CHAPTER 6

Equity Considerations

Adopted July 28, 2026

This page is intentionally blank.

Equity

Equity is incorporated through a Safe System Approach, by identifying and prioritizing projects and strategies that address safety problems in underserved communities and areas with high fatality rates or poverty.

Underserved Communities can also be referred to as disadvantaged communities and environmental justice communities. Across academic and technical studies (sources cited at end of this chapter), there is a strong correlation between traffic collision severity and underserved communities (lower income, higher social vulnerability, and racially marginalized populations) across the United States. Underserved Communities often have higher exposure to dangerous road conditions like poor street lighting, higher speed/volume streets, lack of pedestrian and bicycle infrastructure, lack of traffic calming, and fewer street crossings/crosswalks. The lack of long-term funding leads to higher collision severity (greater likelihood of severe and fatal injury) due to outdated or unsafe roadway designs. Underserved Communities are not just slightly worse of, they are systematically overrepresented in severe and fatal traffic collisions.

Qualifying Underserved Communities can vary each year under federal, state, and regional definitions so it is critical to recheck the criteria every time a grant is applied for. For purposes of the Action Plan, qualifying Underserved Communities were included for reference at the time the Plan was written (2025-2026). Given the source definition of Underserved Community, the communities are mapped with the City's High Injury Network (HIN) overlayed for context. Amongst the various figures shown below, there is a strong correlation between the identified Underserved Community and the City's HIN.

Federal Definition of Underserved Community

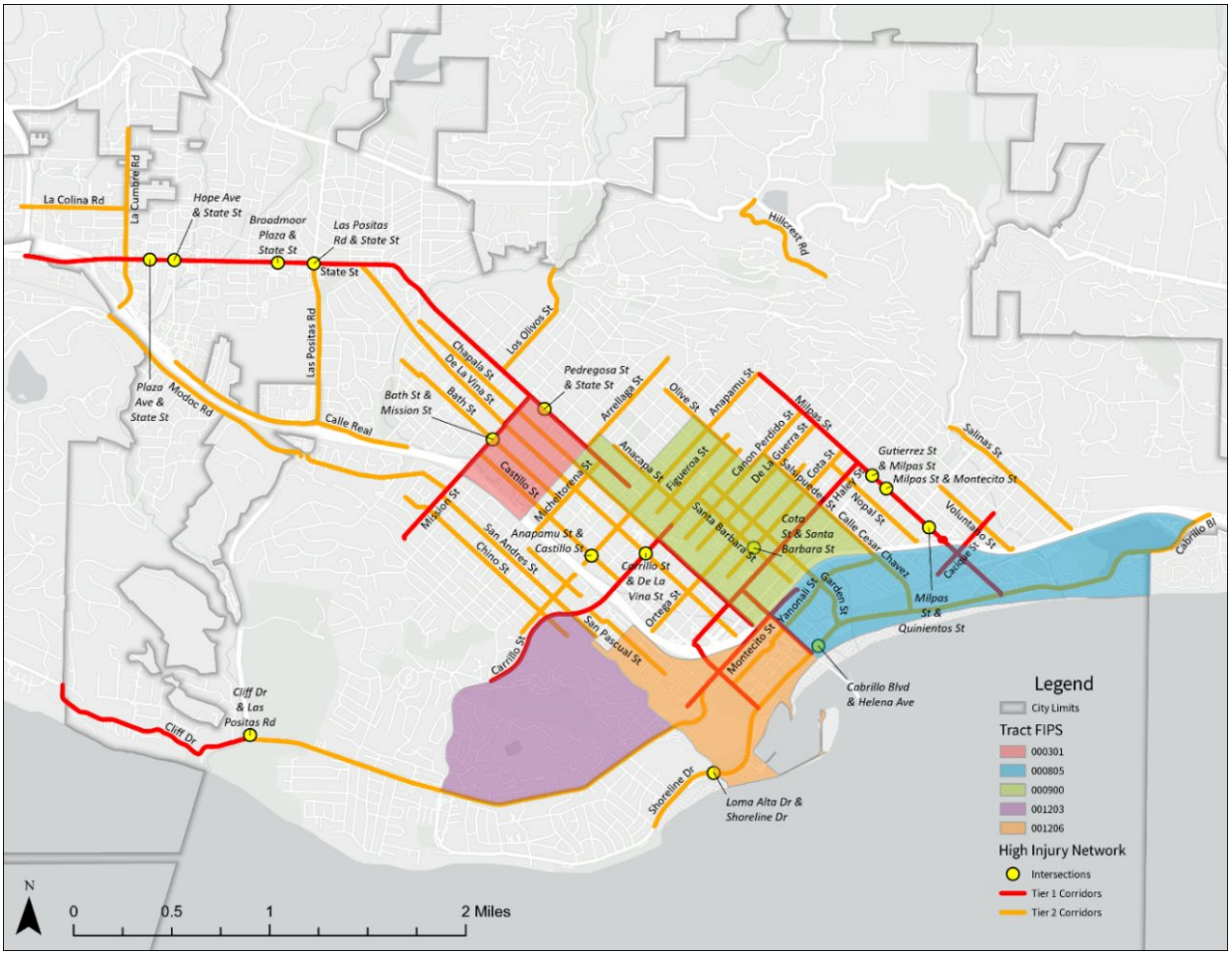
The SS4A Federal Program defines an Underserved Community consistent with the definition of an Area of Persistent Poverty (APP) in the Infrastructure Investment and Jobs Act (IIJA, 49 USC 6702(a)(1)), as follows:

1. Any county (or equivalent jurisdiction) in which, during the 30-year period ending on the date of enactment of this chapter (IIJA, 49 USC 6702(a)(1)), 20 percent or more of the population continually lived in poverty, as measured by:
2. the 1990 decennial Census; the 2000 decennial Census; and
3. the most recent annual small area income and poverty estimate of the Bureau of the Census.
4. Any Census tract with a poverty rate of not less than 20 percent, as measured by the 5-year data series available from the American Community Survey of the Bureau of the Census for the period of 2014 through 2018; and
5. Any territory or possession of the United States.

