

# **EVALUATION OF THE SANTA BARBARA COUNTY ASSOCIATION OF GOVERNMENTS' SB 375 2021 SUSTAINABLE COMMUNITIES STRATEGY**

January 2023

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## Overview

On August 19, 2021, the Santa Barbara Association of Governments (SBCAG), which serves as the MPO for the Santa Barbara County region, adopted its 2021 Regional Transportation Plan/Sustainable Communities Strategy (2021 SCS), also known as *Connected 2050*.<sup>1</sup> SBCAG provided a complete submittal of the 2021 SCS and all necessary supporting information for CARB staff's review on February 25, 2022. SBCAG's 2021 SCS estimates a 9.4 percent and a 17.8 percent decrease in greenhouse gas (GHG) per capita emissions from light-duty passenger vehicles by 2020 and 2035, respectively, compared to 2005. The region's per capita GHG emission reduction targets are 13 percent in 2020 and 17 percent in 2035, compared to 2005 levels, as adopted by the Board in 2018.<sup>2</sup> This report reflects CARB's evaluation of SBCAG's 2021 SCS GHG quantification.

In summary, based on a review of all available evidence in consideration of CARB staff's [Final Sustainable Communities Strategy Program and Evaluation Guidelines](#)<sup>3</sup> (2019 Evaluation Guidelines), CARB staff accepts SBCAG's determination that its 2021 SCS reasonably assessed that the region met its 2020 target due to the steep decline in travel activity caused by the COVID-19 pandemic, and that its SCS would meet its 2035 target, when fully implemented. However, CARB staff identified significant concerns with achieving full implementation of the 2021 SCS and offer recommendations to support successful implementation of the SCS and achievement of SB 375's goals.

## CARB's Evaluation

CARB's evaluation of the SCS consists of two components – the determination and reporting components – and is based on the general method described in CARB's 2019 Evaluation Guidelines. Evaluation of SCS strategies, key supporting actions, and investments serve as the basis for CARB accepting or rejecting a metropolitan planning organization's (MPO) SB 375 GHG determination. This report summarizes the results of CARB staff's evaluation of SBCAG's 2021 SCS.

CARB staff's evaluation relied not only on a review of SBCAG's 2021 SCS but also on additional SCS submittal materials provided by SBCAG and information gathered in follow-up conversations with SBCAG staff. For a summary of strategies and

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<sup>1</sup> Santa Barbara County Association of Governments. [2021 Regional Transportation Plan/Sustainable Communities Strategy](#) (August 2021).

<sup>2</sup> CARB. [Board Resolution 18-12](#) (March 22, 2018).

<sup>3</sup> CARB. [Final Sustainable Communities Strategy Program and Evaluation Guidelines](#). (November 2019).

quantification methods evaluated as part of SBCAG's 2021 SCS submittal see Appendix A: SBCAG's 2021 SCS Strategy Table.

The following section summarizes CARB staff's findings from the determination component analyses. For a summary of the 2021 SBCAG SCS reporting components, see Appendix E: MPO Reporting Components.

## Trend Analysis

Under the SCS evaluation process, an MPO should provide key performance metrics to demonstrate how the SCS will meet the GHG reduction target. CARB staff look at the metrics to see whether the changes indicated by the metrics are directionally supportive of GHG reduction. CARB staff also use the metrics to identify what changes from SBCAG's 2021 SCS are most critical to meeting the target and look to see whether those changes are consistent with the strategies and supportive actions included in the SCS (see Policy Analysis section). The metrics that CARB staff analyzed are shown in Appendix B: Trend Analysis Results.

### *Findings*

Together, the trend analysis metrics suggest that SBCAG will reduce VMT in 2035 through shorter vehicle trips and minor changes in mode shifts. The model shows average vehicle trip length [single-occupancy vehicles (SOV) and high-occupancy vehicles (HOV)] and commute travel time decreasing by 2 percent and 3.1 percent, respectively. Transit ridership per household and transit mode share show minor increases. The changes in these metrics suggest that the land use and housing strategies in the 2021 SCS land use strategies play a key role in achieving the plan's emissions reductions, along with additional reductions from strategies in the plan that were quantified off-model, most notably, the telecommuting/remote work strategy (see Appendix A).

Statute requires MPOs to show in an SCS submitted to CARB how the region will meet the CARB-set targets for years 2020 and 2035. SBCAG determined that the region achieved its 2020 target of a 13 percent reduction because of changes in driving patterns during the pandemic. SBCAG's submittal failed to provide observed data to demonstrate how the strategies in its plan met the 2020 target. Instead, SBCAG provided modeled GHG results for 2020 that did not reflect the unique circumstances surrounding travel in 2020 due to the COVID-19 pandemic. SBCAG should have also provided observed data and identified progress on measures and strategies utilized to meet the 2020 target, consistent with the 2019 Evaluation Guidelines. CARB's analysis found that based on the information SBCAG provided and CARB's analysis of calculated regional VMT data up to 2019 for the *Draft 2022 Progress Report: California's Sustainable Communities and Climate Protection Act* (Draft 2022 Progress Report), in 2019 SBCAG only achieved 6 percent GHG reduction from 2005 and would

have been unlikely to achieve its 2020 target of 13 percent reduction, but for the pandemic.<sup>4</sup>

The 2021 SCS performance indicators for 2035 used to conduct the Trend Analysis support the planned outcomes projected in SBCAG's 2021 SCS and thus appear to be trending in the right direction to meet the 2035 targets. However, considering SBCAG was not on track to meet the 2020 target, SBCAG will need to do more to ramp up the implementation and monitoring of its SCS strategies to ensure that the 2035 emission reduction target is met.

## Plan Adjustment Analysis

Under the SCS evaluation process, an MPO should demonstrate what measures are being taken, as necessary, to correct course to meet an MPO's target if the region is not achieving the reductions anticipated through the prior SCS.

### *Findings*

In its Draft 2022 Progress Report, CARB staff found that SBCAG was not on track to achieve its previous 2017 SCS planned outcomes for 2020 and 2035.<sup>5</sup> Observed land use and travel data for the region show significant unrealized new development within infill areas and declines in transit ridership, which are inconsistent with the trends and values assumed in the 2017 SCS to meet the region's GHG reduction targets.

However, CARB staff finds that the 2021 SCS shows evidence of changes and adjustments since the 2017 SCS that are intended to help meet the region's more aggressive targets and are based on lessons learned from previous SCS performance. CARB staff's review of the 2021 SCS found that SBCAG builds upon and expands land use and transportation strategies established over several planning cycles. SBCAG also included new strategies in the plan, such as telecommuting/remote work, public charging infrastructure for electric vehicles, and new commuter and agricultural worker vanpools. These new strategies are intended to help SBCAG meet its GHG reduction goals, if implemented. However, it is uncertain if these strategies will be able to overcome existing observed shortfalls in emission reductions.

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<sup>4</sup> For more information about CARB's regional VMT analysis and Draft 2022 Progress Report findings visit: <https://ww2.arb.ca.gov/resources/documents/tracking-progress>

<sup>5</sup> For more information about CARB's comparison of observed data with SCS planned outcomes for 2020 and 2035 visit: [https://ww2.arb.ca.gov/sites/default/files/2022-07/2022\\_SB\\_150\\_Appendix\\_B\\_Draft\\_ADA.pdf](https://ww2.arb.ca.gov/sites/default/files/2022-07/2022_SB_150_Appendix_B_Draft_ADA.pdf)

## Policy Analysis

Under the SCS evaluation process, CARB staff analyze whether SCS strategies for meeting the GHG emission reduction targets are supported by key policy, investment, and other commitments to advance their implementation. CARB staff's analysis is organized across four broad SCS strategy categories: (1) land use and housing, (2) transportation infrastructure and network, (3) local/regional pricing, and (4) electric vehicle and new mobility. In general, across all strategy categories, CARB staff looked for:

- Whether the SCS provided policy actions that corresponded to each of its individual strategies.
- Whether the actions were clear with respect to scope, who will be involved, what will be done, and the anticipated implementation timeline.
- Whether the actions were measurable and included specific regional investment commitments in the RTP/SCS project list, policy and/or financial incentives; technical assistance; and if legislative or other entity action is needed, partnership activities to advance needed changes.

### *Findings*

Overall, CARB staff's analysis found that SBCAG's 2021 SCS includes a set of strategies designed to achieve the GHG emission reduction targets and evidence of policy commitments for each of the strategies. However, CARB staff remain concerned that many strategies will still require additional funding sources or other actions to support the assumed levels of implementation as noted below. The following sections summarize these strategies and CARB staff's findings regarding the presence of actions to advance implementation and are organized under the four broad SCS strategy categories, as applicable.

