

# Transit Needs Assessment 2024

MARCH 2024



Member Agencies

Buellton ■ Carpinteria ■ Goleta ■ Guadalupe ■ Lompoc ■ Santa Barbara ■ Santa Maria ■ Solvang ■ Santa Barbara County

## Transit Needs Assessment 2024

---

### Project Staff

Marjie Kirn

Executive Director

Michael Becker

Director of Planning

Jared Carvalho

Transportation Planner II



Santa Barbara County Association of Governments

260 North San Antonio Road, Suite B

Santa Barbara, CA, 93110

(805) 961-8900

[www.sbcag.org](http://www.sbcag.org)

#### Member Agencies

Buellton ■ Carpinteria ■ Goleta ■ Guadalupe ■ Lompoc ■ Santa Barbara ■ Santa Maria ■ Solvang ■ Santa Barbara County

Financial support for the preparation of this report was provided by the State of California.

## 2024 Membership Roster

---

<u>SUPERVISORS</u>	<u>Member</u>	<u>Supervisorial District</u>
	DAS WILLIAMS	FIRST DISTRICT
	LAURA CAPPAS	SECOND DISTRICT
	JOAN HARTMANN	THIRD DISTRICT
	BOB NELSON	FOURTH DISTRICT
	STEVE LAVAGNINO (Chair)	FIFTH DISTRICT

---

<u>CITIES</u>	<u>Member</u>	<u>Alternate</u>
BUELLTON	DAVE KING Mayor	JOHN SANCHEZ Councilmember
CARPINTERIA	AL CLARK Mayor	WADE NOMURA Councilmember
GOLETA	PAULA PEROTTE Mayor	KYLE RICHARDS Mayor Pro Tem
GUADALUPE	ARISTON JULIAN Mayor	CHRISTINA HERNANDEZ Councilmember
LOMPOC	JENELLE OSBORNE Mayor	GILDA CORDOVA Councilmember
SANTA BARBARA	RANDY ROWSE (Vice-Chair) Mayor	ERIC FRIEDMAN Councilmember
SANTA MARIA	ALICE PATINO Mayor	MARIBEL AGUILERA-HERNANDEZ Councilmember
SOLVANG	MARK INFANTI Mayor	ELIZABETH ORONA Councilmember

---

### EX-OFFICIO (NON-VOTING) MEMBERS

CALTRANS DISTRICT 5	SCOTT EADES
19 <sup>th</sup> SENATE DISTRICT	MONIQUE LIMON
37 <sup>th</sup> ASSEMBLY DISTRICT	GREGG HART

### Member Agencies

Buellton ■ Carpinteria ■ Goleta ■ Guadalupe ■ Lompoc ■ Santa Barbara ■ Santa Maria ■ Solvang ■ Santa Barbara County

With Special Recognition

---



**Santa Barbara County Transit Advisory Committee  
(SBCTAC)**

<b>Representative of:</b>	<b>Voting Member</b>
LOCAL SOCIAL SERVICE PROVIDERS FOR PERSONS WITH DISABILITIES	<b>Lesner-Buxton, Jacob</b> (Chair) Independent Living Resource Center
LOCAL CTSA - Easy Lift	<b>Paredes, Ernesto</b>
LOCAL SOCIAL SERVICE PROVIDERS FOR PERSONS OF LIMITED MEANS	<b>Diaz, Lee</b>
POTENTIAL TRANSIT USERS WHO IS 60 YEARS OF AGE OR OLDER	VACANT
AGRICULTURAL WORKERS	VACANT
TRANSIT USERS FROM SOUTHERN SANTA BARBARA COUNTY	<b>Viriyincy, Oran</b> (Vice-Chair)
LOCAL SOCIAL SERVICE PROVIDERS FOR SENIORS	VACANT
CITY OF LOMPOC TRANSIT (COLT)	<b>Fernbaugh, Richard</b>
SANTA BARBARA METROPOLITAN TRANSIT DISTRICT (MTD)	<b>Blackerby, Hillary</b>
LOCAL SOCIAL SERVICE PROVIDERS FOR SENIORS	<b>Zacarias, Hilda</b> Community Partners in Caring
LOCAL CTSA - SMOOTH	<b>Simas, Fil</b>
COUNTY TRANSIT	<b>Friedlander, Mark</b>
POTENTIAL TRANSIT USERS WHO HAS A DISABILITY	<b>La Rocco, Matt</b>
LOCAL SOCIAL SERVICE PROVIDERS FOR PERSONS WITH DISABILITIES	VACANT
GUADALUPE TRANSIT	VACANT
SANTA YNEZ VALLEY TRANSIT (SYVT)	<b>Olds, Rodger</b>
SANTA MARIA AREA TRANSIT (SMAT)	<b>Anguiano, Gamaliel</b>
TRANSIT USERS FROM NORTHERN SANTA BARBARA COUNTY	<b>Townley, Jan</b>

**Member Agencies**

Buellton ■ Carpinteria ■ Goleta ■ Guadalupe ■ Lompoc ■ Santa Barbara ■ Santa Maria ■ Solvang ■ Santa Barbara County

## Table of Contents

---

<i>Executive Summary</i> .....	1
<i>Chapter 1. Introduction</i> .....	3
<i>Chapter 2. Consultation</i> .....	5
<i>Chapter 3. Assessment of Population Characteristics</i> .....	6
<i>Transit Dependency Indicator: Older Adults</i> .....	7
<i>Transit Dependency Indicator: Low Income</i> .....	11
<i>Transit Dependency Indicator: Individuals with a Disability</i> .....	15
<i>Transit Dependency Indicator: Transit Demand</i> .....	19
<i>Chapter 4. Transportation Services</i> .....	24
<i>Description of Transit Providers</i> .....	24
<i>Intercity Transportation Services</i> .....	26
<i>Specialized Transportation Services</i> .....	26
<i>Adequacy of Transportation Services</i> .....	28
<i>Chapter 5. Service Expansions &amp; Improvements</i> .....	30
<i>Chapter 6. Transportation Needs Assessment &amp; Findings</i> .....	32
<i>Public Input</i> .....	32
<i>Analysis</i> .....	33
Unmet Transit Needs Analysis.....	37
<i>Findings</i> .....	38
<i>Appendix A: Public Outreach Materials</i> .....	39
<i>Appendix B: FY 22/23 Transit Ridership Totals</i> .....	48
<i>Appendix C: Summary of Public Input</i> .....	49
<i>Appendix D: SBCAG Resolution</i> .....	69

### Member Agencies

Buellton ■ Carpinteria ■ Goleta ■ Guadalupe ■ Lompoc ■ Santa Barbara ■ Santa Maria ■ Solvang ■ Santa Barbara County

## Tables

---

<i>Table 1: Public Input Summary Table</i> .....	33
<i>Table 2: Examples of Requests Not Applicable to the Transit Needs Assessment</i> .....	34
<i>Table 3: Public Comments Related to Transit Service</i> .....	37

## Figures

---

<i>Figure 1: Transit Needs Assessment Flowchart</i> .....	4
<i>Figure 2: Older Adults (Age 65+) - Regional</i> .....	8
<i>Figure 3: Older Adults (Age 65+) - South Coast</i> .....	9
<i>Figure 4: Older Adults (Age 65+) - North County</i> .....	10
<i>Figure 5: Low-Income Communities - Regional</i> .....	12
<i>Figure 6: Low-Income Communities - South Coast</i> .....	13
<i>Figure 7: Low-Income Communities - North County</i> .....	14
<i>Figure 8: Disabled Population - Regional</i> .....	16
<i>Figure 9: Disabled Population - South Coast</i> .....	17
<i>Figure 10: Disabled Population - North County</i> .....	18
<i>Figure 11: Transit Demand Score - Regional</i> .....	20
<i>Figure 12: Transit Demand Score - South Coast</i> .....	21
<i>Figure 13: Transit Demand Score - North County</i> .....	22
<i>Figure 14: Countywide Total Transit Ridership - FY 2017/18 through FY 2022/23</i> .....	31
<i>Figure 15: Definition - Unmet Transit Need</i> .....	36
<i>Figure 16: Criteria - Reasonable to Meet</i> .....	36

### Member Agencies

Buellton ■ Carpinteria ■ Goleta ■ Guadalupe ■ Lompoc ■ Santa Barbara ■ Santa Maria ■ Solvang ■ Santa Barbara County

## 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.

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 March 6, 2024 SBCTAC meeting, SBCAG staff presented a summary of the feedback received from the public. The summary included comments from the SBCAG virtual public hearing, Santa Maria Regional Transit (SMRT) and City of Lompoc Transit (COLT) unmet transit needs workshops, and all comments received by online survey, email, phone, or mail during SBCAG’s public comment period.

As required by the TDA, SBCAG must perform an assessment of the size and location of identifiable groups likely to be transit-dependent or transit-disadvantaged in Santa Barbara County. Such groups include the elderly, the disabled, and persons of limited means. These groups include individuals eligible for paratransit and other specialized transportation services pursuant to Section 12143 of Title 42 of the United States Code, the federal Americans with Disabilities Act of 1990, and recipients under the CalWORKS program.

The assessment found that, the County’s low-income, elderly, and disabled populations tend to be concentrated within the same areas throughout the region. These concentrations are mostly in the urban areas of Santa Maria, Lompoc, Santa Barbara, Goleta, and Isla Vista. Lesser concentrations exist in Guadalupe, Vandenberg Village, Carpinteria, Santa Ynez, and the unincorporated South Coast areas.

The transit demand score analysis identifies the population’s most likely to be transit dependent can be found in these same areas. Public transit service exists in all areas where transit-dependent populations can be found.

SBCAG must also analyze existing public and specialized transportation services. There are a variety of fixed route, demand response, commuter, intercity, and specialized services providing transportation in every region in the County. The COVID-19 pandemic heavily

impacted transit in the region. Transit agencies are burdened by staffing shortages following the pandemic.

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 2023/24 cycle, SBCAG finds that there are no unmet transit needs, 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 2024-25 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 (STA) fund. 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 non-transit purposes.

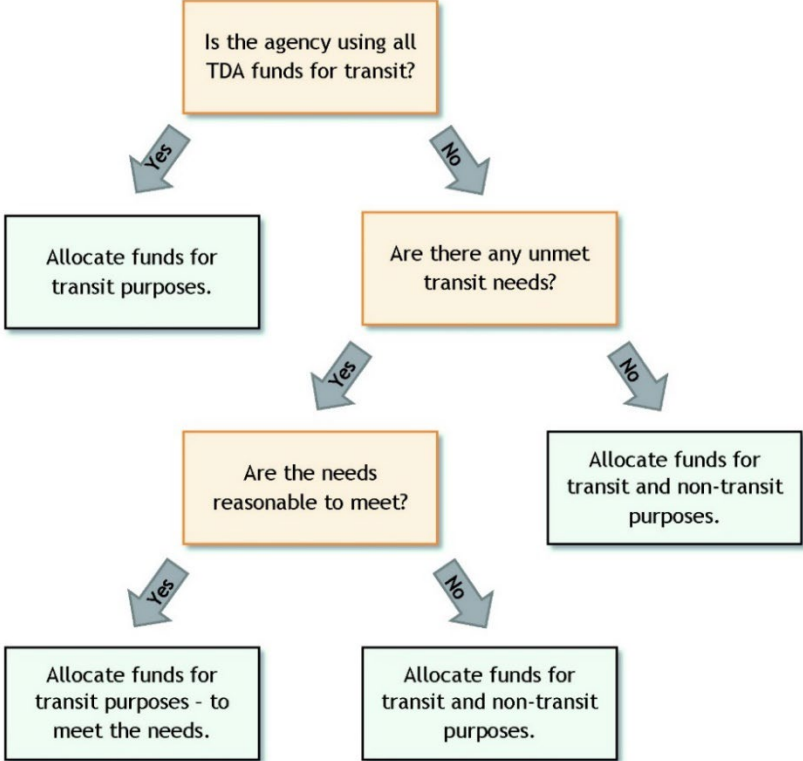
If a claimant requests to use LTF funds for streets and roads purposes, SBCAG must first determine whether or not there are unmet needs that are reasonable to meet within the claimant’s jurisdiction. To make this determination, SBCAG must perform an assessment of regional transit needs. The assessment, 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.

*Figure 1: Transit Needs Assessment Flowchart*



## 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.<sup>1</sup> 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 2024 Transit Needs Assessment process on October 4, 2023. SBCTAC discussed options for and provided direction on the public outreach strategy. The committee approved the format of the public hearing, and reviewed the type, design, and distribution of public outreach materials (Appendix A).

SBCTAC received a presentation on March 6, 2024, with SBCAG staff sharing the public input received during the Unmet Transit Needs public hearings and public comment period and the results of the findings.

---

<sup>1</sup> 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.

## **TRANSIT DEPENDENCY INDICATOR: OLDER ADULTS**

Older adults (for purposes of the Transit Needs Assessment, those 65 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 American Community Survey (ACS) 5-year Estimate 2018-2022 was used to map the distribution of individuals aged 65 and older. Figures 2 - 4 show the number of individuals aged 65 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.
- High concentrations of older adults exist in areas within the cities of Santa Maria and Lompoc, as well as the communities of Orcutt, Vandenberg Village, and Santa Ynez.
- High concentrations of older adults exist in areas with large senior complexes.
- Moderate concentrations exist in neighborhoods elsewhere in the region but are less contiguous.