Figure 1 shows the federal underserved qualifying census tracts (3.01, 8.05, 9, 12.03 and 12.06). These census tracts cover portions of the Alta Mesa, Lower West, West Beach, Oak Park, Downtown, Laguna, Lower East, Lower State, and East Beach neighborhoods. The City's HIN overlay is overlayed over the census tracts and shows a majority of the HIN within the underserved community.

Besides the Federal Safe Streets for All Program, other common federal grants the City has applied for are the Highway Safety Improvement Program and Highway Bridge Program. Both of those grant sources do not have an equity component and are strictly data driven.

Figure 1: Federal Underserved Communities with the High Injury Network Overlay



Federal mapping sources include (see next page):

[View the United States Department of Transportation "SS4A Underserved Communities Tool" Dashboard.]

[Read the "Safe Streets and Roads for All Identifying Underserved Communities" Article (PDF).]

State Definitions of Underserved/Disadvantage Community

The most common state grant sources include the Active Transportation Program (ATP), the Local Road Safety Plan Implementation Grants, and SafeTREC Community Pedestrian and Bicycle Safety Training Grants.

The City of Santa Barbara has had tremendous success with the State's ATP since the Program's inception in 2014. The goals of the ATP include, but are not limited to, increasing the proportion of trips accomplished by walking and biking, increasing the safety and mobility of non-motorized users, advancing efforts of regional agencies to achieve greenhouse gas

reduction goals, enhancing public health, and providing a broad spectrum of projects to benefit many types of users including disadvantaged communities. The ATP is the state's most significant and competitive program. To date (ATP Cycles 1-7), the State has only awarded infrastructure projects that have demonstrated the project serves a disadvantaged community.

To qualify as a disadvantaged community under the ATP, the community served by the project must meet at least one of the following criteria:

- **Median Household Income:** Median household as defined in the United States Census Bureau Website's under the US Census Table ID B19013 is less than 80% of the statewide median based on the most current Census Tract (ID 140) level data from the 2020-2024 American Community Survey (<$79,5267). Communities with a population of less than 15,000 may use data at the Census Block Group (ID 150) level.

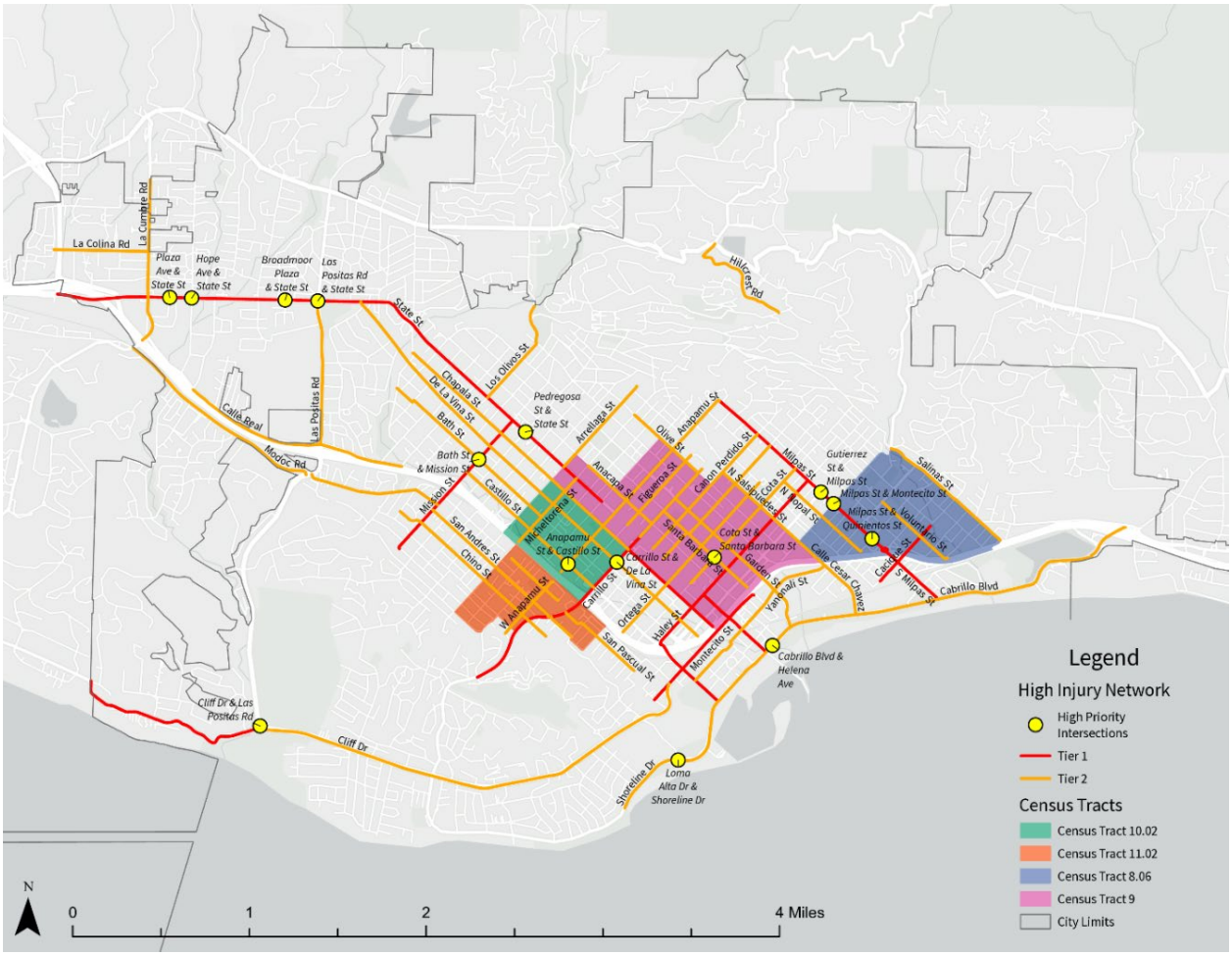
Table 1: Median Household Income ranges and how it compares to statewide Median Household Income and number of points awarded per the State's Active Transportation Program.

