalupe</b>		
St/Rds	Gu-2	Street and sidewalk improvements along SR 1
<b>Lompoc</b>		
Bike/Ped	L-1	Allan Hancock Bikeway: Highway 1 to Allan Hancock College
Bike/Ped	L-2	Riverbend Bikeway to connect SY River to Central Ave.
Bike/Ped	Lom-PL-4 (part)	Construct Class 2 Bikeways: B) A St, Ocean Ave to Chestnut Ave; C) North Ave, H St to 7th St; F) O St, Laurel Ave to Northpoint Place, G) Chestnut Ave, 7th St to O St.
<b>Santa Barbara</b>		
Bike/Ped	SB-2	Pershing Park Multi-purpose Pathway Location: Los Banos Municipal Pool/Cabrillo Bikeway to Santa Barbara City College Bluffs bike path (Seg. 1) Construct Class I Bike Path, Lower Westside Commuter Path
Bike/Ped	SB-3	Construction of pedestrian walkway on Loma Alta between Canon Perdido and Coronel Place
Bike/Ped	SB-4	Mission St. Bikeway Improvements: Widen Mission St bikeway, widen Mission St, install bike lanes under Hwy 101
Bike/Ped	SB-5 & SB-PL-2	Carrillo Street Pedestrian Walkway: Construct pedestrian path on both sides of Carrillo St. from Cliff Dr. to San Andreas St.
Bike/Ped	SB-PL-3	Loma Alta Sidewalk: Los Positas; Modoc Rd to Cliff Dr. and Loma Alta; Canon Perdido St to Coronel Pl. Construct pedestrian path on both sides of Los Positas and one side of Loma Alta.
Bike/Ped	SB- PL-5 (part)	Calle Real between Los Positas and La Cumbre and Cabrillo Blvd. Construct class II bike lanes and pedestrian pathways.
Bike/Ped	SB- PL-8	Outer State St. at Hwy 101 OC & Calle Real: connect bike lanes that end at the State St/Hwy 101/Calle Real intersection with bike lanes that begin on the other side of Hwy 101 in the County of SB's jurisdiction.
<b>Santa Maria</b>		
Hwy	SM-4	Construct at-grade intersection on SR 135 @ Union Valley Parkway (in conjunction w/SM-1 & CT-7)
St/Rds	SM-2	Widen Blosser Rd to 4 lanes. PSM2a: Donovan Rd to Taylor St. PSM2c: Main St to Donovan Rd.
St/Rds	SM-5	Betteravia Rd Circulation Improvement between Government Center and Hwy 101 (purchase ROW, widen to EB to 3 lanes, signalize intersections)
ITS	SM-7	Signal interconnect at Skyway Dr./Betteravia Rd. (modify 7 existing signals)
Transit	SMAT-1	Construct SMAT Transit Center in Santa Maria

Project Type	VISION 2030 ID #	Project Title / Description
Transit	N/A	Electronic Fare Media Vending Machines
Transit	N/A	Demand Response Computerized Dispatch Software Upgrade
Transit	N/A	Bus Washer
Transit	N/A	Fixed Route Computerized Scheduling System
Transit	N/A	Vehicle Staging Expansion. This project will provide capital assistance to develop the property owned by the City adjacent to the Operations and Maintenance Facility.
Transit	N/A	Americans with Disabilities Act (ADA) Electronic Fareboxes
<b>County of Santa Barbara</b>		
St/Rds	SBC-1	2009 ARRA Summerland Circulation Improvements: Operational Improvements on Evans Ave. and Ortega Hill Rd.(Lillie - Colville)
St/Rds	SBC-2	El Colegio Road Widening: Reconstruct El Colegio to enhance capacity from Camino Corto to UCSB West Gate
St/Rds	SBC-3	Tepusquet Road Bridge 51C-0353: Construct new all-weather bridge on Tepusquet Rd between Foxen Cyn Rd and Santa Maria Mesa Rd. The new bridge will consist of two 12 ft. traffic lanes and 5 ft. shoulders for Class II bike lanes.
St/Rds	SBC-4	Summerland Phase II B: A)101 On Ramp to Evans B) Colvile to Temple C) Temple to Greenwell
St/Rds	SBC-5	Hummel Drive Extension: Construct a missing segment of Hummel Dr between Union Valley Parkway and Mooncrest Ln
St/Rds	SBC-6	2009 UVP @ Bradley Intersection Improvements: Operational improvements on Union Valley Parkway at Bradley Road
Bike/Ped	SBC-PL-3	2009 ARRA Santa Ynez Bike Lanes: Refugio Rd between Roblar Ave and Samantha Dr and Roblar Ave between Grand Ave and Refugio Rd.
Bike/Ped	SBC-PL-7	Harris Grade Road Class II Bike Lanes: from SR 1 to Burton Mesa, widen road shoulders and construct bike lanes.
<b>SBCAG</b>		
Hwy	SBCAG-1	SR 154 Operational Improvements Phase II: PM28.4: Construct e/bound scenic turnout. PM 225: Construct e/bound left turn lane and w/bound right turn lane on SR 154 into Vista Point (west of Cold Springs Bridge). PM 21.6: Construct w/bound right turn lane from SR 154 to Paradise Rd. PM 8.3-10: Construct w/bound passing lane between Santa Ynez River Bridge & SR 154/SR 246 junction. PM 8.1: Extend left turn lane from SR 154 to SR 246.
ITS	MTD-IL-2	Bus Signal Priority on State/Hollister Corridor
ITS	N/A	U.S. 101 Improvement Program (CA 300)
TDM	SBC-PL-14	Park and Ride, Hwy 101/Clark
<b>Santa Barbara MTD</b>		
Transit	MTD-1	Bus Capital Purchase and Operating Assistance: Acquisition of 3 - 29' diesel buses (service expansion) 9 - 30' electric buses (replacements) Operating assistance, 3 routes, 3 years

Project Type	VISION 2030 ID #	Project Title / Description
Transit	MTD-3	Operations for Valley Express commuter transit service
Transit	MTD-PL-20	Capital Replacement: 40' Flexible Diesel
<b>Easy Lift</b>		
Transit	N/A	FY 2009 FTA 5310 Scheduling and Dispatching Software project
<b>SMOOTH</b>		
Transit	N/A	FTA 5310 Bus and Radio Project: Purchase 2 large replacement buses and mobile radios for SMOOTH from FY 2009 FTA 5310 grant cycle

## 7.1 TRANSPORTATION PROJECTS, PROGRAMS, & STRATEGIES

The sections below discuss long- and short-range capital improvement projects, regional programs, and strategies to maintain and update the regional transportation infrastructure, improve airport ground access, improve the information people use to decide how and when to make a trip, manage demand, enhance the efficiency of goods movement, improve interagency coordination in managing social service-related transportation, fund improvements, ensure public safety, and mitigate transportation impacts on habitat. Selection and inclusion of projects on the programmed and planned projects lists are based on identified needs and deficiencies and agency nomination. The project lists include both long-range and short-range projects, both of which are necessary for the development of an integrated multimodal transportation system to facilitate the safe and efficient movement of people and goods in addressing current and future transportation demand. Performance of projects is then evaluated as discussed in earlier chapters.

Programmed and planned transportation projects are also listed in Appendix E. The projects are categorized as follows:

- Programmed Projects List – Measure A Projects
- Programmed Projects List – Other Projects
- Planned Projects List

These three project lists constitute the financially constrained list of projects for the 2040 Regional Transportation Plan & Sustainable Communities Strategy (RTP-SCS). They also contain all regionally significant projects.<sup>214</sup> The Federal Transportation Improvement Program (FTIP) also includes all regionally significant projects,<sup>215</sup> and each “project or project phase in the FTIP must be consistent with the approved RTP.”<sup>216</sup> FTIP project numbers are shown on the Regional Transportation Plan (RTP) project lists in Appendix E. If SBCAG were subject to conformity requirements, SBCAG would have to include all regionally significant projects in the RTP air quality conformity determination.<sup>217</sup>

The programmed (primarily short-term) and planned (primarily long-term) projects will address regional transportation issues and needs, including current and future transportation demand. They will work to integrate the County’s multi-modal transportation system to enhance the safe and efficient transportation of people and goods. The Programmed Projects List – Other

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<sup>214</sup> As defined in Title 40 C.F.C. Part 93.101, a “regionally significant project” is “a transportation project (other than an exempt project) that is on a facility which serves regional transportation needs (such as access to and from the area outside of the region, major activity centers in the region, major planned developments such as new retail malls, sports complexes, etc., or transportation terminals as well as most terminals themselves) and would normally be included in the modeling of a metropolitan area’s transportation network, including at a minimum all principal arterial highways and all fixed guideway transit facilities that offer an alternative to regional highway travel.” Table 50 includes SBCAG’s basic criteria for regional significance.

<sup>215</sup> 23 C.F.R. §450.324(d).

<sup>216</sup> 2010 RTP Guidelines, 113.

<sup>217</sup> 2010 RTP Guidelines, 116.

Projects relies heavily on the projects already programmed for funding within the FTIP and the Regional Transportation Improvement Program (RTIP).

The lists in Appendix E provide detailed information about each project, including a description, the purpose/strategy, the regional areas that will benefit, the planning document and/or funding source(s), the year the project will be operational, and the cost. This information was provided by the agency responsible for each project. Projects are sorted first by agency, then by mode. The RTP ID number provides basic information about each project:

- The first letter(s) indicate the responsible agency (e.g., “CT” for Caltrans, “B” for Buellton, “Gu” for Guadalupe, etc.).
- The second group of letters indicates the list on which the project is located: “MA” for Programmed-Measure A, “PL” for Planned, and “IL” for Illustrative. Projects on the Programmed-Other list do not have a second group of letters.
- The numbers indicate the mode: 100s for highway projects, 200s for streets and roads projects, 300s for bicycle and pedestrian projects, 400s for transit projects, 500s for intelligent transportation systems (ITS) projects, 600s for transportation demand management (TDM) projects, and 700s for rail projects.

These projects, as well as other programs and strategies for improving the transportation network in Santa Barbara County, are discussed below.

**Table 50: Criteria for Regional Significance**

<b>Projects of Regional Significance</b>
<ul style="list-style-type: none"><li>• All Measure D or A Projects</li><li>• Capacity-increasing projects on any CMP Roadway over 1 mile in length</li><li>• Signal interconnect projects involving 3 or more signals</li><li>• Roadway extensions above collector status beyond the urban boundary over 1 mile in length</li><li>• New bridges on CMP roadways that involve a capacity increase (widening or re-striping)</li><li>• Park-and-ride facilities</li><li>• New intersection or turning capacity where a majority of the legs/approaches are in the CMP</li><li>• Railroad grade separations</li><li>• New or significantly upgraded transit centers</li><li>• New or significantly upgraded fuel stations</li><li>• Bus acquisition for service route or capacity increases and bus replacements</li><li>• Pedestrian or bikeway bridges or freeway over/underpasses</li><li>• Project increases bikeway Class I or II capacity and is over 1 mile in length</li><li>• Project connects a missing segment in the regional bikeway system network</li><li>• Project provides premium bike facilities (lockers) at intermodal facilities/major activity centers</li><li>• Project provides new rail passenger or rail freight service</li><li>• Project provides new fixed guideway capacity (track miles)</li><li>• New or significantly upgraded rail stations</li><li>• New or extended airport runways</li><li>• New airport terminal capacity</li><li>• New landing systems for airports</li><li>• New parking lots or increased parking capacity at airports</li><li>• Airport Master Plans</li><li>• New hangars</li></ul>
<b>Projects Not of Regional Significance (Consistent with RTP, but not included in Project Lists)</b>
<ul style="list-style-type: none"><li>• Bus stop pockets</li><li>• Disabled access projects</li><li>• Bridge replacements with no capacity increases</li><li>• New signals</li><li>• Local Circulation Plan projects that do not meet mileage cut-off criteria for significance listed above</li><li>• Reconstruction of curbs and sidewalks</li><li>• Reconstruction for drainage problems</li><li>• Re-striping or widening of roads at collector status and below</li><li>• Roadway maintenance, repair and rehabilitation</li><li>• New or reconstructed at-grade railroad crossings</li><li>• Bus rehabilitation and bus maintenance</li><li>• Underground fuel storage tank removal/clean-up</li><li>• Bus shelters/benches, security cameras</li><li>• Transit office, shop communications, equipment, and transit facility staff vehicles</li><li>• Transit facility rehabilitation</li><li>• Bikeway maintenance and rehabilitation</li><li>• Bikeway safety improvements that do not increase capacity, including bikeway lighting projects</li><li>• Loop detector installation</li><li>• Rail maintenance and rehabilitation</li><li>• Airport lighting and public sewer/water service at airports</li><li>• Airport underground storage tanks—removal, installation, clean-up</li><li>• Resurfacing and maintenance at airports</li><li>• Fuel storage at airports</li></ul>



## 7.1.1 HIGHWAYS

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

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

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

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

See the full list of regionally-significant highway projects with project descriptions in Appendix E. Each project indicates the “year operational,” making it easy to distinguish the short-range and long-range actions.

## 7.1.2 STREETS & ROADS

The County of Santa Barbara and the incorporated cities within the County provided the majority of the streets & roads projects in the RTP-SCS project lists in Appendix E. The projects include regionally significant projects from Measure A, community plans and circulation elements, Environmental Impact Report (EIR) documents, corridor studies, etc. The project lists are consistent with the FTIP.

Streets and roads projects in the RTP include bridge replacements, roundabouts, full and turn lane additions, intersection improvements, road extensions, road widenings, maintenance and rehabilitation projects, etc. See the full list of regionally-significant streets and roads projects

with project descriptions in Appendix E. Each project indicates the “year operational,” making it easy to distinguish the short-range and long-range actions.

### 7.1.3 BICYCLE & PEDESTRIAN

The County of Santa Barbara and the incorporated cities within the County provided the majority of the bicycle & pedestrian projects in the RTP-SCS project lists in Appendix E. The projects include regionally significant projects from Measure A, local bikeway elements, the draft Regional Bicycle Plan, etc.

The project lists also include many bicycle and pedestrian projects integrated within street or highway projects. Class II bike lanes, for example, are striped lanes for one-way bike travel on a street or highway; they are often constructed as part of other street or highway improvements. Sidewalks are also often constructed as part of streets and roads projects. To facilitate bike trips and intermodal connectivity, SBCAG encourages transit operators and Amtrak to provide bicycle racks or other, appropriate bike storage on buses and Pacific Surfliner trains.

Most of the projects labeled Bike/Ped in the RTP-SCS project lists are bicycle improvements. Bicycle projects complete missing segments of the regional bikeway system, provide access over/under highways and railroads, improve bicycle safety, add bike lanes and bike paths, etc.

Designing a pedestrian-friendly environment requires design around the needs of the pedestrian—providing connections, removing barriers, and ensuring accessibility for all. Regarding accessibility, Title II of the Americans with Disabilities Act (ADA) requires that public entities perform self-evaluations of their services, policies, and practices to determine whether or not they are in compliance with the ADA, and to adopt transition plans for addressing and problems with their existing facilities including sidewalks, intersections, bus stops, and public buildings. The transition plan must include a schedule for providing access features such as curb cuts. Transition plans are necessary to avoid jeopardizing eligibility for federal funds. The purpose of Buellton’s project B-PL-300: Highway 246 Pedestrian Safety Improvements, for example, is to improve the safety of pedestrians and to improve ADA accessibility.

The RTP-SCS recognizes the need for the California Coastal Trail in the coastal areas of Santa Barbara County. The County’s project SBC-PL-302: California Coastal Trail Feasibility Study will include a trail feasibility analysis for construction of the State-mandated trail from the Bacara Resort to El Capitan Canyon Road and from Refugio State Beach to Canada San Onofre. Carpinteria’s projects C-PL-302: Santa Claus Lane to Carpinteria Avenue Multiuse Trail and C-PL-304: Rincon Trail are also part of the California Coastal Trail. In addition, City of Goleta trail design is underway. SBCAG will coordinate with appropriate agencies for the development of the California Coastal Trail throughout Santa Barbara County.

Safe routes to school are also an important component of bicycle and pedestrian projects. See *Section 7.8 Safety & Security Programs* for more information about safe routes to school programs.

See the full list of regionally-significant bicycle and pedestrian projects with project descriptions in Appendix E. Each project indicates the “year operational,” making it easy to distinguish the short-range and long-range actions.

#### **7.1.4 TRANSIT**

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

Most of the projects—more than 80% of the total cost of transit projects—are for transit operations. Most of the capital projects are for bus replacements, as well as bus acquisition in anticipation of long-term increases in service demand. There are some transit facility capital improvement projects in the RTP-SCS, such as Lompoc’s Transit Transfer Center and Transit Operations Center, both on the Planned Projects List.

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

See full list of regionally-significant transit projects with project descriptions in Appendix E. Each project indicates the “year operational,” making it easy to distinguish the short-range and long range actions.

#### **7.1.5 RAIL**

Caltrans and SBCAG provided the rail projects in the RTP-SCS project lists in Appendix E.

The 101-In-Motion consensus package included the implementation of commuter rail from Camarillo to Goleta with stops in Oxnard, Ventura, Carpinteria, and Santa Barbara. Commuter rail would require not only that Union Pacific allow use of its right-of-way, but also that improvements be constructed on the existing rail corridor. An incremental approach to providing commuter rail service is to provide commuter-friendly intercity passenger rail service by rescheduling Amtrak service. One of the major rail projects in the RTP-SCS is the Measure A project Commuter and Passenger Rail Planning and Service Improvements. Under this project, Measure A funds may be used to revise Amtrak Pacific Surfliner schedules to improve service for commuters and to plan for implementation of new commuter train service. The RTP-SCS also includes a South Coast Commuter Rail project, which would provide operating assistance for one four-car Metrolink train between the East Ventura station and a new platform within walking distance of the Goleta Corporate Park area, with intermediate stops at existing stations

in Carpinteria, downtown Santa Barbara, and the Hollister corridor in Goleta. The February 2013 Draft California State Rail Plan does include a discussion of Ventura-to-Santa Barbara commuter rail service.<sup>218</sup>

Most of the other projects in the RTP-SCS are sidings, which would facilitate all types of rail service. The RTP is also consistent with the LOSSAN (Los Angeles-San Diego-San Luis Obispo Rail Corridor Agency) Strategic Plan. Many of the LOSSAN projects, however, are on the Illustrative list due to the limited availability of State funds to implement the projects. See full list of regionally-significant rail projects with project descriptions in Appendix E. Each project indicates the “year operational,” making it easy to distinguish the short-range and long-range actions.