Figure 2: Older Adults (Age 65+) – Regional

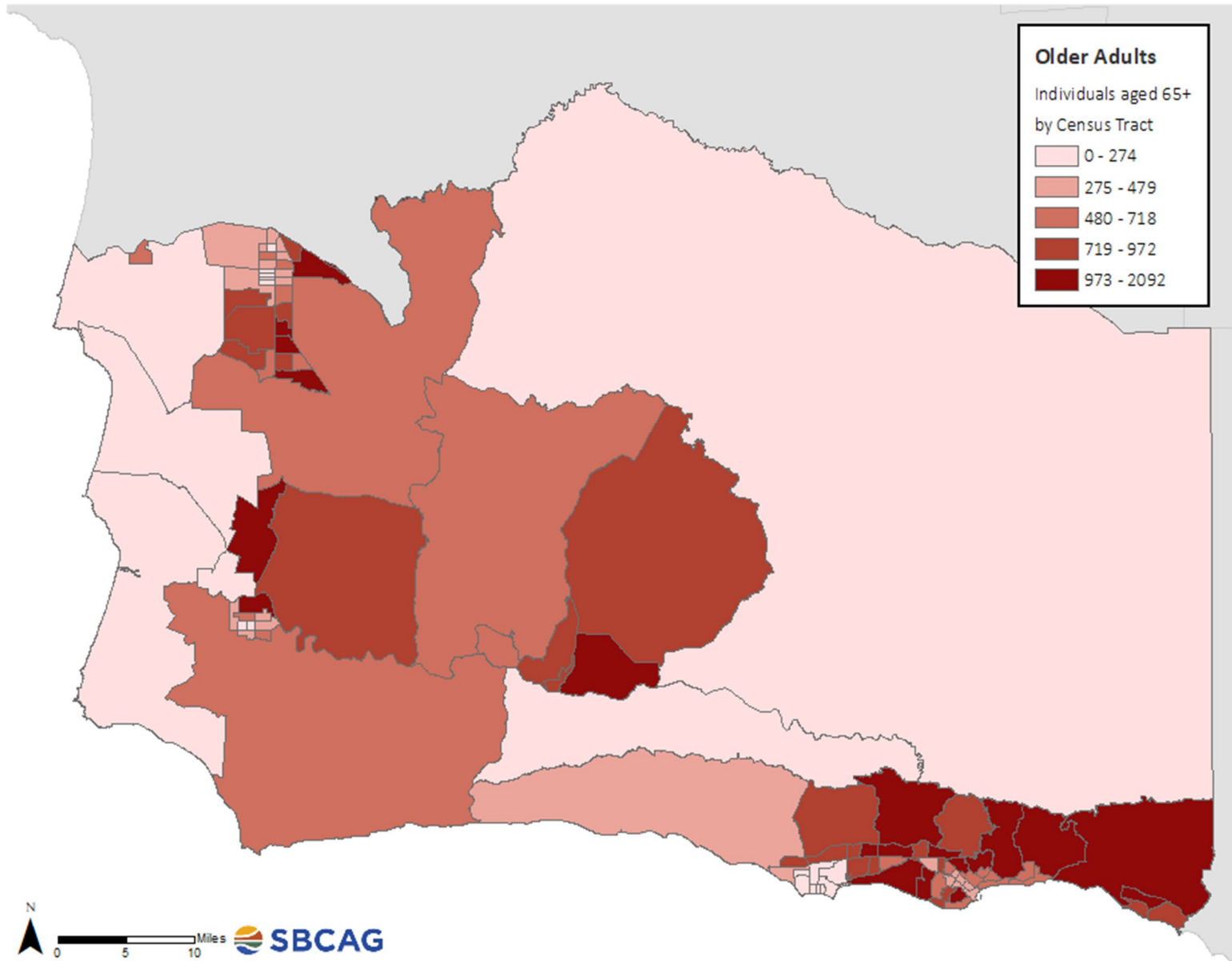


Figure 3: Older Adults (Age 65+) – South Coast

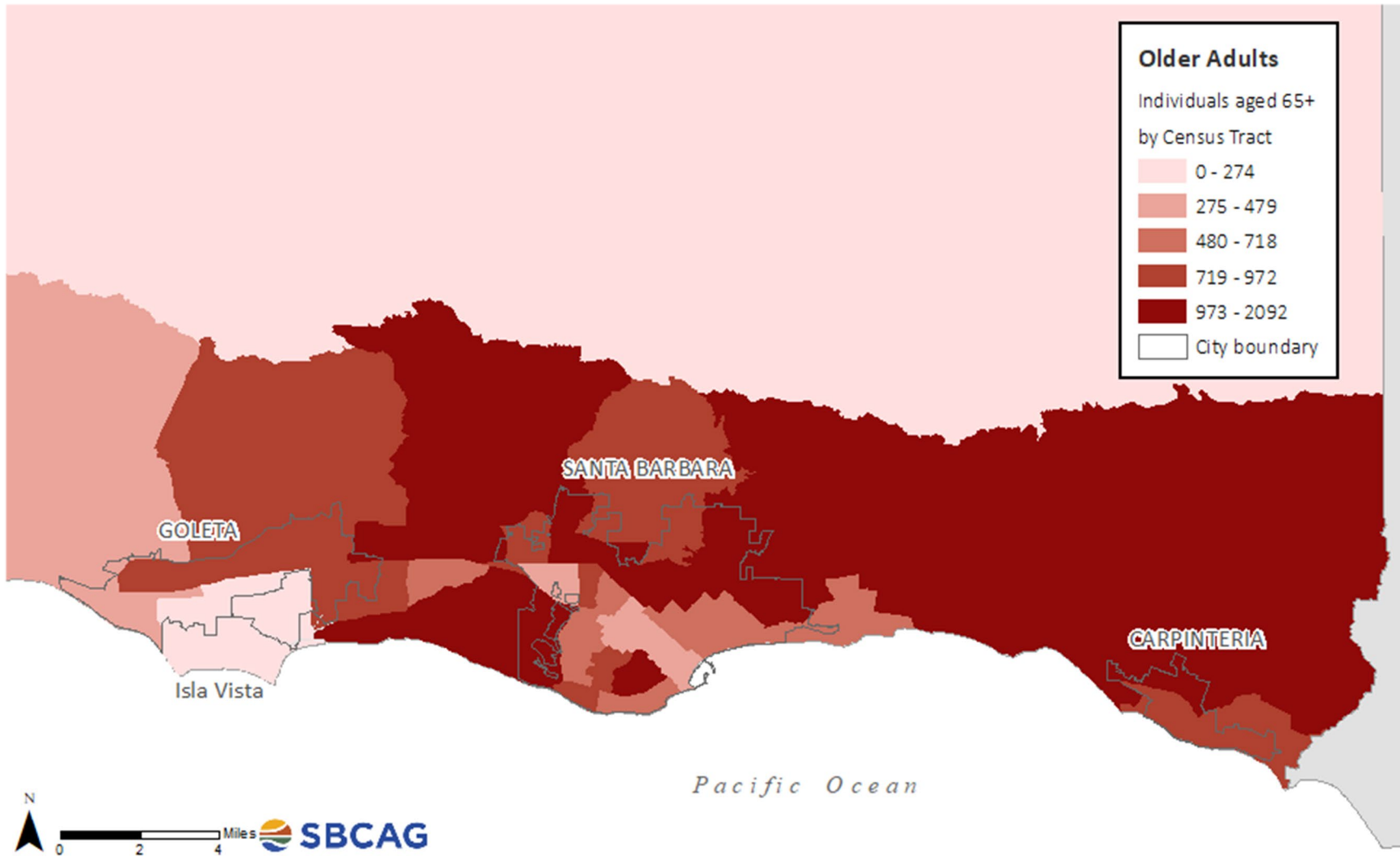
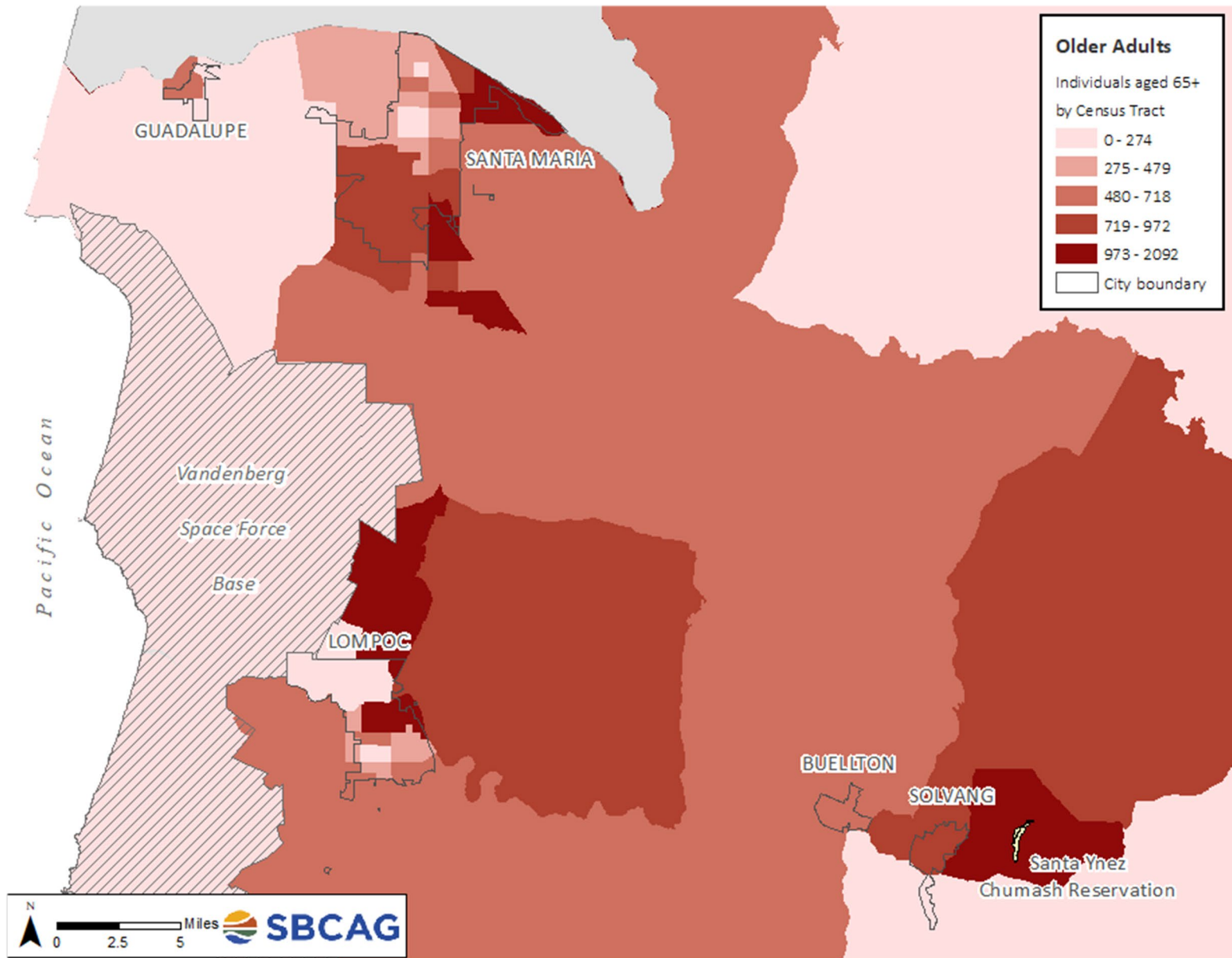


Figure 4: Older Adults (Age 65+) – North County





## **TRANSIT 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 2018-2022 was used to map individuals of low income, measured by the number of individuals 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 5 – 7. Key findings are as follows:

- On the Santa Barbara South Coast, high concentrations of low-income individuals are located in Isla Vista, Old Town Goleta, Downtown & Eastside Santa Barbara, and the areas near Santa Barbara City College.
- In North County, higher concentrations of low-income individuals are located in Lompoc, Santa Maria, and Guadalupe.
- Moderate concentrations of low-income individuals can be found in Orcutt, Santa Ynez, and Vandenberg Village.

Figure 5: Low-Income Communities - Regional

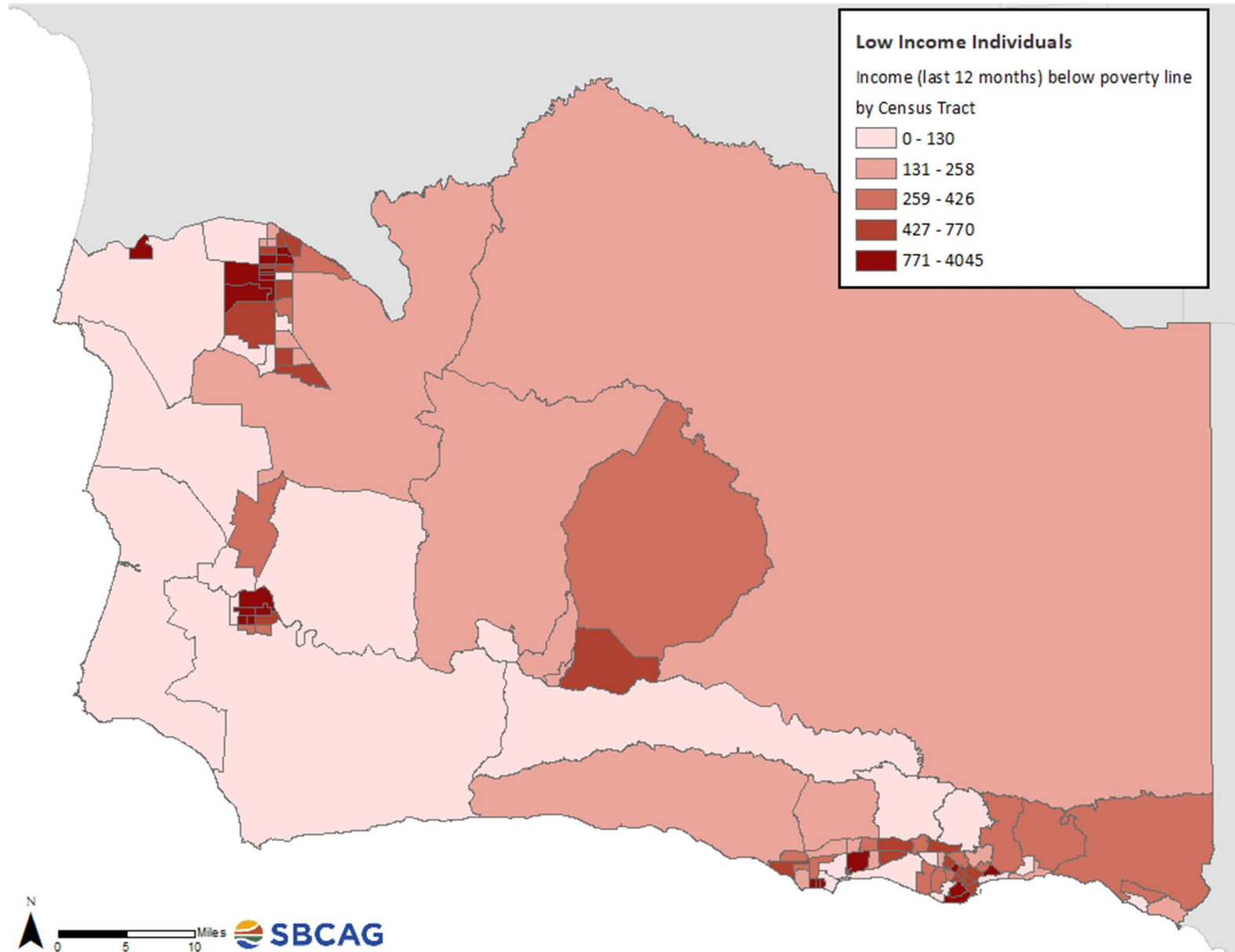


Figure 6: Low-Income Communities – South Coast

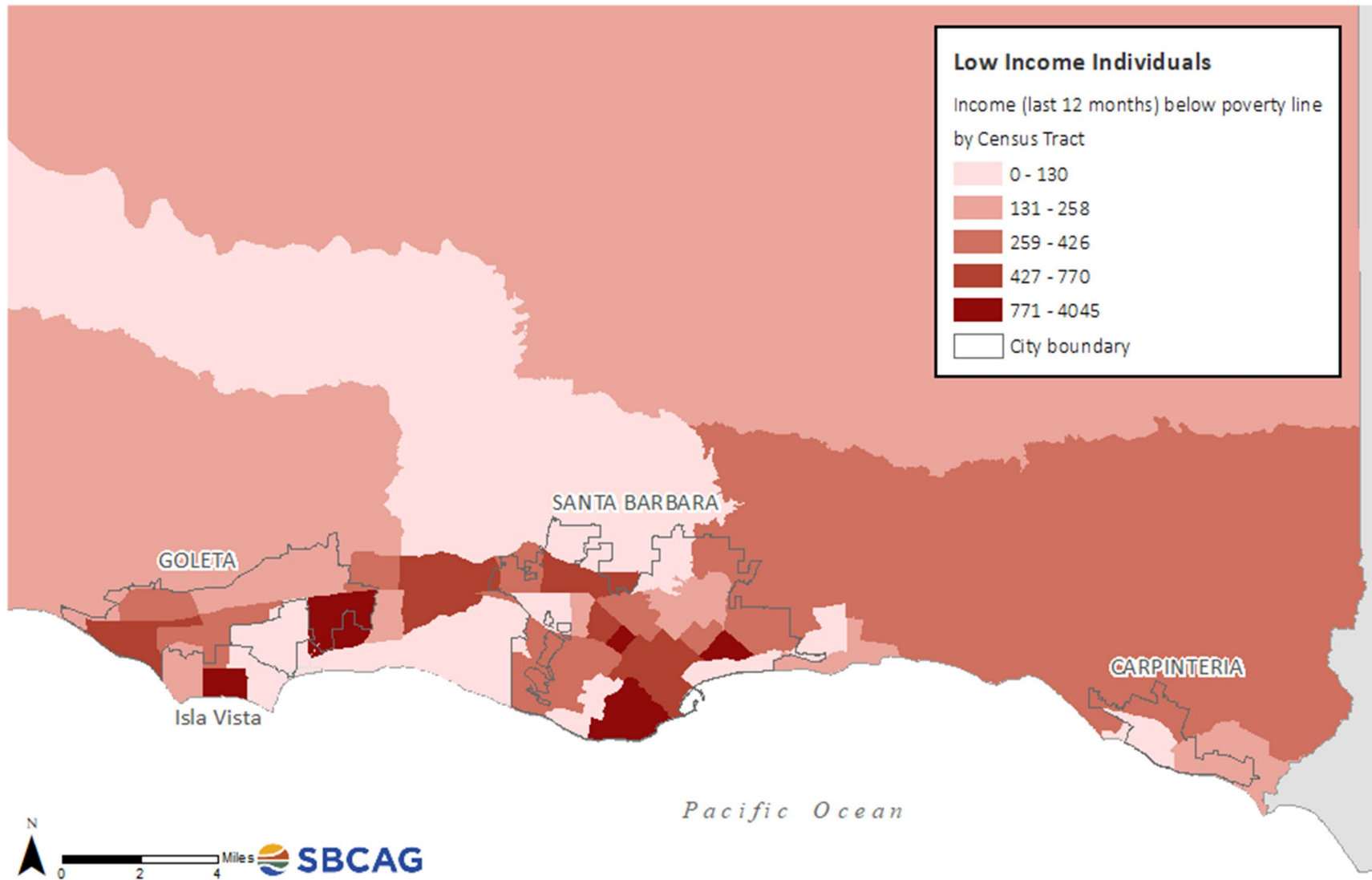
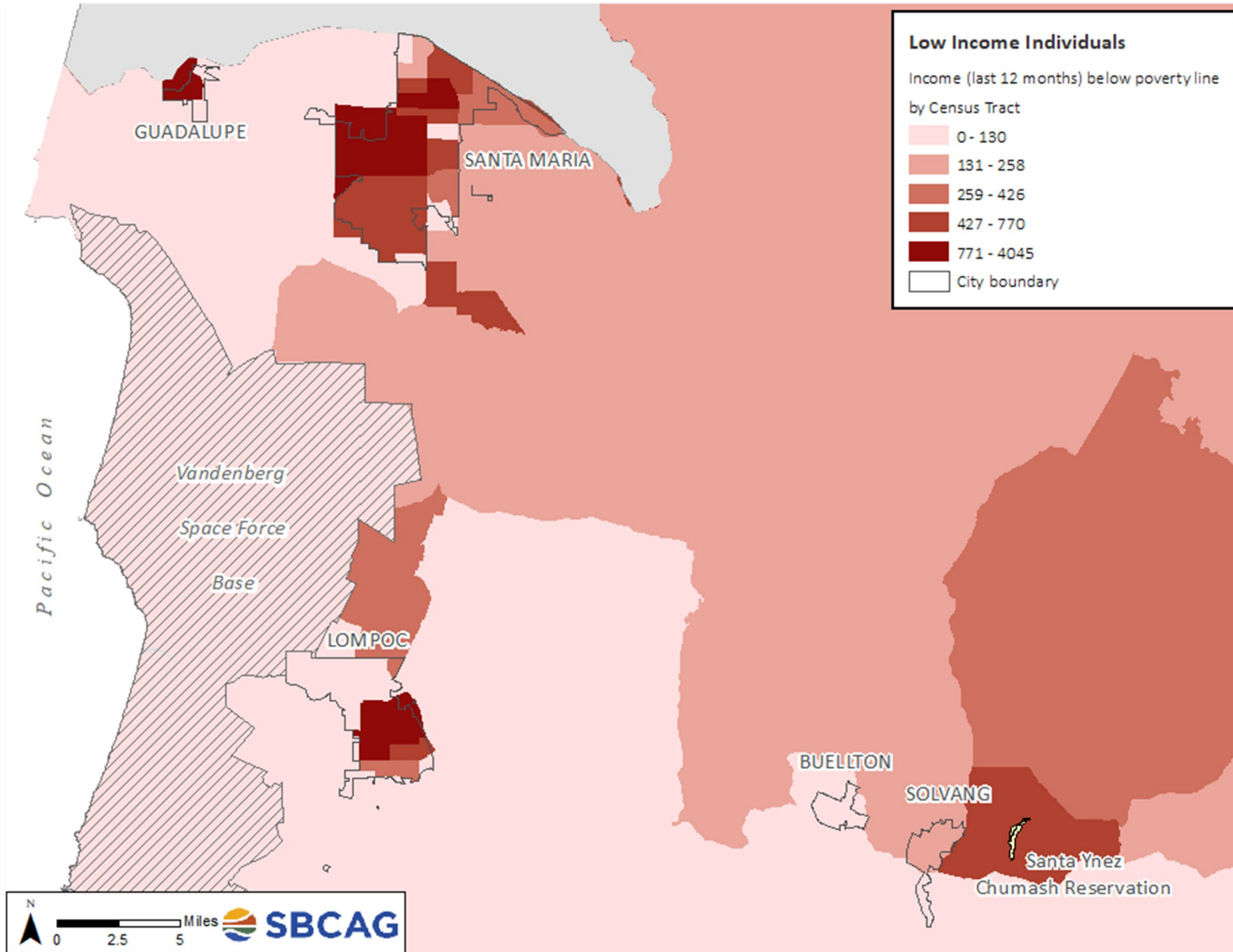