Points	Median Household Income (MHI) | Statewide MHI = $99,122, 80% = $79,297.60	Dollar Amount
0	80% or greater of the statewide MHI	$79,297.60 or greater
1	75% to < 80% of the statewide MHI	$74,341.50 to $79.297.59
2	70% to < 75% of the statewide MHI	$69,385.40 to $74,341.49
3	65% to < 70% of the statewide MHI	$64,429.30 to $69,385.39
4	Less than 65% of the statewide MHI	$64,429.29 or less

Qualifying census tracts with the City of Santa Barbara include the following below and as mapped in Figure 3.

Geographic Area Name	Median household income in the past 12 months (in 2024 inflation-adjusted dollars)	ATP Score
Census Tract 8.06; Santa Barbara County; California	70,458	2
Census Tract 9; Santa Barbara County; California	55,532	4
Census Tract 10.02; Santa Barbara County; California	78,413	1
Census Tract 11.02; Santa Barbara County; California	71,058	2

Figure 2: Qualifying census tracts that are less than 80% of the statewide median income.



1. **CalEnviroScreen:** An area identified as among the most disadvantaged 25% in the State according to the CalEPA and based on the California Communities Environmental Health Screening Tool 4.0 (CalEnviroScreen 4.0) scores (score must be greater than or equal to 40.05).
    a. The City of Santa Barbara is not in an area identified as among the most disadvantaged 25% in the State according to the CalEPA and based on the California Communities Environmental Health Screening Tool 4.0 (CalEnviroScreen 4.0) scores.
2. **National School Lunch Program:** At least 75% of public school students in the project area are eligible to receive free or reduced-price meals under the National School Lunch Program for the 2024-2025 school year. Data is available at the California Department of Education website. Applicants using this measure must indicate how the project benefits the school students in the project area. The project must be located within two miles of the school(s) represented by this criterion.

3. Figure 3 below shows qualifying schools in the Santa Barbara Unified School District that qualify as a disadvantaged community followed by how many ATP points are awarded based on the grant criteria and level of severity in Figure 4. Figure 5 includes how many grant application points are received based on percentage of students receiving free or reduced lunches. Figure 6 shows the elementary school locations and school attendance boundaries. The qualifying elementary schools include Cleveland, Franklin, Harding, McKinley, and Santa Barbara Community Academy with the HIN overlay. Figure 7 shows the junior high school locations and school attendance boundaries. The qualifying junior high schools include La Cumbre and Santa Barbara Junior High Schools with the HIN overlay. The junior high school attendance boundaries show that the majority of the HIN falls within the attendance boundaries of both schools. Santa Barbara High School does not qualify under the National School Lunch Program criteria.

Table 2: Highlighted in yellow are qualifying schools within disadvantaged communities for School year 2024 – 2025 for Grades K – 12:

School Name	Percent (%) Eligible FRPM	ATP Score
Alta Vista Continuation High	100.0%	4
La Cuesta Continuation High	89.6%	3
Santa Barbara Senior High	61.7%	0
Adams Elementary	64.4%	0
Cleveland Elementary	80.7%	2
Franklin Elementary	91.0%	4
Harding University Partnership	78.0%	1
McKinley Elementary	80.9%	2
Monroe Elementary	69.2%	0
Peabody Charter	42.7%	0
Roosevelt Elementary	55.1%	0
Washington Elementary	41.1%	0
Goleta Valley Junior High	45.6%	0
La Cumbre Junior High	84.5%	2
Santa Barbara Junior High	79.7%	1
La Colina Junior High	41.5%	0
Santa Barbara Community Academy (Elementary)	82.4%	2
Adelante Charter	71.6%	0

Table 3: How many grant application points are received based on percentage of students receiving free or reduced lunches.

Points	National School Lunch Program | Free or Reduced-Price Meals Percentage
0	Less than 75% of students receive free or reduced lunches
1	= or > 75% through 80% of students receive free or reduced lunches
2	> 80% through 85% of students receive free or reduced lunches
3	> 85% through 90% of students receive free or reduced lunches
4	> 90% of students receive free or reduced lunches

Figure 3: Qualifying elementary schools: Cleveland, Franklin, Harding, McKinley, and Santa Barbara Community Academy (school does not have a defined attendance boundary)

