

Transit Needs Assessment 2026

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Transit Needs Assessment 2025

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SANTA YNEZ VALLEY TRANSIT (SYVT)	Paris, Bridget
SANTA MARIA AREA TRANSIT (SMAT)	Sarri, Mark
TRANSIT USERS FROM NORTHERN SANTA BARBARA COUNTY	Townley, Jan

Table of Contents

<i>Executive Summary</i>	1
Chapter 1. Introduction	3
Chapter 2. Consultation	5
Chapter 3. Assessment of Population Characteristics	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
Chapter 4. Transportation Services	24
<i>Description of Transit Providers</i>	24
<i>Intercity Transportation Services</i>	26
<i>Specialized Transportation Services</i>	27
<i>Adequacy of Transportation Services</i>	29
Chapter 5. Service Expansions & Improvements	30
Chapter 6. Transportation Needs Assessment & Findings	32
<i>Public Input</i>	32
<i>Analysis</i>	33
<i>Unmet Transit Needs Analysis</i>	36
<i>Findings</i>	61
<i>Appendix A: Public Outreach Materials</i>	62
<i>Appendix B: FY 23/24 Transit Ridership Totals</i>	75
<i>Appendix C: Summary of Public Input</i>	76
<i>Appendix D: SBCAG Resolution</i>	84

Tables

Table 1: Public Input Summary Table.....	33
Table 2: Examples of Requests Not Applicable to the Transit Needs Assessment.....	34
Table 3: Unmet Transit Needs.....	36
Table 4: Preliminary Calculations: Service to the West Valerio Corridor.....	39
Table 5: Preliminary Calculations: Service to the Santa Barbara Mission	42
Table 6: Preliminary Calculations: Early Morning Service on lines 12x or 24x.....	44
Table 7: Preliminary Calculations: Carpinteria WAVE Service	47
Table 8: Preliminary Calculations: Expanded WAVE Service Hours.....	51
Table 9: Preliminary Calculations: Additional Service for Lines 19x and 24x.....	53
Table 10: Preliminary Calculations: Service to the Botanic Garden and Riviera.....	56
Table 11: Preliminary Calculations: Oso Flaco Lake and Las Flores Park Service.....	58
Table 12: Preliminary Calculations: Fjord Street Service	61

Figures

Figure 1: Transit Needs Assessment Flowchart.....	4
Figure 2: Older Adults (Age 65+) - Regional.....	8
Figure 3: Older Adults (Age 65+) - South Coast	9
Figure 4: Older Adults (Age 65+) – North County.....	10
Figure 5: Low-Income Communities - Regional.....	12
Figure 6: Low-Income Communities - South Coast	13
Figure 7: Low-Income Communities - North County.....	14
Figure 8: Disabled Population – Regional.....	16
Figure 9: Disabled Population – South Coast	17
Figure 10: Disabled Population – North County	18
Figure 11: Transit Demand Score – Regional	20
Figure 12: Transit Demand Score – South Coast.....	21
Figure 13: Transit Demand Score – North County.....	22
Figure 14: Countywide Total Transit Ridership - FY 2017/18 through FY 2023/24	31
Figure 15: Definition - Unmet Transit Need	35
Figure 16: Criteria - Reasonable to Meet.....	35

EXECUTIVE SUMMARY

The California Transportation Development Act (TDA) provides two major sources of 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 February 4, 2026 SBCTAC meeting, SBCAG staff presented a summary of the feedback received from the public. The summary included comments from the SBCAG virtual and in-person public hearings, 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 were burdened by staffing shortages following the pandemic. Agencies are also working to comply with state zero emission vehicle goals.

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 2025/26 cycle, SBCAG finds that there are no unmet transit needs, per the SBCAG-adopted definition of unmet transit needs that are also reasonable to meet per the SBCAG-adopted criteria. With this finding, all jurisdictions receiving TDA funds, may use FY 2026/27 TDA funds for non-transit purposes if requested and not precluded by any other law or regulation. 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 for transit services, streets and roads, or pedestrian and bicycle projects; however, LTF funds may be used for streets and roads purposes, TDA Article 8, *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.

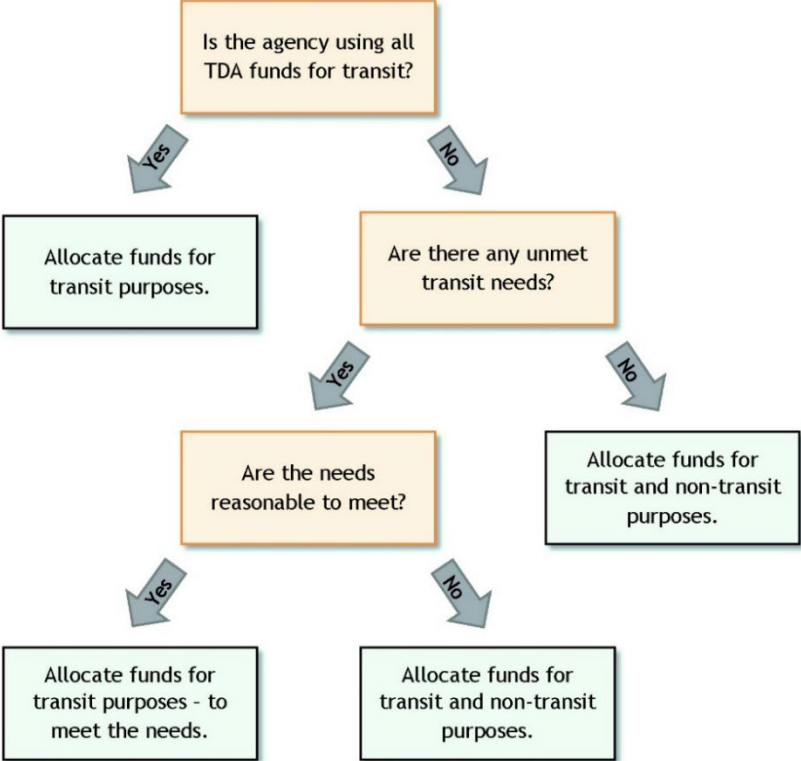
If a claimant requests to use LTF funds for streets and roads purposes, SBCAG must first determine whether or not there are unmet needs that are reasonable to meet within the claimant’s jurisdiction. To make this determination, SBCAG must perform an assessment of regional transit needs. The assessment, 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 need(s) 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 99238.¹ SBCTAC is composed of transit users, representatives from fixed route transit and paratransit agencies, and representatives from social service agencies that serve seniors, persons with disabilities, and persons of limited means. SBCTAC meets monthly, as needed, to identify and discuss issues regarding transit needs, and to review and recommend actions to SBCAG as the RTPA. SBCTAC advises SBCAG on the annual transit needs assessment and other major transit issues, including the coordination and consolidation of specialized transportation services.

SBCTAC met to discuss the 2026 Transit Needs Assessment process on September 3, 2025. SBCTAC discussed options for and provided direction on the public outreach strategy. The committee approved the format of the public hearings and reviewed the type, design, and distribution of public outreach materials (Appendix A).

SBCTAC received a presentation on February 4, 2026, 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. Furthermore, SBCTAC reviewed this report in its draft form during its April 1, 2026 meeting.

