2017 Title VI Program

With Limited English Proficiency (LEP) Plan

Final January 18, 2018

Santa Barbara County Association of Governments
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# TABLE OF CONTENTS

<table>
<thead>
<tr>
<th>Section</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>Introduction</td>
<td>1</td>
</tr>
<tr>
<td>Governance and the Board</td>
<td>1</td>
</tr>
<tr>
<td>Demographic Profile-Mobility Needs Identified</td>
<td>3</td>
</tr>
<tr>
<td>SBCAG Title VI Policy Statement</td>
<td>21</td>
</tr>
<tr>
<td>Organization and Title VI Responsibilities</td>
<td>22</td>
</tr>
<tr>
<td>Program Area Responsibilities</td>
<td>23</td>
</tr>
<tr>
<td>System-wide Service Standards and Policies</td>
<td>26</td>
</tr>
<tr>
<td>Public Participation Plan</td>
<td>28</td>
</tr>
<tr>
<td>Determination of Site Location or Facilities</td>
<td>29</td>
</tr>
<tr>
<td>Appendices</td>
<td>30</td>
</tr>
<tr>
<td>Appendix 1: Title Notice to the Public</td>
<td></td>
</tr>
<tr>
<td>Appendix 2: SBCAG Complaint Procedures</td>
<td></td>
</tr>
<tr>
<td>Appendix 3: Title VI Complaint Form</td>
<td></td>
</tr>
<tr>
<td>Appendix 4: SBCAG Limited English Proficiency (LEP) Plan</td>
<td></td>
</tr>
<tr>
<td>Appendix 5: Signed SBCAG Assurances</td>
<td></td>
</tr>
<tr>
<td>Appendix 6: Public Participation Plan</td>
<td></td>
</tr>
<tr>
<td>Appendix 7: Title VI Program Approval</td>
<td></td>
</tr>
<tr>
<td>Appendix 8: SBCAG Board Resolution</td>
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</table>
INTRODUCTION

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) have had a longstanding policy to actively ensure nondiscrimination in federally funded activities under Title VI of the 1964 Civil Rights Act. In recent years, a renewed emphasis on Title VI issues and environmental justice has become a more integral focus of the transportation planning and programming process. This document establishes a framework for the Santa Barbara County Association of Governments (SBCAG) efforts to ensure compliance with Title VI and related statutes regarding nondiscrimination and environmental justice.

SBCAG is committed to ensuring that no person is excluded from participation in, denied the benefits of, or discriminated against under its projects, programs or activities on the basis of race, color or national origin, as provided in Title VI of the Civil Rights Act and 49 United States Code Section 5332.

GOVERNANCE AND THE BOARD

SBCAG, a regional planning agency, is governed by a Policy Board of 13 members. The Board is comprised of a city council representative from the eight incorporated cities in Santa Barbara County and the five members of the Santa Barbara County Board of Supervisors. The Board has the authority and responsibility to make decisions affecting SBCAG; creates and defines the duties of the Executive Director and various SBCAG committees and approves and adopts the Annual Overall Work Program. In its capacity as the Metropolitan Planning Organization (MPO) for Santa Barbara County, SBCAG establishes regional transportation policies, determines the allocation of available transportation funds, prioritizes transportation projects for the region and develops a long-range plan for the region. In addition to transportation planning for highways, transit, airports, and freight, the Policy Board develops plans and policies for other regional planning and programming elements such as Measure A, air quality, housing and computer modeling of the transportation system to project future transportation conditions and environmental effects.

SBCAG has three additional advisory committees: the Technical Transportation Advisory Council (TTAC), the Technical Planning Advisory Committee (TPAC) and the Santa Barbara County Transit Advisory Committee (SBCTAC). The TTAC and TPAC meet monthly to discuss regional transportation issues and to review and recommend major actions to the SBCAG Board of Directors.

The TTAC is comprised of staff representatives from the County and all incorporated cities in the County, as well as the Santa Barbara Metropolitan Transit District, the Santa Barbara County Air Pollution Control District, and the California Department of Transportation (Caltrans). Members are selected by the City or County Administrator or the Executive Director of the District.

The TPAC is comprised of staff representatives from the County and all incorporated cities in the County, as well as the Santa Barbara County Air Pollution Control District. Members are also selected by the City or County Administrator or the Executive Director of the District. TTAC & TPAC member agencies are shown in Table 1, below. As the SBCAG does not have discretion over which representatives are selected from each member agency, it does not monitor racial breakdown of TTAC or TPAC members. The racial composition of SBCTAC & TTAC members
was voluntarily surveyed in 2016 and the racial composition of the advisory committees is described in Table 3 below.

Table 1: TTAC & TPAC Membership

<table>
<thead>
<tr>
<th>Agency</th>
<th>TTAC Member</th>
<th>TPAC Member</th>
</tr>
</thead>
<tbody>
<tr>
<td>City of Buellton</td>
<td></td>
<td></td>
</tr>
<tr>
<td>City of Carpinteria</td>
<td></td>
<td></td>
</tr>
<tr>
<td>City of Goleta</td>
<td></td>
<td></td>
</tr>
<tr>
<td>City of Guadalupe</td>
<td></td>
<td></td>
</tr>
<tr>
<td>City of Lompoc</td>
<td></td>
<td></td>
</tr>
<tr>
<td>City of Santa Barbara</td>
<td></td>
<td></td>
</tr>
<tr>
<td>City of Santa Maria</td>
<td></td>
<td></td>
</tr>
<tr>
<td>City of Solvang</td>
<td></td>
<td></td>
</tr>
<tr>
<td>County of Santa Barbara</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Santa Barbara County Air Pollution Control District</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Santa Barbara Metropolitan Transit District</td>
<td></td>
<td></td>
</tr>
<tr>
<td>California Department of Transportation, District 5</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

The SBCTAC meets monthly to identify and discuss issues regarding transit needs, and to review and recommend major actions to SBCAG. It is comprised of representatives of transit users, social service providers, persons age 60+, persons with disabilities, transit providers, and agricultural workers. Per the Transportation Development Act Public Utilities Code Section 99238, SBCAG “…shall recruit candidates for appointment from a broad representation of social service and transit providers representing the elderly, persons with disabilities, and persons of limited means. In appointing council members, the transportation planning agency shall strive to attain geographic and minority representation among council members”. Nine of the representation positions are required by PUC 99238. Members of SBCTAC are shown in Table 2, below.

Table 2: SBCTAC Membership

<table>
<thead>
<tr>
<th>SBCTAC Membership</th>
</tr>
</thead>
<tbody>
<tr>
<td>(Shaded cells are positions required by PUC 99238)</td>
</tr>
<tr>
<td>Local social service provider for persons with disabilities</td>
</tr>
<tr>
<td>Local social service provider for persons with disabilities</td>
</tr>
<tr>
<td>Local social service provider for persons of limited means</td>
</tr>
<tr>
<td>Local social service provider for seniors</td>
</tr>
<tr>
<td>Local social service provider for seniors</td>
</tr>
<tr>
<td>Local CTSA- Easy Lift</td>
</tr>
<tr>
<td>Local CTSA- SMOOTH</td>
</tr>
<tr>
<td>Category</td>
</tr>
<tr>
<td>--------------------------------</td>
</tr>
<tr>
<td>Overall County Population**</td>
</tr>
<tr>
<td>SBCTAC *</td>
</tr>
<tr>
<td>TTAC *</td>
</tr>
</tbody>
</table>

* * Source: 2016 Self-reported, voluntary survey of committee membership.
** Source: U.S. Census 2011-2015 5-Year American Community Survey

DEMOGRAPHIC PROFILE-MOBILITY NEEDS IDENTIFIED

As of January 1, 2017, Santa Barbara County has a total population of 450,663 increasing by approximately 3,450 persons or 0.8% from the previous year and similar to historical annual averages. During this one-year period there was a net increase in births over deaths of approximately 2,410 and a net in-migration of 1,040 persons. The City of Santa Maria continues to have the largest incorporated proportion of the population with 23% followed by the City of Santa Barbara with 21%. Over the 2016 to 2017 period, the City of Buellton has experienced the most significant percentage growth, increasing by 164 persons or 3.3%, and the City of Santa Maria the most significant numerical growth, increasing by 1,713 persons or 1.6%. The most recent Census indicates that the countywide median age is 33.6 years. An estimated 23% of the population is under 18 years and 13% is 65 years and older. More growth in the older age groups 65+ has occurred. This growth is due in part to the normal aging process of the baby-boomers.

Santa Barbara County’s population grew 5% in the 5-year period between 2010 and 2015, compared to the prior 10-year period that experienced an increase of 6%. Both the Cities of Santa Maria and Santa Barbara experienced a 5% increase and the City of Carpinteria increased by nearly 7%, the largest percentage increase of all county jurisdictions.

A comparison of the racial and ethnic composition of Santa Barbara County jurisdictions shows that in 2015 approximately 44% of all Santa Barbara County residents identified themselves as Hispanic (racial groups can also be Hispanic). Comparatively, the majority of North County residents, with the exception of the Cities of Solvang and Buellton, have predominately Hispanic populations. The Cities of Guadalupe and Santa Maria comprise the highest percentage Hispanic population in Santa Barbara County, with 85.5% and 72.5% Hispanic, respectively. The Cities of Lompoc, Guadalupe, and Santa Maria, as well as the unincorporated communities of Casmalia, Garey, Cuyama, and New Cuyama, have Hispanic populations greater than 50% of their total residents. Black, American Indian, Asian, Pacific Islander and Other categories comprise a small proportion of the racial makeup comprising 23.7% of the county total with the White race category comprising the remaining 74.3%.
## Distribution of the Population by Race and Hispanic Origin

<table>
<thead>
<tr>
<th>Location</th>
<th>White</th>
<th>Black</th>
<th>American Indian</th>
<th>Asian</th>
<th>Pacific Islander</th>
<th>Other</th>
<th>Two or More Races</th>
<th>Hispanic</th>
</tr>
</thead>
<tbody>
<tr>
<td>County (All)</td>
<td>74.3%</td>
<td>2.0%</td>
<td>0.9%</td>
<td>5.2%</td>
<td>0.2%</td>
<td>13.3%</td>
<td>4.1%</td>
<td>44.1%</td>
</tr>
<tr>
<td><strong>South Coast</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>City of Carpinteria</td>
<td>78.9%</td>
<td>0.2%</td>
<td>1.2%</td>
<td>4.1%</td>
<td>0.0%</td>
<td>12.8%</td>
<td>2.8%</td>
<td>43.8%</td>
</tr>
<tr>
<td>City of Goleta</td>
<td>69.0%</td>
<td>1.6%</td>
<td>0.4%</td>
<td>8.1%</td>
<td>0.1%</td>
<td>15.4%</td>
<td>5.4%</td>
<td>37.5%</td>
</tr>
<tr>
<td>City of Santa Barbara</td>
<td>77.0%</td>
<td>1.5%</td>
<td>0.5%</td>
<td>3.5%</td>
<td>0.2%</td>
<td>13.9%</td>
<td>3.4%</td>
<td>39.5%</td>
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<tr>
<td><strong>North County</strong></td>
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<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>City of Buellton</td>
<td>87.0%</td>
<td>2.2%</td>
<td>2.2%</td>
<td>1.4%</td>
<td>0.0%</td>
<td>2.6%</td>
<td>4.6%</td>
<td>27.1%</td>
</tr>
<tr>
<td>City of Guadalupe</td>
<td>73.7%</td>
<td>0.7%</td>
<td>2.9%</td>
<td>3.3%</td>
<td>0.0%</td>
<td>16.4%</td>
<td>3.0%</td>
<td>85.5%</td>
</tr>
<tr>
<td>City of Lompoc</td>
<td>63.2%</td>
<td>5.7%</td>
<td>1.6%</td>
<td>3.4%</td>
<td>0.6%</td>
<td>18.3%</td>
<td>7.4%</td>
<td>54.4%</td>
</tr>
<tr>
<td>City of Santa Maria</td>
<td>70.8%</td>
<td>1.5%</td>
<td>0.9%</td>
<td>5.1%</td>
<td>0.2%</td>
<td>19.2%</td>
<td>2.4%</td>
<td>72.5%</td>
</tr>
<tr>
<td>City of Solvang</td>
<td>88.9%</td>
<td>0.0%</td>
<td>0.0%</td>
<td>1.3%</td>
<td>0.0%</td>
<td>8.0%</td>
<td>1.7%</td>
<td>25.9%</td>
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<tr>
<td><strong>Unincorporated – South Coast</strong></td>
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<td></td>
<td></td>
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<td></td>
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</tr>
<tr>
<td>Isla Vista</td>
<td>64.3%</td>
<td>2.7%</td>
<td>0.5%</td>
<td>17.3%</td>
<td>0.1%</td>
<td>9.4%</td>
<td>5.7%</td>
<td>22.8%</td>
</tr>
<tr>
<td>Mission Canyon</td>
<td>92.5%</td>
<td>0.8%</td>
<td>0.0%</td>
<td>1.7%</td>
<td>0.0%</td>
<td>2.5%</td>
<td>2.5%</td>
<td>4.0%</td>
</tr>
<tr>
<td>Montecito</td>
<td>90.9%</td>
<td>0.5%</td>
<td>0.1%</td>
<td>3.0%</td>
<td>0.0%</td>
<td>1.4%</td>
<td>4.0%</td>
<td>8.0%</td>
</tr>
<tr>
<td>Summerland</td>
<td>70.5%</td>
<td>2.1%</td>
<td>0.0%</td>
<td>16.6%</td>
<td>0.0%</td>
<td>6.6%</td>
<td>4.3%</td>
<td>9.6%</td>
</tr>
<tr>
<td>Toro Canyon</td>
<td>97.2%</td>
<td>2.5%</td>
<td>0.0%</td>
<td>0.0%</td>
<td>0.0%</td>
<td>0.4%</td>
<td>0.0%</td>
<td>27.2%</td>
</tr>
<tr>
<td><strong>Unincorporated – North County</strong></td>
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<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Ballard</td>
<td>96.5%</td>
<td>0.0%</td>
<td>0.0%</td>
<td>0.0%</td>
<td>0.0%</td>
<td>3.5%</td>
<td>0.0%</td>
<td>19.6%</td>
</tr>
<tr>
<td>Casmalia</td>
<td>100%</td>
<td>0.0%</td>
<td>0.0%</td>
<td>0.0%</td>
<td>0.0%</td>
<td>0.0%</td>
<td>0.0%</td>
<td>58.6%</td>
</tr>
<tr>
<td>Cuyama</td>
<td>91.2%</td>
<td>0.0%</td>
<td>0.0%</td>
<td>3.3%</td>
<td>0.0%</td>
<td>0.0%</td>
<td>0.5%</td>
<td>72.5%</td>
</tr>
<tr>
<td>Garey</td>
<td>98.2%</td>
<td>0.0%</td>
<td>1.8%</td>
<td>0.0%</td>
<td>0.0%</td>
<td>0.0%</td>
<td>0.0%</td>
<td>89.4%</td>
</tr>
<tr>
<td>Los Alamos</td>
<td>88.1%</td>
<td>0.0%</td>
<td>0.4%</td>
<td>1.9%</td>
<td>0.0%</td>
<td>8.0%</td>
<td>1.6%</td>
<td>36.9%</td>
</tr>
<tr>
<td>Los Olivos</td>
<td>87.6%</td>
<td>0.0%</td>
<td>1.1%</td>
<td>0.0%</td>
<td>3.9%</td>
<td>1.4%</td>
<td>6.1%</td>
<td>8.7%</td>
</tr>
<tr>
<td>Mission Hills</td>
<td>63.2%</td>
<td>7.6%</td>
<td>0.7%</td>
<td>1.4%</td>
<td>0.0%</td>
<td>17.1%</td>
<td>9.9%</td>
<td>35.7%</td>
</tr>
<tr>
<td>New Cuyama</td>
<td>76.1%</td>
<td>0.0%</td>
<td>0.0%</td>
<td>0.0%</td>
<td>0.0%</td>
<td>19.4%</td>
<td>4.5%</td>
<td>70.8%</td>
</tr>
<tr>
<td>Orcutt</td>
<td>86.4%</td>
<td>1.6%</td>
<td>0.7%</td>
<td>4.1%</td>
<td>0.1%</td>
<td>2.6%</td>
<td>4.4%</td>
<td>20.7%</td>
</tr>
<tr>
<td>Santa Ynez</td>
<td>80.1%</td>
<td>1.0%</td>
<td>7.7%</td>
<td>2.8%</td>
<td>0.0%</td>
<td>2.6%</td>
<td>5.8%</td>
<td>15.7%</td>
</tr>
<tr>
<td>Sisquoc</td>
<td>65.6%</td>
<td>0.0%</td>
<td>24.4%</td>
<td>0.0%</td>
<td>0.0%</td>
<td>5.8%</td>
<td>4.1%</td>
<td>33.7%</td>
</tr>
<tr>
<td>Vandenberg AFB</td>
<td>68.5%</td>
<td>8.7%</td>
<td>0.5%</td>
<td>4.6%</td>
<td>0.6%</td>
<td>1.3%</td>
<td>15.7%</td>
<td>22.3%</td>
</tr>
<tr>
<td>Vandenberg Village</td>
<td>81.4%</td>
<td>3.3%</td>
<td>2.0%</td>
<td>2.7%</td>
<td>1.1%</td>
<td>3.0%</td>
<td>6.5%</td>
<td>20.3%</td>
</tr>
</tbody>
</table>

Source: U.S. Census 2011-2015 5-Year American Community Survey

### Community of Concern Indicators

The Federal Highway Administration requires that all federally funded transportation planning and actions involve an assessment of environmental justice issues that considers effects on minority and low-income populations to ensure opportunities for full participation by all potentially affected communities in the transportation decision-making process, and to avoid, minimize, or mitigate disproportionately high, adverse human health and environmental effects, on minority and low-income populations. In keeping with these requirements, SBCAG strives to assure that all socio-economic groups are adequately served and receive their fair share of transportation benefits and that no group or community bears a disproportionate amount of the costs or impacts of...
transportation investments. Public information and involvement are fundamental elements of SBCAG's planning process.

The following information presented was compiled from the 2010-2014 American Community Survey 5-Year Estimates. In compliance with the applicable federal guidelines associated with environmental justice analysis, demographic information is first used to determine areas where concentrations of minority, low-income, low mobility, or low community engagement populations currently live. To identify communities of concern for purposes of this analysis, populations meeting minimum concentrations are shown here, as well as their proximity to transit stops and major transportation routes. Per existing guidance, a concentration of a given population exists if the percentage of minority, low-income, etc., population is meaningfully greater than the percentage of the same group in the general population of the area. For the purposes of this analysis, concentrations of four, primary “communities of concern” were identified by census block groups through an analysis of minority, low-income, low mobility, and low community engagement populations. It should be noted that these four categories are not mutually exclusive. Population clusters may exist within Santa Barbara County of more than one of the categories, but only one group had to be present for a census block group to be categorized as a community of concern. The following table presents the relevant community of concern indicators, definitions, and thresholds defining minimum concentrations associated with each major category.

<table>
<thead>
<tr>
<th>Community of Concern</th>
<th>Indicator</th>
<th>Definition</th>
<th>Threshold</th>
</tr>
</thead>
<tbody>
<tr>
<td>Minority</td>
<td>Minority Population</td>
<td>Population of non-White Hispanic, Black, Asian/Pacific Islander, and American Indian.</td>
<td>65 percent</td>
</tr>
<tr>
<td>Low-Income</td>
<td>Low-Income</td>
<td>Household income &lt;80% of median or $50,000</td>
<td>63 percent</td>
</tr>
<tr>
<td>Low-Income</td>
<td>Poverty</td>
<td>Families living at or below the poverty level-(Census)</td>
<td>25 percent</td>
</tr>
<tr>
<td>Low-Mobility</td>
<td>Zero-Car Households</td>
<td>Households that do not have access to a vehicle.</td>
<td>25 percent</td>
</tr>
<tr>
<td>Low-Mobility</td>
<td>Aged Population</td>
<td>Population 75 years or older.</td>
<td>20 percent</td>
</tr>
<tr>
<td>Low Community Engagement</td>
<td>Linguistic Isolation</td>
<td>Households where English is not the primary Language and English is not spoken “very well.”</td>
<td>20 percent</td>
</tr>
<tr>
<td>Low Community Engagement</td>
<td>Educational Attainment</td>
<td>Population over age 25 who have not earned a high school diploma.</td>
<td>20 percent</td>
</tr>
</tbody>
</table>

Minority Populations

High concentrations of minority populations in Santa Barbara County include locations in the Old Town Goleta area, the lower east and west side of the City of Santa Barbara, and in the northwest of the City of Carpinteria. Concentrations are present throughout the City of Lompoc, including the Lompoc Federal Penitentiary and Vandenberg Air Force Base. The Chumash Indian Reservation also contains a significant concentration. Concentrations are also indicated in the northern portion of the City of Santa Maria City and the entire City of Guadalupe.

- The non-White population groups of Santa Barbara County comprised 25 percent of the total population or 112,000 persons.
- Persons of Hispanic ethnicity (can be of any race) represented 44 percent of the County-wide population or 188,740 persons.
- Approximately 16 percent of the county population, or 66,521 persons, live in identified minority communities of concern and in these communities 51,951 persons or 78 percent are minority.

1 EPA, Final Guidance For Incorporating Environmental Justice Concerns in EPA’s NEPA Compliance Analyses, April 1998, 2.1.1.
Low-income Populations

The location of high concentrations of low-income households is similar to that of minority populations, with additional locations indicated in Old Town Goleta and within downtown City of Carpinteria.

- The percentage of the households in Santa Barbara County with incomes less than $50,000 per year (80 percent or less of median) is 40 percent or 57,360 households.
- The median household income is $63,400.
- Approximately 14 percent of the County-wide households, or 19,884 households, live in identified low-income communities. Approximately 15,000 of these households have an income less than $50,000 per year.

The Census Bureau uses a set of money income thresholds that vary by family size, age of householder and number of children under age 18 to determine who is “in poverty.” If a family's total income is less than the family's threshold, then that family and every individual in it is considered in poverty. For example, one person living alone under age 65 has a poverty threshold of $12,330 dollars compared to a family of 4 with two children poverty threshold is $24,030.

High concentrations of households living below the poverty level are located in the community of Isla Vista near the University of California Santa Barbara and the lower west and east-side of the City of Santa Barbara. The City of Lompoc in its central core and the northern portions of the City of Santa Maria and downtown City of Guadalupe also contain significant concentrations.