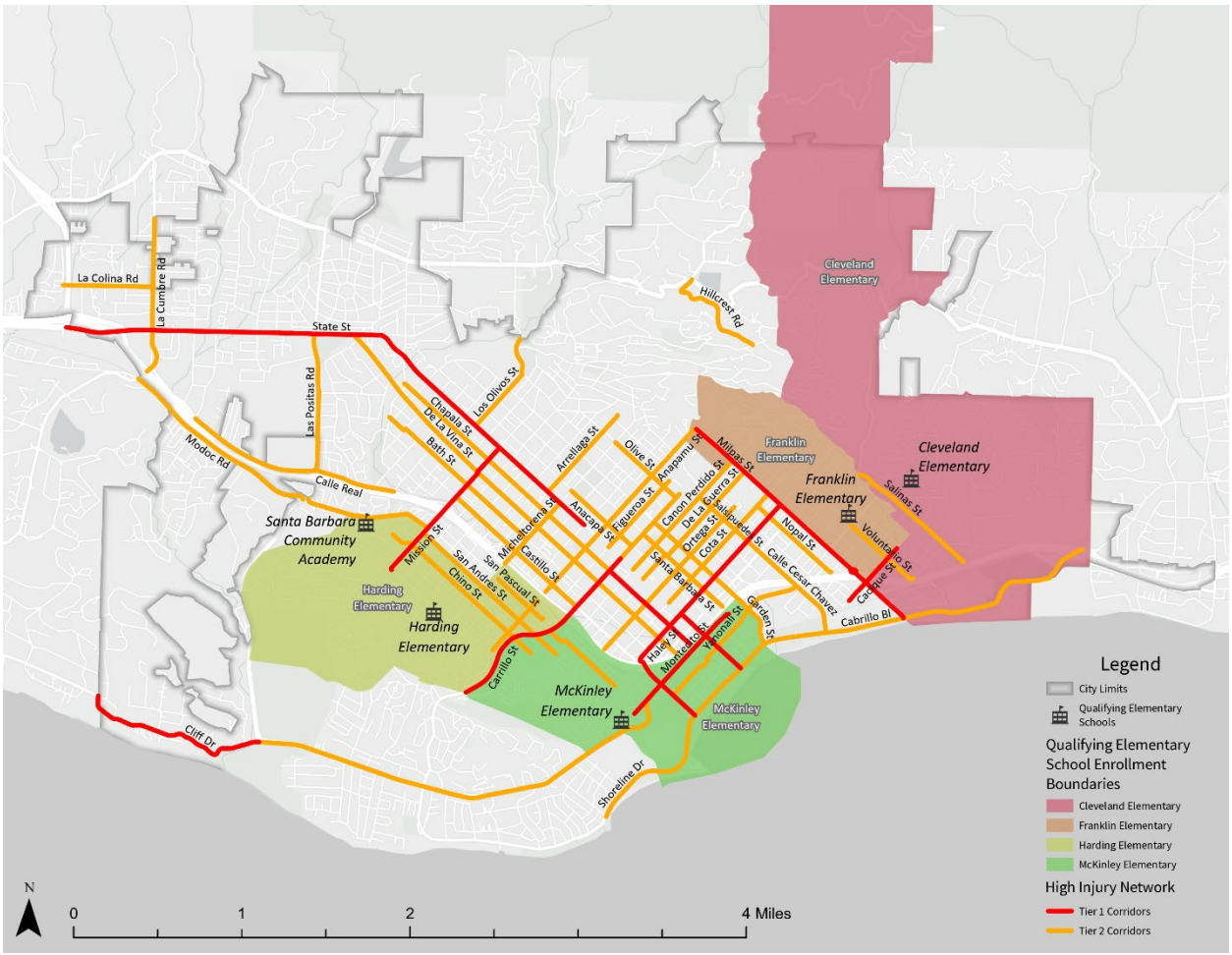
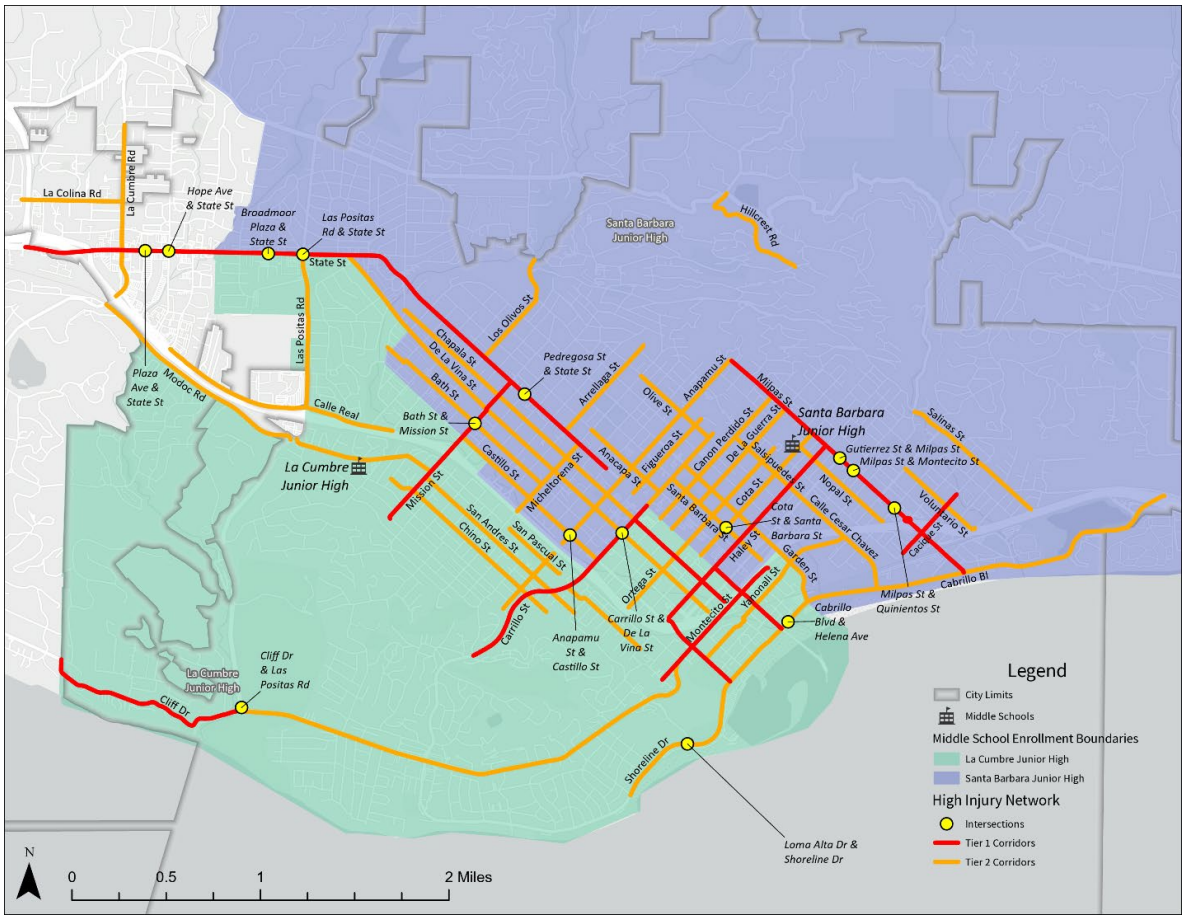


Figure 4: Qualifying junior high schools: La Cumbre and Santa Barbara Junior High Schools.