## 7.1.6 AVIATION

The airport projects in the RTP-SCS project lists in Appendix E were taken from the California Aviation System Plan Capital Improvement Plan. The Caltrans Division of Aeronautics prepares the California Aviation System Plan (CASP); the Capital Improvement Plan (CIP) is one of the elements in the CASP. The CIP “is a ten-year compiled listing of capital projects submitted to the Department for inclusion in the CASP, predominantly based on general aviation airport (GAA) master plans or other comparable long-range planning documents.”<sup>219</sup> Airport managers submit project information to Caltrans. Caltrans updates the CIP every two years. The CIP is not fiscally constrained.

The CTC selects projects for the Aeronautics Program from the CIP, so projects must be in the CIP in order to receive State funding. A priority ranking matrix is used to rank projects for the Aeronautics Program. The matrix is shown in Table 51.

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<sup>218</sup> <http://californiastaterailplan.com/project-materials/>.

<sup>219</sup> Caltrans Division of Aeronautics. September 2011. *California Aviation System Plan Capital Improvement Plan 2012-2021*, 1. <http://www.dot.ca.gov/hq/planning/aeronaut/>.

**Table 51: State Airport Project Priority Ranking Matrix**

CATEGORY	DESCRIPTION	RANK
<b>Safety</b>		
	Airport Land Use Compatibility Plan (ALUCP); Obstruction Mitigation/Abatement (Removal, trim, land acquisition, avigation easements for height restrictions)	1
	Obstruction Lighting (new)	2
	Runway Safety Area/Runway Protection Zone Land Acquisition	3
	Runway or Taxiway Lighting (repair or replace)	4
	Rotating Beacon (repair or replace)	5
	New Pavement for Runway turnaround (no parallel Taxiway)	6
	Landing Aids (e.g. Marking, Segmented Circle, VASI, AWOS, ASOS) (repair or replace)	7
<b>Capacity</b>		
	Seal/Overlay/Rehab Existing Runway	8
	Runway Pavement (new) or Seal/Overlay/Rehab Existing Taxiway	9
	Runway Lighting or Rotating Beacon (new)	10
	Airport Layout Plan (new or update)	11
	Automated Weather Reporting Equipment (new)	12
	Taxiway Pavement (new) or Seal/Overlay/Rehabilitate Existing Apron	15
	Apron Pavement (new) or Service Roads	16
	Landing Aids (new)	17
	Utilities (drainage, water, sewage); Environmental Mitigation; Blast Wall; Fire Protection Systems; Radio Communication Equipment; Bond Servicing	18
	Land Acquisition for Airside Usage; Taxiway Lighting (new); Master Plan	19
	Noise Monitoring Equipment (new)	20
<b>Security</b>		
	Security Fence (new)	13
	Apron Lighting (new)	14

## Airport Ground Access Improvement Program

Because SBCAG’s planning area includes primary air carrier airports<sup>220</sup>—the Santa Barbara Municipal Airport and the Santa Maria Public Airport—SBCAG’s RTP must include an airport ground access improvement program.<sup>221</sup>

<sup>220</sup> A “primary air carrier airport” is defined by the FAA as an airport having at least 10,000 annual scheduled passenger boardings.

<sup>221</sup> Gov. Code §65081.1(a).

The purpose of airport ground access projects is to optimize ground transportation to and from airports. Ground access to airports includes improvements to off-airport roadways, highways, public transit systems, passenger shuttle systems, parking lots, and other transportation-related modes and facilities. Enhancements to these facilities seek to provide more convenient and predictable access for passengers, employees, air cargo traffic, and general aviation users.<sup>222</sup>

Both of the primary airports in Santa Barbara County are served by public transit. The Santa Barbara Municipal Airport is served by Santa Barbara Metropolitan Transit District (MTD) and the Santa Maria Public Airport is served by Santa Maria Area Transit (SMAT). More information about existing access to these two airports, as well as the other airports in Santa Barbara County, can be found in Chapter 3.

The RTP-SCS Airport Ground Access Improvement Program includes projects such as the following (see also Appendix E):

#### ***Santa Maria Public Airport***

- CT-MA-101—*Union Valley Parkway Interchange*: Construct of interchange on Hwy 101 at Union Valley Parkway.
- SM-200—*UVP-Hummel to California Ext+ I/S @ SR 135*: Construction of two-lane road with class II bike lane on Union Valley Parkway, Hummel to Blosser & Bradley.

#### ***Santa Barbara Municipal Airport***

- Go-200—*Fowler & Ekwil / Fairview / Kellogg / Route 217*: Local road improvements & interchange modifications at Ekwil and Fowler Roads. Construct new east-west roadways & extend Fowler Road and Ekwil Street from Fairview Avenue on the west to Kellogg Avenue & Route 217 on the east.

Also, although only an illustrative project at this point, Santa Barbara MTD enhanced transit service to the Santa Barbara Municipal Airport (MTD-IL-426 and 427) is a potential enhancement. The draft Airport Master Plan for the Santa Barbara Municipal Airport considers changes to parking, hangers, roadways and airport access. However, it does not assume any changes to current transit levels.

As the Airport Land Use Commission (ALUC) for Santa Barbara County, SBCAG recently provided comments to the Santa Barbara Municipal Airport on the Airport Development Alternatives Analysis (Chapter 5) of the draft Santa Barbara Airport Master Plan. Below are some of SBCAG's comments:

- Regarding the refinement of the alternatives, SBCAG recommends that a more detailed and systematic analysis be completed that discloses any changes in air traffic patterns,

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<sup>222</sup> Caltrans Division of Aeronautics. September 2011. *California Aviation System Plan Capital Improvement Plan 2012-2021*, 2-3. <http://www.dot.ca.gov/hq/planning/aeronaut/>.



ground transportation patterns and implications for transportation and circulation within the airport and on the surrounding street and highway network for each concept prior to selection of the final development layout. For example, the contemplated conversion of Runway 15L-33R into a taxiway might have some effect on air and ground traffic patterns that could trigger an update to SBCAG's Airport Land Use Compatibility Plan.

- Regarding parking facility needs, it is unclear if the analysis in the draft Chapter 5 includes any consideration of future parking demand related to an increase in enplanements. The final development concept should take a phased approach and approach the parking lot development in stages according to future demand.
- Regarding bicycle and pedestrian access to the airport, Terminal Area Alternative 2 provides a good opportunity for the airport to develop a Class I bike path or a multi-purpose bike/pedestrian path along the Airport's William Moffett Place frontage. This would connect pedestrians and bicyclists to the Class I bike path located just south of the William Moffett Place / Sandspit Road intersection. This Class I path provides direct access to the UCSB campus.

Airport access is an important issue, in which SBCAG is particularly involved due to its role as the Airport Land Use Commission. SBCAG would like to see both primary air carrier airports in the County be fully and easily accessible by car, transit, bicycle, and foot, with parking provided for both cars and bicycles.

See the full list of planned aviation projects with project descriptions in Appendix E.

### 7.1.7 MARITIME

The Santa Barbara Harbor breakwater, which was constructed in the late 1920s, caused sediment to accumulate at the harbor entrance, which resulted in hazards to navigation.<sup>223</sup> It also interrupted the natural flow of sand through littoral drift, which caused erosion on beaches down-coast to the east. The City of Santa Barbara and the federal government initiated and shared the costs of a bi-annual dredging program. The federal government took over responsibility for maintaining the navigable harbor in 1972, and the City retained responsibility for dredging the remainder of the harbor.

The U.S. Army Corps of Engineers has helped with dredging in the Santa Barbara Harbor since the 1930s. As part of the periodic maintenance program for fiscal years 2010 through 2016, the U.S. Army Corp of Engineers "proposes to perform maintenance dredging within Santa Barbara Harbor... to include maintenance of the entrance and navigation channels, and the sand trap within the channels."<sup>224</sup> The project would remove up to 600,000 cubic yards of sediment

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<sup>223</sup> U.S. Army Corps of Engineers, Los Angeles District. *Draft Environmental Assessment for the Santa Barbara Harbor Six-Year Maintenance Dredging Program*. [http://www.waterboards.ca.gov/rwqcb3/water\\_issues/programs/401wqcert/docs/Draft\\_SB\\_dredge\\_EA\\_2010.pdf](http://www.waterboards.ca.gov/rwqcb3/water_issues/programs/401wqcert/docs/Draft_SB_dredge_EA_2010.pdf).

<sup>224</sup> U.S. Army Corps of Engineers, Los Angeles District. *Draft Environmental Assessment for the Santa Barbara Harbor Six-Year Maintenance Dredging Program*, 7. [http://www.waterboards.ca.gov/rwqcb3/water\\_issues/programs/401wqcert/docs/Draft\\_SB\\_dredge\\_EA\\_2010.pdf](http://www.waterboards.ca.gov/rwqcb3/water_issues/programs/401wqcert/docs/Draft_SB_dredge_EA_2010.pdf)



annually from the entrance and navigation channels, and from the sand trap within the channels. The sediment would be deposited by pipeline down-coast at East Beach. The dredging would, among other things, maintain the entrance and navigation channels, assure safe navigation for maritime traffic within the harbor, and provide beach nourishment material for down-coast beaches eroded by the disruption of sand transport. The cost of the dredging is approximately \$1.5 million annually.

## 7.1.8 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. SBCAG developed and manages a system of call boxes along State Routes 1, 101, 154, and 166. The County and the Cities of Santa Barbara and Santa Maria have utilized the synchronization of existing traffic signals along major urban arterials to facilitate the flow of traffic. The County is using closed circuit television (CCTV) for intersection monitoring. ITS transit projects, such as signal priority, have been developed in Lompoc and Santa Barbara. Signalization on upper State St. in Santa Barbara has been completed. SBCAG's Traffic Solutions is developing a smart phone application to provide real-time ridesharing, a project discussed further in *Section 7.1.9 Transportation Demand Management*.

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

The CCITS Implementation Plan includes:

- 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.

These components will be helpful to local agency project managers. A significant amount of work was done in developing the County’s regional ITS architecture. It identifies what ITS systems are in place and those that are programmed and planned, the owners/operators of the systems (stakeholders), and specific descriptions of what services the various ITS elements are capable of providing. One of the main benefits of a regional architecture is that it encourages more efficient integration among systems. For example, if an agency wants to develop a traveler information website and post real-time traffic data from existing CCTV cameras, the project manager can look at the CCITS Implementation Plan and the regional architecture to determine which agencies are providing this service, what the cameras are capable of providing, where the visual data is being transmitted to, and if any other agencies have entered into any cooperative or data sharing agreements for these CCTV images.

Other elements of the CCITS Implementation Plan include the ITS Action Plan, the proposed Caltrans 10-Year ITS Plan, and a listing of highest priority projects.

The ITS Action Plan included in the CCITS Implementation Plan comprises actions that are necessary to move ITS implementation forward on the Central Coast. It identifies actions that RTPAs and MPOs are partially or fully responsible for implementing:

- Incorporate CCITS Implementation Plan elements into Regional Transportation Plans, Caltrans planning documents, Caltrans project study reports, short range transit plans, route circulation reports, and other appropriate plans.
- Identify an ITS coordinator within each RTPA/MPO. This individual would identify potential funding for ITS projects, monitor progress on project implementation, provide information to those within and outside the agency on ITS applications, and serve as a primary point of contact for inter-county coordination on ITS issues.
- Incorporate ITS considerations into program and project prioritization criteria, where applicable. This may include additional information on how ITS projects will be considered in the applicable transportation program.
- As funding becomes available, incorporate ITS projects into the appropriate RTIP.
- Collect information on ITS-related contracting to make available to agencies responsible for ITS project implementation.
- Include information about ITS in agency outreach efforts for transportation, particularly outreach associated with the RTP.
- Support statewide ITS projects, legislative changes, or other public/private statewide ITS initiatives, as appropriate, to foster ITS implementation in the Central Coast.

The proposed Caltrans 10-year ITS Plan included in the CCITS Implementation Plan is derived from the SHOPP. Important projects included in the proposed Caltrans plan include a Transportation Management Center for the Central Coast, closed circuit television (CCTV), changeable message signs, fixed Highway Advisory Radio (HAR) stations, enhanced surveillance, and ramp meters. Regional agencies on the Central Coast view the expansion of the Caltrans Traffic Management Center, located in San Luis Obispo, a facility which serves as the central hub for traffic management, as a high priority.

The CCITS Implementation Plan also includes a listing of the highest priority ITS projects for Santa Barbara County. According to the Plan, implementation of these projects will depend on the availability of funding and the initiative taken by the project sponsors. These highest-priority projects are:

- Dynamic traffic and incident management strategies (surveillance stations, CCTV, speed sensors and web cams, smart call boxes, weather stations, etc.) on U.S. 101 on the South Coast and in the Santa Maria Valley to obtain the necessary data on traffic flow, incidents, and accidents.
- A travelers' information system (changeable message signs and/or highway advisory radio) along U.S. 101, State Route 1, and State Route 154 that would provide notification of major incidents, road closures, slides, and weather conditions.
- Transit-oriented projects, including: Automatic Vehicle Location (AVL) systems that track bus locations at any given moment; transit information systems; management systems; and maintenance systems to improve system efficiency.
- Upgrades to traffic signal systems to improve the efficiency of traffic flow on arterial streets.
- A trip planning system (the Santa Barbara County Trip Planner) that piggybacks on a system already functioning at the Southern California Association of Governments.
- Pedestrian safety such as advanced crosswalks and railroad grade crossings.

In general, the geographic priority for ITS improvements is the South Coast 101 corridor as it has the greatest number of miles of freeway delay and the greatest number of intersections exceeding the CMP level of service (LOS) service standard of "D". However, across the county, changeable message signs are needed at the junction of all interregional State highways to warn the traveling public of road closures or traffic incidents.

One of SBCAG's more recent ITS projects is the SBRoads.com Traveler Information Website. SBCAG administers SBRoads.com to provide information and resources for commuters and travelers in the region. SBRoads.com provides real-time traffic conditions, links to live video feeds from freeway cameras, and incidents reported by the California Highway Patrol (CHP). The development of the website was funded by a federal grant. The ongoing operation of the website is included as a project in the RTP-SCS project list. Figure 83 below shows an image from the SBRoads.com website.

**Figure 83: SBCAG Traveler Information Website**



The RTP-SCS is consistent with the development of the regional ITS architecture—the CCITS Implementation Plan—as required by Title 23 C.F.R. Section 450.306(f).<sup>225</sup> The RTP will rely on the CCITS Implementation Plan to assess the conformity of proposed projects with the regional CCITS Implementation Plan and national and State ITS standards.

See Appendix E for ITS projects included in the RTP-SCS. Each project indicates the “year operational,” making it easy to distinguish the short-range and long-range actions.

### 7.1.9 TRANSPORTATION DEMAND MANAGEMENT

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

<sup>225</sup> 2010 RTP Guidelines, 117.



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

**Transportation Demand Management (TDM)** is the implementation of measures intended to reduce the number of single-occupant vehicles on the region’s roadways during peak hours. These actions primarily consist of providing options and incentives to encourage people to change their mode of travel, shift their trips out of the peak period, or not make the trip at all. Such measures include:

- alternative work locations,
- flexible work schedules,
- telecommuting,
- car/van pooling
- preferential parking for carpoolers, and
- bus passes.

Traffic Solutions provides information, assistance, and referrals to people looking for an alternative to driving alone. Traffic Solutions manages Traffic Solutions Online, which provides commuter matching for carpools, and vanpools; a commuter savings calculator; the Emergency Ride Home program; and a platform for employer commuter benefits programs. Traffic Solutions also manages the FlexWork Santa Barbara program and organizes CycleMAYnia, a month-long celebration which promotes a wide range of bicycle events. Traffic solutions has recently partnered with the Community Environmental Council to bring Real-Time Ridesharing to Santa Barbara, using technology and applications for mobile devices powered by Avego. Santa Barbara City College (SBCC) students are currently using the Avego app to form real-time carpools between Isla Vista and SBCC. In summer 2013, South Coast commuters who drive from Ventura County will be targeted as the next pilot group in the program.

Traffic Solutions receives funding from sources such as Measure A and various State and federal grant programs.

See Appendix E for TDM projects included in the RTP-SCS. Each project indicates the “year operational,” making it easy to distinguish the short-range and long-range actions.

## 7.2 CONGESTION MANAGEMENT PROGRAM

### 7.2.1 PURPOSE

The action element must “consider congestion management programming activities carried out within the region.”<sup>226</sup> The purpose of SBCAG’s Congestion Management Program (CMP) is to:

<sup>226</sup> Gov. Code §65080(b)(3).

- Establish a better link between new development and its impact on the transportation system.
- Promote inter-jurisdictional coordination in identifying and mitigating these impacts.
- Systematically monitor and evaluate the performance of the transportation system.
- Identify improvements to resolve identified impacts.

The CMP addresses the problem of increasing congestion on regional highways and principal arterials through a coordinated approach involving the State, County, cities, transit providers, and Air Pollution Control District. Bringing these groups to the table to address regional and multi-jurisdictional issues related to congestion, land development, and air quality, the CMP ensures that limited transportation funds are more efficiently invested and that investment is allocated in a balanced way to improve the transportation system for all modes. The CMP network in Santa Barbara County includes all State highways and major principal arterials. It is SBCAG's policy to designate a system that gives a complete accounting of regional highways and arterials while limiting the system to roadways that function as routes of regional significance and/or routes with known or potential congestion.

## 7.2.2 CONSISTENCY WITH THE REGIONAL TRANSPORTATION PLAN & SUSTAINABLE COMMUNITIES STRATEGY

State law requires that the CMP be consistent with the programs and projects contained in the Regional Transportation Plan & Sustainable Communities Strategy (RTP-SCS).<sup>227</sup> The 2009 Congestion Management Program contains a set of goals that is consistent with the RTP-SCS goals listed in Chapter 4.

The 2009 CMP goals are listed in the table below.

**Table 52: Congestion Management Program Goals**

Component	Goal
Systems Integration	Promote a coordinated and equitable multi-modal system designed to serve the travel requirements of the region, integrating elements of systems management, technology, and land use.
Highways and Roadways	Promote the maintenance and enhancement of the roadway system, emphasizing safety, mobility, and congestion relief.
Bicycle	Promote bicycling as a commute alternative, providing bicycle access to activity and employment centers, and interregional connectivity.
Transit	Promote the expansion of public transit services within the County to meet the mobility needs of residents and visitors and to reduce traffic and parking congestion.
Rail	Promote rail infrastructure and programs to maximize rail use.
Pedestrian Facilities	Promote the provision of pedestrian facilities to encourage walking as an alternative form of transportation and as an element of an integrated multi-modal transportation system.

