Transit Needs Assessment 2019

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# 2019 Membership Roster

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<td>DAS WILLIAMS</td>
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<td>SANTA MARIA</td>
<td>ALICE PATINO (Chair)</td>
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<td>RYAN TOUSSAINT</td>
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**EX-OFFICIO (NON-VOTING) MEMBERS**

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<td>TIM GUBBINS</td>
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<td>19&lt;sup&gt;th&lt;/sup&gt; SENATE DISTRICT</td>
<td>HANNAH BETH JACKSON</td>
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<td>JORDAN CUNNINGHAM</td>
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<td>35&lt;sup&gt;th&lt;/sup&gt; ASSEMBLY DISTRICT</td>
<td>MONIQUE LIMON</td>
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### Representative of:

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<th>Local Service Providers</th>
<th>Voting Member</th>
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| Local Social Service Providers for Persons with Disabilities | Bleavins, Polly  
Children and Families Commission (NC) |
| Local CTSA - Easy Lift | Paredes, Ernesto (SC) |
| Local Social Service Providers for Persons of Limited Means | Diaz, Lee (NC) |
| Potential Transit Users Who is 60 Years of Age or Older | Fisher, Sherrie (SC) |
| Agricultural Workers | Keller, Fred (NC) |
| Transit Users from Southern Santa Barbara County | Kraus, Howard (SC) |
| Local Social Service Providers for Seniors | Löwen, Petra  
Independent Living Resource Center (SC) |
| City of Lompoc Transit (COLT) | Fernbaugh, Richard (NC) |
| Santa Barbara Metropolitan Transit District (MTD) | Blackerby, Hillary (SC) |
| Local Social Service Providers for Seniors  
Community Partners in Caring | Contreras, Vilma (NC) |
| Local CTSA - SMOOTH | Simas, Fil (NC) |
| County Transit | Dobberteen, Matt (NC) |
| Potential Transit Users Who Has a Disability | Stotts, Barry (NC) |
| Local Social Service Providers for Persons with Disabilities | vacant (SC) |
| Guadalupe Transit | Talbott, Jim (NC) |
| Santa Ynez Valley Transit (SYVT) | van der Linden, Matt (NC) |
| Santa Maria Area Transit (SMAT) | Valdez, Eustaquio (NC) |
| Transit Users from Northern Santa Barbara County | Zoost, Ed (NC) |
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EXECUTIVE SUMMARY

The California Transportation Development Act (TDA) provides two major sources of annual funding for public transportation—the Local Transportation Fund (LTF) and the State Transit Assistance fund (STA). SBCAG, as the Regional Transportation Planning Agency (RTPA) for Santa Barbara County, administers TDA funding within the region. Transit is the priority use for these funds. If a claimant requests TDA funds for non-transit (i.e., streets and roads) purposes, SBCAG must first determine whether or not there are “unmet transit needs” that are “reasonable to meet” within the claimant’s jurisdiction.

By regulation, SBCAG must consult with the Social Services Transportation Advisory Council (SSTAC). The Santa Barbara County Transit Advisory Committee (SBCTAC) is SBCAG’s SSTAC. SBCAG consulted with SBCTAC regarding outreach efforts, public outreach materials, and public input received. During the December meeting, SBCAG presented to the committee a summary of the feedback received from the public. The summary included comments from the SBCAG-led public hearing in the city of Santa Barbara, input received from SMAT and COLT unmet needs workshops, and comments received by other means, such as email, phone, or mail.

SBCAG must also perform an assessment of the size and location of identifiable groups likely to be transit-dependent or transit-disadvantaged in Santa Barbara County. The young, the elderly, and persons of limited means are more likely than the general population to be transit-dependent. The assessment found that, with the exception of the elderly population groups, transit-dependent populations (such as college-age students, households with no access to a vehicle, people with a disability, and low-income individuals) tend to be concentrated within the same areas throughout the region (such as Isla Vista, downtown Santa Barbara, central Lompoc, and downtown Santa Maria). Elderly populations tend to be more distributed throughout the region.

SBCAG must also analyze existing transportation services. There are a variety of fixed route, demand response, commuter, intercity, and specialized services providing transportation in every region in the County. Despite declining ridership over the last several years, transit operators in Santa Barbara County continually evaluate, expand, and improve service to meet the demands of the population.

SBCAG conducted four public hearings in three locations to identify demand for new and expanded transit service. SBCAG also accepted public input through transit agency workshops, e-mail, mail, and telephone.

Comments were screened using the Board-adopted definition of “unmet transit need”. These requests for new or expanded transit service were then screened through the criteria for “reasonable to meet”.

For the 2019/20 cycle, SBCAG finds that there are no unmet transit needs that are reasonable to meet, per the SBCAG-adopted definition of unmet transit needs and the reasonable to meet criteria. With this finding, all jurisdictions receiving TDA funds, may use FY 2019-20 TDA funds for non-transit purposes as requested. This finding, however, does not preclude agencies from voluntarily coordinating to fulfill any of the other requests for new or expanded service. If implemented voluntarily, the requests can provide direction for improving transit service in Santa Barbara County.
CHAPTER 1. INTRODUCTION

The California Transportation Development Act (TDA) provides two major sources of annual funding for public transportation—the Local Transportation Fund (LTF) and the State Transit Assistance fund (STA). The Santa Barbara County Association of Governments (SBCAG), as the Regional Transportation Planning Agency (RTPA) for Santa Barbara County established by California Public Utilities Code Section 99401, administers the TDA within the region, allocating TDA funds to eligible claimants (the cities, the County, and transit operators) within its jurisdiction.

Transit is the priority use for TDA funds. TDA STA funds may only be used for transit. TDA LTF funds may be used, under TDA Article 8, for transit services, streets and roads, or pedestrian and bicycle projects; however, LTF funds may be used for streets and roads purposes only if there are no unmet transit needs that are “reasonable to meet” in the jurisdiction of the claimant proposing to use TDA LTF funds for streets and roads purposes.

If a claimant requests to use LTF funds for streets and roads purposes, SBCAG must first determine whether or not there are unmet needs that are reasonable to meet within the claimant’s jurisdiction. To make this determination, SBCAG must perform an assessment of regional transit needs. The assessment, as designated by the California Public Utilities Code (PUC) Section 99401.5, requires SBCAG to:

- Consult with the Social Services Transportation Advisory Council (SSTAC) established pursuant to PUC Section 99238. Santa Barbara County’s SSTAC is the Santa Barbara County Transit Advisory Committee (SBCTAC).

- Identify the transit needs of the jurisdiction(s) that have been considered as part of the transportation planning process, including the following:
  - An assessment of the size and location of identifiable groups likely to be transit-dependent or transit-disadvantaged, including but not limited to young adults, the elderly, the disabled, including individuals eligible for paratransit and other special transportation services.
  - An analysis of the adequacy of existing public transportation and specialized transportation services, including privately and publicly provided services, to implement the plan to meet identified transit demand.
  - An analysis of potential alternative public transportation and specialized transportation services and service improvements that would meet all or part of the transit demand.

- Identify the unmet transit needs of the jurisdiction and those needs that are reasonable to meet.
  - Conduct at least one public hearing for the purpose of soliciting comments on unmet transit needs that may exist within the jurisdiction and that might be reasonable to meet by establishing or contracting for new public transportation or specialized transportation services or by expanding existing services.

- Adopt by resolution a finding for the jurisdiction after consideration of all available information that:
  - There are no unmet transit needs,
  - There are no unmet transit needs that are reasonable to meet, or
  - There are unmet transit needs, including needs that are reasonable to meet.
If SBCAG adopts a finding that there are unmet transit needs that are reasonable to meet within a jurisdiction requesting LTF funds for non-transit purposes, the unmet transit needs shall be funded before allocating any funds for streets and roads purposes within that jurisdiction. Only upon adoption of a finding that there are “no unmet transit needs” or that there are “no unmet transit needs that are reasonable to meet” may SBCAG allocate funds for streets and roads purposes.

The figure below illustrates the transit needs assessment process.

Figure 1: Transit Needs Assessment Flowchart

- Is the agency using all TDA funds for transit?
  - Yes: Allocate funds for transit purposes.
  - No: Are there any unmet transit needs?
    - Yes: Allocate funds for transit and non-transit purposes.
    - No: Are the needs reasonable to meet?
      - Yes: Allocate funds for transit purposes - to meet the needs.
      - No: Allocate funds for transit and non-transit purposes.

CHAPTER 2. CONSULTATION

Consult with the Social Services Transportation Advisory Council (SSTAC) established pursuant to PUC §99238. Santa Barbara County’s SSTAC is the Santa Barbara County Transit Advisory Committee (SBCTAC).

The first step in the Transit Needs Assessment process is to consult with the SSTAC, which, for SBCAG, is the Santa Barbara County Transit Advisory Committee (SBCTAC). This chapter describes SBCAG’s consultation with SBCTAC. It also explains SBCAG’s other consultation efforts (The public hearings and other public outreach efforts are discussed in Chapter 3).

SBCTAC was established as Santa Barbara County’s SSTAC in 2002 in accordance with PUC Section 99238.1 SBCTAC is composed of transit users, representatives from fixed route transit and paratransit agencies, and representatives from social service agencies that serve seniors, persons with disabilities, and persons of limited means. SBCTAC meets monthly, as needed, to identify and discuss issues regarding transit needs, and to review and recommend actions to SBCAG as the RTPA. SBCTAC advises SBCAG on the annual transit needs assessment and other major transit issues, including the coordination and consolidation of specialized transportation services.

SBCTAC met to discuss the 2019 Transit Needs Assessment process on September 5, 2018. SBCTAC discussed options for and provided direction on the public outreach strategy. The committee received a report on plans for local agency transit workshops, evening hearings, and other public input gathering. The committee also approved the type, design, and distribution of public outreach materials (Appendix A).

SBCTAC received a presentation on December 5, 2018, with SBCAG staff sharing the public input received during the Unmet Transit Needs public hearings and public comment period. SBCTAC also discussed next steps in the Transit Needs Assessment process. On February 6, 2019, SBCTAC received a presentation on the results of the findings.

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1 PUC §99238 states, “Each transportation planning agency shall provide for the establishment of a social services transportation advisory council for each county, or counties operating under a joint powers agreement, which is not subject to the apportionment restriction established in Section 99232.” Committee members must include representation from potential transit users who are 60 years of age or older; potential transit users who have disabilities; social service providers for seniors, persons with disabilities, and people of low income; and, if applicable, social service transportation providers for seniors and persons with disabilities, and the local consolidated transportation service agency (CTSA).
CHAPTER 3. ASSESSMENT OF POPULATION CHARACTERISTICS

Identify the transit needs of the jurisdiction(s) that have been considered as part of the transportation planning process, including:

- An assessment of the size and location of identifiable groups likely to be transit-dependent or transit-disadvantaged, including but not limited to the elderly, the disabled, including individuals eligible for paratransit and other special transportation services, and persons of limited means.

This chapter provides an existing-condition assessment of the population of Santa Barbara County by identifying and locating groups likely to be transit-dependent or transit-disadvantaged. Being transit-dependent means having to rely on transit services instead of an automobile to meet one's travel needs. Transit-dependent persons generally either do not have access to a vehicle or are unable to operate a vehicle. The elderly and low-income individuals are more likely than the general population to be transit-dependent.