- The percentage of the 93,059 families in Santa Barbara County living below the poverty level is 10 percent or 9,300 families.
- The communities of concern contain 17,302 families and 6,863 of these families or 39 percent are considered living at or below the poverty level.

Low-Mobility Populations

High concentrations of existing populations with low mobility as determined by the availability of a vehicle are indicated in downtown City of Santa Barbara, Old Town Goleta, the unincorporated area between the Cities of Buellton and Solvang, central City of Lompoc and northern City of Santa Maria.

- The percentage of households in Santa Barbara County that do not have access to a vehicle is 6.8 percent, or 9,790 households.
- The total number of households in identified communities is 11,667 and 3,000, or 26 percent, of the households are without a vehicle.
- The total population in the identified communities is 30,700 persons.

High concentrations of existing populations with low mobility as determined by age over 75 years old are indicated in various unincorporated areas of the county, such as Montecito and Hope Ranch in the South Coast and Santa Ynez and Vandenberg Village in the North County.

- The percentage of the population in Santa Barbara County aged 75 or older is 6.6 percent or 28,300 persons.
- The number of persons over 75 years of age in identified communities is 5,402 or 32 percent of the 16,728 total.

Low Community Engagement Populations

High concentrations of the existing population with low community engagement based on the ability to speak English are indicated in the Old Town Goleta area, west-side City of Santa
Barbara, central City of Lompoc, unincorporated Santa Ynez, and northwest City of Santa Maria and Guadalupe.

- The percentage of the population five years and older in Santa Barbara County for whom English is not spoken “very well” is 11.4 percent or 46,200 persons.
- Approximately 11 percent of the county population or 46,767 persons live in identified communities of concern, with 7,024 or 15 percent not speaking English “very well.”

High concentrations of the existing population with low community engagement in 2010 based on the earning of a high school diploma are concentrated in the southern portion of the City of Carpinteria, lower west-side and east-side of the City of Santa Barbara, Old Town Goleta, central City of Lompoc and unincorporated Lompoc Valley, and the northern portion of the City of Santa Maria and Guadalupe.

- The percentage of persons, age 25 years and over in Santa Barbara County who have not earned a high school diploma is 19 percent or 52,780 persons.
- Approximately 20 percent of the county population, or 89,653 persons live in identified communities of concern with 36,387 or 40 percent without a high school diploma.

The combined communities of concern meeting threshold levels for minorities, low income/households in poverty, No English Spoken Well, No High School Diploma, No Vehicle Available, and Age over 75 are identified by the highlighted areas in the following figures.

Also included in the figures are the major transportation routes, transit stops and transit service proximity. Service proximity is shown by measuring one quarter-mile distance from a transit stop within the community served. (Other applications may use one half-mile distance from transit stops; however, in the Santa Barbara County Region that distance essentially covers the entire urban area.) The service area is indicated by the colored band extending one quarter mile from the transit stop.
Concentrations of Minority Population and Location of Transportation Projects

The following figures show the proportion of minority and non-minority populations by census tract in comparison to the general location of new physical transportation projects. The transportation projects are identified in the maps with a corresponding number to a descriptive table also included in this discussion.

In summary there is not a concentration of projects that impact or benefit the minority population any more or less that the non-minority population. Concentrations of the Hispanic Origin population in Santa Barbara County include locations in the lower east and west sides of the City of Santa Barbara, and in the northwest portion of the City of Carpinteria where there are several project locations. Concentrations are present throughout the City of Lompoc including the Lompoc Federal Penitentiary and Vandenberg Air Force Base. There is only one project location in these areas. The Chumash Indian Reservation also contains a substantial concentration of Native Americans. There are no projects in this area. Concentrations of Hispanic Origin are also indicated in the City of Santa Maria as are a number of project locations. The City of Guadalupe and the unincorporated communities of Casmalia, Garey, Cuyama and New Cuyama, are all comprised of majority concentrations of Hispanic Origin population.
South Coast Region Minority and Non-minority Population and Programmed Project Locations

Source: American Community Survey 2011-2015
Santa Maria Valley Minority and Non-minority Population and Programmed Project Locations

Source: American Community Survey 2011-2015
<table>
<thead>
<tr>
<th>Project #</th>
<th>Project Description</th>
<th>Project #</th>
<th>Project Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>SH-01</td>
<td>Support the planning and operations of Pacific Surfliner peak-hour service.</td>
<td>SH-20</td>
<td>Landscape mitigation at SR 154/SR 246 roundabout near Santa Ynez.</td>
</tr>
<tr>
<td>SH-02</td>
<td>U.S. Hwy 101 bridge rail replacement from San Ysidro Road to State Street</td>
<td>SH-21</td>
<td>Landscape mitigation on U.S. Hwy 101 from 0.7 mile north of Beckstead overcrossing to 0.8 mile south of Gaviota Tunnel, in Gaviota.</td>
</tr>
<tr>
<td>SH-03</td>
<td>Bridge removal of the Alamo Pintado Creek Pedestrian Bridge (BR # 51-0076Y) adjacent to SR 154 near Los Olivos.</td>
<td>SH-22</td>
<td>Rehabilitate pavement on SR 246 from 0.4 mile east of Santa Rosa Creek Bridge to U.S. Hwy 101/SR 246 separation, near Buellton.</td>
</tr>
<tr>
<td>SH-04</td>
<td>ADA pedestrian infrastructure improvements on U.S. Hwy 101 at the Butterfly Lane undercrossing</td>
<td>SH-23</td>
<td>Construct roadside paving, access gates, weed barriers and relocate facilities at various locations on U.S. Hwy 101, in and near the city of Santa Barbara</td>
</tr>
<tr>
<td>SH-05</td>
<td>Replace bridge deck at U.S. Hwy 101 and SR 135 separation (BR # 51-0073R/L)</td>
<td>SH-24</td>
<td>Rehabilitate pavement on SR 154 from Baseline Avenue to Cold Spring Canyon Bridge, near Santa Ynez.</td>
</tr>
<tr>
<td>SH-06</td>
<td>Vertical clearance improvements at U.S. Hwy 101 and Ballard Avenue, in Carpinteria.</td>
<td>SH-25</td>
<td>Roadside safety improvements on U.S. Hwy 101 from Patterson Avenue to Gaviota State Park Entrance, in and near Goleta</td>
</tr>
<tr>
<td>SH-07</td>
<td>SR 1 pavement preservation from the junction of U.S. Hwy 101 to SR 246, near Lompoc.</td>
<td>SH-26</td>
<td>Upgrade highway exit signs and lighting at various locations/routes in Santa Barbara county.</td>
</tr>
<tr>
<td>SH-08</td>
<td>Replace bridge rails on Nojoqui Creek Bridges (BR # 51-0018L/R) on U.S. Hwy 101.</td>
<td>SC-01</td>
<td>Sidewalk Infill and frontage improvements along Ash Avenue in Carpinteria.</td>
</tr>
<tr>
<td>SH-09</td>
<td>Bridge seismic retrofit on San Antonio Creek Bridge (BR # 51-0006) on SR 135, near Los Alamos.</td>
<td>SC-02</td>
<td>Adjust crosswalk locations to enhance safety at Carpinteria Avenue/Elm Avenue in Carpinteria.</td>
</tr>
<tr>
<td>SH-10</td>
<td>SR 1 pavement preservation from Solomon Road to junction of SR 166, near Santa Maria.</td>
<td>SC-03</td>
<td>Study Feasibility of constructing a pedestrian bridge on 5th Street over Franklin Creek near Aliso School, in Carpinteria.</td>
</tr>
<tr>
<td>SH-27</td>
<td>Coastal Trail Development (advanced mitigation) in Santa Barbara County and various locations.</td>
<td>SC-04</td>
<td>Sidewalk infill along Carpinteria Ave from Dump Road to Bluffs trail in Carpinteria.</td>
</tr>
<tr>
<td>SH-28</td>
<td>Upgrade signs on various State Highways in Santa Barbara and San Luis Obispo Counties.</td>
<td>SC-05</td>
<td>Sidewalk infill along Walnut Avenue and 6th Street around the perimeter of Main Elementary School, in Carpinteria.</td>
</tr>
<tr>
<td>SH-29</td>
<td>Upgrade pedestrian curb ramps at various locations on SR 1, SR 135 and U.S. Hwy 101 in Santa Barbara and San Luis Obispo counties.</td>
<td>SC-06</td>
<td>Prepare a Bicycle and Pedestrian Master Plan for the City of Goleta.</td>
</tr>
<tr>
<td>SH-30</td>
<td>Restore roadway facilities damaged by wildfire on U.S. Hwy 101 in Santa Barbara and San Luis Obispo counties.</td>
<td>SC-07</td>
<td>Construct Class I/Class II bike path adjacent to San Jose Creek, from Hollister Avenue to the Atascadero Creek Bike Path at Goleta Beach.</td>
</tr>
<tr>
<td>SH-11</td>
<td>Construct roadside paving, access gates, weed barriers and relocate facilities on U.S. Hwy 101 from Milpas Street to Hollister Avenue and on SR 217 from Goleta Slough to U.S. Hwy 101, in and near the city of Santa Barbara.</td>
<td>SC-08</td>
<td>Improve sidewalks in residential areas of Old Town Goleta, north of Hollister Avenue from Fairview Avenue to Kellogg Avenue, and on Pine Avenue south of Hollister Avenue.</td>
</tr>
<tr>
<td>SH-12</td>
<td>U.S. Hwy 101 rehabilitate pavement in Goleta, from Maria Ygnacio Creek Bridge to 1.1 miles north of Hollister Avenue overcrossing.</td>
<td>SC-09</td>
<td>Construct Class II bike lanes along Ward Drive. Construct new sidewalks where no sidewalk currently exists along the west side of Ward Drive in front of the Rancho Goleta Mobile Home Park.</td>
</tr>
<tr>
<td>SH-31</td>
<td>Upgrade highway signs and lighting on various location/routes in Santa Barbara county.</td>
<td>SC-10</td>
<td>Install approximately 12 independent solar powered LED lighting fixtures along the Maria Ygnacio Bike Trail in Goleta.</td>
</tr>
<tr>
<td>SH-32</td>
<td>Upgrade signalized intersections at various location/routes to include Accessible Pedestrian System (APS) push buttons and countdown pedestrian heads in Santa Barbara County.</td>
<td>SC-11</td>
<td>Install upgraded pedestrian activated traffic control system at the crosswalk in front of the Goleta Valley Community Center.</td>
</tr>
<tr>
<td>SH-13</td>
<td>Upgrade wastewater system at the Gaviota Safety Roadside Rest Area on U.S. Hwy 101.</td>
<td>SC-12</td>
<td>Construct pedestrian activated Rectangular Flashing Beacons (RRFB’s) on Hollister Avenue at Orange Avenue in Goleta.</td>
</tr>
<tr>
<td>SH-14</td>
<td>Install inspection access system below bridge and paint structure at Cold Spring Canyon Bridge (BR # 51-0037) on SR 154.</td>
<td>SC-13</td>
<td>Remove existing fencing and install path lighting from Hollister Avenue to the back of the property where the Boys &amp; Girls Club is located in Goleta.</td>
</tr>
<tr>
<td>SH-15</td>
<td>Replace the Refugio Road undercrossing bridges (BR # 51-0215L/R) on U.S. Hwy 101 near Goleta.</td>
<td>SC-14</td>
<td>Construct High Intensity Activated Crosswalk (HAWK) system at Calle Real and Kingston Avenue in Goleta.</td>
</tr>
<tr>
<td>SH-16</td>
<td>San Antonio Creek Bridge (BR # 51-0237L/R) scour mitigation on SR 1 near Lompoc.</td>
<td>SC-15</td>
<td>Construct infill sidewalk on Fairview Avenue at Calle Real intersection near U.S. Hwy 101 in Goleta.</td>
</tr>
<tr>
<td>SH-17</td>
<td>Replace the San Jose Creek Bridge (BR # 51-0217) on SR 217 near Goleta.</td>
<td>SC-16</td>
<td>Construct sidewalk, class II bike lane, striping, signage, and lighting for approximately 750 feet along the east side of Fairview Avenue south of Stow Canyon Road in Goleta.</td>
</tr>
<tr>
<td>SH-18</td>
<td>Rehabilitation roadway (3R) on U.S. Hwy 101 between Casitas Pass and west of Sandpiper Drive in Carpinteria.</td>
<td>SC-17</td>
<td>Construct sidewalk infill and Class II Bike Lanes along both sides La Patera Road between the Amtrak terminal and Hollister Avenue in Goleta.</td>
</tr>
<tr>
<td>SH-19</td>
<td>Landscape mitigation on U.S. Hwy 101 from 0.2 mile east to 0.7 mile west of the Fairview Avenue overcrossing, in and near Goleta.</td>
<td>SC-18</td>
<td>Add green-backed bicycle share the road markings to sections of Hollister Avenue in Goleta.</td>
</tr>
<tr>
<td>SC-19</td>
<td>Pedestrian corridor improvements along Calle Real, in Goleta.</td>
<td>SP-07</td>
<td>Maintain the local transportation network and construct locally-funded projects in Goleta.</td>
</tr>
<tr>
<td>-------</td>
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<td>-----------------------------------------------------------------</td>
</tr>
<tr>
<td>SC-20</td>
<td>Improve school crossing and pedestrian facilities for Safe Routes To Schools.</td>
<td>SP-08</td>
<td>Implement City of Goleta high priority projects listed in the Regional Active Transportation Plan.</td>
</tr>
<tr>
<td>SC-21</td>
<td>Construct a sidewalk on the east side of Magnolia Avenue, south of Hollister Avenue in Goleta.</td>
<td>SM-07</td>
<td>Install a mid-block crosswalk (HAWK signal) on Calle Real approximately 500 feet east of Encina Lane in Goleta.</td>
</tr>
<tr>
<td>SC-22</td>
<td>Install a mid-block crosswalk (HAWK signal) on Calle Real approximately 500 feet east of Encina Lane in Goleta.</td>
<td>SM-08</td>
<td>Install green anti-skid thermoplastic material</td>
</tr>
<tr>
<td>SC-23</td>
<td>Install green anti-skid thermoplastic material</td>
<td>SM-09</td>
<td>Incorporate SMAT's service schedules into the Google Transit feed.</td>
</tr>
<tr>
<td>SC-24</td>
<td>Construct new curb, gutter, and sidewalk extending the existing sidewalk</td>
<td>LSY-03</td>
<td>Maintain the local transportation network and construct locally-funded projects in Lompoc.</td>
</tr>
<tr>
<td>SC-25</td>
<td>Improvements and upgrades to the existing traffic signals throughout the City of Goleta.</td>
<td>LSY-04</td>
<td>Implement City of Lompoc high priority projects listed in the Regional Active Transportation Plan.</td>
</tr>
<tr>
<td>SC-26</td>
<td>Improvements and upgrades to the existing school zone and other crosswalk signage, striping and signals throughout the City of Goleta.</td>
<td>SP-09</td>
<td>Maintain the local transportation network and construct locally-funded projects in Santa Barbara.</td>
</tr>
<tr>
<td>SM-01</td>
<td>Maintain the local transportation network and construct locally-funded projects in Guadalupe.</td>
<td>SP-10</td>
<td>Add green Class II bike lanes and operational improvements on State Street between De La Vina Street and Constance Avenue in the city of Santa Barbara.</td>
</tr>
<tr>
<td>SP-11</td>
<td>Implement City of Santa Barbara high priority projects listed in the Regional Active Transportation Plan.</td>
<td>SP-16</td>
<td>Construct interchange and frontage improvements at San Ysidro Road and U.S. Hwy 101 interchange near Montecito.</td>
</tr>
<tr>
<td>SP-12</td>
<td>Create a separate/protected Class I bikeway along Cliff Drive from Hendry's Beach to Castillo Street in Santa Barbara.</td>
<td>SH-34</td>
<td>Maintain the local transportation network and construct locally-funded projects in Santa Barbara County.</td>
</tr>
<tr>
<td>SP-13</td>
<td>Create a separate/protected Class I bikeway connecting the Beachway through Leadbetter Beach to Shoreline Park</td>
<td>SP-17</td>
<td>Install streetscape improvements including parking, sidewalks, landscaping and a Park &amp; Ride area along Santa Claus Lane near Carpinteria.</td>
</tr>
<tr>
<td>SP-14</td>
<td>Create a separate/protected Class I bikeway Adjacent to Las Positas Road from Modoc Road to State Street.</td>
<td>SH-35</td>
<td>Implement Santa Barbara County high priority projects listed in the Regional Active Transportation Plan.</td>
</tr>
<tr>
<td>SP-15</td>
<td>Implement the 2016 City of Santa Barbara Bicycle Master Plan.</td>
<td>SP-18</td>
<td>Implement improvements along Mission Canyon Road from the Santa Barbara city limits north to SR 192.</td>
</tr>
<tr>
<td>SM-09</td>
<td>Replace road supervisor vehicle and staff car.</td>
<td>SP-19</td>
<td>Analysis of SBMTD Facility Needs</td>
</tr>
<tr>
<td>SP-01</td>
<td>Maintain the local transportation network and construct locally-funded projects in Carpinteria.</td>
<td>SM-10</td>
<td>Purchase an emergency back-up generator to ensure a continuous power supply at the transit center.</td>
</tr>
<tr>
<td>SP-02</td>
<td>Implement City of Carpinteria high priority projects listed in the Regional Active Transportation Plan.</td>
<td>LSY-05</td>
<td>Maintain the local transportation network and construct locally-funded projects in Solvang.</td>
</tr>
<tr>
<td>SP-03</td>
<td>Construct a multiuse path along Franklin Creek from Carpinteria Avenue to 7th Street in Carpinteria.</td>
<td>LSY-06</td>
<td>Implement City of Solvang high priority projects listed in the Regional Active Transportation Plan.</td>
</tr>
<tr>
<td>SP-04</td>
<td>Place lighting facilities along the new 9th Street Pedestrian Bridge and proposed Franklin path in Carpinteria.</td>
<td>SP-20</td>
<td>Indirect Bus Battery Charging</td>
</tr>
<tr>
<td>SP-05</td>
<td>Replace existing pedestrian bridge over Santa Monica Creek at Via Real in Carpinteria.</td>
<td>SH-36</td>
<td>Operational improvements on high performing transit routes from across the region.</td>
</tr>
<tr>
<td>SP-06</td>
<td>Replace existing pedestrian bridge over Santa Monica Creek at El Carro Lane in Carpinteria.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Project Impact Comparisons

An evaluation of transportation improvement projects and mobility characteristics for the overall population, minority, low-income, and national origin populations show mobility benefits do not vary significantly between these population groups.

This evaluation is based on travel times as determined by the SBCAG travel model comparing existing and future transportation projects impacts on identified segments of the population. The mobility characteristics considered include the following:

- Average travel time driving alone and carpooling (minutes)
- Average travel time for public transit (minutes)
- Average travel time for walking (minutes)
- Average travel time for bicycling (minutes)
- Household transit access within 0.25 miles
- Access to amenities within 5 minutes travel time

Travel time is measured in minutes as the average time per person per trip across all modes of transportation, including combined drive-alone and shared rides, as well as transit, walking, and biking. All types of trips are included, commuting to work, and traveling to school. Transit travel assumes that the trip includes the time required to travel to a transit stop, time spent on public transportation vehicles, the time it takes to transfer to other transit, and the time it takes to travel from the transit stop to the destination. Auto, bike, and walk times assume only the actual travel time to the final destination. Access to public transit is measured as the percentage of homes within both a quarter mile and half mile of a transit stop. This measure shows the current and future density and distribution of transit services throughout the region relative to the proximity to minority, low income and the overall population.

Access to all amenities compares the percentage of population within:

- 5 Minutes of the Airport: Travel times are estimated to airport facilities in closest proximity.
- 5 Minutes of Universities: This measure of education access focuses on higher education, including universities, colleges, adult education facilities, and job training centers.
- 5 Minutes of Schools: this measure of education access focuses on K-12 school proximity.
- 5 Minutes of Healthcare: Healthcare includes hospitals and community clinics. This definition does not consider emergency response times, but rather it measures access to basic health services.
- 5 Minutes to Public Facility Amenities: Public amenities include museums and city halls.
- 5 Minutes of Parks or Beaches: Parks and beaches are defined as federal, state, and county parks; beaches; and local parks (including campgrounds, open space areas, picnic areas, recreation centers, etc.)
The increase in drive-alone and shared ride travel time ranges +1.69 minutes for the Hispanic, +1.07 for poverty and +1.32 for national origin population groups and +1.28 minutes for the overall population. Transit travel time decreases by approximately -3.0 minutes, for the Hispanic and poverty population groups, -4.6 for national origin and -4.9 minutes for the overall population. Walking travel time decreases slightly for the Hispanic and increases +1.4 minutes for the poverty population groups, 0.1 for the national origin and +.5 minutes for the overall population. Bicycle travel times show little or no change for all groups. The Hispanic, poverty and national origin group’s benefit greater in transit access than the overall population. The increase in the percentage of households within quarter-mile transit access benefits for the Hispanic is +2.0%, the poverty +4.4% and national origin population groups is +5.1 compared to +0.3% for the overall population. Access to amenities increases for the Hispanic and poverty population groups increases by +0.5% and +0.3% respectively while access for the overall population declines by -0.1%.