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

CHAPTER 3. ASSESSMENT OF POPULATION CHARACTERISTICS

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

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

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

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

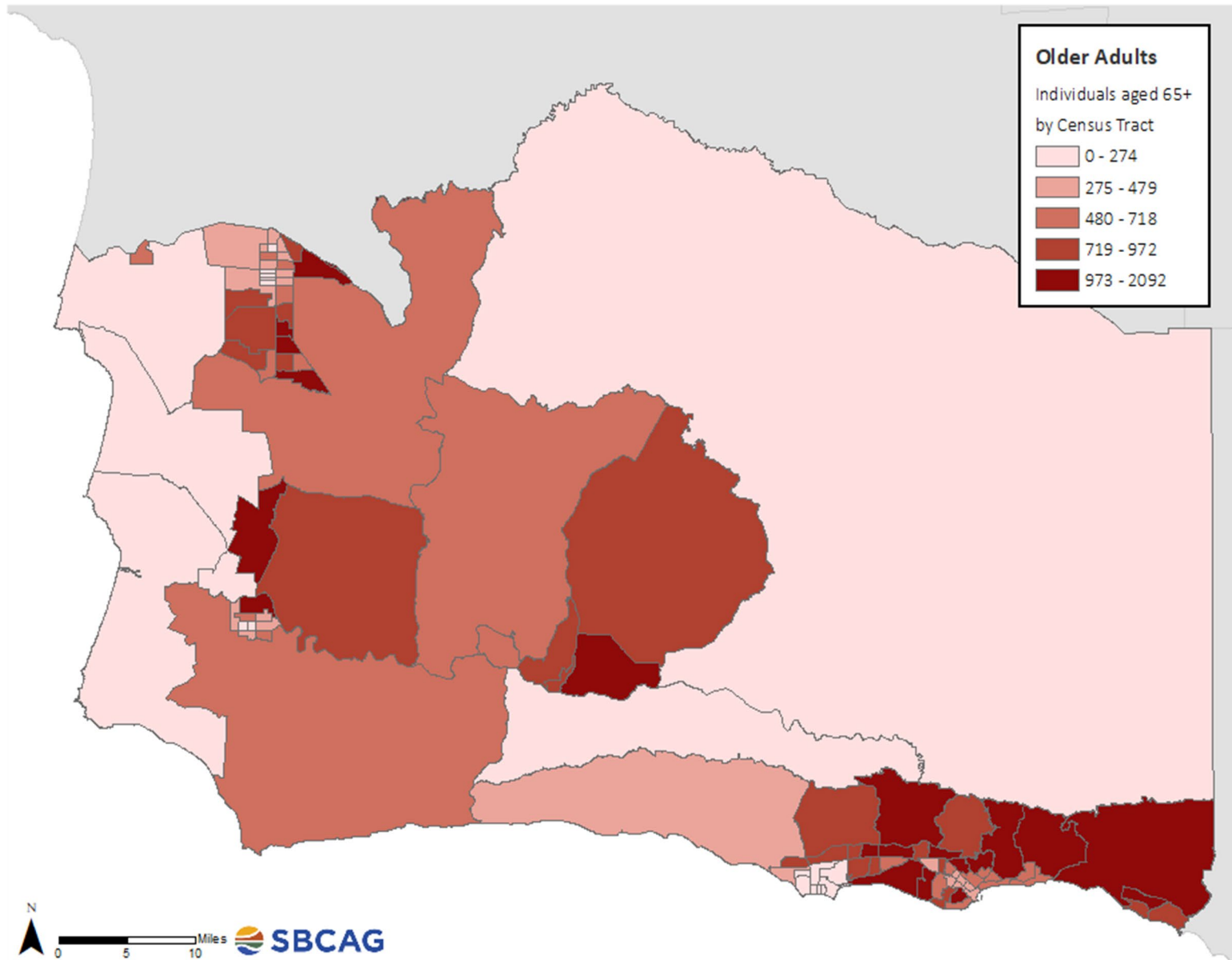


Figure 3: Older Adults (Age 65+) – South Coast

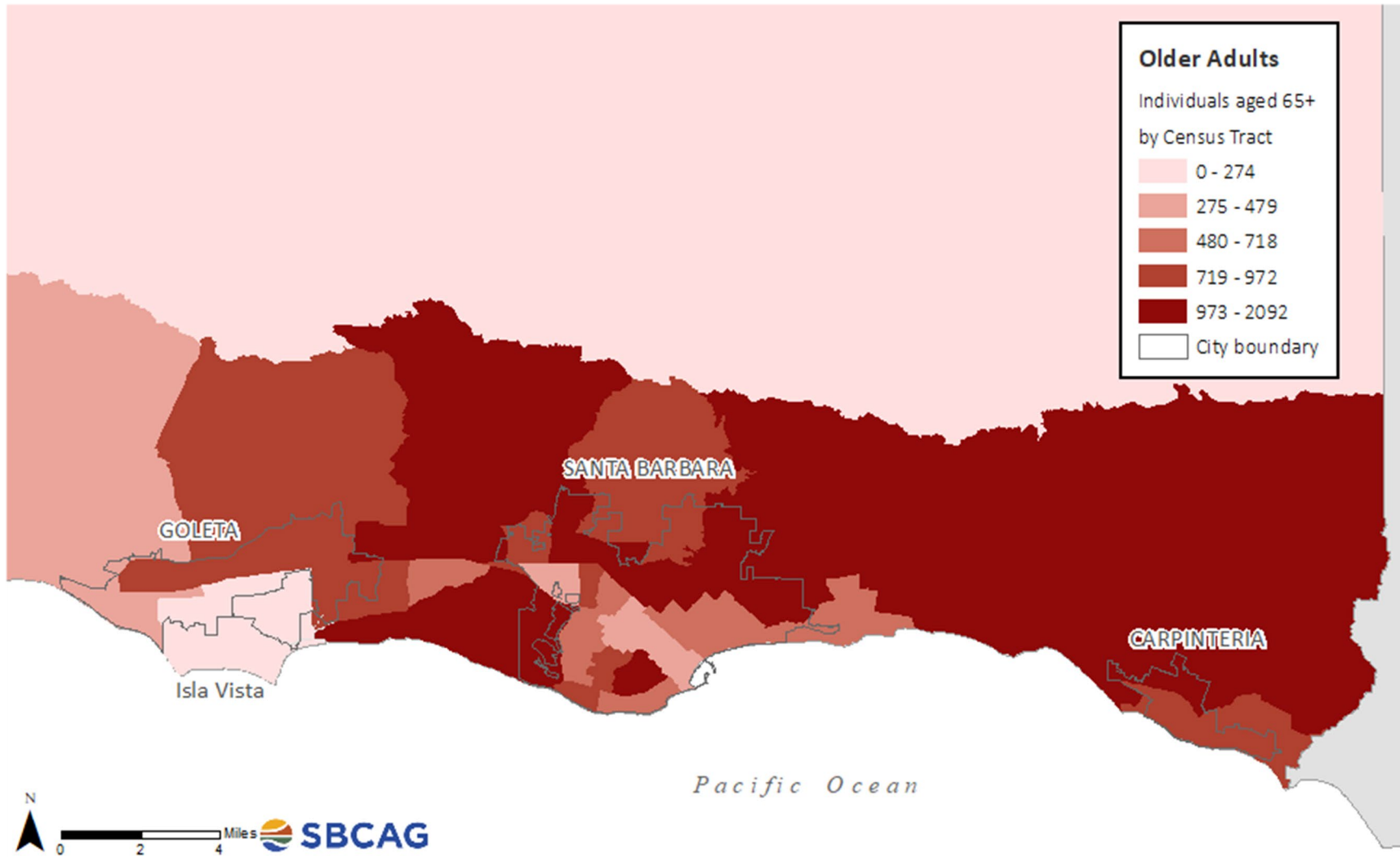
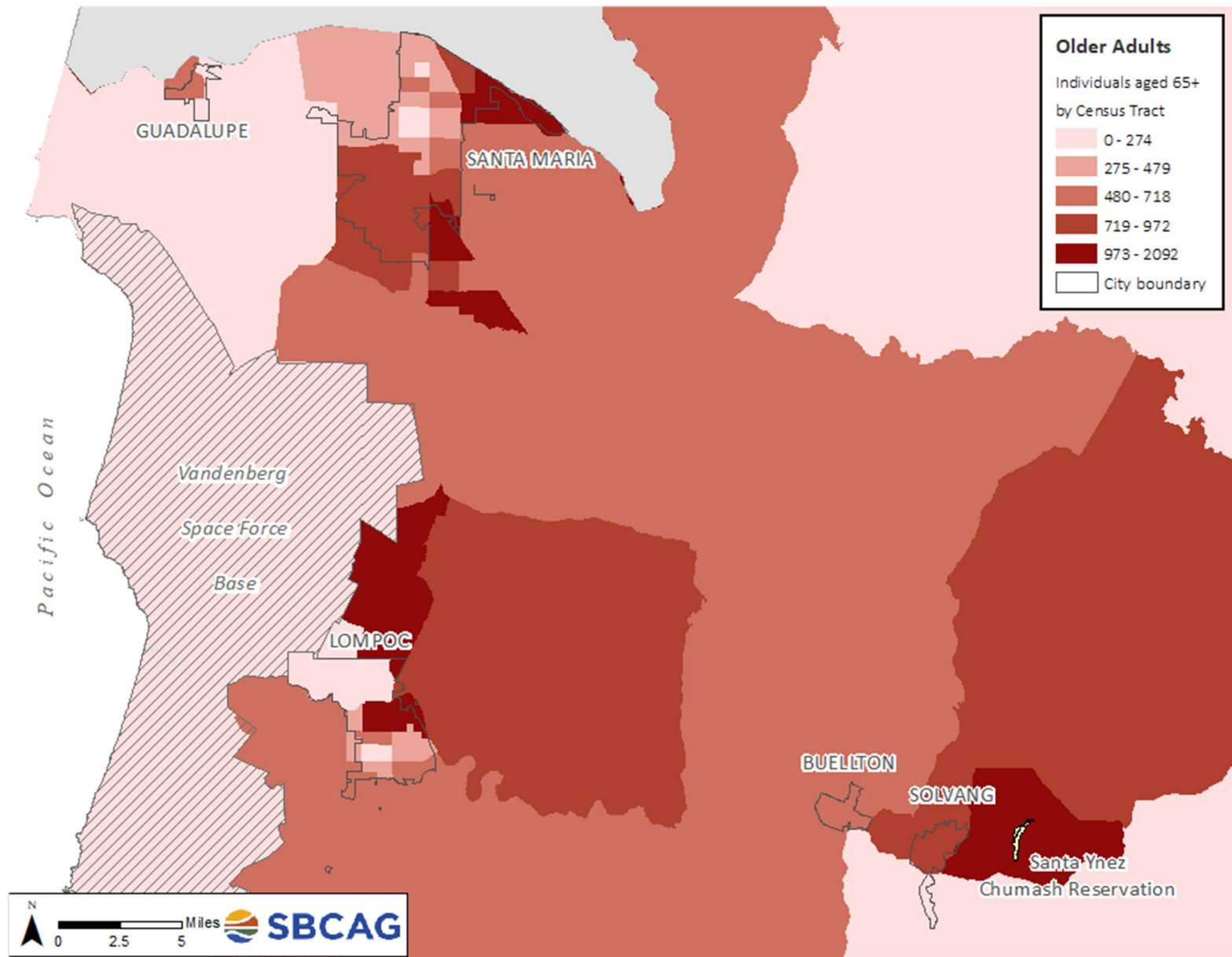