1. **Healthy Places Index:** The Healthy Places Index includes a composite score for each census tract in the State. The higher the score, the healthier the community conditions based on 25 community characteristics. The scores are then converted to a percentile to compare to other tracts in the State. A census tract must be in the 25th percentile or less to qualify as a disadvantaged community. The live map and the direct data can both be found on the California Healthy Places Index website. The City of Santa Barbara does not have any census tracts in the 25th percentile or less.
2. **Climate and Economic Justice Screening Tool:** A census tract identified as disadvantaged in at least one of the tool's ten disadvantaged community categories (climate change, energy, health, housing, legacy pollution, transportation, water and wastewater, workforce development, Tribal overlap, and neighboring disadvantaged tracts). The map can be found on the federal Climate and Economic Justice Screening Tool website. This website has been removed under the current presidential administration.

3. **Other:** If a grant applicant believes that the project benefits a disadvantaged community, but the project does not meet the aforementioned criteria due to a lack of accurate information, the applicant may submit another means of qualifying for consideration. California Transportation Commission staff will assess and score this question for applicants using the "Other" category to qualify as a disadvantaged community.
    a. Under the other category, the City of Santa Barbara can select a regional definition, which is included in the section below. For the ATP, meeting the regional definition awards the grant application with one point.

Regional/Local Definition of Underserved Community

The City of Santa Barbara uses the Santa Barbara County Association of Governments' (SBCAG) definition, which can be used for regional and state grant applications. The benefit of a region-specific definition is that it allows for an analysis that has thresholds that are specific to the SBCAG region, which is made up of the County of Santa Barbara and eight incorporated cities (City of Santa Barbara, City of Goleta, City of Carpinteria, City of Lompoc, City of Santa Maria, City of Guadalupe, City of Solvang, and City of Buellton).

In the development of SBCAG's most recent Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS), *Connected 2050,* a regional definition of Environmental Justice communities was established. A full description of the Environmental Justice community identification process can be found in Chapter 4 of *Connected 2050.*

How SBCAG defines Underserved Community/Environmental Justice

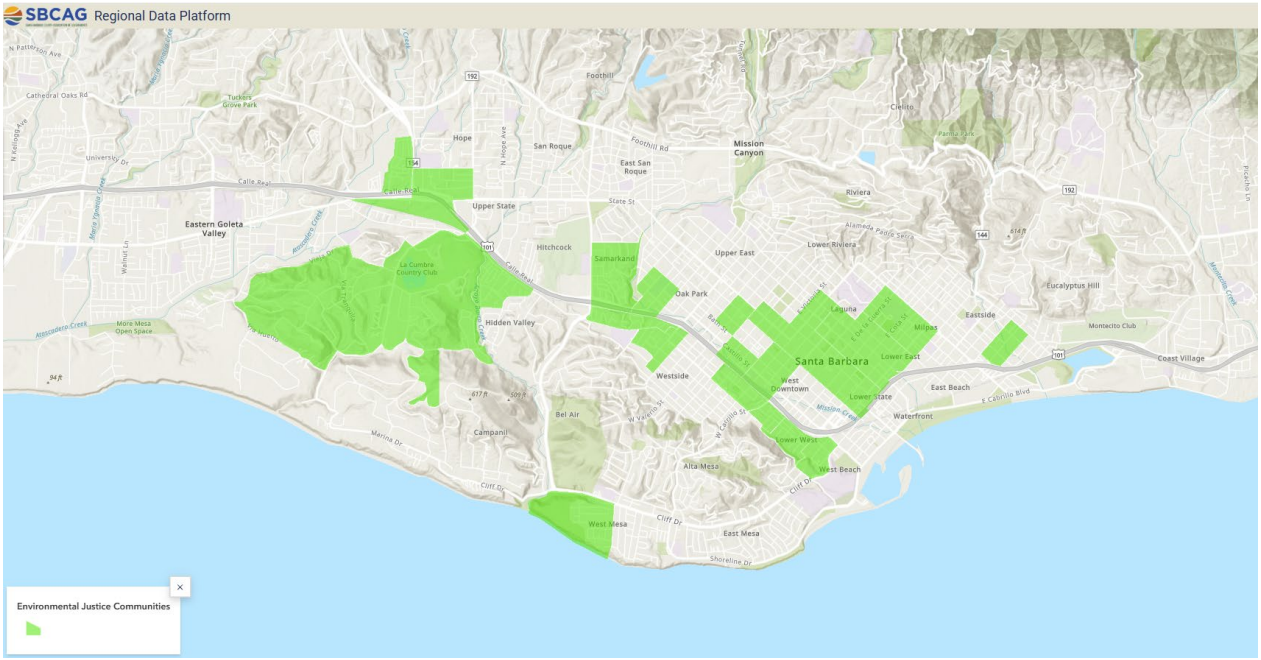
Census demographic information at the block group level is used to determine areas where concentrations of minority and low-income populations currently live. A combination of indicators was used in developing an Environmental Justice score to each census block group.

The indicators include minority persons (Hispanic origin and minority races), households with 80 percent of county median income ($54,000), households with 50 percent of county median (HUD very-low, $34,000), poverty (Federal definition based on household size and income), households with no vehicle, elderly (> 75), disabled, youth (< 18), limited English, no high school diploma, and rent or have a mortgage over 50 percent of income.

SBCAG's approach defines Environmental Justice communities as areas in the highest 25% of regional scores (as a percentage of the population or households). The highest 25% indicator

scores are used as the threshold as it encompasses additional rural areas in addition to higher density urban areas. The approach uses a percentage of the population (or households), so that the result is more reflective of the density of the factors relative to the area and not just where the largest overall values are. Figure 8 shows the qualifying areas with the City.