### Average Travel Time-Drive Alone and Shared Rides (minutes)

<table>
<thead>
<tr>
<th>Total Population and Communities of Concern</th>
<th>2010 Values</th>
<th>2040 Values</th>
<th>2010 to 2040 Difference</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Population</td>
<td>12.10</td>
<td>13.38</td>
<td>1.28</td>
</tr>
<tr>
<td>Hispanic and Minority Population</td>
<td>11.79</td>
<td>13.48</td>
<td>1.69</td>
</tr>
<tr>
<td>Below Poverty in Households</td>
<td>11.37</td>
<td>12.44</td>
<td>1.07</td>
</tr>
<tr>
<td>English Not Spoken Well (nat. origin)</td>
<td>11.92</td>
<td>13.24</td>
<td>1.32</td>
</tr>
</tbody>
</table>

### Average Travel Time-Transit (minutes)

<table>
<thead>
<tr>
<th>Total Population and Communities of Concern Comparison</th>
<th>2010 Values</th>
<th>2040 Values</th>
<th>2010 to 2040 Difference</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Population</td>
<td>104.3</td>
<td>99.4</td>
<td>(4.9)</td>
</tr>
<tr>
<td>Hispanic and Minority Population</td>
<td>99.7</td>
<td>96.6</td>
<td>(3.0)</td>
</tr>
<tr>
<td>Below Poverty in Households</td>
<td>91.2</td>
<td>88.3</td>
<td>(2.9)</td>
</tr>
<tr>
<td>English Not Spoken Well (nat. origin)</td>
<td>97.4</td>
<td>92.8</td>
<td>(4.6)</td>
</tr>
</tbody>
</table>

### Average Travel Time-Walk (minutes)

<table>
<thead>
<tr>
<th>Total Population and Communities of Concern Comparison</th>
<th>2010 Values</th>
<th>2040 Values</th>
<th>2010 to 2040 Difference</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Population</td>
<td>29.0</td>
<td>29.5</td>
<td>0.5</td>
</tr>
<tr>
<td>Hispanic and Minority Population</td>
<td>28.2</td>
<td>29.6</td>
<td>1.4</td>
</tr>
<tr>
<td>Below Poverty in Households</td>
<td>26.5</td>
<td>26.2</td>
<td>(0.3)</td>
</tr>
<tr>
<td>English Not Spoken Well (nat. origin)</td>
<td>27.5</td>
<td>27.6</td>
<td>0.1</td>
</tr>
</tbody>
</table>
### Average Travel Time-Bicycling (minutes)

<table>
<thead>
<tr>
<th>Total Population and Communities of Concern Comparison</th>
<th>2010 Values</th>
<th>2040 Values</th>
<th>2010 to 2040 Difference</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Population</td>
<td>12.7</td>
<td>12.6</td>
<td>(0.1)</td>
</tr>
<tr>
<td>Hispanic and Minority Population</td>
<td>11.3</td>
<td>11.3</td>
<td>0.0</td>
</tr>
<tr>
<td>Below Poverty in Households</td>
<td>12.0</td>
<td>11.9</td>
<td>(0.0)</td>
</tr>
<tr>
<td>English Not Spoken Well (nat. origin)</td>
<td>11.6</td>
<td>11.7</td>
<td>0.0</td>
</tr>
</tbody>
</table>

### Household Transit Access within 0.25 Miles (percent)

<table>
<thead>
<tr>
<th>Total Population and Communities of Concern Comparison</th>
<th>2010 Values</th>
<th>2040 Values</th>
<th>2010 to 2040 Difference</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Population</td>
<td>81.3</td>
<td>81.5</td>
<td>0.3</td>
</tr>
<tr>
<td>Hispanic and Minority Population</td>
<td>81.7</td>
<td>83.7</td>
<td>2.0</td>
</tr>
<tr>
<td>Below Poverty in Households</td>
<td>87.6</td>
<td>92.0</td>
<td>4.4</td>
</tr>
<tr>
<td>English Not Spoken Well (nat. origin)</td>
<td>83.6</td>
<td>88.7</td>
<td>5.1</td>
</tr>
</tbody>
</table>

### All Amenities in 5 minutes (percent)

<table>
<thead>
<tr>
<th>Total Population and Communities of Concern Comparison</th>
<th>2010 Values</th>
<th>2040 Values</th>
<th>2010 to 2040 Difference</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Population</td>
<td>95.5</td>
<td>95.3</td>
<td>(0.1)</td>
</tr>
<tr>
<td>Hispanic and Minority Population</td>
<td>97.1</td>
<td>97.6</td>
<td>0.5</td>
</tr>
<tr>
<td>Below Poverty in Households</td>
<td>97.1</td>
<td>97.4</td>
<td>0.3</td>
</tr>
<tr>
<td>English Not Spoken Well (nat. origin)</td>
<td>96.9</td>
<td>96.6</td>
<td>(0.3)</td>
</tr>
</tbody>
</table>
ALLOCATION OF STATE & FEDERAL TRANSIT FUNDING

The allocation of State and Federal Public Transit Funding allocated to the various transit providers in Santa Barbara County generally corresponds to the population of the communities they serve because funding is primarily allocated through population formulas. The cities of Santa Maria, Guadalupe and Lompoc, which have Hispanic population majorities, comprise 47% of the population of Santa Barbara County and receive 64% of total public transit funding. This analysis concludes there is no disparate impact on the basis of race, color, or national origin in the distribution of public transit funding in Santa Barbara County.

Total State & Federal Public Transit Funding FY 16/17

<table>
<thead>
<tr>
<th>Public Transit Provider</th>
<th>FY 16/17 Funding</th>
<th>Total Public Transit Funding %</th>
<th>Service Area Population %</th>
</tr>
</thead>
<tbody>
<tr>
<td>COLT – Lompoc</td>
<td>$4,463,465</td>
<td>19.3%</td>
<td>13.6%</td>
</tr>
<tr>
<td>SMAT – Santa Maria</td>
<td>$9,982,748</td>
<td>43.2%</td>
<td>31.3%</td>
</tr>
<tr>
<td>Guadalupe Flyer</td>
<td>$424,356</td>
<td>1.8%</td>
<td>1.8%</td>
</tr>
<tr>
<td>Santa Ynez Valley Transit</td>
<td>$840,417</td>
<td>3.6%</td>
<td>5.3%</td>
</tr>
<tr>
<td>County of Santa Barbara</td>
<td>$109,223</td>
<td>0.5%</td>
<td>.2%</td>
</tr>
<tr>
<td>SLORTA – San Luis Obispo - Santa Maria</td>
<td>$383,000</td>
<td>1.6%</td>
<td>NA</td>
</tr>
<tr>
<td>Santa Barbara Metropolitan Transit District</td>
<td>$6,915,918</td>
<td>30%</td>
<td>47.9%</td>
</tr>
<tr>
<td><strong>TOTAL:</strong></td>
<td><strong>$23,119,127</strong></td>
<td></td>
<td><strong>423,895</strong></td>
</tr>
</tbody>
</table>
SBCAG TITLE VI POLICY STATEMENT

The Santa Barbara County Association of Governments (SBCAG) assures that no person shall on the grounds of race, color, or national origin, as provided by Title VI of the Civil Rights Act of 1964, and the Civil Rights Restoration Act of 1987 (P.L. 100.259), be excluded from participation in, be denied the benefits of or otherwise subjected to discrimination under any agency-sponsored program or activity. Nor shall sex, age or disability stand in the way of fair treatment of all individuals.

SBCAG further assures that every effort will be made to ensure nondiscrimination in all of its programs and activities, whether those programs and activities are federally funded or not.

In the event that SBCAG distributes Federal aid funds to another entity, SBCAG will include Title VI language in all written agreements and will monitor for compliance. Title VI compliance is a condition of the receipt of federal funds. SBCAG’s Executive Director and Title VI Coordinator are authorized to ensure compliance with provisions of this policy and with the law, including the requirements of Title 23 Code of Federal Regulation (CFR) 200 and Title 49 CFR 21.

SBCAG acknowledges its responsibility for initiating and monitoring Title VI activities, preparing required reports and other responsibilities as required by Title 23 CFR 200 and by Title 49 CFR 21.

____________________________________
Marjie Kirn
Santa Barbara County Association of Governments
November 16, 2017
ORGANIZATION AND TITLE VI COORDINATOR RESPONSIBILITIES

Santa Barbara County Association of Governments

Title VI General Responsibilities          Title VI Coordinator
Marjie Kirn                               Gregg Hart
Executive Director                        Deputy Executive Director
(805) 961-8908                            (805) 961-8905

The Executive Director is responsible for ensuring SBCAG’s Title VI Program. The Title VI Coordinator, on behalf of the Executive Director is responsible for the overall management and day-to-day administration of the Title VI program, certifications and assurances. Title VI responsibilities are as follows:

- Process the disposition of Title VI complaints as received by SBCAG.
- Prepare and maintain a description of the MPO’s criteria for selecting entities to participate in an FTA grant program.
- Collect statistical data (race, color, or national origin) of participants in and beneficiaries of state highway programs.
- Prepare and maintain a description of how the MPO develops its competitive selection process or annual program of projects submitted to the FTA as part of its grant application, and maintain a record of funding requests received from private non-profit organizations, State or Local governmental authorities and Native American tribes.
- Conduct annual Title VI reviews of program areas (planning, consultant selection) to determine the effectiveness of program activities at all levels.
- Conduct Title VI reviews of consultants and other recipients of federal-aid highway fund contracts administered through SBCAG.
- Participate in training programs on Title VI and other related statutes for SBCAG employees and recipients of federal highway funds.
- Develop Title VI information for dissemination to the public and, where appropriate, in languages other than English.
- Conduct post-grant approval reviews of SBCAG programs and applicants (e.g. consultants, design and relocation, and persons seeking contracts with SBCAG) for compliance with Title VI requirements.
- Identify and eliminate discrimination.
- Establish procedures for promptly resolving deficiency status and reducing to writing the remedial action agreed to be necessary, within a period not to exceed 90 days.
PROGRAM AREA RESPONSIBILITIES

List of Locations Where Title VI Notice is Posted

SBCAG’s Title VI notice to the public is currently posted at the following locations:

<table>
<thead>
<tr>
<th>Location Name</th>
<th>Address</th>
<th>City</th>
</tr>
</thead>
<tbody>
<tr>
<td>SBCAG Main Office</td>
<td>260 N. San Antonio Road, Suite B</td>
<td>Santa Barbara</td>
</tr>
<tr>
<td>SBCAG Satellite Office</td>
<td>301 E. Cook Street, Suite L</td>
<td>Santa Maria</td>
</tr>
</tbody>
</table>

The Title VI notice, complaint form and procedure is also posted on SBCAG’s website, available at: [http://www.sbcag.org/documents.html#sbcagpolicies](http://www.sbcag.org/documents.html#sbcagpolicies)

Training
Designated SBCAG staff participate in Title VI training and annually advise all SBCAG staff and sub-recipients about required Title VI policies and complaint procedures.

Complaints
Any individual who believes that he/she or any other program beneficiaries have been subjected to unequal treatment or discrimination in their receipt of benefits and/or services on the grounds of race, color or national origin, may exercise their rights to file a complaint with SBCAG. Every effort will be made to resolve the complaints information at the MPO and consultant level.
Current Investigations or Complaints
SBCAG has never received any Title VI complaints or lawsuits. As a result, no Title VI investigations have ever taken place. Additionally, there are no Title VI investigations, complaints or lawsuits taking place at this time.

Data Collection
Data on race, color and national origin of participants in and beneficiaries of federally funded program will be gathered and maintained by the Title VI Coordinator. Title VI information from FTA Section 5316 and 5317 sub-recipients will be maintained and incorporated in the Title VI Annual Update. The data gathering process will be reviewed regularly to ensure sufficiency of the data in meeting the requirements of the Title VI program administration.

Title VI Program Reviews
SBCAG’s Title VI Program reviews, including but not limited to sub-recipients, will be performed by the Title VI Coordinator to assess our administrative procedures, staffing and resources available for Title VI compliance. All programs will be reviewed annually to assure their effectiveness in compliance with Title VI provisions. This is in addition to the day to day monitoring. The Title VI Coordinator will coordinate efforts to ensure their equal participation in all programs and activities at all levels. The Title VI Coordinator will also conduct reviews of consultants and all other sub-recipients of federal funds to ensure compliance with Title VI provisions.

Public Dissemination
The Title VI Coordinator will disseminate Title VI Program information to SBCAG employees, sub-recipients, consultants and beneficiaries as well as the general public. Public dissemination will include the posting of public statements, and the inclusion of the Title VI language in contracts.

In accordance with Title VI of the Civil Rights Act of 1964, SBCAG is committed to establishing and maintaining practices that will ensure meaningful access to SBCAG’s plans and programs by persons with Limited English Proficiency (LEP). It is the policy of SBCAG to ensure that no person is denied access to plans and programs as a result of the inability to communicate in the English language.

Remedial Action
SBCAG will actively pursue the prevention of Title VI deficiencies and violations and will take the necessary steps to ensure compliance with all program administrative requirements. When irregularities occur in the administration of the program’s operation, corrective action will be taken to resolve Title VI issues, and reducing to writing a remedial action agreed upon to be necessary within a period not to exceed 90 days.

- Sub-recipients placed in a deficiency status will be given reasonable time to voluntarily correct deficiencies that is not to exceed 90 days.
• SBCAG will seek the cooperation of the sub-recipient in correcting deficiencies found during the review. SBCAG will also provide technical assistance and guidance needed to aid the sub-recipient to voluntarily comply.

• When a sub-recipient fails or refuses to voluntarily comply with requirements within the time frame allotted, the MPO will submit to Caltrans Civil Rights Office or the FHWA two copies of the case file and a recommendation that the sub-recipient be found in noncompliance.

• A follow-up review will be conducted within 180 days of the initial review to ensure that the sub-recipient has complied with the Title VI Program requirements in correcting deficiencies previously identified.

Planning
SBCAG has the responsibility to develop long and short range plans to provide efficient transportation service to Santa Barbara County citizens.

SBCAG annually updates and coordinates the MPO’s future transportation improvement plans and programs. A comprehensive transportation planning process is used which incorporates input from the public in coordination with the various jurisdictions affected. Planning includes the monitoring and collection of data. Title VI responsibilities include but are not limited to:

• Ensure that all aspects of the planning process operation comply with Title VI of the Civil Rights Act of 1964.
• Ensure that various social, economic, and ethnic interest groups are represented in the planning process by disseminating program information to minority media and ethnic related organizations participating in roundtable meetings in predominantly minority communities.
• Review the Agency’s work program and other directives to ensure compliance with Title VI and other nondiscrimination program requirements.

Contracting Services
SBCAG is also responsible for establishing procedures for consultant selection, negotiation, and administration of consultant contracts. Title VI responsibilities include but are not limited to:

• Monitor DBE program requirements.
• Ensure that all consultant contracts administered by the MPO have the appropriate Title VI provisions included.
• Review directives and procedures to ensure Title VI compliance.
• Maintain necessary data and documentation required for completion of the department’s Title VI Annual Report.
Project Construction
SBCAG is involved primarily in the planning of federally funded transportation projects. SBCAG is not involved in the construction of federally funded transportation projects. As a result, Title VI requirements pertaining to agencies involved in construction do not apply.

SYSTEMWIDE SERVICE STANDARDS AND POLICIES

FTA C 4702.1B Chapter IV-4 states “These requirements apply to all fixed route providers of public transportation service.”

SBCAG has developed a set of quantifiable service standards and policies based on the nature of the service, which is unidirectional, peak-hour commuter bus service.

These service standards and policies include:

- Vehicle Load
- Headways (Frequencies)
- On-time Performance (Schedule Adherence)
- Service Availability
- Vehicle Assignment Policy
- Transit Amenity Policy

Vehicle Load

Vehicle load is expressed as the ratio of passengers to the total number of seats on a vehicle.

<table>
<thead>
<tr>
<th>Vehicle Type</th>
<th>Seated Capacity</th>
<th>Standing Capacity</th>
<th>Maximum Capacity</th>
<th>Preferred Load</th>
<th>Average Load</th>
<th>Maximum Load</th>
</tr>
</thead>
<tbody>
<tr>
<td>OTR Coach</td>
<td>47-57</td>
<td>5</td>
<td>52-62</td>
<td>.8</td>
<td>.5</td>
<td>1.1</td>
</tr>
</tbody>
</table>

Vehicle Headway (Frequency)

Vehicle headway is the amount of time between two (2) buses traveling in the same direction on a given route. Clean Air Express buses are scheduled with a variety of frequencies based on demand. Trips are generally scheduled in 30 minute frequencies during peak hour travel times.

On-Time Performance

Among the most important service standard for riders is on-time performance or adherence to published schedules.

- A vehicle is considered on-time if it departs a scheduled time point no more than five (5) minutes late.
• The on-time performance objective for the Clean Air Express is 95% or greater.

**Service Availability – Access to the Bus**

The Clean Air Express currently provides peak hour commuter bus service so that ninety (90%) of all residents of North Santa Barbara County are within five (5) miles of a Clean Air Express park and ride lot.

**Vehicle Assignment Policy**

The length of buses are assigned to routes based on ridership demand. Routes with higher ridership are assigned larger buses to accommodate higher passenger loads.

**Transit Amenity Maintenance**

As a peak-hour commuter bus service, the Clean Air Express has a limited number of drop off and pick up locations, the vast majority of which are shared stops with local transit providers. When funding is available and demand warrants, SBCAG will work with local partners to improve stops, shelters, and benches according to industry standards with consideration of permitting and for local special needs.

The installation of new bus amenities can be requested through customer service channels or at public meetings.

**Active Lawsuits, Complaints or Inquiries Alleging Discrimination**

SBCAG will maintain a list of active investigations conducted by FTA and entities other than FTA, including lawsuits and complaints naming SBCAG, that allege discrimination on the basis of race, color, or national origin. This list will include the date that the transit-related Title VI investigation, lawsuit, or complaint was filed; a summary of the allegation(s); the status of the investigation, lawsuit, or complaint; and actions taken by SBCAG in response, or final findings related to the investigation, lawsuit, or complaint.

There has not been any complaint alleging discrimination on the grounds of race, color, national origin, or any other form of discrimination against SBCAG.

**Active Lawsuits, Complaints or Inquiries Alleging Discrimination**

<table>
<thead>
<tr>
<th>Type (Investigation, Lawsuit, Complaint)</th>
<th>Date</th>
<th>Summary of Complaint</th>
<th>Status</th>
<th>Action(s) Taken</th>
</tr>
</thead>
<tbody>
<tr>
<td>None</td>
<td>NA</td>
<td>NA</td>
<td>NA</td>
<td>NA</td>
</tr>
</tbody>
</table>
Monitoring Service Standards

For the on-going monitoring and measurement of service standards and policies, SBCAG uses the following schedule and methods:

<table>
<thead>
<tr>
<th>Service Standard/Policy</th>
<th>Sample Schedule</th>
<th>Methodology</th>
</tr>
</thead>
<tbody>
<tr>
<td>Vehicle Load</td>
<td>Continuous Assessment</td>
<td>Daily per trip ridership reports</td>
</tr>
<tr>
<td>Vehicle Headways</td>
<td>Assessed Annually as Part of Service Planning</td>
<td>Service Review</td>
</tr>
<tr>
<td>On-Time Performance</td>
<td>Assessed Monthly</td>
<td>GPS reports</td>
</tr>
<tr>
<td>Service Accessibility</td>
<td>Assessed Annually as Part of Service Planning</td>
<td>Service Review</td>
</tr>
<tr>
<td>Vehicle Assignment Policy</td>
<td>Assessed Annually</td>
<td>Service Review</td>
</tr>
</tbody>
</table>

PUBLIC PARTICIPATION PLAN

SBCAG’s Public Participation Plan was adopted in 2015. SBCAG developed this PPP as a guide to meeting the Metropolitan Planning Organization requirements for public participation. The PPP is intended to provide direction for public participation activities to be conducted by SBCAG and contains the procedures, strategies and techniques used by SBCAG for public participation. Section V, “Outreach to Traditionally Underserved Groups and Resource Agencies” addresses SBCAG’s specific outreach plan to engage minority and LEP populations. SBCAG’s adopted 2015 Public Participation Plan may be found in Appendix 7.

SBCAG’s public participation efforts for the adoption of the Title VI plan are consistent with the adopted Public Participation Plan. The adoption of the Title VI plan was noticed publicly seven days in advance at the SBCAG board meeting location and the SBCAG main office, and an email announcement sent to all interested parties and individuals who have requested addition to our mailing list.

The SBCAG LEP plan (Appendix 5) outlines multiple ways that SBCAG will strive to provide meaningful access to services and information for LEP persons. Some general practices include:

- Use of visual aids such as maps, charts, and photographs.
- Avoiding complex terminology and technical terms and presenting issues or documents in a manner that is as clear as possible.
• Notices being widely disseminated through partnerships with community-based and interest organizations.

• Including or making available Spanish translations of key documents (such as brochures, fact sheets and planning documents).

• Tailor public participation activities to reflect the unique LEP population with a respective community.

• Review prior experiences with LEP populations to determine the types of language services needed.

• Flyers for major community workshops or similar meetings include instructions on how to request translation services.

**DETERMINATION OF SITE LOCATION OR FACILITIES**

SBCAG has not constructed any facilities, and therefore is not subject to meeting equity analysis requirements.
APPENDICES
Appendix 1

NOTIFYING THE PUBLIC OF RIGHTS UNDER TITLE VI

The Santa Barbara County Association of Governments (SBCAG) operates its programs and services without regard to race, color, and national origin in accordance with Title VI of the Civil Rights Act. Any person who believes that he or she has been aggrieved by any unlawful discriminatory practice under Title VI may file a complaint with SBCAG.

For more information on the Santa Barbara County Association of Governments’ Civil Rights program, the procedures to file a complaint, or for a copy of the complaint form, contact (805) 961-8905; email GHart@sbcag.org, or visit our website at http://www.sbcag.org/default.htm.

A complaint may be filed directly with the Federal Transit Administration (FTA) by filing a complaint with:

Office of Civil Rights
Attention: Title VI Program Coordinator
East Building, 5th Floor- TCR, 1200 New Jersey Ave., SE
Washington DC 20590

If information is needed in another language, contact (805) 961-8900.

Si se necesita informacion en otro idioma, comuniques con (805) 961-8900.

*This notice is posted in the SBCAG reception area and meeting rooms*
Apéndice 1

NOTIFICACIÓN AL PÚBLICO ACERCA DE SUS DERECHOS BAJO EL TÍTULO VI

La Asociación de Gobiernos del Condado de Santa Bárbara (SBCAG) opera sus programas y servicios sin distinción de raza, color y nacionalidad en conformidad con el Título VI de la Ley de derechos civiles. Cualquier persona que considere que ha sido ofendida por cualquier práctica discriminatoria ilegal bajo el Título VI puede presentar una denuncia ante la SBCAG.

Para obtener más información acerca del programa de derechos civiles de la Asociación de Gobiernos del Condado de Santa Bárbara sobre los procedimientos para presentar una denuncia, o para obtener una copia del formulario de denuncia, póngase en contacto con el (805) 961-8905, escriba un correo electrónico a GHart@sbcag.org o visite nuestra página de Internet: http://www.sbcag.org/documents.html.