Figure 4: Older Adults (Age 65+) – North County



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

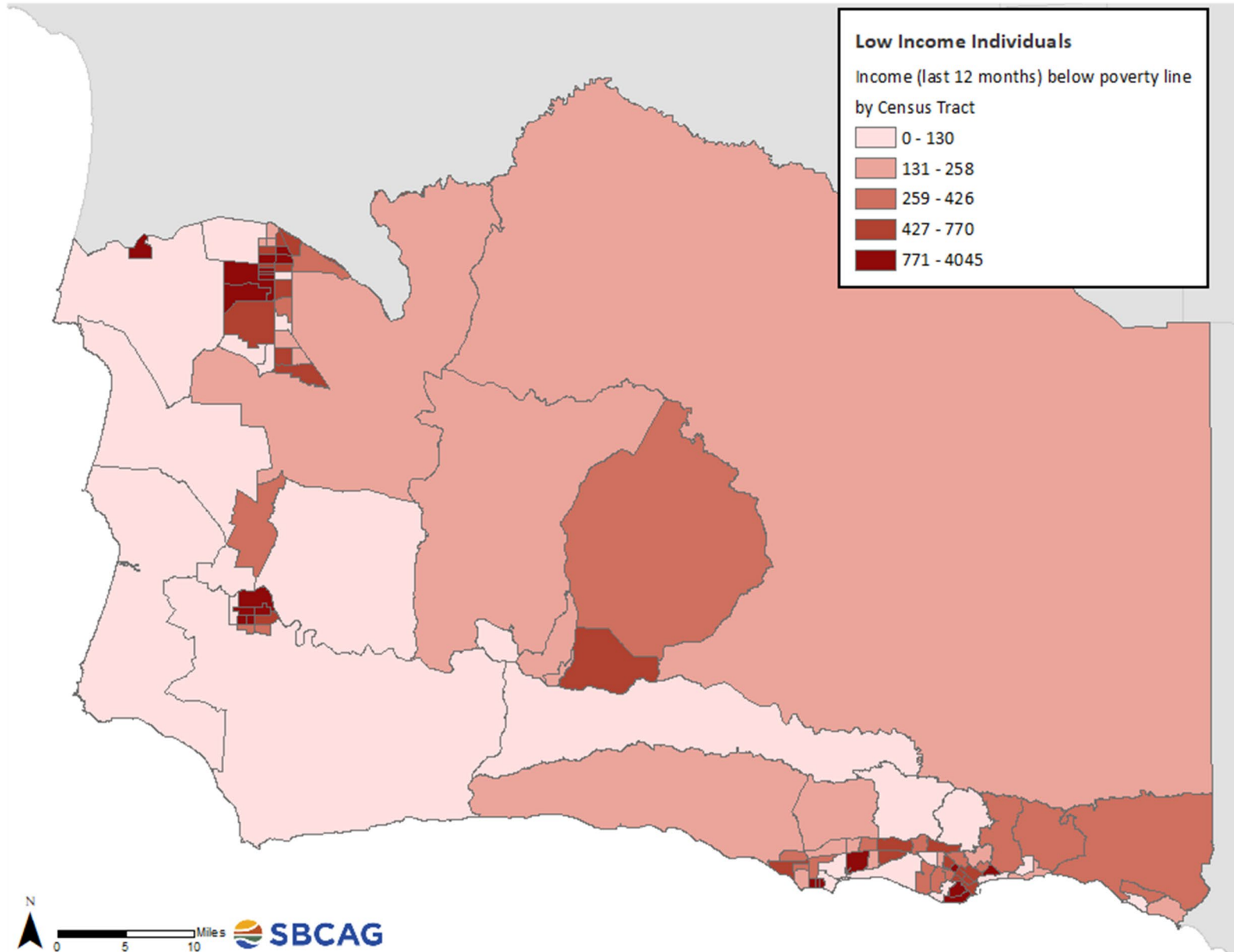


Figure 6: Low-Income Communities – South Coast

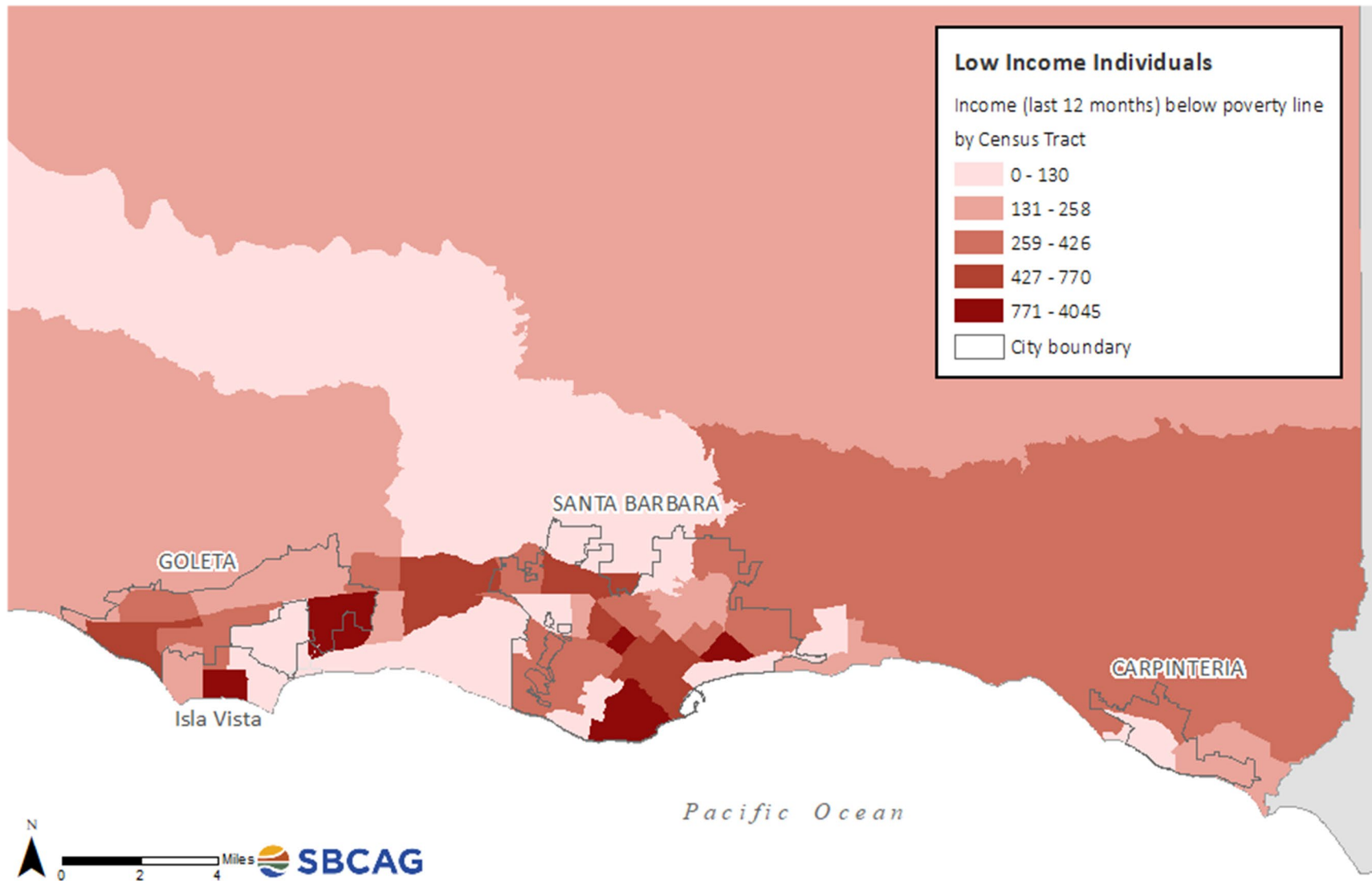
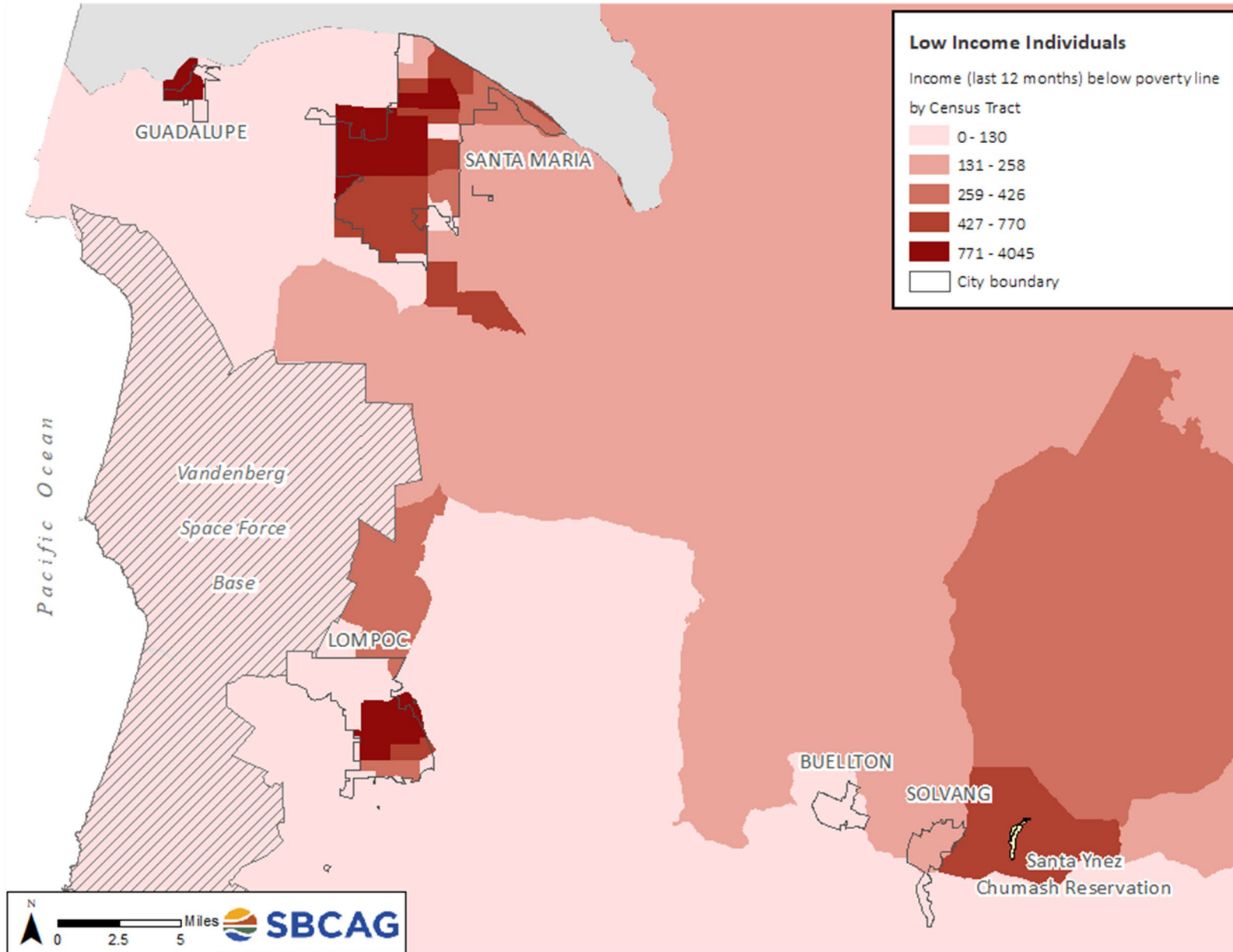


Figure 7: Low-Income Communities – North County



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.² 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.