<sup>227</sup> Gov. Code §65089.2(a).

Component	Goal
Funding	Promote efficient use of funding and strategies for identifying new funding sources.

The projects listed in the CMP Capital Improvement Program must also be consistent with those listed in the RTP-SCS. Some of the projects identified in the 2009 CMP Capital Improvement Program have already been implemented:

- U.S. 101/Hollister Avenue Interchange Improvements
- South Coast intelligent transportation systems (ITS) Projects – SBCAG Traveler Information website, MTD transit priority project on upper State Street, and Carrillo Street signal synchronization project

The South Coast segment of U.S. 101 experiences the highest congestion levels in the County, as shown in Chapter 3 and Chapter 6. There are a number of U.S. 101 congestion relief projects identified in the RTP-SCS project lists in Appendix E that would alleviate congestion on this corridor and improve level of service (LOS):

- Add high occupancy vehicle (HOV) lanes from Mussel Shoals to Carpinteria
- Reconstruct the Linden and Casitas Pass interchanges in Carpinteria to accommodate the U.S. 101 widening and to improve circulation at ramp intersections
- Extend Via Real
- Add HOV lanes from Sycamore Creek to Carpinteria Creek
- Re-time Amtrak for peak hour service
- Add a new railroad siding between Ventura and Santa Barbara

The 2009 CMP also identifies express transit service and ITS projects such as a regional traffic management center, CCTV, Doppler radar sensors, and side fire radar speed sensors as projects that could help relieve congestion on U.S. 101.

### 7.2.3 CMP PERFORMANCE MONITORING & DEFICIENCY PLAN REQUIREMENT

SBCAG’s CMP includes annual monitoring (through the collection of traffic counts) of the designated network of CMP intersections and roadways. For the annual assessment, SBCAG requires that each of the local agencies submit PM peak hour intersection counts or LOS data for select intersections. The count update frequency is based on LOS, with intersections at LOS D or worse required to submit count updates every year. SBCAG also requests that the California Department of Transportation (Caltrans) provide their published estimates of annual average daily traffic (AADT) and count station data to determine traffic flow on the State highways. The data provided by the local agencies and Caltrans is crucial in determining LOS and measuring performance for CMP facilities. The biennial conformance assessment process may identify the need for deficiency plans, if any facilities are operating at LOS E or worse. The deficiency plans can include capacity-increasing capital improvements or broader system-wide



improvements in adjacent areas. If local agencies do not prepare required deficiency plans, they can be found in “non-conformance” with the CMP requirements, which can put them at risk of losing gas tax funds that are normally apportioned to them under Section 2105 of the Streets and Highways Code.

In the 2012 Biennial Conformance Assessment Report, the following segments were found to be operating at LOS E or worse during the P.M. peak hour for the Year 2010:

- Southbound U.S. 101 between Sheffield and Olive Mill (LOS E)
- Southbound U.S. 101 between Las Positas and La Cumbre Road (LOS E)

In 2002, SBCAG prepared a South Coast Highway 101 Deficiency Plan that identified a series of short-term improvements that could be implemented within 5-10 years. It also recommended preparation of long-term improvement and corridor study, which ultimately led to the preparation of the 101-In-Motion Study. The 101-In-Motion Study includes improvements for the two deficient segments listed above. An improvement for one of the deficient segments (U.S. 101 between Sheffield and Olive Mill) is also included in this RTP-SCS (RTP Project - South Coast US 101 HOV Lanes RTP ID# CT-MA-100).

#### **7.2.4 CMP IMPACT THRESHOLDS & LOCAL AGENCY REVIEW IN CEQA DOCUMENTS**

Another key component of the CMP is the application of CMP impact thresholds in the California Environmental Quality Act (CEQA) review process for development projects. This application has been a significant achievement in addressing the link between transportation issues and land use decisions. Local agencies include reviews of potential regional traffic impacts into their planning processes.

### **7.3 STATE IMPLEMENTATION PLAN & TRANSPORTATION CONTROL MEASURES**

In non-attainment and maintenance areas, Regional Transportation Plans (RTPs) must demonstrate transportation conformity with the State Implementation Plan (SIP). The Regional Transportation Plan (RTP) must “discuss ways in which activities in the plan will conform to the SIP, including TCM [transportation control measure] implementation.”<sup>228</sup> Since Santa Barbara County is an attainment area for the federal 1-hour ozone standard and an attainment/unclassifiable area for the federal 8-hour ozone standard, SBCAG’s RTP is not subject to this conformity requirement.

SBCAG does, however, develop transportation control measures (TCMs) for the Santa Barbara County Air Pollution Control District’s (APCD’s) Clean Air Plan (CAP), which is the region’s contribution to the SIP. As described in the 2010 CAP, TCMs are programs or activities that states and localities can implement to encourage the traveling public to rely less on the

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<sup>228</sup> 2010 RTP Guidelines, 89.

automobile or to use the automobile more efficiently. TCMs reduce emissions from on-road motor vehicles and trucks by: improving the existing transportation system to allow motor vehicles to operate more efficiently, inducing people to change their travel behavior to less polluting modes, or ensuring emission control technology improvements in the motor vehicle fleet are fully and expeditiously realized. TCMs address the need for the traveling public to carefully consider the implications of continued reliance on the single-occupant vehicle as the major choice of commute trips, the need to provide and promote alternatives to single-occupant vehicle travel, and the need to consider regulating those factors that promote single-occupant-vehicle travel.

Despite our region's current federal ozone attainment designation status, SBCAG continues to evaluate the feasibility of TCMs and their implementation within each CAP update. See Table 5-3 in the 2010 CAP, available at <http://www.sbcapcd.org/cap.htm>, for a list of existing SIP TCM commitments. The APCD expects to adopt an updated CAP in mid-2013. SBCAG staff is coordinating with APCD staff to ensure consistency with the Regional Transportation Plan & Sustainable Communities Strategy (RTP-SCS).

## 7.4 INTERMODAL CONNECTIVITY

Intermodal connectivity is important for facilitating a shift from the single-occupant vehicle to other modes. The Regional Transportation Plan & Sustainable Communities Strategy (RTP-SCS) includes several projects that will help improve intermodal connectivity in the region. The following are some examples:

- The Commuter and Passenger Rail Planning and Service Improvements project (SBCAG-MA-700) will help improve passenger rail service between Ventura and Goleta and includes connecting transit service, station facilities, etc.
- The Bikeway Infill Project (Go-307) will complete missing segments of bikeway in Goleta.
- The North Avenue of Flags Park & Ride project (B-PL-400) will provide a second park-and-ride facility in Buellton to accommodate demand.
- The South Alisal Road Bikeway Improvements project (Sol-PL-301) will provide bicycle facilities in a popular tourist area.
- The Highway 246 Santa Ynez River Bridge project (L-MA-100) will provide improved access to Lompoc with a bridge that can safely accommodate bicycles and pedestrians.
- The Santa Barbara Metropolitan Transit District's (MTD's) Rail Transit Connection (MTD-PL-406 and 407) will provide local bus service to/from rail stations, providing "last mile" service for the Measure A commuter rail project.

See the full list of RTP-SCS projects with project descriptions in Appendix E.

## 7.5 GOODS MOVEMENT

Freight is transported within Santa Barbara County by truck, rail, and air, with the majority of freight transported by truck. Many of the highway, rail, and aviation projects included in the

Regional Transportation Plan & Sustainable Communities Strategy (RTP-SCS) will facilitate the movement of goods. Infrastructure improvements, operational improvements, and construction of additional infrastructure all provide for greater transportation efficiency.

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

- U.S. 101 widening projects
- Extension of Union Valley Parkway
- State Route 246 passing lanes between Buellton and Lompoc
- State Route 166 safety improvements such as turn/acceleration lanes

The extension of Union Valley Parkway also provides improved access to the Santa Maria Public Airport.

Rail and air projects such as infrastructure improvements, operational improvements for greater efficiency, construction of additional infrastructure, and miscellaneous equipment and facility purchases will not only improve passenger travel, but also goods movement. Rail siding projects on the Union Pacific track along the Pacific Surfliner route will reduce conflicting train movements. The Santa Maria Public Airport, for example, plans to design and construct a cargo ramp, and design and upgrade a runway holding bay to full capacity.

Santa Maria Valley Railroad (SMVRR), a private company, rehabilitates its own rail facilities. According to SMVRR, the company has performed extensive rehabilitation work on its rail lines in the past three years and has plans to undertake additional significant upgrades to its infrastructure in the near future to handle anticipated increases in freight traffic.<sup>229</sup>

See the full list of RTP-SCS projects with project descriptions in Appendix E.

## 7.6 COORDINATED PUBLIC TRANSIT – HUMAN SERVICES TRANSPORTATION

SBCAG prepared a coordinated public transit-human services transportation plan for Santa Barbara County—*Transportation Connections*—to meet federal transportation planning requirements. The plan, which SBCAG adopted in 2007, helps coordinate and consolidate specialized transit services for elderly, disabled, and transportation-disadvantaged individuals and is used by SBCAG to set priorities for certain federal transportation grant programs. The plan also acts as a tool for stakeholders to identify transportation needs in the community, and to determine the best strategies for prioritizing the distribution of federal transit funds to address those needs through coordinating or implementing new transportation services.

The plan provides an overview of available public, private, and non-profit transportation services. It also summarizes the survey of nonprofit and social service agencies that assessed

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<sup>229</sup> Himoto, Rob. Letter to SBCAG. 21 June 2013.

what type of transportation services are provided, who receives these services, and how much these services cost. The plan discusses transit dependence in Santa Barbara County and examines demographic and economic factors relating to transportation in the region. Unmet transit needs are summarized as they are identified in (1) the annual unmet transit needs process held by SBCAG, (2) input from the North County Transit Plan, (3) the SBCAG Transportation Connections survey, and (4) regional workshops held in summer 2007. The plan also contains goals and strategies and identifies project selection and ranking criteria for federal transit grant programs. This plan emphasizes the importance of Consolidated Transportation Services Agencies (CTSAs), such as Easy Lift and SMOOTH (Santa Maria Organization of Transportation Helpers), in transportation service coordination in the larger areas.

The Transportation Connections plan, which SBCAG intends to update in the current Regional Transportation Plan & Sustainable Communities Strategy (RTP-SCS) cycle following completion of a pending update to the North County Transit Plan, is internally consistent with the RTP-SCS. The RTP-SCS will rely on the project goals, strategies, and selection criteria in Transportation Connections in the review of applications for federal funding assistance and in addressing the coordination and the provision of social service transportation.

## 7.7 MEASURE A

Measure A is a transportation measure that was approved by 79% of Santa Barbara County voters in November 2008 which authorized continuation of a local ½-cent sales tax until 2040. Measure A is administered by SBCAG and will provide more than \$1 billion in estimated local sales tax revenues for transportation projects in Santa Barbara County over 30 years.

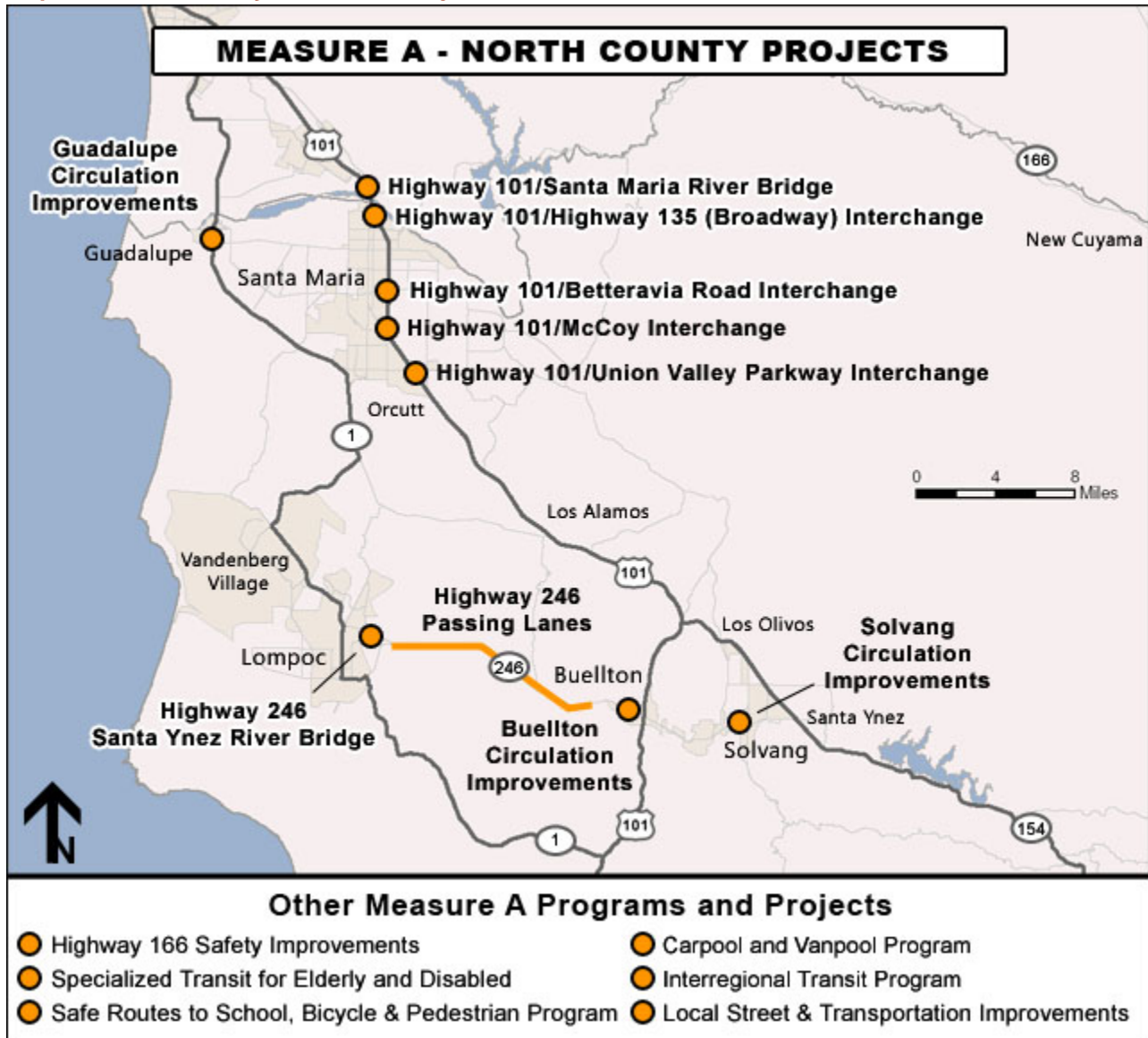
Measure A will relieve traffic congestion and improve safety on U.S. 101 by providing \$140 million (approximately 13% of Measure A funds) in matching funds to widen the freeway from four to six lanes south of Santa Barbara. The Measure A Investment Plan will also provide \$455 million each for the North County and South Coast (approximately 43% of Measure A funds for each region) for high priority transportation projects and programs to address the current and future needs of local communities.

North County Measure A projects include:

- Highway 101 interchanges at Betteravia Road, McCoy Lane, Union Valley Parkway, and Highway 135
- Highway 101 Santa Maria River bridge
- Highway 246 Santa Ynez River bridge
- Highway 166 safety improvements
- Highway 246 passing lanes
- Local street and transportation improvements (LSTI) in Buellton, Guadalupe, Lompoc, Santa Maria, Solvang, and the County
- Circulation improvements in Buellton, Guadalupe, and Solvang
- Safe Routes to School, Bicycle & Pedestrian Program
- Interregional Transit Program

- Specialized Transit for Elderly and Disabled
- Carpool and Vanpool Program

**Map 124: North County Measure A Projects**



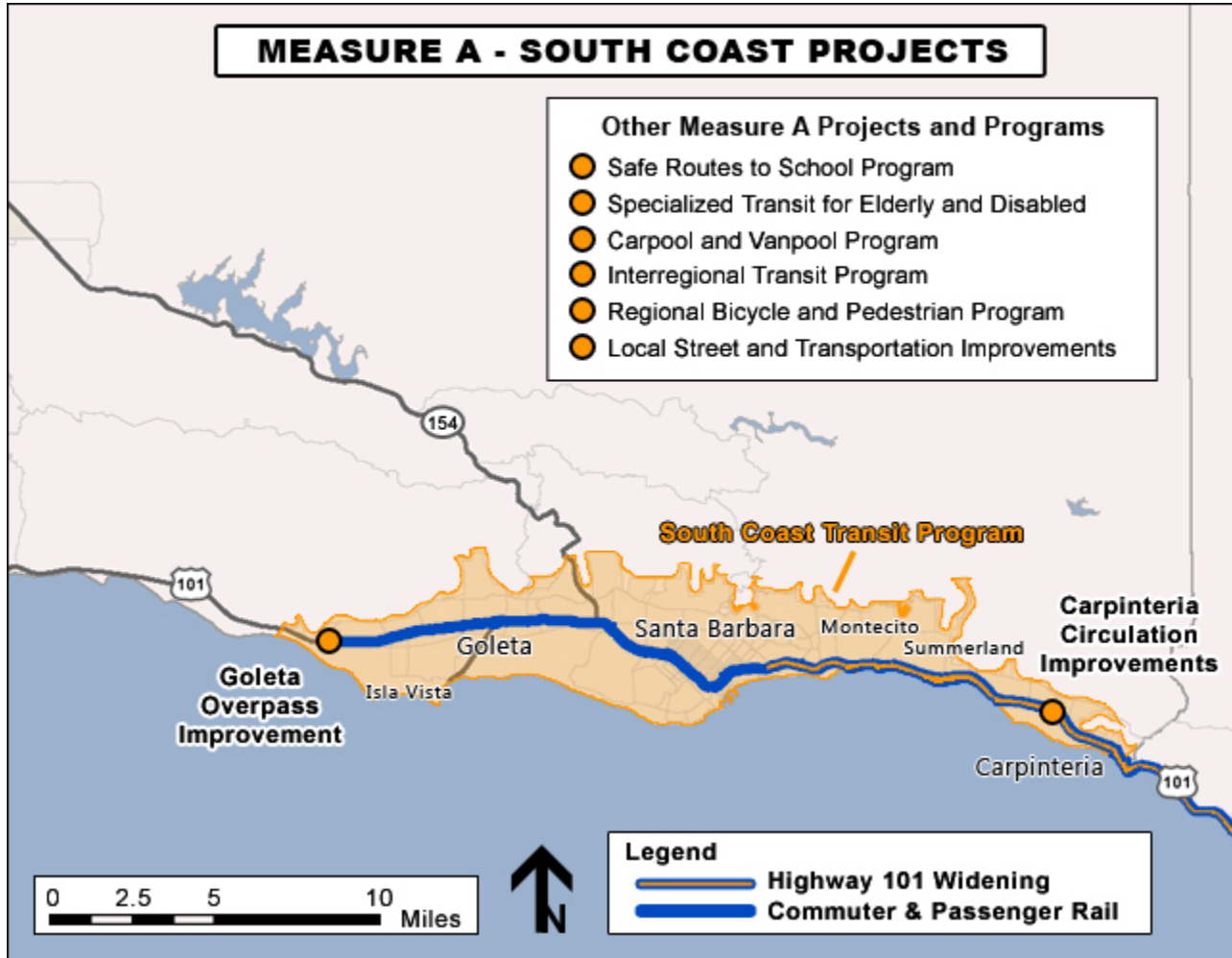
South Coast Measure A projects include:

- Goleta overpass improvement
- Local street and transportation improvements (LSTI) in Carpinteria, Goleta, Santa Barbara, and the County
- Circulation improvements in Carpinteria
- Regional Bicycle and Pedestrian Program
- Safe Routes to School Program
- Interregional Transit Program
- South Coast Transit Capital Program



- South Coast Transit Operations Program
- Specialized Transit for Elderly and Disabled
- Commuter and Passenger Rail
- Carpool and Vanpool Program

Map 125: South Coast Measure A Projects



All of these projects are in the Programmed Projects List – Measure A in Appendix E.