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### LAND USE AND HOUSING STRATEGY COMMITMENTS

SBCAG's 2021 SCS includes two land use and housing strategies. These strategies are increasing job/housing balance and infill development to increase density near transit infrastructure. SBCAG estimates these strategies will contribute to the 11.46 percent of its total 17.8 percent per capita GHG emission reductions that come from on-model strategies.<sup>6</sup> CARB staff's trend analysis affirms that shortened trip lengths due to

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<sup>6</sup> SBCAG estimates VMT changes from its land use and housing strategies, along with transportation network changes, in aggregate, using its four-step travel demand model. SBCAG uses these estimates to calculate the change in per capita GHG emissions. Therefore, the percent reduction reflected here

better jobs-housing balance and more compact growth play an important role in the region's progress.

### *SCS Planned Outcomes*

The SCS includes assumptions about the type and character of new land use and housing development that will take place in the region between 2015 and 2035. Specifically, the plan assumes the following outcomes:<sup>7</sup>

- The addition of 28,230 new housing units and 36,700 new jobs.
- A 13 percent increase in the region's residential density.
- The addition of 16,770 new single-family housing units (60 percent of the total new units) and 11,330 (40 percent) multi-family housing units.
- The addition of 11 percent of household growth<sup>8</sup> and 14 percent of employment growth in the region's transit priority growth areas.
- An increase in growth within infill locations in existing urbanized areas that include transit priority areas<sup>9</sup> and transit priority projects<sup>10</sup> (as shown in Figure 1) and avoid resource areas identified in the Regional Greenprint.<sup>11</sup>

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represents SBCAG's estimated reductions from implementing its land use and housing strategies, along with transportation network strategies together, which often have synergistic effects when designed to support each other. CARB is unable to isolate the emissions reductions associated with SBCAG's land use and housing strategies only.

<sup>7</sup> This subsection includes information based on the Appendix C: Data Table and compares demographic and land use indicators from the 2015 base year to 2035.

<sup>8</sup> This bullet point refers to growth comparison tables provided by SBCAG for 2035.

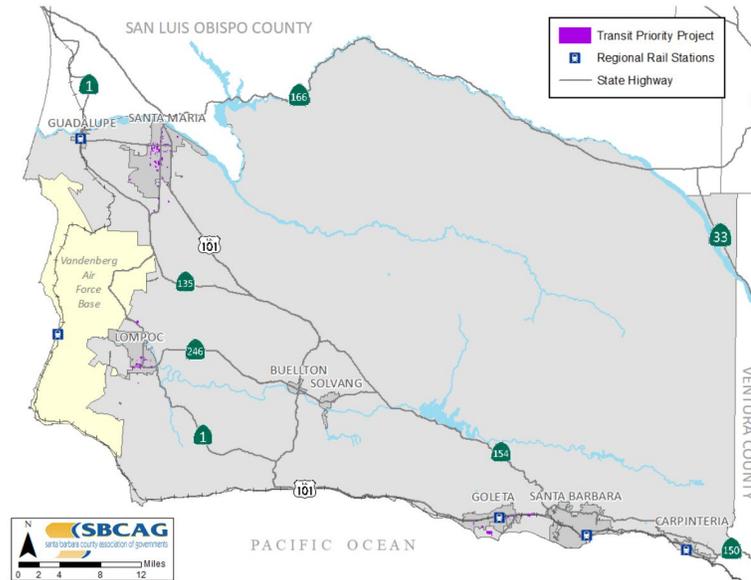
<sup>9</sup> Transit priority areas are defined by State law as the areas within one half-mile of all major transit stops that are existing or planned, if the planned stop is scheduled to be completed within the planning horizon included in a transportation improvement program or applicable regional transportation plan.

<sup>10</sup> For future development meeting the definition of "transit priority project", SB 375 contemplates and provides for streamlined environmental review under the California Environmental Quality Act (CEQA). To qualify for this streamlined review, projects must meet minimum net residential density of 20 units per acre and be within one-half mile of a transit stop. Provided they meet all other requirements, projects with the minimum residential densities within these areas can qualify as "transit priority projects" as defined in Public Resources Code Section 21155(b) that would be eligible for streamlined environmental review under CEQA.

<sup>11</sup> SBCAG's 2021 SCS policies make explicit the commitment to protecting agricultural, open space, and natural resource areas and avoiding the location of future growth in these areas. Some specific areas include lands subject to conservation and the Williamson Act, areas designated by the State Mining and Geology Board as areas of statewide significance, habitat connectivity areas, and the National Wetlands Inventory for vernal pools and floodplains. These areas were identified to be used during the modeling process to redirect jurisdictional growth to avoid these areas.

- The addition of 8,558 new housing units and 654 new jobs located within a ½-mile of high-quality transit stations<sup>12</sup> (a 34 percent and 1 percent increase, respectively, compared to 2015 levels).

**Figure 1. Transit Priority Projects SBCAG Region**



Source: SBCAG, 2021 RTP/SCS

### Findings

CARB staff found that the 2021 SCS land use and housing planned outcomes are somewhat supported by region-specific funding and planning program actions. In particular, SBCAG activities include research, analysis, technical assistance for local jurisdictions, and development of its regional housing needs allocation (RHNA). For the sixth cycle RHNA, SBCAG revised its methodology for distributing the region’s housing need to confront the region’s jobs-housing imbalance more directly in alignment with its SCS strategies. SBCAG also continues facilitation of housing planning and production through grant programs, such as the Regional Early Action Planning (REAP) grant program.<sup>13</sup> However, the plan lacks detailed actions that would help promote more jobs in housing-rich areas and more development in infill areas,

<sup>12</sup> SBCAG defines this based on the definition of a transit priority project in State law, which considers whether a project is within a ½-mile of a major transit stop or a high-quality transit corridor with fixed-route bus service with service intervals no longer than 15 minutes during peak commute hours.

<sup>13</sup> REAP grants allow councils of governments and other regional entities to collaborate on projects that have a broader regional impact on housing.

including affordable housing. Additionally, SBCAG did not identify actions for how it will support the Regional Greenprint, which are the land use growth constraints assumed in the SCS.

While CARB staff's analysis supports a conclusion that SBCAG's 2021 SCS would meet the 2035 target, if implemented, CARB staff has significant concerns that the SCS land use and housing strategies will not be fully implemented and realize the anticipated emission reductions because the SCS does not include commitments from those responsible for implementing the strategies, and the MPO does not have authority. Additional technical assistance and partnership work to support and encourage local jurisdictions and local developers to put new development in the areas envisioned in the SCS will be needed.

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## TRANSPORTATION INFRASTRUCTURE AND NETWORK STRATEGY COMMITMENTS

SBCAG included four transportation strategies in the 2021 SCS. These strategies are new transit capital projects, bike and pedestrian infrastructure, telecommuting/remote work, and new commuter and agricultural worker vanpools. The strategies focus on increasing transit and active transportation mode shares and reducing single-occupancy driving. Altogether, SBCAG estimates these strategies, along with land use strategies, will contribute to approximately 17.49 percent<sup>14</sup> of its total per capita GHG emission reductions. While CARB staff is unable to isolate the emissions reductions associated with these strategies only, SBCAG's modeling showed that VMT reduction resulting from these transportation strategies toward increasing mode shift will not be as significant as the contribution anticipated to come from the land use and housing strategies aimed at shortening vehicle trips.

### *SCS Planned Outcomes*

These strategies translate into assumptions about changes to the transportation infrastructure and network that will serve the region between 2015 and 2035.<sup>15</sup> Figures 2 and 3 show major regional projects identified by SBCAG. Specifically, the plan assumes the following outcomes:

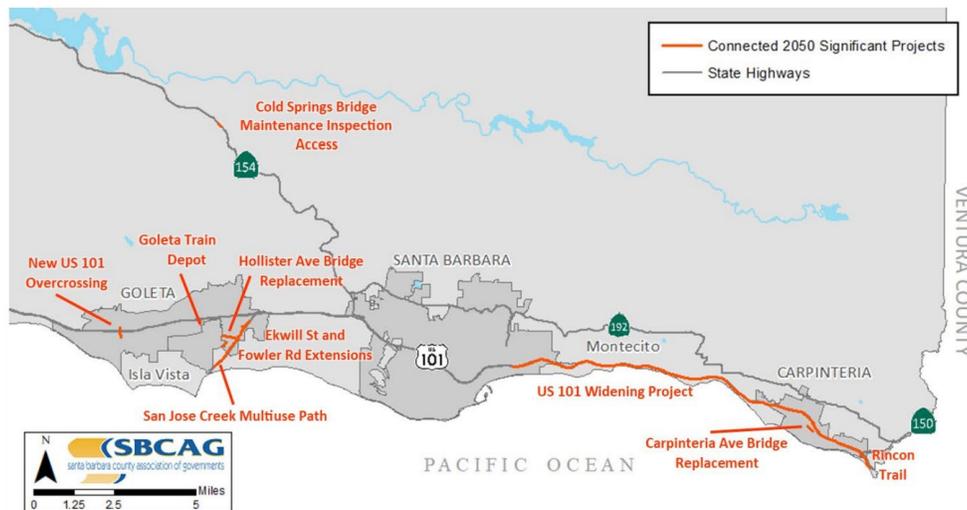
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<sup>14</sup> Transportation infrastructure and network strategy emission reductions are quantified in aggregate with other on-model strategies. CARB is unable to isolate the emissions reductions associated with SBCAG's transportation infrastructure and network strategies only. On-model strategies contribute to -11.46% reduction. In addition, two transportation strategies are quantified off-model: telecommuting/remote work, and new commuter and agricultural worker vanpools, resulting in a 5.63% and 0.40% reduction in GHG per capita for a total GHG reduction of 17.49%.