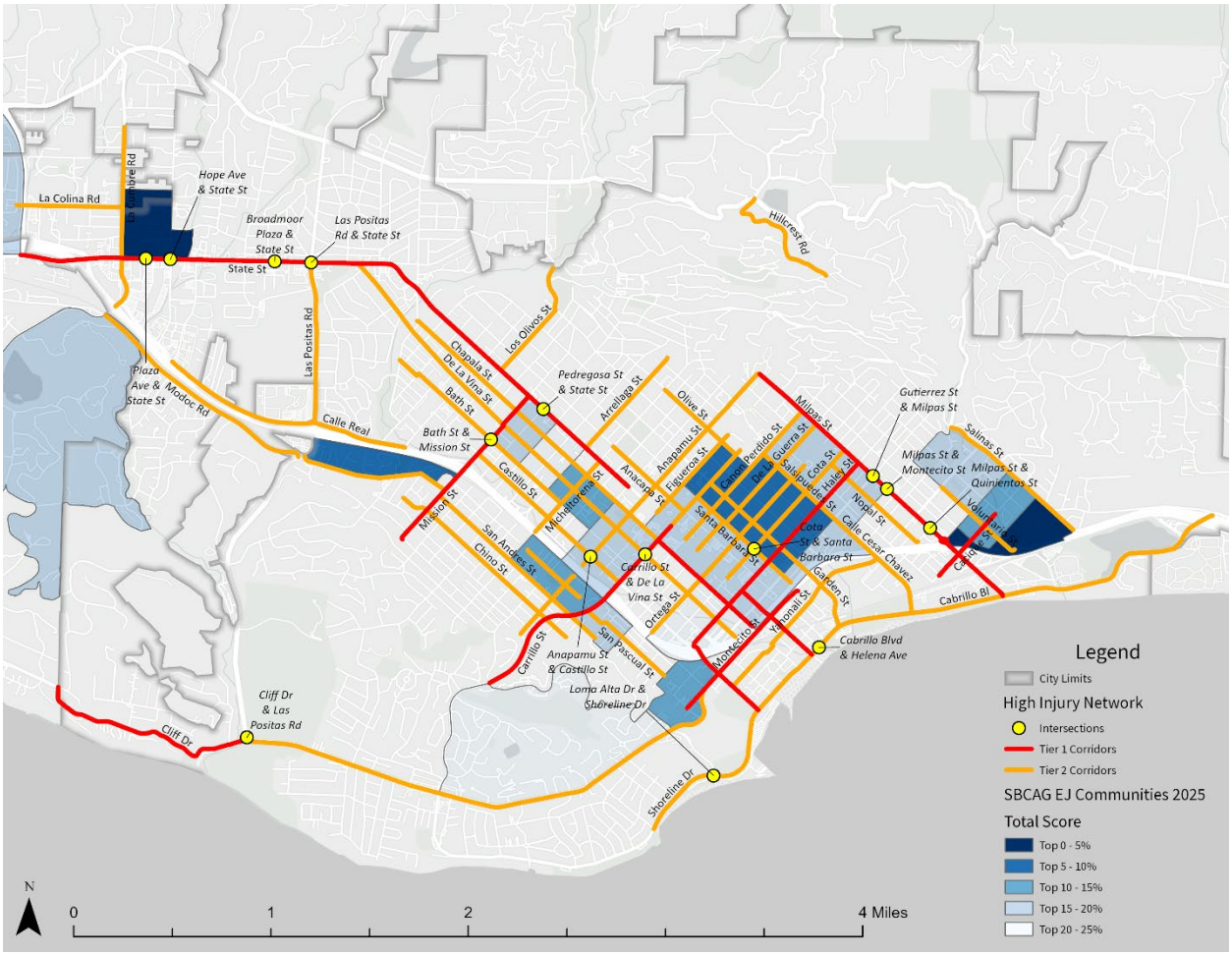
Figure 5: SBCAG Environmental Justice Communities within the City of Santa Barbara. Source: [View the Santa Barbara County Association of Governments (SBCAG) [Updated] Environmental Justice Communities Dashboard]



Environmental Justice Communities - Stratified

To assess severity among the Environmental Justice communities, Figure 9 displays the communities stratified by 5% intervals (quantile method) with the HIN overlay. The '0-5 EJ percentile' received the highest Environmental Justice score and represents the most severely impacted communities.

Figure 6: SBCAG's Underserved Communities Stratified with HIN. Source: View the SBCAG Regional Data Platform.



How the City has Addressed Equity in Traffic Safety

Most grant funds over the past decade have prioritized grant funding to improve and enhance traffic safety in underserved communities, and it appears this prioritization will continue at least at the regional and state level. To date, the City has been the recipient of millions of dollars in safety and active infrastructure projects that primarily benefit underserved communities. Table 1 below includes the list of projects that have benefited underserved communities in the City, and provides a list of traffic safety, neighborhood connectivity, and mobility projects that have been completed or will be completed within the next few years that are also located in Federal, State, or Regional Underserved Areas of the City. As discussed in the Current and Past Approaches to Traffic Safety Chapter, it often takes many grant funded projects to address safety along a street, corridor, or across a neighborhood for traffic collision severity to decrease.

Project Name/Grant Award Year	Primary Funding Source	Status	Project Scale
Anapamu Street Bridge (2018)	Highway Bridge Program	Completed	Medium
Bath Street Crosswalks (Victoria, Sola) (2018)	Highway Safety Improvement Program	Completed	Small
Cabrillo Boulevard Bridge (2018)	Highway Bridge Program	Completed	Large
Cacique/Soledad Pedestrian Bridges and Sidewalk Infill (2014)	Active Transportation Program	Completed	Large
Canon Perdido/Nopal Crosswalk (2018)	Highway Safety Improvement Program	Completed	Small
Carpinteria/Voluntario Crosswalks and Lighting (2015)	Active Transportation Program	Completed	Small
Carrillo/San Andres Intersection and Lighting Corridor (2016)	Highway Safety Improvement Program	Completed	Medium
CDBG 12-13 Sidewalk Access Ramp Project (2012)	Community Development Block Grant	Completed	Small
CDBG 13-14 Sidewalk Access Ramp Project (2013)	Community Development Block Grant	Completed	Small
CDBG 15-16 Sidewalk Access Ramps Project (2015)	Community Development Block Grant	Completed	Small
CDBG 16-17 Westside Sidewalk Access Ramps Phase II (2016)	Community Development Block Grant	Completed	Small
CDBG 17-18 Laguna Access Ramps (2017)	Community Development Block Grant	Completed	Small
CDBG 18-19 Oak Park Access Ramps (2018)	Community Development Block Grant	Completed	Small