## 7.8 SAFETY & SECURITY PROGRAMS

There are a number of safety and security programs in the SBCAG region. A few such programs are described below.

### 7.8.1 ROADWAY SAFETY

There are both federal and State funding programs that prioritize safety on roadways.

The overall purpose of the federal Highway Safety Improvement Program (HSIP) is to achieve a significant reduction in traffic fatalities and serious injuries on all public roads through the implementation of infrastructure-related highway safety improvements. In order to receive HSIP funds, states must have developed strategic highway safety plans (SHSP). The *California Strategic Highway Safety Plan Version 2* identified 16 challenges for the State.<sup>230</sup>

1. Reduce impaired driving related fatalities
2. Reduce the occurrence and consequence of leaving the roadway and head-on collisions
3. Ensure drivers are licensed and competent
4. Increase use of safety belts and child safety seats
5. Improve driver decisions about rights of way and turning
6. Reduce young driver fatalities
7. Improve intersection and interchange safety for roadway users
8. Make walking and street crossing safer
9. Improve safety for older roadway users
10. Reduce speeding and aggressive driving
11. Improve commercial vehicle safety
12. Improve motorcycle safety
13. Improve bicycling safety
14. Enhance work zone safety
15. Improve post-crash survivability
16. Improve safety data collection, access, and analysis

The purpose of the State Highway Operations and Protection Program (SHOPP) is to maintain and preserve the State Highway System. The SHOPP helps fund collision reduction, bridge preservation, roadway preservation, roadside preservation, mobility enhancement projects, and preservation of other transportation facilities related to the State Highway System. Safety, bridge and pavement preservation are the most critical categories of projects in the SHOPP.<sup>231</sup>

The Regional Transportation Plan & Sustainable Communities Strategy (RTP-SCS) project lists include HSIP and SHOPP projects, as well as other projects intended to improve highway safety, such as the Measure A Highway 166 Safety and Operational Improvements project. The Highway 166 project proposes to improve safety and operations on Highway 166 by adding passing lanes, turnouts, wider shoulders and enhanced enforcement.

## 7.8.2 BRIDGE SAFETY

California Department of Transportation (Caltrans) bridge inspectors are responsible for maintaining the safety of more than 24,000 bridges owned by the State and local government agencies.<sup>232</sup> Caltrans inspects bridges on the interstate and State Highway System, as well as

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<sup>230</sup> Caltrans Division of Traffic Operations. *California Strategic Highway Safety Plan Version 2*.  
<http://www.dot.ca.gov/SHSP/>.

<sup>231</sup> Caltrans. *2011 Ten-Year State Highway Operation and Protection Program Plan*.  
[http://www.dot.ca.gov/docs/reports/2011\\_Ten\\_%20Year\\_Shopp\\_Plan.pdf](http://www.dot.ca.gov/docs/reports/2011_Ten_%20Year_Shopp_Plan.pdf).

<sup>232</sup> <http://www.dot.ca.gov/hq/structur/strmaint/>. Accessed 11 February 2013.



most bridges under the jurisdiction of local agencies. In the case of local bridges, Caltrans works closely with local public works departments to schedule inspections. Caltrans inspects local, non-highway bridges to enable them to become eligible for federal funding when they need repair or replacement.

According to a staff report to the SBCAG Board in December 2007 regarding the condition of non-highway bridges in Santa Barbara County, nearly 80% (134 out of 175) of the bridges exhibit a high level of integrity with an average “sufficiency” rating of 92.6 out of 100. A more recent report, the January 2013 Local Agency Bridge List from Caltrans Structure Maintenance & Investigations, indicates that, of the approximately 190 bridges in the County with a Federal Highway Administration (FHWA) Bridge sufficiency rating, the average rating is 80.1.<sup>233</sup>

The purpose of the Highway Bridge Program (HBP) under SAFETEA-LU was to replace or rehabilitate public highway bridges over waterways, other topographical barriers, other highways, or railroads when the State and the Federal Highway Administration determine that a bridge is significantly important and is unsafe because of structural deficiencies, physical deterioration, or functional obsolescence. Under MAP-21, activities carried out under SAFETEA-LU programs such as the HBP are incorporated into a new core formula program structure that includes the National Highway Performance Program (NHPP), the Surface Transportation Program (STP), the Congestion Mitigation and Air Quality Improvement Program (CMAQ), the HSIP, the Railway-Highway Crossings (set-aside from HSIP), and Metropolitan Planning.

One of the State’s Proposition 1B programs is the Local Bridge Seismic Retrofit Account. This program made funds available to provide the 11.5 percent required match for federal Highway Bridge Replacement and Repair funds available to the State for seismic work on local bridges, ramps, and overpasses as identified Caltrans. Local agencies in SBCAG’s jurisdiction received funding to remedy structural seismic design deficiencies of public bridges on local streets and roads. The last of the Proposition 1B funds, however, will be received in FY 2017/18.

### **7.8.3 SAFE ROUTES TO SCHOOL**

Various federal, State, and local funding programs specifically provide for safe routes to school.

SAFETEA-LU authorized the federal Safe Routes to School program, SRTS, but it no longer exists under MAP-21. Under MAP-21 a new program, Transportation Alternatives, covers most activities formerly funded under SRTS.

The State Safe Routes to School program, SR2S, makes grants available to local governmental agencies based upon the results of a statewide competition. The goals of the SR2S program are to reduce injuries and fatalities to school children and to encourage increased walking and bicycling among students.

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<sup>233</sup> <http://www.dot.ca.gov/hq/structur/strmaint/>. Accessed 11 February 2013.

Locally, the Measure A South Coast Safe Routes to School Program and North County Safe Routes to School, Bicycle and Pedestrian Program fund projects that increase pedestrian and bicycle safety to, from and near schools. This funding is awarded through a competitive grant process.

### 7.8.4 TRANSIT SECURITY

Transit agencies in Santa Barbara County take measures to protect the security of their systems and the safety of their riders. Various agencies use security cameras and private security service patrols at bus yards and storage facilities, electric gates to control yard access, and on-board security surveillance systems on transit vehicles. They also give their drivers official identification badges, provide ongoing monthly safety training for their drivers, employ Transit Safety Institute (TSI) certified drivers, and provide safety awards and incentives to drivers.

One of the State’s Proposition 1B programs is Transit Security Grant Program. This program is for transit capital purchases that provide increased protection against a security or safety threat or increase the capacity of disaster response transportation systems that can move people, goods, emergency personnel, and equipment in the aftermath of a disaster. The last of the Proposition 1B funds, however, will be received in FY 2017/18. The table below lists projects submitted to the California Emergency Management Agency for FY 2012/13 Proposition 1B Transit Security Grant Program funding.

**Table 53: Projects Submitted for FY 12/13 Proposition 1B Transit Security Grant Program Funding**

Agency	Project Title
Santa Barbara MTD	Cameras On-board Transit Buses
City of Lompoc	Transit Operations Center Security Improvements
City of Santa Maria	Emergency Generator for Transit Properties
City of Solvang	Public Works Storage Yard Security Lighting

*Source: December 20, 2012 Staff Report to the SBCAG Board*

Other transit security projects are included in ongoing transit operations costs.

### 7.8.5 FREEWAY SERVICE PATROL

The Freeway Service Patrol (FSP) is a public service comprised of a fleet of tow and pick-up trucks that patrol designated portions of freeways during commute hours, clearing accidents and removing debris to improve safety and reduce traffic congestion. SBCAG administers the program, which operates on U.S. 101 on the South Coast. Funding for the FSP program is provided through the State with the local match provided by the Santa Barbara County SAFE program.

### 7.8.6 HIGHWAY CALL BOX PROGRAM

The Highway Call Box Program is a motorist aid system intended to improve safety and reduce traffic congestion. The call boxes can be used to report accidents, traffic hazards, and other emergencies, and to request assistance for vehicle breakdowns. SBCAG operates the county-

wide program, which receives funding from the SAFE program.

## 7.9 ENVIRONMENTAL MITIGATION PROGRAM

As a regional planning document, the Regional Transportation Plan & Sustainable Communities Strategy (RTP-SCS) allows for early consideration of broad mitigation strategies. In fact, the RTP-SCS must include a “discussion of types of potential environmental mitigation activities and potential areas to carry out these activities, including activities that may have the greatest potential to restore and maintain the environmental functions affected by the” RTP-SCS. “The discussion may focus on policies, programs, or strategies, rather than at the project level.”<sup>234</sup> In developing this discussion, SBCAG must “consult, as appropriate, with State and local agencies responsible for land use management, natural resources, environmental protection, conservation, and historic preservation concerning the development of the transportation plan. The consultation shall involve, as appropriate: (1) Comparison of transportation plans with State conservation plans or maps, if available; or (2) Comparison of transportation plans to inventories of natural or historic resources, if available.”<sup>235</sup> Comparison of the Regional Transportation Plan (RTP) to maps and inventories can help identify the most appropriate areas for mitigation such that it is conducted in a regional, rather than piecemeal, fashion. The RTP Guidelines further state that SBCAG should “make a concerted effort to ensure any actions in the RTP do not conflict with conservation strategies and goals of the resource agencies.”<sup>236</sup>

The Environmental Impact Report (EIR) associated with this RTP-SCS also allows for early consideration of broad mitigation strategies. The EIR serves as the first tier of environmental review for identified transportation improvement projects. It programmatically evaluates the environmental impacts of the 2040 RTP-SCS. If the EIR identifies potential environmental impacts that require implementation of mitigation measures to reduce impacts below threshold levels, it will identify mitigation measures that programmatically apply to individual transportation projects based on a review of general project parameters and locations. Transportation project sponsors are responsible for more in-depth, project-level environmental analysis and mitigation to more precisely quantify impacts and specify mitigation measures based on project-level design details and site-specific review. However, where applicable, the RTP-SCS can provide a framework for mitigation at a regional level. The RTP-SCS EIR contains a Mitigation Monitoring and Reporting Program (MMRP) that is intended to ensure that the mitigation measures identified in the EIR are effectively implemented by the applicable jurisdictions. The applicable jurisdictions with projects contained in the RTP-SCS are encouraged to adopt the Mitigation Monitoring and Reporting Program (MMRP) or an adaptation of it specific to its independent discretion and/or special expertise.<sup>237</sup>

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<sup>234</sup> 23 C.F.R. §450.322(f)(7).

<sup>235</sup> 23 C.F.R. §450.322(g).

<sup>236</sup> 2010 RTP Guidelines, 23.

<sup>237</sup> CEQA Guidelines §15097(d).

## 7.9.1 MITIGATION BANKING

A potentially valuable mitigation strategy, particularly for large projects, is compensatory, off-site mitigation. This strategy can be used for biological resources, cultural resources, land use, etc. Early consultation with resource agencies provides the opportunity to match transportation project mitigation efforts with conservation goals. A valuable regional approach, when it is feasible, is to identify and acquire, in coordination with resource agencies and local jurisdictions, resource conservation areas as a “bank” for off-site mitigation of RTP-SCS transportation projects. The areas would then be available for purchase or dedication by transportation project sponsors. This strategy for project-level mitigation for RTP transportation projects would promote conservation at a regional level. Although there is currently no funding for such an approach, SBCAG could explore opportunities to develop such a strategy with member agencies, project sponsors, and resource agencies. The effort may include working with groups such as Project Clean Water<sup>238</sup> to look at projects, mitigation, and conservation at a watershed level. Different resource agencies rank conservation priorities differently, so participation by multiple agencies would ensure the most thoughtful consideration of regional priorities. At present, SBCAG has chosen to dedicate all available funding to other projects and programs and currently has no available funds to dedicate to acquisition of lands for mitigation banking. SBCAG may choose to re-visit this topic on future projects.

## 7.9.2 BIOLOGICAL RESOURCES

The local jurisdiction in which a RTP-SCS project with potentially significant long-term effects to biological resources is located shall assure that project-specific environmental reviews consider specific mitigation measures and/or alternative alignments that avoid or minimize impacts to biological resources. As mentioned above, a regional strategy for “banking” off-site biological resource conservation areas in preparation to mitigate adverse impacts on biological resources, including sensitive habitats and species, would make project-level environmental mitigation more efficient and effective. As feasible, off-site mitigation should consist of the conservation of identified lands within the same watershed as the proposed project. The involved agencies (project sponsors, member agencies, resource protection agencies, local conservation organizations, and SBCAG) would coordinate to develop a system for prioritizing the acquisition of conservation areas based on such factors as habitat quality, biodiversity, and connectivity.

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<sup>238</sup> “At the direction of the Santa Barbara County Board of Supervisors, Project Clean Water was established in 1998 to identify and implement solutions to creek and ocean water pollution. The two principal County departments charged with these tasks were the *Public Works Department*, via the *Water Agency*, and the *Public Health Department*, via *Environmental Health Services*. The County is joined in this effort by the cities of Santa Barbara County and members of groups such as the Urban Creeks Council, the Audubon Society, the Surfrider Foundation, Heal the Ocean, CURE, Santa Barbara Channelkeeper, Coalition of Labor, Agriculture & Business and the Community Environmental Council, as well as many community members.” [www.sbprojectcleanwater.org/project\\_clean\\_water.html](http://www.sbprojectcleanwater.org/project_clean_water.html)

The Land Trust for Santa Barbara County has planned, funded, and completed multiple habitat restoration projects. Some of these projects are listed in Table 54.<sup>239</sup>

**Table 54: Select Habitat Restoration Projects**

Name	Description
Arroyo Hondo Fish Passage	Retrofit the 300-foot culvert beneath U.S. 101 at Arroyo Hondo Creek to enhance the downstream lagoon and improve fish passage
Arroyo Hondo Stream Corridor Restoration	Remove invasive species, re-introduce native plants
El Capitan Creek	Remove a barrier to fish passage in lower El Capitan Creek and replace it with an arch culvert while restoring the creek banks
Lower Refugio Creek	Remove Giant reed in Lower Refugio Creek and re-establish native stream conditions
West Goleta Slough	Remove unnecessary man-made landforms and facilities and modify existing drainage facilities and pattern; remove and control non-native weeds
Carpinteria Salt Marsh	Restore historic tidal circulation channels, create new submerged cobble beds for shellfish colonization, and help re-establish both native upland and wetland plants
Santa Ynez River	Stabilize river bank to reduce soil erosion; plant native trees and scatter native seed on the repaired banks

Source: *The Land Trust for Santa Barbara County*. <http://www.sblandtrust.org/agricultural-easements-2/>. Accessed 12 March 2013.

Map 126 shows large wildlife linkages as identified by the Regional Conservation Guide (RCG) that was developed by the Conception Coast Project (CCP). The RCG identifies critical areas for conservation, according to the CCP. The grant-funded project covers the entire Santa Barbara County area as well as southern San Luis Obispo and northern Ventura County. As mentioned above, different resource agencies rank conservation priorities differently, so the CCP's work is simply an example and not necessarily a complete or exhaustive list of all linkages. Additional work by the CCP is discussed below.

<sup>239</sup> The Land Trust for Santa Barbara County. Restoration Sites. <http://www.sblandtrust.org/agricultural-easements-2/>. Accessed 11 March 2013.



Map 126: Large Wildlife Linkages in Santa Barbara County



Source: Conception Coast Project. Regional Conservation Guide. [http://conceptioncoast.org/projects\\_rcg\\_report.html](http://conceptioncoast.org/projects_rcg_report.html).



### 7.9.3 AESTHETICS

Visual quality and aesthetics should be considered on every RTP-SCS improvement, not limited to those projects with the potential to affect landforms and vegetation. New structures, paving, lanes, paths, lots, fencing, etc., all have the potential to affect aesthetic quality.

Where a particular RTP-SCS improvement affects adjacent landforms, the local jurisdiction in which the project is located should ensure that re-contouring provides a smooth and gradual transition between modified landforms and existing grade. The local jurisdiction should ensure that associated landscape materials enhance landform variation, provide erosion control, and blend with the natural setting. The local jurisdiction should also ensure that a project in a scenic view corridor will have the minimum possible impact, consistent with project goals, upon foliage, existing landscape architecture, and natural scenic views. Roadway extensions and widenings should avoid the removal of existing mature trees to the extent possible. Any trees lost should be replaced at a suitable replacement ratio and incorporated into the landscaping design for the roadway in order to maintain or improve existing visual character to the greatest extent possible.

These requirements can be accomplished through the placement of conditions on the project by the local jurisdiction, assuming it has permit authority, during individual environmental review and by ensuring that specific design considerations to achieve the mitigation are enacted at each stage of design by the lead agency, local jurisdictions, and SBCAG. Where a local jurisdiction does not have permit authority, e.g., because a facility is owned by the State, it can provide comments to the California Department of Transportation (Caltrans) and request that conditions be placed on the project.