POPULATION DENSITY

The distribution and density of the region’s population is among the most important factors influencing the viability of transit service because transit trips require connecting to/from the bus on at least one end of the trip. Higher density communities have more people within a shorter distance of common corridors that might support transit. Together with employment density, population density will determine the success of transit more than any other factor. Data from the 2010 U.S. Census has been mapped at the census tract level to illustrate the population distribution throughout Santa Barbara County (Figures 2 - 4). Key population density findings include:

- Areas of high population density include east Isla Vista, Cottage Hospital/Downtown, Westside and Eastside/Milpas areas of Santa Barbara, areas of downtown Lompoc, and the western side of Santa Maria.
- Areas of moderate population density include Old Town Goleta, west Isla Vista, Carpinteria, the Upper East Side, San Roque, and Waterfront areas of Santa Barbara, central Lompoc, Orcutt, and the downtown and northern Santa Maria.
Figure 2: Population Density - South Coast
Figure 3 - Population Density - Lompoc and Santa Ynez Valley

Figure 4: Population Density - Santa Maria Valley
INDIVIDUALS without access to a vehicle represent a particularly strong market for transit. Identifying households without a vehicle helps in identifying areas that are likely to have a significant number of transit-dependent riders. Data from the U.S. Census’ American Community Survey 5-Year Estimates 2012-2016 was used to identify households without a vehicle. Figures 5 - 7 display the percentage of zero-vehicle households at the census tract level. Locations with the highest concentrations of zero-vehicle households include Isla Vista, Downtown, Hitchcock, and Samarkand areas of Santa Barbara, northwest and southeast Lompoc, and downtown Santa Maria.
Figure 5: Zero Vehicle Households - South Coast
Figure 6: Zero Vehicle Households - Lompoc and Santa Ynez Valley

Figure 7: Zero Vehicle Households - Santa Maria Valley
Older adults (for purposes of the Transit Needs Assessment, those 75 years and older) are more likely to use transit than the general population because they are more likely to have chosen to stop driving or can no longer drive. Data from the U.S. Census ACS 2012-2016 was used to map the distribution of individuals aged 75 and older. Figures 8 - 10 show the percentage of the population 75 years and older by census tract throughout Santa Barbara County. Key findings are as follows:

- High concentrations of older adults reside in Montecito, and the Samarkand, Hidden Valley, and Hope Ranch areas of Santa Barbara.
- Moderate concentrations exist in neighborhoods elsewhere in the region but are less contiguous.

The young adult population (students and non-students) are a growing transit market as attitudes towards taking transit change and fewer young adults own a vehicle. Data from the U.S. Census ACS 2012-2016 was used to map the percentage of individuals aged 18 to 24 (young adults) by census tract. Figures 11 - 13 show the geographic distribution of young adults throughout Santa Barbara County. A number of findings are apparent:

- High concentrations of college age residents can be found surrounding the UC Santa Barbara, Santa Barbara City College, and Westmont College campuses on the South Coast, as well as the Eastside of Santa Barbara.
- Young adults are more dispersed in the North County with the exception of Vandenberg Air Force Base.
- Vandenberg Air Force Base has a high concentration of young adults.
Figure 8: Older Adults (Age 75 and Over) - South Coast
Figure 9: Older Adults (Age 75 and Over) - Lompoc and Santa Ynez Valley

Figure 10: Older Adults (Age 75 and Over) - Santa Maria Valley
Figure 11: Young Adults (Ages 18 to 24) - South Coast
Figure 12: Young Adults (Ages 18 to 24) - Lompoc and Santa Ynez Valley

Figure 13: Young Adults (Ages 18 to 24) - Santa Maria Valley
TRANSPORT DEPENDENCY INDICATOR: LOW INCOME

Low-income individuals are more likely than the general population to be transit-dependent. Data from the U.S. Census ACS 2012-2016 was used to map individuals of low income, measured by the percentage of people whose income in the past 12 months is below the poverty line. The data is mapped at the census tract level and displayed in Figures 14 - 16.

Communities with higher concentrations of low-income individuals are located in Isla Vista, Lompoc, Santa Maria, and Downtown and Eastside Santa Barbara.
Figure 14: Low-Income Communities - South Coast
Figure 15: Low-Income Communities - Lompoc and Santa Ynez Valley

Figure 16: Low-Income Communities - Santa Maria Valley
TRANSPORT DEPENDENCY INDICATOR: INDIVIDUALS WITH A DISABILITY

Individuals with a disability are more likely than the general population to be transit-dependent. However, given the wide-range of disability classifications, people with a disability are certainly capable of owning and operating a vehicle. Data from the U.S. Census ACS 2012-2016 was used to map the distribution of disabled people throughout Santa Barbara County. The data is measured at the census tract level and displayed in Figures 17-19.

Communities with higher concentrations of disabled people are generally located around urban areas of Santa Barbara, Goleta, Isla Vista, and Carpinteria. Vandenberg Village has a larger number of disabled population relative to other places in the county. In North County, southern Santa Maria and the area to the northwest of Santa Maria have higher concentrations of disabled people. Disabled people are likely concentrated in and around urban areas due to the provision of disability services in those areas.

2 The Census Bureau collects data on disability primarily through the American Community Survey (ACS) and the Survey of Income and Program Participation (SIPP). The definitions of disability are not always alike so caution should be taken when making comparisons across surveys. Generally, the SIPP estimates of disability prevalence are broader and encompass a greater number of activities on which disability status is assessed.

Source: https://www.census.gov/topics/health/disability/about.html
Figure 17: Disabled Population - South Coast
Figure 18: Disabled Population - Lompoc and Santa Ynez Valley

Figure 19: Disabled Population - Santa Maria Valley
In conclusion, this assessment found that, with the exception of the County’s elderly and disabled populations, transit-dependent populations (such as college-age students, households with no access to a vehicle, and low-income individuals) tend to be concentrated within the same areas throughout the region (Isla Vista, downtown Santa Barbara, central Lompoc, and downtown Santa Maria). Elderly populations tend to be more dispersed and less contiguous throughout the region. Disabled populations tend to be more concentrated near urban areas. As shown in the figures, all of the areas in which transit-dependent populations are located have access to transit.
CHAPTER 4. TRANSPORTATION SERVICES

Identify the transit needs of the jurisdiction(s) that have been considered as part of the transportation planning process, including:

- An analysis of the adequacy of existing public transportation and specialized transportation services, including privately and publicly provided services, to implement the plan to meet identified transit demand

The next step in the Transit Needs Assessment process, described in this chapter, is to identify Santa Barbara County’s existing public transportation and specialized transportation services, including privately and publicly provided services. The transportation services in Santa Barbara County that serve transit-dependent individuals and others include fixed route and demand response service, commuter service, intercity service via Amtrak and Greyhound, and specialized transportation service. This chapter also analyzes the adequacy of these services to meet the transit demand identified in the previous chapter.

DESCRIPTION OF TRANSIT PROVIDERS

MTD (Santa Barbara Metropolitan Transit District)

MTD, the largest transit service provider in Santa Barbara County, provides fixed route local service within the South Coast area of Santa Barbara County seven days a week. It serves approximately 52 square miles, between the Ventura County border to the east and Winchester Canyon at the western edge of Goleta. It encompasses the communities of Santa Barbara, Goleta, Carpinteria, Montecito, Summerland, and Isla Vista, and serves nearly 800 bus stops. Service on MTD’s 51 transit routes (28 regular routes and 23 school boosters) begins as early as 5:30 AM and runs as late as midnight. Americans with Disabilities Act paratransit service is provided by Easy Lift Transportation under a Memorandum of Understanding.

SMAT (Santa Maria Area Transit)

SMAT, the largest transit service provider in North Santa Barbara County, provides fixed route and demand response service Monday through Friday from 5:30 AM to 10:30 PM, Saturday from 7:30 AM to 7:10 PM, and Sunday from 7:30 AM to 7:10 PM. It operates 8 routes, serving Santa Maria, Orcutt, and Tanglewood.

Santa Maria also operates the Breeze bus, which serves Santa Maria, Orcutt, Vandenberg Air Force Base (VAFB), Vandenberg Village, Lompoc, Los Alamos, and Santa Ynez from 5:45 AM to 6:30 PM Monday through Friday. A pilot service to Los Alamos, Buellton, and Solvang was put into service in January 2013, the Breeze 200. The Breeze 200 runs three times a day in the morning, mid-day, and evening. In FY 16/17, Saturday service was implemented but was cancelled due to poor performance.

COLT (City of Lompoc Transit)

COLT provides fixed-route and demand response service within Lompoc, Mission Hills, and Vandenberg Village from 6:30 AM to 7:00 PM Monday through Friday, and 9:00 AM to 5:00 PM on Saturdays. COLT also
operates a shuttle to Santa Barbara, via Buellton, on Tuesdays and Thursdays. The shuttle makes one round trip per day, leaving Lompoc at 8:30 AM and departing from Santa Barbara at 3:30 PM.

Lompoc also operates the Wine County Express, which started providing service in August 2008 to Lompoc, Buellton, and Solvang. Three round trips leave Lompoc each weekday at 7:25 AM, 1:00 PM, and 4:45 PM. The last return trip leaves Solvang at 5:25 PM. In FY 16/17 Saturday service was implemented.

**SYVT (Santa Ynez Valley Transit)**

Santa Ynez Valley Transit (SYVT) serves Buellton, Solvang, Ballard, Los Olivos, and Santa Ynez with two fixed routes and a complementary paratransit service. The service operates Monday through Saturday, 7:00 AM to 7:00 PM. SYVT also provides a general public demand-response (Dial-A-Ride) service on Sundays from 8:30 AM to 12:30 PM, and 1:00 PM to 4:00 PM.

**Guadalupe Transit**

Guadalupe Transit operates three services: the Guadalupe Flyer, the Guadalupe Shuttle, and ADA curb-to-curb service for disabled residents. The Flyer operates Monday through Friday from 6:15 AM to 7:15 PM and Saturday from 8:15 AM to 5:15 PM, providing one-hour loops between 13 stops in Guadalupe and three stops in Santa Maria. The service is ADA accessible. The Shuttle operates as a “deviated route” service within the City of Guadalupe, Monday through Friday from 10:00 AM to 4:00 PM. The service is ADA accessible. The ADA service for eligible residents with disabilities mirrors the Flyer schedule hours and is available within Guadalupe city limits and into Santa Maria. The service is ADA accessible.

**County of Santa Barbara Transit - Cuyama Transit**

Cuyama Transit provides a deviated, fixed route regional service to Cuyama Valley residents on Tuesdays and Thursdays between 8:30 AM and 4:00 PM. Cuyama Transit provides service within the Cuyama Valley in northeast Santa Barbara County, and to the Orcutt/Santa Maria region.

**Clean Air Express**

The Clean Air Express operates thirteen, weekday, round trips from North Santa Barbara County to the South Coast. Seven trips serve Lompoc, five trips serve Santa Maria, and one trip serves Solvang and Buellton, all leaving between 5:15 and 6:45 AM and returning from the South Coast in the late afternoon. The routes serve work schedules starting between 6:30 and 8:00 AM and ending between 3:30 and 5:15 PM. Primary areas of service include UCSB, the Hollister corridor in Goleta, both Cottage Hospital locations, and downtown Santa Barbara. Through the end of calendar year 2017, the service was administered by the City of Lompoc. The service is now administered by SBCAG with a financial contribution of $100,000 from the County.

**Coastal Express**

The Coastal Express service to Santa Barbara is managed and funded jointly by the Ventura County Transportation Commission (VCTC) and SBCAG, with VCTC acting as the lead agency. The Coastal Express connects the Cities of Carpinteria, Goleta, Santa Barbara, Ventura, and Oxnard with daily bi-directional service, operating 53 weekday trips between 4:30 AM and 9:45 PM, and 20 daily trips on weekends.