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

Source: <https://www.census.gov/topics/health/disability/about.html>

Figure 8: Disabled Population – Regional

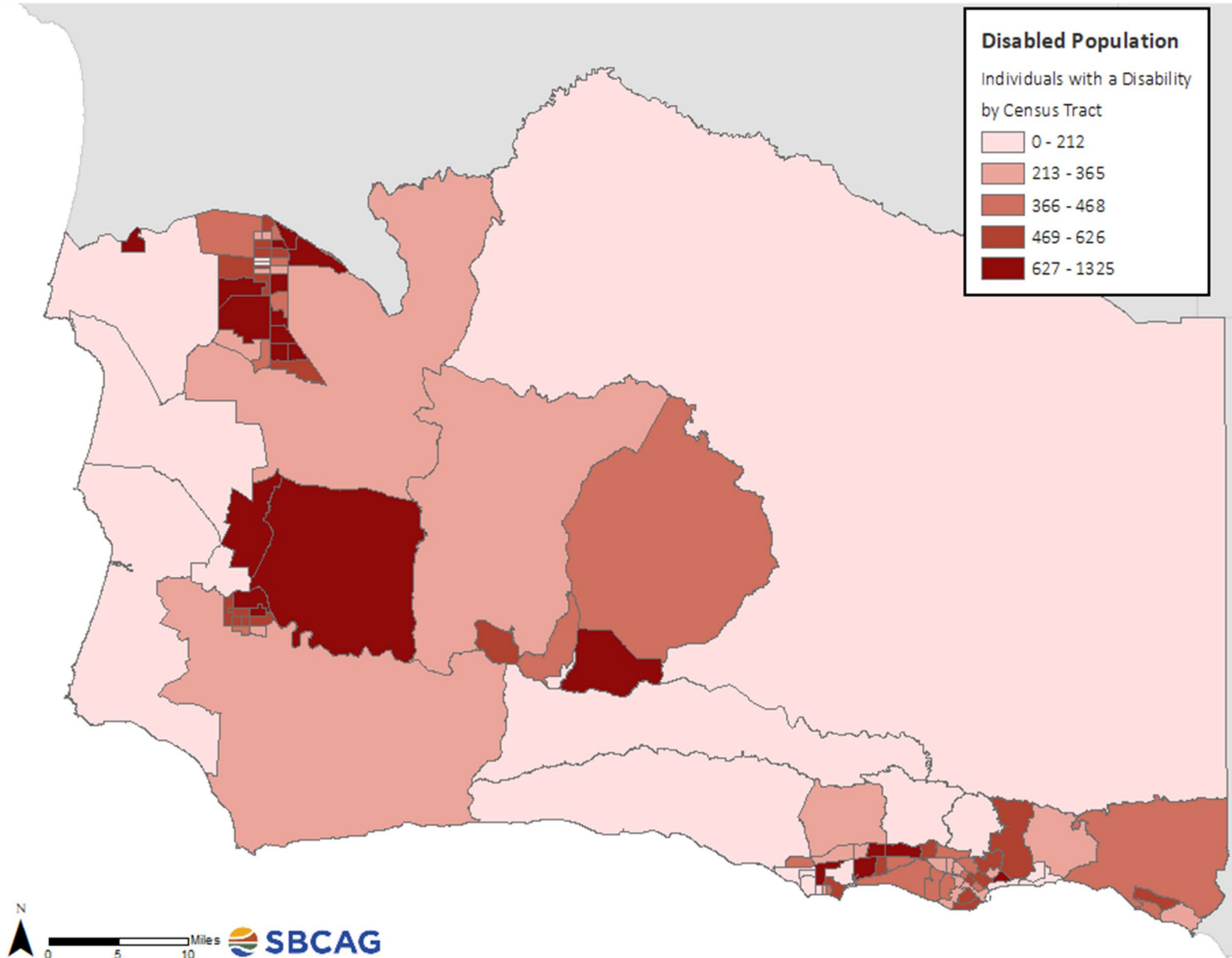


Figure 9: Disabled Population – South Coast

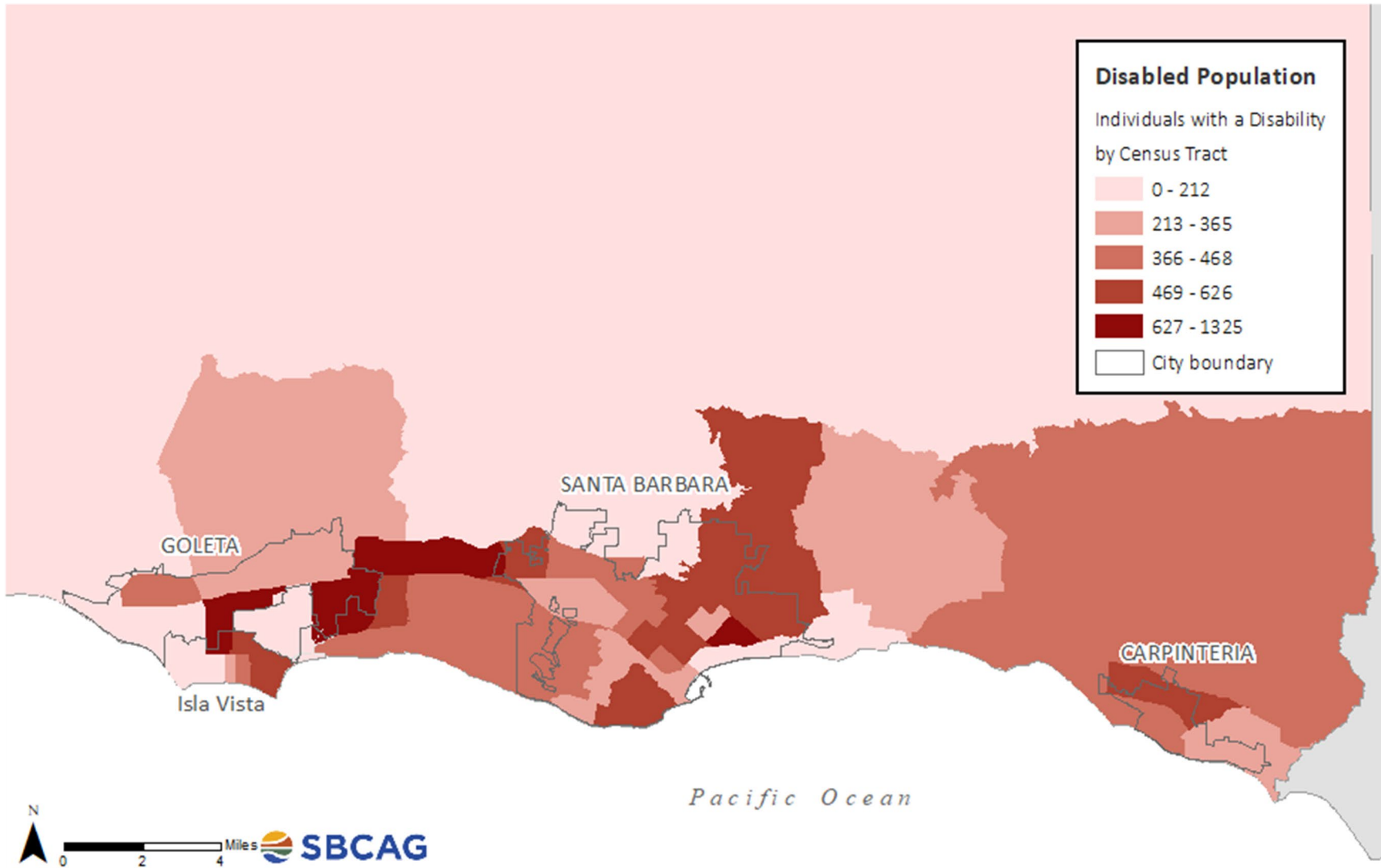
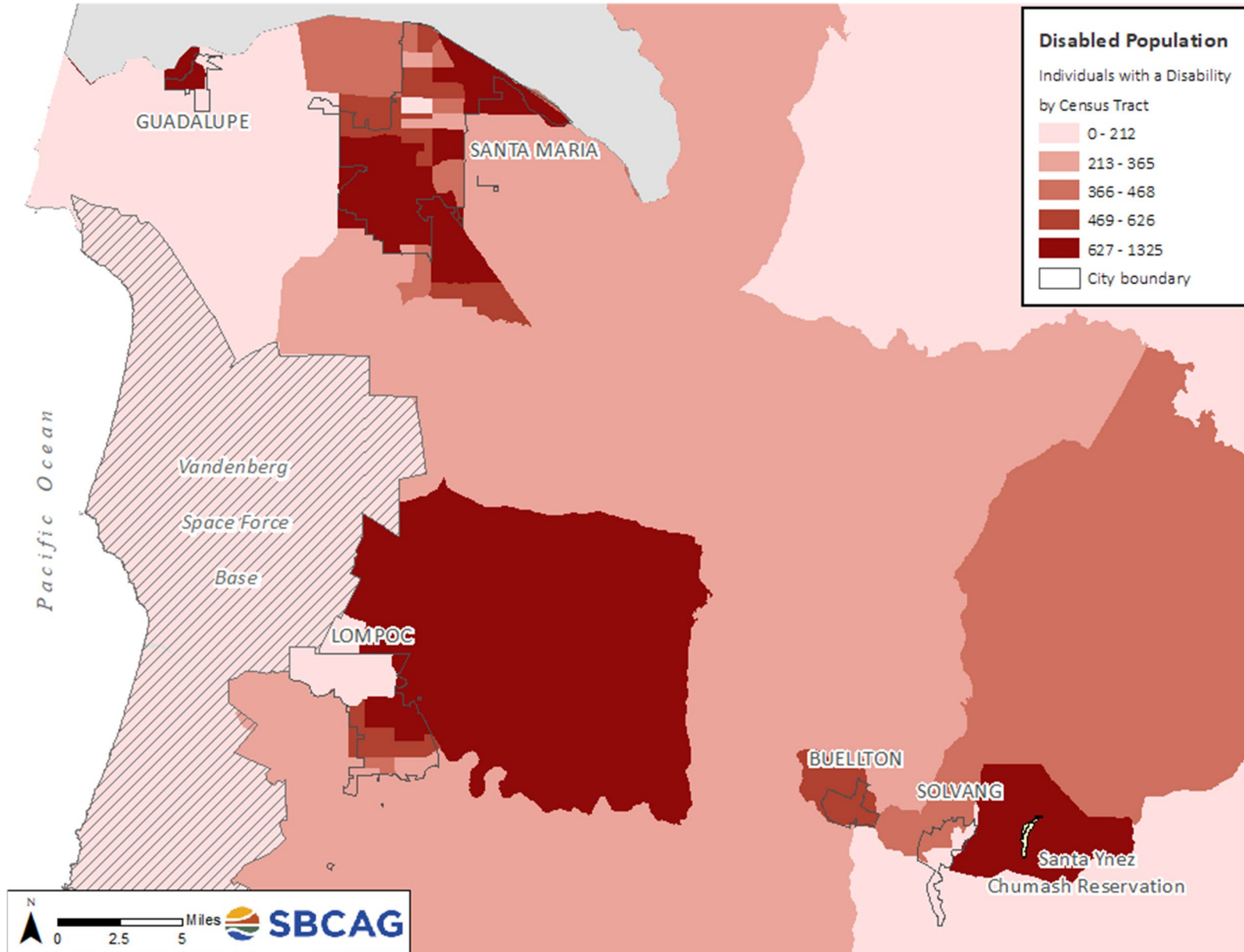


Figure 10: Disabled Population – North County



TRANSIT DEPENDENCY INDICATOR: TRANSIT DEMAND

Replica Transit Demand Score³ 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.