### 7.9.4 CULTURAL RESOURCES

Local jurisdictions should ensure that mitigation for potential impacts to significant cultural resources includes one or more of the following:

- Re-alignment of the project right-of-way (avoidance; the most preferable method);
- Capping of the site and leaving it undisturbed;
- Addressing structural remains with respect to National Register of Historic Places (NRHP) guidelines (Phase III studies);
- Relocating structures per NRHP guidelines;
- Creation of interpretative facilities; and/or
- Development of measures to prevent vandalism.

This mitigation can be accomplished through placement of conditions on the project by the local jurisdiction, if the local jurisdiction has permitting authority, during individual environmental review.

## 7.9.5 GREENHOUSE GAS EMISSIONS

Transportation projects, as well as land uses, may potentially affect transportation-related greenhouse gas emissions. As shown in Chapter 6, the RTP-SCS would not result in any increase in greenhouse gas emissions relative to the future baseline, or, by itself, cause any increase in emissions.

## 7.9.6 LAND USE

Setbacks, fences, or other appropriate means should be used to separate transportation facilities with the potential to generate land use conflicts from adjacent sensitive land uses. Roadways should be designed to minimize potential impacts to pedestrians and bicyclists, particularly those living in adjacent residential areas, or attending nearby schools. Adequate striping, signs, and signalization should be installed to slow traffic where appropriate, and to reduce safety and noise impacts. When new roadway extensions are planned, the local jurisdiction in which the RTP-SCS project is located should assure that project-specific environmental reviews consider alternative alignments that reduce or avoid impacts to agricultural lands. The jurisdiction through which the proposed impacting roadway traverses would be responsible for implementing this measure, which may in part be based on project-specific noise and safety studies required by the local agency, when the local jurisdiction has permitting authority.

Several resource agencies develop maps and inventories of valuable lands and habitats. Some of these lands are discussed below.

The Conception Coast Project (CCP) gathered and synthesized over 30 ecological data types including sensitive species, wildlife habitat, ecological sub-regions, and farmland types. The CCP's Regional Conservation Guide (RCG) synthesized this information with land use data such as a development footprint, a digital elevation model, land management status, and a trend model predicting urban outgrowth. The RCG aids regional planning by providing the data necessary for making efficient and informed decisions to protect natural areas. Map 127 shows conservation priorities as identified by the RCG's methodology. These priorities may differ by agency; broad involvement in regional mitigation efforts is important.

The California Department of Conservation Division of Land Resource Protection's Farmland Mapping and Monitoring Program (FMMP) has identified valuable agricultural land. Map 128 depicts important farmland in the County as of 2010. (See also Map 93: Farmland Categories.) FMMP classifies eight different land types: prime farmland (66,568 acres), farmland of statewide importance (12,475 acres), unique farmland (35,606 acres), farmland of local importance (10,643 acres), grazing land (581,642 acres), urban and built up land (62,762 acres), other land (265,443 acres), and water (4,191 acres). (Note that the mountainous area between the southwestern part of the County and the Cuyama Valley is not included in the inventory.) Between 1984 and 2010, the County lost 2,551 acres of important farmland (includes prime farmland, farmland of statewide importance, unique farmland, and farmland of local importance)

and 20,053 acres of grazing land.<sup>240</sup> It gained 9,296 acres of urban and built up land. (See also Appendix D for information about the Regional Greenprint.)

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<sup>240</sup> California Department of Conservation Division of Land Resource Protection. Santa Barbara County Important Farmland Data. Historic Land Use Conversion.  
[http://redirect.conservation.ca.gov/DLRP/fmmp/county\\_info\\_results.asp](http://redirect.conservation.ca.gov/DLRP/fmmp/county_info_results.asp).

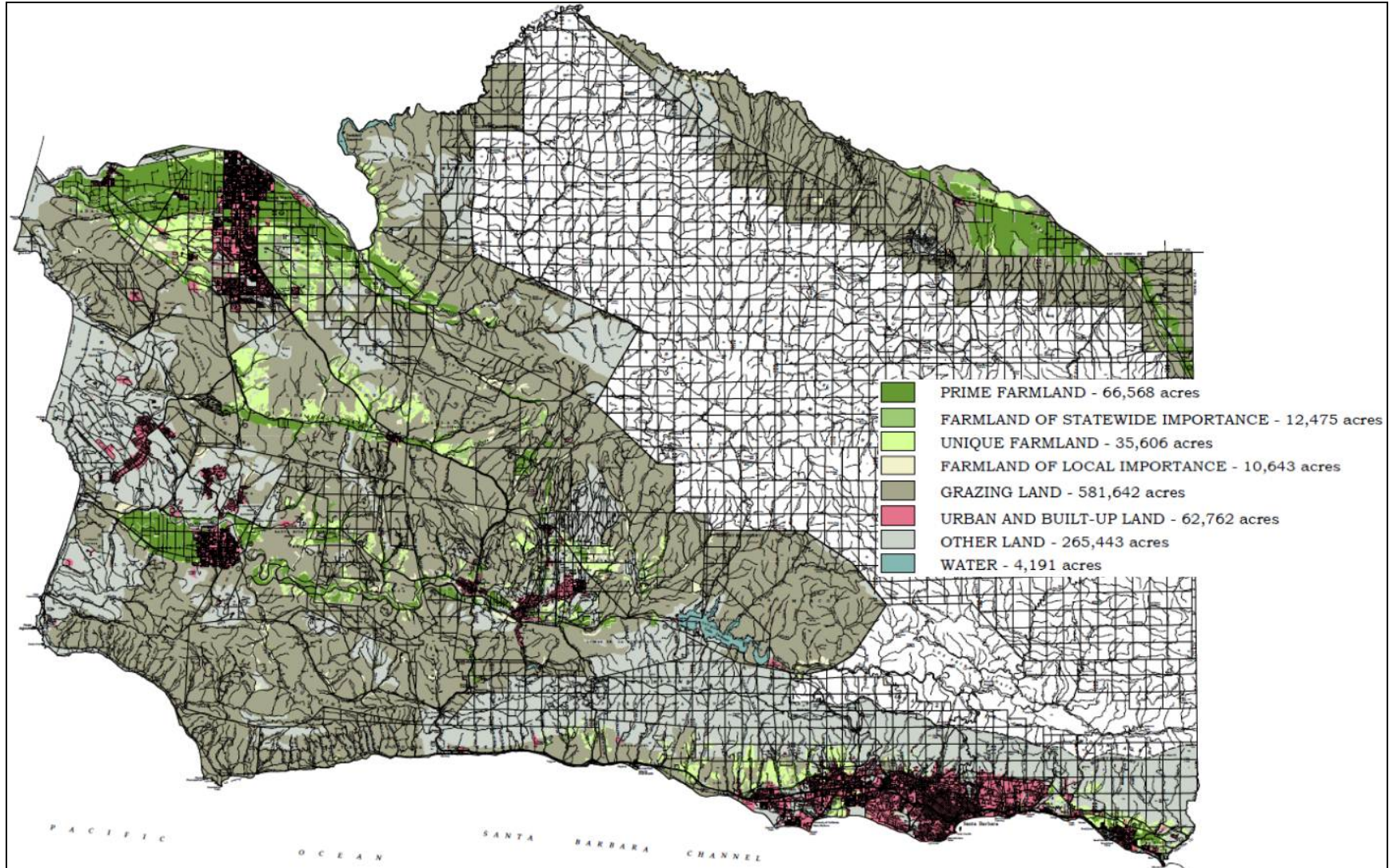
Map 127: Estimated Conservation Priorities



Source: Conception Coast Project. Regional Conservation Guide. [http://conceptioncoast.org/projects\\_rcg\\_report.html](http://conceptioncoast.org/projects_rcg_report.html).



Map 128: Important Farmland



Source: California Department of Conservation. Farmland Mapping and Monitoring Program. Santa Barbara County Important Farmland 2010. [http://www.conservation.ca.gov/dlrp/Pages/qh\\_maps.aspx](http://www.conservation.ca.gov/dlrp/Pages/qh_maps.aspx).

The Land Trust for Santa Barbara County has conserved more than 12,000 acres of farms, ranches, and private open spaces.<sup>241</sup> Most of the lands are protected by conservation easements, but remain private property. These conservation projects are shown in Table 55.

**Table 55: Farms, Ranches, & Private Open Spaces**

Name	Location
Bodger Oak Woodland	Lompoc
Briggs Family Ranch	Lompoc
Burton Ranch Chaparral Preserve	Lompoc
Freeman Ranch	Gaviota
Great Oak Ranch	Santa Ynez Valley
Hibbits Ranch	Lompoc
Horton Family Ranch	Carpinteria
La Paloma Ranch and Hvoboll Trust Property	Gaviota
Las Flores hunt Property	Los Alamos
Mar Y Cel	Montecito
Marcelino Springs Ranch	Buellton
Mission Canyon Watershed	Santa Barbara
Rancho Aldea Antigua	Carpinteria
Rancho Dos Vistas	Gaviota
Rancho Felicia	Santa Ynez Valley
Rancho la Purisima	Buellton
Rancho La Rinconada	Buellton
Rancho Las Cruces	Gaviota
Rancho Monte Alegre	Carpinteria
San Roque Ranch	Santa Barbara
Williams Ranch	Santa Ynez Valley

Source: *The Land Trust for Santa Barbara County*. <http://www.sblandtrust.org/open-space-preserves-2/>, Accessed 12 March 2013.

The Land Trust for Santa Barbara County has also protected over 11,000 acres of lands that are open to the public.<sup>242</sup> These lands are protected either by conservation easement or by ownership. Some of the lands protected by ownership are owned by the Trust, while others are owned by agencies such as the UC Natural Reserve System. See the list in Table 56.

**Table 56: Preserves and Properties Open to the Public**

Name	Acres	Location
Arroyo Hondo Preserve	782	Gaviota
Burton Mesa Chaparral/Mackie Mountain	17	Lompoc
Burton Ranch Chapparal Preserve	95	Lompoc
Carpinteria Bluffs	52	Carpinteria
Carpinteria Salt Marsh	35	Carpinteria
Coronado Butterfly Preserve	9	Goleta

<sup>241</sup> The Land Trust for Santa Barbara County. Farms, Ranches & Private Open Space. <http://www.sblandtrust.org/open-space-preserves-2/>. Accessed 11 March 2013.

<sup>242</sup> The Land Trust for Santa Barbara County. Preserves & Properties You Can Visit. <http://www.sblandtrust.org/protected-lands-2/>. Accessed 11 March 2013.



Name	Acres	Location
El Capitan Ranch and Horse Ranch	650	Gaviota
Fairview Gardens	12	Goleta
Hot Springs Canyon	462	Santa Barbara
Midland School Ranch	2,727	Santa Ynez
Modoc Preserve	25	Santa Barbara
More Mesa	36	Santa Barbara
Point Sal	130	Santa Maria area
San Ysidro Oak Woodland or Ennisbrook	44	Montecito
Sedgwick Reserve	5,896	Santa Ynez Valley
South Parcel Nature Park UCSB	68	Goleta

Source: *The Land Trust for Santa Barbara County*. <http://www.sblandtrust.org/protected-lands-2/>. Accessed 12 March 2013.

Additional open spaces in Santa Barbara County are listed below by local jurisdiction.

#### County of Santa Barbara<sup>243</sup>

- South County Open Spaces & Preserves:
  - Calle Barquero
  - Kellogg Tennis Courts
  - Lassen
  - Patterson
  - Rhoads
  - San Marcos Foothills Preserve
  - Tabano Hollow
  - Tarragona
  - Thunderbird
  - Town and Country
  - University Circle
- North County Open Spaces & Preserves – Santa Maria/Orcutt:
  - Cobblestone
  - Domino
  - Lee West
  - Rice Ranch
  - Stonebrook
- North County Open Spaces & Preserves – Lompoc:
  - Falcon
  - Point Sal
- Other parks and facilities include day camping parks such as Cachuma Lake, day use parks such as Nojoqui Falls Park, and the Cuyama Aquatics Center,

<sup>243</sup> County of Santa Barbara Open Spaces & Preserves. <http://www.countyofsb.org/parks/parks03.aspx?id=13394>. Accessed 16 April 2013.

#### City of Buellton<sup>244</sup>

- River View Park
- Zaca Creek Golf Course
- Oak Park
- PAWS Park

#### City of Carpinteria<sup>245</sup>

- Monte Vista Park
- Carpinteria Creek park
- Viola Fields
- Carpinteria Bluffs Nature Preserve
- Memorial Park
- Salt Marsh Nature Park
- Tar Pits Park
- Heath Ranch Park
- El Carro Park
- Franklin Creek Park
- Tomol Interpretive Play Area

#### City of Goleta<sup>246</sup>

- Andamar
- Armitos Park
- Armstrong
- Bella Vista I & II
- Brandon
- Campus Glen
- Coronado Butterfly Preserve
- Emerald Terrace Tennis Courts
- Evergreen Acres
- Girsh Park
- Koarts Apartments
- La Goleta
- Lake Los Carneros
- Mathilda Park

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<sup>244</sup> City of Buellton. Buellton Parks. <http://www.cityofbuellton.com/Parks&Rec/parks.asp>. Accessed 16 April 2013.

<sup>245</sup> City of Carpinteria Parks & Recreation Department. Park System. [http://www.carpinteria.ca.us/parks\\_rec/park\\_system.shtml](http://www.carpinteria.ca.us/parks_rec/park_system.shtml). Accessed 16 April 2013.

<sup>246</sup> City of Goleta Public Works. Parks and Open Space. <http://www.cityofgoleta.org/index.aspx?page=206>. Accessed 16 April 2013. and City of Goleta Parks and Cultural Resources. Parks and Open Spaces. <http://www.cityofgoleta.org/index.aspx?page=290>. Accessed 16 April 2013.

- Nectarine Park
- Oro Verde
- San Miguel
- Santa Barbara Shores
- Sperling Preserve
- Stow Tennis Courts
- Stow Grove
- Winchester I & II
- University Village Walkway
- Stonebridge Walkway
- Covington Walkway

City of Lompoc<sup>247</sup>

- Athletic and Neighborhood Parks
  - Barton Neighborhood Park
  - Briar Creek
  - Centennial Square
  - College Park
  - J.M. Park
  - Lompoc Valley Multipurpose Trail
  - Pioneer Park
  - Riverbend Park
  - Thompson Park
  - Westvale Park
- Rentable Picnic Areas
  - Beattie Park
  - Ken Adam Park
  - River Park
  - Ryon Park

City of Santa Barbara<sup>248</sup>

- Open Space Parks:
  - Douglas Family Preserve
  - Equestrian Circle
  - Hale
  - Hidden Valley
  - Honda Valley
  - Gould

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<sup>247</sup> City of Lompoc Parks & Recreation. Picnic Areas & Parks Information. [http://www1.cityoflompoc.com/parks\\_rec/pdf/Parks\\_Brochure\\_2013.pdf](http://www1.cityoflompoc.com/parks_rec/pdf/Parks_Brochure_2013.pdf). Accessed 16 April 2013.

<sup>248</sup> City of Santa Barbara. Interactive Park Map. <http://www.santabarbaraca.gov/Parks/>. Accessed 16 April 2013.

- Laurel Canyon
- Loma Media
- Parma
- Rattlesnake Canyon
- Other parks include neighborhood parks such as Eastside Neighborhood, community parks such as Oak Park, passive parks such as the Andree Clark Bird Refuge, beach parks such as Thousand Steps, and sports facilities such as Pershing Park.

City of Santa Maria<sup>249</sup>

- Adam Park
- Armstrong Park
- Atkinson Park
- Buena Vista Park
- Fletcher Park
- Grogan Park
- Hagerman Sports Complex
- Jim May Park
- Joe White Park
- Los Flores Ranch Park
- Maramonte Park
- Marilyn Stanley Park
- Minami Park
- Oakley Park
- Perlman Park
- Pioneer Park
- North Preisker Ranch Park
- Preisker Park
- Rice Park
- Rodenberger Park
- Rosalind Perlman Park
- Rotary Centennial Park
- Russell Park
- Sierra Vista Park
- Simas Park
- Stanley Park
- Tunnell Park
- Veterans Memorial Park
- Westgate Park

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<sup>249</sup> City of Santa Maria. View Our Parks. <http://www.ci.santa-maria.ca.us/3083.shtml>. Accessed 16 April 2013.

City of Solvang<sup>250</sup>

- Hans Christian Andersen Park
- Atterdag Bowl
- Sunny Fields Park

## 7.9.7 NOISE

Various sound attenuation techniques shall be considered where new or expanded roadways are found to expose receptors to noise exceeding normally acceptable levels. Preferred methods for mitigating noise impacts include the use of appropriate setbacks and sound attenuating building design and pavement, including retrofit of existing structures with sound attenuating building materials where feasible. In instances where use of these techniques is not feasible, the use of sound barriers (earthen berms, sound walls, or some combination of the two) should be considered. Determination of appropriate noise attenuation measures will be assessed on a case-by-case basis during a project's individual environmental review pursuant to the regulations of the applicable agency.

See the RTP-SCS EIR for more information about environmental mitigation.

## 7.10 ENHANCED TRANSIT STRATEGY

The preferred Regional Transportation Plan & Sustainable Communities Strategy (RTP-SCS) scenario anticipates future transit needs and includes a strategy for enhancing transit to meet those needs at such time as new revenues for such enhancements become available. As transit-oriented and infill development occur under the preferred scenario, the need for new transit enhancements not identified in this plan or included in its lists of fiscally constrained projects may arise. Similarly, new funding sources may become available that will make additional transit enhancements possible. This strategy is intended to guide the allocation of such new funding in a flexible and targeted manner to where and when it is needed most. It also strives to balance the need for transit enhancement with other, at times competing, local transportation and infrastructure needs. The primary purpose of this strategy is to support the TOD/infill land use pattern of the preferred scenario to promote and facilitate more transit use and less reliance on automobile trips.

**Specifically, this enhanced transit strategy commits to identifying potential funding for transit service expansion as new revenue sources become available (1) when transit enhancements are actually needed (defining quantitative triggers to determine when such need exists) and (2) while protecting existing funding for competing local demands, such as street and road maintenance.**

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<sup>250</sup> City of Solvang. Parks & Recreation. List of Parks.  
<http://www.cityofsolvang.com/index.php/departments/parks-a-recreation/city-parks/list-of-parks-a-photos>.  
Accessed 16 April 2013.