Figure 7: Low-Income Communities – North County



## TRANSIT 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.<sup>2</sup> Data from the U.S. Census ACS 2018-2022 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 8-10. Key findings are as follows:

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

---

<sup>2</sup> 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 8: Disabled Population – Regional

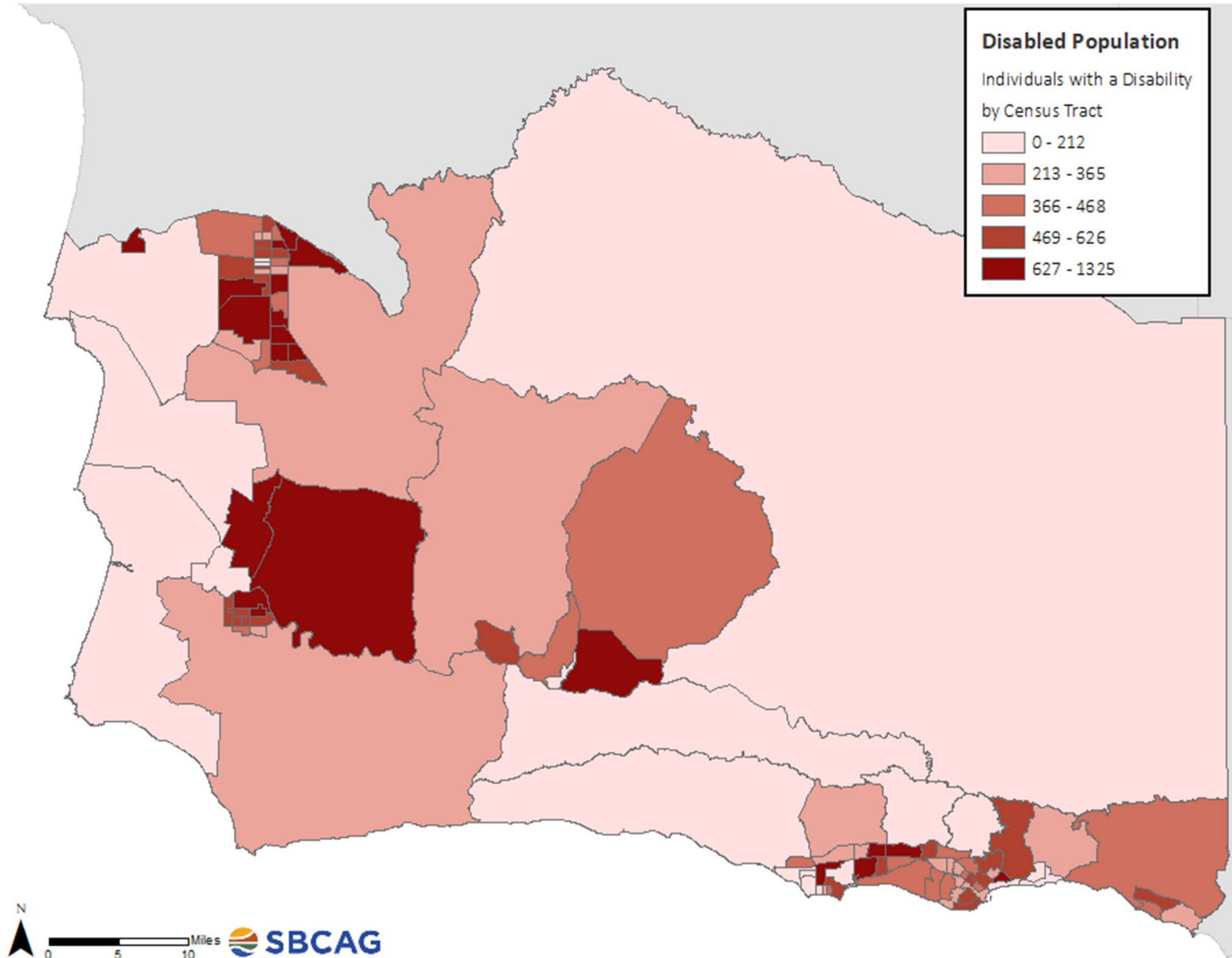


Figure 9: Disabled Population – South Coast

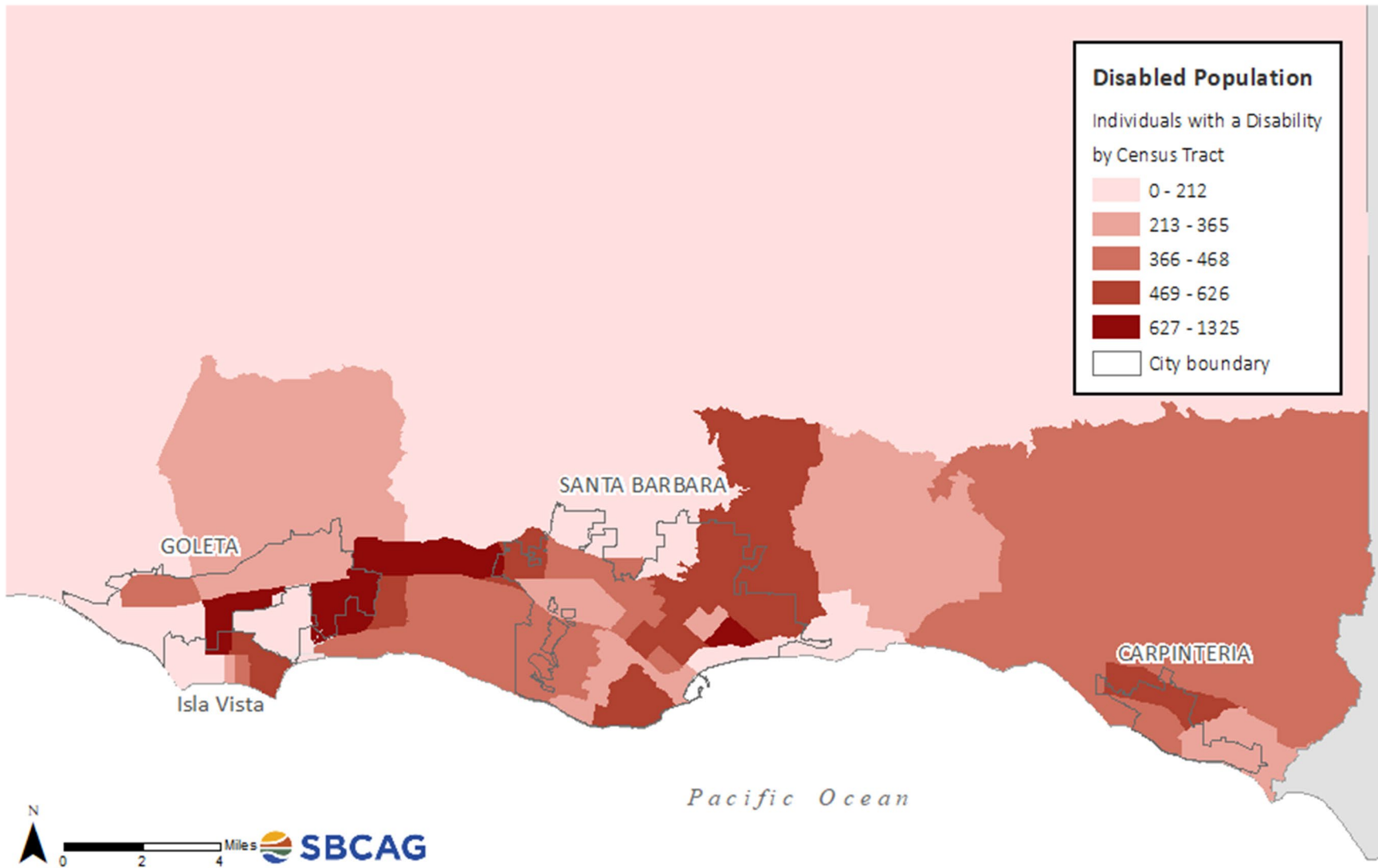
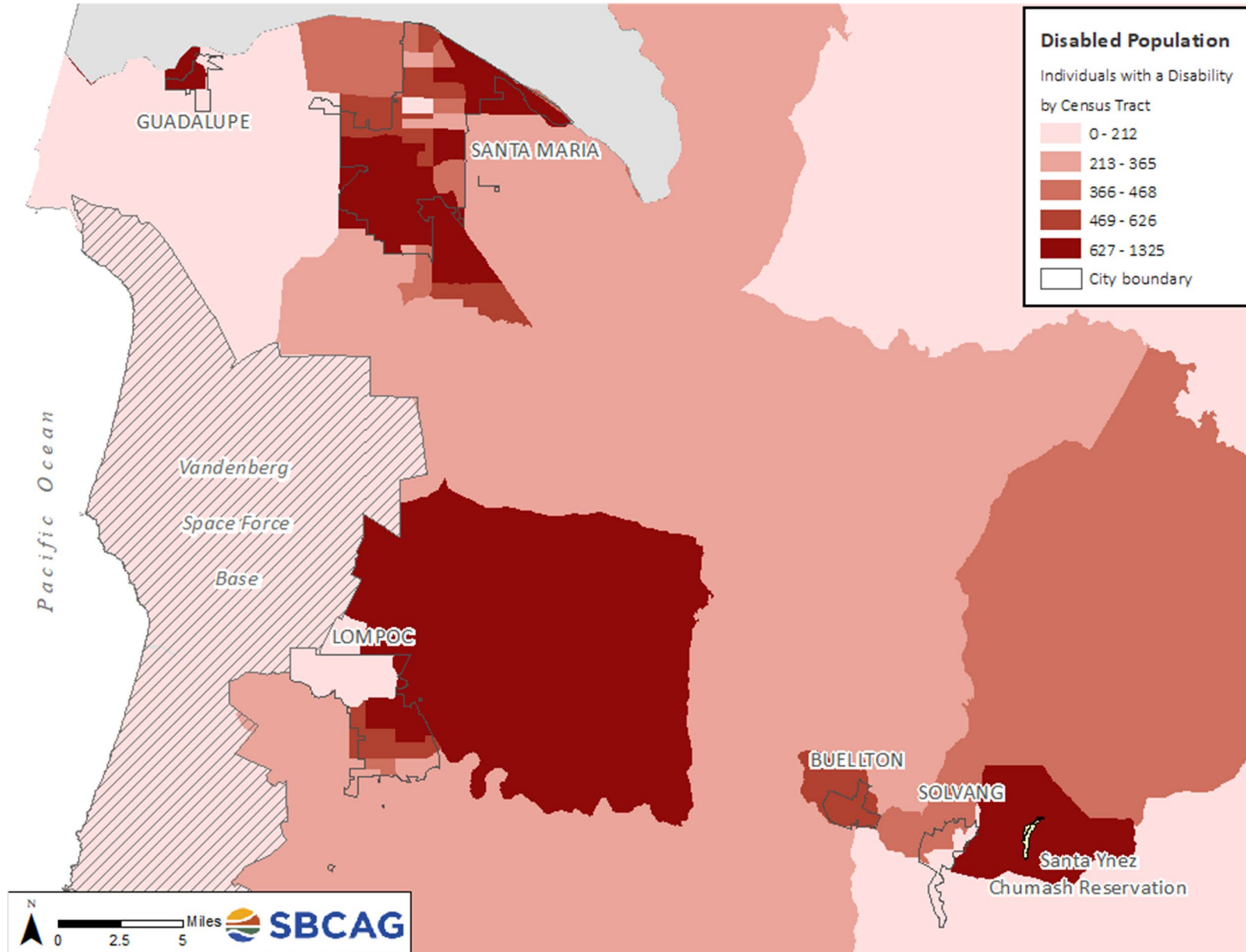


Figure 10: Disabled Population – North County





## TRANSIT DEPENDENCY INDICATOR: TRANSIT DEMAND

Replica Transit Demand Score<sup>3</sup> is an index score of several factors that contribute to an individual's predicted transit demand. The data used to generate the following maps is from Spring of 2023.

The Replica Transit Demand Score is a quantitative measure of predicted demand for transit services in a given geography. The score ranges from 0 to 100, with 100 being the highest level of demand. The scores are generated using a random forest regression model that considers several relevant factors within a selected area, such as the number of residents, number of workers, households with zero automobiles, transit commuters, and median household income.

Figures 11-13 below show the transit demand scores in all areas in Santa Barbara County. Figures 12 and 13 include the rail and transit network layers. The areas with medium – high transit demand scores are all served by the public transit network.

Key findings are as follows:

- Higher demand for transit exists in the County's urbanized areas.
- Higher concentrations of transit demand exists in the City of Santa Maria in North County, and within the cities of Carpinteria, Santa Barbara, Goleta on the South Coast.
- High transit demand exists in the unincorporated community of Isla Vista, where the University of California Santa Barbara is located.

