

# Sustainable Communities Strategy Evaluation

On August 21, 2025, the Santa Barbara County Association of Governments (SBCAG), which serves as the metropolitan planning organization (MPO) for Santa Barbara County, adopted its 2025 Regional Transportation Plan/Sustainable Communities Strategy (2025 SCS), also known as Connected 2050. The 2025 SCS is available on SBCAG's [Long Range Planning website](#). SBCAG provided a complete submittal of the 2025 SCS for the California Air Resources Board (CARB) staff's review on October 30, 2025. The region's per capita greenhouse gas (GHG) emission reduction targets are 13% in 2020 and 17% in 2035, compared to 2005 levels, as adopted by CARB in 2018.

## I. Determination

Based on a review of all available evidence and in consideration of CARB staff's [2019 Final Sustainable Communities Strategy Program and Evaluation Guidelines](#) (SCS Evaluation Guidelines), CARB staff accepts that SBCAG's 2025 SCS demonstrates that the region would meet its 2035 target if fully implemented. CARB staff's evaluation finds that SBCAG determined that its 2020 GHG emission reduction target was met in 2020, but did not include a determination of whether it continues to achieve the 2020 GHG emission reduction target.

### A. Accept that the SCS would, if implemented, achieve the 2035 GHG emission reduction target

Under California Government Code section 65080, subdivision (b)(2)(J)(ii), SBCAG's determination that the SCS adopted by the SBCAG Board on August 21, 2025 would, if fully implemented, achieve the applicable GHG emission reduction target for automobiles and light trucks of 17% per capita reduction by 2035, relative to 2005 levels, as established by CARB for the region is hereby accepted.

Executed at Sacramento, California, this 2nd day of February 2026.

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/s/

Annalisa Schilla, Ph.D., Assistant Chief, Sustainable Transportation & Communities Division

## B. Evaluation Overview and Strategies Summary

As outlined in CARB's SCS Evaluation Guidelines, staff considered the following key policy questions in determining whether to accept SBCAG's determination that the SCS achieves the 2035 GHG target if all assumptions and strategies are fully implemented.

1. Does the data provided by SBCAG support the 2025 SCS's stated GHG and vehicle miles traveled (VMT) reductions?
2. Are there supportive key actions for the SCS strategies?
3. Do the investments support the GHG emissions reductions or key actions?
4. What are the implementation challenges, and what actions are being taken to be on track to achieve the 2035 target?

A summary of the SCS strategies is below.

### **Land Use and Housing:**

- Infill development and increased density near transit
- Shorter trips through job/housing balance

### **Transportation:**

- New transit capital projects
- Telework
- Agricultural worker vanpools

CARB staff accepts that SBCAG's 2025 SCS demonstrates that the region would meet its 2035 target if fully implemented. CARB staff also note that, based on available information, the 2025 SCS is not likely to be fully implemented without additional actions to support implementation by local, regional, and/or State agencies. CARB's [2022 SB 150 Progress Report](#) provides more detail on statewide barriers to implementation and actions needed. CARB is developing improvements to how future Round 5 SCSs are evaluated and will coordinate further with MPOs on these changes as these updates take shape.