Project Name/Grant Award Year	Primary Funding Source	Status	Project Scale
Cleveland School Pedestrian Improvements (2009)	Measure A	Completed	Small
Cliff Drive Vision Zero Project (separated bike path and new crossings and traffic signals) (2022)	Active Transportation Program	In design	Large
Cota Street Bridge (2016)	Highway Bridge Program	Completed	Medium
Crosswalks (various location) (2012)	Highway Safety Improvement Program	Completed	Small
De La Guerra Street Bridge (2019)	Highway Bridge Program	Completed	Small
De La Vina/Figueroa Crosswalk Safety Project (2011)	Highway Safety Improvement Program	Completed	Small
Downtown De La Vina Safe Crosswalks and Buffered Bike Lane (2018)	Active Transportation Program	Completed	Large
Downtown Perimeter Lighting (De La Vina and Sola) (2016)	Highway Safety Improvement Program	Completed	Large
Eastside Community Paseos (2016)	Active Transportation Program	Completed	Large
Gutierrez Street Bridge (2018)	Highway Bridge Program	Completed	Small
Haley/De La Vina Street Bridge (2012)	Highway Bridge Program	Completed	Medium
Lower Eastside Connectivity Active Transportation Plan Implementation (2024)	SB-1 (Lower Eastside Safety Enhancements)/Active Transportation Program (Ped/Bike Bridge Overcrossing)	In design for SB-1 funded portion/Funding pending for overcrossing	Large
Lower Milpas Pedestrian Improvement Project (2014)	Active Transportation Program	Completed	Large
Mason Street Bridge (2017)	Highway Bridge Program	Completed	Medium
Milpas Street Crosswalk Safety and Sidewalk Widening Project (2022)	Active Transportation Program	In Design	Medium
Modoc/Las Positas Multiuse Path (2016)	Active Transportation Program	Completed	Large
Montecito/Yanonali Bridge Replacement and Sidewalk Infill (2014)	Active Transportation Program	Completed	Large
Old Coast Highway Sidewalk Infill (2015)	Measure A	Completed	Small

Project Name/Grant Award Year	Primary Funding Source	Status	Project Scale
Ortega Street Bridge (2011)	Highway Bridge Program	Completed	Medium
Punta Gorda Street Bridge (2015)	Highway Bridge Program	Completed	Medium
Qunientos Street Bridge (2019)	Highway Bridge Program	Completed	Medium
Salinas/Old Coast Highway Intersection (2018)	Highway Safety Improvement Program	Completed	Small
San Andres Street Safe Crossings and Lighting Project (2021)	Measure A	Completed	Small
Santa Barbara Junior High Multiuse Path Gap Closure on Cota Street (2021)	Measure A	Completed	Small
School Zone Pedestrian Refuge Island Installations (2013)	Measure A	Completed	Small
SR2S Crosswalks (various locations) (2015)	Highway Safety Improvement Program	Completed	Small
State Street Vision Zero Undercrossing (sidewalk widening and buffered bike lanes) (2018)	Active Transportation Program	Completed	Large
Traffic Signal Upgrades (various locations) (2012)	Highway Safety Improvement Program	Completed	Small
Traffic Signal Upgrades II (various locations) (2015)	Highway Safety Improvement Program	Completed	Small
Upper De La Vina Crosswalks and Buffered Bike Lane (2020)	Active Transportation Program	In Construction	Large
Voluntario Street Sidewalk Access Ramps (2015)	Community Development Block Grant	Completed	Small
Westside Community Paseos (2016)	Active Transportation Program	Completed	Large
Westside and Lower West Neighborhoods Transportation Management Plan Implementation Project (2022)	Active Transportation Program	In design	Large

Equity in Transportation

Another way to evaluate equity is by mode of transportation. Equity in transportation is about ensuring that all people, regardless of income, race, ability, or location, can access safe, reliable, and affordable ways to move around. Housing costs in Santa Barbara are nearly a third higher than the national average. Car-dependent families in the region can expect to spend over $1,200 monthly on transport — including rising insurance premiums and

maintenance. Shifting from vehicle travel to walking, biking, e-biking, and transit can reduce that household burden from nearly 40% of income to just 5%.

This budget breakdown compares the estimated monthly costs for a car-dependent household versus a car-free (multimodal) household in Santa Barbara as of early 2026.

Monthly Budget Comparison (2026 Estimates)

Expense Category	Car-Dependent Household	Car-Free Household
Financing/Purchase	$450.00 – $600.00	$40.00 – $167.00
Insurance	$168.00 – $221.00	$10.00 – $20.00 (Optional)
Fuel / Electricity	$137.00 – $160.00	$1.00 – $3.00
Maintenance/Repairs	$115.00 – $150.00	$10.00 – $45.00
Transit / Passes	$0.00 (Assumed)	$80.00 (Max Cap)
Registration / Fees	$98.00 – $100.00	$0.00
Total Monthly Cost	$968.00 – $1,231.00	$141.00 – $315.00
Total Annual Cost	$11,616 – $14,772	$1,692 – $3,780

Residents can bridge this gap by the City's bikeshare operator, BCycle, who provides a network of e-bike stations for a low cost with a lower cost of $28 for low-income residents. In 2026, BCycle, with recent grant monies towards their BCycle for All Program, will be expanding stations in underserved neighborhoods.