---

<sup>3</sup> For more information about Replica's Transit Demand methodology visit:  
<https://documentation.replicahq.com/docs/transit-equity-and-demand>

Figure 11: Transit Demand Score - Regional

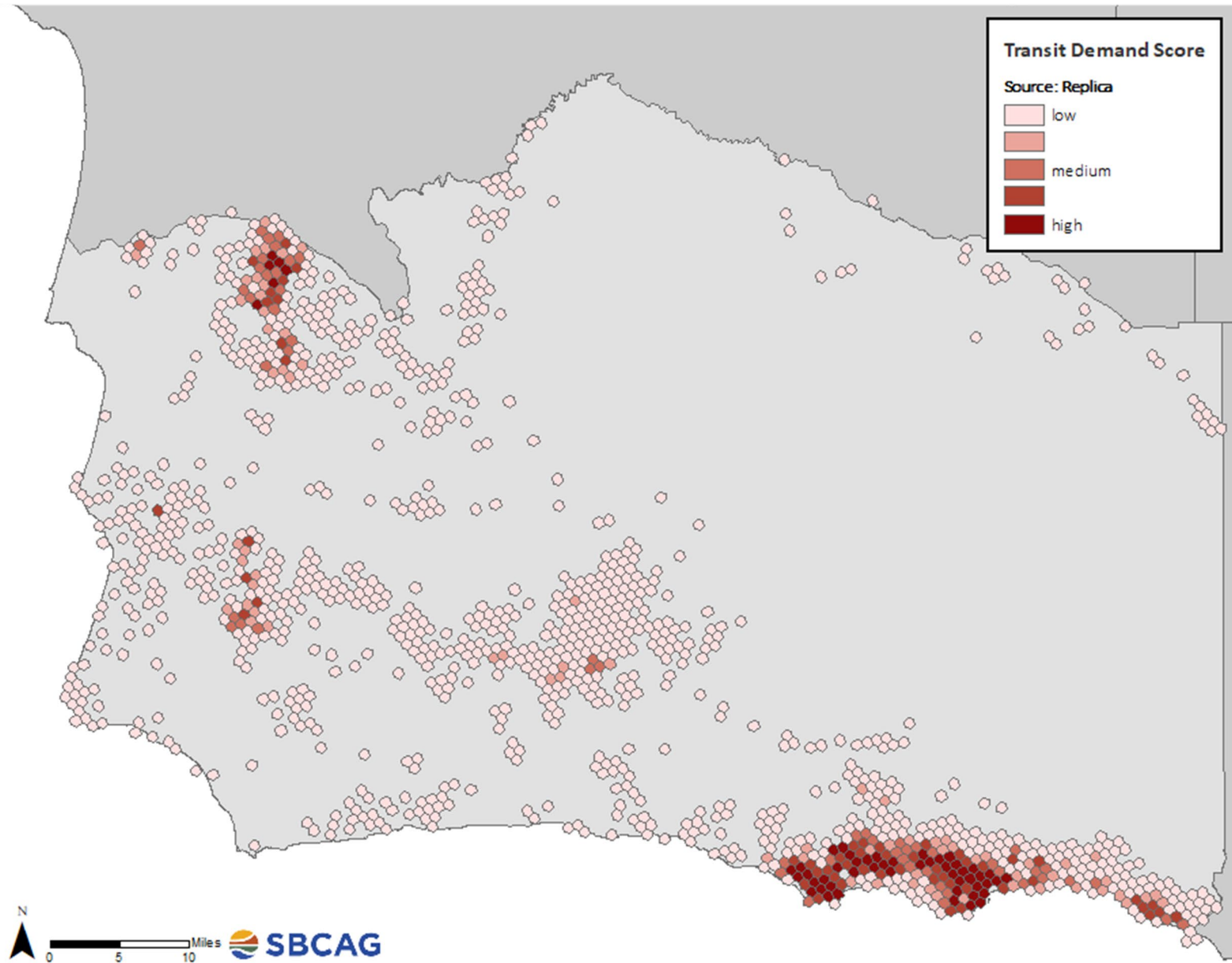


Figure 12: Transit Demand Score – South Coast

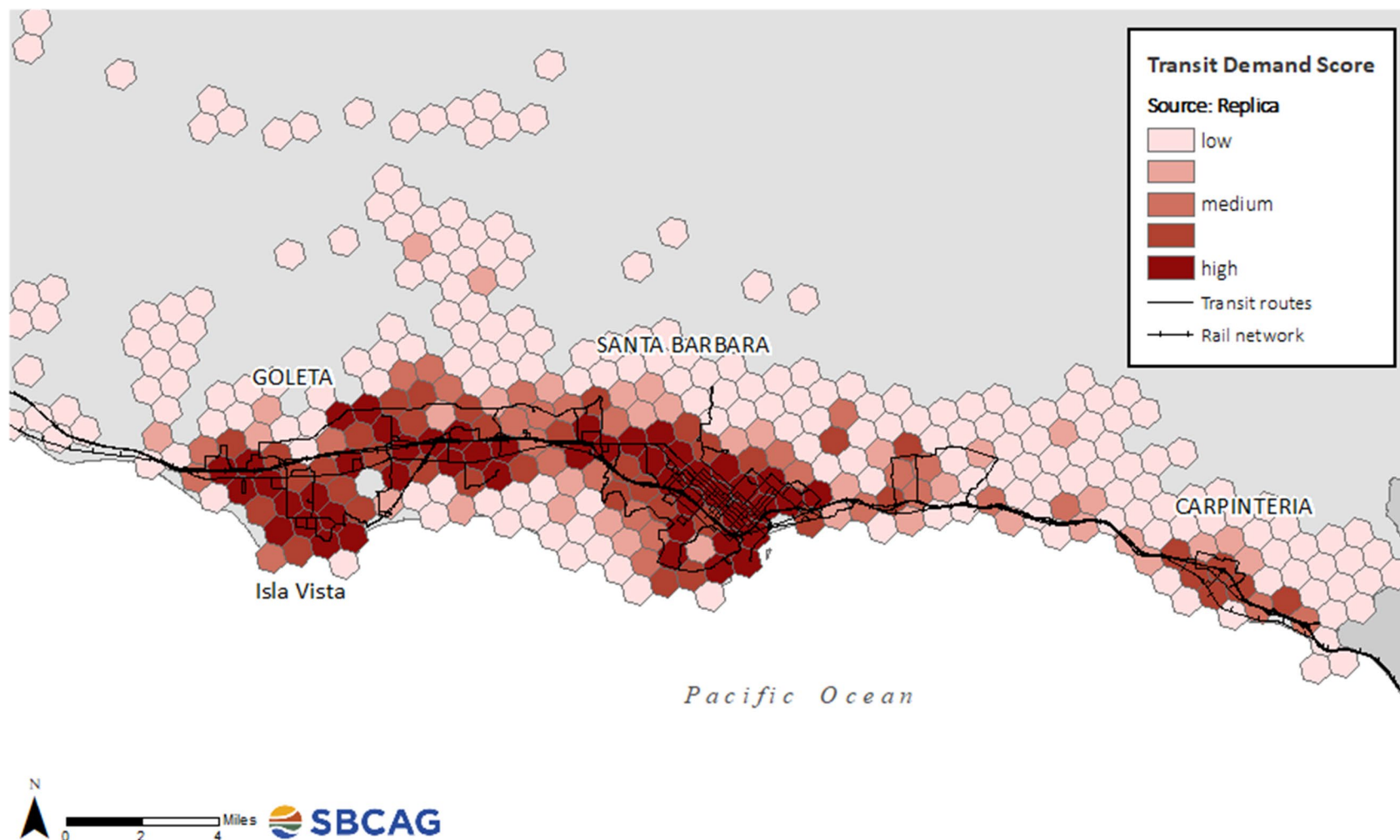
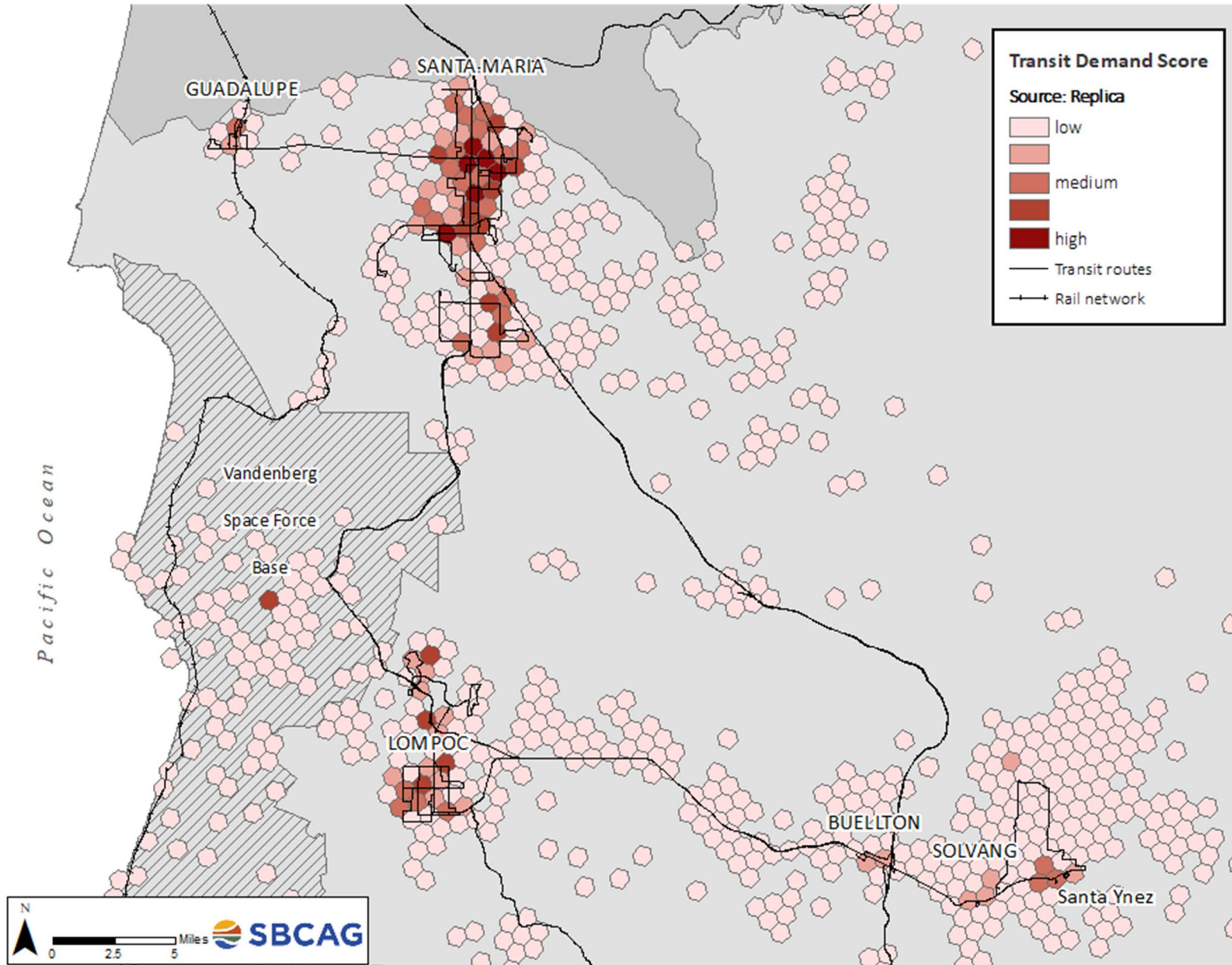


Figure 13: Transit Demand Score – North County



In conclusion, this assessment found that Santa Barbara County's low-income, elderly, and disabled populations tend to be concentrated within the same areas throughout the region. These concentrations are mostly in the urban areas of Santa Maria, Lompoc, Santa Barbara, Goleta, and Isla Vista. Lesser concentrations exist in Guadalupe, Vandenberg Village, Carpinteria, Santa Ynez, and the unincorporated South Coast areas.

The transit demand score analysis identifies the population's most likely to be transit dependent can be found in these same areas. Public transit service exists in all areas where transit-dependent populations can be found.

## 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. MTD operates fixed-route bus service that offers 19 bus routes and additional booster services for secondary schools. Routes service Southern Santa Barbara County in the communities of Santa Barbara, Goleta, Isla Vista, Summerland, Montecito, and Carpinteria. Americans with Disabilities Act paratransit service is provided by Easy Lift Transportation under a Memorandum of Understanding.

#### SMRT (Santa Maria Regional Transit)

SMRT, the largest transit service provider in North Santa Barbara County, provides fixed route and demand response service. Services include SMRT, Breeze Bus, ADA Paratransit and the Cuyama shuttle. It operates 11 fixed-routes, serving Santa Maria, Orcutt, Tanglewood. The Breeze weekday service serves Santa Maria, Orcutt, Vandenberg Space Force Base, Vandenberg Village, Lompoc, Los Alamos, and Santa Ynez.

### *COLT (City of Lompoc Transit)*

COLT provides fixed-route and demand response service within Lompoc, Mission Hills, and Vandenberg Village. COLT operates 4 fixed route services, and connecting services include the Breeze and Clean Air Express. Lompoc also operates the Wine County Express, which provides service to Lompoc, Buellton, and Solvang.

### *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. SYVT provides a general public demand-response (Dial-A-Ride) service for Older Adults (ages 60+) and ADA services for all ages.

### *Guadalupe Transit*

Guadalupe Transit operates the fixed-route Guadalupe Flyer (Local), Guadalupe Flyer (Express), and ADA curb-to-curb service for disabled residents. The fixed-route local service serves Guadalupe while the express service runs between Guadalupe and Santa Maria.

### *Clean Air Express*

The Clean Air Express operates a weekday commuter service from North Santa Barbara County to the South Coast. 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.

### *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 Carpinteria, Goleta, Santa Barbara, Ventura, Oxnard, and Camarillo with daily bi-directional service. 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.

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

SLORTA Route 10 connects Santa Maria with stops throughout San Luis Obispo County. In Santa Maria, it serves the SMRT 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.

### **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).

### **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.

## **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. 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**

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 SMRT Routes 5 and 7 (Santa Maria campus). The Santa Maria campus is also served by SLORTA Route 10.

Santa Barbara City College (SBCC) is served by MTD and Easy Lift.

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.

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](http://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.

### *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.<sup>4</sup> The Santa Barbara Airbus provides shuttle service from Goleta, Santa Barbara, and Carpinteria to LAX. Roadrunner Shuttle serves all major airports 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 throughout 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-through-door transportation to seniors and adults with mild disabilities in Santa Maria, Guadalupe, Lompoc, Los Alamos, Goleta, Santa Barbara, Carpinteria, and the Santa Ynez Valley. Volunteers are trained, screened and receive ongoing education. Services are available Monday-Friday with weekends available (dependent upon volunteer availability) to seniors who are alert and ambulatory and mildly disabled adults.

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.<sup>5</sup> 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.

---

<sup>4</sup> LAX = Los Angeles International Airport

<sup>5</sup> See SBCAG's November 2007 report, *Transportation Connections: Coordinated Public Transit-Human Services Transportation Plan for Santa Barbara County*, for more information.

## **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.

## CHAPTER 5. SERVICE EXPANSIONS & IMPROVEMENTS

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

- *An analysis of potential alternative public transportation and specialized transportation services and service improvements that would meet all or part of the transit demand*

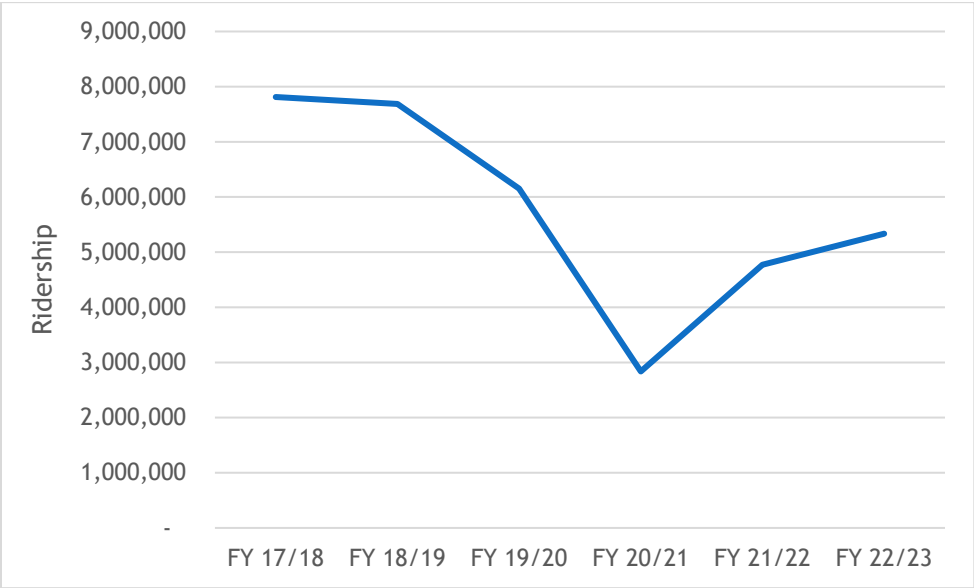
This chapter analyzes the potential of alternative public transportation and specialized transportation services and service improvements to meet all or part of the transit demand.

Transportation service providers, as well as SBCAG and SBCTAC, continually evaluate changing transit demand throughout Santa Barbara County. In addition to information gathered during the annual Transit Needs Assessment, transit agencies hold public workshops and update Short Range Transit Plans. SBCAG regularly updates its Coordinated Public Transit-Human Services transportation plan to assess the efficiency of the transportation network as a whole. The most recent update to the Coordinated Plan is ongoing, with an anticipated completion date of March 2024.

In recent years, the biggest issues for transit agencies have been related to the COVID-19 pandemic, which resulted in the need to make significant cuts to transit service. Following the pandemic, transit operators have been facing driver shortages which contribute to the challenge of expanding and re-instating transit service.