<sup>15</sup> This subsection includes information based on the data table and compares transportation indicators from the 2015 base year to 2035. It also includes information from Strategies Table 2, Off-Model Calculations, and Off-Model Trip and Emissions Data documentation.

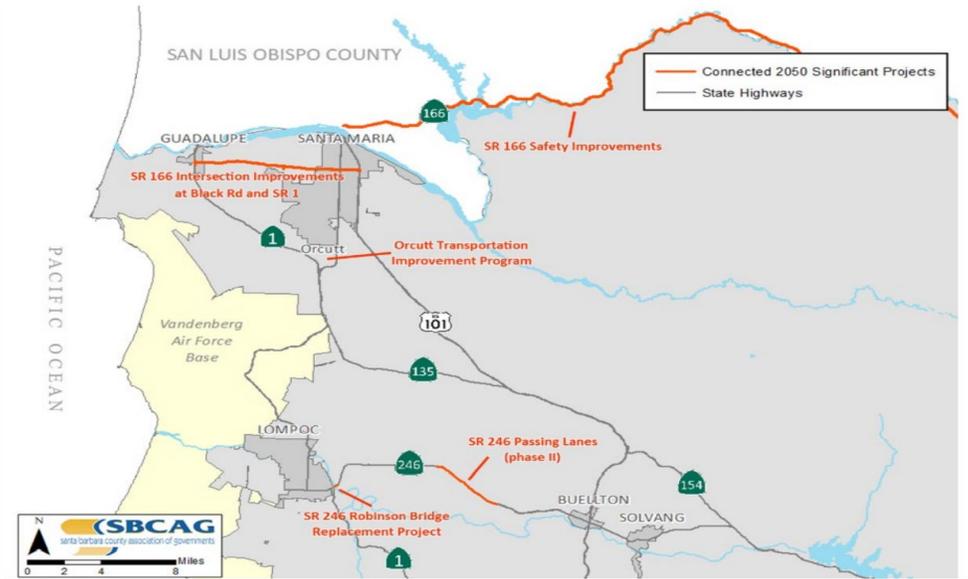
- A 1 percent (27 mile) increase in the region’s total transit operational miles compared to 2015.
- A 10 percent increase in bike and pedestrian lane miles compared to 2020.
- The addition of 1.5 general purpose lane miles, 16.3 HOV lane miles, 5.3 arterial/expressway lane miles, and 3.6 collector lane miles by 2035.
- An increase in agricultural vanpool program ridership to 1,616 per day from 238 in 2015, which is expected to reduce VMT in the region by 37,000 miles per day.
- 50 to 80 percent of employees who are eligible to work remotely will work remotely 2-4 days per week, which is expected to reduce VMT in the region by 450,000-750,000 miles per day.

**Figure 2. Major Regional Transportation Projects – South Coast**



Source: SBCAG, 2021 RTP/SCS

Figure 3. Major Regional Transportation Projects – North County



Source: SBCAG, 2021 RTP/SCS

### Findings

CARB staff found that the 2021 SCS transportation planned outcomes are supported by region-specific funding and planning program actions, as well as through direct investments in the project list adopted with the 2021 SCS. In particular, the 2021 SCS includes a number of positive project commitments that align with the Santa Barbara region's SCS land use strategy and help advance GHG emission reductions.

While CARB staff's analysis supports a conclusion that SBCAG's 2021 SCS would meet the 2035 target, if implemented, CARB staff has some concern that the SCS transportation strategies will not be fully implemented and realize the anticipated emission reductions because the SCS does not include commitments from those responsible for implementing its telecommuting/remote work strategy, and the MPO does not have authority. CARB staff is especially concerned with the region's ability to meet its telecommuting target of 50 to 80 percent of eligible employees. Data show that 6 percent of the working population in Santa Barbara County worked from home in 2019 pre-pandemic, and recent data collected post-pandemic show that 22 percent of employed Californians work from home/remotely, and 15 percent have a mix of

working remotely and outside the home.<sup>16,17,18</sup> To achieve the levels of telecommuting assumed in the 2021 SCS, the region would need to increase this rate by 20 percent in the next 15 years. This will require strong actions from the region and its employers, as well as ongoing monitoring to ensure assumptions are realized. Additionally, the growth rate of employment sectors eligible for telecommuting is less than 1 percent per year.<sup>19</sup> Thus, employees from sectors that are not currently telecommuting may have to shift to make this assumption a reality. SBCAG has set ambitious goals around telecommuting, and while they have some existing programs and funding in place to support telecommuting, it is likely the region will need to put in place greater support mechanisms to achieve the assumptions in the SCS, especially with a number of businesses beginning to implement return-to-office policies. One opportunity for SBCAG to consider is development of a regional transportation demand management (TDM) ordinance that requires employers with a certain percentage of employees to implement, monitor, and report reductions in their drive-alone rate by encouraging employees to reduce solo commute trips, including through telecommuting.

In addition, the 2021 SCS includes two major roadway capacity expansion projects that will add new passing lanes on highway segments in Santa Barbara County on State Route 246 and add HOV lanes on the U.S. 101 Freeway between Carpinteria and Santa Barbara. Though the fraction of lane miles is relatively small, it will be important for the region to account for the impacts of these project types on VMT over time, so that planning for strategies does not fall short of need.

Capacity expansion projects, especially those that are counter to the long-term vision for accommodating new growth, increase VMT and work against achieving the State's climate and air quality goals.<sup>20</sup> As part of its SCS submittal, SBCAG should have conducted an analysis of the anticipated long-term effects on VMT due to the roadway capacity expansion projects within the SCS. However, SBCAG did not provide any quantitative analysis of long-term induced travel and associated VMT and GHG estimates. As a result, CARB staff has concerns regarding the roadway expansion projects in the region and their long-term impacts on VMT.

SBCAG will need to be vigilant about monitoring, implementation and deployment of transit and active transportation projects through 2035 to ensure planned reductions and SB 375 goals are achieved. This is especially important given the fact that the

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<sup>16</sup> American Community Survey (ACS) 2019, Table B08101

<sup>17</sup> [https://data.census.gov/cedsci/table?q=means%20of%20transportation&g=0500000US06083&tid=A\\_CSDT1Y2019.B08101](https://data.census.gov/cedsci/table?q=means%20of%20transportation&g=0500000US06083&tid=A_CSDT1Y2019.B08101)

<sup>18</sup> Public Policy Institute of California (PPIC). [PPIC Statewide Survey: Californians and Their Economic Well-Being](#). (November 2021).

<sup>19</sup> Estimated based on the data from SBCAG's technical methodology.

<sup>20</sup> CARB. [Highway Capacity and Induced Travel Brief](#). (September 2014).

region wants to overcome recent declines in transit ridership and increase transit ridership in the region by about 24 percent and increase bike and pedestrian lane miles by 10 percent compared to its 2015 level. Delays or removals of transit and active transportation projects will prevent SBCAG from meeting its regional targets. SBCAG should work with its members to prioritize funding for transportation projects that align with the region's adopted SCS land use and housing strategy and help to reduce VMT through development of project prioritization criteria as well as developing a regional implementation monitoring system.

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## LOCAL AND REGIONAL PRICING STRATEGY COMMITMENTS

SBCAG did not include any pricing strategies in the 2021 SCS.

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## ELECTRIC VEHICLES AND NEW MOBILITY STRATEGY COMMITMENTS

SBCAG included one strategy related to electric vehicles (EV) and new mobility services, which supports public charging infrastructure for EVs. This strategy seeks to support EVs in the region by providing infrastructure to help drivers switch to using EVs. This strategy is estimated to result in a total of 0.31 percent reduction in per capita GHG emissions in 2035.