Una denuncia puede presentarse directamente ante la Administración Federal de Tránsito (FTA) presentando una denuncia a:

Office of Civil Rights
Attention: Title VI Program Coordinator
East Building, 5th Floor- TCR, 1200 New Jersey Ave., SE
Washington DC 20590

Si requiere información en otro idioma, póngase en contacto con el (805) 961-8900.

*Esta notificación está publicada en la recepción del SBCAG y en las salas de reuniones
附录 1

告知公众《民权法》第六款的权利

圣塔巴巴拉县政府协会（SBCAG）遵照《民权法》第六款的要求，不视种族、肤色和族裔背景而开展活动及提供服务。任何人如认为他/她收到了任何不符合第六款要求的非法歧视行为的侵害均可向 SBCAG 进行投诉。

欲了解更多有关圣塔巴巴拉县政府协会民权项目的信息、进行投诉的程序或索取投诉表格，请联系(805) 961-8905；发邮件至 GHart@sbcag.org，或者访问我们的网站 http://www.sbcag.org/documents.html

也可直接向联邦交通管理局（FTA）递交投诉表格进行投诉：
Office of Civil Rights  
Attention: Title VI Program Coordinator  
East Building, 5th Floor - TCR, 1200 New Jersey Ave., SE  
Washington DC 20590

如需要以其他语言提供的信息，请联系(805) 961-8900。

*此通知在 SBCAG 接待区和会议室张贴
Apendise 1

PAGBIBIGAY-ABISO SA PUBLIKO TUNGkol SA MGA KARAPATAN SA ILALIM NG TITULO VI

Pinatatakbo ng Samahan ng Mga Pamahalaan sa Santa Barbara County (SBCAG - Santa Barbara County Association of Governments) ang mga programa at serbisyo nito nang walang pagsasaalang-alang sa lahi, kulay, at bansang pinagmulan alinsunod sa Titulo VI ng Batas sa Mga Karapatang Sibil. Sinumang taong naniniwala na siya ay naaaktaan ng anumang labag sa batas na diskriminasyon sa ilalim ng Titulo VI ay maaaring maghain ng reklamo sa SBCAG.

Para sa iba pang impormasyon tungkol sa Mga Karapatang Sibil na programa ng Samahan ng Mga Pamahalaan sa Santa Barbara County, sa mga pamamaraan ng paghahain ng reklamo, o para sa kopya ng form ng reklamo, tumawag sa (805) 961-8905; mag-email kay GHart@sbcag.org, o puntahan ang aming website sa http://www.sbcag.org/documents.html

Maaaring maghain ng reklamo mismo sa Federal na Pangasiwaan ng Pagbibiyahe (FTA – Federal Transit Administration) sa pamamagitan ng paghahain ng reklamo sa:

   Office of Civil Rights
   Attention: Title VI Program Coordinator
   East Building, 5th Floor- TCR, 1200 New Jersey Ave., SE
   Washington DC 20590

Kung kailangan ninyo ng impormasyon sa ibang wika, tumawag sa (805) 961-8900.

*Ang abiso na ito ay nakapaskil sa tanggapan at mga silid-pulungan ng SBCAG
Appendix 2

COMPLAINT PROCEDURES

As a recipient of federal dollars, SBCAG is required to comply with Title VI of the Civil Rights Act of 1964 and ensure that services and benefits are provided on a non-discriminatory basis. SBCAG has in place a Title VI Complaint Procedure, which outlines the process for local disposition of Title VI complaints and is consistent with guidelines found in the Federal Transit Administration Circular 4702.1B. The complaint procedure has five steps, outlined below.

1. **Submission of Complaint:** Any person who feels that he or she, either individually or as a member of any class of persons, on the basis of race, color or national origin has been excluded from or denied the benefits of, or subjected to discrimination under any program or activity receiving federal financial assistance through SBCAG may file a written complaint to the SBCAG Title VI Coordinator. Such a complaint must be filed within 60 calendar days after the date the person believes the discrimination occurred.

2. **Referral to Review Officer:** Upon receipt of the complaint, the Title VI Coordinator shall review, investigate, and evaluate the complaint, in consultation with the Executive Director. The Title VI Coordinator shall complete the review no later than 45 calendar days after the date SBCAG received the complaint. If more time is required, the Title VI Coordinator shall notify the complainant of the estimated timeframe for completing the review. Upon completion of the review, the Title VI Coordinator shall make a recommendation regarding the merit of the complaint and whether remedial actions are available to provide redress. Additionally, the Title VI Coordinator may recommend improvements to SBCAG’s processes relative to Title VI and environmental justice, as appropriate. The Title VI Coordinator shall forward their recommendations to the Executive Director for concurrence. If the Executive Director concurs, he or she shall issue SBCAG’s written response to the complainant.

3. **Request for Reconsideration:** If the complainant disagrees with the response, he or she may request reconsideration by submitting the request in writing to the Executive Director within 10 calendar days after its receipt. The request for reconsideration shall be sufficiently detailed to contain any items the complainant feels were not fully understood by the SBCAG Title VI Coordinator. The Executive Director will notify the complainant of his decision either to accept or reject the request for reconsideration within 10 calendar days. In cases where the Executive Director agrees to reconsider, the matter shall be returned to the Title VI Coordinator to reevaluate in accordance with Paragraph 2, above.

4. **Appeal:** If the request for reconsideration is denied, the complainant may appeal the Executive Director’s response to the complaint by submitting a written appeal to SBCAG’s Policy Board no later than 10 calendar days after receipt of the Executive Director’s written decision rejecting reconsideration.
5. **Submission of Complaint to the Federal Transit Administration:** If the complainant is dissatisfied with the SBCAG Policy Board’s resolution of the complaint, he or she may also submit a complaint to the Federal Transit Administration:

   Federal Transit Administration’s Office of Civil Rights
   Attention: Title VI Program Coordinator
   East Building 5th Floor- TCR
   1200 New Jersey Ave., SE
   Washington, DC 20590

For further information, see www.fta.dot.gov
Apéndice 2

PROCEDIMIENTOS PARA PRESENTAR DENUNCIAS

Como beneficiario de fondos federales, la SBCAG debe cumplir con el Título VI de la Ley de derechos civiles de 1964 y velar para que los servicios y prestaciones se proporcionen de modo no discriminatorio. La SBCAG cuenta con un procedimiento de denuncia del Título VI en el que se define el proceso para la disposición local de las denuncias del Título VI y es coherente con las directrices que constan en la circular 4702.1B de la Administración federal de tránsito. El procedimiento para presentar una denuncia tiene cinco fases que se detallan a continuación:

1. **Presentación de la denuncia:** Cualquier persona que considere que, tanto individualmente, como miembro de cualquier tipo de colectivo, por motivos de raza, color o nacionalidad ha sido excluida o se le ha denegado alguna prestación o ha sido sometida a discriminación en cualquier programa o actividad que reciba asistencia económica federal a través de la SBCAG puede presentar una denuncia escrita al Coordinador de la SBCAG del Título VI. Dicha denuncia debe presentarse dentro de los siguientes 60 días naturales después de la supuesta discriminación.

2. **Derivación al agente de revisión:** Tras recibir la denuncia, el Coordinador del Título VI revisará, investigará y evaluará la denuncia en consulta con el Director Ejecutivo. El Coordinador del Título VI deberá completar la revisión antes de 45 días naturales tras la fecha de recepción de la denuncia por parte de la SBCAG. Si requiriese más tiempo, el Coordinador del Título VI deberá notificar al demandante acerca del plazo estimado para completar la revisión. Una vez se haya completado la revisión, el Coordinador del Título VI realizará una recomendación en relación al fundamento de la denuncia y si existen medidas correctivas para su reparación. Además, el Coordinador del Título VI recomendará mejoras a los procesos de la SBCAG relativas al Título VI y a la justicia ambiental, según convenga. El Coordinador del Título VI presentará sus recomendaciones al Director Ejecutivo para su acuerdo. Si el Director Ejecutivo está de acuerdo emitirá una respuesta por escrito al demandante.

3. **Solicitud de revisión:** Si el demandante no está de acuerdo con la respuesta, puede solicitar una revisión presentando una solicitud por escrito al Director Ejecutivo en los siguientes 10 días naturales después de su recepción. La solicitud debe ser suficientemente detallada y contener cualquier elemento que el demandante considere que no ha sido totalmente comprendido por el Coordinador del Título VI de la SBCAG. El Director Ejecutivo notificará al demandante su decisión de aceptar o rechazar la solicitud de revisión en 10 días naturales. En los casos en los que el Director Ejecutivo esté de acuerdo en reconsiderarlo, el asunto será retomado por el Coordinador del Título VI para que lo vuelva a evaluar conforme a lo dispuesto en el párrafo 2 anterior.

4. **Apelación:** Si la solicitud de revisión es denegada, el demandante apelará la respuesta del Director Ejecutivo mediante la presentación de una apelación por escrito a la Junta
Directiva de la SBCAG antes de 10 días naturales tras haber recibido la decisión por escrito del Director Ejecutivo rechazando la revisión.

5. **Presentación de la denuncia ante la Administración federal de tránsito:** Si el demandante no queda satisfecho con la resolución de la denuncia de la Junta Directiva de la SBCAG, puede presentar una denuncia ante la Administración federal de tránsito:

   *Federal Transit Administration’s Office of Civil Rights*
   *Attention: Title VI Program Coordinator*
   *East Building 5th Floor- TCR*
   *1200 New Jersey Ave., SE*
   *Washington, DC 20590*

Para más información: www.fta.dot.gov
投诉程序

作为联邦拨款的接收者，SBCAG 必须遵守 1964 年《民权法》第六款的规定并确保在非歧视的基础上提供服务和福利。SBCAG 已制定了《第六款投诉程序》，简要列出了对第六款投诉的地方性处置程序并符合联邦交通管理局 4702.1B 通知的指导原则。投诉程序包括五个步骤，具体如下。

1. **提交投诉**：任何人，不论单独地或作为任何一类人群的一份子，认为他/她基于种族、肤色或族裔背景在通过 SBCAG 的接受联邦财务资助的任何项目或活动中而受到排斥或无法收益或受到歧视，均可向 SBCAG 第六款协调员提出书面投诉。此种投诉必须在当事人认为歧视发生之后的 60 天之内提交。

2. **转至审查员**：收到投诉后，第六款协调员应审查、调查投诉并与执行理事协商进行评估。第六款协调员应在 SBCAG 收到投诉后的 45 天之内完成审查。如果需要更长时间，第六款协调员应通知投诉人完成审查所需时间。在完成审查后，第六款协调员应就投诉事件的性质提出建议，以及是否存在补救措施进行改正。另外，第六款协调员可以提出与第六款和环境公正相关的 SBCAG 程序的改进建议。第六款协调员应同时将建议转交执行理事。如执行理事同意，他/她将向投诉人发送 SBCAG 的书面回复。

3. **申请复议**：如果投诉人与回复的意见不一致，他/她可在收到回复的 10 天之内通过向执行理事提交书面要求而申请复议。复议申请应当足够详细地包含投诉人认为 SBCAG 第六款协调员未能完全理解的事项。执行理事将在 10 天之内通知投诉人他是否同意接受该复议申请。如果执行理事同意复议，事件将返回至第六款协调员处按照上述第 2 段进行重新评估。

4. **上诉**：如果复议申请被否决，投诉人可以在收到执行理事对投诉人的回复的 10 天之内通过向 SBCAG 政策委员会提交上诉书就执行理事对投诉人的回复进行上诉。

5. **向联邦交通管理局提交投诉**：如果投诉人对 SBCAG 政策委员会对投诉的决议感到不满意，他/她还可以向联邦交通管理局进行投诉。地址如下：

   Federal Transit Administration’s Office of Civil
   Rights Attention: Title VI Program Coordinator
   East Building 5th Floor- TCR
   1200 New Jersey Ave., SE
   Washington, DC 20590

更多信息，请查阅 www.fta.dot.gov
Apendise 2

MGA PAMAMARAAN NG REKLAMO

Bilang tumatanggap ng mga pondo mula sa pederal na pamahalaan, kailangang sumunod ang SBCAG sa Titulo VI ng Batas sa Mga Karapatang Sibil ng 1964 at siguruhing naipagkakaloob ang mga serbisyo at benepisyo nang walang diskriminasyon. Ang SBCAG ay may nakalagak na Pamamaraan ng Reklamo sa ilalim ng Titulo VI, na bumabalangkas sa proseso para sa lokal na pagpapasya sa mga reklamo sa ilalim ng Titulo VI at naaayon sa mga alituntuning matatagpuan sa Circular 4702.1B ng Pederal na Pangasiwaan ng Pagbibiyahae (Federal Transit Administration). Ang pamamaraan ng reklamo ay may limang hakbang, na binabalangkas sa ibaba:

1. **Pagsusumite ng Reklamo:** Sinumang taong nag-aakalang siya, bilang indibiduwal o bilang miyembro ng alinmang grupo ng mga tao, nang dahil sa lahi, kulay o bansang pinagmulan ay naipuwsa sa o pinagkaitan ng mga benepisyo ng, o dumanas ng diskriminasyon sa ilalim ng alinmang programa o aktibidad na tumatanggap ng tulong pinansiyal mula sa pederal na pamahalaan sa pamamagitan ng SBCAG ay maaaring maghain ng nakasulat na reklamo sa Tagapag-ugnay ng Titulo VI sa SBCAG. Ang ganoong reklamo ay dapat maihain sa loob ng 60 araw ng kalendaryo pagkalipas ng petsa na, ayon sa paniniwala ng naturang tao, naganap ang diskriminasyon.


3. **Kahilingan para sa Muling Pagsasaalang-alang:** Kung hindi sumasang-ayon sa tugon ang nagrereklamo, maari siyang humiingi ng muling pagsasaalang-alang sa pamamagitan ng pagsusumite ng nakasulat na kahilingan sa Ehekutibong Direktor sa loob ng 10 araw ng kalendaryo pagkatanggap dito. Dapat may sapat na detalde ay kahilingan para sa muling pagsasaalang-alang na naglalaman ng anumang mga bagay na sa tingin ng nagrereklamo ay hindi ganap na naintindihan ng Tagapag-ugnay ng Titulo VI.
4. **Apela:** Kung tatanggihian ang kahilingan para sa muling pagsasaalang-alang, maaaring iapela ng nagrereklamo ang tugon ng Ehekutibong Direktor sa reklamo sa pamamagitan ng pagsusumite ng nakasulat na apela sa Lupon ng Patakaran ng SBCAG nang hindi lalampas sa 10 araw ng kalendaryo pagkatanggap sa nakasulat na desisyon ng Ehekutibong Direktor na tumatanggi sa muling pagsasaalang-alang.

5. **Pagsusumite ng Reklamo sa Pederal na Pangasiwaan ng Pagbibiyahe:** Kung hindi kuntento ang nagrereklamo sa resolusyon ng Lupon ng Patakaran ng SBCAG sa reklamo, maaari din siyang magsumite ng reklamo sa Pederal na Pangasiwaan ng Pagbibiyahe:

   Federal Transit Administration’s Office of Civil Rights
   
   Attention: Title VI Program Coordinator
   
   East Building 5th Floor- TCR
   
   1200 New Jersey Ave., SE
   
   Washington, DC 20590

Para sa iba pang impormasyon, tingnan ang www.fta.dot.gov
Appendix 3

TITLE VI COMPLAINT FORM

Title VI of the 1964 Civil Rights Act requires that “No person in the United States shall, on the ground of race, color or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance.” If you feel you have been discriminated against in transit services, please provide the following information in order to assist us in processing your complaint and send it to:

Santa Barbara County Association of Governments
ATTN: SBCAG Title VI Coordinator
260 N. San Antonio Road, Suite B
Santa Barbara, CA 93110

Phone: (805) 961-8900
Fax: (805) 961-8901

Please print clearly:

1) Name: 
________________________________________________________________

2) Address: 
________________________________________________________________

3) City, State, Zip Code: 
________________________________________________________________

4) Telephone Number: ____________________ (home) ________________(cell)

5) Person discriminated against: 
________________________________________________________________

6) Address of person discriminated against: 
________________________________________________________________

7) City, State, Zip Code: 
________________________________________________________________
8) Please check off why you believe the discrimination occurred:
   _____ race
   _____ color
   _____ national origin

9) What was the date(s) the alleged discrimination occurred?

   __________________________________________________________

10) Where did the alleged discrimination take place?

   __________________________________________________________

11) Please describe the circumstances as you saw it:

   __________________________________________________________
   __________________________________________________________
   __________________________________________________________
   __________________________________________________________
   __________________________________________________________
   __________________________________________________________

12) Please list any and all witnesses’ names and phone number:

   __________________________________________________________
   __________________________________________________________
   __________________________________________________________
   __________________________________________________________

13) What type of corrective action would you like to see taken?

   __________________________________________________________
Please attach any documents you have which support the allegation.

Date and sign this form, and mail to the SBCAG Title VI Coordinator (address is listed on page 1).

____________________________
Your Signature

_____________________________________    ________________________
Print your name     Date
Apéndice 3

FORMULARIO DE DENUNCIA DEL TÍTULO VI

El Título VI de la Ley de Derechos Civiles de 1964 requiere que “ninguna persona en los Estados Unidos de América debe ser excluida de participar por motivos de raza, color o nacionalidad o de su derecho a prestaciones o estar sujeta a discriminación en cualquier programa o actividad que reciba asistencia económica federal.” Si usted considera que ha sido discriminado/a en los servicios de tránsito, facilítenos la siguiente información para que podamos ayudarle a procesar su denuncia y enviarla a:

Santa Barbara County Association of Governments
ATTN: SBCAG Title VI Coordinator
260 N. San Antonio Road, Suite B
Santa Barbara, CA 93110

Teléfono:  (805) 961-8900
Fax:     (805) 961-8901

Por favor, escriba claramente:

1) Nombre y apellidos:
________________________________________________________________

2) Dirección:
________________________________________________________________

3) Ciudad, estado, código postal:
________________________________________________________________

4) Número de teléfono: ____________________ (casa) ________________(móvil)

5) Persona que haya sido víctima de discriminación:
________________________________________________________________

6) Dirección de la persona que haya sido víctima de discriminación:
________________________________________________________________

7) Ciudad, estado, código postal:
________________________________________________________________
8) Marque la discriminación que usted considera que ha ocurrido:
   _____ raza
   _____ color
   _____ nacionalidad

9) ¿Cuál fue la(s) fecha(s) de la supuesta discriminación?
   __________________________________________________________

10) ¿Dónde ocurrió la supuesta discriminación?
    __________________________________________________________

11) Describa las circunstancias tal y como las presenció:
    __________________________________________________________
    __________________________________________________________
    __________________________________________________________
    __________________________________________________________
    __________________________________________________________
    __________________________________________________________

12) Facilítenos el nombre de todos los testigos y sus números de teléfono:
    __________________________________________________________
    __________________________________________________________
    __________________________________________________________

13) ¿Qué tipo de medida correctiva le gustaría que se aplicase?
    __________________________________________________________
Adjunte cualquier documento que pueda apoyar la alegación.

Ponga la fecha, firme este documento y envíelo al Coordinador del Título VI de la SBCAG (la dirección figura en la página 1).

____________________________________
Firma

____________________________________    ________________________
Escriba su nombre     Fecha
附录 3

第六款投诉表

1964 年《民权法》第六款要求：“在美国，任何人均不得因种族、肤色或族裔背景而在任何接受联邦财政资助的项目或活动中被禁止参与、被拒绝受益、或遭受歧视。”如果你感觉在交通服务中受到了歧视，请提供以下信息，以便协助我们处理您的投诉，请将投诉发送至以下地址:

Santa Barbara County Association of Governments
ATTN: SBCAG Title VI Coordinator
260 N. San Antonio Road, Suite B
Santa Barbara, CA 93110

电话：(805) 961-8900
传真：(805) 961-8901

请用大写字体清楚填写:

1) 姓名:

________________________________________________________________

2) 地址:

________________________________________________________________

3) 城市、州、邮编:

________________________________________________________________

4) 电话号码: ________________________（家庭电话） ________________________（手机）

5) 受到歧视的人:

________________________________________________________________

6) 受到歧视的人的地址:

________________________________________________________________

7) 城市、州、邮编:

________________________________________________________________
8) 请选择你认为歧视发生的原因：
    ______ 种族或肤色
    ______ 族裔背景

9) 所投诉的歧视发生的日期?
    ______________________________________________________________________

10) 所投诉的歧视发生的地点?
    ______________________________________________________________________

11) 请按照你看到的情况进行描述:
    ______________________________________________________________________
    ______________________________________________________________________
    ______________________________________________________________________
    ______________________________________________________________________
    ______________________________________________________________________
    ______________________________________________________________________

12) 请列出任何一位或所有目击者的姓名和电话号码:
    ______________________________________________________________________
    ______________________________________________________________________
    ______________________________________________________________________

13) 你希望看到采取哪种纠正措施?
    ______________________________________________________________________
请将你拥有的所有支持投诉的文件附后。

在表格上填写日期并签名，邮寄给 SBCAG 第六款协调员（地址见第一页）。

____________________________________
签名

_____________________________________    ________________________
大写姓名    日期
Apendise 3

FORM NG REKLAMO SA ILALIM NG TITULO VI

Hinihingi ng Titulo VI ng Batas sa Mga Karapatang Sibil ng 1964 na "Wala sinumang tao sa Estados Unidos ang maipupuwera, nang dahil sa lahi, kulay o bansang pinagmulan, mula sa pakikibahagi sa, pagkaitan ng mga benepisyo sa, o dumanas ng diskriminasyon sa ilalim ng anumang programa o aktibidad na tumatanggap ng tulong pinansiyal mula sa pederal na pamahalaan." Kung inaakala ninyong dumanas kayo ng diskriminasyon sa mga serbisyo sa pagbibiyahe, mangyari lamang na ibigay ang sumusunod na impormasyon upang tulungan kami sa pagproseso ng inyong reklamo at ipadala ito sa:

Santa Barbara County Association of Governments
ATTN: SBCAG Title VI Coordinator
260 N. San Antonio Road, Suite B
Santa Barbara, CA 93110

Telepono: (805) 961-8900
Fax: (805) 961-8901

Paki-print nang malinaw:

1) Pangalan:
________________________________________________________________

2) Address:
________________________________________________________________

3) Lungsod, Estado, Zip Code:
________________________________________________________________

4) Numero ng Telepono: ____________________ (bahay) ____________________(cell)

5) Taong dumanas ng diskriminasyon:
________________________________________________________________

6) Address ng taong dumanas ng diskriminasyon:
________________________________________________________________

7) Lungsod, Estado, Zip Code:
________________________________________________________________
8) Pakilagyan ng tsek ang dahilan kung bakit naniniwala kayong may nangyaring diskriminasyon:
   _____ lahi o kulay
   _____ bansang pinagmulan

9) Kailan ang (mga) petsa na nangyari ang ipiparatang na diskriminasyon?