Historical (six-year) ridership levels for the transit providers in Santa Barbara County are shown below in Figure 14. Ridership totals for each of the transit providers are included in Appendix B.

Figure 14: Countywide Total Transit Ridership - FY 2017/18 through FY 2022/23



Transit ridership data<sup>6</sup> collected over the past six years indicates the significant impact of the COVID-19 pandemic on transit ridership. Fiscal years 19/20 and 20/21 experienced the most significant declines in ridership. Since FY 20/21 transit ridership has been returning towards pre-pandemic levels.

---

<sup>6</sup> Total transit ridership data includes local, fixed route, and ADA service. All figures are self-reported.

## CHAPTER 6. TRANSPORTATION NEEDS ASSESSMENT & FINDINGS

*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.*

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

The public outreach process consisted of a public comment period and a public hearing. The public comment period was from November 1 to December 15, 2023. During the Public Comment period, comments could be submitted via phone, email, letter, or by taking an online survey. SBCAG's Unmet Transit Needs Public Hearing was held virtually via Zoom on December 6, 2023. The public Hearing was a drop-in format from 4-6 PM. An interpreter was available to translate public comments from Spanish to English (though no attendees provided comments in Spanish).

Additionally, City of Lompoc Transit (COLT) and Santa Maria Regional Transit (SMRT) held public hearings independently of SBCAG. The Lompoc hearing was held at the City of Lompoc Council Chambers on November 30, 2023, at 3 PM, and SMRT held two public hearings at the Public Library's Shephard Hall on December 7, 2023 from 4-5 PM and 5:30 – 6:30 PM.

SBCAG noticed the public hearings using a variety of means:

Newspapers Classified Ads in the following publications (more than 30 days prior to hearing): *Voice Magazine, Lompoc Record, Santa Maria Times, Santa Ynez Valley News, EdHat.*

Social Media Sites: SBCAG’s Facebook, Instagram and website shared information about the public hearing and public comment period.

SBCTAC members assisted in noticing the hearings throughout their networks and via email blast. All public outreach materials can be found in Appendix A.

This process identified a total of 88 comments relating to transit service in Santa Barbara County. This includes the efforts identified by the cities of Lompoc and Santa Maria. The *Public Input Summary Table* displays the source and means of the comments. All comments received can be found in Appendix C.

*Table 1: Public Input Summary Table*

Means of Input	Responses
SBCAG online survey	28
SBCAG comments via email, phone, social media	16
SBCAG Public Hearing (4 attendees)	3
Santa Maria Regional Transit Public Hearings (~12 attendees)	40
City of Lompoc Transit Public Hearing (1 attendee)	1
<b>Total</b>	<b>88</b>

## ANALYSIS

Prior to beginning the 2024 Transit Needs Assessment Process, SBCAG Staff inquired if any eligible jurisdictions intended to claim 2024/25 TDA funds for non-transit purposes. The County of Santa Barbara, representing the unincorporated portions of northern Santa Barbara County, indicated such interest. As a result, the SBCAG Board of Directors directed staff to carry out the 2024 Transit Needs Assessment process with that assumption.

This does not negate the analysis for other areas of Santa Barbara County. When possible, SBCAG works with transit providers to address requests that are not applicable to the Transit Needs Assessment process. For example, in past years SBCAG received requests for Saturday service on the 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 received from this process to the appropriate transit operators.

Within the guidelines of TDA, requests concerning operational service issues<sup>7</sup> 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 2 summarizes examples of the types of requests not applicable to the transit needs assessment.

*Table 2: Examples of Requests Not Applicable to the Transit Needs Assessment*

Type of Request	Reason Request Not Applicable to TNA
Restore Amtrak commuter train service	Service was halted due to the COVID-19 pandemic and is planned to be restored. In addition the rail corridor is served by bus transit.
Restore Santa Barbara MTD’s Crosstown Shuttle	Operational. This trip can be completed using Santa Barbara MTD lines 1 and 2.
Need wheelchair accessible service from Lompoc to Solvang	Operational. Trip can be completed using a combination of COLT ADA service, Wine Country Express, and SYVT ADA Dial-a-ride service.

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. The vast majority of comments received during this cycle’s public outreach process were similar to those listed in Table 2 and did not meet the definition for being considered an “unmet transit need” as defined below in Figure 15.

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 Clean Air Express service from the Santa Barbara South

---

<sup>7</sup> Operational issues include, but are not limited to, the adequacy or location of bus stops, minor route improvements, marketing, and service reliability.



Coast to North County. These types of requests do not meet the definition of an unmet transit need. However, hearing similar requests over time can lead to new services being offered. SBCAG forwards all requests and comments to the appropriate transit operators.

*Figure 15: Definition - Unmet Transit Need*

**UNMET TRANSIT NEED DEFINITION**  
Adopted by the SBCAG Board on January 19, 2006

An unmet transit need is the expressed or identified need of the community for additional public transportation services to meet existing basic mobility needs, which are not currently being met through the existing system of public transit services or private transportation services. Included, at a minimum, are those public transportation or specialized services which are identified in the Regional Transportation Plan, short-range transit plan, and/or transit development plan that have not been implemented or funded.

If an expressed or identified need is determined by SBCAG to be an “operational issue”, it shall not be considered to be an unmet transit need. Requests that do not require an identifiable additional increment of service will generally be considered operational. Issues such as, but not limited to, the adequacy of location of bus stops, minor route improvements, marketing, and service reliability will generally be considered operational.

The identified needs must be for the system of general public transit services. All eligible users of a given service should have equivalent access or opportunity to use the service.

*Figure 16: Criteria - Reasonable to Meet*

**REASONABLE TO MEET CRITERIA**  
Adopted by the SBCAG Board on December 21, 2006

An identified unmet transit need shall be determined to be “reasonable to meet” if SBCAG determines that the transit service will be in general compliance with the following criteria:

1. Can be implemented consistent with the transportation improvement priorities, policies and performance standards contained in the Regional Transportation Plan, the transit development plan, or the short-range transit plan for the area.
2. Can be implemented safely and in accordance with local, state, and federal laws and regulations.
3. Excluding the first three years of operation, the additional transit service shall not cause the system of which it is a part to fail to meet systemwide performance standards including:
  - a. the operator’s ability to maintain the required fare to operating cost ratio;
  - b. the estimated number of passengers carried per service hour for proposed service shall be in the range of other similar services provided; and
4. The proposed service would not cause claimant to incur expenses in excess of the maximum allocation of TDA funds.
5. The proposed service is projected to reach a 20% fare box recovery within 3 years, 10% in non-urbanized areas providing rural services, 10% in non-urbanized areas serving urbanized areas, and projected to show continuous progress toward meeting the fare box recovery ratio within 3 years.

## 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. None of the comments received as part of the public input process meet the Board’s adopted definition of an unmet transit need. 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*

Potential Unmet Transit Need	Region/ Provider	Classification
Campanil neighborhood of Santa Barbara needs connection to public transit	Santa Barbara (MTD)	<b><i>Transit Need currently being met</i></b> MTD’s existing Line 5 serves Arroyo Burro Beach County Park which is adjacent to the Campanil neighborhood.
Bring back the State Street Shuttle	Santa Barbara (MTD)	<b><i>Imminent improvement will meet need</i></b> MTD is planning to bring back a Downtown/ Waterfront Shuttle in a temporary summer capacity later in 2024 but will need a funding partner to maintain service long term.
Extend MTD bus service to Haskell’s beach on Hollister Avenue <sup>8</sup>	Santa Barbara (MTD)	<b><i>Constrained environment precludes possibility of transit service.</i></b> MTD is interested in serving this location and has been in discussions with the Bacara Resort and the City of Goleta, but physical infrastructure improvements would need to be made for a bus to safely serve the area and turn around.
Covington Way in Goleta needs connection to public transit	Santa Barbara (MTD)	<b><i>Imminent improvement will meet need</i></b> MTD is planning to start microtransit service soon in a portion of Goleta/ Isla Vista that includes Covington Way and the surrounding neighborhood. This service will connect riders to MTD fixed route service in addition to direct service to various points of interest.

<sup>8</sup> Due to the current physical landscape, it is currently not feasible to safely operate an MTD bus directly to Haskell’s Beach. To create a new bus stop in this location would require engineered improvements.

## 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 2023/24 TDA cycle, for the reasons discussed above, SBCAG's analyses concludes that there are no unmet transit needs.

# APPENDIX A: PUBLIC OUTREACH MATERIALS



## Unmet Transit Needs

### Listening Session

Visit us virtually anytime during the two-hour listening session

**4 p.m. to 6 p.m.  
Wednesday, December 6, 2023**

Stop by for 5 minutes (or more) to share how bus systems, dial-a-ride, and paratransit services can better meet your needs in Santa Barbara County.

### ZOOM Webinar:

**Webinar ID: 880 7526 7493; Passcode: 715185**

**Telephone: (669) 900-9128**



*Servicio de interpretación al español disponible.*

SBCAG is committed to providing access and reasonable accommodations for this meeting. Accommodation requests should be made by Monday, December 4 at (805) 961-8900, or [comment@sbcag.org](mailto:comment@sbcag.org)

### Can't Attend the Virtual Listening Session?

**Take a survey or write to SBCAG by December 15, 2023**

**Online Survey**

[www.surveymonkey.com/r/SBCAG\\_TNA](http://www.surveymonkey.com/r/SBCAG_TNA)

**Write**

260 North San Antonio Rd, Suite B; Santa Barbara, CA 93110; or [comment@sbcag.org](mailto:comment@sbcag.org)



# Necesidades de transporte no satisfechas

## Sesión de Escucha

Visítenos virtualmente en cualquier momento las dos horas de esta sesión de escucha

**4 p.m. a 6 p.m.**  
**miércoles, 6 de diciembre, 2023**

Pase por 5 minutos (o más) para compartir cómo los sistemas de autobús, dial-a-ride (llamar por el paseo) y los servicios de paratransito pueden satisfacer mejor sus necesidades en el condado de Santa Bárbara.

### Seminario Web ZOOM:

**Identificación del Seminario:** 880 7526 7493;

**Contraseña:** 715185

**Teléfono:** (669) 900-9128



*Servicio de interpretación al español disponible.*

SBCAG se compromete a facilitar el acceso y las adaptaciones razonables para esta reunión. Las solicitudes de adaptación deben hacerse antes del lunes 4 de diciembre al (805) 961-8900, o [comment@sbcag.org](mailto:comment@sbcag.org)

## ¿No puede asistir a esta sesión de escucha virtual?

Realice una encuesta o escriba a SBCAG antes del 15 de diciembre de 2023

**Encuesta en línea**

[www.surveymonkey.com/r/TNA\\_ESP](http://www.surveymonkey.com/r/TNA_ESP)

**Escriba**

260 North San Antonio Rd, Suite B; Santa Barbara, CA 93110; o [comment@sbcag.org](mailto:comment@sbcag.org)



# SBCAG

SANTA BARBARA COUNTY  
ASSOCIATION OF GOVERNMENTS

## PUBLIC NOTICE UNMET TRANSIT NEEDS

### How could bus systems, dial-a-ride, and paratransit services better serve your needs in Santa Barbara County?

Santa Barbara County Association of Governments will conduct a virtual listening session 4 p.m. to 6 p.m. on December 6, 2023 to learn about the transit needs of the residents of Santa Barbara County. Please plan to attend anytime during the two-hour listening session.

**WHAT:** Unmet Transit Needs Virtual Listening Session

**WHEN:** 4 p.m. to 6 p.m., December 6, 2023, (*Visit us virtually anytime during the two-hour listening session*).

**WHERE:** Virtual Zoom Webinar:

- **Weblink:** <https://bit.ly/3MozNcB>; OR
- **Webinar ID:** 880 7526 7493; **Passcode:** 715185; OR
- **Telephone:** (669) 900-9128

If you cannot attend the hearing, you may still submit written comments up until December 15, 2023. You may e-mail them to [comment@sbcag.org](mailto:comment@sbcag.org) or mail via U.S. Postal Service to SBCAG at 260 North San Antonio Road, Suite B, Santa Barbara, CA 93110.

In compliance with the Americans with Disabilities Act, individuals needing accommodations to participate in a meeting should contact SBCAG by Monday, December 4, 2023, at (805) 961-8900.

The meeting will be Spanish-language accessible. Favor de llamar a SBCAG al 961-8900, para más información del reunión. Las audiencias serían accesibles en español.

# SBCAG - Transit Needs Assessment Survey

## Santa Barbara County Association of Governments - Transit Needs Assessment

The Santa Barbara County Association of Governments (SBCAG) is soliciting public comments regarding transit services in Santa Barbara County. This is an opportunity to express any issues with the current bus system, dial-a-ride, paratransit services or to submit requests for new or expanded service.

1. Name (optional):

2. Contact Information (optional):

3. Please provide any comments regarding the public transit system in Santa Barbara County:

◀▶

For questions or more information please contact:  
**Jared Carvalho [jcarvalho@sbcag.org](mailto:jcarvalho@sbcag.org) | (805) 961-8906**



## Encuesta: Una evaluación de las necesidades de tránsito en el Condado de Santa Barbara

### Asociación de Gobiernos del Condado de Santa Bárbara

El personal de la Asociación de Gobiernos del Condado de Santa Bárbara (SBCAG por sus siglas en inglés) está efectuando una evaluación de las necesidades de autobús en el Condado de Santa Bárbara. Esta es una oportunidad para expresar cualquier problema con el sistema actual de autobuses, dial-a-ride (llamar para el paseo), servicios de paratransito o para presentar solicitudes de servicios nuevos o ampliados.

1. Nombre (opcional):

2. Información de contacto (opcional):

3. Por favor escriba algunos comentarios o preocupaciones sobre el servicio de transporte público en el Condado de Santa Barbara:

Si tiene alguna pregunta o para obtener más información contacte a:

**Jared Carvalho** [jcarvalho@sbcag.org](mailto:jcarvalho@sbcag.org) | (805) 961-8906

Enviar la encuesta

\*\*\* Proof of Publication \*\*\*

Proof of Publication  
(2015.5 C.C.P)

State of California

LOMPOC RECORD

SANTA BARBARA COUNTY ASSOCIATION OF GOVERNMENTS  
LAUREN BIANCHI KLEMMANN  
SUITE B  
260 N SAN ANTONIO ROAD  
SANTA BARBARA CA 93110

ORDER NUMBER 264423

I am the principal clerk of the printer of the Lompoc Record, newspaper of general circulation, printed and published in the city of Lompoc, County of Santa Barbara, and which newspaper has been adjudged a newspaper of general circulation by the superior court of the County of Santa Barbara, State of California adjudication #47065.

That the notice of which the annexed is a printed copy (set in type not smaller than nonpareil), has been published in each regular and entire issue of said newspaper and not in any supplement thereof on the following dates, to wit:

I certify (or declare) under penalty of perjury that the foregoing is true and correct.

Section: Legals  
Category: 986 Legals  
PUBLISHED ON: 11/01/2023

TOTAL AD COST: 102.72  
FILED ON: 11/01/2023

Dated at Santa Maria, CA

This 1<sup>ST</sup> day of NOV, 2023

Teresa Ramirez  
Signature



PUBLIC NOTICE  
UNMET TRANSIT NEEDS

How could bus systems, dial-a-ride, and paratransit services better serve your needs in Santa Barbara County?

Santa Barbara County Association of Governments will conduct a virtual listening session 4 p.m. to 6 p.m. on December 6, 2023 to learn about the transit needs of the residents of Santa Barbara County. Please plan to attend anytime during the two-hour listening session.

WHAT: Unmet Transit Needs Virtual Listening Session

WHEN: 4 p.m. to 6 p.m., December 6, 2023. (Visit us virtually anytime during the two-hour listening session).

WHERE: Virtual Zoom Webinar:

- Weblink: <https://bit.ly/3MozNcB>
- OR
- Webinar ID: 880 7526 7493; Passcode: 715165; OR
- Telephone: (805) 900-9128

If you cannot attend the hearing, you may still submit written comments up until December 15, 2023. You may e-mail them to [comment@sbcag.org](mailto:comment@sbcag.org) or mail via U.S. Postal Service to SBCAG at 260 North San Antonio Road, Suite B, Santa Barbara, CA 93110.

In compliance with the Americans with Disabilities Act, individuals needing accommodations to participate in a meeting should contact SBCAG by Monday, December 4, 2023, at (805) 901-8900.

The meeting will be Spanish-language accessible. Favor de llamar a SBCAG al 901-8900 para más información del reunión. Las audiencias serían accesibles en español.