³ 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

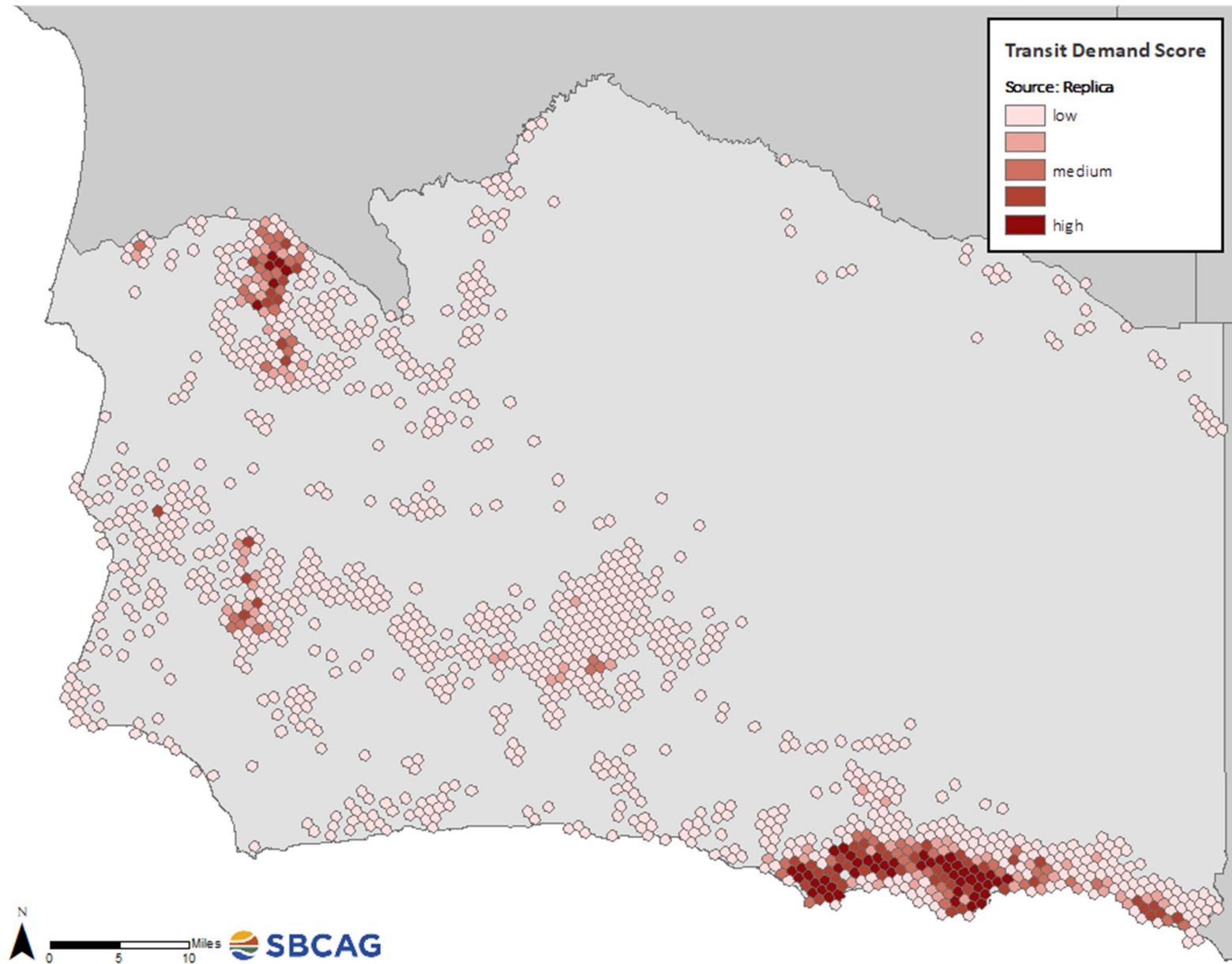


Figure 12: Transit Demand Score – South Coast

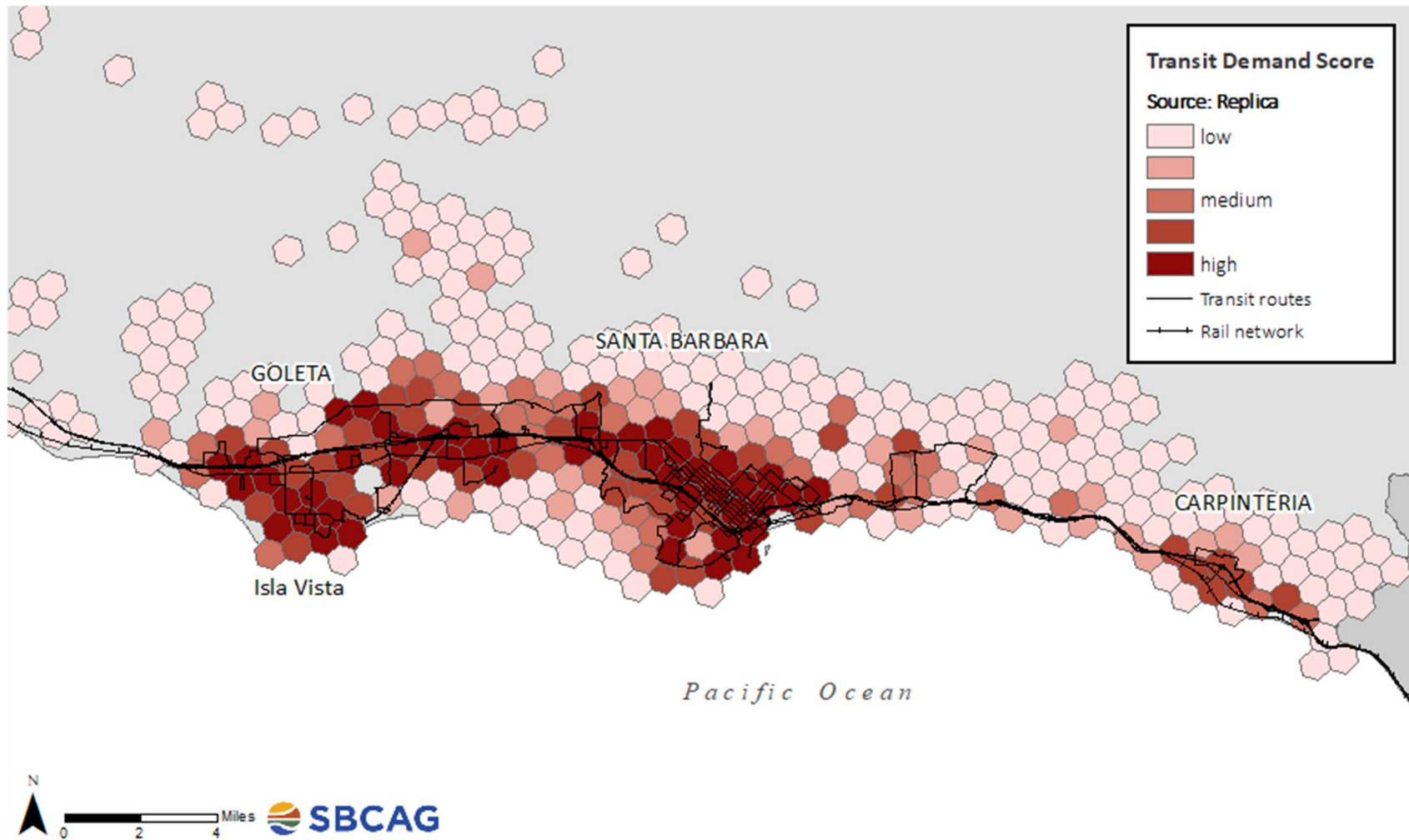
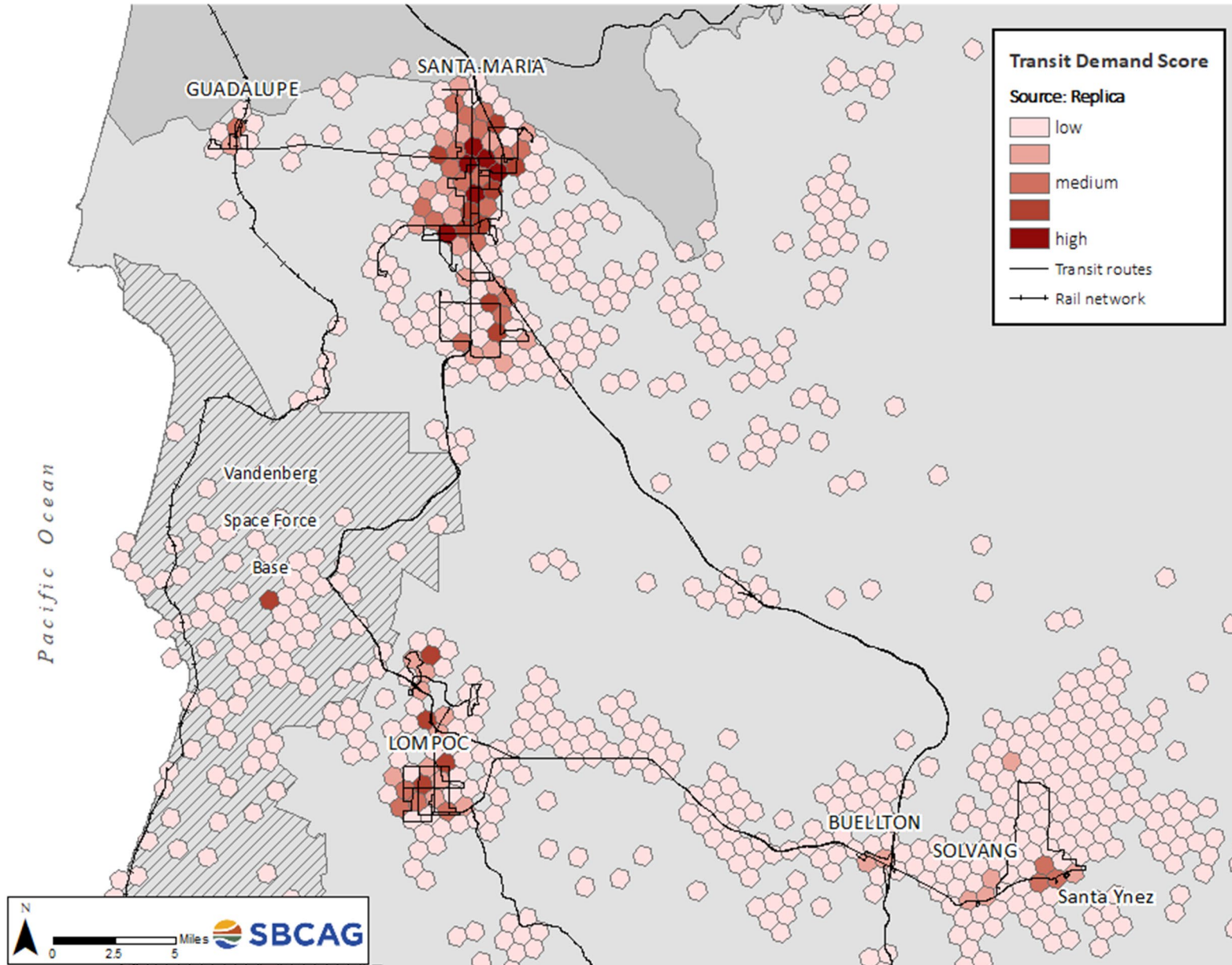


Figure 13: Transit Demand Score – North County



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)

Santa Barbara 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. MTD contracts with Easy Lift Transportation to provide Americans with Disabilities Act paratransit service. MTD also operates the WAVE, an on-demand microtransit service, currently in the City of Goleta with plans to expand to the City of Carpinteria.

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 routes and ADA Paratransit services. In recent years, the Breeze 100 and 200 services, the Cuyama Shuttle service, and Guadalupe Transit have been integrated into the SMRT system and livery. It operates 12 fixed-routes, serving Santa Maria, Orcutt, and Tanglewood. SMRT is also the provider of

three intercity bus service routes to rural communities throughout northern Santa Barbara County, such as to the Los Alamos, Buellton, Solvang, Santa Ynez, and the Chumash Tribe's Reservation, Lompoc, Vandenberg Space Force, and the community of New Cuyama. Also in 2025, SMRT began a service directly connecting the City of Santa Maria with the City of San Luis Obispo. And, as of July 2024, SMRT has also begun operating a self-booking on-demand micro-transit service in the late evening lower ridership hours.

COLT (City of Lompoc Transit)

COLT provides fixed-route and demand response service within Lompoc, Mission Hills, and Vandenberg Village. COLT operates four fixed route services, and connecting services including SMRT (former Breeze 100 route) and Clean Air Express. Lompoc also operates the Wine County Express, which provides service to Lompoc, Buellton, and Solvang. COLT also operates the Santa Barbara Shuttle which provides a single round trip service from Lompoc to Goleta/Santa Barbara on Tuesday and Thursdays.

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

As of June 2025, SMRT 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 (such as from Lompoc, Buellton and Santa Maria) to the South Coast. The routes generally serve work schedules starting between 6:30 and 8:00 AM and ending between 3:30 and 5:15 PM. Primary areas of service in the South Coast include the Hollister corridor in Goleta, both Cottage Hospital locations, and downtown Santa Barbara. In addition, a midday demonstration route was recently implemented between Santa Maria, Buellton and the South Coast.

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 in the South Coast 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 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

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

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 202 Nicholson Ave by the Amtrak Busway stop.

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 Lompoc campus is served by COLT, and the Santa Maria campus is served by SMRT and SLORTA.

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 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

The inter-agency Transportation Demand Management program of 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, 25% lease discount on the second month, and \$100 New Rider Rebate after the third month of participation.

In addition, SBCAG offers *SmartRide*, a comprehensive online commuter match list program that allows commuters to get up-to-date information about people with similar commutes and work hours, who are interested in carpooling and vanpooling. The program

generates a personalized commuter match list from which participants can send standardized or personalized emails to other carpool and vanpool commuters or find out more about bus service in their area. The SmartRide web-based service also includes the Emergency Ride Home program, a commute calendar, a commute cost calculator, as well as a host of employer tools for managing commuter benefits programs. Commuters can visit www.smartride.org or call (805) 963-SAVE to find their optimal rideshare match.

SBCAG is a participant in the CalVans program, a statewide commuter and farm worker vanpool agency formed with a joint powers agreement (JPA). The JPA is currently between the councils of governments in Fresno, Kings, Madera, Merced, Monterey, Sacramento, San Benito, Santa Barbara, Santa Cruz, Sutter, Tulare, Ventura, Yolo, and Yuba counties. CalVans provides support for the formation and operation of both commuter and farm worker vanpools to all member agency counties.