The preferred scenario upon which the RTP-SCS is based is a variation on and hybrid of alternative Scenarios 3 and 7, two alternative scenarios studied. Like both of these alternative scenarios, the preferred scenario seeks to concentrate new development near existing transit corridors. Similar to Scenario 7, the preferred scenario would include both land use components and a commitment to identifying funding for additional enhanced transit (beyond financially constrained transit enhancements on the programmed and planned project lists) when new sources of revenue become available. However, different from Scenario 7, it would not make a blanket commitment to specific transit enhancements based on speculative future funding. Instead, recognizing the uncertain nature of future, new revenue sources, it takes a targeted, balanced and flexible approach to expanding transit service as needed in the future.

### **7.10.1 REVENUE AVAILABILITY**

This strategy anticipates the possibility of new revenue sources and looks beyond the fiscally constrained planned and programmed transit enhancements listed in the RTP-SCS. Rather than rely on new, speculative sources of revenue to fund projects, this RTP-SCS distinguishes between projects that can be funded with revenues that SBCAG presently anticipates to be reasonably available based on current revenue sources (i.e., fiscally constrained projects) and projects that will depend on more speculative future revenues.

Revenue sources and funding assumptions are addressed in detail in the financial element in Chapter 8. This chapter, the Action Element, lists projects programmed and planned for completion based on reasonably available funding sources. New revenue sources are defined for purposes of this enhanced transit strategy to include new discretionary funding available for transit service that is in addition to funding required and committed to complete programmed and planned projects listed in this Regional Transportation Plan (RTP). Existing, reasonably available funding that is already committed to completion of the listed programmed and planned projects, including transit and rail projects, is not subject to this strategy. Future increases in existing transit funding sources are not considered new revenue sources or additional funding subject to this strategy. Nothing in this strategy is intended to prevent SBCAG and transit operators from pursuing new funding sources for transit. New funding sources identified by a transit agency and its partners specifically to fund new or expanded transit service are similarly not new revenue sources that are subject to this strategy. This strategy would apply only to new funding sources that are flexible and can be used for a variety of purposes, including transit.

### **7.10.2 EXISTING FUNDING COMMITMENTS & PROTECTION OF EXISTING LOCAL DEMANDS (“FINISH IT/FIX IT/SUSTAIN IT FIRST”)**

In addition to defining under what conditions transit enhancements are needed, this strategy also commits to protecting existing funding commitments and local demands, such as street and road maintenance. Before taking on new commitments to new projects or transit services, this RTP-SCS commits to completing listed planned and programmed projects and maintaining existing facilities and services, including transit service. This approach protects competing local needs by requiring maintenance of existing local roads and transit services before committing to new projects in addition to existing, fiscally constrained RTP projects.



### 7.10.3 DEFINING FUTURE TRANSIT NEED

Under this strategy, at such time as a new revenue source becomes available, a commitment to identifying potential funding for transit service expansion would be made when the need for a particular transit enhancement was triggered. The need for transit enhancements can apply to (1) existing transit routes, (2) new transit routes not yet served and (3) other, high-priority transit needs. The triggers listed below shall be used to determine when the need for a particular transit enhancement exists.

When, under this strategy, new funding sources become available, any new transit needs meeting the trigger criteria listed below and prioritized for funding will first trigger the development of a transit service enhancement plan by the affected transit agency to determine what kind of service or enhancement would best meet the identified need, projected costs and ridership of the new service, and other details of the proposed new service. Transit needs include the needs of specialized transportation.

#### Existing Transit Routes

For a given existing transit route, a need for service enhancement is triggered for a given time peak or off-peak period when either of the following conditions are met:

- (1) **Volume/Capacity.** The passengers carried per hour on the transit route exceed 0.5 of the available bus capacity (i.e., standing room only) on that route, as measured by transit operator counts, with consideration given to the projected transit needs of planned future infill development and transit routes with the highest volume to capacity to receive funding first, or
- (2) **On-time Performance.** Additional service is needed to keep existing service on time and existing service has regular delays of at least 25% of the normal, scheduled bus headway on that route for at least a six-month period (for example, a bus that runs every 40 minutes experiences regular delays of at least 10 minutes for at least a six-month period). “Regular delays” means at least half of all trips.

Peak time periods for purposes of these triggers are defined, consistent with the SBCAG travel demand model, as 7 am to 9 am and 4 pm to 6 pm on weekdays. All other periods are off-peak periods. Available bus capacity is defined for purposes of these triggers as the sum total of seats and standing room spaces on a bus.

#### New Routes

For new transit routes where no transit service currently exists, a need for service enhancement is triggered where the new service would support the RTP-SCS preferred scenario’s TOD/infill land use pattern, and any of the following conditions are met:

- (1) **Under-served Areas.** Portions of urbanized areas with a minimum population density of 30 people per acre where fewer than 75% of residents are served by a transit route located within a half of a mile, and minimum ridership requirements are met.

- (2) **Short Range Transit Plans.** Where the need for new transit has been identified as part of a short range transit plan (SRTP) process evaluating transit service routes, based on the recommendations of the SRTP and substantial community input, and that cannot be addressed with existing resources.
- (3) **Unmet Transit Needs.** Where an unmet transit need that is reasonable to meet has been identified as part of a Unmet Transit Needs process, based on the recommendations of the SBCAG Board and substantial community input, and that unmet transit need cannot be addressed with existing resources.

### Other High-Priority Transit Needs

A need for transit enhancements may also exist in special circumstances created, for example, by an unplanned capital deficiency (e.g., inadequate bus capacity due to obsolescence or permanent equipment failure), special transit facility need (e.g., bus stop infrastructure,) or other special transit enhancement (e.g., transit support services, accessory uses, “last leg” end destination linkages or efficiency-enhancing technology, such as bus GPS or WiFi) that cannot be addressed with existing resources. This category could also include enhancements to inter-city and inter-regional service along key corridors recognized by the RTP-SCS, where justified by special transit studies in the future.

#### 7.10.4 APPLICATION

SBCAG will evaluate future transit needs and funding sources every four years as part of the RTP process and determine the need to pursue new funding sources. The RTP will be used to explore the availability of new funding sources. When a new funding source is obtained or becomes known, SBCAG staff will alert all member agencies and transit operators as part of this process for review of transit service needs. The process will seek and allow for public input. Before allocation of funding to new or enhanced transit service can be approved pursuant to this strategy, the new or enhanced transit service must be determined to be consistent with the RTP-SCS preferred scenario, based on modeling and analysis by SBCAG.

In defining future transit need triggers for existing and new routes, this enhanced transit strategy does not distinguish between local, inter-city and inter-regional transit service or between bus and rail service. These different types of transit service have equal priority based on transit need as defined, with the intention that any new funding be applied to enhance transit service where it is demonstrably most needed. All commitments of future funding are subject to approval by the SBCAG Board and are at its discretion.

### 7.11 ILLUSTRATIVE PROJECTS (UNCONSTRAINED)

The Regional Transportation Plan & Sustainable Communities Strategy (RTP-SCS) includes, for illustrative purposes, “additional projects that would be included in the adopted transportation plan if additional resources beyond those identified in the financial plan were to become

available.”<sup>251</sup> SBCAG is unable to reasonably assume that funding will be available for a variety of projects that are needed in the future. These projects are listed in the Illustrative Projects List in Appendix E. Funding is either insufficient or unavailable within the time frame of the RTP-SCS. These projects include roadway widening projects, interchange improvements, streetscape projects, bikeway undercrossings, transit service enhancements, park and ride facilities, and rail infrastructure improvements. Should sufficient funding be obtained, these projects can be added into the RTP-SCS.

To address this shortfall in funding, alternative improvement strategies such as passing lanes vs. full widening projects are implemented. In addition, *Section 7.10 Enhanced Transit Strategy* creates a plan for allocating additional transit funds, should they become available.

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<sup>251</sup> 23 C.F.R. §450.322(f)(10)(vii).



## Chapter 8 Financial Element

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The financial element analyzes the cost of implementing the projects identified in the action element (listed in Appendix E). It also provides a realistic projection of available revenues, showing that the projects can be implemented using “committed, available, or reasonably available revenue sources.”<sup>252</sup> The financial element demonstrates that the Regional Transportation Plan (RTP) is fiscally constrained.

- The total amount of revenue anticipated from federal, State, regional, and local sources over the life of the 2040 Regional Transportation Plan & Sustainable Communities Strategy (RTP-SCS) is approximately \$7.5 billion. Measure A accounts for 19% of anticipated revenues.
- The total cost of the projects in the 2040 RTP-SCS is approximately \$7.4 billion: \$2.3 billion for highway projects, \$2.9 billion for streets and roads projects, \$201 million for bicycle and pedestrian projects, \$1.9 billion for transit projects, \$4 million for intelligent transportation system (ITS) projects, \$48 million for transportation demand management (TDM) projects, and \$59 million for rail projects. The 2040 RTP-SCS is fiscally constrained.
- Revenue forecasts in the 2040 RTP-SCS are conservative and are based on historical data. The 2040 RTP-SCS does not rely on speculative sources of funding to achieve fiscal constraint. However, *Section 7.10 Enhanced Transit Strategy* lays out an approach for allocating possible, future new revenues to transit enhancements.

### 8.1 FUNDING SOURCES

SBCAG developed funding estimates for the 2040 Regional Transportation Plan & Sustainable Communities Strategy (RTP-SCS) cooperatively with the State and public transit operators via the RTP-SCS Joint Technical Advisory Committee (JTAC). JTAC includes representatives from the California Department of Transportation (Caltrans), Santa Barbara Metropolitan Transit District (MTD), Santa Barbara County Air Pollution Control District (APCD), and both public works directors and planning or community development directors from the County and all incorporated cities in the County. Appendix F contains detailed descriptions of the various revenue sources.

#### 8.1.1 ASSUMPTIONS

##### Year of Expenditure Dollars, Inflation Rates

As required by federal law, revenue estimates “use an inflation rate(s) to reflect ‘year of expenditure dollars,’ based on reasonable financial principles and information, developed cooperatively by the Metropolitan Planning Organization (MPO), State(s), and public

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<sup>252</sup> 23 C.F.R. §450.104. The financial element is required by California Government Code §65080(b)(4) and 23 U.S.C. §134(i)(2)(E).

transportation operator(s).<sup>253</sup> The inflation rates for nearly all the revenue sources in the Regional Transportation Plan (RTP) are consistent with those assumed in the Measure A Strategic Plan, which range from 0% to 3.75% by year. The Local Surface Transportation Program (LSTP), for example, does not use the growth rates from the Measure A Strategic Plan; LSTP funds are allocated based on a formula in State law, which does not assume a growth rate. The inflation rate assumptions for each individual revenue source are identified in Appendix F.

### Reasonable Availability

Revenue projections for the 2040 RTP-SCS are based on actual historical amounts and historical trends. SBCAG takes a conservative approach regarding availability of funding. For example, SBCAG assumes no Federal Demonstration funding, no Congestion Mitigation and Air Quality Improvement Program (CMAQ) funding, no Highway Maintenance Program funding, and no State Transit Assistance (STA) funding for the 2040 RTP-SCS.

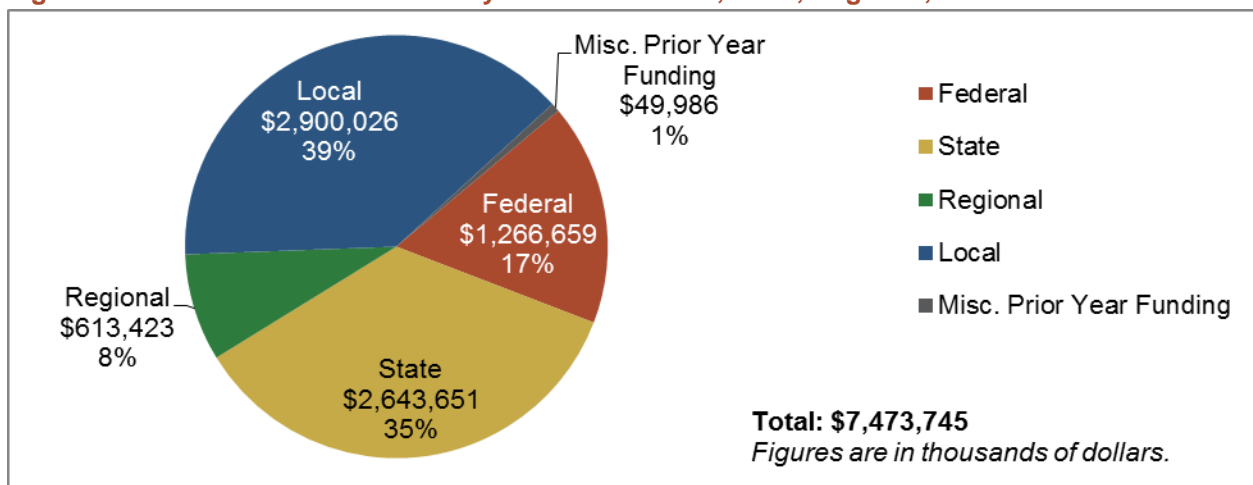
SBCAG also assumes no new sources of funding for transit. SBCAG does, however, look ahead to the possibility of new funding sources and identifies the need for additional funding in *Section 7.10 Enhanced Transit Strategy*.

Full explanations of the funding amounts expected to be available can be found in Appendix F.

## 8.1.2 EXISTING REVENUES PROJECTIONS

The financial analysis projects revenues for a 31-year planning horizon (2010 through 2040). The total program of projects is nearly \$7.5 billion. Descriptions of federal, State, regional, and local sources of funding are below. Figure 84 shows the breakdown of RTP-SCS revenues by source.

**Figure 84: 2040 RTP-SCS Revenues by Source—Federal, State, Regional, Local**



<sup>253</sup> 23 C.F.R. §450.322(f)(10)(iv).



## Federal



### **Moving Ahead for Progress in the 21st Century Act (MAP-21)**

President Obama signed the Moving Ahead for Progress in the 21st Century Act (MAP-21) into law on July 6, 2012. MAP-21 was the first multi-year federal transportation authorization enacted since SAFETEA-LU (the Safe, Accountable, Flexible, Efficient Transportation Act, a Legacy for Users) was enacted in 2005. Although SAFETEA-LU originally expired in 2009, the federal government extended it repeatedly until MAP-21 was enacted. MAP-21 is a two-year bill, set to expire on September 30, 2014. It extended SAFETEA-LU for the remainder of FY 2012 and the new provisions took effect on October 1, 2012. Previous federal transportation legislation included TEA-21 (Transportation Equity Act for the 21st Century) in 1998 and ISTEA (Intermodal Surface Transportation Efficiency Act) in 1991.

MAP-21 maintains the planning factors that were in SAFETEA-LU regarding economic vitality, safety, security, accessibility and mobility, environmental protection, energy conservation, quality of life, connectivity between modes, efficient system management and operation, and preservation of the existing transportation system. (See more about planning factors and goals in Chapter 4.) It places a greater emphasis on a performance-based approach to metropolitan planning.

MAP-21 provides approximately \$105 billion in funding for surface transportation programs in FYs 2013 and 2014. Approximately \$96 billion of that amount is available to fund programs in regions like SBCAG's.

Although MAP-21 makes changes to SAFETEA-LU's funding programs, it provides approximately the same amount of funding annually. According to the Federal Highway Administration (FHWA), "[f]unding levels are maintained at FY 2012 levels, plus minor adjustments for inflation – \$40.4 billion from the Highway Trust Fund (HTF) for FY 2013, and \$41.0 billion for FY 2014."<sup>254</sup> According to the Federal Transit Administration (FTA), authorized funding for public transportation totaled \$10.5 billion in FY 2012, and MAP-21 authorizes \$10.6 billion in FY 2013 and \$10.7 billion in FY 2014.<sup>255</sup>

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<sup>254</sup> U.S. DOT. FHWA. MAP-21 Summary of Highway Provisions. <http://www.fhwa.dot.gov/map21/summaryinfo.cfm>. Accessed 24 January 2013.

<sup>255</sup> U.S. DOT. FTA. MAP-21 Transit Programs Summary and MAP-21 Program Overview: PowerPoint. <http://www.fta.dot.gov/map21/>. Accessed 24 January 2013.

Because (1) MAP-21 maintains funding levels similar to those provided under SAFETEA-LU, (2) SBCAG staff, in cooperation with Caltrans, Santa Barbara MTD, Santa Barbara County APCD, Santa Barbara County, and all incorporated cities in the County, developed revenue assumptions and estimates for the 2040 RTP-SCS based on SAFETEA-LU during the first half of 2012, before MAP-21 was enacted, and (3) the details of the funding implications of MAP-21 are still being analyzed at the State and local level, SBCAG used the SAFETEA-LU-based funding assumptions it developed for the 2040 RTP-SCS. Detailed information about all federal revenue sources, and how they have been changed by MAP-21, is provided in Appendix F.

## State

The four largest sources of State funding for the SBCAG region are described below. See Appendix F for information about all State revenue sources.

### **Transportation Development Act (TDA)**

The TDA was signed into law in 1971. It provides two major sources of funding for public transportation: the Local Transportation Fund (LTF) and the State Transit Assistance fund (STA). Funds for LTF come from ¼% of the general State sales tax. Funds for STA come from the statewide sales tax on diesel fuel.



Caltrans is responsible for oversight of the TDA program on a statewide basis. Regional Transportation Planning Agencies (RTPAs) are responsible for implementing the TDA—administering the distribution of funds to local TDA recipients (claimants) and monitoring the subsequent use of those funds to ensure conformity with all State and local requirements. Funds are allocated to RTPAs and then to local claimants based on population, taxable sales, and transit performance. The priority use for TDA funds is public transportation, but some claimants may use LTF for streets and roads projects if they have no unmet transit needs that are reasonable to meet. A small percentage of LTF funding goes to bicycle and pedestrian projects.

### **State Transportation Improvement Program (STIP)**

The 1997 passage of Senate Bill 45 created the State Transportation Improvement Program (STIP). The STIP is a five-year capital improvement program of transportation projects on and off the State Highway System. Every two years the California Transportation Commission (CTC) adopts a fund estimate which identifies the amount of new funds available for the programming of transportation projects. The CTC allocates funds for administration and continued maintenance, rehabilitation and operation of the highway system to Caltrans first; this practice is consistent with the overall priority to support maintenance and preservation (including

safety) of the existing transportation system through the State Highway Operations and Protection Program (SHOPP). Then Caltrans and RTPAs like SBCAG prepare Regional Transportation Improvement Plans (RTIPs) to use the remaining funding for expansion of the system. The Interregional Transportation Improvement Plan (ITIP) prepared by Caltrans and the Regional Transportation Improvement Programs (RTIPs) prepared by the RTPAs are combined to make up the STIP, which is then adopted by the CTC. 75% of the STIP goes to the Regional Transportation Improvement Program (RTIP) and 25% goes to the Interregional Transportation Improvement Program (ITIP).