Legal #264423  
Pub date: Nov 1, 2023

VOICE Magazine • Community Market • LEGAL NOTICES



Experience you can count on! CHRIS AGNOLI (805) 682-4384 chris@suncoastrealty.com www.chrisagnoli.com

LEGAL NOTICES

ORDER TO SHOW CAUSE FOR CHANGE OF NAME CASE NUMBER: 23CV00421. Petitioner: Jose Avela Nunez-Gonzalez filed a petition with this court for a decree changing name as follows: PRESENT NAME: Jose Avela Nunez-Gonzalez to proposed name Jose Avela Nunez-Molina. THE COURT ORDERS that all persons interested in this matter appear before this court at the hearing indicated below to show cause, if any, why the petition for change of name should not be granted. Any person objecting to the name change described above must file a written objection that includes the reasons for the objection at least two court days before the matter is scheduled to be heard and must appear at the hearing to show cause why the petition should not be granted. If no written objection is timely filed, the court may grant the petition without a hearing. NOTICE OF HEARING: Date: 12/12/2023, Time: 10:00 am, Dept.: 4, ROOM: [ ] (or other specify), of the SUPERIOR COURT OF CALIFORNIA, COUNTY OF SANTA BARBARA, 1100 Anacapa Street, Santa Barbara, CA 93101. (To appear remotely, check in advance of the hearing for information about how to do so on the court's website. To find your court's website, go to www.court.ca.gov/find-my-court.htm.) 3. a. [X] A copy of this Order to Show Cause shall be published at least once each week for four successive weeks before the date set for hearing on the petition in a newspaper of general circulation. [ ] (For resident of this county) printed in this county. VOICE MAGAZINE, Date: 10/20/2023, by: James S. Gack, Judge of the Superior Court. Legal #23CV00421 Pub Dates: October 27, November 3, 10, 17, 2023

ORDER TO SHOW CAUSE FOR CHANGE OF NAME CASE NUMBER: 23CV00408. Petitioner: Erin Paz-Ramirez filed a petition with this court for a decree changing name as follows: PRESENT NAME: Erin Paz-Ramirez to proposed name Erin Paz Curran. THE COURT ORDERS that all persons interested in this matter appear before this court at the hearing indicated below to show cause, if any, why the petition for change of name should not be granted. Any person objecting to the name change described above must file a written objection that includes the reasons for the objection at least two court days before the matter is scheduled to be heard and must appear at the hearing to show cause why the petition should not be granted. If no written objection is timely filed, the court may grant the petition without a hearing. NOTICE OF HEARING: Date: 12/15/2023, Time: 10:00 am, Dept.: 4, ROOM: [ ] (or other specify), of the SUPERIOR COURT OF CALIFORNIA, COUNTY OF SANTA BARBARA, 1100 Anacapa Street, Santa Barbara, CA 93101. (To appear remotely, check in advance of the hearing for information about how to do so on the court's website. To find your court's website, go to www.court.ca.gov/find-my-court.htm.) 3. a. [X] A copy of this Order to Show Cause shall be published at least once each week for four successive weeks before the date set for hearing on the petition in a newspaper of general circulation. [ ] (For resident of this county) printed in this county. VOICE MAGAZINE, Date: 10/26/2023, by: James S. Gack, Judge of the Superior Court. Legal #23CV00408 Pub Dates: November 3, 10, 17, 24, 2023

ORDER TO SHOW CAUSE FOR CHANGE OF NAME CASE NUMBER: 23CV00404. Petitioner: Gracie Diane Rodriguez filed a petition with this court for a decree changing name as follows: PRESENT NAME: Gracie Diane Rodriguez to proposed name Gracie Diane Aguilar. THE COURT ORDERS that all persons interested in this matter appear before this court at the hearing indicated below to show cause, if any, why the petition for change of name should not be granted. Any person objecting to the name change described above must file a written objection that includes the reasons for the objection at least two court days before the matter is scheduled to be heard and must appear at the hearing to show cause why the petition should not be granted. If no written objection is timely filed, the court may grant the petition without a hearing. NOTICE OF HEARING: Date: 12/15/2023, Time: 10:00 am, Dept.: 3, ROOM: [ ] (or other specify), of the SUPERIOR COURT OF CALIFORNIA, COUNTY OF SANTA BARBARA, 1100 Anacapa Street, Santa Barbara, CA 93101. (To appear remotely, check in advance of the hearing for information about how to do so on the court's website. To find your court's website, go to www.court.ca.gov/find-my-court.htm.) 3. a. [X] A copy of this Order to Show Cause shall be published at least once each week for four successive weeks before the date set for hearing on the petition in a newspaper of general circulation. [ ] (For resident of this county) printed in this county. VOICE MAGAZINE, Date: 10/23/2023, by: Thomas P. Andelic, Judge of the Superior Court. Legal #23CV00404 Pub Dates: October 27, November 3, 10, 17, 2023

ORDER TO SHOW CAUSE FOR CHANGE OF NAME CASE NUMBER: 23CV00421. Petitioner: Jose Avela Nunez-Gonzalez filed a petition with this court for a decree changing name as follows: PRESENT NAME: Jose Avela Nunez-Gonzalez to proposed name Jose Avela Nunez-Molina. THE COURT ORDERS that all persons interested in this matter appear before this court at the hearing indicated below to show cause, if any, why the petition for change of name should not be granted. Any person objecting to the name change described above must file a written objection that includes the reasons for the objection at least two court days before the matter is scheduled to be heard and must appear at the hearing to show cause why the petition should not be granted. If no written objection is timely filed, the court may grant the petition without a hearing. NOTICE OF HEARING: Date: 12/12/2023, Time: 10:00 am, Dept.: 4, ROOM: [ ] (or other specify), of the SUPERIOR COURT OF CALIFORNIA, COUNTY OF SANTA BARBARA, 1100 Anacapa Street, Santa Barbara, CA 93101. (To appear remotely, check in advance of the hearing for information about how to do so on the court's website. To find your court's website, go to www.court.ca.gov/find-my-court.htm.) 3. a. [X] A copy of this Order to Show Cause shall be published at least once each week for four successive weeks before the date set for hearing on the petition in a newspaper of general circulation. [ ] (For resident of this county) printed in this county. VOICE MAGAZINE, Date: 10/10/2023, by: Colleen K. Stone, Judge of the Superior Court. Legal #23CV00421 Pub Dates: October 27, November 3, 10, 17, 2023

ORDER TO SHOW CAUSE FOR CHANGE OF NAME CASE NUMBER: 23CV00408. Petitioner: Erin Paz-Ramirez filed a petition with this court for a decree changing name as follows: PRESENT NAME: Erin Paz-Ramirez to proposed name Erin Paz Curran. THE COURT ORDERS that all persons interested in this matter appear before this court at the hearing indicated below to show cause, if any, why the petition for change of name should not be granted. Any person objecting to the name change described above must file a written objection that includes the reasons for the objection at least two court days before the matter is scheduled to be heard and must appear at the hearing to show cause why the petition should not be granted. If no written objection is timely filed, the court may grant the petition without a hearing. NOTICE OF HEARING: Date: 12/15/2023, Time: 10:00 am, Dept.: 4, ROOM: [ ] (or other specify), of the SUPERIOR COURT OF CALIFORNIA, COUNTY OF SANTA BARBARA, 1100 Anacapa Street, Santa Barbara, CA 93101. (To appear remotely, check in advance of the hearing for information about how to do so on the court's website. To find your court's website, go to www.court.ca.gov/find-my-court.htm.) 3. a. [X] A copy of this Order to Show Cause shall be published at least once each week for four successive weeks before the date set for hearing on the petition in a newspaper of general circulation. [ ] (For resident of this county) printed in this county. VOICE MAGAZINE, Date: 10/26/2023, by: Colleen K. Stone, Judge of the Superior Court. Legal #23CV00408 Pub Dates: October 30, 27, November 3, 10, 2023

FICTITIOUS BUSINESS NAME STATEMENT: The following Corporation is hereby established: JUMPER ON 4TH at 478, 479, Plaza, Solvang, CA 93463. CMBROS, LLC at 20351 Irvine Avenue Suite CA, Newport Beach, CA 92660. This statement was filed with the County Clerk of Santa Barbara on September 27, 2023. This statement expires five years from the date it was filed in the office of the County Clerk. I hereby certify that this is a correct copy of the original statement on file in my office. Joseph C. Holman, County Clerk (SM) PER. No. 2013-002295. Filed on October 27, November 3, 10, 17, 2023.

The Multi-Family Investment Specialist STEVE GOLIS spg@rbcalogroup.com www.rbclogroup.com 805-879-9000 CALIC 001218 RADUIS



SBCAG SANTA BARBARA COUNTY ASSOCIATION OF GOVERNMENTS PUBLIC NOTICE UNMET NEEDS How could bus systems, dial-a-ride, and paratransit services better serve your needs in Santa Barbara County? Santa Barbara County Association of Governments will conduct a virtual hearing on December 4, 5, 6, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 2023 to learn about the transit needs of the residents of Santa Barbara County. Please plan to attend anytime during the two-hour listening session. WHAT: Virtual Needs Virtual Listening Session WHEN: 4 p.m. to 6 p.m., December 6, 2023, Visit us virtually anytime during the two-hour listening session. WHERE: Virtual Zoom Webinar • Website: https://sbcag.org/UnmetNeeds • Webinar ID: 888 7536 7940, Password: 715485, OR • Telephone: (805) 900-9124 If you cannot attend the hearing, you may still submit written comments up until December 15, 2023. You may e-mail them to comments@sbacog.org or mail via U.S. Postal Service to SBCAG at 280 North Sun Avenue Road, Suite B, Santa Barbara, CA 93116. In compliance with the Americans with Disabilities Act, individuals needing accommodations to participate in a meeting should contact SBCAG by Monday, December 4, 2023, at (805) 961-8900. The meeting will be Spanish-language accessible. For more information contact SBCAG at 961-8900, para más información del meeting. Las audiencias serán accesibles en español.

CASCADE CAPITAL (805) 688-9697 Fast Private Lending 1st & 2nd Trust Deals Commercial - Land Mixed Use - Multi-Family No Tax Returns Simple Documentation No Minimum Credit www.1st2ndmort.com CALL US TODAY 900-1194



**Proof of Publication (2015.5C.C.P.)**  
Superior Court of the State of California for the County of Santa Barbara

IN THE MATTER OF:

**SB COUNTY ASSOCIATION OF GOVERNMENTS PUBLIC NOTICE**  
**Unmet Transit Needs Virtual Listening Session December 6, 2023**

I am a citizen of the United States and a resident of the County aforesaid:  
I am over the age of eighteen years and not a party to or interested in the above entitled matter. I am the publisher of Voice Magazine, a newspaper of general circulation, printed and published weekly in the County of Santa Barbara and which newspaper has been adjudged a newspaper of general circulation by the Superior Court of the County of Santa Barbara, State of California, under the date of October 27th, 2020. Case Number SP20CV02756, that the notice herein mentioned was set in type not smaller than nonpareil, describing in general terms the purpose and charter of the notice to be given, that the notice of which annexed is a printed copy, has been published in each regular issue of said Voice Magazine on the following dates to-wit:

**Published November 3, 2023.**

I hereby certify (or declare) under penalty that the foregoing is true and correct.

Executed this day of **November 3, 2023** at Santa Barbara

**MARK M. WHITEHURST**

**SBCAG** SANTA BARBARA COUNTY  
ASSOCIATION OF GOVERNMENTS  
**PUBLIC NOTICE**  
**UNMET TRANSIT NEEDS**

**How could bus systems, dial-a-ride, and paratransit services better serve your needs in Santa Barbara County?**

Santa Barbara County Association of Governments will conduct a virtual listening session 4 p.m. to 6 p.m. on December 6, 2023 to learn about the transit needs of the residents of Santa Barbara County. Please plan to attend anytime during the two-hour listening session.

**WHAT:** Unmet Transit Needs Virtual Listening Session

**WHEN:** 4 p.m. to 6 p.m., December 6, 2023, (Visit us virtually anytime during the two-hour listening session).

**WHERE:** Virtual Zoom Webinar:

- **Weblink:** <https://bit.ly/3MozNcB>; OR
- **Webinar ID:** 880 7526 7493; **Passcode:** 715185; OR
- **Telephone:** (669) 900-9128

If you cannot attend the hearing, you may still submit written comments up until December 15, 2023. You may e-mail them to [comment@sbacg.org](mailto:comment@sbacg.org) or mail via U.S. Postal Service to SBCAG at 260 North San Antonio Road, Suite B, Santa Barbara, CA 93110.

In compliance with the Americans with Disabilities Act, individuals needing accommodations to participate in a meeting should contact SBCAG by Monday, December 4, 2023, at (805) 961-8900.

The meeting will be Spanish-language accessible. Favor de llamar a SBCAG al 961-8900, para más información del reunión. Las audiencias serian accesibles en español.



HOME ▾ NEWS ▾ COMMENTS EVENTS ▾ GAMES ▾ LOCAL BIZ ▾ ABOUT ▾

Shameless T-Shirts People Wore In Public  
Lulu Bloom

RE

Home > News > Public News > Public Asked to Give Input on Unme...

# Public Asked to Give Input on Unmet Transit Needs

by SBCAG staff November 2, 2023, 8:05 am

434 Views 1



**Listening session on December 6 seeks public input on how bus systems, dial-a-ride, and paratransit services can better serve residents in Santa Barbara County.**

An unmet transit needs listening session will take place from 4 p.m. to 6 p.m. on

## APPENDIX B: FY22/23 TRANSIT RIDERSHIP TOTALS

Transit System	Ridership FY 2022-23 Systemwide	Farebox Recovery: Local Fixed Route	Farebox Recovery: ADA (w/o local funds)	Farebox Recovery: Systemwide	Farebox Recovery: Systemwide w/local funds
Clean Air Express	106,075	22%	N/A	22%	22%
COLT <sup>1</sup>	75,763	9%	9%	9%	15%
Cuyama Transit <sup>2</sup>	1,008	N/A	4%	4%	4%
Easy Lift	45,211	N/A	43%	43%	67%
Guadalupe <sup>3</sup>	69,963	8%	7%	8%	8%
SB MTD	4,534,476	17%	N/A	17%	17%
SMRT <sup>4</sup>	455,860	8%	16%	8%	9%
SMOOTH	53,673	N/A	56%	56%	60%
SYVT <sup>5</sup>	45,539	6%	3%	5%	7%
<b>Total</b>	<b>5,387,568</b>	-	-	-	-

Note: All figures are self-reported and are un-audited.

<sup>1</sup> Includes Local FR, SB Shuttle, ADA, & Wine Country Express services. WCE not included in Local FR recovery figure.

<sup>2</sup> Cuyama transit is managed by SMRT. Per federal guidance Cuyama is demand response.

<sup>3</sup> Includes Guadalupe Flyer, Shuttle and ADA services.

<sup>4</sup> Includes local, Breeze, and ADA services.

<sup>5</sup> Includes local FR, and Dial-a-ride (DAR). DAR services figure is reported under ADA farebox recovery.

# APPENDIX C: SUMMARY OF PUBLIC INPUT

## SBCAG Public Input – All Comments Received

All public comments received have been classified as either:

*A transit need*, such as getting from one place to another;

*An operational comment*, such as an increased bus frequency or direct service; or

*A general comment*, such as an expression of criticism or making a suggestion.