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3 Guadalupe does not use local funds for transit.
between 7:00 AM and 7:30 PM. Primary areas of service include UCSB, the Hollister corridor in Goleta, both Cottage Hospital locations, downtown Santa Barbara, the hotel area along East Beach, and the corporate park and downtown areas in Carpinteria.

Coastal Express services are considered in the Ventura County Unmet Transit Needs process. If SBCAG receives comments related to the Coastal Express service, the comments are forwarded to the Ventura County Transportation Commission.

**SLORTA (San Luis Obispo Regional Transit Authority) Route 10**

SLORTA Route 10 connects Santa Maria with stops throughout San Luis Obispo County. It operates Monday through Friday from 5:45 AM to 9:45 PM, Saturday from 7:15 AM to 8:45 PM, and Sunday from 8:15 AM to 6:45 PM. In Santa Maria, it serves the SMAT Transit Center, the Amtrak station, the Greyhound station, Allan Hancock College, and Marian Medical Center. It also serves Cal Poly (California Polytechnic State University) in San Luis Obispo.

SLORTA services are considered in the San Luis Obispo County Unmet Transit Needs process. If SBCAG receives comments related to the SLORTA service, the comments are forwarded to the San Luis Obispo Council of Governments.

**Easy Lift**

Easy Lift Transportation is the designated Coordinated Transportation Service Agency (CTSA) on the Santa Barbara South Coast. Easy Lift Transportation provides wheelchair-accessible transportation for senior citizens and people with disabilities. Easy Lift’s service area includes all of south Santa Barbara County. Easy Lift is the only public dial-a-ride service in south Santa Barbara County for South County residents who have a physical or cognitive impairment that excludes them from using fixed route transit (on MTD). Easy Lift provides service Monday through Friday from 5:25 AM to midnight, Saturday from 6:00 AM to 11:20 PM, and Sunday from 6:20 AM to 10:45 PM.

**SMOOTH**

Santa Maria Organization of Transportation Helpers (SMOOTH) provides transportation in Northern Santa Barbara County and operates as a private nonprofit 503(c)(3) corporation governed by a volunteer Board of Directors. SMOOTH’s mission is to serve seniors, people with disabilities, and low-income residents of the Central Coast.

SMOOTH is composed of two divisions. The first division includes Guadalupe Transit (described above) and the Santa Barbara County Health Clinic Shuttle. All transit vehicles are ADA accessible. The other division is the Consolidated Transportation Service Agency (CTSA), a Santa Barbara County Association of Governments (SBCAG) designation awarded to SMOOTH in 1999. All CTSA vehicles are ADA accessible. The CTSA service customers include the following:

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4 The Santa Barbara Health Clinic Shuttle is a regional service that picks up passengers at home in Buellton, Guadalupe, Lompoc, Santa Maria, Santa Ynez, and Solvang and takes them to medical appointments in Santa Barbara. The service is fully funded by the Santa Barbara County Public Health Department and passenger fares. The shuttle operates on Mondays, Tuesdays, and Thursdays.
• **Santa Maria City Recreation and Parks District** provides weekly transportation for developmentally disabled adults to a peer group activity center as well as transportation for four local school special education classes.

• **Senior Dial-a-Ride** is a demand response service for seniors in Santa Maria and Orcutt who do not qualify for SMAT’s ADA service or choose not to attempt to establish SMAT ADA eligibility. Service is available Monday through Friday from 9:00 AM to 4:00 PM. Two-day advance reservation is requested. The fare is $3 per one-way trip and $6 per round-trip.

• **Special Social Service and Senior Activities** provides special event shuttles at reduced or no cost to social service programs and senior centers.

• **Tri-Counties Regional Center/R&amp;D Transportation** provides service to developmentally disabled adults in Northern Santa Barbara County traveling to work training facilities, work sites, and day care facilities.

### INTERCITY TRANSPORTATION SERVICES

**Amtrak**—[www.amtrak.com](http://www.amtrak.com)

Amtrak provides passenger service in Santa Barbara County through a coordinated system of rail and bus service. Amtrak has train stations in Carpinteria, Goleta, Guadalupe, Lompoc-Surf, and Santa Barbara, and bus stops in Buellton, Lompoc, Santa Maria, and Solvang. State law requires that trips on Amtrak include at least one train segment.

**Greyhound**—[www.greyhound.com](http://www.greyhound.com)

Greyhound provides passenger bus service in Santa Barbara County with stations in Santa Barbara and Santa Maria. There are as many as 10 departures per day, dependent upon the location and destination. The Santa Barbara station is at 224 Chapala Street, next to the Amtrak train station. The Santa Maria station was recently relocated to the Santa Maria Transit Center.

### SPECIALIZED TRANSPORTATION SERVICES

**Student Transportation**

In Santa Barbara County, there are 22 public school districts with an enrollment of 67,752\(^5\) and four institutions of higher education with an enrollment of 53,991\(^6\). Transportation services for students vary according to educational institution. In general, public elementary and secondary schools provide transportation service through contract services—the “yellow school bus”—based upon established geographic boundaries. This service is supplemented by public transit in both South and North County.

Allan Hancock College is served by COLT Route 4 (Lompoc campus) and SMAT Routes 3 and 7 (Santa Maria campus). The Santa Maria campus is also served by SLORTA Route 10.

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\(^5\) Based on Santa Barbara County’s 22 school districts enrollment data for 2017-18. (source: [https://dq.cde.ca.gov/dataquest/content.asp](https://dq.cde.ca.gov/dataquest/content.asp))

\(^6\) 2018 enrollment figures for: UCSB 24,346; SBCC 17,457; Allan Hancock College 10,885; Westmont College 1,303.
Santa Barbara City College (SBCC) is served by MTD and Easy Lift. SBCC provides a night shuttle to take students, faculty, or staff to their cars between 5:45 PM and 10:15 PM. SBCC also provides a medical tram for students with limited mobility.

The University of California, Santa Barbara (UCSB) is served by MTD, Easy Lift, and commuter services including the Clean Air Express and Coastal Express. UCSB’s Transportation Alternatives Program (TAP) also coordinates carpools and vanpools—UCSB vanpools currently serve commuters from Santa Maria, Buellton, Santa Ynez, Solvang, Lompoc, Ventura, Camarillo and Thousand Oaks. In addition, Bill’s Bus (http://bills-bus.com/) links Isla Vista with downtown Santa Barbara.

Westmont College operates several fixed route shuttle services between campus and a number of locations around Santa Barbara, providing service seven days a week. Dial-A-Ride shuttle service is also available to take students to specifically requested locations between Carpinteria and UCSB, seven days a week.

**Vanpools**

Traffic Solutions, the inter-agency Transportation Demand Management program of the SBCAG, assists employers and individual commuters to form new vanpools. An incentive program is available for individuals interested in forming a vanpool - a 50% lease discount for the first month and 25% lease discount on the second month. In addition, Traffic Solutions offers SmartRide, a comprehensive online commuter match list program that allows commuters to get up-to-date information about people with similar commutes and work hours, who are interested in carpooling and vanpooling. The program generates a personalized commuter match list from which participants can send standardized or personalized emails to other carpool and vanpool commuters or find out more about bus service in their area. The SmartRide web-based service also includes the Emergency Ride Home program, a commute calendar, a commute cost calculator, as well as a host of employer tools for managing commuter benefits programs. Commuters can visit www.smartride.org or call (805) 963-SAVE to find their optimal rideshare match.

SBCAG is a participant in the CalVans program, a statewide commuter and farm worker vanpool agency formed with a joint powers agreement (JPA). The JPA is currently between the councils of governments in Fresno, Kings, Madera, Merced, Monterey, Sacramento, San Benito, Santa Barbara, Santa Cruz, Sutter, Tulare, Ventura, Yolo, and Yuba counties. CalVans provides support for the formation and operation of both commuter and farm worker vanpools to all member agency counties. CalVans offers several advantages over private vanpool companies by providing lower cost vanpools, eliminating credit requirements for vanpool coordinators, allowing for the vehicle to be returned at any time with no financial consequences, removing the 30-day lease cancelation requirements, and providing vanpools for farm workers.

**Airport Connectors**

Central Coast Shuttle Services provides one-way and round-trip transportation from Santa Maria and Buellton (and Santa Barbara and Ventura as needed) to LAX. The Santa Barbara Airbus provides shuttle service from Goleta, Santa Barbara, and Carpinteria to LAX. Roadrunner Shuttle serves all major airports.

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7 LAX = Los Angeles International Airport
and points of transportation to and from Ventura, Santa Barbara, and San Luis Obispo counties, as well as the entire Southern California region.

**Taxis**

There are dozens of taxi services through the County.

**Transportation Network Companies**

Similar to taxis, though dispatched via mobile apps and operated in personal vehicles, transportation network companies (TNCs) complement traditional taxi service. Examples include Uber and Lyft.

**Misc. Specialized Transportation**

Community Partners in Caring (CPC) offers free, volunteer-provided, door-to-door transportation to seniors in Santa Maria, Guadalupe, Lompoc, Los Alamos, Goleta, Santa Barbara, and the Santa Ynez Valley. Volunteers are trained and screened. Services are provided 24/7, dependent upon volunteer availability, to seniors who are alert and ambulatory.

In addition to the transportation provided by SMOOTH and CPC, various non-profit social service agencies provide transportation services for their clients. SBCAG, in coordination with SBCTAC, completed a survey of all social service agencies in the Community Resources Directory, or CRIS Directory, in November 2006. 79 of 1,200 agencies responded; more than half of the respondents indicated they provide transportation services. Eleven agencies indicated that a CTSA (Easy Lift or SMOOTH) provided transportation services to their clients.

**ADEQUACY OF TRANSPORTATION SERVICES**

Transportation service is available in every region of Santa Barbara County, including even the remote Cuyama Valley. Service is provided not only within each urbanized area, but also between urbanized areas. Passengers can get from essentially any area of the County to any other area using public transit. They can also travel into the neighboring counties of Ventura and San Luis Obispo. Service is also available for those who are unable to ride traditional fixed-route transit.

Although adequate transit service is available for the residents of Santa Barbara County, there is always room for improvement. Service may not be available at all times or on all days. Travel between some areas may require the use of several different services. The next chapter describes some of the improvements service providers have made to address transit demand.

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This chapter analyzes the potential of alternative public transportation and specialized transportation services and service improvements to meet all or part of the transit demand.

Transportation service providers, as well as SBCAG and SBCTAC, continually evaluate changing transit demand. In addition to information gathered during the Transit Needs Assessment, transit agencies hold public workshops and update Short Range Transit Plans, and SBCAG develops a coordinated public transit-human services transportation plan (*Transportation Connections*) and published the *North County Transit Plan* in 2016. Over the years, these efforts have generated several requests for service expansions and improvements. Transit providers fulfilled some of these requests because they were found to be unmet needs reasonable to meet, while in other cases they made improvements even when the requests were not—according to the criteria—reasonable to meet.

Historical (six-year) ridership levels for the transit providers in the County are shown below in Figure 15. Ridership totals for each of the transit providers is included in Appendix B.