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.⁴ The Santa Barbara Airbus provides shuttle service from Goleta, Santa Barbara, and Carpinteria to LAX.

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 (CPIC) 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-Saturday (dependent upon volunteer availability) to seniors who are alert and ambulatory and mildly disabled adults.

⁴ LAX = Los Angeles International Airport

Care Connection Transport Services serves specialized transportation needs by providing door-through-door ambulatory, wheelchair, gurney, and behavioral health transportation services to individuals with special needs and mobility limitations. Independent wheelchair users can receive “curb to curb” service Monday-Friday 7am to 7pm and weekends 8am to 4pm.

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*

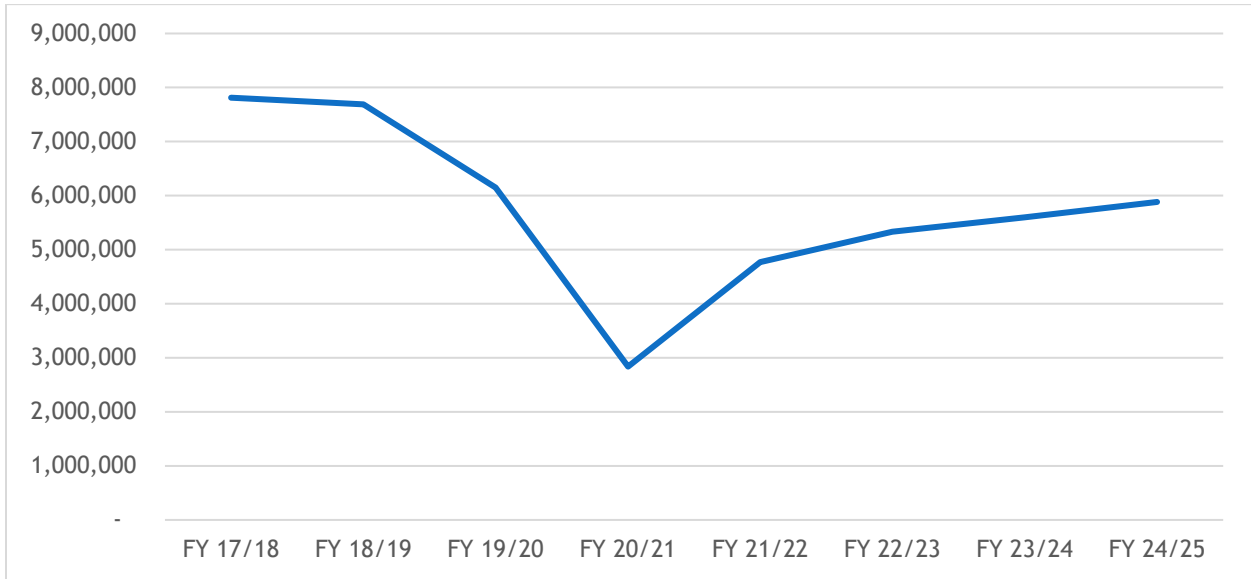
This chapter analyzes the potential of alternative public transportation and specialized transportation services and service improvements to meet all or part of the transit demand.

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 was approved in April, 2024. In recent years, the biggest issues for transit agencies have been related to the COVID-19 pandemic and state Zero-Emission goals.

A common issue for transit agencies is compliance with Governor Newsom’s Executive Order to meet the Zero-Emissions goals of EO-N-19-19, which empowers the State to leverage discretionary funds to help meet climate goals. This zero-emissions goal has changed goals throughout the Transportation Industry, causing the reevaluation of transit schedules, and the transition to clean and zero-emission technology.

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 2024/25



Transit ridership data⁵ 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.

⁵ 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, 2025. During the Public Comment period, comments could be submitted via phone, email, letter, or by taking an online survey. SBCAG held two Unmet Transit Needs Public Hearings were held. The first was held in person and virtually via Zoom on December 2, 2025. The public Hearing was a drop-in format from 4-6 PM. The second meeting was held in-person on December 3, 2025 in the City of Buellton. Accessible accommodations and Spanish language translation were available upon request (though no attendees requested accommodations).

Additionally, the 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 October 16, 2024, at 7 PM. SMRT held two public hearings

at the Public Library's Shephard Hall on December 4, 2025, from 4 PM to 5 PM and 5:30 PM to 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. SBCAG also coordinated with schools, social service agencies, and nonprofit organizations, and distributed materials at libraries, community centers, and through transit operators. All public outreach materials can be found in Appendix A.

This process identified a total of 95 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	71
SBCAG comments via email, phone, social media	5
SBCAG Public Hearings (9 attendees)	5
Santa Maria Regional Transit Public Hearings (~8 attendees)	5
City of Lompoc Transit Public Hearing (~10 attendees)	9
Total	95

ANALYSIS

Not all requests are applicable to the Transit Needs Assessment. The findings of this assessment apply only to jurisdictions not dedicating all TDA funds for transit in FY 2026/27. Only the County of Santa Barbara, representing the unincorporated portions of northern Santa Barbara County, did not utilize all of its TDA funds to transit in the current fiscal year. Any TDA recipient wishing to claim funds under Article 8 must address any reasonable to meet unmet transit needs prior to using funds under Article 8, regardless of historical use of Article 8 funds.

This does not negate the analysis, however. When possible, SBCAG works with transit providers to address requests that are not applicable to the Transit Needs Assessment process. For example, over the last several years SBCAG received requests for mid-day service on the Clean Air Express. This request was not found to be reasonable to meet because the associated TDA recipients were utilizing all of their TDA funding for transit services. However, when new funding became available from other sources, Clean Air Express staff worked to fund the requested service. SBCAG forwards all requests and comments to the appropriate transit operators.

Within the guidelines of TDA, requests concerning operational service issues⁶ 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
We would like for the Crosstown Shuttle (Line 37) to resume to get downtown from the Westside for many seniors in this neighborhood.	This trip can be completed using MTD Line 1.
More frequency on bus lines (especially MTD 6 and 11) is needed especially with the new housing project.	Operational, as it references service frequency without specifying an additional increment of service hours.

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. SBCTAC reviewed and approved SBCAG’s initial screening for unmet transit needs during its February 4, 2026 meeting.

⁶ Operational issues include, but are not limited to, the adequacy or location of bus stops, minor route improvements, marketing, and service reliability.

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 October 16, 2025

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 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 similar services provided; and
4. The proposed service would not cause claimant to incur expenses in excess of the maximum allocation of TDA funds:
 - a. For services contained entirely within a jurisdiction or transit district operating a transit service, the maximum allocation of TDA funds refers to those funds allocated to that district or jurisdiction, and
 - b. For services serving multiple jurisdictions or those operating outside of a transit district, the maximum allocation of TDA funds refers to those allocated to all jurisdictions or districts involved and prorated to the level of service to be operated within each TDA recipient’s jurisdiction or district.
5. The proposed service is projected to reach the farebox recovery ratio requirement within three years for TDA funded services in place through law, regulation, or executive order at the time the finding is made.

UNMET TRANSIT NEEDS ANALYSIS

SBCAG received a total of 95 comments during this Transit Needs Assessment cycle. SBCAG staff subsequently reviewed each comment to assess if each meets the Board adopted definition of an unmet transit need. Following the staff led process, the Santa Barbara County Transit Advisory Committee (SBCTAC) reviewed staff’s analysis and found 15 comments meet the definition of an unmet transit need, though one of the comments identified the same unmet transit need.

This section shows the analysis of individual requests for “unmet transit need” status. Table 3 shows the 14 comments that were identified as unmet transit needs. Appendix C provides a list of all comments received. All received comments, whether identifying an unmet transit need or not, are passed on to the respective transit agencies for consideration.

Table 3: Unmet Transit Needs

#	Unmet Transit Need	Region/ Provider
1	I live on the Westside of Santa Barbara (W. Valerio near Elings Park) and the nearest bus stop is not within walking distance. This is the biggest challenge for me and my family to use public transportation.	Santa Barbara (MTD)
2	There are many that really need the Clean air to come into UCSB . We are desperate. Same for the Lompoc to Buellton for many that work in Buellton.	Clean Air Express (CAE)
3	We need more routes and definitely to the Mission .	Santa Barbara (MTD)
4	It would help if the Express buses in Goleta had 1 earlier departure to get to downtown SB by 8am .	Santa Barbara (MTD)
5	While recognizing that the Carp Shuttle did not service all areas of the city, it nonetheless was regularly used by older adults and children for school trips, shopping, and other essential activities. The alternative which has been put in place--vans on call by--isn't sufficient or as accessible as was the shuttle. I took the shuttle at least three days a week to transfer to the #11. Now I walk, which is fine for me but not for those less mobile, older or much younger. The people who need transportation the most are the ones who have been let-down by discontinuing the Carp Shuttle.	Santa Barbara (MTD)
6	I think that it would be helpful if all routes routinely stopped at the train station . That way commuters and out of town visitors could go throughout the city easily. This is how it is set up in Sacramento. Or you could have a bus that directly takes you back to the main station so you can catch the other busses. If the train and the Santa Barbara Transit were more coordinated, I think more people would take the train into SB.	Santa Barbara (MTD)
7	Or more times and days for the loop shuttle . Also some advertising so people know it's there.	Private Service
8	Carpinteria resident with a desire for express service from Carpinteria to Goleta , including Hollister Ave area	Santa Barbara (MTD)

	-M-F -7:30/8AM and 4/5PM -what: Coastal Express Carp - Goleta Also would like to use the train.	
9	Extend WAVE hours	Santa Barbara (MTD)
10	More hours/frequency for 24x, 19	Santa Barbara (MTD)
11	#7 to Riveria and Botanical Garden	Santa Barbara (MTD)
12	I suggested making some "occasional routes" to Oso Flaco Lake and Las Flores Ranch Park.	Santa Maria (SMRT)
13	A. Buellton to South Coast ADA service B. Solvang to Lompoc ADA service	Unknown
14	The end of Fjord Drive (near the senior mobile home park)	Santa Ynez Valley Transit

Bolded text highlights the unmet transit need included within each comment.

UNMET TRANSIT NEED #1

Comment: Westside Santa Barbara (W. Valerio near Elings Park)

Summary: Valerio Street on the Westside does not have a transit stop within approximately half a mile. While MTD serves the Westside, the closest stops are San Andres/Valerio, Meigs/La Coronilla, and Las Positas.

Reasonable to meet analysis:

The analysis considers an additional line that goes to Valerio Street on the Westside.

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.

Analysis: Service to the West Valerio corridor is not a service priority of MTD's Short-Range Transit Plan. The Regional Transportation Plan recommends service improvements to areas with supporting land uses, which this corridor does not have.

Finding: Inconsistent

2. Can be implemented safely and in accordance with local, state, and federal laws and regulations.

Analysis: There are no conditions present which would question the ability for this service to be implemented in accordance with local, state, and federal laws and regulations.

Finding: Consistent

3. Excluding the first three years of operation, the additional transit service shall not cause the system of which it is part to fail to meet systemwide performance standards including:
 - a. The operator's ability to maintain the required fare to cost 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

Analysis: MTD exceeds the required systemwide farebox recovery ratio and therefore limited new services would not be expected to reduce the systemwide farebox recovery ratio below the minimum required level. The routes providing service to the Mesa area (location of the request) are the poorest performing on a passengers per hour metric. Systemwide, MTD carries roughly 27.7 passengers per hour while Mesa routes carry 19.4 passengers per hour. Adding service to a poor performing area would contribute to a dilution of passengers per hour.