Source	Comment	Service Operator Area	Comment Type
Email	Is there a way for me to take the bus from Goleta to buellton in the morning or is it only from buellton to goleta in the morning?	Clean Air Express	Transit Need, Operational
Email	There are NO CalTrans "Park and Ride" lots available in either Santa Barbara or in Ventura. The closest lots are in San Luis Obispo or in Camarillo! Parking at the Amtrack Stations in Santa Barbara and Ventura is reserved for paying train passengers only. This makes it difficult to arrange car pooling.....	Regional	General Comment
Online Survey	need more night lighting and security, better roads, fix potholes, need to add more lanes, wider streets with bus pockets	Regional	Operational
Online Survey	We live on Covington Way across from the lake. The closest bus stop is 1 mile away. Therefore we don't use the bus as that is too far for us to walk.	Santa Barbara MTD	Transit Need
Online Survey	The bus service in Santa Barbara / Goleta / UCSB / Carpinteria is excellent. One suggestion: A shuttle route that runs in one or both directions starting at UCSB/North Hall and stopping at: UCSB/Elings Hall then on to the 217 exiting at Sandpit Road on to South Fairview Avenue bus stop at Santa Barbara Airport bus stop near Fairview Avenue and Hollister Avenue then cross over the Fairview overpass of the 101 and go straight thru the Fairview intersection with Calle Real and make a right on Encina Road bus stop at Encina Road then right on Encina Lane bus stop at Encina Lane then left on Calle Real bus stops along Calle Real then right on to Patterson Avenue with stops by Imedicercenter and then right on to Hollister Avenue with stop at the corner by Cottage Hospital	Santa Barbara MTD	General Comment

	continuing on Hollister Avenue with all usual bus stops and then left at Fairview Avenue and return to UCSB. This route southbound would provide a quick southbound connection from north Goleta to the Airport and UCSB and northbound a connection for UCSB students to shopping at Fairview Center, along all of Calle Real and Old Town Goleta as well as medical connections to Imedicenter, Patterson Medical, Cottage Hospital. Also excellent connections for Maravilla residents to everything including UCSB events		
Online Survey	I live above the entrance to Hendry's Beach and feel that we need a small bus on a route to take us to the center of Santa barbara State Street and also to the City of Goleta. A large population lives in Campanil and are left out of any public transit system.	Santa Barbara MTD	Transit Need
Online Survey	I live in Western Goleta. To take the bus to Carpinteria I have to walk over a mile to the bus stop by Storke. Which one is hard to figure out by the website. I drive my own car because the walk is too far for me. I'm 63 with a bad back. There is a bus stop about 120 yards up the street from me. Why doesn't the bus stop if I wait there and wave to the driver?	Santa Barbara MTD	Transit Need, Operational
Online Survey	Bus Bike Racks consistency: Some of SBMTD's bike racks accommodate wider bike tires and some do not: there is no schedule or way of knowing which any given bus will have. Please provide newer/wider bike racks across the fleet. I wanted to take my fat-tire bike on the bus, so I paid a fare to take a bus ride (without the bike) and talked to the driver, scoped the bike rack and all looked good. The next week then, I relied on it to take me from downtown to goleta (12X, 24X) and after waiting 25 minutes for the bus, found out it could not carry my bike as it only handled narrow tires. The driver said I might get lucky by waiting 15 minutes for the next bus, but there were no guarantees. This should be better. At a minimum publish which buses have which so we can plan around it, but ideally standardize.	Santa Barbara MTD	Operational
Online Survey	Public transit has so many negatives. Scheduling is inconvenient. Transit times are lengthy. The locations are difficult. If weather in inclement, it is near to unbearable. The bus often has unsavory riders. On top of all those negatives, public transit loses money every year and has to get subsidies to cover expenses while ridership continues to decline.	Santa Barbara MTD	General Comment



	<p>According to the FTA, "When transit provides reliable rapid door-to-door travel times, many auto owners will choose transit..."</p> <p><a href="https://www.transit.dot.gov/regulations-and-guidance/environmental-programs/public-transit-united-states">https://www.transit.dot.gov/regulations-and-guidance/environmental-programs/public-transit-united-states</a> It is foolish and irresponsible for SBCAG to continue to support the failed MTD system.</p>		
Online Survey	<p>Please bring back the quarter / 50-cent / dollar (whatever price it ended up being) trolley. It could easily go up and down the pedestrian corridor on State. I think bringing back this trolley will alleviate some of the complaints about the pedestrian corridor regarding elderly or otherwise mobility-challenged people who don't want to walk several blocks. It's also a great way for tourists to leisurely see the entirety of the downtown State Street area. Many areas in Europe have public transportation going straight through pedestrian areas with no issue. I believe this could be true for here as well. Thank you.</p>	Santa Barbara MTD	Transit Need
Online Survey	<p>At <a href="https://sbmtd.gov/plan-your-trip/getting-around">https://sbmtd.gov/plan-your-trip/getting-around</a> &gt; Safety Rules, it would be great if the rule 'good hygiene [is] required in buses and in the Transit Center' was more specific about how to have good hygiene, to avoid unexpectedly being denied boarding to the bus.</p>	Santa Barbara MTD	General Comment
Online Survey	<p>My husband and I, as well as local West Side neighbors, really miss the Crosstown Shuttle (Line 37). It was shut down during the pandemic and has never returned. We frequently used it to go downtown and would love to see it revived for the convenience of travelling crosstown.</p>	Santa Barbara MTD	Transit Need, Operational
Online Survey	<p>I'm a resident of Santa Maria (Orcutt, specifically Foxenwood Estates). It is incredible to me that there is no easy or reliable way to get from the southern end of Santa Maria to the North side of Santa Maria. My adult son does not have a driver's license. He has used an e-bike for the last 2 years to get around until this last Sunday (October 29,2023) when he was struck by a car on Broadway (Orcutt Express Way). He remarkably only suffered a serious laceration to his hand in the accident, but it seems that it's only a matter of time before something much worse happens. The accident occurred in the light of day although his shifts are often early morning or late evenings. I'm angry that there are no safe guards for bicyclists along this busy corridor. I'm deeply</p>	Santa Maria Regional Transit	Transit Need, Operational

	<p>concerned that many young people will be seriously injured or killed because there is no reliable public transportation along this thoroughfare. It doesn't take much to understand how many riders would benefit from a bus line straight up and down Broadway. As I get older, it seems likely that retirees would benefit as well. In a city with over 109k people, on average 15% do not have a license or access to a car. Thank you.</p>		
Online Survey	<p>Having some sort of transit that runs along upper state all the way down the wharf I feel would be very beneficial. Obviously creating infrastructure for a trolley is probably not achievable at the current moment, but a shuttle that ran from morning until night would not only be beneficial to workers who live on upper state but also those who wish to patronize downtown as a consumer. On another end, some sort of commuter shuttle that doesn't take an hour to go 8 miles. Something that would go along cathedral oaks I feel could be beneficial to students and staff who attend schools along that pathway. I imagine there could be shuttles assigned to specific corridors that lead to high dense areas that house people and work sites (De La Vina, Chapala, Santa Barbara St., Milpas,etc) Any sort of non-obtrusive shuttle I think would be very beneficial to this town. I would most likely never use my car if I had access to these types of things. Almost like a train system, but just shuttles in specific corridors(lines). I know there are buses, that said, not only do I find myself waiting upwards to 45 minutes to an hour for a single ride, but they not only take up a massive amount of space on our streets. I feel like having shuttles that arrive every 10-15 minutes would be beneficial as not only would they take up less space, but there would be more of them running more often. If you look at Japan's bus system, while imperfect, is efficient and logical. I would suggest taking a look at it. With all that said, forgive my ignorance on any of these topics. I am simply shooting in the dark and I appreciate the time and effort you all put in. I appreciate your service to our community and am looking forward to seeing how things develop! I have a real interest in all of this, so if there are any volunteer opportunities, I would love to take part and learn more.</p>	Santa Barbara MTD	Transit Need, Operational
Online Survey	<p>Please provide more frequent trips to Montecito and Goleta.</p>	Santa Barbara MTD	Operational

Online Survey	It would be nice if there were frequent and convenient service from the Santa Ynez Valley to Santa Barbara, Goleta, and the airport!	Clean Air Express	Operational
Online Survey	Three years ago, the line 10 was suspended leaving us with no other option along Cathedral Oaks. Even though the line 10 ran on limited time, was very helpful.	Santa Barbara MTD	Transit Need, Operational
Online Survey	The bike lane on Cathedral Oaks between Los Carneros Rd. and Storke Rd. needs a physical barrier like a curb to separate the bike lane from the 50 mph traffic that often goes faster than that. There is a high school at the end of that bike lane.	N/A	General Comment
Online Survey	A trolley system that connects Old Town with the Fairview/Calle Real shopping area and the three schools (La Patera, Goleta JR High, and Kellogg) would be a major improvement. Another trolley connecting Fairview/Calle Real with the Marketplace is also a great idea. The intersection of La Patera and Calle Real is something that desperately needs attention. It is in need of a three-way stop. This intersection has become more and more hazardous due to the increase in traffic from newly created housing south of the freeway. The visibility for cars on La Patera turning left to Calle Real is difficult because of the shrubbery on the dirt mound in the corner. The intersection also poses a hazardous situation to cyclists heading toward Fairview because cars often swerve into the bike lane rather than waiting for cars turning on to La Patera to make their turn. A sidewalk leading up to the intersection (on the mountain side of Calle Real to La Patera) would improve walkability and visibility. A three way stop would also break up the stretch of roadway so that car speeds would be forced to stay within the post speed limit.	Santa Barbara MTD	Operational, General Comment
Online Survey	As a current student of UCSB, I would love to see more roadway safety infrastructure for bicycles. I would love to ride my bike more, but I'm afraid of getting hit by cars especially on Calle Real and Hollister Avenue, where cars drive at higher speeds. In addition, I would love to see more direct public transit between UCSB and Downtown Santa Barbara, whether that would be a more direct bus line or collaboration with Amtrak or future light rail planning (the latter would be the most ideal, but understandably expensive).	Santa Barbara MTD	General Comment, Operational

Online Survey	Please work to restore the early morning Amtrak commuter train that was halted when COVID hit. The current Amtrak morning train (761) gets to Goleta at 10:09AM which is totally unusable for commuting.	AMTRAK	Transit Need, Operational
Email	As someone who is unable to drive, I've often had to rely on public transportation to get from Solvang to Santa Barbara and back. However, this has been getting increasingly difficult over the years. The Clean Air Express used to have a line between the two cities, but it was dropped several years ago. The City of Lompoc Transit used to have a line that ran from Lompoc to Santa Barbara in the late morning with a stop in Buellton (which I could get to via the SYV Transit), but the Buellton stop was dropped recently. As of now, the only way I can get to Santa Barbara by bus is to either take an early bus from Solvang to Buellton and catch the Clean Air Express from there, or take the Wine County Express from Solvang to Lompoc, tell the driver to contact the driver of the Lompoc-to-Santa Barbara line to wait for me (since that bus would otherwise leave a couple of minutes before the WCE bus arrives), then catch that bus from Lompoc to Santa Barbara. I'm sure that there are others that would greatly appreciate having a direct route from Solvang to Santa Barbara. Whether there would be enough riders to make reinstating this service worthwhile, I have no idea, but I still hope you will take this topic into consideration. Thank you for your time.	Clean Air Express	Transit Need, Operational
Online Survey	Extend Santa Barbara MTD Bus service to Haskell beach on Hollister Avenue	Santa Barbara MTD	Transit Need
Online Survey	I would like MTD to bring back the crosstown shuttle in Santa Barbara. I live on the westside and work just east of downtown. I mostly ride my bike as my family and I are a one-car family. My husband commutes to UCSB every day and I would love to have the option to take the bus. The crosstown shuttle was so convenient, and it served a lot of working mothers and their kids in the morning. I'm pregnant for a second time and will no longer be able to ride my bike. For this reason, I'd like to have another option to get to and from work and home. It would keep my family from purchasing a second car and it would also be less of a financial burden to take public transportation. Thank you.	Santa Barbara MTD	Transit Need, Operational

Online Survey	I need a wheelchair accessible vanpool option. Also, a request for wheelchair accessible bus curbside service from Solvang to Lompoc and back is greatly needed."	COLT ADA, Wince Country Express, SYVT Dial-a-Ride	Transit Need, Operational
Online Survey	Many people commute from Ventura, Oxnard and Camarillo to Santa Barbara. The congestion is terrible for the environment. The train schedule only works for 9 to 5ers. Those of us that work 12 hour shifts in healthcare and commute to Santa Barbara do not have any other option but to add to the fossil fuels and chaos of the traffic congestion. Cal trans has been working on the freeway for years and will continue to do so in years to come. This problem will not resolve on it's own. It will continue to get worse in the future if alternative transportation is not an option. Thank You.	Regional/ South Coast	General Comment
Online Survey	As a cottage employee, I would move to more affordable south county housing if there were reliable transportation to SB/Cottage and to Goleta, Currently the bus schedule is inadequate. A commuter train makes a lot more sense than vans or buses. Hope you consider this as well as sensible scheduling. Thank you	Rail, Coastal Express	Operational, General Comment
Online Survey	I believe it will be beneficial for a new train route or bus route to Santa Barbara Cottage Hospital and Goleta Valley Cottage Hospital. With the increase in housing many of the healthcare workers are having to move to Ventura or Oxnard. A new stop near the hospitals will meet the demands of the people.	Rail, Coastal Express	Operational, General Comment
Email	As a mother with a teen with disabilities, it has been challenging for me to teach him how to use the bus system. I don't know he would understand what stop to get off on or where he would wander too. If this service was available, it would be a game changer. We only have one car in our family and I work full time. It would be wonderful to have this service from Smooth available to our community in Santa Maria, Ca. Please consider this resource for our underserved disabled community!	Regional	General Comment
Online Survey	I have a 10th grader at Santa Barbara High and we live in Montecito. I was looking forward to him taking the Line 14 MTD bus home this year, but the bus schedule is such that the 14 pulls into the spot closes to SBHS (De La Guerra & Quinientos) just a few minutes too soon. School is dismissed at 3:35 and the bus leaves that spot at 3:40. With the size of the	Santa Barbara MTD	Transit Need, Operational

	<p>campus and the distance of the stop from the school, it's impossible for him to get there in time, even if he books it out of 4th period. It seems like there could be small adjustments that would allow the 14 to wait for high school students to have time to meet the bus headed toward Montecito. If they miss it, it's a whole extra hour to wait. Thank you for considering!</p>		
Online Survey	<p>Transit options for travel between all the county cities are lacking. Particularly for times other than normal work commuting. For example, there is no way to travel from SB to Santa Maria and back in one day. Also include options to bring a bike for last mile travel.</p>	Regional	General Comment, Operational
Email	<p>Dear SBCAG, I am the Executive Director of UCP/Ride-On in San Luis Obispo County. For the past 33 years, SLOCOG has funded a specialized transportation service for the evenings and weekends for individuals with developmental disabilities. These residents do not drive and many do not qualify for ADA service. We are getting requests to provide these door-to-door rides for residents in Santa Maria to locations in Santa Maria. We do not serve Santa Maria, but SMOOTH could provide a similiar service for people with developmental disabilities in Santa Maria. Our service is called the Community Interaction Program and we provided 2,257 rides. The fare is \$3 each way, so we collected \$6,771 in fares. The subsidized cost for the service was \$73,426 or \$32.50 a ride. We see a need for this service in Santa Maria to give great access for adults with developmental disabilities from their homes in the evenings and weekends. Thank you for your consideration, Mark</p>	SMOOTH	Operational, General Comment
Email	<p>Dear SBCAG, We have a really great bus system--in my experience it's clean, prompt, and friendly. As a regular bus rider I'd hate for funds to be redirected away from the bus to some of these new schemes. I'm not against them in principle, but I don't want them to weaken what we have. If I had extra funds I'd use them to increase bus frequency. I'm in the Ellwood area and I would love it if the buses (line 6/25) always came twice an hour instead of once. If I miss it I have to bike a mile to the stop near Target. Fortunately, the bike ride is fairly easy because of the protected bike lane on that stretch of Hollister. I see so many more people walking and riding that stretch now that we have the separated</p>	Santa Barbara MTD	General Comment, Operational

	lane. It's a good example of induced demand or "if you build it they will come." I vote for frequent buses and protected bike and pedestrian paths!		
Email	Hello. I am requesting evening & weekend transportation for Santa Maria area, we at New Heights Ventures serve over 100 persons served by Tri counties regional center who are in need of transportation for evenings and weekend services.	Santa Maria Regional Transit	General Comment, Operational
Email	Dear Santa Barbara County Transit Advisory Commitee Members, Whether it be to purchase groceries or a social activity, people with developmental disabilities like my adult son, Matthew, have an unmet need for affordable, safe, door-to-door transportation in the evenings and weekends in Santa Maria. Please consider SMOOTH Inc. providing this transportation in Santa Maria, Orcutt and Guadalupe. Sincerely, Nina Jackson	SMOOTH	Operational
Email	Hello-- I am a parent of a 37 year old man with Autism with a severe anxiety disorder who lives in Santa Maria/Orcutt area. His anxiety disorder makes it very difficult for him to take regular public transportation to places he needs to go. He has used the SMRT-ADA service a few times but that presents some challenges also. He has difficult with transitions anyway, even if they are familiar, predictable and very regular. He gets very anxious when he's waiting for a bus because he always thinks he's missed it. The few times he's used the SMRT-ADA, they've been pretty late, as in 1 1/2 hours to 2 hours late, at least 50% of the time. Because of that, he's usually having a major anxiety attack, and his behavior begins to deteriorate. Is there any way SMRT-ADA can be a little more predictable? I understand when they have to pick up multiple people, that they cannot always give exact pickup times, but keeping the delays to less than 1/2 hour would be very helpful for my son's anxiety. Also, I belong to a parent group that provides social activities for persons with developmental disabilities and because the population we serve have programs and jobs during the week, many of our activities are evenings and weekends. It breaks my heart when our people cannot attend an event that they really were looking forward to because transportation is not available evenings and part of the weekend. We just had an event at PCPA on a Sunday in the afternoon, and one of our members	Santa Maria Regional Transit, SMOOTH	Operational

	couldn't get there because they SMRT-ADA was not available. We would like to see a dispatch service where perhaps SMOOTH could be dispatched to transport some of our folks with disabilities according to when they need to be picked up and returned when they need it, as long as they called and requested it a week in advance. Thank you very much for your consideration		
Email	Hello, I would like to request more evening and weekend door-to-door transportation for individuals with developmental disabilities. I believe this would greatly benefit the community. Thank you for your consideration.	Regional	General Comment
Email	Please consider improving transportation for individuals with disabilities with evening and weekends door to door transportation. God bless you as you do.	Regional	General Comment
Email	I would like to request for evening and weekend door-to-door transportation for individuals with developmental disabilities	Regional	General Comment
Email	I would like to request for evening and weekend door-to-door transportation for individuals with developmental disabilities!	Regional	General Comment
Email	I would like to request evening and weekend door-to-door transportation for individuals with developmental disabilities in the Santa Maria area, I believe this would greatly benefit the community.	Santa Maria Regional Transit, SMOOTH	General Comment
Email	I would like to request evening and weekend door-to-door transportation for individuals with disabilities in the Santa Maria area, I believe this would greatly benefit the community, for your consideration thank you.	Santa Maria Regional Transit, SMOOTH	General Comment
Email	I would like to request evening and weekend door-to-door transportation for individuals with disabilities in the Santa Maria area, I believe this would greatly benefit the community, for your consideration thank you.	Santa Maria Regional Transit, SMOOTH	General Comment
SBCAG Hearing	Santa Barbara MTD's Wave project fills an unmet need. Isla Vista needs better connection to the SB Airport and Amtrak station. Would like to see an increased frequency of buses. The on-demand shuttle is popular.	Santa Barbara MTD	General Comment, operational