**Figure 20: Total Transit Ridership - FY 2012/13 through FY 2017/18**

Data collected over the past six years indicates that ridership levels have generally been declining for all transit providers in the County, until a 1% increase was observed in Fiscal Year 17/18. In the five-year period from 2012-2017 the county experienced a declining ridership trend, in line with what is occurring at the state and federal levels. Declining ridership trends can be linked to a number of factors; including, lower gas prices and the increasing availability of transportation network company services (such as Uber and Lyft).
Service expansions and improvements for each of the service providers in the County are summarized below.

**MTD**

In 2018, MTD launched a new one-day pass for the Downtown and Waterfront shuttles costing $1 per day for unlimited rides. This year also saw MTD establish a new ‘first/last mile’ shuttle that connects Amtrak’s Santa Barbara and Goleta stations to transit connections and employment centers. Passengers with a valid train ticket can ride the connecting shuttle for free. The new shuttle service is part of a two-year Pacific Surfliner train retiming pilot project. Additionally, MTD has recently adopted a goal to electrify its bus fleet. The transit agency announced its target to reach a 100% zero-emission fleet by 2030, ten years sooner than the state’s Clean Transit standard of 2040.

**COLT**

The City of Lompoc is currently working on construction of a transit transfer center in downtown Lompoc and advancing a maintenance facility project. Also, in response to comments heard during 2018’s unmet transit needs process, COLT is now running its Route 1 “on demand” to the Bridgehouse Homeless Shelter with a newly added third weekday trip and new Saturday service. Saturday service was implemented on the Wine Country Express in fiscal year 2016/17, which will remain in operation.

**SMAT**

Fares were raised on the SMAT system in February 2017. SMAT is in the process of rolling out a “tap card” which will allow riders to add cash onto the card and utilize the card while boarding at the farebox. The tap card is currently being tested and riders can purchase a card and add cash at the Santa Maria Transit Center. SMAT eventually plans on developing a system to allow riders to add cash to their tap cards via their smart phone or computer. SMAT is also working with the County and Marian Medical Center to implement a peak hour commuter express service between the community of Orcutt and the Marian Medical Center. A Short Range Transit Plan update will be prepared in the next fiscal year to identify future transit improvements needed in the Santa Maria area. Last year, SMAT implemented an automated, GPS dispatch system for its dial-a-ride / demand response system. The City of Santa Maria administers the Breeze service.

**SYVT**

Beginning in January 2018, SYVT re-configured its routes through the Santa Ynez Valley to provide more frequent service along the Highway 246 corridor between Buellton, Solvang, and Santa Ynez. Service to Los Olivos was initially reduced, but expanded as part of a pilot program in July 2018. Santa Ynez Valley Transit experienced a decline in ridership in fiscal year 2017/18, however, ridership has increased during the first part of fiscal year 2018/19.

**Guadalupe Transit**

Guadalupe Transit implemented Sunday service on the Guadalupe Flyer in fiscal year 2015/16 which has remained in operation.
**SBCAG: Clean Air Express**

The Clean Air Express had been operated by the City of Lompoc through the end of calendar year 2017. The service is now administered by SBCAG, effective January 1, 2018. SBCAG will be preparing a comprehensive Short Range Transit Plan for the Clean Air Express service in the next fiscal year.

**SBCAG-CSTA-LOSSAN: Re-timed Pacific Surfliner**

In partnership with the California State Transportation Agency and the Pacific Surfliner Joint Powers Agency, a peak hour commuter rail service between Ventura County and the South Coast was implemented in April 2018. Connecting transit service will be provided to each of the South Coast stations by MTD with free transfers available to rail commuters.

In conclusion, transit service providers are gauging the needs of their customers and riders and proactively improving their services in the region.
Despite the efforts of the county’s transportation service providers, unmet transit needs may remain. Identifying these needs is the first, critical step in the Transit Needs Assessment process. This chapter describes how SBCAG solicits public input, analyzes the input to determine whether or not unmet transit needs exist and, if any unmet transit needs exist, determines whether or not they are reasonable to meet. Copies of SBCAG’s public outreach materials are included in Appendix A.

PUBLIC INPUT

SBCAG conducted its Unmet Transit Needs Public Hearing at the City of Santa Barbara’s Public Library on October 30, 2018 at 5:30 PM. Additionally, SBCAG conducted Public Workshops in conjunction with the City of Lompoc Transit (COLT) and Santa Maria Area Transit (SMAT). The Lompoc hearing was held at the City of Lompoc Council Chambers on November 1, 2018 at 4 PM, and SMAT held two public hearings at the Public Library’s Shephard Hall on November 6, 2018 at 12 PM and 5:30 PM. An interpreter was available to translate public comments from Spanish to English at each hearing (though no attendees provided comments in Spanish).

SBCAG noticed the public hearings using a variety of means:

Newspapers (more than 30 days prior to the Santa Barbara hearing): Santa Barbara News Press, Lompoc Record, Santa Maria Times, Space Country Times, and the Santa Ynez Valley News.

Websites: SBCAG

Posted Flyers: North County libraries, major North County transit stops, COLT and SMAT buses.

E-Mailed Flyers: Persons who have requested notice, Community Action Commission, Life Options, Vocational Resource Center, Goodwill Industries, Lompoc Senior Center, Catholic Charities, and the roughly 300 person SBCTAC email list (the list includes public, transit and social services representatives, elected officials, and members of SBCTAC).
SBCTAC members assisted in noticing the hearings through a variety of means. SBCAG also accepted input via mail, e-mail, and telephone up until November 30, 2018. Requests received through the public input process are analyzed in the following section.

ANALYSIS

Not all requests are applicable to the Transit Needs Assessment. The findings of this assessment apply only to jurisdictions not dedicating all TDA funds for transit in FY 2019/20. All jurisdictions except for the County of Santa Barbara, representing the unincorporated portions of northern Santa Barbara County, have indicated they are dedicating all of their TDA funds to transit in the upcoming cycle.

This does not negate the analysis, however. When possible, SBCAG works with transit providers to address requests that are not applicable to the Transit Needs Assessment process. For example, over the last several years SBCAG received requests for Saturday service on the North County’s intercity bus routes. This request did not meet the definition of an unmet transit need or the reasonable to meet criteria due to the operators of the services already spending all of their TDA funding on transit. However, when new funding became available from other sources, SBCAG staff worked with the North County’s transit providers to fund the requested service. SBCAG forwards all requests and comments to the appropriate transit operators.

Within the guidelines of TDA, requests concerning operational service issues\(^9\) are also inapplicable. Similarly, requests for changes to the transit system do not apply; such requests are more appropriate for a Short Range Transit Plan. Table 1 summarizes examples of the types of requests not applicable to the transit needs assessment.

Table 1: Examples of Requests Not Applicable to the Transit Needs Assessment

<table>
<thead>
<tr>
<th>Type of Request</th>
<th>Reason Request Not Applicable to TNA</th>
</tr>
</thead>
<tbody>
<tr>
<td>More bus service on east side of Santa Barbara</td>
<td>Already using all TDA funds for transit</td>
</tr>
<tr>
<td>Better lighting in bus shelters</td>
<td>Operational issue</td>
</tr>
<tr>
<td>Reconfigure routes to run east-west and north-south</td>
<td>Requires change to transit system configuration best addressed in update of local Short Range Transit Plan</td>
</tr>
</tbody>
</table>

Also, some requests are too general to analyze. Requests for “out of town trips” and “afternoon service,” for example, do not provide adequate specificity for analysis. However, SBCAG will forward all requests to the appropriate transit operators for their consideration in service planning and operations. All comments received are included in Appendix C.

SBCAG evaluated the applicable requests using the Board-adopted definition of “unmet transit need” and the adopted criteria for “reasonable to meet,” shown below. For the purposes of TDA, each RTPA determines its own definition of “unmet transit need” and criteria for “reasonable to meet.” Therefore, an unmet transit need as expressed by the public may not be the same as an unmet transit need as defined by SBCAG for the purposes of the Transit Needs Assessment.

\(^9\) Operational issues include, but are not limited to, the adequacy or location of bus stops, minor route improvements, marketing, and service reliability.
The reasonable to meet analysis may require estimating several factors related to the new or expanded service requested, including operating cost, ridership, fare revenue, and other performance measures. Such estimations can be difficult to make, especially when no comparable service exists. In past cycles, SBCAG has relied on information from the transit providers to develop this information. For the 2019 Transit Needs Assessment process, estimates from the Clean Air Express were needed to make relevant calculations.
As shown, one of the criteria relates to farebox recovery ratio. One of the best tools for evaluating a transit system’s performance is through its farebox recovery ratio. This ratio is calculated by dividing the overall revenue received through rider fares or tickets sold by the total cost to provide the service. For urban fixed route services, the required farebox recovery ratio under TDA is 20 percent—getting $1 back for every $5 spent on a service. For rural services, the required farebox recovery ratio under TDA is 10 percent—getting $0.50 back for every $5 spent on service. Farebox recovery ratios vary by area and by service. For reference, Table 2 shows the system wide farebox recovery ratios for transit systems throughout the County during FY 2017/18.

Table 2: FY 2017/18 Farebox Recovery Ratios

<table>
<thead>
<tr>
<th>Operator</th>
<th>Category</th>
<th>Required¹</th>
<th>Actual</th>
<th>Actual w/o Local Support</th>
</tr>
</thead>
<tbody>
<tr>
<td>Santa Barbara Metropolitan Transit District (MTD)²</td>
<td>Urbanized</td>
<td>20%</td>
<td>28%</td>
<td>28%</td>
</tr>
<tr>
<td>City of Santa Maria³</td>
<td>Urbanized</td>
<td>20%⁴</td>
<td>26%</td>
<td>24%</td>
</tr>
<tr>
<td>City of Lompoc⁴</td>
<td>Urbanized</td>
<td>15%⁵</td>
<td>10%</td>
<td>8%</td>
</tr>
<tr>
<td>Santa Ynez Valley Transit (SYVT)⁶</td>
<td>Non-Urbanized</td>
<td>10%</td>
<td>10%</td>
<td>6%</td>
</tr>
<tr>
<td>City of Guadalupe⁷</td>
<td>Non-Urbanized</td>
<td>10%</td>
<td>14%</td>
<td>14%</td>
</tr>
<tr>
<td>County of Santa Barbara⁸</td>
<td>Non-Urbanized</td>
<td>10%</td>
<td>14%</td>
<td>14%</td>
</tr>
<tr>
<td>Easy Lift⁹</td>
<td>Specialized</td>
<td>10%</td>
<td>70%</td>
<td>49%</td>
</tr>
<tr>
<td>Santa Maria Organization of Transportation Helpers (SMOOTH)¹⁰</td>
<td>Specialized</td>
<td>10%</td>
<td>70%</td>
<td>66%</td>
</tr>
</tbody>
</table>

1) Systemwide/fixed route requirements. Operators that provide specialized demand response service may calculate demand response ratio separately, which must meet 10% on its own.

2) MTD ratio does not include local funds.

3) Santa Maria ratio includes SMAT local fixed route and demand response, and Breeze. Includes local funds.

4) Lompoc ratio includes COLT local fixed route (including Santa Barbara Shuttle) and demand response, and Wine Country Express. Includes local funds.

5) SBCAG has set the required farebox recovery ratio for Lompoc at 15% for one year and three years thereafter (FY 2014/15 and FYs 2015/16 through 2017/18). See SBCAG Resolutions 14-01 and 14-34.

6) SYVT ratio includes fixed route and demand response. Includes local funds.

7) Guadalupe ratio includes Guadalupe Flyer, Guadalupe Shuttle, and Guadalupe ADA. Does not include local funds.