____________________________________________________________________________________

10) Saan nangyari ang ipiparatang na diskriminasyon?

____________________________________________________________________________________

11) Mangyari lamang na ilarawan ang mga pangyayari ayon sa inyong nakita:

____________________________________________________________________________________

____________________________________________________________________________________

____________________________________________________________________________________

____________________________________________________________________________________

____________________________________________________________________________________

____________________________________________________________________________________

12) Pakilista ang mga pangalan at numero ng telepono ng sinuman at lahat ng nakasaksi:

____________________________________________________________________________________

____________________________________________________________________________________

____________________________________________________________________________________

____________________________________________________________________________________
13) **Anong uri ng pagtatamang hakbang ang gusto ninyong maipatupad?**

________________________________________________________________
________________________________________________________________
________________________________________________________________
________________________________________________________________
________________________________________________________________

Mangyari lamang na maglakip ng anumang dokumentong hawak ninyo na sumusuporta sa paratang.

Lagyan ng petsa at lagdaan ang form na ito, at ipadala sa Tagapag-ugnay ng Titulo VI sa SBCAG (ang address ay nakasulat sa pahina 1).

____________________________________
Ang Inyong Lagda

_____________________________________    ________________________
Paki-print ang inyong pangalan                Petsa
Appendix 4

SANTA BARBARA COUNTY ASSOCIATION OF GOVERNMENTS PLAN FOR ENGAGING INDIVIDUALS WITH LIMITED ENGLISH PROFICIENCY (LEP)

On August 11, 2000, President Clinton signed executive order Executive Order 13166: Improving Access to Service for Persons with Limited English Proficiency, to clarify Title VI of the Civil Rights Act of 1964. Its purpose was to ensure accessibility to programs and services to eligible persons who are not proficient in the English language.

This executive order states that individuals who do not speak English well and who have a limited ability to read, write, speak, or understand English are entitled to language assistance under Title VI of the Civil Rights Act of 1964 with respect to a particular type of service, benefit, or encounter. It reads in part,

“Each federal agency shall prepare a plan to improve access to its federally conducted programs and activities by eligible LEP persons. Each plan shall be consistent with the standards set forth in the LEP Guidance, and shall include the steps the agency will take to ensure that eligible LEP persons can meaningfully access the agency’s programs and activities”.

All federal agencies have to develop LEP Plans as a condition of receiving federal financial assistance, and recipients have to comply with Title VI and LEP guidelines of the federal agency from which funds are provided.

Federal financial assistance includes grants, training, use of equipment, donations of surplus property, and other assistance. Recipients of federal funds range from state and local agencies, to nonprofits and other organizations. Title VI covers a recipient’s entire program or activity.

The US Department of Transportation (DOT) published Policy Guidance Concerning Recipients’ Responsibilities to Limited English Proficient Person December 14, 2005. The guidance explicitly identifies MPOs (such as SBCAG) as organizations that must follow this guidance:

*The guidance applies to all DOT funding recipients, which include state departments of transportation, state motor vehicle administrations, airport operators, metropolitan planning organizations, and regional, state, and local transit operators, among many others. Coverage extends to a recipient’s entire program or activity, i.e., to all parts of a recipient’s operations. For example, if DOT provides assistance to a state department of transportation to rehabilitate a particular highway on the National Highway System, all of the operations of the entire state department of*
The intent of this Limited English Proficiency Plan is to ensure access to the planning process and information published by SBCAG where it is determined that a substantial number of residents in Santa Barbara County do not speak or read English proficiently. SBCAG shall provide appropriate assistance, auxiliary aids, a translator/interpreter for non-English speaking and hearing impaired individuals and/or services when necessary if requested at least 3 working days in advance of the meeting. If SBCAG is unable to accommodate a request for a public hearing then the hearing will be continued on a specified date when accommodations are available.

An LEP Plan starts with an assessment to identify LEP individuals who need assistance. Implementation includes the development of language assistance measures, staff training, notification procedures to LEP individuals and monitoring of the plan.

In addition to this LEP Plan, SBCAG has a Public Participation Plan that explains opportunities for the public to get involved in the transportation planning process. The SBCAG Public Participation Plan can be found on SBCAG’s website at: http://www.sbcag.org/PDFs/publications/Public%20Participation%20Plan2.pdf.

**Determination of Need**

SBCAG used the U.S. Department of Transportation’s four factor analysis to create the LEP plan. The four factor analysis is used to determine the specific language services that are appropriate to provide in the Santa Barbara county region. The four factors are as follows:

1.) The number or proportion of LEP persons eligible to be served or likely to be encountered by the program or recipient.
2.) The frequency with which LEP persons come into contact with the program.
3.) The nature and importance of the program, activity, or service provided by the program to people’s lives.
4.) The resources available to the recipient for LEP outreach, as well as the costs associated with that outreach.
Factor 1: Number/proportion of LEP persons eligible to be served or encountered
In the creation of the Title VI Plan, SBCAG considered American Community Survey data for people who speak English “less than very well”. These persons are considered Limited English Proficient persons. It was found that the percentage of the population 5 years and older in Santa Barbara County for whom English is not the primary language and is not spoken “very well” is 18.5%, a total of 73,169 people. Table 1 shows the languages spoken at home by the ability to speak English.

Table 1

<table>
<thead>
<tr>
<th>Language Spoken at Home by Ability to Speak English - 5 Years and Older</th>
<th>Santa Barbara County, California</th>
</tr>
</thead>
<tbody>
<tr>
<td>Estimate</td>
<td>395,994</td>
</tr>
<tr>
<td>Total:</td>
<td></td>
</tr>
<tr>
<td>Speak only English</td>
<td>238,055</td>
</tr>
<tr>
<td>Spanish or Spanish Creole:</td>
<td>130,309</td>
</tr>
<tr>
<td>Speak English “very well”</td>
<td>65,675</td>
</tr>
<tr>
<td>Speak English less than “very well”</td>
<td>64,634</td>
</tr>
<tr>
<td>French (incl. Patois, Cajun):</td>
<td>2,135</td>
</tr>
<tr>
<td>Speak English “very well”</td>
<td>1,9521</td>
</tr>
<tr>
<td>Speak English less than “very well”</td>
<td>183</td>
</tr>
<tr>
<td>French Creole:</td>
<td>8</td>
</tr>
<tr>
<td>Speak English “very well”</td>
<td>8</td>
</tr>
<tr>
<td>Speak English less than “very well”</td>
<td>0</td>
</tr>
<tr>
<td>Italian:</td>
<td>1,076</td>
</tr>
<tr>
<td>Speak English “very well”</td>
<td>861</td>
</tr>
<tr>
<td>Speak English less than “very well”</td>
<td>215</td>
</tr>
<tr>
<td>Portuguese or Portuguese Creole:</td>
<td>693</td>
</tr>
<tr>
<td>Speak English “very well”</td>
<td>577</td>
</tr>
<tr>
<td>Speak English less than “very well”</td>
<td>116</td>
</tr>
<tr>
<td>German:</td>
<td>2,116</td>
</tr>
<tr>
<td>Speak English “very well”</td>
<td>1,785</td>
</tr>
<tr>
<td>Speak English less than “very well”</td>
<td>331</td>
</tr>
<tr>
<td>Yiddish:</td>
<td>61</td>
</tr>
<tr>
<td>Speak English “very well”</td>
<td>61</td>
</tr>
<tr>
<td>Speak English less than “very well”</td>
<td>0</td>
</tr>
<tr>
<td>Other West Germanic languages:</td>
<td>619</td>
</tr>
<tr>
<td>Speak English “very well”</td>
<td>589</td>
</tr>
<tr>
<td>Speak English less than “very well”</td>
<td>30</td>
</tr>
<tr>
<td>Scandinavian languages:</td>
<td>934</td>
</tr>
<tr>
<td>Speak English “very well”</td>
<td>815</td>
</tr>
<tr>
<td>Speak English less than “very well”</td>
<td>119</td>
</tr>
<tr>
<td>Greek:</td>
<td>293</td>
</tr>
<tr>
<td>Speak English “very well”</td>
<td>268</td>
</tr>
<tr>
<td>Speak English less than “very well”</td>
<td>25</td>
</tr>
<tr>
<td>Russian:</td>
<td>749</td>
</tr>
<tr>
<td>Speak English “very well”</td>
<td>489</td>
</tr>
<tr>
<td>Language</td>
<td>Speak English less than &quot;very well&quot;</td>
</tr>
<tr>
<td>-------------------------------</td>
<td>------------------------------------</td>
</tr>
<tr>
<td>Polish</td>
<td>260</td>
</tr>
<tr>
<td>Serbo-Croatian</td>
<td>98</td>
</tr>
<tr>
<td>Other Slavic languages:</td>
<td>24</td>
</tr>
<tr>
<td>Armenian</td>
<td>99</td>
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<tr>
<td>Persian</td>
<td>0</td>
</tr>
<tr>
<td>Gujarati</td>
<td>170</td>
</tr>
<tr>
<td>Hindi</td>
<td>640</td>
</tr>
<tr>
<td>Urdu</td>
<td>51</td>
</tr>
<tr>
<td>Other Indic languages:</td>
<td>42</td>
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<tr>
<td>Other Indo-European languages:</td>
<td>204</td>
</tr>
<tr>
<td>Chinese</td>
<td>1,419</td>
</tr>
<tr>
<td>Japanese</td>
<td>916</td>
</tr>
<tr>
<td>Korean</td>
<td>1,691</td>
</tr>
<tr>
<td>Mon-Khmer, Cambodian:</td>
<td>186</td>
</tr>
<tr>
<td>Hmong</td>
<td>28</td>
</tr>
<tr>
<td>Thai</td>
<td>100</td>
</tr>
<tr>
<td>Laotian</td>
<td>136</td>
</tr>
<tr>
<td>Language</td>
<td>Speak English “very well”</td>
</tr>
<tr>
<td>--------------------------------------</td>
<td>---------------------------</td>
</tr>
<tr>
<td>Vietnamese:</td>
<td>1,436</td>
</tr>
<tr>
<td>Other Asian languages:</td>
<td>542</td>
</tr>
<tr>
<td>Tagalog:</td>
<td>3,675</td>
</tr>
<tr>
<td>Other Pacific Island languages:</td>
<td>834</td>
</tr>
<tr>
<td>Navajo:</td>
<td>9</td>
</tr>
<tr>
<td>Other Native North American languages:</td>
<td>73</td>
</tr>
<tr>
<td>Hungarian:</td>
<td>194</td>
</tr>
<tr>
<td>Arabic:</td>
<td>786</td>
</tr>
<tr>
<td>Hebrew:</td>
<td>272</td>
</tr>
<tr>
<td>African languages:</td>
<td>185</td>
</tr>
<tr>
<td>Other and unspecified languages:</td>
<td>438</td>
</tr>
</tbody>
</table>
| Source: American Community Survey 2008-2012

Of the 73,169 people who “speak English less than ‘very well’”, only three LEP groups fall outside the Department of Transportation’s Safe Harbor Provision threshold (meaning that translations of vital documents should be available for LEP populations that comprise 5% of the general population [in the case of Santa Barbara county, this is 19,800 people] or 1,000 persons, whichever is lowest). Only one LEP population meets the 5% threshold: Spanish speakers. Two additional LEP populations meet the 1,000 person criteria: Chinese speakers and Tagalog speakers.

The highest concentrations of the existing population with low community engagement based on the ability to speak English are in the Old Town Goleta area, the west side of the City of
Santa Barbara, the central portion of the City of Lompoc, unincorporated Santa Ynez, and the northwestern parts of the Cities of Santa Maria and Guadalupe (Maps 1-3). Table 3 (at the end of Appendix 5) shows a detailed breakdown of Language spoken at home by city.

**Map 1: Households Where English is not Spoken Well, South Coast**

Source: American Community Survey 2006-2010

**Map 2: Households Where English is not Spoken Well, City of Lompoc and Santa Ynez**

Source: American Community Survey 2006-2010
Fact 2: Frequency of LEP populations’ contact with programs

SBCAG’s prior experience with Limited English Proficient persons has been primarily with Spanish speakers. When requested or deemed appropriate (such as expressed interest by Spanish speakers, ethnicity of the populations impacted, project or program purpose and need, and the expected effectiveness of reaching Spanish speaking populations), SBCAG translates public notices and press releases into Spanish. All SBCAG display advertisements in English language publications include reference to a contact phone number in Spanish.

The Title VI notice, complaint procedure and complaint form are available on the SBCAG website in English, Spanish, Chinese and Tagalog.

Available at: http://www.sbcag.org/documents.html#sbcagpolicies
For the creation of SBCAG’s Title VI plan, all SBCAG staff members were asked to fill out a survey relating to their interactions with Limited English Proficient individuals. Twelve (12) staff members completed the survey.

The survey included the following questions:

1. While performing SBCAG work functions, have you ever come into contact with individuals who are non-English speaking or Limited English Proficient? (Answer is Y/N)
2. How frequently do you come into contact with Limited English Proficient Individuals? (Answers available: Never, Rarely, Occasionally, Frequently)
3. If you answered “rarely”, “occasionally” or “frequently”, please estimate how many times you come into contact with Limited English Proficient individuals while performing SBCAG work functions.
4. Can you identify which language(s) these individuals speak?
5. What questions about SBCAG or SBCAG services did they ask?
6. Were you able to successfully communicate with individuals who are Limited English Proficient? How did you do so?
7. Do you speak another language?

Out of the 12 responses, 33% reported that they never come into contact with individuals who are non-English speaking or Limited English Proficient. 50% reported that they rarely come into contact with LEP individuals, and 17% reported that they occasionally come into contact with LEP individuals. 75% of respondents who do come into contact with LEP individuals through work functions reported that they do so 1—2 times per year.

63% respondents reported that questions on transit service during the Unmet Transit Needs Process are what they discussed with LEP persons while working for SBCAG. 25% of respondents said they receive phone calls dialed in by mistake (callers believe SBCAG is part of the county and ask to connect them to various county departments). 12% said they received questions on funding.

Only 8% of respondents (1 respondent) felt that they were not able to successfully communicate with LEP individuals who they interacted with. Other respondents were able to communicate through an interpreter, spoke enough Spanish to communicate, or were able to pass on a phone number by recognizing what department the caller wanted.

**Factor 3: Nature and importance of the programs to the lives of LEP persons**

Most SBCAG programs, activities, and services of importance to LEP persons in general are long-term in nature as we primarily engage in planning activities. All the documents for these programs that are handed out to the public are printed in both English and Spanish. SBCAG serves as the region’s transportation priority setter and planner rather than a direct provider of
services. SBCAG strives to ensure that all segments of the population, including LEP persons, have the opportunity to be involved in the transportation planning process.

**Factor 4: Resources available to SBCAG and overall cost to provide LEP assistance**

Providing translation services to allow LEP populations to participate in the development of SBCAG’s core planning and investment policies is a routine practice for SBCAG. SBCAG works with many advocacy groups representing LEP persons to determine their needs and concerns for planning purposes.

Many of SBCAG’s general practices listed in the following section (“Language Assistance Measures”) are already being implemented and thus already included in SBCAG’s budget. These are services such as using visual aids, noticing widely, and providing a Spanish interpreter at the annual Unmet Transit Needs hearing. There are additional steps that SBCAG will take prior to the 2017 update of the Title VI document that have new or additional expense. These are shown in Table 2, below.

<table>
<thead>
<tr>
<th>Service</th>
<th>Estimated Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Include advertisement for public meetings in non-English language</td>
<td>$3,000 per year</td>
</tr>
<tr>
<td>(Spanish-speaking) newspaper</td>
<td></td>
</tr>
<tr>
<td>Title VI Coordinator work with advocacy groups</td>
<td>$500 per year</td>
</tr>
</tbody>
</table>

**Language Assistance Measures**

SBCAG utilizes a number of techniques and practices to provide opportunities for all interested Santa Barbara County residents to participate in the dialogue on current projects, regardless of language barriers. This is accomplished by:

**General Practices:**

- Use of visual aids such as maps, charts, and photographs.
- Avoid complex terminology and technical terms and present the issue or document in a manner that is clear to a general audience.
- Notices widely disseminated through partnerships with community-based and interest organizations.
- Including or making available Spanish translations of key documents (such as brochures, fact sheets and planning documents).
- Tailor public participation activities to reflect the unique LEP population with a respective community.
• Review prior experiences with LEP populations to determine the types of language services needed.
• Flyers for major community workshops and similar meetings include instructions on how to request translation services.
• Establish a network of competent translators to call upon for service and have translators available at meetings as requested.

Local Media
• Work with non-English language media outlets to place articles or public service announcements about SBCAG’s work or announce participation opportunities.
• Purchase advertising in non-English language newspapers, radio stations or television stations to announce public meetings for the planning activities, major corridors or to announce other important transportation news.

Work with Advocacy Groups
• Work to involve in SBCAG’s activities non-profit groups that advocate for persons with limited English proficiency.
• Partner with community groups who can assist in tailoring presentations, meeting materials and announcements to meet the language needs of local participants.

Staff Training
SBCAG works to instill in staff an awareness of and sensitivity to the needs of LEP residents. Staff assists in translating when possible (SBCAG has 4 staff members who speak Spanish). Upon initial adoption of the Title VI plan, whenever new staff is hired, and upon the update of the plan every 3 years SBCAG staff will receive written procedure on how to respond to the following situations:
  • How to respond to LEP callers
  • How to respond to correspondence from LEPs
  • How to respond to LEPs in person
  • How to document LEP needs
  • How to respond to civil rights complaints

Notification to LEP or Low Literacy Persons
It is necessary that the public be informed of their rights under Title VI. This will be done in several ways including:
  • Notifications posted in SBCAG’s public areas (in English, Spanish, Chinese and Tagalog)
  • Notification on SBCAG’s website
  • Documentation that describes a LEP person’s right to file a Title VI complaint, how to do so, and the form required on SBCAG’s website
  • Multi-lingual instruction on how to request translation services
• Flyers for major community workshops and similar meetings include instructions on how to request translation services
• Routine use of language on printed or electronic announcements for public workshops on key planning efforts that alert interested individuals on how to request translation services

Maintenance and Monitoring of the SBCAG LEP Plan
SBCAG will monitor requests for translation and adjust practices to meet demand while maintaining a basic level of access by LEP populations to key programs and documents. SBCAG’s LEP Plan will be updated every 3 years, consistent with the Public Participation Plan.
APPENDIX 5

SIGNED SCBAG ASSURANCES
U.S. Department of Transportation
Office of the Secretary of Transportation

SUBJECT: DOT STANDARD TITLE VI ASSURANCES AND NON-DISCRIMINATION PROVISIONS

1. **PURPOSE.** This order updates DOT 1050.2, Standard DOT Title VI Assurances.

2. **SCOPE.** This order applies to the Office of the Secretary and the operating administrations with regard to any program for which Federal financial assistance is authorized under a law administered by the U.S. Department of Transportation.

3. **BACKGROUND.** Section 21.7(a) of Title 49, Code of Federal Regulations, Department of Transportation, Subtitle A, Office of the Secretary, Part 21, Nondiscrimination in Federally-Assisted Programs of the Department of Transportation – Effectuation of Title VI of the Civil Rights Act of 1964, requires that all applications for Federal financial assistance from the Department of Transportation must contain Title VI Assurances. This order requires the Office of the Secretary and each operating administration to secure from applicants and recipients receiving Federal financial assistance the attached Standard DOT Title VI Assurances. The reverter clause in Appendices B and C of the assurances should be used only when it is determined that such a clause is necessary in order to make clear the purposes of Title VI. The assurances may be supplemented by additional paragraphs by the Office of the Secretary and operating administrations desiring to expand the assurances in order to make them more applicable to a particular program. All such changes or expansions shall be coordinated with the Departmental Office of Civil Rights.

4. **RESPONSIBILITIES.**
   a. **The Departmental Director of Civil Rights** will monitor compliance with this order, including review of any expansion or addenda to the Standard DOT Title VI Assurances and Non-Discrimination Provisions by the Assistant Secretary for Administration or an operating administration.
   
   b. **The Assistant Secretary for Administration**, with respect to programs for which Federal financial assistance is requested from the Office of the Secretary, shall assure that all applications include the attached Standard DOT Title VI Assurances and Non-Discrimination Provisions.
   
   c. **The Head of Each Operating Administration**, with respect to programs for which Federal financial assistance is requested from the operating administrations, shall assure that all applications include the attached Standard DOT Order 1050.2, Standard Title VI Assurances and Non-Discrimination Provisions.

Ray LaHood
Secretary of Transportation

1
The United States Department of Transportation (USDOT)

Standard Title VI/Non-Discrimination Assurances

DOT Order No. 1050.2A

The (Title of Recipient) (herein referred to as the “Recipient”), HEREBY AGREES THAT, as a condition to receiving any Federal financial assistance from the U.S. Department of Transportation (DOT), through (Title of Modal Operating Administration), is subject to and will comply with the following:

Statutory/Regulatory Authorities

- Title VI of the Civil Rights Act of 1964 (42 U.S.C. § 2000d et seq., 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin);
- 49 C.F.R. Part 21 (entitled Non-discrimination In Federally-Assisted Programs Of The Department Of Transportation—Effectuation Of Title VI Of The Civil Rights Act Of 1964);
- 28 C.F.R. section 50.3 (U.S. Department of Justice Guidelines for Enforcement of Title VI of the Civil Rights Act of 1964);

Modal Operating Administration may include additional Statutory/Regulatory Authorities here.

The preceding statutory and regulatory cites hereinafter are referred to as the “Acts” and “Regulations,” respectively.

General Assurances

In accordance with the Acts, the Regulations, and other pertinent directives, circulars, policy, memoranda, and/or guidance, the Recipient hereby gives assurance that it will promptly take any measures necessary to ensure that:

“No person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity,” for which the Recipient receives Federal financial assistance from DOT, including the (Title of Modal Operating Administration).