Public transit provides further relief through the Santa Barbara MTD, which recently adjusted its base fare to $2.50 (with a $1.25 reduced rate for seniors 65+ and people with disabilities). To ensure affordability, the Tap2Ride contactless system features dynamic fare capping, meaning riders are never charged more than the cost of a 30-day pass in a single month. By integrating these e-bike and transit options, a local household can redirect savings from vehicle expenses back into housing and essential savings.

Equity Considerations Moving Forward

As demonstrated in this chapter there is a strong correlation between the identified underserved community and the City's HIN. The City will continue to apply for traffic safety grant funding for infrastructure, enforcement, and education that benefit underserved communities. In addition to seeking grant funding, the following updated policies are included:

- Explore equity-weighted project scoring in the City's Capital Improvement Program. A project would receive additional points if the project is in a regional, state, or federally defined underserved community.

- Prioritize safety improvements where the high-injury network overlaps an underserved community.
- Work with school districts and their boards to ensure that every Title 1 school receives Safe Routes to School education within three years.
- Allow quick build tools like paint, bollards, painted curb extensions in underserved communities with infrastructure gaps.
- Explore paid community engagement for residents participating in planning process (stipends for advisory committees and compensation for community outreach partners).
- If automated enforcement is introduced in the City such as speed cameras, then implement equity guardrails like income-based fines, fine alternatives (eq. safety classes), and revenue reinvested only towards local safety improvements on the City's High Injury Network.

Sources related to equity on the connection between traffic collision severity and underserved communities

Broader / National Or Methodological Studies

Ederer, D. J., Morrison, C. N., & Pollack, K. M. (2023). The Safe Systems Pyramid: A new framework for traffic safety. Journal of Transport & Health, 31, 100905. **Link.**

Fixler, N., Ornelas, L., & Leckie, K. (2024). *Equitable transportation planning for pedestrian and bicycle safety through the use of the Safe System Approach*. Safe Transportation Research and Education Center (SafeTREC), University of California, Berkeley. **Link.**

Wesley E Marshall and Nicholas Ferenchak (2017). Assessing equity and urban/rural road safety disparities in the U.S. Journal of Transport & Health, 6, 141–148. **Link.**

Partick Morency, Lise Gauvin, Celine Plante, Michel Fournerier, Caterine Morency (2012). Comprehensive analysis of traffic crashes on rural highways: A paradigm shift toward roadway safety, design, and equity. American Journal of Public Health, 102(6):1112–1119. **Link.**

Li X, Yu S, Huang X, Dadashova B, Cui W, Zhang Z. Do underserved and socially vulnerable communities observe more crashes? A spatial examination of social vulnerability and crash risks in Texas. Accid Anal Prev. 2022 Aug;173:106721. doi: 10.1016/j.aap.2022.106721. Epub 2022 May 31. PMID: 35659647. **Link.**

Schneider RJ, Ryznar RM, Khattak AJ. An accident waiting to happen: a spatial approach to proactive pedestrian planning. Accid Anal Prev. 2004 Mar;36(2):193-211. doi: 10.1016/s0001-4575(02)00149-5. PMID: 14642874. **Link.**

Alsaleh, R.; Walia, K.; Moshiri, G.; Alsaleh, Y.T. Traffic Collision Severity Modeling Using Multi-Level Multinomial Logistic Regression Model. *Appl. Sci.* **2025**, *15*, 838. **Link.**

Kim, K., Brunner, I., & Yamashita, E. (2006). Influence of land use, population, employment, and economic activity on traffic crashes. *Transportation Research Record, 2060*(1), 39–45. **Link.**

Smart Growth America. (2024). Dangerous by Design 2024. Smart Growth America. **Link.**

Smith, T., & Shahum, L. (2023). Prioritizing health equity in Vision Zero planning. Vision Zero Network. **Link.**

Gantz, T., De La Garza, E. J, Ragland, D. R, & Cohen, L. (2003). Traffic Safety in Communities of Color. *UC Berkeley: Safe Transportation Research & Education Center*. Retrieved from **Link.**

Built environment and vulnerable road users

El-Basyouny, K., & Sayed, T. (2013). Safety performance functions using traffic conflicts. *Safety Science, 51*(1), 160–164. **Link.**

Shen, L., & Neyens, D. M. (2021). Evaluating the impact of socio-economic contributing factors of cities in California on their traffic safety condition. Journal of Transport & Health, 20, 101010. **Link.**

Chen Y, Tian Y, Ouyang Z, Zhu J (2025) Influence of road environmental factors on traffic accidents involving vulnerable road users through negative binomial models. PLOS ONE 20(2): e0317601. Link.

California-specific / Underserved Communities

California Department of Transportation. (2023). *Vulnerable road users (VRU) Safety Assessment*. Caltrans. **Link.**

California Department of Transportation. (n.d.). *Caltrans Equity Index (EQI)*. Caltrans. **Link.**

Loukaitou-Sideris, A., Liggett, R., & Sung, H. (2007). Death on the crosswalk: A study of pedestrian crashes in Los Angeles. *Journal of Planning Education and Research, 26*(3), 338–351. **Link.**

Loukaitou-Sideris, A., & Eck, J. E. (2007). Crime prevention and active living. *American Journal of Health Promotion, 21*(4_suppl), 380–389. **Link.**

Amir M. Amiri, Koorosh Naderi, Jill F. Cooper, Navid Nadimi (2021). Evaluating the impact of socio-economic contributing factors of cities in California on their traffic safety condition. Journal of Transport & Health. Volume 20. **Link.**

Sources related to equity in transportation

U.S. Bureau of Transportation Statistics (BTS): Data on the 38% vs. 5% income-to-transportation ratio for low-income households.

Santa Barbara MTD Fare Change Official Page: Information on the August 2025 fare adjustments and $2.50 base rate. Tap2Ride on Santa Barbara MTD: Specifics on dynamic fare capping and contactless payment equity. **Tap 2 Ride on Santa Barbara MTD – Santa Barbara MTD**

Salary.com Santa Barbara Cost of Living (2026): Localized estimates on transit savings and housing premiums.