8) County ratio reflects Cuyama Transit. Does include local funds.

9) Easy Lift ratio includes local funds.

10) SMOOTH ratio includes local funds.

All farebox statistics are self-reported.
UNMET TRANSIT NEEDS ANALYSIS

This section shows the analysis of individual requests for “unmet transit need” status. Table 3 shows all comments related to transit service, while the bulleted list below shows requests that are unmet transit needs. Many of the comments received as part of the public input process do not meet the Board’s adopted definition of an unmet transit need that is reasonable to meet through new or expanded service. In areas where the transit operator is expending all available TDA funding on transit, SBCAG is not required to make findings regarding the existence of unmet transit needs. In addition, operational issues not requiring new or expanded services (e.g., adding benches, screening passengers on boarding, changes in fare structure, etc.) do not require findings by the SBCAG Board. It should be noted, however, that all requests are forwarded to the relevant transit operators for use in service planning. As indicated previously, all comments received through the public input process are included in Appendix C for reference.

Table 3: Public Comments Related to Transit Service

<table>
<thead>
<tr>
<th>Requests for New or Expanded Transit Service or More Frequent Service</th>
<th>Region</th>
<th>Source</th>
<th>Classification</th>
</tr>
</thead>
<tbody>
<tr>
<td>COLT Service hours extended on weekends and earlier service on all days.</td>
<td>Lompoc</td>
<td>Lompoc Public Hearing</td>
<td>Operational. Already met.</td>
</tr>
<tr>
<td>COLT Blue line linked to Transfer Center.</td>
<td>Lompoc</td>
<td>Lompoc Public Hearing</td>
<td>Operational. Already met.</td>
</tr>
<tr>
<td>COLT service extended for special events, such as the Flower Festival, Spring Arts, Old Town Market, etc.</td>
<td>Lompoc</td>
<td>Lompoc Public Hearing</td>
<td>Operational. Already met.</td>
</tr>
<tr>
<td>Orcutt Express service to Alan Hancock College.</td>
<td>Orcutt - Santa Maria</td>
<td>Santa Maria Public Hearing</td>
<td>Already met via Transit Center (SMAT routes 5/6 and 3/7).</td>
</tr>
<tr>
<td>Bus service expanded to cover West Betteravia area of Santa Maria.</td>
<td>Santa Maria</td>
<td>Santa Maria Public Hearing</td>
<td>Already met via SMAT bus service 4 &amp; 8.</td>
</tr>
<tr>
<td>Afternoon service from Santa Ynez Valley to Goleta/Santa Barbara area.</td>
<td>Santa Ynez Valley - South Coast</td>
<td>Email</td>
<td>Unmet need. Perform Reasonable to meet analysis.</td>
</tr>
<tr>
<td>Santa Barbara to Santa Maria airport on weekends.</td>
<td>South Coast - Santa Maria</td>
<td>Email</td>
<td>Unmet need. Perform Reasonable to meet analysis.</td>
</tr>
<tr>
<td>Santa Barbara to Santa Maria for AM shift.</td>
<td>South Coast - Santa Maria</td>
<td>Email</td>
<td>Unmet need. Perform Reasonable to meet analysis.</td>
</tr>
</tbody>
</table>

When possible, SBCAG works with transit providers to address requests that are not applicable to the Transit Needs Assessment process. For example, over the last several years SBCAG received requests for Saturday service on the North County’s intercity bus routes. This request did not meet the definition of an unmet transit need or the reasonable to meet criteria due to the operators of the services already spending all of their TDA funding on transit. However, when new funding became available from other sources, SBCAG staff worked with the North County’s transit providers to fund the requested service. SBCAG forwards all requests and comments to the appropriate transit operators.
Comments that are Unmet Transit Needs

- Santa Barbara to Santa Maria for morning shift.
- Afternoon service from Santa Ynez Valley to Goleta/ Santa Barbara Area.
- Santa Barbara to Santa Maria airport on weekends.
REASONABLE TO MEET ANALYSIS

Requests for new or improved transit services, meeting the adopted “Unmet Transit Need” definition, were screened to determine if they meet the adopted “Reasonable to Meet” criteria. A summary of the findings are included in the table below.

Table 4: Transit Needs Assessment Findings

<table>
<thead>
<tr>
<th>Applicable Service Provider</th>
<th>Service Request</th>
<th>Finding</th>
</tr>
</thead>
<tbody>
<tr>
<td>Clean Air Express*</td>
<td>Santa Barbara to Santa Maria for AM shift.</td>
<td>Not reasonable to meet (see analysis below).</td>
</tr>
<tr>
<td></td>
<td>Afternoon service from Santa Ynez Valley to Goleta/ Santa Barbara area.</td>
<td>Not reasonable to meet (see analysis below).</td>
</tr>
<tr>
<td></td>
<td>Santa Barbara to Santa Maria airport on weekends</td>
<td>Not reasonable to meet (see analysis below).</td>
</tr>
</tbody>
</table>

* All Clean Air Express requests will be forwarded on to the SBCAG Program Manager and considered in the pending Short Range Transit Plan.
ADDITION OF SERVICE ON CLEAN AIR EXPRESS

Figure 23: Clean Air Express Route Map

Three comments received were requests for additional service on the Clean Air Express. Two requests were for service from Santa Barbara to Santa Maria (one for an AM shift, the other to the Santa Maria airport on weekends). The third request was an afternoon service from the Santa Ynez Valley to Goleta/Santa Barbara area. The Clean Air Express operates thirteen, weekday, round trips from North Santa Barbara County to the South Coast. Seven trips serve Lompoc, five trips serve Santa Maria, and one trip serves Solvang and Buellton, all leaving between 5:15 and 6:45 AM and returning from the South Coast in the late afternoon. The routes serve work schedules starting between 6:30 and 8:00 AM and ending between 3:30 and 5:15 PM. Primary areas of service include UCSB, the Hollister corridor in Goleta, both Cottage Hospital locations, and downtown Santa Barbara. Through the end of calendar year 2017, the service was administered by the City of Lompoc. The service is now administered by SBCAG.

The preliminary calculations below, projected in Tables 5-7, are used in the ‘reasonable to meet’ analysis. The calculations consider the first three fiscal years a new service will be in operation.
Table 5: Preliminary Calculations: Santa Barbara to Santa Maria (AM) Service on Clean Air Express

<table>
<thead>
<tr>
<th>Santa Barbara to Santa Maria for AM shift</th>
<th>FY 19/20</th>
<th>FY 20/21</th>
<th>FY 21/22</th>
</tr>
</thead>
<tbody>
<tr>
<td>Operating cost per revenue hour*</td>
<td>$180</td>
<td>$185</td>
<td>$191</td>
</tr>
<tr>
<td>Total additional hours per year**</td>
<td>910</td>
<td>910</td>
<td>910</td>
</tr>
<tr>
<td>Total operating cost of additional service</td>
<td>$163,800</td>
<td>$168,714</td>
<td>$173,775</td>
</tr>
<tr>
<td>Passengers per revenue hour***</td>
<td>2.20</td>
<td>2.27</td>
<td>2.33</td>
</tr>
<tr>
<td>Total hours per year</td>
<td>910</td>
<td>910</td>
<td>910</td>
</tr>
<tr>
<td>Average fare per passenger*</td>
<td>$6</td>
<td>$6</td>
<td>$6</td>
</tr>
<tr>
<td>Total revenue from new service</td>
<td>$12,012</td>
<td>$12,372</td>
<td>$12,744</td>
</tr>
</tbody>
</table>

| Estimated farebox recovery ratio        | 7.33%   | 7.33%   | 7.33%   |

* Estimate provided by SBCAG Rail and Transit Manager  
** Based on 3.5 hours/round trip, 1 trip daily, 5 days/week, 52 weeks/year.  
*** Based on 8 passengers per trip

Annual Increase in Operating Cost/Revenue Hour: 3%  
Annual Increase in Average Fare/Passenger: 0%  
Annual Increase in Passengers/Revenue Hour: 3%

As shown, the potential Clean Air Express weekday service from Santa Barbara to Santa Maria could reach an estimated 7.33% farebox recovery ratio by the third year of service (FY 2021/22). The farebox requirement under TDA that would be applicable to the Clean Air Express is 20%.

This request is not reasonable to meet per failing to satisfy criterion #3b: the estimated number of passengers carried per service hour for proposed service shall be in the range of other similar services provided; criterion #4: the proposed service would not cause claimant to incur expenses in excess of the maximum allocation of TDA funds; and criterion #5: the proposed service is projected to reach a 20% farebox recovery within 3 years.
Table 6: Preliminary Calculations: Santa Barbara to Santa Maria Weekend Service on Clean Air Express

<table>
<thead>
<tr>
<th>Santa Barbara to Santa Maria (weekend)</th>
<th>FY 19/20</th>
<th>FY 20/21</th>
<th>FY 21/22</th>
</tr>
</thead>
<tbody>
<tr>
<td>Operating cost per revenue hour*</td>
<td>$180</td>
<td>$185</td>
<td>$191</td>
</tr>
<tr>
<td>Total additional hours per year***</td>
<td>364</td>
<td>364</td>
<td>364</td>
</tr>
<tr>
<td>Total operating cost of additional service</td>
<td>$65,520</td>
<td>$67,486</td>
<td>$69,510</td>
</tr>
<tr>
<td>Passengers per revenue hour***</td>
<td>1.40</td>
<td>1.44</td>
<td>1.49</td>
</tr>
<tr>
<td>Total hours per year</td>
<td>376</td>
<td>376</td>
<td>376</td>
</tr>
<tr>
<td>Average fare per passenger</td>
<td>$6</td>
<td>$6</td>
<td>$6</td>
</tr>
<tr>
<td>Total revenue from new service</td>
<td>$3,158</td>
<td>$3,253</td>
<td>$3,351</td>
</tr>
<tr>
<td>Estimated farebox recovery ratio</td>
<td>4.82%</td>
<td>4.82%</td>
<td>4.82%</td>
</tr>
</tbody>
</table>

* Estimate provided by SBCAG Rail and Transit Manager
** Based on 3.5 hours/round trip, 1 trip daily, 2 days/week, 52 weeks/year.
*** Based on 5 passengers per trip

As shown, the potential Clean Air Express weekday service from Santa Barbara to Santa Maria could reach an estimated 4.82% farebox recovery ratio by the third year of service (FY 2021/22). The farebox requirement under TDA that would be applicable to the Clean Air Express is 20%.