### **State Highway Operations and Protection Program (SHOPP)**

The purpose of the SHOPP is to operate, maintain, and preserve the State Highway System. The SHOPP helps fund collision reduction, bridge preservation, roadway preservation, roadside preservation, and mobility enhancement projects, and preservation of other transportation facilities related to the State Highway System. The SHOPP funds also help repair damage caused by natural disasters, civil unrest, or terrorist acts. The highest priority for programming in the SHOPP is safety. The 10-Year SHOPP Plan is updated every other year and is available on the Caltrans website.

The SHOPP is heavily over-subscribed—annual needs exceed available funding by approximately six times. Since the RTP must be fiscally constrained, it is assumed that the State Highway System will only be preserved to the level of funding available. SHOPP project costs are set to equal SHOPP revenues, divided proportionately among the various lump sums based on the proportional allocations in the Federal Transportation Improvement Program (FTIP).

### **Proposition 1B**

On May 16, 2006, Governor Schwarzenegger signed Senate Bill 1266 (SB 1266)—the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006—placing a nearly \$20 billion transportation infrastructure bond on the November 2006 ballot (Proposition 1B). California voters approved the measure, providing increased amounts of funding covering many infrastructure and transportation categories over a period of ten years.

Specific allocations include the following:

- \$4.5 billion for the Corridor Mobility Improvement Account
- \$1 billion for State Route (SR) 99 Improvements
- \$3.1 billion for the CA Ports Infrastructure, Security, Air Quality Improvement Account
- \$200 million for the School Bus Retrofit Program
- \$2 billion for the State Transportation Improvement Program
- \$4 billion for the Public Transportation Modernization, Improvement Service Enhancement Account
- \$1 billion for the State Partnership Assistance Program
- \$1 billion for the Transit Security, Disaster Response Account
- \$250 million for the Highway/Railroad Crossing Safety Account
- \$750 million for the Highway Safety Rehabilitation, Preservation Account

- \$2 billion for Local Streets and Road Improvements

The RTP only assumes receipt of Proposition 1B funds that have already been allocated to SBCAG. The last of the funds will be received in FY 2017/18.

## Regional & Local

The largest source of regional and local funding for the SBCAG region is Measure A. Measure A is described below. See Appendix F for information about all regional and local revenue sources.

### Measure A

Measure A, the Road Repair, Traffic Relief and Transportation Safety Measure, is a one-half cent sales tax for transportation in Santa Barbara County. Santa Barbara County voters overwhelmingly approved—with 79% support—Measure A in November 2008. Measure A's predecessor, Measure D, expired in 2010.

Measure A is administered by SBCAG, the Local Transportation Authority (LTA) for Santa Barbara County, and will provide more than an estimated \$1 billion in local sales tax revenues for transportation projects in Santa Barbara County over 30 years (2010 through 2040).

Measure A will relieve traffic congestion and improve safety on Highway 101 by providing \$140 million (13% of the revenues generated by Measure A) in matching funds to widen the freeway from four to six lanes south of Santa Barbara. This project is the “lane” portion of 101 In Motion’s “add a lane and a train.”

The Measure A Investment Plan also provides \$455 million each for the North County and South Coast (87% of the revenues generated by Measure A) for high priority transportation projects and programs to address the current and future needs of local communities. One of the projects in the South Coast portion of Measure A is Commuter and Passenger Rail Planning and Service Improvements, which will reduce congestion on Highway 101 and provide commuters with an alternative to driving. This project is the “train” portion of 101 In Motion’s “add a lane and a train.”

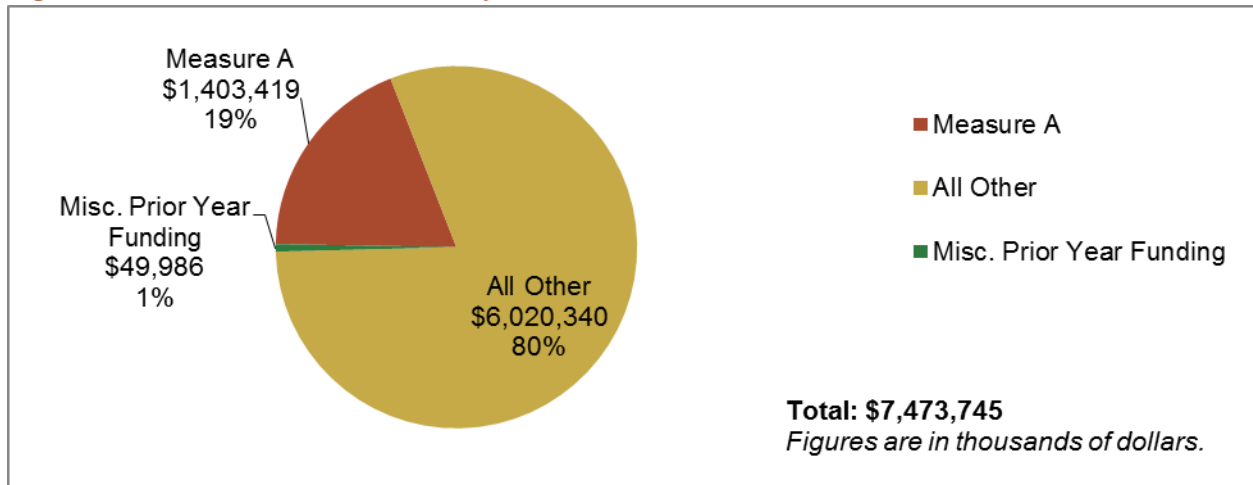
In both the North County and South Coast regions, the plan provides funding for:

- Local street improvements such as pothole repairs and synchronized traffic signals
- Increasing senior and disabled accessibility to public transit
- Building safer walking and bike routes to schools
- Providing increased opportunities for carpool and vanpool programs

Like its predecessor Measure D, Measure A includes a maintenance-of-effort (MOE) requirement. Each local jurisdiction must maintain a commitment of discretionary funding for local street and road programs to assure that Measure A funds are used to supplement, rather than supplant, local funding sources.

As shown in Figure 85, Measure A makes up 19% of the funding necessary to implement the financially-constrained RTP.

**Figure 85: 2040 RTP-SCS Revenues by Source—Measure A, Other**



### 8.1.3 NEW SOURCES OF REVENUE

SBCAG’s revenue forecasts are conservative and are based on historical data. SBCAG does not rely on any new sources of funding to achieve fiscal constraint.

A discussion of new funding for enhanced transit is included in *Section 7.10 Enhanced Transit Strategy*. The Enhanced Transit Strategy lays out an approach for allocating possible, future new revenues to transit enhancements. Although such funding is speculative, the strategy recognizes the importance of additional future transit enhancements to a TOD/infill planning approach and sets forth the principles that will govern future transit enhancements, should new funding materialize.

## 8.2 ESTIMATED PROJECT COSTS BY PROJECT TYPE & DEMONSTRATION OF FISCAL CONSTRAINT

SBCAG developed the lists of projects and corresponding cost estimates, including the inflation rate assumptions, for the 2040 Regional Transportation Plan & Sustainable Communities Strategy (RTP-SCS) cooperatively with the State and public transit operators via the RTP-SCS Joint Technical Advisory Committee (JTAC). JTAC includes representatives from the California Department of Transportation (Caltrans), Santa Barbara Metropolitan Transit District (MTD), Santa Barbara County Air Pollution Control District (APCD), the County, and all incorporated cities in the County.

The “Programmed Projects List-Measure A,” “Programmed projects List-Other,” and “Planned Projects List” in Appendix E constitute the list of fiscally constrained projects. Projects are categorized into the following modes:

- Highways, including both construction and maintenance and rehabilitation
- Streets and Roads, including both construction and maintenance and rehabilitation
- Bicycle and Pedestrian
- Transit, including both capital and operations
- Intelligent Transportation Systems (ITS)
- Transportation Demand Management (TDM)
- Rail

The lists in Appendix E include cost estimates for each project. Project costs were provided by the implementing agencies. As required by federal law, the cost estimates “use an inflation rate(s) to reflect ‘year of expenditure dollars,’ based on reasonable financial principles and information, developed cooperatively by the Metropolitan Planning Organization (MPO), State(s), and public transportation operator(s).”<sup>256</sup> The inflation rates are consistent with those assumed in the Measure A Strategic Plan, which range from 0% to 3.75% by year. The total project costs over the life of the RTP-SCS will amount to nearly \$7.5 billion. Figure 86 shows a breakdown of the costs by mode.

### **Highways**

Highway projects represent \$2.3 billion, or 31.2%, of total project costs. Construction costs account for approximately 46% of highway costs.

### **Streets and Roads**

Streets and roads projects account for \$2.9 billion, or 39.1%, of total project costs. Construction represents approximately 12% of streets and roads project costs.

It is important to note that many projects categorized as streets and roads projects include bicycle and pedestrian components.

### **Bicycle and Pedestrian**

Bicycle and pedestrian projects make up \$201 million, or 2.7%, of total project costs. As mentioned above, many bicycle and pedestrian projects are contained within projects that are categorized under streets and roads.

### **Transit**

Transit costs, at \$1.9 billion, account for approximately 25.5% of the overall costs, with operations contributing approximately 84% of transit costs.

### **Intelligent Transportation Systems (ITS)**

Intelligent transportation systems (ITS) projects account for \$4 million, or 0.1% of total project costs.

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<sup>256</sup> 23 C.F.R. §450.322(f)(10)(iv).



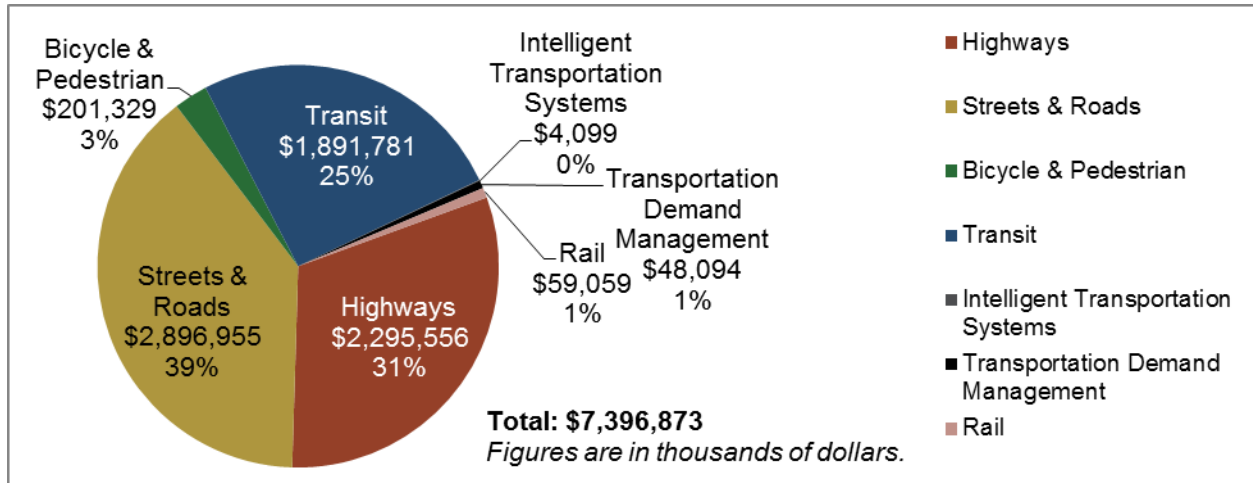
## Transportation Demand Management (TDM)

Transportation demand management (TDM) projects account for \$48 million, or 0.6% of total project costs.

## Rail

Rail costs account for \$59 million, or 0.8%, of the total project costs.

**Figure 86: 2040 RTP-SCS Project Costs by Mode**





**Table 57: 2040 RTP-SCS Estimated Project Costs by Mode**

	Prior-2015	2016-2020	2021-2025	2026-2030	2031-2035	2036-2040	TOTAL
<b>HIGHWAYS</b>							
Programmed	\$372,437	\$272,438	\$179,866	\$51,631	\$78,166	\$48,079	<b>\$1,002,617</b>
Measure A	\$193,454	\$203,757	\$179,866	\$51,631	\$78,166	\$48,079	\$754,953
Other	\$178,982	\$68,681	\$0	\$0	\$0	\$0	\$247,663
Planned	\$28,612	\$419,616	\$246,310	\$197,683	\$199,355	\$201,364	<b>\$1,292,940</b>
<b>TOTAL HIGHWAYS COSTS</b>	<b>\$401,049</b>	<b>\$692,054</b>	<b>\$426,176</b>	<b>\$249,314</b>	<b>\$277,521</b>	<b>\$249,443</b>	<b>\$2,295,556</b>
<b>STREETS AND ROADS</b>							
Programmed	\$362,083	\$166,956	\$111,136	\$147,444	\$149,822	\$174,288	<b>\$1,111,729</b>
Measure A	\$87,742	\$93,848	\$108,428	\$147,444	\$149,822	\$174,288	\$761,571
Other	\$57,567	\$27,472	\$544	\$0	\$0	\$0	\$85,583
System-Level Maintenance & Rehab*	\$216,775	\$45,636	\$2,164	\$0	\$0	\$0	\$264,575
Planned	\$39,666	\$248,835	\$326,646	\$335,092	\$382,066	\$452,921	<b>\$1,785,227</b>
<b>TOTAL STREETS/ROADS COSTS</b>	<b>\$401,749</b>	<b>\$415,791</b>	<b>\$437,782</b>	<b>\$482,537</b>	<b>\$531,888</b>	<b>\$627,209</b>	<b>\$2,896,955</b>
<b>BICYCLE AND PEDESTRIAN</b>							
Programmed	\$15,213	\$21,294	\$38,766	\$15,454	\$16,057	\$22,936	<b>\$129,721</b>
Measure A	\$8,710	\$11,400	\$10,766	\$15,454	\$16,057	\$22,936	\$85,324
Other	\$6,503	\$9,894	\$28,000	\$0	\$0	\$0	\$44,397
Planned	\$8,131	\$20,655	\$12,654	\$6,209	\$15,610	\$8,348	<b>\$71,608</b>
<b>TOTAL BICYCLE/PEDESTRIAN COSTS</b>	<b>\$23,344</b>	<b>\$41,949</b>	<b>\$51,421</b>	<b>\$21,664</b>	<b>\$31,668</b>	<b>\$31,284</b>	<b>\$201,329</b>
<b>TRANSIT</b>							
Programmed	\$200,255	\$29,313	\$39,018	\$43,979	\$47,285	\$59,171	<b>\$419,022</b>
Measure A	\$27,572	\$29,313	\$39,018	\$43,979	\$47,285	\$59,171	\$246,339
Other	\$172,683	\$0	\$0	\$0	\$0	\$0	\$172,683
Planned	\$43,140	\$214,592	\$265,360	\$257,810	\$311,455	\$380,402	<b>\$1,472,759</b>
<b>TOTAL TRANSIT COSTS</b>	<b>\$243,395</b>	<b>\$243,905</b>	<b>\$304,379</b>	<b>\$301,790</b>	<b>\$358,740</b>	<b>\$439,573</b>	<b>\$1,891,781</b>
<b>ITS &amp; TDM</b>							
ITS-Programmed	\$3,599	\$100	\$100	\$100	\$100	\$100	<b>\$4,099</b>
Measure A	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other	\$3,599	\$100	\$100	\$100	\$100	\$100	\$4,099
ITS-Planned	\$0	\$0	\$0	\$0	\$0	\$0	<b>\$0</b>
TDM-Programmed	\$5,589	\$1,670	\$1,663	\$1,998	\$2,485	\$3,038	<b>\$16,442</b>
Measure A	\$1,467	\$1,470	\$1,663	\$1,998	\$2,485	\$3,038	\$12,120
Other	\$4,122	\$200	\$0	\$0	\$0	\$0	\$4,322
TDM-Planned	\$138	\$3,783	\$7,566	\$5,511	\$6,645	\$8,008	<b>\$31,652</b>
<b>TOTAL ITS &amp; TDM COSTS</b>	<b>\$9,325</b>	<b>\$5,553</b>	<b>\$9,329</b>	<b>\$7,609</b>	<b>\$9,230</b>	<b>\$11,147</b>	<b>\$52,193</b>
<b>RAIL</b>							
Programmed	\$10,147	\$23,403	\$4,619	\$5,549	\$6,901	\$8,440	<b>\$59,059</b>
Measure A	\$3,797	\$4,083	\$4,619	\$5,549	\$6,901	\$8,440	\$33,389
Other	\$6,350	\$19,320	\$0	\$0	\$0	\$0	\$25,670
Planned	\$0	\$0	\$0	\$0	\$0	\$0	<b>\$0</b>
<b>TOTAL RAIL COSTS</b>	<b>\$10,147</b>	<b>\$23,403</b>	<b>\$4,619</b>	<b>\$5,549</b>	<b>\$6,901</b>	<b>\$8,440</b>	<b>\$59,059</b>
Total Programmed-Measure A	\$322,741	\$343,870	\$344,361	\$266,056	\$300,716	\$315,952	\$1,893,696
Total Programmed-Other	\$429,806	\$125,667	\$28,644	\$100	\$100	\$100	\$584,417
Total System-Level M&R	\$216,775	\$45,636	\$2,164	\$0	\$0	\$0	\$264,575
Total Planned	\$119,687	\$907,481	\$858,537	\$802,306	\$915,131	\$1,051,043	\$4,654,185
<b>TOTAL</b>	<b>\$1,089,009</b>	<b>\$1,422,654</b>	<b>\$1,233,706</b>	<b>\$1,068,462</b>	<b>\$1,215,947</b>	<b>\$1,367,095</b>	<b>\$7,396,873</b>
<b>TOTAL (ALL PROJECT COSTS)</b>	<b>\$1,089,009</b>	<b>\$1,422,654</b>	<b>\$1,233,706</b>	<b>\$1,068,462</b>	<b>\$1,215,947</b>	<b>\$1,367,095</b>	<b>\$7,396,873</b>

All figures in thousands of dollars, year-of-expenditure dollars

\*System-Level Maintenance & Rehabilitation figures are estimated, and extrapolated out to 2040, based on historical maintenance expenditures. Historical figures are obtained from the California State Controller's Streets and Roads Annual Report. The Programmed Projects Lists includes maintenance costs through the early years of the RTP (Project #Var-200) and the Planned Projects List includes maintenance costs for the later years (Project #Var-PL-200). Programmed System-Level Maintenance & Rehabilitation, Measure A, and Other costs are broken out into separate line items in this table, while all Planned costs are shown as a single line item. Some maintenance projects are listed as individual projects and are not included in Var-200 and Var-PL-200. It should be noted that actual maintenance need is much greater than historical expenditures.