The Civil Rights Restoration Act of 1987 clarified the original intent of Congress, with respect to Title VI and other Non-discrimination requirements (The Age Discrimination Act of 1975, and Section 504 of the Rehabilitation Act of 1973), by restoring the broad, institutional-wide scope and coverage of these non-discrimination statutes and requirements to include all programs and activities of the Recipient, so long as any portion of the program is Federally assisted.

Modal Operating Administration may include additional General Assurances in this section, or reference an addendum here.

Specific Assurances

More specifically, and without limiting the above general Assurance, the Recipient agrees with and gives the following Assurances with respect to its Federally assisted (Name of Appropriate Program):

1. The Recipient agrees that each “activity,” “facility,” or “program,” as defined in §§ 21.23 (b) and 21.23 (e) of 49 C.F.R. § 21 will be (with regard to an “activity”) facilitated, or will be (with regard to a
"facility") operated, or will be (with regard to a "program") conducted in compliance with all requirements imposed by, or pursuant to the Acts and the Regulations.

2. The Recipient will insert the following notification in all solicitations for bids, Requests For Proposals for work, or material subject to the Acts and the Regulations made in connection with all (Name of Appropriate Program) and, in adapted form, in all proposals for negotiated agreements regardless of funding source:

"The (Title of Recipient), in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252, 42 U.S.C. §§ 2000d to 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that any contract entered into pursuant to this advertisement, disadvantaged business enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award."

3. The Recipient will insert the clauses of Appendix A and E of this Assurance in every contract or agreement subject to the Acts and the Regulations.

4. The Recipient will insert the clauses of Appendix B of this Assurance, as a covenant running with the land, in any deed from the United States effecting or recording a transfer of real property, structures, use, or improvements thereon or interest therein to a Recipient.

5. That where the Recipient receives Federal financial assistance to construct a facility, or part of a facility, the Assurance will extend to the entire facility and facilities operated in connection therewith.

6. That where the Recipient receives Federal financial assistance in the form, or for the acquisition of real property or an interest in real property, the Assurance will extend to rights to space on, over, or under such property.

7. That the Recipient will include the clauses set forth in Appendix C and Appendix D of this Assurance, as a covenant running with the land, in any future deeds, leases, licenses, permits, or similar instruments entered into by the Recipient with other parties:

   a. for the subsequent transfer of real property acquired or improved under the applicable activity, project, or program; and
   b. for the construction or use of, or access to, space on, over, or under real property acquired or improved under the applicable activity, project, or program.

8. That this Assurance obligates the Recipient for the period during which Federal financial assistance is extended to the program, except where the Federal financial assistance is to provide, or is in the form of, personal property, or real property, or interest therein, or structures or improvements thereon, in which case the Assurance obligates the Recipient, or any transferee for the longer of the following periods:

   a. the period during which the property is used for a purpose for which the Federal financial assistance is extended, or for another purpose involving the provision of similar services or benefits; or
   b. the period during which the Recipient retains ownership or possession of the property.

9. The Recipient will provide for such methods of administration for the program as are found by the Secretary of Transportation or the official to whom he/she delegates specific authority to give reasonable guarantee that it, other recipients, sub-recipients, sub-grantees, contractors, subcontractors, consultants, transferees, successors in interest, and other participants of Federal financial assistance
under such program will comply with all requirements imposed or pursuant to the Acts, the Regulations, and this Assurance.

10. The Recipient agrees that the United States has a right to seek judicial enforcement with regard to any matter arising under the Acts, the Regulations, and this Assurance.

Modal Operating Administration may include additional Specific Assurances in this section.

By signing this ASSURANCE, [Name of the recipient] also agrees to comply (and require any sub-recipients, sub-grantees, contractors, successors, transferees, and/or assignees to comply) with all applicable provisions governing the [insert Agency name] access to records, accounts, documents, information, facilities, and staff. You also recognize that you must comply with any program or compliance reviews, and/or complaint investigations conducted by the [insert Agency name]. You must keep records, reports, and submit the material for review upon request to [insert Agency here], or its designee in a timely, complete, and accurate way. Additionally, you must comply with all other reporting, data collection, and evaluation requirements, as prescribed by law or detailed in program guidance.

[Name of Recipient] gives this ASSURANCE in consideration of and for obtaining any Federal grants, loans, contracts, agreements, property, and/or discounts, or other Federal-aid and Federal financial assistance extended after the date hereof to the recipients by the U.S. Department of Transportation under the (Name of Appropriate Program). This ASSURANCE is binding on [insert State], other recipients, sub-recipients, sub-grantees, contractors, subcontractors and their subcontractors’, transferees, successors in interest, and any other participants in the (Name of Appropriate Program). The person(s) signing below is authorized to sign this ASSURANCE on behalf of the Recipient.

__________________________________________
(Name of Recipient)

by ____________________________________________________________________________
(Signature of Authorized Official)

DATED ________________________________
APPENDIX A

During the performance of this contract, the contractor, for itself, its assignees, and successors in interest (hereinafter referred to as the “contractor”) agrees as follows:

1. **Compliance with Regulations:** The contractor (hereinafter includes consultants) will comply with the Acts and the Regulations relative to Non-discrimination in Federally-assisted programs of the U.S. Department of Transportation, *(Title of Modal Operating Administration)*, as they may be amended from time to time, which are herein incorporated by reference and made a part of this contract.

2. **Non-discrimination:** The contractor, with regard to the work performed by it during the contract, will not discriminate on the grounds of race, color, or national origin in the selection and retention of subcontractors, including procurements of materials and leases of equipment. The contractor will not participate directly or indirectly in the discrimination prohibited by the Acts and the Regulations, including employment practices when the contract covers any activity, project, or program set forth in Appendix B of 49 CFR Part 21. *(Include Modal Operating Administration specific program requirements.)*

3. **Solicitations for Subcontracts, Including Procurements of Materials and Equipment:** In all solicitations, either by competitive bidding, or negotiation made by the contractor for work to be performed under a subcontract, including procurements of materials, or leases of equipment, each potential subcontractor or supplier will be notified by the contractor of the contractor’s obligations under this contract and the Acts and the Regulations relative to Non-discrimination on the grounds of race, color, or national origin. *(Include Modal Operating Administration specific program requirements.)*

4. **Information and Reports:** The contractor will provide all information and reports required by the Acts, the Regulations, and directives issued pursuant thereto and will permit access to its books, records, accounts, other sources of information, and its facilities as may be determined by the Recipient or the *(Title of Modal Operating Administration)* to be pertinent to ascertain compliance with such Acts, Regulations, and instructions. Where any information required of a contractor is in the exclusive possession of another who fails or refuses to furnish the information, the contractor will so certify to the Recipient or the *(Title of Modal Operating Administration)*, as appropriate, and will set forth what efforts it has made to obtain the information.

5. **Sanctions for Noncompliance:** In the event of a contractor’s noncompliance with the Non-discrimination provisions of this contract, the Recipient will impose such contract sanctions as it or the *(Title of Modal Operating Administration)* may determine to be appropriate, including, but not limited to:

   a. withholding payments to the contractor under the contract until the contractor complies; and/or
   b. cancelling, terminating, or suspending a contract, in whole or in part.

6. **Incorporation of Provisions:** The contractor will include the provisions of paragraphs one through six in every subcontract, including procurements of materials and leases of equipment, unless exempt by the Acts, the Regulations and directives issued pursuant thereto. The contractor will take action with respect to any subcontract or procurement as the Recipient or the *(Title of Modal Operating Administration)* may direct as a means of enforcing such provisions including sanctions for noncompliance. Provided, that if the contractor becomes involved in, or is threatened with litigation by a subcontractor, or supplier because of such direction, the contractor may request the Recipient to enter into any litigation to protect the interests of the Recipient. In addition, the contractor may request the United States to enter into the litigation to protect the interests of the United States.
APPENDIX B

CLAUSES FOR DEEDS TRANSFERREING UNITED STATES PROPERTY

The following clauses will be included in deeds effecting or recording the transfer of real property, structures, or improvements thereon, or granting interest therein from the United States pursuant to the provisions of Assurance 4:

NOW, THEREFORE, the U.S. Department of Transportation as authorized by law and upon the condition that the (Title of Recipient) will accept title to the lands and maintain the project constructed thereon in accordance with (Name of Appropriate Legislative Authority), the Regulations for the Administration of (Name of Appropriate Program), and the policies and procedures prescribed by the (Title of Modal Operating Administration) of the U.S. Department of Transportation in accordance and in compliance with all requirements imposed by Title 49, Code of Federal Regulations, U.S. Department of Transportation, Subtitle A, Office of the Secretary, Part 21, Non-discrimination in Federally-assisted programs of the U.S Department of Transportation pertaining to and effectuating the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252; 42 U.S.C. § 2000d to 2000d-4), does hereby remise, release, quitclaim and convey unto the (Title of Recipient) all the right, title and interest of the U.S. Department of Transportation in and to said lands described in Exhibit A attached hereto and made a part hereof.

(HABENDUM CLAUSE)

TO HAVE AND TO HOLD said lands and interests therein unto (Title of Recipient) and its successors forever, subject, however, to the covenants, conditions, restrictions and reservations herein contained as follows, which will remain in effect for the period during which the real property or structures are used for a purpose for which Federal financial assistance is extended or for another purpose involving the provision of similar services or benefits and will be binding on the (Title of Recipient), its successors and assigns.

The (Title of Recipient), in consideration of the conveyance of said lands and interests in lands, does hereby covenant and agree as a covenant running with the land for itself, its successors and assigns, that (1) no person will on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination with regard to any facility located wholly or in part on, over, or under such lands hereby conveyed [,] [and]* (2) that the (Title of Recipient) will use the lands and interests in lands and interests in lands so conveyed, in compliance with all requirements imposed by or pursuant to Title 49, Code of Federal Regulations, U.S. Department of Transportation, Subtitle A, Office of the Secretary, Part 21, Non-discrimination in Federally-assisted programs of the U.S Department of Transportation, Effectuation of Title VI of the Civil Rights Act of 1964, and as said Regulations and Acts may be amended[, and (3) that in the event of breach of any of the above-mentioned non-discrimination conditions, the Department will have a right to enter or re-enter said lands and facilities on said land, and that above described land and facilities will thereon revert to and vest in and become the absolute property of the U.S. Department of Transportation and its assigns as such interest existed prior to this instruction].*

(*Reverter clause and related language to be used only when it is determined that such a clause is necessary in order to make clear the purpose of Title VI.)
APPENDIX C

CLauses for transfer of real property acquired or improved under the activity, facility, or program

The following clauses will be included in deeds, licenses, leases, permits, or similar instruments entered into by the (Title of Recipient) pursuant to the provisions of Assurance 7(a):

A. The (grantee, lessee, permittee, etc. as appropriate) for himself/herself, his/her heirs, personal representatives, successors in interest, and assigns, as a part of the consideration hereof, does hereby covenant and agree [in the case of deeds and leases add “as a covenant running with the land”] that:

1. In the event facilities are constructed, maintained, or otherwise operated on the property described in this (deed, license, lease, permit, etc.) for a purpose for which a U.S. Department of Transportation activity, facility, or program is extended or for another purpose involving the provision of similar services or benefits, the (grantee, licensee, lessee, permittee, etc.) will maintain and operate such facilities and services in compliance with all requirements imposed by the Acts and Regulations (as may be amended) such that no person on the grounds of race, color, or national origin, will be excluded from participation in, denied the benefits of, or be otherwise subjected to discrimination in the use of said facilities.

B. With respect to licenses, leases, permits, etc., in the event of breach of any of the above Non-discrimination covenants, (Title of Recipient) will have the right to terminate the (lease, license, permit, etc.) and to enter, re-enter, and repossess said lands and facilities thereon, and hold the same as if the (lease, license, permit, etc.) had never been made or issued.*

C. With respect to a deed, in the event of breach of any of the above Non-discrimination covenants, the (Title of Recipient) will have the right to enter or re-enter the lands and facilities thereon, and the above described lands and facilities will there upon revert to and vest in and become the absolute property of the (Title of Recipient) and its assigns.*

(*Reverter clause and related language to be used only when it is determined that such a clause is necessary to make clear the purpose of Title VI.)
APPENDIX D

CLAUSES FOR CONSTRUCTION/USE/ACCESS TO REAL PROPERTY ACQUIRED UNDER THE ACTIVITY, FACILITY OR PROGRAM

The following clauses will be included in deeds, licenses, permits, or similar instruments/agreements entered into by (Title of Recipient) pursuant to the provisions of Assurance 7(b):

A. The (grantee, licensee, permittee, etc., as appropriate) for himself/herself, his/her heirs, personal representatives, successors in interest, and assigns, as a part of the consideration hereof, does hereby covenant and agree (in the case of deeds and leases add, “as a covenant running with the land”) that (1) no person on the ground of race, color, or national origin, will be excluded from participation in, denied the benefits of, or be otherwise subjected to discrimination in the use of said facilities, (2) that in the construction of any improvements on, over, or under such land, and the furnishing of services thereon, no person on the ground of race, color, or national origin, will be excluded from participation in, denied the benefits of, or otherwise be subjected to discrimination, (3) that the (grantee, licensee, lessee, permittee, etc.) will use the premises in compliance with all other requirements imposed by or pursuant to the Acts and Regulations, as amended, set forth in this Assurance.

B. With respect to (licenses, leases, permits, etc.), in the event of breach of any of the above Non-discrimination covenants, (Title of Recipient) will have the right to terminate the (license, permit, etc., as appropriate) and to enter or re-enter and repossess said land and the facilities thereon, and hold the same as if said (license, permit, etc., as appropriate) had never been made or issued.*

C. With respect to deeds, in the event of breach of any of the above Non-discrimination covenants, (Title of Recipient) will thereupon revert to and vest in and become the absolute property of (Title of Recipient) and its assigns.*

(*Reverter clause and related language to be used only when it is determined that such a clause is necessary to make clear the purpose of Title VI.)
APPENDIX E

During the performance of this contract, the contractor, for itself, its assignees, and successors in interest (hereinafter referred to as the “contractor”) agrees to comply with the following non-discrimination statutes and authorities; including but not limited to:

**Pertinent Non-Discrimination Authorities:**

- The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, (42 U.S.C. § 4601), (prohibits unfair treatment of persons displaced or whose property has been acquired because of Federal or Federal-aid programs and projects);
- Federal-Aid Highway Act of 1973, (23 U.S.C. § 324 et seq.), (prohibits discrimination on the basis of sex);
- The Age Discrimination Act of 1975, as amended, (42 U.S.C. § 6101 et seq.), (prohibits discrimination on the basis of age);
- Airport and Airway Improvement Act of 1982, (49 USC § 471, Section 47123), as amended, (prohibits discrimination based on race, creed, color, national origin, or sex);
- The Civil Rights Restoration Act of 1987, (PL 100-209), (Broadened the scope, coverage and applicability of Title VI of the Civil Rights Act of 1964, The Age Discrimination Act of 1975 and Section 504 of the Rehabilitation Act of 1973, by expanding the definition of the terms “programs or activities” to include all of the programs or activities of the Federal-aid recipients, sub-recipients and contractors, whether such programs or activities are Federally funded or not);
- Titles II and III of the Americans with Disabilities Act, which prohibit discrimination on the basis of disability in the operation of public entities, public and private transportation systems, places of public accommodation, and certain testing entities (42 U.S.C. §§ 12131 – 12189) as implemented by Department of Transportation regulations at 49 C.F.R. parts 37 and 38;
- The Federal Aviation Administration’s Non-discrimination statute (49 U.S.C. § 47123) (prohibits discrimination on the basis of race, color, national origin, and sex);
- Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, which ensures discrimination against minority populations by discouraging programs, policies, and activities with disproportionately high and adverse human health or environmental effects on minority and low-income populations;
- Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency, and resulting agency guidance, national origin discrimination includes discrimination because of limited English proficiency (LEP). To ensure compliance with Title VI, you must take reasonable steps to ensure that LEP persons have meaningful access to your programs (70 Fed. Reg. at 74087 to 74100);
- Title IX of the Education Amendments of 1972, as amended, which prohibits you from discriminating because of sex in education programs or activities (20 U.S.C. 1681 et seq).
In accordance with 23 CFR 450.334 and 450.220, Caltrans and Santa Barbara County Association of Governments, Metropolitan Planning Organization for the Santa Barbara, Santa Maria and Lompoc urbanized area(s) hereby certify that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of:


II. In nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;


IV. Section 1003(b) of the Intermodal Surface Transportation Efficiency Act of 1991 (Pub. L. 102-240) regarding the involvement of disadvantaged business enterprises in the FHWA and the FTA funded planning projects (sec. 105(f), Pub. L. 97-424, 96 Stat. 2100; 49 CFR part 23);

V. Section 1101(b) of the SAFETEA-LU (Pub. L. 109-59) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;

VI. The provision of the Americans with Disabilities Act of 1990 (Pub. L. 101-336, 104 Stat 327, as amended) and the U.S. DOT implementing regulations (49 CFR 27, 37 and 38);

VII. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;

VIII. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;

IX. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;

X. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;

XI. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and

XII. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

______________________________  ________________________________
MPO Authorizing Signature       Caltrans District Approval Signature

______________________________  ________________________________
Title Executive Director         Title
FEDERAL FISCAL YEAR 2017 CERTIFICATIONS AND ASSURANCES
(Signature pages alternative to providing Certifications and Assurances in TEAM-Web)

Name of Applicant: SANTA BARBARA COUNTY ASSOCIATION OF GOVERNMENTS

The Applicant agrees to comply with applicable provisions of Groups 01 - 23. X

OR

The Applicant agrees to comply with applicable provisions of the Groups it has selected:

<table>
<thead>
<tr>
<th>Group</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>01.</td>
<td>Required Certifications and Assurances for Each Applicant.</td>
</tr>
<tr>
<td>02.</td>
<td>Lobbying.</td>
</tr>
<tr>
<td>03.</td>
<td>Procurement and Procurement Systems.</td>
</tr>
<tr>
<td>04.</td>
<td>Private Sector Protections.</td>
</tr>
<tr>
<td>05.</td>
<td>Rolling Stock Reviews and Bus Testing.</td>
</tr>
<tr>
<td>06.</td>
<td>Demand Responsive Service.</td>
</tr>
<tr>
<td>07.</td>
<td>Intelligent Transportation Systems.</td>
</tr>
<tr>
<td>08.</td>
<td>Interest and Financing Costs and Acquisition of Capital Assets by Lease.</td>
</tr>
<tr>
<td>10.</td>
<td>Alcohol and Controlled Substances Testing.</td>
</tr>
<tr>
<td>12.</td>
<td>State of Good Repair Program.</td>
</tr>
<tr>
<td>13.</td>
<td>Grants for Buses and Bus Facilities and Low or No Emission Vehicle Deployment Grant Programs.</td>
</tr>
<tr>
<td>14.</td>
<td>Urbanized Area Formula Grants Programs and Passenger Ferry Grant Program.</td>
</tr>
<tr>
<td>15.</td>
<td>Enhanced Mobility of Seniors and Individuals with Disabilities Programs.</td>
</tr>
<tr>
<td>16.</td>
<td>Rural Areas and Appalachian Development Programs.</td>
</tr>
<tr>
<td>17.</td>
<td>Tribal Transit Programs (Public Transportation on Indian Reservations Programs).</td>
</tr>
<tr>
<td>18.</td>
<td>State Safety Oversight Grant Program.</td>
</tr>
<tr>
<td>19.</td>
<td>Public Transportation Emergency Relief Program.</td>
</tr>
<tr>
<td>20.</td>
<td>Expedited Project Delivery Pilot Program.</td>
</tr>
<tr>
<td>21.</td>
<td>Infrastructure Finance Programs.</td>
</tr>
<tr>
<td>22.</td>
<td>Paul S. Sarbanes Transit in Parks Program.</td>
</tr>
<tr>
<td>23.</td>
<td>Construction Hiring Preferences</td>
</tr>
</tbody>
</table>

74
Fiscal Year 2017/2018 California Department of Transportation
Debarment and Suspension Certification

As required by U.S. DOT regulations on governmentwide Debarment and Suspension (Nonprocurement), 2 CFR Part 1200

1) The Applicant certifies, to the best of its knowledge and belief, that it and its contractors, subcontractors and subrecipients:
   a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from covered transactions by any Federal department or agency;
   b) Have not, within the three (3) year period preceding this certification, been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, state, or local) transaction or contract under a public transaction, violation of Federal or state antitrust statutes, or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;
   c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, state, or local) with commission of any of the offenses listed in subparagraph (1)(b) of this certification; and
   d) Have not, within the three (3) year period preceding this certification, had one or more public transactions (Federal, state, and local) terminated for cause or default.

2) The Applicant also certifies that, if Applicant later becomes aware of any information contradicting the statements of paragraph (1) above, it will promptly provide that information to the State.

3) If the Applicant is unable to certify to all statements in paragraphs (1) and (2) of this certification, through those means available to Applicant, including the General Services Administration’s Excluded Parties List System (EPLS), Applicant shall indicate so in its applications, or in the transmittal letter or message accompanying its annual certifications and assurances, and will provide a written explanation to the State.
In signing this document, I declare under penalties of perjury that the foregoing certifications and assurances, and any other statements made by me on behalf of the Applicant are true and correct.

Signature [signature] Date 5/22/17

Printed Name: Marije Kim, Executive Director

As the undersigned Attorney for the above named Applicant, I hereby affirm to the Applicant that it has the authority under state and local law to make and comply with the certifications and assurances as indicated on the foregoing pages. I further affirm that, in my opinion, these certifications and assurances have been legally made and constitute legal anc binding obligations of the Applicant.

I further affirm to the Applicant that, to the best of my knowledge, there is no legislation or litigation pending or imminent that might adversely affect the validity of these certifications and assurances or of the performance of the described project.