This request is *not reasonable to meet* per failing to satisfy criterion #3b: the estimated number of passengers carried per service hour for proposed service shall be in the range of other similar services provided; criterion #4: the proposed service would not cause claimant to incur expenses in excess of the maximum allocation of TDA funds; and criterion #5: the proposed service is projected to reach a 20% farebox recovery within 3 years.
Table 7: Preliminary Calculations: Santa Ynez Valley to Goleta/Santa Barbara area Afternoon Service on Clean Air Express

<table>
<thead>
<tr>
<th>Santa Ynez Valley to Goleta/SB Afternoon Service</th>
<th>FY 19/20</th>
<th>FY 20/21</th>
<th>FY 21/22</th>
</tr>
</thead>
<tbody>
<tr>
<td>Operating cost per revenue hour*</td>
<td>$180</td>
<td>$185</td>
<td>$191</td>
</tr>
<tr>
<td>Total additional hours per year**</td>
<td>378</td>
<td>378</td>
<td>378</td>
</tr>
<tr>
<td>Total operating cost of additional service</td>
<td>$68,040</td>
<td>$70,081</td>
<td>$72,184</td>
</tr>
<tr>
<td>Passengers per revenue hour***</td>
<td>3.3</td>
<td>3.4</td>
<td>3.5</td>
</tr>
<tr>
<td>Total hours per year</td>
<td>378</td>
<td>378</td>
<td>378</td>
</tr>
<tr>
<td>Average fare per passenger</td>
<td>$6</td>
<td>$6</td>
<td>$6</td>
</tr>
<tr>
<td>Total revenue from new service</td>
<td>$7,560</td>
<td>$7,787</td>
<td>$8,020</td>
</tr>
<tr>
<td>Estimated farebox recovery ratio</td>
<td>11.1%</td>
<td>11.1%</td>
<td>11.1%</td>
</tr>
</tbody>
</table>

* Estimate provided by SBCAG Rail and Transit Manager
** Based on 1.5 hours/round trip, 1 trip daily, 5 days/week, 52 weeks/year.
*** Based on 5 passengers per trip

As shown, the potential Clean Air Express weekday service from Santa Barbara to Santa Maria could reach an estimated 11.1% farebox recovery ratio by the third year of service (FY 2021/22). The farebox requirement under TDA that would be applicable to the Clean Air Express is 20%.

This request is not reasonable to meet per failing to satisfy criterion #3b: the estimated number of passengers carried per service hour for proposed service shall be in the range of other similar services provided; criterion #4: the proposed service would not cause claimant to incur expenses in excess of the maximum allocation of TDA funds; and criterion #5: the proposed service is projected to reach a 20% farebox recovery within 3 years.

In addition, if the service was found to be feasible, the Clean Air Express currently does not possess an extra bus needed for the trip. The cost of an extra bus has been estimated at $700,000\(^\text{10}\).

Although this request is not reasonable to meet under the specific criteria for the TDA Transit Needs Assessment, SBCAG is not precluded from working to fulfill this request voluntarily. SBCAG will soon prepare a Short Range Transit Plan for the Clean Air Express service and systematic changes may result from a holistic assessment of the service. SBCAG encourages riders and potential riders to play a role in the upcoming planning process.

\(^{10}\) Estimate provided by SBCAG Rail and Transit Manager
FINDINGS

As explained in Chapter 1, SBCAG must find that either:

- There are no unmet transit needs,
- There are no unmet transit needs that are reasonable to meet, or
- There are unmet transit needs, including needs that are reasonable to meet.

After conducting the transit needs assessment for the FY 2019/20 TDA cycle, for the reasons discussed above, SBCAG's analyses concludes that there are no unmet transit needs that are reasonable to meet.
APPENDIX A: PUBLIC OUTREACH MATERIALS

How Can the Bus Better Serve Your Needs?

The Santa Barbara County Association of Governments staff will be holding three public hearings and one public workshop to learn about the transit needs of the residents of Santa Barbara County. Please plan to attend and present your comments or concerns about transit service in Santa Barbara County.

Public Hearings:
- **Santa Barbara:** Tuesday, October 30, 5:30 pm, Faulkner Gallery, Santa Barbara Central Library, 40 E. Anapamu St.
- **Santa Maria:** Tuesday, November 6, 12:00 pm AND 5:30 pm, Shepard Hall, Santa Maria Central Public Library, 421 S. McClelland

Public Workshop:
- **Lompoc:** Thursday, November 1, 4:00 pm, Lompoc Council Chambers, 100 Civic Center Plaza

It’s Easy!
Simply come to a public hearing to present your comments or concerns about transit service in Santa Barbara County.

You may also send your comments in writing by November 30, 2018 to:

Santa Barbara County Association of Governments
260 N. San Antonio Rd., Suite B
Santa Barbara, CA 93110
-or by email to-

[comment@sbcag.org](mailto:comment@sbcag.org)
¿Cómo Puede Servirle
Mejor el Autobús?

El personal de la Santa Barbara County Association of Governments tendrá una audiencia pública para aprender cuáles son las necesidades de tránsito de los residentes del Condado de Santa Bárbara. Por favor asista y presente sus comentarios o preocupaciones acerca del servicio de tránsito en el Condado de Santa Bárbara.

Las audiencias se llevarán a cabo:

Santa Bárbara: El martes, 30 de octubre, 5:30 pm, Faulkner Gallery, Biblioteca Central de Santa Bárbara, 40 E. Anapamu St.

Lompoc: El jueves, 1 de noviembre, 4:00 pm, Cámaras del Consejo de Lompoc, 100 Civic Center Plaza

Santa María: El martes, 6 de noviembre, 12:00 pm y 5:30 pm, Shepard Hall, Biblioteca Pública Central de Santa María, 421 S. McClelland

¡Es Fácil!

Simplemente llegue a una audiencia pública para presentar sus comentarios o preocupaciones.

Por favor mandar sus comentarios por escrito antes del 30 de noviembre de 2018 a:

Santa Barbara County Association of Governments
260 N. San Antonio Rd., Suite B
Santa Barbara, CA 93110
-o por correo electrónico a-
comment@sbcag.org
PUBLIC HEARING NOTICE
UNMET TRANSIT NEEDS

How could the bus better serve your needs?
(Fixed-route or Dial-a-Ride)

The Santa Barbara County Association of Governments (SBCAG) wants to hear your comments about transit service in Santa Barbara County. SBCAG staff is holding hearings to receive public comment on transit needs in Santa Barbara County, as required under Section 99401.5 of the Public Utilities Code.

The hearings will be held:

- Tuesday, October 30, 2018, 5:30 pm, Faulkner Gallery, Santa Barbara Central Library, 40 E. Anapamu St.
- Tuesday, November 6, 2018, 12:00 pm & 5:30 pm, Shepard Hall, Santa Maria Central Public Library, 421 S. McClelland

If you cannot attend the hearing, you may still submit written comments up until Thursday, November 30, 2018. You may e-mail them to comment@sbcag.org or mail them to SBCAG at 280 North San Antonio Road, Suite B, Santa Barbara, CA 93110.

In compliance with the Americans with Disabilities Act, individuals needing special accommodations to participate in a meeting should contact SBCAG at least three working days prior to the meeting at (805) 961-8900.

For more information, call SBCAG at 961-8900. Favor de llamar a SBCAG al 961-8900, para más información del reunión.
PUBLIC HEARING NOTICE

UNMET TRANSIT NEEDS

How could the bus better serve your needs?
(Fixed-route or Dial-a-Ride)

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If you cannot attend the hearing, you may still submit written comments up until Thursday, November 30, 2018. You may e-mail them to comment@sbcag.org or mail them to SBCAG at 260 North San Antonio Road, Suite B, Santa Barbara, CA 93110.

In compliance with the Americans with Disabilities Act, individuals needing special accommodations to participate in a meeting should contact SBCAG at least three working days prior to the meeting at (805) 961-9900.

For more information, call SBCAG at 961-9900. Favor de llamar a SBCAG al 961-9900, para más información de la reunión.
PUBLIC HEARING NOTICE
UNMET TRANSIT NEEDS

How could the bus better serve your needs?
(On-demand or Dial-a-Ride)

The Santa Barbara County Association of Governments (SBCAG) wants you to hear your comments about transit service in Santa Barbara County. SBCAG staff is holding hearings to receive public comment on transit needs in Santa Barbara County, as required under Section 9401.5 of the Public Utilities Code.

The hearings will be held:
- Tuesday, October 30, 2018, 5:30 pm, Faulkner Gallery, Santa Barbara Central Library, 400 E. Anapamu St.
- Tuesday, November 6, 2018, 12:00 pm & 5:30 pm, Shippard Hall, Santa Maria Central Public Library, 421 S. McClelland

If you cannot attend the hearing, you may still submit written comments up until Thursday, November 30, 2018. You may e-mail them to comment@sbcag.org or mail them to SBCAG at 293 North San Antonio Road, Suite B, Santa Barbara, CA 93105.

In compliance with the Americans with Disabilities Act, individuals needing special accommodations to participate in a meeting should contact SBCAG at least three working days prior to the meeting at (805) 961-8900.

For more information, call SBCAG at 961-8900. Favor de llamar a SBCAG al 961-8900, para más información del reunión.
Six Lompoc students hospitalized

Applications

STAFF REPORT

The city of Lompoc started accepting applications from people interested in attending the Santa Barbara County Association of Governments annual meeting. The application period is open until December 31, 2018.

The application forms can be found on the city's website at lompoc.gov. Interested individuals are encouraged to submit their applications as soon as possible to ensure their participation in the meeting.

PUBLIC HEARING NOTICE

UNMET TRANSIT NEEDS

How can the bus better serve your needs?

(Fixed-route or Dial-a-Ride)

The Santa Barbara County Association of Governments (SBCAG) wants to hear your comments about transit service in Santa Barbara County. SBCAG staff is holding hearings to receive public comment on transit needs in Santa Barbara County, as required under Section 99401.5 of the Public Utilities Code.

The hearings will be held:

- Tuesday, October 30, 2018, 5:30 pm, Faulkner Gallery, Santa Barbara Central Library, 40 E. Anapamu St.
- Tuesday, November 6, 2018, 12:00 pm & 6:00 pm, Shepard Hall, Santa Maria Central Public Library, 421 S. McLeaard

If you cannot attend the hearing, you may still submit written comments up until Thursday, November 30, 2018. You may e-mail them to comment@sbcag.org or mail them to SBCAG at 280 North San Antonio Road, Suite D, Santa Barbara, CA 93110.

In compliance with the Americans with Disabilities Act, individuals needing special accommodations to participate in a meeting should contact SBCAG at least three working days prior to the meeting at (805) 961-8800.

For more information, call SBCAG at 961-8800 or visit sbcag.org.
Panel discusses total fogg AFA

PUBLIC HEARING NOTICE
UNMET TRANSIT NEEDS

How could the bus better serve your needs?
(Fixed-route or Dial-a-Ride)

The Santa Barbara County Association of Governments (SBCAG) wants to hear your comments about transit service in Santa Barbara County. SBCAG staff is holding hearings to receive public comment on transit needs in Santa Barbara County, as required under Section 96401.5 of the Public Utilities Code.