### *SCS Planned Outcomes*

This strategy translates into assumptions about the availability of EV-supportive infrastructure that will serve the region between 2015 and 2035.<sup>21</sup> Specifically, the plan assumes the following outcomes:

- 865 new EV chargers by 2035 for a total of daily 31,486 miles shifted to EVs and electric VMT (eVMT) regionwide in SBCAG.

### *Findings*

CARB staff found that SBCAG'S 2021 SCS EV assumptions are supported by some region-specific funding and planning program actions. In particular, the SBCAG region is contributing local funds to the CALeVIP<sup>22</sup> program, which is a major initiative to help fund the deployment of electric vehicle charging stations across the region. The region also developed an EV Readiness Plan, which includes siting recommendations at workplaces, regional commercial centers, and major destination centers, as well as single-family and multi-family residences throughout the region. The Plan also identifies outreach strategies for marketing, training, and education for local

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<sup>21</sup> This subsection includes information-based assumptions from SBCAG's Technical Methodology, Strategies Table 2, Off-Model Calculations, and Off-Model Trip and Emissions Data documentation.

<sup>22</sup> For more information about the CALeVIP visit: <https://calevip.org/>

government and for members of the public about electric vehicles. In June 2021, SBCAG received a grant from the Caltrans Sustainable Transportation Planning Grant Program to develop the Central Coast Zero Emission Vehicle Strategy. The strategy will identify gaps and opportunities to implement zero-emission vehicle infrastructure in the region including on or near the state highway system, major freight corridors, and transit hubs.

While CARB staff's analysis supports a conclusion that SBCAG's 2021 SCS would meet the target, when implemented, CARB staff has concerns that SBCAG will need additional resources to track the number of EV chargers to ensure that the EV strategy will be implemented at the assumed levels and availability in the 2021 SCS to achieve its GHG reduction and planned outcome benefits.

Looking across all four policy analysis categories, CARB staff's analysis found that SBCAG's 2021 SCS includes evidence of policy commitments for its strategies, that when implemented would meet the target. However, areas of concern for CARB staff are that many strategies still require funding sources or other key actions to support the level of assumed implementation.

## Investment Analysis

CARB staff evaluated whether the planned investments in the project list adopted with the 2021 SCS support the expected GHG emission reductions by 2035. CARB staff also qualitatively assessed the risk of delay to delivering projects that advance SCS goals based on assumed available revenue sources. CARB's analyses of the 2021 SCS planned investments is shown in Appendix D: SBCAG's 2021 SCS Planned Investments.

### *Findings*

Based on CARB staff's review of SBCAG's project list, CARB staff found that the 2021 SCS includes funding that would advance implementation of the SCS by 2035. CARB staff compared the planned investments by mode between the 2017 and 2021 SCS and found that planned investments for highway, streets, and roads decreased approximately 7 percent to \$3.6 billion from \$3.9 billion in the 2017 SCS. The budget for transit/rail increased 47 percent to \$2.6 billion from \$1.8 billion between the 2020 and 2017 SCSs respectively. Lastly, the bicycle and pedestrian improvements budgets increased 455 percent to \$1.6 billion dollars from \$299 million in the last SCS. The decrease in highway, streets, and roads, and the increase in planned investments for transit, bike and pedestrian improvements is aligned with SBCAG's assumptions around increased non-SOV mode share, increased transit ridership, and forecasted declines in VMT and GHG emissions.

CARB staff also looked at the distribution of planned investments by mode across the 2021 to 2035 period, as well as assumed available revenue sources to fund the planned investments. CARB found that the plan's investments for transit, bike and

pedestrian improvements that will support the 2035 target are planned for an appropriate timeline to achieve the planned outcomes for these strategies, with upwards of 75 percent of investments planned to occur in the 2021-2030 period. CARB staff also did not identify any significant concerns with risk of delay to these projects based on the plan's assumed revenue sources.

Overall, CARB staff finds that the 2021 RTP/SCS project investments support the implementation of the 2021 SCS transportation strategies and achievement of the SCS's estimated GHG reduction benefits, if implemented.

# CARB's Determination and Recommendations

ACCEPT

(WITH SIGNIFICANT CONCERNS REGARDING IMPLEMENTATION)

CARB staff commends SBCAG and its member jurisdictions for its leadership in adopting new pathways for the region to address smart growth and increase mobility choices in its 2021 SCS. CARB staff's policy evaluation of the 2021 SCS concludes that the plan includes: sufficiently supportive indicator trends; some near-term policy support actions; active transportation, transit, and other SCS-supportive project investments; and adjustments in response to observed implementation challenges that, if fully implemented, will lead the Santa Barbara region to achieve its 2035 GHG reduction target.

CARB staff, however, continues to have significant concerns about whether key strategies in the 2021 SCS will be fully implemented as described and realize the anticipated emission reductions because the SCS does not include commitments from those responsible for implementing key strategies, especially for the jobs-housing balance, infill, and telecommuting/remote work strategies. These strategies will require additional partnership, funding commitments from locals and/or businesses, as well as State leadership to be implemented. Furthermore, there is no clear action to monitor implementation progress for these and other strategies in the SCS.

To support successful implementation of the SCS and achievement of SB 375's goals, and to continue fully supporting the GHG benefits claimed in the 2021 SCS, SBCAG and its local members will need to undertake additional actions to deliver and monitor its SCS strategies, as well as quickly adjust its strategies for any emission reductions that need to be replaced or mitigated. To address these concerns, CARB staff has the following recommendations and requests SBCAG set up regular monitoring of the implementation actions associated with its SCS strategies in consultation with CARB and other relevant agencies.

## *Recommendations*

### Accelerating Infill to Further SCS Implementation and Goals

SBCAG's SCS provides important growth assumptions regarding jobs/housing balances, infill development around transit, and regional growth constraints to preserve natural and working lands. These land use and housing SCS strategies require strong local jurisdiction support, as well as State partnership in addressing broad market challenges for implementation. CARB staff recommends that SBCAG consider additional actions to support implementation of these strategies by its local member agencies. For example, SBCAG could consider encouraging its members to pursue additional funding sources for infill development and could provide additional

technical assistance around State funding programs and incentives such as California's Housing and Community Development Department's Prohousing designation,<sup>23</sup> Affordable Housing and Sustainable Communities (AHSC) program,<sup>24</sup> the Transformative Climate Communities (TCC) program,<sup>25</sup> the Infill Infrastructure Grant Program (IIG),<sup>26</sup> and Permanent Local Housing Allocation (SB 2's PLHA).<sup>27</sup> In addition, SBCAG could partner with HCD on providing technical assistance to its local members around implementation of Affirmatively Furthering Fair Housing (AFFH)<sup>28</sup> and Annual Progress Reports (APRs).<sup>29</sup> SBCAG could also develop and facilitate partnerships between local governments, employers, and affordable housing developers to encourage new development in areas that support the jobs/housing balances envisioned in the SCS and that are consistent with the RHNA allocation. SBCAG could focus initially in the areas of the City of Santa Barbara, City of Santa Maria, and the unincorporated areas within the south coast of the county, which received the largest shares of the RHNA allocation. Additionally, SBCAG could partner with local jurisdictions, economic development agencies, downtown associations, and private employers to promote job creation in existing communities where fewer jobs are situated, to promote a greater job-housing balance.

Furthermore, local jurisdictions should align planning and local policies and actions that support development and growth constraints consistent with the SCS goals. To assist with this, SBCAG could provide guidance, webinars, resources, and analysis to support land use and housing planning with the SCS. For example, SBCAG could include assistance on updates to general and specific plans, development of an SCS transit priority growth and constraint areas site inventory/tool for local jurisdictions to use as part of their Housing Element updates, feasibility studies for infill potential, guidance on CEQA streamlining related to the SCS, and review of development projects for SCS consistency. In addition, SBCAG and its member jurisdictions should engage with State partners on what resources or other tools are needed to address broader challenges to furthering the SCS land use strategies related to the region's market-dynamics.

SBCAG could also consider providing actions that support keeping growth out of constraint areas identified in the Regional Greenprint. For example, SBCAG could

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<sup>23</sup> For more information about Prohousing visit: <https://hcd.ca.gov/prohousing-designation-program>

<sup>24</sup> For more information about AHSS visit: <https://sgc.ca.gov/programs/ahsc/>

<sup>25</sup> For more information about TCC visit: <https://www.sgc.ca.gov/programs/tcc/>

<sup>26</sup> For more information about IIG visit: <https://www.hcd.ca.gov/infill-infrastructure-grant>

<sup>27</sup> For more information about SB 2 Planning Grants visit: <https://www.hcd.ca.gov/community-development/planning-grants-ta.shtml>

<sup>28</sup> For more information about AFFH visit: <https://www.hcd.ca.gov/community-development/affh/index.shtml>

<sup>29</sup> For more information about APRs visit: <https://www.hcd.ca.gov/community-development/annual-progress-reports.shtml>

encourage its local members to pursue Sustainable Agricultural Lands Conservation Program (SALC)<sup>30</sup> funding to protect agricultural lands identified in the Regional Greenprint. In the next SCS, SBCAG should prepare a map that overlays the locations proposed for infill development strategies, the locations where development is discouraged based on the Regional Greenprint, and the location of regionally significant transportation projects. This will help CARB, local jurisdictions, and the public better understand the assumptions being made in the SCS and can help with future planning activities.