AFFIRMATION OF APPLICANT'S ATTORNEY

For: Santa Barbara County Association of Governments

Signature [signature] Date 5/11/17

Printed Name: Rachel Van Mullem, Chief Assistant County Counsel of Applicant's Attorney

Signature [signature] Date 5/18/17
PUBLIC PARTICIPATION PLAN 2015

Santa Barbara County Association of Governments
260 North San Antonio Road, Suite B
Santa Barbara, CA 93110
805-961-8900
www.sbcag.org

Preparation of this document was financed by the Federal Highway Administration, Federal Transit Organization, the California Department of Transportation and the Santa Barbara County Association of Governments.
In Accordance with Title VI of the Civil Rights Act of 1964, SBCAG does not discriminate based on race, color, national origin, sex, religion and disability in the execution of this Public Participation Plan.
## TABLE OF CONTENTS

<table>
<thead>
<tr>
<th>Section</th>
<th>Title</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>Section I</td>
<td>Purpose and Background</td>
<td>1</td>
</tr>
<tr>
<td>Section II</td>
<td>Compliance with Federal Requirements (MAP-21)</td>
<td>3</td>
</tr>
<tr>
<td>Section III</td>
<td>Objectives</td>
<td>4</td>
</tr>
<tr>
<td>Section IV</td>
<td>Description of Public Participation/Involvement Activities</td>
<td>5</td>
</tr>
<tr>
<td>Section V</td>
<td>Outreach to Traditionally Underserved Groups</td>
<td>12</td>
</tr>
<tr>
<td>Section VI</td>
<td>Committees that Contribute to Planning Process</td>
<td>14</td>
</tr>
<tr>
<td>Section VII</td>
<td>Public Participation Plan Measures of Effectiveness</td>
<td>15</td>
</tr>
<tr>
<td>Appendix A</td>
<td>Summary Schedule of Public Notices &amp; Public Hearings</td>
<td>16</td>
</tr>
<tr>
<td>Appendix B</td>
<td>Environmental Justice Resource Listing</td>
<td>17</td>
</tr>
<tr>
<td>Appendix C</td>
<td>Resource Agencies Listing</td>
<td>18</td>
</tr>
<tr>
<td>Appendix D</td>
<td>Public Participation Process</td>
<td>20</td>
</tr>
<tr>
<td>Appendix E</td>
<td>Comments on Plan</td>
<td>21</td>
</tr>
</tbody>
</table>
Section I. PURPOSE AND BACKGROUND

The Santa Barbara County Association of Governments (SBCAG), in its capacity as the designated Metropolitan Planning Organization and Regional Transportation Planning Agency for Santa Barbara County, is responsible under federal and State law for developing transportation plans and programs for the region, and for doing so through a “continuing, cooperative, and comprehensive” planning process, carried out in cooperation with other State, regional and local agencies.

SBCAG was established (originally as the Santa Barbara County-Cities Area Planning Council) on October 26, 1966 upon execution of a Joint Powers Agreement by the Cities of Carpinteria, Guadalupe, Lompoc, Santa Barbara, Santa Maria, and the County of Santa Barbara. Authority for creation of SBCAG is contained in Sections 65600-65604 of the California Government Code. The Cities of Solvang, Buellton and Goleta joined SBCAG upon their incorporation in 1985, 1992 and 2002, respectively.

The governing Board of SBCAG consists of the five members of the County Board of Supervisors plus one City Council representative from each of the eight cities within the county.

PURPOSE

The purpose of the Santa Barbara County Association of Governments’ Public Participation Plan is to inform and involve citizens in SBCAG’s various programs, projects and work activities. This includes, but is not limited to, residents of Santa Barbara County, lower income households, minorities, persons with disabilities, representatives from community and service organizations, tribal councils, and other public agencies. This element also assists in identifying and addressing environmental justice and social equity issues. Citizen participation objectives include involvement of interested citizens, stakeholders and representatives of community organizations in agency work through timely workshops on topical issues, fully noticed public hearings, and ongoing broad citizen/organization involvement in the planning and decision processes.

Broad-based community participation is essential to the success of programs, plans and projects of the Santa Barbara County Association of Governments. Ideals for public participation include:

- Value public participation and promote broad-based involvement by members of the community;
- Provide varied opportunities for public review and input;
- Treat all members of the public fairly, and respect and consider all citizen input as an important component of the planning implementation process;
- Promote a culture of dialogue and partnership among residents, property owners, the business and environmental communities, organizations, other interested citizens, and public officials;
- Use existing community groups and other organizations, as feasible;
- Encourage active public participation at the initial stages of the process, as well as throughout the process;
- Provide communications and agency reports that are clear, timely, and broadly distributed; and
• Outreach to groups that may be underserved by existing transportation systems or who may be disproportionately impacted by transportation projects.

**BACKGROUND**

In an effort to reach out to the people of Santa Barbara County and in response to the passage of the 1991 Intermodal Surface Transportation Efficiency Act (ISTEA), the Santa Barbara County Association of Governments in 1992 developed a Public Participation Plan to formalize and follow public outreach strategies to involve the populace in transportation planning decisions. Over the past several years, SBCAG has implemented those strategies and has incorporated new strategies into the mix. In response to the passage of the Safe, Accountable, Flexible and Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU), SBCAG updated its Public Participation Plan in 2007. The current Public Participation Plan includes updates in response to passage of the Moving Ahead for Progress in the 21st Century Act (MAP-21) to reflect current and future public involvement efforts of the agency in response to federal guidelines and requirements.
Section II. COMPLIANCE WITH FEDERAL REQUIREMENTS (MAP-21)

The Santa Barbara County Association of Governments Public Participation Plan was originally adopted in 1992 following the requirements of the 1991 Intermodal Surface Transportation Efficiency Act (ISTEA). In 1998, ISTEA was succeeded by the Transportation Efficiency Act for the 21st Century (TEA-21), which was subsequently succeeded by the Safe, Accountable, Flexible and Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU) on August 10, 2005. Most recently, the Moving Ahead for Progress in the 21st Century (MAP-21) was signed into law on July 6, 2012. TEA-21, SAFETEA-LU and MAP-21 continue the strong federal emphasis on public participation from the 1991 ISTEA, requiring the public participation plans of metropolitan transportation planning processes “shall be developed in consultation with all interested parties and shall provide that all interested parties have reasonable opportunities to comment on the contents of the transportation plan.”

As outlined in the federal legislation, methods to accommodate these goals, to the maximum extent possible, include:

(i) holding any public meetings at convenient and accessible locations and times;
(ii) employing visualization techniques to describe plans; and
(iii) making public information available in electronically accessible format and means, such as the World Wide Web, as appropriate to afford reasonable opportunity for consideration of public information.

Metropolitan public participation or involvement processes shall be coordinated with statewide public involvement processes wherever possible to enhance public consideration of the issues, plans and programs and reduce redundancies and costs.

A key change between ISTEA/TEA-21 and SAFETEA-LU is the expanded definition of participation by “interested parties.” Broadly defined, SBCAG includes its partners, groups, and individuals who are affected by or involved with transportation in Santa Barbara County and the surrounding region. Examples include citizens, affected public agencies, representatives of public transportation services, private providers of transportation, representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties with a reasonable opportunity to comment on the transportation plan.

SAFETEA-LU and MAP-21 require that public meetings be held at convenient and accessible times and locations, that all plans and the Transportation Improvement Program (TIP) are available on a website, and that documents will be written in easily understandable language that utilizes visual components. These elements are addressed in Section IV of this plan.

SBCAG's public participation process satisfies the public participation requirements of the Federal Transit Administration (FTA) grantees for the FTA Section 5307 Program of Projects (POP).
Section III. OBJECTIVES

The Santa Barbara County Association of Governments shall provide for public involvement and participation consistent with the following objectives and strategies in the development of its short and long-range transportation plans, programs, and projects.

Objective 1: Raise the level of understanding of the transportation planning process in the region and identify how interested citizens can participate.

Objective 2: Maximize opportunities for public involvement in the transportation planning process.

Objective 3: Maintain contact with interested citizens and key stakeholders throughout the process of developing MPO plans and projects.

Objective 4: Be responsive to citizens.

Objective 5: Involve traditionally under-served persons – those who are minority, low-income or elderly or those addressed by the Americans with Disabilities Act (ADA) in transportation planning issues.

Objective 6: Inform and educate incoming SBCAG Board members, local council members/supervisors and advisory committee members regarding the MPO’s functions, responsibilities, and programs.
**Section IV. DESCRIPTION OF PUBLIC PARTICIPATION/INVOLVEMENT ACTIVITIES**

Before members of the public can give input on SBCAG programs, they must be aware of what SBCAG is and what issues are under consideration. To raise public awareness, SBCAG uses several strategies:

**PUBLICATIONS**

SBCAG has developed an agency brochure, in both English and Spanish, which highlights the main programs of the organization.

**WEBSITE**

SBCAG offers information about the agency, its programs and projects, and events via the internet at www.sbcag.org. This site is also linked to other Santa Barbara County jurisdictions. Users can ask questions and leave public comments. Staff follows up with responses to these comments. SBCAG’s Traffic Solutions offers a dedicated site at www.trafficsolutions.info for commuters traveling in and out of Santa Barbara County on the variety of transportation and transit options available with links to other transit sites and park-and-ride lots as well.

**MEDIA RELATIONS**

Board meeting agenda packets are electronically circulated to regional media outlets in order for them to be informed of the issues that the SBCAG board considers and acts on during their monthly Board meeting held the third Thursday of each month. Staff will continue to be responsive to press information requests in a timely fashion.

It is important for members of the public to know when SBCAG is seeking their input. For this reason, press releases for public meetings, hearings or workshops are issued to a regularly updated e-mail distribution list, including local daily and weekly newspapers, websites, radio and television stations. SBCAG also has a Public Information Officer, who provides direct media liaison on SBCAG activities.

**SPEAKERS BUREAU**

SBCAG proactively schedules speaking engagements for staff through its Speakers Bureau. Service clubs, community and business organizations are a few of the venues where SBCAG staff and Board members speak to the public about SBCAG programs and projects. Fact sheets, talking points and visual displays are utilized to help articulate the message at hand.

**EVENTS**

SBCAG staff participates in a number of events during the course of the fiscal year, which helps increase awareness of the agencies activities and its role in the community. These events include, among others, Earth Day, CycleMania and the Green Business Awards.
**OPEN HOUSES/WORKSHOPS**

When SBCAG is presenting agency plans or programs or working with local jurisdictions on specific transportation projects or programs, open houses workshops are held to present background information on needs/issues and discuss alternatives to gain early input of nearby residents and the community. These open houses and workshops have been effective in receiving useful public comment. Handouts, display boards and technical staff provide information on the project or program. Individuals are encouraged to make comments to staff or write their thoughts on comment cards. Open houses and workshops are held for several hours and on large projects or programs in the four subregions of the County (the South Coast, the Santa Ynez Valley, the Lompoc Valley and the Santa Maria Valley) to accommodate a variety of schedules and to facilitate participation by members of the public from all areas of the county.

**GEOGRAPHIC DIVERSITY**

Santa Barbara County is large. To accommodate the geographic diversity of the County, the SBCAG Board alternately meets in Santa Maria and Santa Barbara. Remote testimony is available from each location so members of the public do not need to travel to the opposite end of the County to testify before the Board. SBCAG Advisory Committee meetings are often held in Buellton, a central county location and agency workshops and other meetings are frequently held in Santa Barbara, Santa Maria, Lompoc and Solvang, the main subregions of Santa Barbara County.

**ACCESSIBILITY**

Per the Americans with Disability Act, all SBCAG Board and committee meetings are physically accessible and persons needing special accommodations to participate in the meeting will be accommodated upon request. This information is included in every SBCAG meeting agenda.

**TRANSLATION OF PUBLIC NOTICES**

When requested or deemed appropriate, SBCAG will translate public notices and press releases into Spanish. All SBCAG display advertisements in English language publications include reference to a contact phone number in Spanish. Factors considered in determining whether Spanish language translation is appropriate include expressed interest by Spanish speakers, ethnicity of populations impacted, project or program purpose and need and expected effectiveness of reaching Spanish speaking populations.

SBCAG also distributes notices of planning documents and news releases to organizations that represent minority organizations that share information and are a resource for particular demographic groups, including Southeast Asian, Native American, Hispanic and African American.
OUTREACH FOR PLANNING DOCUMENTS

There are a number of planning documents that SBCAG creates and publishes for which this Public Participation Plan outlines a specific public process. Since these documents are regularly updated, the public and reviewing agencies can expect the processes outlined below to be followed consistently.

Unmet Transit Needs (UTN) Report. SBCAG is responsible for allocating Transportation Development Act funds under State law and for making findings following a public input process regarding the existence of unmet transit needs. The UTN report is developed and published annually in the spring after an effort to collect public input regarding transit needs, especially in north Santa Barbara County. (All TDA funds in south county are already spent only on transit and SBCAG’s role is limited to determining the existence of unmet transit needs in areas where TDA funds are used for non-transit purposes.) Opportunities for public participation in the development of the UTN report include:

- SBCAG public hearing to solicit input on unmet transit needs
- UTN workshops across the County hosted by local transit agencies
- 30-day comment period on Draft UTN Report
- Public Hearing on Draft UTN Report
- SBCAG Board adoption of the Final UTN Report
- Occasional surveys distributed in north county

Transportation Planning Documents. For the Regional Transportation Plan, Federal Transportation Improvement Program, the Federal Highway Administration (FHWA), the California Division provides the Central Coast region with specific outreach requirements. The following participation process is consistent with those definitions and requirements. For more detailed information about FHWA guidance, please contact SBCAG staff.

Regional Transportation Plan (RTP). The RTP is generally updated every four years consistent with SAFETEA-LU, MAP-21 and State law requirements, with a limited number of amendments as needed in the intervening years. Opportunities for public participation for the RTP are different for RTP updates versus RTP amendments. RTP updates include significant revisions to the RTP document, while RTP amendments are generally specific to project scopes, schedules, or costs.

Outreach for RTP Updates:

Public meetings, workshops, and surveys during the RTP development period to solicit public dialogue and comment on the RTP process including, but not limited to issues such as:

- Overview of the planning process
- RTP goals, objectives, performance indicators
- RTP project lists
- RTP funding scenarios
Legally noticed public comment period on the Draft RTP Update. The length of the public comment period is aligned with the requirements of the California Environmental Quality Act (CEQA) and other State law. CEQA generally requires:

- 30-days if RTP Update does not include a new Programmatic Environmental Impact Report.
- 45-days if the RTP Update includes a new Programmatic Environmental Update Report.

In addition, SB 375 requires preparation of a Sustainable Communities Strategy (SCS) or Alternative Planning Strategy (APS) as part of the RTP and circulation for a minimum of 55 days before adoption of the RTP. This State law also prescribes certain procedural steps and adoption of a public participation plan specific to the preparation of the SCS or APS. Outreach for RTP Amendments:

RTP Amendments are generally triggered by a project-specific need to be consistent either with the project’s environmental document or the Federal Transportation Improvement Program (FTIP). As such, the public participation process for RTP amendments follow the requirements as outlined for the FTIP below, as applicable.

**Federal Transportation Improvement Program.**

The FTIP will need to be amended periodically following its adoption to reflect changes in the program including project additions, deletions and revisions. All requests to amend the FTIP must be submitted by the project-sponsoring agency. The request must clearly identify the proposed modifications and include all of the relevant programming information, such as the project description and scope, costs by project phase and program year, and the funding sources and amounts. SBCAG will consider amendment requests only if the proposed changes will not adversely affect the financial constraints findings of the FTIP. Proposed additions or changes to projects must also be consistent with the rules of the particular funding program involved.

The FTIP is usually updated every two years, with amendments occurring as needed. Federal requirements and SBCAG policy distinguish between two types of FTIP amendments—formal amendments and administrative amendments—which differ based on the magnitude of the proposed change and the level of review required by various federal, state and local agencies. Generally, significant changes to the cost scope or schedule of a project listing require a formal amendment. These formal amendments must be approved by the SBCAG Board as well as by Caltrans, FTA and FHWA.

Minor project changes, including its funding sources, description, a lead agency change, scheduling adjustments, and other items may be approved as an administrative amendment to the FTIP. Approval of administrative amendments has been delegated to the SBCAG Executive Director, and as a result, its streamlined procedure bypasses several steps in the amendment process, and generally expedites the approval timeframe by two to three months. All other amendments require formal approval by the SBCAG Board.
Administrative amendments must be consistent with the approved FTIP financial plan and changes in funding must be accommodated within the available resources identified in the plan. Administrative amendments are minor changes that:

- Revise a project description without changing the project scope or conflicting with the environmental document;
- Revise the funding amount listed for a project’s phases. Additional funding is limited to the lesser of 40 percent of the project cost or $10 million;
- Change the source of funds;
- Splits or combines individually listed projects; as long as cost, schedule and scope remain unchanged;
- Changes required information for grouped project listings; or
- Adding or deleting projects from grouped project listings as long as the funding amounts stay within the guidelines in the second bullet above.

Administrative amendments can be processed in accordance with these procedures provided that:

- They do not affect the air quality conformity determination, including timely implementation of Transportation Control Measures (SBCAG is presently an air quality maintenance area and does not prepare a conformity determination), and
- It does not impact financial constraint.

Amendments whose scale, type or other aspect precludes use of the administrative amendment option are processed as formal amendments. Formal amendments require SBCAG Board approval via resolution, and subsequent concurrence by Caltrans, the FHWA and FTA. At the discretion of the Executive Director, SBCAG may require that administrative amendments be treated as a formal amendment for amendments that are controversial or that are determined to be not clearly within the scope of an administrative amendment.

Currently the approval process for a project-related amendment to the FTIP lasts from thirty to sixty days, which can delay projects from advancing on schedule. Generally, projects that are amended in the FTIP require approval as formal amendments by SBCAG through adoption of a resolution and approval by Caltrans, FHWA, and FTA.

Federal regulations (23 CFR 450.332) require that SBCAG adopt procedures to expedite the amendment process for certain projects within the FTIP and require the annual listing of obligated projects. Projects that are eligible to use this process are:

1. Financially constrained and have been determined by MPO staff to be administrative in nature.
2. Do not need an adopted MPO Board resolution.

Utilizing the expedited procedures is optional for the project sponsor and SBCAG. Projects may still be amended using the regular FTIP amendment process.
Measure A Expenditure Plan or Ordinance.

SBCAG is designated as the Local Transportation Authority for Santa Barbara County and is responsible for administering the revenues generated by Measure A, a voter-approved ½% sales tax for transportation. An expenditure plan and ordinance implementing Measure A have been approved by the SBCAG Board. Pursuant to state law, any amendments to the expenditure plan require approval by two-thirds of the SBCAG Board and cannot take effect until after a 45-day review period.

SBCAG Public Participation Plan

Major revisions to the SBCAG Public Participation Plan include a 45-day public review period and public hearing. In addition, in response to federal requirements under SAFETEA-LU and MAP-21, revision of the Public Participation Plan shall include outreach efforts as described in Appendix D.

The drafts of the documents described above are posted on www.sbcag.org and mailed and deposited in a public library in each city (Santa Barbara County) for public review.

Please see Appendix A for a Summary Schedule of Public Notices and Public Hearings.

Periodic Public Workshops

SBCAG holds public workshops to allow individuals to ask questions and give their opinions outside of the regular Board or committee meetings. Past forums have included topics such as 101 in Motion, Measure A, SBCAG’s Sustainable Communities Strategy and the Regional Growth Forecast. Workshops are also held during the planning process for the Regional Transportation Plan, the Federal Transportation Improvement Program, and other plans of special interest. SBCAG uses visualization techniques to present information in a non-technical manner.

Public Hearings, Public Workshops, Public Comments

Public hearings or workshops are also offered in order to give more attention to a specific item. SBCAG uses visualization techniques to present information in a non-technical manner. Hearings and workshops are held at an early stage in the process so that suggestions can be integrated into the final proposal. All significant comments made using any of these means of public comment will receive due consideration, a formal response and will be included in the final document. In compliance with the Brown Act, all committee and Board hearings have, at a minimum, a formal public comment period. Agendas for Board meetings are posted at a minimum 72 hours prior to the meeting. However, in most cases, Board agendas are posted five days before the scheduled meeting.

Accessibility to Information

Once members of the public decide to get involved in local decision making, they should have easy access to information and the public comment process. The following strategies are designed to improve the public’s access to SBCAG meetings and materials.
WRITTEN MATERIALS

A wealth of written information on SBCAG’s activities is available on an ongoing basis. When preparing these documents, staff’s goal is to make the information understandable to the average person in the community, to make the documents as concise as possible, to reduce or eliminate jargon and to explain acronyms. For staff reports, a brief background and a discussion section are included to give proper context on an issue. Plans and all handouts and other documents for public review include an executive summary, pictures, graphs, maps and/or other visual aids to make them more reader-friendly and understandable.

ACCOMMODATIONS

Currently, every effort is made to schedule public events at a location accessible by transit and all buildings for public events are ADA accessible for wheelchair users. Interpreters or other auxiliary aids will be arranged for the public event if requested prior to the meeting. Public meeting times vary between day and evening meetings depending upon the actual meeting location and/or topic. Some public hearings are held in conjunction with SBCAG’s monthly board meeting which rotates between north and South County.

HOTLINES

Staffed and electronic hotlines are utilized as a public outreach tool and included in printed outreach material and on project websites in order to receive comments from the public.

BOARD MEETINGS

All agenda materials are currently available to the public at the Board meeting. Prior to the meeting, agendas are posted on the SBCAG website at www.sbcag.org. All staff reports distributed to the Board are also posted on the website in advance and made available to the public at the meetings. The schedule of upcoming committee or Board meetings are posted on the website and Board and committee meeting notices are also posted outside the SBCAG office.

Opportunities are available for public comment on items on or off the agenda. Cards in both English and Spanish are provided for members of the public to indicate which agenda items they wish to speak on; these cards can be turned in to staff members. At public hearings, the Chairperson invites members of the audience to share their comments on the issue at hand. For items not on the agenda, “a public comment” period is held early in the meeting, after roll call.
Section V. Outreach to Traditionally Underserved Groups

Federal requirements for public participation plans include a process for seeking out and considering the needs of those traditionally underserved by existing transportation systems, such as low-income and minority groups.

Representatives of low income communities have pointed out that these individuals are often required to work two jobs in order to survive financially and public meetings are often difficult to attend. However, when a project affects them directly, they can be very interested. SBCAG works with community organizations to assist in outreach to low income and minority groups. SBCAG has compiled and routinely updates an Environmental Justice Resource List to use as a source for outreach. Please refer to Appendix B for the Environmental Justice Resource List.

Title VI Nondiscrimination Policy and Program

Under Title VI of the 1964 Civil Rights Act, federally funded projects and programs are required to create and adhere to an adopted nondiscrimination policy. SBCAG’s adopted Title VI Program, incorporated herein by reference, satisfies these requirements and assures that no person is excluded from participation in, denied the benefits of, or discriminated against under its projects, programs or activities on the basis of race, color or national origin. The Title VI program includes a Limited English Proficiency Plan.