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For more information, call SBCAG at 961-8900. Favor de llamar a SBCAG al 961-8900, para más información del reunión.
## APPENDIX B: TRANSIT RIDERSHIP TOTALS

<table>
<thead>
<tr>
<th>Transit System</th>
<th>FY 12/13</th>
<th>FY 13/14</th>
<th>FY 14/15</th>
<th>FY 15/16</th>
<th>FY 16/17</th>
<th>FY 17/18</th>
<th>% Change FY17 to FY18</th>
</tr>
</thead>
<tbody>
<tr>
<td>Breeze</td>
<td>56,885</td>
<td>61,637</td>
<td>75,270</td>
<td>61,281</td>
<td>47,103</td>
<td>49,738</td>
<td>6%</td>
</tr>
<tr>
<td>Clean Air Express</td>
<td>216,932</td>
<td>212,211</td>
<td>227,770</td>
<td>192,375</td>
<td>169,990</td>
<td>174,261</td>
<td>3%</td>
</tr>
<tr>
<td>COLT</td>
<td>134,171</td>
<td>146,702</td>
<td>150,065</td>
<td>138,306</td>
<td>122,116</td>
<td>136,056</td>
<td>11%</td>
</tr>
<tr>
<td>Cuyama Transit</td>
<td>978</td>
<td>1,005</td>
<td>651</td>
<td>688</td>
<td>662</td>
<td>2,898</td>
<td>338%</td>
</tr>
<tr>
<td>Easy Lift</td>
<td>51,484</td>
<td>54,444</td>
<td>58,971</td>
<td>58,645</td>
<td>65,910</td>
<td>70,817</td>
<td>7%</td>
</tr>
<tr>
<td>Guadalupe Flyer</td>
<td>78,791</td>
<td>83,017</td>
<td>76,466</td>
<td>72,218</td>
<td>63,564</td>
<td>60,906</td>
<td>-4%</td>
</tr>
<tr>
<td>Guadalupe Shuttle</td>
<td>16,083</td>
<td>25,127</td>
<td>27,943</td>
<td>27,602</td>
<td>24,387</td>
<td>23,750</td>
<td>-3%</td>
</tr>
<tr>
<td>Guadalupe ADA</td>
<td>1,004</td>
<td>881</td>
<td>1,163</td>
<td>1,603</td>
<td>1,309</td>
<td>1,405</td>
<td>7%</td>
</tr>
<tr>
<td>MTD</td>
<td>7,774,329</td>
<td>7,623,845</td>
<td>7,446,869</td>
<td>6,884,198</td>
<td>6,425,839</td>
<td>6,288,980</td>
<td>-2%</td>
</tr>
<tr>
<td>SMAT (FR &amp; DR)*</td>
<td>868,437</td>
<td>863,292</td>
<td>845,536</td>
<td>785,159</td>
<td>684,983</td>
<td>887,244</td>
<td>30%</td>
</tr>
<tr>
<td>SMOOTH CTSA</td>
<td>65,774</td>
<td>72,662</td>
<td>74,511</td>
<td>77,606</td>
<td>77,644</td>
<td>80,442</td>
<td>4%</td>
</tr>
<tr>
<td>SYVT (FR &amp; DR)</td>
<td>47,436</td>
<td>47,294</td>
<td>44,325</td>
<td>41,902</td>
<td>38,962</td>
<td>35,444</td>
<td>-9%</td>
</tr>
<tr>
<td>Wine Country Express**</td>
<td>11,443</td>
<td>11,124</td>
<td>12,086</td>
<td>--</td>
<td>--</td>
<td>--</td>
<td>--</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>9,363,695</td>
<td>9,248,948</td>
<td>9,081,870</td>
<td>8,341,583</td>
<td>7,722,469</td>
<td>7,811,941</td>
<td>1%</td>
</tr>
</tbody>
</table>

Source: Transit providers

FR = Fixed Route, DR = Demand Response

*This figure does not include the Breeze.

**Beginning FY 15/16, included in COLT figures

Note: All figures are self-reported
### APPENDIX C: SUMMARY OF PUBLIC INPUT

#### Summary of Public Comments

<table>
<thead>
<tr>
<th>Requests for New or Expanded Transit Service or More Frequent Service</th>
<th>Region</th>
<th>Source</th>
<th>Classification</th>
</tr>
</thead>
<tbody>
<tr>
<td>COLT Service hours extended on weekends and earlier service on all days.</td>
<td>Lompoc</td>
<td>Lompoc Public Hearing</td>
<td>Operational. Service already met.</td>
</tr>
<tr>
<td>COLT Blue line linked to Transfer Center.</td>
<td>Lompoc</td>
<td>Lompoc Public Hearing</td>
<td>Operational. Service already met.</td>
</tr>
<tr>
<td>COLT service extended for special events, such as the Flower Festival, Spring Arts, Old Town Market, etc.</td>
<td>Lompoc</td>
<td>Lompoc Public Hearing</td>
<td>Operational. Service already met.</td>
</tr>
<tr>
<td>Orcutt Express service to Alan Hancock College.</td>
<td>Orcutt - Santa Maria</td>
<td>Santa Maria Public Hearing</td>
<td>Service already met via Transit Center (SMAT routes 5/6 and 3/7).</td>
</tr>
<tr>
<td>Santa Barbara to Santa Maria for AM shift.</td>
<td>South Coast - Santa Maria</td>
<td>Email</td>
<td>Unmet need. Perform Reasonable to meet analysis.</td>
</tr>
<tr>
<td>Afternoon service from Santa Ynez Valley to Goleta/SB area.</td>
<td>Santa Ynez Valley – South Coast</td>
<td>Email</td>
<td>Unmet need. Perform Reasonable to meet analysis.</td>
</tr>
<tr>
<td>Santa Barbara to Santa Maria airport on weekends.</td>
<td>South Coast - Santa Maria</td>
<td>Email</td>
<td>Unmet need. Perform Reasonable to meet analysis.</td>
</tr>
<tr>
<td>Bus service expanded to cover West Betteravia area of Santa Maria.</td>
<td>Santa Maria</td>
<td>Santa Maria Public Hearing</td>
<td>Already met via SMAT bus service #8.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Other Input (Operational Comments)</th>
<th>Region</th>
<th>Source</th>
</tr>
</thead>
<tbody>
<tr>
<td>Changes to SMAT route 4 (removal of Industrial Pkwy bus stops) have affected accessibility by special education students.</td>
<td>Santa Maria</td>
<td>Santa Maria Public Hearing</td>
</tr>
<tr>
<td>Request for consistent SMAT use of bus stop in front of Pioneer Valley School.</td>
<td>Santa Maria</td>
<td>Santa Maria Public Hearing</td>
</tr>
<tr>
<td>SMAT bus 3018-186 used for Route 3 and 4 is not accommodating to certain wheelchairs.</td>
<td>Santa Maria</td>
<td>Santa Maria Public Hearing</td>
</tr>
<tr>
<td>A recent elder needs assessment survey finds that transportation ranks highly as a current need and future concern among the elderly.</td>
<td>Countywide</td>
<td>Santa Maria Public Hearing</td>
</tr>
<tr>
<td>No benches or shelters at some bus stops.</td>
<td>Santa Maria – Orcutt</td>
<td>Santa Maria Public Hearing</td>
</tr>
<tr>
<td>Request for restrooms at the new Lompoc Transfer Center.</td>
<td>Lompoc</td>
<td>Lompoc Public Hearing</td>
</tr>
<tr>
<td>Request for schedules posted at the Lompoc Transfer Center.</td>
<td>Lompoc</td>
<td>Lompoc Public Hearing</td>
</tr>
<tr>
<td>Bridge House bus schedule publicized and included in new brochure and on website.</td>
<td>Lompoc</td>
<td>Lompoc Public Hearing</td>
</tr>
<tr>
<td>MTD’s BusTracker mobile app may display errors regarding stop names.</td>
<td>Santa Barbara</td>
<td>Santa Barbara Public Hearing</td>
</tr>
</tbody>
</table>
Comments Received via Email

Wednesday, June 6, 2018 12:02 PM

How do I get from Santa Barbara to Santa Maria early in the morning (am schedule)? I was checking your website schedule but I did not see any morning schedule. Do you have trips early in the morning?? (SB-Santa Maria). Thanks

Thursday, July 5, 2018 5:20 PM

HI, Could you tell me if you have a bus that goes from the Santa Barbara area to the Santa Maria airport on Sunday, July 22nd. If so, what time? Thank you. Margie Sullivan

Tuesday, November 13, 9:47 PM

Hello,

I wanted to inquire if you provide an afternoon service from the Santa Ynez Valley to the Goleta or Santa Barbara area?

Thank you,

Matt
To: Jared Carvalho, Transportation Planner I, Santa Barbara County Association of Governments

CC: Kevin McCune, P.E., Public Works Director
    Michael Luther, P.E., Assistant Public Works Director

From: Richard Fernbaugh, Aviation/Transportation Administrator

Date: November 2, 2018

Re: Annual Transit Unmet Needs Workshop

The Annual Lompoc Community Transit Unmet Needs Workshop was held at 4:30pm on November 1, 2018 in the Lompoc City Council Chambers, 100 Civic Center Plaza, Lompoc, CA.

This workshop is part of the yearly Transit Unmet Needs process spearheaded by Santa Barbara County Association of Governments and held in various areas of Santa Barbara County to determine if there are any unmet transit needs that are not being met.

Public notices of this workshop, in English and Spanish were placed in the Lompoc record from October 15, 2017 through October 25, 2017. Public Service announcements were also sent to TV Stations KSBY, KCOY, KFMR, KTAS and radio station KROK. Posters in both English and Spanish were posted in each bus and at each bus shelter from October 9, 2017 thru October 26, 2017.

Notices were individually mailed to the Coalition for Sustainable Transportation, Santa Barbara County Action Network, PUEBLO (Letter Returned), The Fund for Santa Barbara, California Rural Legal Assistance (Letter Returned), and the Law Office of Marc Chytlo.

Those in attendance were:

Richard Fernbaugh, Aviation & Transportation Administrator, City of Lompoc

Michael Luther, Assistant Public Works Director, City of Lompoc

Linda Byrd; Lompoc Citizen and Transit Rider

Jared Carvalho, SBCAG

Donna Merich, Transit Driver
Andre’ Thingili, Transit Manager
Gary Lower, Transit Rider
Shawndel Malcolm, Homeless Representative

The following comments/concerns were received:

From Ms. Byrd: 1. Stated that a number of people have inquired if we will be putting restrooms at the new Transfer Center.
                  2. Ask if the Breeze bus was going to service the new Transfer Center.
                  3. Hopes that the Wine Country Express continues Saturday service.

From Mr. Lower: 1. Would like service hours extended on weekends and earlier service all days.
                  2. Would like Blue line linked to the Transfer Center.
                  3. Would like new schedules posted at Transfer Center.
                  4. Would like service extended when there are special events, such as Flower Festival, Spring Arts, Old Town Market, etc.

From Mr. Malcolm: 1. Bridge House schedule needs to be better publicized and included in new brochure and on Website.

The meeting ended at 4:30 PM.

Attachments: Flyers put on Buses and in Shelters Example Letter to interested parties Copies of newspaper ads Copy of sign-in sheet
**SIGN IN SHEET**

**UNMET NEEDS WORKSHOP**

November 1, 2018

<table>
<thead>
<tr>
<th>NAME</th>
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<tr>
<td>1. Linda Byrd</td>
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<td>2. Donna Merich</td>
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<td>3. Andre’ Thingili</td>
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<td>5. Shawndel Malcolm</td>
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<td>6. MichaelLuther</td>
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<td>7. Jared Carvalho</td>
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<td>8. Richard Fembough</td>
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Information covered to respect privacy.
### SBCAG Transit Needs

Public Hearing

October 30th 2018 — Santa Barbara

Please sign in:

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<tr>
<th>NAME</th>
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<tbody>
<tr>
<td>MIKE BECKEN</td>
<td><a href="mailto:mbecker@sbcag.org">mbecker@sbcag.org</a></td>
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<tr>
<td>William Blackety</td>
<td><a href="mailto:hblackety@sbcag.org">hblackety@sbcag.org</a></td>
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<tr>
<td>Jared Carvalho</td>
<td><a href="mailto:jcarvalho@sbcag.org">jcarvalho@sbcag.org</a></td>
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<tr>
<td>ERNESTO TAREDES</td>
<td><a href="mailto:ernesto@easylifit.org">ernesto@easylifit.org</a></td>
</tr>
<tr>
<td>Marti Milan</td>
<td><a href="mailto:mmilan@cityofgoleta.org">mmilan@cityofgoleta.org</a></td>
</tr>
<tr>
<td>Jennifer Alvarez</td>
<td><a href="mailto:jalvarez2@easylifit.org">jalvarez2@easylifit.org</a></td>
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<tr>
<td>Mark Friedlander</td>
<td><a href="mailto:mfriedlander@countyofsb.org">mfriedlander@countyofsb.org</a></td>
</tr>
<tr>
<td>Steven Counts</td>
<td><a href="mailto:scounts@countyofsb.org">scounts@countyofsb.org</a></td>
</tr>
<tr>
<td>Kyle Jordan</td>
<td><a href="mailto:kjordan@countyofsb.org">kjordan@countyofsb.org</a></td>
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## CITY OF SANTA MARIA