#### Improve Supporting Actions to Achieve the Estimated Telecommute/Remote Work Strategy GHG Benefit Estimates

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

#### Prioritize Funding for Transportation Projects that Advance SCS Implementation and Goals

While SBCAG has fewer capacity expansion projects compared to some other regions, SBCAG should develop a project analysis tool for local agencies to use when submitting projects for consideration and prioritization in the RTP project list. Specifically, the analysis tool should consider, among other factors, how the proposed transportation projects fit in with the SCS's identified transit priority areas, transit priority projects, and constrained areas, as well as SCS strategy deployment assumptions. This would allow regional, State, and local partners to identify which projects are well-aligned with the region's adopted SCS land use and housing strategies and could be prioritized over projects that are not well-aligned to help reduce VMT.

To help maintain the years of regional collaboration that informed SBCAG's SCS and both the region and the State's ability to meet their respective climate and air quality targets, future local sales tax measures in the region could also limit funding for roadway capacity expansion projects that are not well-aligned with the region's

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<sup>30</sup> For more information about SALC visit: <https://www.conservation.ca.gov/dlrp/grant-programs/SALCP>

adopted SCS land use and housing strategy. Local sales tax Measure A will provide approximately \$1 billion between 2010 and 2040. Local measures like this list specific projects, locking them in for years or decades. Often, these measures do not fully fund their listed projects, and go on to capture a region's otherwise-flexible State and federal funds. Within the SBCAG region, some of the projects from local measures, including Measure A, have been supportive of SB 375 goals, while other projects have not.<sup>31</sup> Prioritizing projects included in existing local measures that decrease VMT is more important than ever to achieve the region's GHG reductions targets and SB 375's goals. Going forward, the region should look for ways to prioritize and accelerate local measure project investments that are focused on transit, active transportation, transportation electrification, and increasing mobility options that discourage solo driving and reduce VMT.

#### Develop an SCS Implementation Plan and Monitor Implementation of the Adopted SCS Strategies, Actions, and Transportation Project List

SBCAG will need to be vigilant about implementing the balance of strategies and transportation projects through 2035 to ensure SCS planned GHG reductions are achieved. Delays or removals of transit and active transportation projects or strategies will prevent SBCAG from meeting its GHG emission reduction target. Amendments to the project list should be accompanied by recalculation and discussion of whether and how SCS target achievement is maintained.

SBCAG carries over some strategies from its previous 2013 and 2017 SCSs, however, it is unclear how successful implementation of these strategies has been. To help with this, CARB recommends SBCAG develop an implementation plan for its 2021 SCS that identifies the actions, steps, and funding that SBCAG has and is pursuing in partnership with other public agencies, along with non-profit organizations and businesses to advance SCS implementation. This helps SBCAG and its local and State partners understand the concrete actions and shared commitments needed across the region to implement each SCS strategy.

As part of this work, CARB encourages SBCAG and its member agencies to develop a regional database with metrics and milestones to track, report, and assess implementation of its identified strategies. Tracking strategy implementation will help inform SBCAG, its member agencies, and the public on what strategies are performing well, what strategies should be adjusted, or if strategies should be removed. This will

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<sup>31</sup> Widening lanes on the 101 Freeway were originally included in Measure D (1980-2010) and most recently included in Measure A (2010-2040). Measure A was approved by Santa Barbara County voters in November 2008.

also help inform what types of projects and investments the region should consider making to achieve the SB 375 GHG emission reduction targets.

#### Provide All Trend Analysis Metrics

SBCAG's SCS submittal lacks data on transit seat utilization as well as 2005 data on vehicle ownership, mode share, average vehicle trip length, average travel time by mode, and daily transit ridership, which are part of the performance indicators that CARB staff analyzes for the trend analysis. This information is necessary to demonstrate the growth in public transit ridership, and mode shift to transit and active transportation. Providing more meaningful performance indicators like these may require SBCAG to back cast the 2005 performance indicators and estimate the missing indicators using its new activity-based travel demand model. CARB requests that these metrics be included in SBCAG's next SCS.

#### Improve Modeling and Data

SBCAG is working with SLOCOG and AMBAG to develop a Central Coast activity-based model (CCABM). CARB staff recommends that SBCAG improve the sensitivity of the model for biking and walking strategies. In addition, SBCAG should conduct the sensitivity analysis to modeled strategies such as from transit, telecommuting, and changes in auto operating costs. CARB staff recommends that the model incorporate different auto operating cost values for each year based on fuel efficiency and cost, instead of a fixed value. Transportation network companies and autonomous vehicles should also be part of the mode choice model of the CCABM.

#### Analyze Induced Travel

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

## Appendix A: SBCAG's 2021 SCS Strategy Table

This is a summary table based on SBCAG's submittal that compares the key land use and transportation strategies between the 2017 and 2021 SCSs. This table also illustrates how GHG emissions were estimated for each strategy.

<b>Category: 2021 SCS Strategy Name</b>	<b>New/Carryover Strategy from 2017 SCS</b>	<b>Analysis Type</b>	<b>Estimated GHG Emission Reduction in 2035</b>
<i>Land Use &amp; Housing:</i> Job/Housing Balance and Infill Development Around Transit  <i>Transportation:</i> New Transit Capital Projects and Bike and Pedestrian Infrastructure	All Strategies are Carryover	On-Model	-11.46%
<i>Transportation:</i> Telecommuting/Remote Work	New	Off-Model	-5.63%
<i>Transportation:</i> New Commuter and Agricultural Worker Vanpools	New	Off-Model	-0.40%
<i>New Mobility:</i> Public Charging Infrastructure for Electric Vehicles	New	Off-Model	-0.31%
<b>Total Reduction</b>	<b>N/A</b>	<b>N/A</b>	<b>17.8%</b>

Notes: N/A means not available.

## Appendix B: Trend Analysis Results

This table summarizes CARB staff’s analysis of key plan performance indicators provided by SBCAG to support the 2021 SCS’s stated greenhouse gas (GHG) and vehicle miles traveled (VMT) reductions. CARB staff requested data on the following eight performance indicators: 1) household vehicle ownership, 2) mode share, 3) average travel time by mode, 4) daily transit ridership, 5) average trip length by mode, 6) seat utilization, 7) VMT per capita, and 8) GHG per capita. SBCAG provided data for 7 of the 8 requested performance indicators. SBCAG did not provide seat utilization data, so CARB staff could not review the trend for those data.

Performance Indicator	Forecast Change* 2015** to 2035	Trend Analysis
Average Trip Length by Mode	Light-duty Vehicle (-2.0%) Transit (-1.5%) Bike (+3.3%) Walk (~0%)	SBCAG’s 2021 SCS forecasts a decrease in the average light-duty vehicle trip length from 8.11 miles/day in 2015 to 7.95 miles/day in 2035. Over the same period, average bike trip length increases from 3.0 to 3.1 miles, and average transit trip length decreases from 6.7 to 6.6 miles. Average walking trip length remains constant at 1.4 miles in both 2015 and 2035. CARB staff finds these trends directionally supportive and consistent with the relationship shown in the empirical literature that reducing light-duty vehicle trip length reduces VMT and GHG emissions. Please see Appendix C: Data Table for more details.
Average Travel Time by Mode	Commute (-3.1%) Non-Commute (-0.7%) Transit (-0.7%) Bike (+2.2%) Walk (-0.7%)	SBCAG’s 2021 SCS forecasts a decrease in the average commute trip travel time (16.1 minutes in 2015 to 15.6 minutes in 2035) and non-commute trip travel time (14.2 minutes to 14.1 minutes). CARB staff finds decreased commute trip travel time directionally supportive and consistent with the relationship shown in the empirical literature that travel time and trip length change proportionally and are supportive of reducing VMT and GHG emissions. Please see Appendix C: Data Table for more details.
Mode Share	Single-occupancy vehicle (SOV) (~0%)	SBCAG’s 2021 SCS forecasts that mode share for SOV trips will be the same in 2015 and 2035, at 49.3%. HOV mode share will slightly decrease from 42.7% in 2015 to 42.6% in 2035. Mode share