The 2040 RTP-SCS cost/revenue balance is shown in Table 58 below. There are sufficient revenues to fund project costs within each mode and within each range of years; the 2040 RTP-SCS is fiscally constrained. Since it is assumed that SBCAG will issue bonds against Measure A revenues in order to accelerate the delivery of Measure A projects, bonded revenues are reflected in the revenue assumptions.





**Table 58: 2040 RTP-SCS Cost/Revenue Balance**

	Prior*-2015	2016-2020	2021-2025	2026-2030	2031-2035	2036-2040	TOTAL
<b>HIGHWAYS</b>							
Programmed	\$372,437	\$272,438	\$179,866	\$51,631	\$78,166	\$48,079	<b>\$1,002,617</b>
Planned	\$28,612	\$419,616	\$246,310	\$197,683	\$199,355	\$201,364	<b>\$1,292,940</b>
<b>TOTAL HIGHWAYS COSTS</b>	<b>\$401,049</b>	<b>\$692,054</b>	<b>\$426,176</b>	<b>\$249,314</b>	<b>\$277,521</b>	<b>\$249,443</b>	<b>\$2,295,556</b>
<i>PROJECTED REVENUES</i>	\$401,049	\$645,258	\$384,682	\$313,790	\$302,800	\$267,761	<b>\$2,315,340</b>
+ Bonded Revenues**	\$0	\$46,796	\$41,494	(\$64,476)	(\$23,814)	\$0	<b>\$0</b>
<i>FINANCED REVENUES</i>	\$401,049	\$692,054	\$426,176	\$249,314	\$278,986	\$267,761	<b>\$2,315,340</b>
<b>Balance</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,465</b>	<b>\$18,318</b>	<b>\$19,784</b>
<b>STREETS AND ROADS</b>							
Programmed	\$362,083	\$166,956	\$111,136	\$147,444	\$149,822	\$174,288	<b>\$1,111,729</b>
Planned	\$39,666	\$248,835	\$326,646	\$335,092	\$382,066	\$452,921	<b>\$1,785,227</b>
<b>TOTAL STREETS/ROADS COSTS</b>	<b>\$401,749</b>	<b>\$415,791</b>	<b>\$437,782</b>	<b>\$482,537</b>	<b>\$531,888</b>	<b>\$627,209</b>	<b>\$2,896,955</b>
<i>PROJECTED REVENUES</i>	\$404,524	\$418,559	\$440,339	\$486,861	\$534,709	\$637,819	<b>\$2,922,811</b>
<b>Balance</b>	<b>\$2,775</b>	<b>\$2,768</b>	<b>\$2,557</b>	<b>\$4,324</b>	<b>\$2,821</b>	<b>\$10,610</b>	<b>\$25,855</b>
<b>BICYCLE AND PEDESTRIAN</b>							
Programmed	\$15,213	\$21,294	\$38,766	\$15,454	\$16,057	\$22,936	<b>\$129,721</b>
Planned	\$8,131	\$20,655	\$12,654	\$6,209	\$15,610	\$8,348	<b>\$71,608</b>
<b>TOTAL BICYCLE/PEDESTRIAN COSTS</b>	<b>\$23,344</b>	<b>\$41,949</b>	<b>\$51,421</b>	<b>\$21,664</b>	<b>\$31,668</b>	<b>\$31,284</b>	<b>\$201,329</b>
<i>PROJECTED REVENUES</i>	\$23,502	\$42,056	\$53,619	\$24,895	\$33,571	\$43,215	<b>\$220,858</b>
<b>Balance</b>	<b>\$158</b>	<b>\$107</b>	<b>\$2,199</b>	<b>\$3,231</b>	<b>\$1,904</b>	<b>\$11,931</b>	<b>\$19,529</b>
<b>TRANSIT</b>							
Programmed	\$200,255	\$29,313	\$39,018	\$43,979	\$47,285	\$59,171	<b>\$419,022</b>
Planned	\$43,140	\$214,592	\$265,360	\$257,810	\$311,455	\$380,402	<b>\$1,472,759</b>
<b>TOTAL TRANSIT COSTS</b>	<b>\$243,395</b>	<b>\$243,905</b>	<b>\$304,379</b>	<b>\$301,790</b>	<b>\$358,740</b>	<b>\$439,573</b>	<b>\$1,891,781</b>
<i>PROJECTED REVENUES</i>	\$243,562	\$244,856	\$305,973	\$302,053	\$364,974	\$442,306	<b>\$1,903,724</b>
<b>Balance</b>	<b>\$168</b>	<b>\$951</b>	<b>\$1,594</b>	<b>\$264</b>	<b>\$6,234</b>	<b>\$2,733</b>	<b>\$11,943</b>
<b>ITS &amp; TDM</b>							
ITS-Programmed	\$3,599	\$100	\$100	\$100	\$100	\$100	<b>\$4,099</b>
ITS-Planned	\$0	\$0	\$0	\$0	\$0	\$0	<b>\$0</b>
TDM-Programmed	\$5,589	\$1,670	\$1,663	\$1,998	\$2,485	\$3,038	<b>\$16,442</b>
TDM-Planned	\$138	\$3,783	\$7,566	\$5,511	\$6,645	\$8,008	<b>\$31,652</b>
<b>TOTAL ITS &amp; TDM COSTS</b>	<b>\$9,325</b>	<b>\$5,553</b>	<b>\$9,329</b>	<b>\$7,609</b>	<b>\$9,230</b>	<b>\$11,147</b>	<b>\$52,193</b>
<i>PROJECTED REVENUES</i>	\$9,325	\$5,553	\$9,329	\$7,609	\$9,230	\$11,147	<b>\$52,193</b>
<b>Balance</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>RAIL</b>							
Programmed	\$10,147	\$23,403	\$4,619	\$5,549	\$6,901	\$8,440	<b>\$59,059</b>
Planned	\$0	\$0	\$0	\$0	\$0	\$0	<b>\$0</b>
<b>TOTAL RAIL COSTS</b>	<b>\$10,147</b>	<b>\$23,403</b>	<b>\$4,619</b>	<b>\$5,549</b>	<b>\$6,901</b>	<b>\$8,440</b>	<b>\$59,059</b>
<i>PROJECTED REVENUES</i>	\$10,147	\$23,403	\$4,619	\$5,549	\$6,901	\$8,440	<b>\$59,059</b>
<b>Balance</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>TOTAL PROJECTED COSTS</b>	<b>\$1,089,009</b>	<b>\$1,422,654</b>	<b>\$1,233,706</b>	<b>\$1,068,462</b>	<b>\$1,215,947</b>	<b>\$1,367,095</b>	<b>\$7,396,873</b>
<b>TOTAL PROJECTED REVENUES</b>	<b>\$1,092,110</b>	<b>\$1,379,685</b>	<b>\$1,198,561</b>	<b>\$1,140,757</b>	<b>\$1,252,185</b>	<b>\$1,410,687</b>	<b>\$7,473,985</b>
<b>TOTAL BONDS</b>	<b>\$0</b>	<b>\$46,796</b>	<b>\$41,494</b>	<b>(\$64,476)</b>	<b>(\$23,814)</b>	<b>\$0</b>	<b>\$0</b>
<b>TOTAL BALANCE</b>	<b>\$3,101</b>	<b>\$3,827</b>	<b>\$6,349</b>	<b>\$7,819</b>	<b>\$12,423</b>	<b>\$43,592</b>	<b>\$77,112</b>

All figures in thousands of dollars, year-of-expenditure dollars

\*Prior year funds are included only to cover previously-funded costs of specific projects in the project lists.

\*\*In order to cover early year shortfalls, SBCAG will issue bonds for Measure A funds.



## 8.2.1 CONSISTENCY WITH TRANSPORTATION IMPROVEMENT PROGRAMS

As the designated MPO for Santa Barbara County, SBCAG biennially adopts a four-year program of projects called the Federal Transportation Improvement Program (FTIP). It identifies the transportation projects in the County that receive federal funding. The projects in the Regional Transportation Plan (RTP) are consistent with the projects in the FTIP. FTIP project identification numbers are shown on the RTP-SCS project lists in Appendix E

As mentioned above, SBCAG, as the designated Regional Transportation Planning Agency (RTPA) for Santa Barbara County, biennially adopts a five-year program of projects called the Regional Transportation Improvement Program (RTIP). The RTIP is based on an estimate of revenues that will be available for the State Transportation Improvement Program (STIP) (Caltrans publishes the STIP Fund Estimate every two years). After acceptance by the California Transportation Commission (CTC), the RTIP, together with Caltrans' Interregional Transportation Improvement Program (ITIP), make up the STIP. The CTC adopts a new STIP every two years. The fund estimate in the RTP is consistent with the four-year STIP fund estimate. The RTP uses reasonable assumptions, explained in more detail in Appendix F, to project STIP revenues over the life of the RTP. The projects in the RTP are also consistent with the projects in the STIP; see the project lists in Appendix E.

## 8.2.2 TRANSPORTATION CONTROL MEASURES FROM STATE IMPLEMENTATION PLAN

Federal regulation requires that, in non-attainment and maintenance areas, the financial plan in the RTP address the financial strategies required to ensure the implementation of transportation control measures (TCMs) in the applicable State Implementation Plan (SIP).<sup>257</sup> SBCAG is currently in an attainment area and is not subject to this requirement. However, Chapter 7 does list the TCMs from the APCD's Clean Air Plan, which is the region's contribution to the SIP. Projects in the RTP's project lists (see Appendix E) implement the TCMs. Since the project lists are fiscally constrained, they ensure implementation of the TCMs.

## 8.2.3 CORRIDOR SYSTEM MANAGEMENT PLANS

The 2010 RTP Guidelines state that the "financial element of the RTP should identify funding by corridor to implement the CSMP (corridor system management plans)."<sup>258</sup>

CSMPs are required by the CTC for all corridors receiving Corridor Mobility Improvement Account (CMIA) funds from Proposition 1B. Caltrans has approved two CSMPs in Santa Barbara County, both on U.S. 101. The Santa Barbara/Ventura Corridor CSMP<sup>259</sup> was

<sup>257</sup> 23 C.F.R. §450.322(f)(10)(vi).

<sup>258</sup> 2010 RTP Guidelines, 123.

<sup>259</sup> Caltrans District 7. *Corridor System Management Plan: U.S. 101 – Santa Barbara/Ventura Corridor*. [http://www.dot.ca.gov/hq/tpp/corridor-mobility/CSMPs/d7\\_CSMPs/US%20101/d7\\_csmp\\_us101.html](http://www.dot.ca.gov/hq/tpp/corridor-mobility/CSMPs/d7_CSMPs/US%20101/d7_csmp_us101.html).

approved in November 2010. It covers 50 miles of U.S. 101 from the Rice Avenue interchange in Ventura County to Winchester Canyon Drive in Santa Barbara County. The Santa Maria to Arroyo Grande CSMP<sup>260</sup> was approved in June 2012. It covers 22 miles of U.S. 101 from the Clark Avenue interchange just south of the City of Santa Maria to the Grand Avenue interchange in the City of Arroyo Grande.

Projects in these corridors that received CMIA funding include:

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

These projects are included in the Programmed Projects List in Appendix E. As this list is fiscally constrained, it contains funding to implement the CSMPs.

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<sup>260</sup> Caltrans District 5. *Corridor System Management Plan: U.S. 101 – Santa Maria to Arroyo Grande.*  
<http://www.dot.ca.gov/hq/tpp/corridor-mobility/d5-page.html>.

### 9.1 CHARTING A COURSE TOWARD REGIONAL SUSTAINABILITY & PROSPERITY

Over the next 30 years, the Santa Barbara County region faces significant growth in population and jobs. Using a performance-based approach, the 2040 Regional Transportation Plan & Sustainable Communities Strategy (RTP-SCS) seeks to plan for this growth in a way that will protect and enhance the physical environment, ensure a functioning transportation system that meets the region's needs, be fair to all members of the community, foster healthy lifestyles, and promote a prosperous local economy. The 2040 RTP-SCS meets the new requirements of Senate Bill 375 and successfully achieves the region's greenhouse gas (GHG) emission targets in 2020 and 2035, while accommodating forecast growth and regional housing needs. More broadly, it engages fundamental planning issues that affect the region and sets a course for sustainability.

This plan does not so much break new ground as build on the accumulated good work at both the regional and local levels, in both transportation and land use planning. Over the last decade, local jurisdictions and the region as a whole have begun to respond effectively to the land use and transportation challenges facing the region by planning for (1) significant additional new housing in urbanized areas on the South Coast near employment centers and accessible to transit, (2) economic development and job growth in North County jurisdictions, (3) targeted transportation investments and transit expansion intended to move people and goods more efficiently within and between cities, including most significantly the U.S. 101 high-occupancy vehicle lane between Ventura and Santa Barbara. These efforts have already set the region on track to correcting the regional jobs/housing imbalance and reducing long-distance commuting. What is new about the 2040 RTP-SCS is mostly that it ties these previously disparate planning efforts together, explicitly making the connection, as now required by Senate Bill 375 (SB 375), between transportation and land use and using powerful, enhanced modeling tools to study the relationship between them.

Righting the existing imbalance of jobs and housing is a cornerstone of this plan's approach. Balanced population and jobs reduce environmental impacts (in particular, vehicle emissions) and highway congestion (thereby also reducing the need for new highway investments) and support a healthy, local economic base, each sub-region having its own, local job base and economic engine. Workers save time and money on commuting, and have more time and money to spend on and in their own communities.

Equally important to charting the region's path forward is prioritizing transportation investments that preserve and maintain existing infrastructure, add to existing transportation capacity in ways that promote more efficient transportation of people and goods, and enhance alternatives modes of transportation, including bikes, walking and transit.

## 9.2 REGIONAL TRANSPORTATION NEEDS & FISCAL CONSTRAINTS

Although the 2040 Regional Transportation Plan & Sustainable Communities Strategy (RTP-SCS) makes strides forward in integrating a long-term strategy for transportation planning, it does not and cannot solve all outstanding issues facing the region. Much work remains to be done.

The 2040 RTP-SCS does lead to a reduction in overall congestion, vehicle miles traveled and emissions. But, while it ameliorates conditions somewhat relative to earlier traffic forecasts, it does not solve the pre-existing challenge of local congestion on the South Coast. More detailed study of this problem is needed to find viable solutions.

Availability of funding remains a critical limiting factor for all transportation planning efforts, regional and local, and mandates realism in SBCAG's approach. Although the region is fortunate to have the support of local sales tax revenue through Measure A, the constrained fiscal situation at both the State and federal levels dims the prospect of new funding sources. Despite the considerable contribution it makes toward delivery of the voter-approved program of projects, even Measure A is not a fiscal panacea.

The 2040 RTP-SCS programs transportation projects within the constraints imposed by reasonably available revenues. However, beyond the fiscally constrained lists of projects programmed by the 2040 RTP-SCS are a long list of pressing transportation needs that are beyond the region's present means. Significant additional funding is needed, both to maintain existing infrastructure and to enhance the transportation network, especially transit and alternative modes. Continuing conversation and diligent pursuit of available funding sources is needed to assess and address the regional funding shortfall and make needed investments.

## 9.3 FUTURE WORK & TOOL ENHANCEMENTS

Scenario development for the 2040 Regional Transportation Plan & Sustainable Communities Strategy (RTP-SCS) depended on the use of sophisticated land use and travel modeling tools. On the one hand, use of these computer models has taken transportation planning to a higher level by allowing comparison of scenario performance using a set of objective, quantifiable measures. More than merely a subjective process of policy-making, these models have introduced an element of scientific rigor into the planning process. However, development of these models was resource-intensive and could not have been accomplished without the support of generous Proposition 84 grant funding.

Even with major upgrades to SBCAG's modeling tools, the land use and transportation models remain imperfect, subject to data limitations. The land use model in particular remains rudimentary, involving aggregation of allowable land uses to gross levels of generalization and thereby losing fidelity to local General Plans and zoning. In distributing future population growth, the land use model also does not consider property value, perhaps the single most important factor driving location decisions. More fundamentally, both models depend on



numerous variables, inputs and assumptions. As a result, the ability to predict future land use patterns is inherently limited. Given these tool limitations, the 2040 RTP-SCS should be understood more as aspirational, than as predictive.

Going forward, the RTP-SCS will be updated every four years, in synchrony with the eight-year Regional Housing Needs Allocation (RHNA) cycle. Prior to the next RTP-SCS cycle, SBCAG will re-assess the effectiveness of its modeling tools and seek additional grant funding to allow it to make improvements and upgrades, especially to the land use model.

## 9.4 REGIONAL COORDINATION

A noteworthy result is that the 2040 Regional Transportation Plan & Sustainable Communities Strategy (RTP-SCS) achieves the Senate Bill 375 (SB 375) greenhouse gas emission targets chiefly through land use patterns and population distribution, rather than through transportation planning. Transportation projects that are available in the Santa Barbara County region within the constraints of fiscal realities in general do not appear to have a dramatic effect on scenario performance. Sensitivity testing indicated, for example, that even large increases in transit ridership that might be accomplished within our fiscal constraints do not affect performance substantially. As a result, the effectiveness of the plan depends on the adoption of land use policies consistent with the 2040 RTP-SCS vision, that is to say, policies that emphasize infill development in proximity to transit and avoid outward suburban sprawl.

As provided by State law, the 2040 RTP-SCS preserves local government autonomy with respect to land use decisions. SBCAG member agencies are under no obligation to adhere to or be consistent with this plan as regards allowable land uses and future growth (provided that each jurisdiction accommodates its share of identified regional housing need). However, since the effectiveness of the plan rests primarily on land use policy, implementation is dependent on voluntary action by the SBCAG member agencies in making forward-thinking land use choices that address regional dynamics and housing and commute patterns. In the final analysis, the 2040 RTP-SCS calls for continued regional coordination of local actions in a spirit of open communication, cooperation and good will as the region as a whole faces common problems with jointly wrought and implemented solutions.