Finding: Inconsistent

4. The proposed service would not cause claimant to incur expenses in excess of the maximum allocation of TDA funds:
 - a. For services contained entirely within a jurisdiction or transit district operating a transit service, the maximum allocation of TDA funds refers to those funds received by that district or jurisdiction, and
 - b. For services serving multiple jurisdictions or those operating outside of a transit district, the maximum allocation of TDA funds refers to those received by all jurisdictions or districts involved and prorated to the level of service to be operated within each TDA recipient's jurisdiction or district.

Analysis: MTD has historically used 100 percent of TDA funds available to the agency to provide transit services and MTD has indicated that it intends to continue using its entire TDA allocation for transit. Therefore, any new service would require MTD to incur expenses in excess of its maximum allocation of TDA funds.

Finding: Inconsistent

5. The proposed service is project to reach the farebox recovery ratio requirement within three years for TDA funded services in place through law, regulation, or executive order at the time the finding is made.

Analysis: See the table below for estimated farebox recovery ratios. The analysis assumes ridership consistent with other Mesa routes.

Finding: Inconsistent

Table 4: Preliminary Calculations: Service to the West Valerio Corridor

West Valerio Corridor Service	FY 26/27	FY 27/28	FY 28/29
Operating cost per revenue hour*	\$218	\$225	\$231
Total additional hours per year**	756	756	756
Total operating cost of additional service	\$164,808	\$170,100	\$174,636
Passengers per revenue hour***	20.4	21.0	21.6
Total hours per year	756	756	756
Average fare per passenger*	\$1.78	\$1.78	\$1.78
Total revenue from new service	\$27,452	\$28,259	\$29,067
Estimated farebox recovery ratio	16.6%	16.6%	16.6%

*Estimate provided by MTD.
 ** Based on 0.75 hours/round trip, 4 trips daily, 5 days/week, 52 weeks/year.
 *** Based on 2025 actual figures for Mesa routes from MTD 2025 Q4 report.

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

Unmet transit need #1 is not reasonable to meet due to failure of criteria 1, 3, 4, and 5.

UNMET TRANSIT NEED #2

Comment: Clean Air Express service to UCSB.

Summary: The Clean Air Express provides service between North County locations and South County job centers. Prior to the COVID-19 pandemic, the Clean Air Express provided direct service to UCSB but that was discontinued at the onset of the pandemic. Since stopping direct to UCSB service, those traveling to UCSB must transfer to a Santa Barbara

MTD route to complete the trip. Requiring a transfer does not constitute an unmet transit need.

Analysis:

- 1) A transit connection between North County locations and UCSB is currently possible with a transfer.

Finding: This request represents a met transit need. Restoring direct service to UCSB is a Clean Air Express priority within its draft Short Range Transit Plan that may be implemented in the future should funding and equipment needs be addressed.

UNMET TRANSIT NEED #3

Comment: We need more routes and definitely to the Mission.

Summary: The Mission is located on 2201 Laguna Street in Santa Barbara. MTD line 22 previously served the Mission. Service ended in 2013.

Reasonable to meet analysis:

The analysis considers four daily roundtrips between the Transit Center and the Mission.

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.

Analysis: Transit service to the Santa Barbara Mission is not a priority of either MTD's Short Range Transit Plan or the Regional Transportation Plan.

Finding: Inconsistent

2. Can be implemented safely and in accordance with local, state, and federal laws and regulations.

Analysis: As the service was previously offered via Route 22, it is assumed that a new service could be operated in accordance with local, state, and federal laws and regulations.

Finding: Consistent

3. Excluding the first three years of operation, the additional transit service shall not cause the system of which it is part to fail to meet systemwide performance standards including:
 - c. The operator's ability to maintain the required fare to cost operating cost ratio;
 - d. The estimated number of passengers carried per service hour for proposed service shall be in the range of other similar services provided; and

Analysis: MTD exceeds the required systemwide farebox recovery ratio and therefore limited new services would not be expected to reduce the systemwide farebox recovery ratio below the minimum required level. However, the prior iteration of the requested service was terminated for poor performance. As land uses around the Mission have remained static, there is not an expectation that restoration of the service would provide a different and positive result.

Finding: Inconsistent

4. The proposed service would not cause claimant to incur expenses in excess of the maximum allocation of TDA funds:
 - a. For services contained entirely within a jurisdiction or transit district operating a transit service, the maximum allocation of TDA funds refers to those funds received by that district or jurisdiction, and
 - b. For services serving multiple jurisdictions or those operating outside of a transit district, the maximum allocation of TDA funds refers to those received by all jurisdictions or districts involved and prorated to the level of service to be operated within each TDA recipient's jurisdiction or district.

Analysis: MTD has historically used 100 percent of TDA funds available to the agency to provide transit services and MTD has indicated that it intends to continue using its entire TDA allocation for transit. Therefore, any new service would require MTD to incur expenses in excess of its maximum allocation of TDA funds.

Finding: Inconsistent

5. The proposed service is project to reach the farebox recovery ratio requirement within three years for TDA funded services in place through law, regulation, or executive order at the time the finding is made.

Analysis: See table below. The actual ridership levels for the Downtown Waterfront Shuttle are used as both the request and that service are tourist related.

Finding: Inconsistent

Table 1: Preliminary Calculations: Service to the Santa Barbara Mission

Service to Santa Barbara Mission	FY 26/27	FY 27/28	FY 28/29
Operating cost per revenue hour*	\$218	\$225	\$231
Total additional hours per year**	567	567	567
Total operating cost of additional service	\$123,606	\$127,575	\$130,977
Passengers per revenue hour***	10.0	10.3	10.6
Total hours per year	567	567	567
Average fare per passenger*	\$1.78	\$1.78	\$1.78
Total revenue from new service	\$10,093	\$10,395	\$10,698
Estimated farebox recovery ratio	8.2%	8.2%	8.2%

*Estimate provided by MTD.

** Based on 0.5 hours/round trip, 4 trips daily, 5 days/week, 52 weeks/year.

*** Based on 2025 actual figures for the Downtown Waterfront Shuttle.

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

Unmet transit need #3 is not reasonable to meet per criteria 1, 3, 4, and 5.

UNMET TRANSIT NEED #4

Comment: It would help if the Express buses in Goleta had 1 earlier departure to get to downtown SB by 8am.

Summary: MTD line 12x and 24x get to the downtown Santa Barbara Transit Center at 8:35am. Although the non-express lines get to downtown before 8:00am, the comment specifies adding additional express trip before 8:00am.

Reasonable to meet analysis:

The analysis considers an additional express line from Goleta to downtown Santa Barbara before 8:00am.

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.

Analysis: Improvements to lines 12x and 24x are not identified as priorities in MTD's Short-Range Transit Plan. It is also not identified as a priority in SBCAG's RTP-SCS

Finding: Inconsistent

2. Can be implemented safely and in accordance with local, state, and federal laws and regulations.

Analysis: As this is a request for additional service on an existing route, it is assumed that a new service could be operated in accordance with local, state, and federal laws and regulations.

Finding: Consistent

3. Excluding the first three years of operation, the additional transit service shall not cause the system of which it is part to fail to meet systemwide performance standards including:
 - a. The operator's ability to maintain the required fare to cost 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

Analysis: MTD exceeds the required systemwide farebox recovery ratio and therefore limited new services would not be expected to reduce the systemwide farebox recovery ratio below the minimum required level. Line 24x is the best performing non-shuttle service provided by MTD for passengers per hour (40.1 vs. 27.7). Line 12x performs below the systemwide average for passengers per hour (20.6 vs. 27.7).

Finding: Consistent for route 24x. Inconsistent for route 12x.

4. The proposed service would not cause claimant to incur expenses in excess of the maximum allocation of TDA funds:
 - a. For services contained entirely within a jurisdiction or transit district operating a transit service, the maximum allocation of TDA funds refers to those funds received by that district or jurisdiction, and
 - b. For services serving multiple jurisdictions or those operating outside of a transit district, the maximum allocation of TDA funds refers to those received by all jurisdictions or districts involved and prorated to the level of service to be operated within each TDA recipient's jurisdiction or district.

Analysis: MTD has historically used 100 percent of TDA funds available to the agency to provide transit services and MTD has indicated that it intends to continue using its

entire TDA allocation for transit. Therefore, any new service would require MTD to incur expenses in excess of its maximum allocation of TDA funds.

Finding: Inconsistent

- The proposed service is projected to reach the farebox recovery ratio requirement within three years for TDA funded services in place through law, regulation, or executive order at the time the finding is made.

Analysis: See table below.

Finding: Consistent

Table 6: Preliminary Calculations: Early morning service on 12x or 24x

12x or 24x Early Morning Service	FY 26/27	FY 27/28	FY 28/29
Operating cost per revenue hour*	\$218	\$225	\$231
Total additional hours per year**	325	325	325
Total operating cost of additional service	\$70,850	\$73,125	\$75,075
Passengers per revenue hour***	27.7	28.5	29.4
Total hours per year	325	325	325
Average fare per passenger*	\$1.78	\$1.78	\$1.78
Total revenue from new service	\$16,024	\$16,487	\$17,008
Estimated farebox recovery ratio	22.6%	22.5%	22.7%

*Estimate provided by MTD.

** Based on 1.25 hours/round trip, 1 trip daily, 5 days/week, 52 weeks/year.

*** Based on 2025 actual systemwide average from MTD 2025 Q4 report.

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

Unmet transit need #4 is not reasonable to meet per criteria 1 and 4, with the addition that criterion 3 would be inconsistent for additional service on Route 12x.

UNMET TRANSIT NEED #5

Comment: Shuttle service in Carpinteria

Summary: The Seaside shuttle, a fixed route loop in Carpinteria, was suspended since 2020. Currently SBMTD Line 20 services Carpinteria, but only on Via Real and Carpinteria Ave.

Reasonable to meet analysis:

The analysis considers service throughout Carpinteria.

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.

Analysis: The MTD Short-Range Transit Plan identifies a new "WAVE" service for Carpinteria as a medium-term priority.

Finding: Consistent

2. Can be implemented safely and in accordance with local, state, and federal laws and regulations.

Analysis: There are no conditions present which would question the ability for this service to be implemented in accordance with local, state, and federal laws and regulations.

Finding: Consistent

3. Excluding the first three years of operation, the additional transit service shall not cause the system of which it is part to fail to meet systemwide performance standards including:
 - a. The operator's ability to maintain the required fare to cost 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

Analysis: MTD exceeds the required systemwide farebox recovery ratio and therefore limited new services would not be expected to reduce the systemwide farebox recovery ratio below the minimum required level.

Finding: Consistent

4. The proposed service would not cause claimant to incur expenses in excess of the maximum allocation of TDA funds:
 - a. For services contained entirely within a jurisdiction or transit district operating a transit service, the maximum allocation of TDA funds refers to those funds received by that district or jurisdiction, and
 - b. For services serving multiple jurisdictions or those operating outside of a transit district, the maximum allocation of TDA funds refers to those received by all jurisdictions or districts involved and prorated to the level of service to be operated within each TDA recipient's jurisdiction or district.