	<p>High-occupancy vehicles (HOV) (-0.1%)</p> <p>Transit (+0.1%)</p> <p>Walk (+0.1%)</p> <p>Bike (~0%)</p>	<p>for trips by transit and walk trips will increase from 1.1% to 1.2%, and 3.3% to 3.4%, respectively, over the same period. Mode share for bike trips will be the same in 2015 and 2035, at 1.4%. CARB staff finds trends related to transit, and walking trips directionally supportive and consistent with the relationship shown in the empirical literature that shifting towards transit and walking reduces per capita VMT and GHG emissions. However, the lack of change in the mode share of SOV and bike trips indicates they are not the main contributors to reducing GHG emissions. The 0.1% increase in transit mode share is also very small and does not look to be a main contributor to reducing GHG emissions. Please see Appendix C: Data Table for more details.</p>
<p>Daily Transit Ridership</p>	<p>+23.5%</p>	<p>SBCAG’s 2021 SCS forecasts that daily transit ridership increases from 29,470 in 2015 to 36,400 in 2035. CARB staff finds this trend directionally supportive and consistent with the relationship shown in the empirical literature that increasing transit ridership will reduce GHG emissions. However, CARB staff is concerned about the magnitude of change. Ridership appears to be growing at the same rate as household growth, as transit ridership per household is very similar in 2015 (0.20) and 2035 (0.21), indicating that this is not the main contributor to reducing GHG emissions. Please see Appendix C: Data Table for more details.</p>
<p>Household Vehicle Ownership</p>	<p>-2.2%</p>	<p>SBCAG’s 2021 SCS forecasts that average vehicle ownership per household is 1.78 in 2015 and 1.74 in 2035. CARB staff finds the 2015 to 2035 trend directionally supportive of reducing GHG emissions and consistent with the relationship shown in the empirical literature that reducing vehicle ownership reduces GHG emissions. Please see Appendix C: Data Table for more details.</p>
<p>VMT per Capita***</p>	<p>-7.6%</p>	<p>SBCAG’s 2021 SCS forecasts VMT to decrease from 20.9 VMT per capita in 2015 to 19.3 VMT per capita in 2035. CARB staff finds this trend supportive and consistent with the relationship shown in the empirical literature that reducing</p>

		VMT per capita will reduce GHG emissions. Please see Appendix C: Data Table for more details.
GHG per Capita Reduction Between 2005 and 2035	-17.8% <sup>32</sup>	The GHG per capita reduction forecasted by SBCAG meets the target of -17% established by CARB. Please see Appendix C: Data Table for more details.
Seat Utilization	SBCAG did not provide data.	N/A****

\* (-) decreasing, (+) increasing, (~) no change

\*\* For its 2021 RTP/SCS, SBCAG used a 4-step travel demand model. The output from this modeling included the performance indicators used for the trend analysis. SBCAG was not able to provide modeled output for 2005 for all metrics, but did provide output for calendar year 2015, the base year of the plan.

\*\*\* Per capita VMT reductions do not account for reductions from off-model strategies, including telecommuting and vanpooling.

\*\*\*\* N/A means not available.

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<sup>32</sup> The 17.8 percent reduction includes modeled and off-model strategies from SBCAG. However, CARB has concerns with the quantification of the telecommute SCS strategy, so the amount of GHG reduction is likely less. See the Policy Analysis Section for more information.

## Appendix C: Data Table

Modeling Parameters	2005 (c)	2015 Base Year (BY)	2020	2035	Plan Horizon Year (2050)	Data Sources
Modeled Population	401,420	443,300	460,800	501,500	521,600	Travel Demand Model Input
Vehicle Operating Costs (\$/mile) <sup>1</sup>	N/A	0.20	0.20	0.20	0.20	Travel Demand Model input
Average Toll Price (\$/mile)	N/A	N/A	N/A	N/A	N/A	Travel Demand Model Input
Average Median Household Income (\$/year)	N/A	64,000	no change	no change	no change	ACS
Total Number of Households	N/A	144,870	152,100	173,100	187,000	Travel Demand Model input
Total Number of Jobs	N/A	213,700	222,800	250,400	270,600	Travel Demand Model input
Total Developed Acres <sup>2</sup>	N/A	52,630	53,380	58,500	64,116	Travel Demand Model input/GIS
Total Housing Units	N/A	144,870	152,100	173,100	187,000	Travel Demand Model input
Total Single-Family Housing Units (du)	N/A	104,400	108,143	121,170	126,368	Travel Demand Model input
Share of Single-Family Housing Units (%)	N/A	72.1%	71.1%	70.0%	67.6%	Calculated (Total single-family units/ total housing units)

Modeling Parameters	2005 (c)	2015 Base Year (BY)	2020	2035	Plan Horizon Year (2050)	Data Sources
Total Multi-Family Housing Units (du)	N/A	40,600	43,957	51,930	60,631	Travel Demand Model input
Share of Multi-Family Housing Units (%)	N/A	28.0%	28.9%	30.0%	32.4%	Calculated: (Total multi-family units/ total housing units)
Total Housing Units Within ½ Mile of a High-Quality Transit Station	N/A	25,404	28,595	33,962	34,221	Travel Demand Model input/GIS
Total Jobs Within ½ Mile of a High-Quality Transit Station	N/A	52,527	53,058	53,181	53,308	Travel Demand Model input/GIS
Freeway and General-Purpose Lanes - Mixed Flow, auxiliary, etc. - net new (lane miles)	N/A	N/A	0	1.57	0	Travel Demand Model input
Freeway Tolled Lanes - net new (lane miles)	N/A	N/A	N/A	N/A	N/A	Travel Demand Model input
Freeway HOV Lanes - net new (lane miles)	N/A	N/A	2.14	18.43	4.09	Travel Demand Model input
Arterial/Expressway - net new (lane miles)	N/A	N/A	3.42	8.72	4.09	Travel Demand Model input

Modeling Parameters	2005 (c)	2015 Base Year (BY)	2020	2035	Plan Horizon Year (2050)	Data Sources
Collector - net new (lane miles)	N/A	N/A	0	3.66	0.39	Travel Demand Model input
Average Transit Headway - local routes only (minutes)	N/A	34.1	35.5	34.3	34.3	Travel Demand Model input
Total Transit Operation Miles	N/A	2,761	2,761	2,788	2,788	Travel Demand Model input
Transit Total Daily Vehicle Service Hours	N/A	63	63	64	65	Travel Demand Model input
Bike and Pedestrian Lane (class I, II, & IV) Miles - net new (lane miles)	N/A	N/A	37.2	10.8	52	Travel Demand Model input
Household Vehicle Ownership	N/A	1.78	1.77	1.74	1.74	Travel Demand Model output
Average Trip Length (miles/day)						
Drive Alone + Shared Ride	N/A	8.11	7.98	7.95	7.99	Travel Demand Model output
Shared Ride	N/A	N/A	N/A	N/A	N/A	Travel Demand Model output
Public Transit	N/A	6.7	6.7	6.6	6.6	Travel Demand Model output

Modeling Parameters	2005 (c)	2015 Base Year (BY)	2020	2035	Plan Horizon Year (2050)	Data Sources
Bike	N/A	3	3.1	3.1	3.1	Travel Demand Model output
Walk	N/A	1.4	1.4	1.4	1.4	Travel Demand Model output
Average Travel Time by Mode (minutes)						
Commuter Trip	N/A	16.1	15.8	15.6	15.8	Travel Demand Model output
Non-Commuter Trip	N/A	14.2	14.1	14.1	14.2	Travel Demand Model output
Drive Alone	N/A	N/A	N/A	N/A	N/A	Travel Demand Model output
Drive Alone (TNC)	N/A	N/A	N/A	N/A	N/A	Travel Demand Model output
Shared Ride	N/A	N/A	N/A	N/A	N/A	Travel Demand Model output
Shared Ride (pooled TNC)	N/A	N/A	N/A	N/A	N/A	Travel Demand Model output
Public Transit	N/A	48.3	48.3	47.1	47.4	Travel Demand Model output

Modeling Parameters	2005 (c)	2015 Base Year (BY)	2020	2035	Plan Horizon Year (2050)	Data Sources
Bike	N/A	13.6	13.8	13.9	14	Travel Demand Model output
Walk	N/A	28.7	28.7	28.5	28.5	Travel Demand Model output
Average Travel Time for Low-Income Populations (minutes)	N/A	14.9	14.6	15.0	15.2	Travel Demand Model output
Drive Alone	N/A	49.3	49.3	49.3	49.1	Travel Demand Model output
Drive Alone (TNC)	N/A	N/A	N/A	N/A	N/A	Travel Demand Model input
Shared Ride	N/A	42.7	42.7	42.6	42.7	Travel Demand Model output
Shared Ride (pooled TNC)	N/A	N/A	N/A	N/A	N/A	Travel Demand Model input
Public Transit	N/A	1.1	1.1	1.2	1.2	Travel Demand Model output
Bike	N/A	1.4	1.4	1.4	1.4	Travel Demand Model output
Walk	N/A	3.3	3.3	3.4	3.5	Travel Demand Model output