**TUESDAY, NOVEMBER 6, 2018**

12:00 PM OR 5:30 PM

PUBLIC LIBRARY - SHEPARD HALL

<table>
<thead>
<tr>
<th>Name /Phone #</th>
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<tr>
<td>Lee Dier 922-1685</td>
<td><a href="mailto:lcvandorie@sbcoag.com">lcvandorie@sbcoag.com</a></td>
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<tr>
<td>Jared Carvalho</td>
<td><a href="mailto:jcarvalho@sbcoag.org">jcarvalho@sbcoag.org</a></td>
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<td>Kathy Aguirre</td>
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<td>Judy Ford</td>
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<td>Joe Haisell</td>
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CITY OF SANTA MARIA

PUBLIC COMMENT FORM
FOR UNMET TRANSIT NEEDS WORKSHOP
PUBLIC LIBRARY- SHEPARD HALL

TUESDAY, NOVEMBER 6, 2018

Circle One

12:000 PM OR 530 PM

GENERAL
Name: KATHY AZEVEDO
Address: PO BOX 908
Email: 

COMMENTS
Bus Coverage on West Cettleavia

S:\Transit\Transit State Funding\Transit TDA\Unmet Transit Needs 2019\UTN 2019 Meeting Materials\Unmet Transit Needs 2019 Comment Form.doc
Comments to SMAT transit hearing, November 6, 2018:

I am Lee Diaz, retired SMAT Administrator for the City of Santa Maria. I am also a member of the SBCAG Transit Advisory Committee. I am here today as a board member of the Central Coast Commission for seniors and Area Agency on Aging. We recently conducted a comprehensive Elder needs assessment survey of our service area of San Luis Obispo and Santa Barbara seniors and want to share our results.

The combined population of those aged 60 and above is 165,131. Our survey included responses from 1,042 of which 406 were from SB County. Of the SB County respondents the average age is 75, 68% female, those with physical impairment was 42%; average income of $26,540, 68% are retired and 58% live alone.

The survey included, among other things, the top 10 things I need help with now, and the top 10 things I might need help with in the future.

Transportation was in the top ten of the two. 13% said they need help now, and the number 1 need in the future, at 25%, was transportation.

There were also questions on things that concerned me now and in the future. Transportation was 18% now and 29% in the future.

We wanted you know that transportation is very important and vital to the elders in our community now and in the future. So please consider an ‘Age-Friendly’ community.

Thank you.
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<tr>
<td>ED ZOOST</td>
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<tr>
<td>BARRY STOTTIS</td>
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<tr>
<td>Garcia, Eric</td>
<td><a href="mailto:garcia.eric86@gmail.com">garcia.eric86@gmail.com</a></td>
</tr>
<tr>
<td>Katya Heimler</td>
<td><a href="mailto:yeraterina8@hotmail.com">yeraterina8@hotmail.com</a></td>
</tr>
<tr>
<td>Vaspri Gordon</td>
<td><a href="mailto:grden.1184@gmail.com">grden.1184@gmail.com</a></td>
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Hi my name is Erica Garcia. I work at Pioneer Valley High School in the Special Education Department. I am responsible for the daily community integration of our students throughout the school year. We utilize the SMAT buses Monday-Friday for work, leisure as well as to meet the personal needs of our students.

We have recently encountered several problems with the changes made to the Route 4 bus going to the airport. This bus route used to run up Fairway into Industrial Parkway accommodating access to various businesses before turning around at the airport. Route 4 has now eliminated Industrial Parkway from its route completely. The end of the route is still the airport, however the airport does not have wheelchair cut outs. We utilized the Industrial Parkway stops to get to a local church who has partnered with our classroom to provide vocational training on various custodial and clerical jobs. When utilizing the airport bus stop to get to the industrial buildings, we are navigating crossing large intersections with cars driving 55 MPH. There is no sidewalk leading to the businesses, meaning our wheelchair students would be forced to wheel themselves in the bike lane of this fast paced intersection. The danger in that is far too great to allow them to do so. Due to the removal of these stops we are no longer able to allow our wheelchair students access to this job training program. That is a total of now 3 students who have been denied the same training as the rest of their class. The length of the crosswalk is a significant distance, meaning it is also raising a danger to our students who may not be wheelchair bound, but do have mobility issues for various health reasons.

In our classroom, we are essentially the last class before graduation. We go to great lengths to make sure our students can transition to whichever work program they would like to attend following graduation. That means taking several tours and often times integrated days where they get to spend time at both school and their future program. One facility we tour every year is UCP Work Inc., a program that serves adults with special needs. It is located at 3070 Skyway Drive in the same industrial area our work site is located. We are no longer able to bring our wheelchair students to tour this facility due to the removal of Industrial Parkway bus stops.

Pioneer Valley has a bus stop at the front of the school that is only used in the morning and afternoon even though we have students and parents riding the bus throughout the day. For example, our school buses arrive around 8:15 each morning. However, the buses stop coming up to school at the same time they are arriving. Every other high school in our district has access to the SMAT directly in front of their campuses all day long. We have a schedule to keep with both school bells and work sites. It would help tremendously to utilize the stop in place. The stop at Pioneer Valley is a two minute walk for most of our students. The stop at Domingues can vary from 10-15 minutes depending on the mobility of each student. Not only is it closer, eliminating the rush on the group to make it down to the stop at Domingues, it is also much safer for the
students to be picked up and dropped off directly in front of the campus. There has been a rise in our community in both human trafficking and attempted abductions. So much so that our city is holding workshops on raising awareness for us all. This small change of bringing the bus up to campus would greatly increase the safety of all of our students.

Currently bus number 3018-186 is used for the Route 3, but relieves Route 4 in the mornings and arrives at 8:45 at Panther at Domingues. The bus is smaller in size and is not accommodating to certain wheelchairs, specifically powered chairs. 2 students in our district have not been able to fit passed the entrance towards the wheelchair area. These two students are now being forced to arrange their days to make sure they do not end up on this smaller bus. For example, this Friday we are going to Ihop as a class, which means students will skip cafeteria breakfast and go straight to the bus stop. We plan on calling in advance to see if he can be accommodated on the 8:45 A.M. bus but if that is not possible, we will either have to segregate him from breakfast with his peers or push our entire group’s plans to 30 minutes later simply because this specific bus is smaller in size.

Thank you so much for allowing me to voice my concerns on the current unmet needs on the S.M.A.T.

Respectfully,

Erica Garcia
Para-Educator Pioneer Valley High School
675 Panther Drive 93454
(805)922-1305 ext 5333
RESOLUTION OF THE SANTA BARBARA
COUNTY ASSOCIATION OF GOVERNMENTS

APPENDIX D: SBCAG RESOLUTION

WHEREAS the Santa Barbara County Association of Governments, as the Regional Transportation Planning Agency for Santa Barbara County, is responsible for the allocation to claimants of funds from the Transportation Development Act, Public Utilities Code (PUC) Section 99200 et seq.; and

WHEREAS the Association of Governments has adopted definitions of the terms "unmet transit need" and "reasonable to meet" pursuant to Public Utilities Code Section 99401.5(c), which are provided in Exhibit A (attached); and

WHEREAS the Santa Barbara Metropolitan Transit District, which provides transit service, Easy Lift Transportation, Inc., which provides paratransit and Consolidated Transportation Service Agency (CTSA) service to the southern portion of the county, and SMOOTH, which provides CTSA service to the Santa Maria Valley area, and the Cities of Buellton, Guadalupe, Lompoc, Santa Maria, and Solvang, and the County of Santa Barbara plan to claim all of their apportionment of Local Transportation funds under the Transportation Development Act for transit and paratransit purposes for Fiscal Year 2019/20; and

WHEREAS all allocations made by the Association of Governments within the SBMTD/Easy Lift service area will be directly related to public transit services, specialized transit services, or facilities provided for the exclusive use of pedestrian and bicycling facilities; and

WHEREAS the Association of Governments has consulted with the Santa Barbara County Transit Advisory Committee (SBCTAC), a social services transportation advisory council pursuant to Public Utilities Code Section 99238; and

WHEREAS SBCTAC discussed options for and provided input on the public outreach strategy and approved the type, design, and distribution of other public outreach materials; and
Resolution No. 19-21, Page 2

WHEREAS the transit providers in the cities of Lompoc and Santa Maria, in cooperation with the County of Santa Barbara, held workshops that provided input to the Transit Needs Assessment by SBCAG; and

WHEREAS the Association of Governments held a public hearing on October 30, 2018 in Santa Barbara, pursuant to Section 99238.5 of the Public Utilities Code to receive testimony and comments on the existence of unmet transit needs within Santa Barbara County, and public workshops on November 1, 2018 in Lompoc, and November 6, 2018 in Santa Maria, and one meeting to receive testimony on the staff recommendation; and

WHEREAS the Association of Governments gave notice of the public hearing at least 30 days in advance through publication in a newspaper of general circulation, and sent written notification to persons and organizations which have indicated an interest in the subject of the hearing; and

WHEREAS all transit needs expressed through the public process were reviewed and evaluated according to SBCAG's definition of "unmet transit need; and

WHEREAS SBCTAC discussed and provided direction on public input received, focusing on input relevant to the Transit Needs Assessment, but also discussed input regarding other transit issues, including operational issues and requests for specialized transit service, and input regarding other jurisdictions; and

WHEREAS a transit needs assessment report was prepared that documents the nature of the transit-dependent population, analyzes transportation services, memorializes testimony at the SBCAG public hearings on unmet transit needs, provides the staff assessment of the testimony, presents findings on unmet transit needs, and documents the consideration of these issues by the advisory councils and committees; and

WHEREAS SBCTAC and TTAC reviewed and recommended approval of the draft 2019 Transit Needs Assessment and draft findings on unmet transit need and reasonable to meet;

NOW THEREFORE, IT IS HEREBY RESOLVED THAT the Santa Barbara County Association of Governments accepts the 2019 Transit Needs Assessment Report and acknowledges that the Public Utilities Code section 99401.5 findings are not required because none of the region's recipients will claim funding for a non-transit purpose

BE IT FURTHER RESOLVED THAT the Santa Barbara County Association of Governments for Fiscal Year 2019/20 will make all TDA fund allocations for public transportation services, specialized transportation services, facilities provided for the exclusive use of pedestrians and bicycle, or for purposes of Public Utilities Code Section 99400(f).
PASSED AND ADOPTED this 16th day of May, 2019, by the following vote:

AYES: WILLIAMS, HART, HARTMANN, RUBALCABA, MOSEBY, KASDIN, CLARK, MURILLO, AND SIERRA

NOES: ADAM, TOUSSAINT AND CHAIR PATINO

ABSENT: LAVAGNINO

ABSTAIN:

ATTEST:

Terry Contreras
Clerk of the Board
Santa Barbara County
Association of Governments

Alice Patino
Chair
Santa Barbara County
Association of Governments

APPROVED AS TO FORM:
Michael C. Ghizzoni
County Counsel

Deputy County Counsel