SBCAG Hearing	Used to take the bus, but it can be lengthy when needing to transfer/ make connections. Trying to go car-free and biking more. Would be awesome for more bike paths that connect with businesses and other places of interest.	Santa Barbara MTD	Operational, General Comment
SBCAG Hearing	Will there be more microtransit in the region?	Regional	General comment
Online Survey	Please make evening busses available for both evenings and weekends. It's important for those of us that have Disabilities please. We like getting out, just like anybody else	Regional	Operational, General Comment

# City of Santa Maria



## MEETING REPORT

---

### 2024 Unmet Transit Needs Summary

---

City of Santa Maria  
Public Works Department  
110 S. Pine Street, Ste. 221  
Santa Maria, CA 93458



## **PURPOSE AND REQUIREMENT**

As a requirement of the State of California Transportation Development Act (TDA), the Regional Transportation Planning Agency conducts public input meeting(s) to actively solicit feedback from the community opportunities to improve public transportation with regard to service changes. The City of Santa Maria demonstrates its supports and conforms to this requirement by conducting public meetings to solicit public comments and input regarding the Unmet Transit Need needed to provide improved transit services.

Further, TDA recipients are required to meet unmet transit needs (UMT) that are reasonable before they are allowed to spend their TDA dollars on other transportation projects (i.e., road maintenance). Albeit the city of Santa Maria's population is over 100,000 therefore the city already must use TDA funds for public transit only, per TDA law. The City will claim one hundred percent of its TDA allocation for public transportation.

### **Public Meetings**

The City of Santa Maria hosted two public participation workshops. These were held with both in-person and virtual participation options. An in person accessible location was meeting held at the ADA and transit accessible Shephard Hall in the Santa Maria Public Library on Thursday, December 7, 2023, while broadcast simultaneously for virtual participation via Outlook Team links. The first meeting was held from 4:00 PM – 5:00 PM and the second was held from 5:30 PM – 6:30 PM. Both Spanish and Mixteco interpretation were available for those who needed it.

### **Outreach Efforts**

In accordance with the Transit program's adopted Public Engagement Manual, extensive public outreach was conducted to inform the public of the participation process. The Public Engagement manual is an adopted procedural guide, also shaped by the public participation process, which proposes the best means and methods for meaningful outreach and engagement with transit and non-transit populations, including those who may not speak English. SMRT partnered with Mixteco/Indigenous Community Organizing Project (MICOP) to encourage engagement from the Mixteco community.



A copy of the City adopted Public Engagement manual can be found by visiting our website RideSMRT.org or a physical copy can be reviewed by visiting Transit offices as noted within this document.

Per the manual, press releases, legal ads, and other public notices were placed in major media outlets such as newspaper periodicals, social media, transit website, city website, video infotainment systems inside buses, and flyers posted at city locations. Examples of these can be seen in Attachments 1 through 5 at the end of this report.

**Attendance**

A total of approximately 12 individuals were counted as attending one of the two workshops, mostly in person with some participation online, with 9 total signing in. This amount does not include City staff or contractor attendees.

The following City facilitators were in attendance:

Name	Title	Agency
Gamaliel Anguiano	Transit Manager	City of Santa Maria
Kailey Pringle	Grants Manager	City of Santa Maria
Mark Sarri	Transit Planner	City of Santa Maria
Nathalie Vasquez	Transit Assistant	City of Santa Maria
Eustaquio Valdez	Transit Coordinator	City of Santa Maria
Wess Cruz	General Manager	RATP Dev
Victor Bahena	Maint. Manager	RATP Dev
Arcelia Partida	Operations Manager	RATP Dev

**Meeting Format**

**Sign-In**

The sign-in sheet was set up near the door entry. Attendees were greeted, asked to sign in, and given a comment card. Comment cards were provided in both English and Spanish.



**Introduction**

Staff introduced each workshop, meeting format, and major key points of the workshop consisting of purpose, new route structure, transition to electric, current transit projects, and questions/comments.

**Overview**

A PowerPoint presentation was given outlining the purpose of the Unmet Transit Needs meeting, updates on efforts already undertaken such as recent route restructuring, transition to electric buses and other current transit projects. Impending transit projects that were discussed included the micro-transit project, autonomous shuttle project, BRT, paratransit, and more regional service.

At the end of the presentation, attendees were able to ask questions and submit their comments in writing using the comment cards provided by staff or verbally submit their questions and comments in either English, Spanish, or Mixteco to SMRT staff.

**SUMMARY OF FINDINGS**

Because submitted comments contain personal information (names, phone numbers, email addresses, physical addresses, etc.) only a matrix summarizing the comments are being provided. Actual copies of the submitted comments may be obtained with a submitted Public Records Request to City Clerks' office.

**UTM Comment Summary Matrix:**

<b>UTN Comment/Request</b>	<b># of Similar Requests</b>	<b>Agency Response</b>
Weekend and evening later service	3	SMRT will analyze available data to understand demand
Service to Santa Barbara	2	SMRT will coordinate w/ Clean Air Express
Bigger bike racks on bus to hold 3 bikes.	2	All new buses will come with 3 position bike racks
Direct Orcutt Route that goes through Foxenwood Estates.	1	SMRT will analyze available data to understand demand



ADA service is at its worst from 6pm-11pm.	1	SMRT will analyze available data to understand demand.
Route 12x go through more of Orcutt.	1	SMRT will consider this request as part of our Summer of 2024 route changes
Bring back bus stop on Stillwell and Clark.	1	SMRT will consider this request as part of our Summer of 2024 route changes
Bring back Oak Knolls bus stop	1	SMRT will consider this request as part of our Summer of 2024 route changes
Weekend and evening service for ADA outside of Fixed Route Hrs.	1	SMRT will consider this request as part of our Summer of 2024 route changes
Request for a direct fixed route without transfers from Orcutt (centralized or Old Orcutt) to Town Center Mall.	1	SMRT will consider this request as part of our Summer of 2024 route changes
Bus stop on Foster South side near Righetti inbound.	1	SMRT will consider this request as part of our Summer of 2024 route changes
Stronger WIFI connection in buses.	1	All new buses will come with latest technology
Route on Blosser.	1	SMRT will consider this request as part of our Summer of 2024 route changes
SMRT and RTA have same bus passes.	1	SMRT will coordinate w/SLORTA on this request
Digital display in bus with route information and current ETA of route.	1	SMRT will consider this amenity
Weekend and evening service near or at New Heights Ventures.	1	SMRT will consider this request as part of our Summer of 2024 route changes



Bike racks on long distance buses for Route 20 and 30.	1	All new buses will come with 3 position bike racks
Connecting bus to Clean Air Express at Hagerman softball field.	1	SMRT will coordinate w/Clean Air Express on this request
Bike lockers at Hagerman and Transit Center.	1	SMRT will coordinate w/Transit Vendor on this request
Use SMOOTH for ADA.	1	SMRT will coordinate w/ SMOOTH
Leave bus stop on Miller and Cook outbound.	1	SMRT will consider this request as part of our Summer of 2024 route changes
Add more bus stops on Main St (on the side of Vons)	1	SMRT will consider this request as part of our Summer of 2024 route changes
More SM to SLO service.	10	SMRT will coordinate w/SLO RTA on this request
Seats are not comfortable in the new buses.	1	SMRT will consider this amenity
New bus configurations do not accommodate obese riders, riders that use walkers or strollers.	1	SMRT will consider this amenity
Change all routes (except 2, 12x & 13x) to 60-minute loop	1	SMRT will consider this request as part of our Summer of 2024 route changes
Begin all major routes at 6:30 AM and last departure at 5:30 PM	1	SMRT will consider this request as part of our Summer of 2024 route changes
Route 4 begin at 6:30 AM and return to hourly schedule	1	SMRT will consider this request as part of our Summer of 2024 route changes
Do not depart route 5 & 11 at the same time from Transit Center	1	SMRT will consider this request as part of our Summer of 2024 route changes
Move Route 12x to Miller St	1	This was already implement in the 2023 route changes
Adding 10 minutes to stop times of routes 6-8 & 11 at Bradley and Crossroads would allow transfers to safely occur between these routes.	1	SMRT will consider this request as part of our Summer of 2024 route changes



Minor modifications on Route 8.	1	SMRT will consider this request as part of our Summer of 2024 route changes
Last bus departures from Transit Center to be by 6:00 PM on weekdays and 5:30 PM on weekends.	1	SMRT will consider this request as part of our Summer of 2024 route changes
Remove new bus stop on Westbound Betteravia.	1	SMRT will consider this request as part of our Summer of 2024 route changes
Remove SMRT sign on Miller and McCoy (after stoplight)	1	SMRT will consider this request as part of our Summer of 2024 route changes
Remove bus stop at courthouse on Miller before Transit Center.	1	SMRT will consider this request as part of our Summer of 2024 route changes
	<b>40</b>	



## City of Lompoc Unmet Transit Needs Workshop Summary

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

**CC:** Michael Luther, P.E., Public Works Director  
Craig Dierling, P.E., Assistant Public Works Director

**From:** Richard Fernbaugh, Transit/Airport Administrator

**Date:** **November 30, 2023**

**Re:** Annual Transit Unmet Needs Workshop

---

The Annual Lompoc Community Transit Unmet Needs Workshop was held at 3:00 pm on November 30, 2023 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. Public Service announcements were also sent to TV Stations KSBY, KCOY, KPMR, KTAS and radio station KRQK. Posters in both English and Spanish were posted in each bus and at each bus shelter from **October 20 to November 30, 2023.**

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 Chytilo.

Those in attendance were:

**Richard Fernbaugh, Transit/Airport Administrator, City of Lompoc**

**Andre' Thingili, RATP Dev, COLT Transit Manager**

**Linda Byrd, Lompoc Citizen, and Transit Rider**

**Wayne Wilks, Transit/Airport Analyst**

**The following comments/concerns were received:**

**From Ms. Byrd: 1. Wants to make sure COLT is still running the Santa Barbara Shuttle.**

**The meeting ended at 3:25 PM.**

**Attachments: Flyers put on Buses and in Shelters  
Example Letter to interested parties.  
Copy of sign-in sheet**

# APPENDIX D: SBCAG RESOLUTION

## RESOLUTION OF THE SANTA BARBARA COUNTY ASSOCIATION OF GOVERNMENTS

TRANSIT NEEDS ASSESSMENT ) RESOLUTION NO. 24-03  
FINDINGS OF UNMET NEEDS AND )  
REASONABLENESS TO MEET )

WHEREAS, the Santa Barbara County Association of Governments (SBCAG), 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, Public Utilities Code Section 99401.6 provides that SBCAG may allocate Transportation Development Act funds for non-transit purposes only after making a finding that there are no unmet transit needs that are reasonable to meet; and

WHEREAS, SBCAG 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, all allocations made by SBCAG within the Santa Barbara Metropolitan Transit District (SBMTD) and Easy Lift Transportation Incorporated 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, SBCAG 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

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, SBCAG held a virtual public hearing on December 6, 2023, 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, independently of SBCAG, on November 30, 2023 the City of Lompoc Transit (COLT), and on December 7, 2023 the Santa Maria Regional Transit (SMRT) conducted in-person public workshops on unmet transit needs; and

WHEREAS, SBCAG 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 criteria for determining whether unmet transit needs are "reasonable to meet"; 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 areas; 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 reviewed and recommended approval of the draft 2024 Transit Needs Assessment and draft findings on unmet transit needs and reasonable to meet.

NOW THEREFORE, IT IS HEREBY RESOLVED THAT the Santa Barbara County Association of Governments finds that for Fiscal Year 2023/24 there are no unmet transit needs, as defined by SBCAG in Exhibit A; and

BE IT FURTHER RESOLVED THAT, in making this finding, the Santa Barbara County Association of Governments has determined, based on the findings of the Transit Needs Assessment, which is incorporated by reference, that there are no unmet transit needs; and

THEREFORE, BE IT RESOLVED THAT the Santa Barbara County Association of Governments for Fiscal Year 2024/25 will make California Transportation Development Act (TDA) fund allocations for public transportation services, specialized transportation services, or for facilities provided for the exclusive use of pedestrians and bicycle; and

BE IT FURTHER RESOLVED THAT pursuant to Section 99401.5 of the Public Utilities Code, SBCAG may make allocations of TDA funds for streets and roads or for vans and related equipment for a farmworker vanpool in Fiscal Year 2024/25. (PUC § 99400(a), (f)).

PASSED AND ADOPTED this 21<sup>st</sup> day of March, 2024, by the following vote:


AYES: Williams, Capps, Nelson, Infanti, Julian, King, Patino, Perotte, Clark, Rowse, Lavagnino

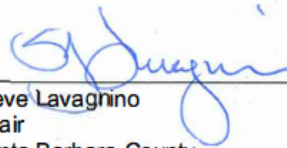
NOES:

ABSENT: Hartmann, Osborne

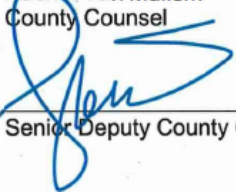
ABSTAIN:

ATTEST:

  
\_\_\_\_\_  
Marjie Kim  
Executive Director  
Santa Barbara County  
Association of Governments

  
\_\_\_\_\_  
Steve Lavagnino  
Chair  
Santa Barbara County  
Association of Governments

3.21.24  
\_\_\_\_\_  
Date

APPROVED AS TO FORM:  
Rachel Van Mullem  
County Counsel  
  
\_\_\_\_\_  
Senior Deputy County Counsel

[Exhibit on following page.]

**Exhibit A**

**UNMET TRANSIT NEED DEFINITION**

*Adopted by SBCAG Board on January 19, 2006*

An unmet transit need is the expressed or identified need of the community for additional public transportation services to meet existing basic mobility needs, which are not currently being met through the existing system of public transit services or private transportation services. Included, at a minimum, are those public transportation or specialized services which are identified in the Regional Transportation Plan, short-range transit plan, and/or transit development plan that have not been implemented or funded.

If an expressed or identified need is determined by SBCAG to be an "operational issue", it shall not be considered to be an unmet transit need. Requests that do not require an identifiable additional increment of service will generally be considered operational. Issues such as, but not limited to, the adequacy of location of bus stops, minor route improvements, marketing, and service reliability will generally be considered operational.

The identified needs must be for the system of general public transit services. All eligible users of a given service should have equivalent access or opportunity to use the service.

**REASONABLE TO MEET CRITERIA**

*Adopted by SBCAG Board on December 21, 2006*

An identified unmet transit need shall be determined to be "reasonable to meet" if SBCAG determines that the transit service will be in general compliance with the following criteria:

1. Can be implemented consistent with the transportation improvement priorities, policies and performance standards contained in the Regional Transportation Plan, the transit development plan, or the short-range transit plan for the area.
2. Can be implemented safely and in accordance with local, state, and federal laws and regulations.
3. Excluding the first three years of operation, the additional transit service shall not cause the system of which it is a part to fail to meet systemwide performance standards including:
  - a. the operator's ability to maintain the required fare to operating cost ratio;
  - b. the estimated number of passengers carried per service hour for proposed service shall be in the range of other similar services provided; and
4. The proposed service would not cause claimant to incur expenses in excess of the maximum allocation of TDA funds.
5. The proposed service is projected to reach a 20% fare box recovery within 3 years, 10% in non-urbanized areas providing rural services, 10% in non-urbanized areas serving urbanized areas, and projected to show continuous progress toward meeting the fare box recovery ratio within 3 years.