Modeling Parameters	2005 (c)	2015 Base Year (BY)	2020	2035	Plan Horizon Year (2050)	Data Sources
Seat Utilization	N/A	N/A	N/A	N/A	N/A	Travel Demand Model output
Transit Ridership (Average daily boarding)	N/A	29,470	31,760	36,400	38,980	Travel Demand Model output
Total VMT per weekday (all vehicle class) (miles)	9,732,300	10,112,500	10,116,300	10,976,800	11,539,600	Travel Demand Model output
Total VMT per weekday for passenger vehicles (CARB vehicle classes LDA, LDT1, LDT2, and MDV) <sup>3</sup>	8,629,200	8,875,860	8,869,470	9,012,100	9,537,600	Travel Demand Model output
Total II VMT per weekday for passenger vehicles (miles)	N/A	N/A	N/A	N/A	N/A	Travel Demand Model output
Total IX/XI VMT per weekday for passenger vehicles (miles)	N/A	N/A	N/A	N/A	N/A	Travel Demand Model output
Total XX VMT per weekday for passenger vehicles (miles)	389,300	418,230	545,760	718,650	702,090	Travel Demand Model output
SB 375 VMT per capita	21.50	20.89	20.35	19.31	19.55	Calculated: (II + IX/XI passenger VMT) / population

Modeling Parameters	2005 (c)	2015 Base Year (BY)	2020	2035	Plan Horizon Year (2050)	Data Sources
Total CO <sub>2</sub> emissions per weekday (all vehicle class) (tons/day)	N/A	5,120.40	4,505.00	3,165.60	3,201.70	EMFAC model output
Total SB 375 CO <sub>2</sub> emissions per weekday for passenger vehicles (CARB vehicle classes LDA, LDT1, LDT2, and MDV) (tons/day)	3,918 <sup>4</sup>	3,981	3,918	3,868	4,175	EMFAC model output
Total II CO <sub>2</sub> emissions per weekday for passenger vehicles (tons/day)	N/A	5,626,395	5,351,123	5,048,268	5,038,633	EMFAC model output
Total IX/XI CO <sub>2</sub> emissions per weekday for passenger vehicles (tons/day)	N/A	3,249,667	3,518,812	3,963,844	4,499,433	EMFAC model output
Total XX CO <sub>2</sub> emissions per weekday for passenger vehicles (tons/day)	389300	382,931	505,810	673,806	657,064	EMFAC model output
SB 375 CO <sub>2</sub> per capita (lbs./day)	18.77	17.96	17.01	15.43	16.01	Calculated: (II + IX/XI CO <sub>2</sub> ) / population / 2000 lbs./ton
EMFAC Adjustment Factor (if applicable)	N/A	N/A	0.20%	0.80%	N/A	CARB Methodology for Estimating CO <sub>2</sub> Adjustment

Modeling Parameters	2005 (c)	2015 Base Year (BY)	2020	2035	Plan Horizon Year (2050)	Data Sources
RTP/SCS Strategy 1 – Off Model 1: Telecommute	N/A	N/A	0	574,400	574,400	MPO estimated
RTP/SCS Strategy 2 – Off Model 2: EV Charging	N/A	N/A	0	31,480	31,480	MPO estimated
RTP/SCS Strategy 3 – Off Model 3: Ag Worker Vanpools	N/A	N/A	0	40,370	40,370	MPO estimated

1. Vehicle operating costs = Auto operating costs / VMT

2. No change from values report from last SCS cycle. The Year 2015 value was estimated by developing annual growth rates from the base year 2010 and the forecast year 2020. The 2050 value was calculated by calculating the growth rate from 2020-2035 and applying to 2035-2050.

3. The total excludes the off-model VMT reductions and x-x VMT.

4. The 2005 CO2 emissions were back casted using the 2005 population estimates from the Census Bureau and lanes miles from the California public road data derived from the Highway Performance Monitoring System.

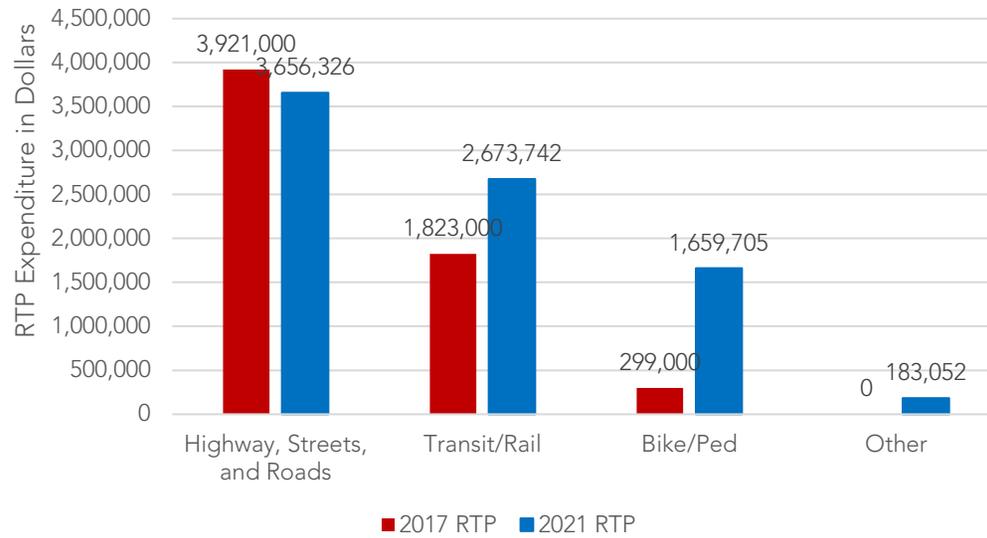
Notes:

SBCAG did not provide RTP expenditure data as part of their data table submittal, but in a separate document.

N/A means not available.

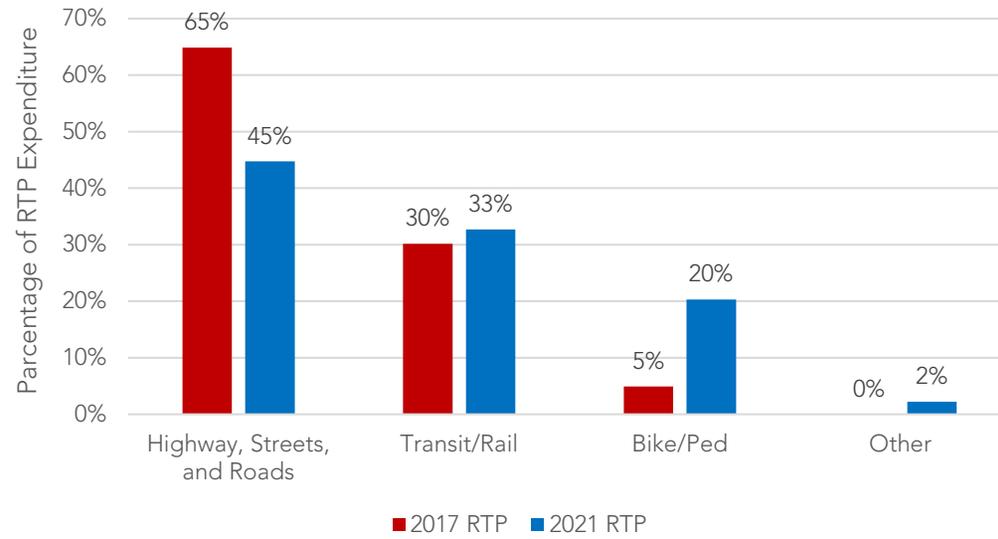
# Appendix D: SBCAG's 2021 SCS Planned Investments

**Investment by Mode in SBCAG's 2021 SCS Compared to the 2017 SCS (Dollars)**



Source: SBCAG 2017 RTP/SCS and 2021 RTP/SCS Expenditures

### Investments by Mode in SBCAG's 2021 SCS Compared to the 2017 SCS (Percent of Total Investment)



Source: SBCAG 2017 RTP/SCS and 2021 RTP/SCS Expenditures

**SBCAG SCS Investment Breakdown by Expenditure Category and Fiscal Year**

<b>Expenditure Category</b>	<b>FY 2021-2025 (\$000)</b>	<b>FY 2021-2025 (%)</b>	<b>FY 2026-2030 (\$000)</b>	<b>FY 2026-2030 (%)</b>	<b>FY 2031-2035 (\$000)</b>	<b>FY 2031-2035 (%)</b>	<b>Total FY 2021-2035 (\$000)</b>
Highway, Streets, and Roads	\$1,435,949	59%	\$795,824	33%	\$205,514	8%	\$2,437,287
Transit	\$785,986	54%	\$336,623	23%	\$339,720	23%	\$1,462,329
Rail	\$50,193	82%	\$5,193	9%	\$5,193	9%	\$60,579
Bike/Ped	\$1,325,412	87%	\$111,132	7%	\$94,837	6%	\$1,531,381
TDM	\$4,327	42%	\$2,800	28%	\$3,091	30%	\$10,218
ITS	\$3,748	100%	\$0	0%	\$0	0%	\$3,748
Various/Other	\$20,139	6%	\$128,096	37%	\$198,414	57%	\$346,649
<b>Total</b>	<b>\$3,625,754</b>	<b>62%</b>	<b>\$1,379,668</b>	<b>24%</b>	<b>\$846,768</b>	<b>14%</b>	<b>\$5,852,190</b>

Note: Table includes programmed and planned projects. Projects that had multiple modes (e.g., streets/roads and bike/ped) and various were included in Other category (e.g., corridor studies or vision zero plans).