Executive Order 13166, Limited English Proficiency

This Executive Order directs federal agencies, recipients and sub-recipients of federal financial assistance to examine services they provide, identify any need for services to those with limited English proficiency (LEP), and develop and implement a system to provide services so that LEP persons have meaningful access to them. SBCAG adopted a LEP Plan as part of the Title VI Program on June 19, 2014.

Santa Barbara County Transit Advisory Committee

SBCAG reaches out to transit-dependent communities through the Santa Barbara County Transit Advisory Committee. The committee’s purpose is to recommend transit services that should be provided to the transit-dependent community, which often includes low-income individuals, as well as the elderly and disabled. The SBCTAC also advises the SBCAG Board on other transit issues, such as the coordination of specialized transportation services. As key plans are being developed, the SBCTAC are briefed by SBCAG staff for their input into the planning process. Their comments are presented to the SBCAG Board for their review.

Tribal Government

SBCAG works with the Santa Ynez Band of Chumash Indians. SBCAG Board members periodically meet with representatives of the Chumash Tribal Administration to discuss issues of mutual concern.
Chumash Tribal Administration staff have also attended SBCAG’s TTAC, TPAC and Measure D Citizens Oversight Committee meetings, and other committee meetings as they deem necessary.

**RESOURCE AGENCIES**

SBCAG engages resource agencies to the extent practicable in the development of agency plans, specifically RTP development, by distributing notifications of updates to the RTP and FTIP. These agencies include federal, state, local, and tribal agencies responsible for planned growth, economic development, environmental protection, airport operations, freight movements, land use management, natural resources, conservation and historic preservation. The Resource Agency Listing for state and federal resource agencies is maintained by the California State Department of Transportation, Division of Transportation Planning and updated periodically. SBCAG adds local organizations and contacts to this list and updates it as necessary. Please see Appendix C for the current Resource Agencies listing.

**SOCIAL SERVICE ORGANIZATIONS, CHURCHES, SCHOOLS & OTHER NON-TRADITIONAL SOURCES**

SBCAG will continue to strive to expand its noticing and outreach efforts to include social service organizations, community service non-profit organizations, churches, high schools and college newspapers and other nontraditional outreach opportunities as identified including web-based information sources, social media and public access television.
Section VI. COMMITTEES THAT CONTRIBUTE TO PLANNING PROCESS

SBCAG STANDING COMMITTEES

The SBCAG Board relies on several committees for input on proposed plans, programs and actions that assist in its planning and decision-making. All of these committees are open to the public, with posted agendas in accordance with state law (Brown Act).

TECHNICAL TRANSPORTATION ADVISORY COMMITTEE

The Technical Transportation Advisory Committee (TTAC) consists of staff representatives from the County of Santa Barbara, the eight incorporated cities in Santa Barbara County, Caltrans, Santa Barbara County Air Pollution Control District, Santa Barbara Metropolitan Transit District (SBMTD), and SBCAG. Non-voting, ex-officio members include FHWA, FTA, Vandenberg Air Force Base (VAFB), and University of California Santa Barbara. While SBMTD is the only special district transit agency on TTAC, the city representatives for Guadalupe, Lompoc, and Santa Maria represent their transit agencies that are operated by their own agencies. The committee reviews SBCAG transportation plans and programs and advises the SBCAG Board.

TECHNICAL PLANNING ADVISORY COMMITTEE

The Technical Planning Advisory Committee (TPAC) is comprised of staff representatives of the County of Santa Barbara, the eight incorporated cities, Santa Barbara County Air Pollution Control District, and SBCAG. Additional non-voting, ex-officio members represent Vandenberg AFB, the Local Agency Formation Commission (LAFCO), the County’s Housing Program and the University of California at Santa Barbara (UCSB). The committee reviews land use plans and programs and advises the SBCAG Board.

SANTA BARBARA COUNTY TRANSIT ADVISORY COMMITTEE

The Santa Barbara County Transit Advisory Committee (SBCTAC) is comprised of representatives from fixed route transit and paratransit providers, social service agencies, non-profit groups providing social services, and transit users. The committee advises the Board on transit issues.

SINGLE ISSUE TASK FORCES

Single Issue task forces, such as the 101 in Motion Technical Advisory Committee and Citizens Advisory Group, the North County Transit Plan Advisory Committee and the Highway 154 Truck Safety Committee, provide guidance throughout the development of specialized plans or programs. The use of a single issue task force is considered when SBCAG is developing a plan or examining an issue with a high level of community interest. These task forces are broad-based, representing a range of interested parties. Meetings are open to the public. Members help set the goal of the study or plan and provide review and comment throughout the planning process. Facilitators may be brought in to assist group members in reaching consensus.
Section VII.  PUBLIC PARTICIPATION PLAN MEASURES OF EFFECTIVENESS

The strategies contained in the Public Participation Plan will be reviewed annually to determine if modification of any particular strategy is necessary or if additional strategies need to be incorporated into the plan. Evaluation tools to measure effectiveness in terms of reaching desired demographic groups or attaining stated goals will also be employed. Evaluation strategies and measures of effectiveness include, but are not limited to the following criteria:

<table>
<thead>
<tr>
<th>Evaluation Strategy</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Percentage of meetings held at easily accessible locations within the county</td>
<td>100%</td>
</tr>
<tr>
<td>Percentage of meetings held in compliance with Americans with Disabilities Act requirements</td>
<td>100%</td>
</tr>
<tr>
<td>Percentage of SBCAG Board Meetings that are linguistically accessible with three working days advance request for reasonably available translation</td>
<td>100%</td>
</tr>
<tr>
<td>Number of Public Notices published annually (newspaper, website, etc.)</td>
<td></td>
</tr>
<tr>
<td>List of locations where public notices and documents are posted or published</td>
<td></td>
</tr>
<tr>
<td>Number and variety of opportunities for public involvement (Public Meetings, Workshops &amp; Events)</td>
<td></td>
</tr>
<tr>
<td>Number of public comments at SBCAG Board, Board Committee &amp; Advisory Committees</td>
<td></td>
</tr>
<tr>
<td>Number of individuals and groups on e-mail and mailing list</td>
<td></td>
</tr>
<tr>
<td>Number of Bike Maps distributed as well as any other sponsorship or advertisement opportunity</td>
<td></td>
</tr>
<tr>
<td>Number of meetings broadcast or rebroadcast on Public Access televisions</td>
<td></td>
</tr>
<tr>
<td>Number of visitors to the MPO website analyzed by specific pages</td>
<td></td>
</tr>
<tr>
<td>Number of comments on TIP, UPWP, RTP, PPP</td>
<td></td>
</tr>
<tr>
<td>Number of Advisory Committee Members, and their ethnic status</td>
<td></td>
</tr>
<tr>
<td>Number of low literacy or foreign language documents produced</td>
<td></td>
</tr>
<tr>
<td>Number of targeted public organizations participating in Board or Advisory Committee meetings</td>
<td></td>
</tr>
<tr>
<td>Participant satisfaction measured annually via an online survey available on the SBCAG website and by a form available at every SBCAG sponsored Public Meeting.</td>
<td></td>
</tr>
</tbody>
</table>

The plan will be formally updated as necessary at least once every five years. Public comments on this program are encouraged. To submit comments or for more information about the Santa Barbara County Association of Governments, contact:

Public Information/Government Affairs Coordinator  
Santa Barbara County Association of Governments  
260 North San Antonio Rd., Suite B  
Santa Barbara, CA  93110  
Phone: (805) 961-8900  
e-mail: info@sbcag.org
## Appendix A: Summary Schedule of Public Notices & Public Hearings

<table>
<thead>
<tr>
<th>Document</th>
<th>Updated</th>
<th>Last Updated</th>
<th>Notice prior to Board Meeting</th>
<th>Website Posting</th>
<th>Newspaper Legal advertisement</th>
<th>Public Hearing</th>
</tr>
</thead>
<tbody>
<tr>
<td>Disadvantaged Business Enterprise (DBE)</td>
<td>Annually</td>
<td>2015</td>
<td>NA</td>
<td>Yes</td>
<td>No</td>
<td>No</td>
</tr>
<tr>
<td>RTIP</td>
<td>Every 2 Years</td>
<td>2013</td>
<td>30 days</td>
<td>Yes</td>
<td>No</td>
<td>As applicable</td>
</tr>
<tr>
<td>FTIP</td>
<td>Every 2 Years</td>
<td>2014</td>
<td>30 days</td>
<td>Yes</td>
<td>No</td>
<td>As applicable</td>
</tr>
<tr>
<td>RTP-EIR</td>
<td>Every 4 Years</td>
<td>2013</td>
<td>55 days</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
</tr>
<tr>
<td>Unmet Transit Needs</td>
<td>Annually</td>
<td>2015</td>
<td>30 days</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
</tr>
<tr>
<td>FTA 5310 Funding</td>
<td>Every 2 years</td>
<td>2014</td>
<td>NA</td>
<td>Yes</td>
<td>No</td>
<td>No</td>
</tr>
<tr>
<td>Public Participation Plan</td>
<td>Every 5 Years</td>
<td>2007</td>
<td>45 days</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
</tr>
</tbody>
</table>
Appendix B:  ENVIRONMENTAL JUSTICE RESOURCE LISTING

Santa Ynez Band of Chumash Indians
P.O. Box 517
Santa Ynez, CA 93460

Environmental Defense Center
906 Garden Street, Suite 2
Santa Barbara, CA 93101

United Way of Santa Barbara County
320 E. Gutierrez St.
Santa Barbara, CA 93101

La Casa De La Raza
601 E. Montecito Street
Santa Barbara, CA 93101

CAUSE (Central Coast Alliance United for A Sustainable Economy)
601 E. Montecito St.
Santa Barbara, CA 93101

League of Women Voters
328 E Carrillo St # A
Santa Barbara, CA 93101

Independent Living Resource Center
423 W Victoria St.
Santa Barbara, CA 93101

Central Coast Commission for Senior Citizens/ Area Agency on Aging
528 South Broadway
Santa Maria, CA 93454

NAACP
185 Oakmont Ave.
Lompoc, CA 93436

Just Communities
1528 Chapala St., Suite 308
Santa Barbara, CA 93101
Appendix C: RESOURCE AGENCIES LISTING

California Coastal Commission
Central Coast District Office
725 Front Street, Suite 300
Santa Cruz, CA 95060

California Dept. of Fish & Game
South Coast Region
3883 Ruffin Rd.
San Diego, CA 92123

California Coastal Conservancy
13th Floor, 1330 Broadway
Oakland, CA 94672

California Coastal Commission
89 S. California Street, Suite 200
Ventura, CA 93001-2801

California State Parks
Channel Coast District
911 San Pedro Street
Ventura, CA 93001

Los Padres National Forest
Supervisors Office
6755 Hollister Av., Suite 150
Goleta, CA 93117

Los Padres National Forest
Santa Lucia Ranger District
1616 Carlotti Dr.
Santa Maria, CA 93454

Los Padres National Forest
Santa Barbara Ranger District
3505 Paradise Road
Santa Barbara, CA 93105

NOAA Fisheries
501 Ocean Bl., Suite B
Long Beach, CA 90802-4213

Central Coast RWQCB
895 Aerovista Place, Suite 101
San Luis Obispo, CA 93401

USFWS
2493 Portola Road
Ventura, CA 93003

Land Trust for Santa Barbara County
P.O. Box 91830
Santa Barbara, CA 93190

U.S. Army Corps of Engineers
915 Wilshire Blvd.
Los Angeles, CA 90017

County of Santa Barbara
Planning & Development Dept.
123 E. Anapamu Street
Santa Barbara, CA 93101

City of Carpinteria
5775 Carpinteria Av.
Carpinteria, CA 93013

City of Santa Barbara
735 Anacapa St.
Santa Barbara, CA 93101

City of Goleta
130 Cremona Dr., Suite B
Goleta, CA 93117

City of Solvang
1644 Oak Street
Solvang, CA 93463
City of Buellton
107 West Highway 246
Buellton, CA 93427

City of Guadalupe
918 Obispo Street
Guadalupe, CA 93434

Santa Barbara County
Air Pollution Control District
260 N. San Antonio Rd.
Santa Barbara, CA 93110

City of Lompoc
100 Civic Center Plaza
Lompoc, CA 93436

City of Santa Maria
110 East Cook Street
Santa Maria, CA 93454

Santa Barbara County Air Pollution Control District
260 N. San Antonio Rd.
Santa Barbara, CA 93110
Appendix D: PUBLIC PARTICIPATION PROCESS

The draft plan was available for public review from May 16, 2015 to August 20, 2015. The deadline for receiving written comments on the plan was July 7, 2015. A minimum public comment period of 45 calendar days is required before the revised participation plan is adopted by the MPO. The May 16 – July 7th circulation period is 53 days and exceeds the minimum required circulation period. The document was available to the public for a total of ninety seven days from the date the plan was posted on the SBCAG website until its approval by the SBCAG Board. In addition, public comments have been accepted during the formal public review period at the SBCTAC, TTAC and TPAC meetings, the SBCAG Board hearings on June 18th, July 16th and when the Board adopted the plan on August 20, 2015.

Display advertisements noticing the public availability of the Draft Public Participation Plan were run in newspapers in Santa Barbara, Santa Maria, Lompoc, and the Santa Ynez Valley during the week of May 24th. In addition, press releases were sent to regional media and e-mail notices were sent to SBCAG’s e-mail list to announce the start of the Public Participation Plan Update process. Notice of the availability of the Draft Plan for public comment were posted on the SBCAG website continuously from May 21 through the August 20, 2015 SBCAG Board adoption.

SBCAG’s Advisory Committees (SBCTAC< TTAC & TPAC) reviewed the document and offered suggested changes. The Draft Public Participation Plan was sent to SBCAG’s Environmental Justice and Resource Agency List with a letter requesting comments on the Draft Plan by July 7, 2015.

SBCAG staff also solicited comments on the draft plan from members of the public, local agencies, FTA/FHWA, Caltrans, TTAC, TPAC, SBCTAC and the SBCAG Board. The plan was amended to address the comments received.
Appendix E: COMMENTS ON PLAN

This section will include summaries of the comments received on SBCAG’s Draft Public Participation Plan and the suggestions will be addressed in the document on the noted pages.

The Santa Barbara County Air Pollution Control District (SBCAPCD) requested the agency be added to the Public Participation Plan’s List of Resource Agencies on page 19. The SBCAPCD has been added to the list.

The Santa Barbara County Transit Advisory Committee requested additional background information about SBCAG and its roles and responsibilities be added at the beginning of the document. This text has been added to page 1.
APPENDIX 7

STANDARD DOT TITLE VI ASSURANCES
STANDARD DOT TITLE VI ASSURANCES

Santa Barbara County Association of Governments (hereinafter referred to as the Sponsor) hereby agrees that as a condition to receiving Federal financial assistance from the Department of Transportation (DOT), it will comply with Title VI of the Civil Rights Act of 1964 (42 U.S.C. 2000d et seq.) and all requirements imposed by 49 CFR Part 21, - Nondiscrimination in Federally Assisted Programs of the Department of Transportation -- Effectuation of Title VI of the Civil Rights Act of 1964 (hereinafter referred to as the “Regulations”) to the end that no person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity for which the applicant receives Federal financial assistance and will immediately take any measures necessary to effectuate this agreement. Without limiting the above general assurance, the sponsor agrees concerning this grant that:

1. Each “program” and “facility” (as defined in Sections 21.23(e) and 21.23 (b)) will be conducted or operated in compliance with all requirements of the Regulations.

2. It will insert the clauses of Attachment 1 of this assurance in every contract subject to the Act and the Regulations.

3. Where Federal financial assistance is received to construct a facility, or part of a facility, the assurance shall extend to the entire facility and facilities operated in connection therewith.

4. Where Federal financial assistance is in the form or for the acquisition of real property or an interest in real property, the assurance shall extend to rights to space on, over, or under such property.

5. It will include the appropriate clauses set forth in Attachment 2 of this assurance, as a covenant running with the land, in any future deeds, leases, permits, licenses, and similar agreements entered into by the sponsor with other parties:

   (a) for the subsequent transfer of real property acquired or improved with Federal financial assistance under this Project; and

   (b) for the construction or use of or access to space on, over, or under real property acquired or improved with Federal financial assistance under this Project.

6. This assurance obligates the Sponsor for the period during which Federal financial assistance is extended to the program, except where the Federal financial assistance is to provide, or is in the form of personal property or real property or interest therein or structures or improvements thereon, in which case the assurance obligates the sponsor or any transferee for the longer of the following periods:

   (a) the period during which the property is used for a purpose for which Federal financial assistance is extended, or for another purpose involving the provision of similar services or benefits,
(b) the period during which the sponsor retains ownership or possession of the property.

7. It will provide for such methods of administration for the program as are found by the Secretary of Transportation or the official to whom he delegates specific authority to give reasonable guarantee that it, other sponsors, subgrantees, contractors, subcontractors, transferees, successors in interest, and other participants or Federal financial assistance under such program will comply with all requirements imposed or pursuant to the Act, the Regulations, and this assurance.

8. It agrees that the United States has a right to seek judicial enforcement with regard to any matter arising under the Act, the Regulations, and this assurance.

THIS ASSURANCE is given in consideration of and for the purpose of obtaining Federal financial assistance for this Project and is binding on its contractors, the sponsor, subcontractors, transferees, successors in interest and other participants in the Project. The person or persons whose signatures appear below are authorized to sign this assurance on behalf of the Sponsor.

DATED____________________________

Santa Barbara County Association of Governments
________________________________________
(Sponsor)

By____________________________
(Signature of Authorized Official)
CONTRACTOR CONTRACTUAL REQUIREMENTS

ATTACHMENT 1

During the performance of this contract, the contractor, for itself, its assignees and successors in interest (hereinafter referred to as the "contractor") agrees as follows:

1. **Compliance with Regulations.** The contractor shall comply with the Regulations relative to nondiscrimination in federally assisted programs of the Department of Transportation (hereinafter, "DOT") Title 49, Code of Federal Regulations, Part 21, as they may be amended from time to time (hereinafter referred to as the Regulations), which are herein incorporated by reference and made a part of this contract.

2. **Nondiscrimination.** The contractor, with regard to the work performed by it during the contract, shall not discriminate on the grounds of race, color, or national origin in the selection and retention of subcontractors, including procurements of materials and leases of equipment. The contractor shall not participate either directly or indirectly in the discrimination prohibited by section 21.5 of the Regulations, including employment practices when the contract covers a program set forth in Appendix B of the Regulations.

3. **Solicitations for Subcontracts, Including Procurements of Materials and Equipment.** In all solicitations either by competitive bidding or negotiation made by the contractor for work to be performed under a subcontract, including procurements of materials or leases of equipment, each potential subcontractor or supplier shall be notified by the contractor of the contractor's obligations under this contract and the Regulations relative to nondiscrimination on the grounds of race, color, or national origin.

4. **Information and Reports.** The contractor shall provide all information and reports required by the Regulations or directives issued pursuant thereto and shall permit access to its books, records, accounts, other sources of information, and its facilities as may be determined by the Sponsor or the Federal Aviation Administration (FAA) to be pertinent to ascertain compliance with such Regulations, orders, and instructions. Where any information required of a contractor is in the exclusive possession of another who fails or refuses to furnish this information, the contractor shall so certify to the sponsor or the FAA, as appropriate, and shall set forth what efforts it has made to obtain the information.

5. **Sanctions for Noncompliance.** In the event of the contractor's noncompliance with the nondiscrimination provisions of this contract, the sponsor shall impose such contract sanctions as it or the FAA may determine to be appropriate, including, but not limited to:

   a. Withholding of payments to the contractor under the contract until the contractor complies, and/or

   b. Cancellation, termination, or suspension of the contract, in whole or in part.

6. **Incorporation of Provisions.** The contractor shall include the provisions of paragraphs 1 through 5 in every subcontract, including procurements of materials and leases of equipment, unless exempt by the Regulations or directives issued Pursuant thereto. The contractor shall take such action with respect to any subcontract or procurement as the sponsor or the FAA may direct as a means of enforcing such provisions including sanctions for noncompliance. Provided, however, that in the event a contractor becomes involved in, or is threatened with, litigation with a subcontractor or supplier as a result of such direction, the contractor may request the Sponsor to enter into such litigation to protect the interests of the sponsor and, in addition, the contractor may request the United States to enter into such litigation to protect the interests of the United States.
CLAUSES FOR DEEDS, LICENSES, LEASES, PERMITS OR SIMILAR INSTRUMENTS

ATTACHMENT 2

The following clauses shall be included in deeds, licenses, leases, permits, or similar instruments entered into by the Sponsor pursuant to the provisions of Assurances 5(a) and 5(b).

1. The (grantee, licensee, lessee, permittee, etc., as appropriate) for himself, his heirs, personal representatives, successors in interest, and assigns, as a part of the consideration hereof, does hereby covenant and agree (in the case of deeds and leases add "as a covenant running with the land") that in the event facilities are constructed, maintained, or otherwise operated on the said property described in this (deed, license, lease, permit, etc.) for a purpose for which a DOT program or activity is extended or for another purpose involving the provision of similar services or benefits, the (grantee, licensee, lessee, permittee, etc.) shall maintain and operate such facilities and services in compliance with all other requirements imposed pursuant to 49 CFR Part 21, Nondiscrimination in Federally Assisted Programs of the Department of Transportation, and as said Regulations may be amended.

2. The (grantee, licensee, lessee, permittee, etc., as appropriate) for himself, his personal representatives, successors in interest, and assigns, as a part of the consideration hereof, does hereby covenant and agree (in the case of deeds and leases add "as a covenant running with the land") that: (1) no person on the grounds of race, color, or national origin shall be excluded from participation in, denied the benefits of, or be otherwise subjected to discrimination in the use of said facilities, (2) that in the construction of any improvements on, over, or under such land and the furnishing of services thereon, no person on the grounds of race, color, or national origin shall be excluded from participation in, denied the benefits of, or otherwise be subjected to discrimination, (3) that the (grantee, licensee, lessee, permittee, etc.) shall use the premises in compliance with all other requirements imposed by or pursuant to 49 CFR Part 21, Nondiscrimination in Federally Assisted Programs of the Department of Transportation, and as said Regulations may be amended.
APPENDIX 8

SBCAG BOARD RESOLUTION

TO BE ATTACHED WHEN APPROVED