Source: SBCAG SCS Submittal

## Appendix E: MPO Reporting Components

This section summarizes the three reporting components called for in the 2019 Evaluation Guidelines: tracking implementation, incremental progress, and equity. The three reporting components are included to identify the effectiveness of prior SCS implementation and increase overall transparency of the SCS for the public and other stakeholders.

### Tracking Implementation

The purpose of this section is to report on the progress the SBCAG region made in implementing its previous SCS's planned outcomes. Specifically, CARB staff compared observed data for transportation, housing, and land use performance metrics to the outcomes modeled in the region's previous plan to determine whether the region is on track to meet its targets. CARB staff chose performance metrics based on the availability of observed data and plan performance indicators provided by SBCAG, which represent a snapshot of the region's current standing. The tracking implementation analysis allows CARB staff to understand whether the region was on track to meet its previous SCS's expected plan outcomes, and whether and how the latest adopted SCS needs to be to get the region on track with desired plan outcomes, which is then used to inform CARB staff's Plan Adjustment analysis.

CARB staff's analysis of observed data to outcomes modeled in the region's previous plan is as follows:

- **Regional average household vehicle ownership**<sup>33</sup> increased by 6.4 percent in SBCAG from 2010 to 2019. The 2020 and 2035 forecasted SCS household vehicle ownership is 10 and 12 percent below the observed 2019 household vehicle ownership, respectively, and the trend in observed data is heading in the wrong direction.
- **Daily transit ridership**<sup>34</sup> increased from 2005 to 2008, and then decreased through 2020. SBCAG's RTP/SCS forecasted transit ridership in 2020 and 2035 are more than twice the observed 2020 value and the trend in observed data is heading in the wrong direction.
- **Commute trip travel time**<sup>35</sup> was about 20 minutes in 2010 which further increased from the year 2016 to 2019. However, the RTP/SCS forecasted travel time to be 15 minutes for 2020 and 2035.

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<sup>33</sup> The observed data is from [U.S. Census Bureau, American Community Survey](#)

<sup>34</sup> The observed data is from Federal Transit Authority: [The National Transit Database](#)

<sup>35</sup> The observed data is from [U.S. Census Bureau, American Community Survey](#)

- **New homes built by type**<sup>36</sup> shows that multi-family housing has represented a greater share of the new housing units built since 2015. SBCAG’s RTP/SCS forecasts single-family housing units representing a greater share of housing than multi-family housing units to be built in 2035 from the year 2015.

Beside housing trends, none of the other observed data are heading in the right direction toward the expected plan outcomes.<sup>37</sup>

## Incremental Progress

Based on the 2019 Evaluation Guidelines,<sup>38</sup> the incremental progress reporting component is not applicable to SBCAG. Therefore, no analysis was done.

## Equity

SBCAG’s 2021 SCS includes a Title VI Environmental Justice (EJ) analysis, Appendix A Public Outreach Summary, and Appendix G Environmental Justice Analysis that discuss work as part of SBCAG’s 2021 SCS to identify environmental justice communities as shown in Figure 4. SBCAG also conducted community outreach and engagement, and analyzed measures to understand how the SCS’s impacts, benefits, and burdens are distributed between communities of concern and the overall region’s population.

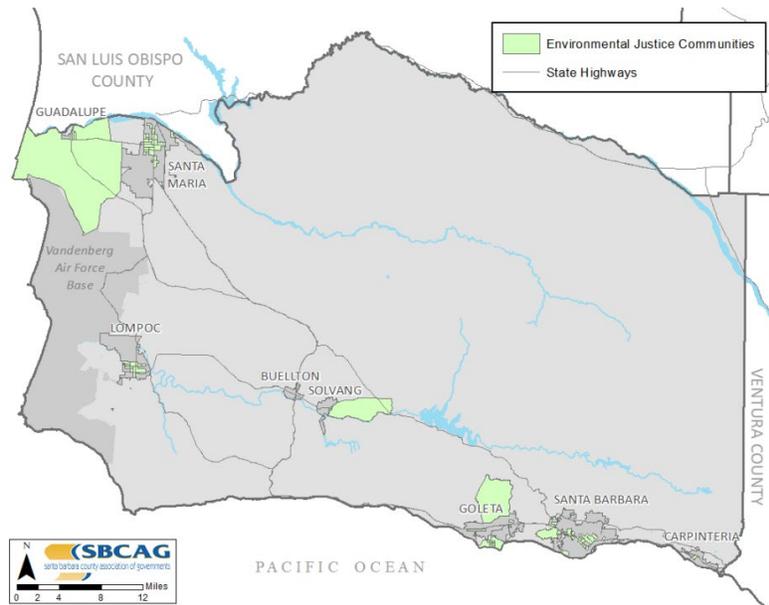
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<sup>36</sup> California Department of Finance, [rate of new homes being built by type](#)

<sup>37</sup> To view the latest observed regional data trends related to implementation of SB 375 visit: <https://ww2.arb.ca.gov/our-work/programs/sustainable-communities-program/sb-150-dashboard-tracking-progress-sustainable>

<sup>38</sup> CARB. [Final Sustainable Communities Strategy Program and Evaluation Guidelines](#). (November 2019).

**Figure 4. SBCAG Region EJ Communities**



## Public Outreach and Engagement

SBCAG held two virtual public workshops due to the COVID-19 pandemic for the SCS and other activities.<sup>39</sup> SBCAG contracted with the Community Environmental Council for assistance in carrying out the public process. CEC hired two community ambassadors, one each in northern and southern Santa Barbara County. These community ambassadors possessed an insider’s knowledge of their communities as well as having established connections with the groups representing their regions and helped to create awareness about the 2021 SCS. A GIS-based story map was also created to complement the workshop process. The story map provided an overview of the 2021 SCS and enabled public input to be collected through the platform. All materials, notices, websites, and presentations were made available in both English and Spanish.

## Equity Performance Measures

The 2021 SCS analyzed measures to understand whether the plan would have a disproportionately negative impact on the region’s EJ communities. Some outcomes from SBCAG’s analysis are summarized below.

- **Accessibility Performance Measures:** Transit access results indicate an increase in the percentage of households with transit access for all routes from approximately

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<sup>39</sup> SBCAG, 2021 RTP/SCS, [Chapter 3](#).

0.6 to 5.0 percent within EJ communities, and from 2.5 to 5.3 percent for the overall population. Results for accessibility to key destinations such as colleges/universities, schools, healthcare, and parks/beaches indicate the plan increases the percentage of the EJ population's access to these destinations.

- **Health and Environment Performance Measures:** SBCAG's EJ analysis also looked at human health and environmental effects of living and working within 500 and 1,000 feet of freeways and high-traffic roadways as an indicator of risk of exposure to toxic air contaminants from proximity to major roadways included in the plan. SBCAG projected that the anticipated growth pattern would concentrate population adjacent to transit and other transportation facilities such as along high traffic roads that result in more people being exposed to elevated health risks and nuisance odors as compared to areas of the region more distant from such facilities. By 2050, approximately 30 percent of the region's population will live within 500 and 1,000 feet of freeways and high-traffic roads. However overall emissions would be less than current levels and the programmatic environmental impact report accompanying the 2021 RTP/SCS includes mitigation measures to reduce impacts associated with health risk.

To assess impacts of air quality on EJ communities, SBCAG analyzed the percentage population within these two buffer areas for the major populated areas adjacent to State Route 101 within the region. Results indicate that EJ community population located within the 101 buffer areas grows at a higher rate out to 2050 than that of "non" EJ communities.