Analysis: MTD has historically used 100 percent of TDA funds available to the agency to provide transit services and MTD has indicated that it intends to continue using its entire TDA allocation for transit. Therefore, any new service would require MTD to incur expenses in excess of its maximum allocation of TDA funds.

Finding: Inconsistent

5. The proposed service is project to reach the farebox recovery ratio requirement within three years for TDA funded services in place through law, regulation, or executive order at the time the finding is made.

Analysis: See table below. Ridership levels provided are actual numbers from the Goleta WAVE service. As this is a demand-response service, the minimum required farebox recovery ratio is 10%.

Finding: Inconsistent

Table 7: Preliminary Calculations: Carpinteria WAVE Service

Carpinteria WAVE Service	FY 26/27	FY 27/28	FY 28/29
Operating cost per revenue hour*	\$218	\$225	\$231
Total additional hours per year**	3,120	3,120	3,120
Total operating cost of additional service	\$70,850	\$73,125	\$75,075
Passengers per revenue hour***	1.0	1.0	1.1
Total hours per year	3,120	3,120	3,120
Average fare per passenger*	\$1.78	\$1.78	\$1.78
Total revenue from new service	\$5,554	\$5,554	\$6,109
Estimated farebox recovery ratio	7.8%	7.6%	8.1%

*Estimate provided by MTD.

** Based on 10 hours/day, 6 days/week, 52 weeks/year.

*** Based on 2025 actual for Goleta WAVE service (3,138 riders/year).

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

Unmet transit need #5 is not reasonable to meet per criteria 4 and 5.

UNMET TRANSIT NEED #6

Comment: Regular service to Santa Barbara Train Station

Summary: The Santa Barbara Train Station, located in the City's Funk Zone, is not directly served by regularly scheduled transit services. The privately operated State Street Loop Shuttle does serve the Train Station. The Downtown-Waterfront Shuttle is also scheduled to return Friday through Sunday for the summer.

Analysis:

1. Upon restoration of commute-hour rail service, direct transit service to the Station will be provided. Service improvements are imminent.
2. MTD Routes 5, 19x, and 20 all operate in close proximity to the Train Station, while not providing a stop at the Train Station, these services highlight that the area is adequately served.

Finding: Not an unmet transit need due to services provided in the area as well as planned improvements.

UNMET TRANSIT NEED #7

Comment: Loop Shuttle

Summary: This was a vague comment stating “Or more times and days for the loop shuttle. Also some advertising so people know it’s there.”

Analysis: This request likely refers to the privately operated State Street Loop Shuttle, which is privately operated and not subject to the unmet transit needs process

Finding: Not an unmet transit need.

UNMET TRANSIT NEED #8

Comment: Express service from Carpinteria to Goleta (or train).

Summary: Santa Barbara MTD provides express service between Carpinteria and Santa Barbara via Route 19x. One would need to transfer to 12x for continued express service to Goleta. The Coastal Express service provided by the Ventura County Transportation Commission provides express service to Goleta from Ventura but does not stop in Carpinteria.

Analysis: This request can be divided into two components.

- 2) Express service is provided by Santa Barbara MTD via routes 19x and 12x. Therefore, the request is met via existing services. Requiring a transfer alone does not mean that it is unmet.
- 3) Restoration of peak-hour commuter rail service is imminent. As this request specified that the train is an alternative, the restoration of train service in the coming months will provide another alternative, including being a one-seat ride with only a single stop between Carpinteria and Goleta.

Finding: This request represents a met transit need. Additionally, restoration of rail service will provide a second opportunity to make the requested connection.

UNMET TRANSIT NEED #9

Comment: Extended WAVE hours

Summary: The WAVE service provides on-demand service in parts of Goleta and Isla Vista. Service is currently provided Tuesday – Saturday from 10:00 am to 6:00 pm. It operates

as a pilot service. This request is analyzed as adding two hours per service day, from 9:00 am to 7:00 pm.

Reasonable to meet analysis:

The analysis considers two additional service hours for the WAVE service on service days.

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.

Analysis: Though the WAVE is identified as a short-term priority in MTD's Short-Range Transit Plan, the Plan does not mention service hours.

Finding: Consistent

2. Can be implemented safely and in accordance with local, state, and federal laws and regulations.

Analysis: There are no conditions present which would question the ability for this service to be implemented in accordance with local, state, and federal laws and regulations.

Finding: Consistent

3. Excluding the first three years of operation, the additional transit service shall not cause the system of which it is part to fail to meet systemwide performance standards including:
 - a. The operator's ability to maintain the required fare to cost 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

Analysis: MTD exceeds the required systemwide farebox recovery ratio and therefore limited new services would not be expected to reduce the systemwide farebox recovery ratio below the minimum required level.

Finding: Consistent

4. The proposed service would not cause claimant to incur expenses in excess of the maximum allocation of TDA funds:
 - a. For services contained entirely within a jurisdiction or transit district operating a transit service, the maximum allocation of TDA funds refers to those funds received by that district or jurisdiction, and

- b. For services serving multiple jurisdictions or those operating outside of a transit district, the maximum allocation of TDA funds refers to those received by all jurisdictions or districts involved and prorated to the level of service to be operated within each TDA recipient's jurisdiction or district.

Analysis: MTD has historically used 100 percent of TDA funds available to the agency to provide transit services and MTD has indicated that it intends to continue using its entire TDA allocation for transit. Therefore, any new service would require MTD to incur expenses in excess of its maximum allocation of TDA funds.

Finding: Inconsistent

5. The proposed service is project to reach the farebox recovery ratio requirement within three years for TDA funded services in place through law, regulation, or executive order at the time the finding is made.

Analysis: See table below. Ridership levels provided are actual numbers and increased by 20 percent, consistent with a 20 percent increase in service. As this is a demand-response service, the minimum required farebox recovery ratio is 10%.

Finding: Inconsistent

Table 8: Preliminary Calculations: Expanded WAVE Service Hours

Expanded WAVE Service Hours	FY 26/27	FY 27/28	FY 28/29
Operating cost per revenue hour*	\$218	\$225	\$231
Total additional hours per year**	2,496	2,496	2,496
Total operating cost of additional service	\$544,128	\$561,600	\$576,576
Passengers per revenue hour***	1.5	1.5	1.5
Total hours per year	2,496	2,571	2,648
Average fare per passenger*	\$1.78	\$1.78	\$1.78
Total revenue from new service	\$3,744	\$3,857	\$3,972
Estimated farebox recovery ratio	1.0%	1.0%	1.0%

*Estimate provided by MTD.

** Based on 10 hours/day, 5 days/week, 52 weeks/year.

*** Based on 2025 actual for Goleta WAVE service (3,766 riders/year), increased by 20% to match increased service level.

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

Unmet transit need #9 is not reasonable to meet per criteria 4 and 5.

UNMET TRANSIT NEED #10

Comment: More service for MTD Routes 24x and 19

Summary: Route 24x currently runs every 35 minutes between the Transit Center, UCSB, Isla Vista, Santa Catalina, and Camino Real Marketplace. Route 19x services Carpinteria to SBCC and has three morning trips and three afternoon trips.

Reasonable to meet analysis:

The analysis considers additional frequency for lines 19x and 24x.

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.

Analysis: Improvements to lines 19x and 24x are not identified as priorities in MTD's Short-Range Transit Plan. It is also not identified as a priority in SBCAG's RTP-SCS.

Finding: Inconsistent

2. Can be implemented safely and in accordance with local, state, and federal laws and regulations.

Analysis: These are existing lines, and there are no conditions present which would question the ability for this service to be implemented in accordance with local, state, and federal laws and regulations.

Finding: Consistent

3. Excluding the first three years of operation, the additional transit service shall not cause the system of which it is part to fail to meet systemwide performance standards including:
 - a. The operator's ability to maintain the required fare to cost 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

Analysis: MTD exceeds the required systemwide farebox recovery ratio and therefore limited new services would not be expected to reduce the systemwide farebox recovery ratio below the minimum required level. Line 24x is the best performing non-shuttle service provided by MTD for passengers per hour (40.1 vs. 27.7). Line 19x performs below the systemwide average for passengers per hour (7.4 vs. 27.7).

Finding: Consistent for 24x. Inconsistent for 19x

4. The proposed service would not cause claimant to incur expenses in excess of the maximum allocation of TDA funds:
 - a. For services contained entirely within a jurisdiction or transit district operating a transit service, the maximum allocation of TDA funds refers to those funds received by that district or jurisdiction, and
 - b. For services serving multiple jurisdictions or those operating outside of a transit district, the maximum allocation of TDA funds refers to those received by all jurisdictions or districts involved and prorated to the level of service to be operated within each TDA recipient's jurisdiction or district.

Analysis: MTD has historically used 100 percent of TDA funds available to the agency to provide transit services and MTD has indicated that it intends to continue using its entire TDA allocation for transit. Therefore, any new service would require MTD to incur expenses in excess of its maximum allocation of TDA funds.

Finding: Inconsistent

5. The proposed service is project to reach the farebox recovery ratio requirement within three years for TDA funded services in place through law, regulation, or executive order at the time the finding is made.

Analysis: See the table below for estimated farebox recovery ratios. The analysis assumes average ridership between lines 19x and 24x.

Finding: Inconsistent

Table 9: Preliminary Calculations: Additional service for lines 19x and 24x

Lines 19x and 24x Service	FY 26/27	FY 27/28	FY 28/29
Operating cost per revenue hour*	\$218	\$225	\$231
Total additional hours per year**	780	780	780
Total operating cost of additional service	\$170,040	\$175,500	\$180,180
Passengers per revenue hour***	23.8	24.5	25.2
Total hours per year	780	780	780
Average fare per passenger*	\$1.78	\$1.78	\$1.78
Total revenue from new service	\$33,043	\$34,015	\$34,987
Estimated farebox recovery ratio	19.4%	19.4%	19.4%

*Estimate provided by MTD.
 ** Based on 0.75 hours/round trip, 4 trips daily, 5 days/week, 52 weeks/year.
 *** Based on 2025 average figures of routes 19x and 24x from MTD 2025 Q4 report.

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

Unmet transit need #10 is not reasonable to meet due to failure of criteria 1, 3, 4 and 5.

UNMET TRANSIT NEED #11

Comment: MTD Route 7 to serve Riveria neighborhood and the Botanic Garden

Summary: The Santa Barbara Botanic Garden is located at 1212 Mission Canyon Road in the unincorporated foothills above the City of Santa Barbara. Until FY 13/14, MTD operated Route 22 which served the Botanic Garden and Riviera. The service was eliminated due to

poor ridership. The Botanic Garden's operating hours are 10:00 AM to 5:00 PM. The Garden operates with a conditional use permit provided by the County which limits daily admissions.

Reasonable to meet analysis:

The analysis considers four daily roundtrips between the Transit Center, Riviera, and Botanic Garden.

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.

Analysis: Transit service to the Santa Barbara Botanic Garden is not a priority of either MTD's Short-Range Transit Plan or the Regional Transportation Plan.

Finding: Inconsistent

2. Can be implemented safely and in accordance with local, state, and federal laws and regulations.

Analysis: As the service was previously offered via Route 22, it is assumed that a new service could be operated in accordance with local, state, and federal laws and regulations.

Finding: Consistent

3. Excluding the first three years of operation, the additional transit service shall not cause the system of which it is part to fail to meet systemwide performance standards including:
 - a. The operator's ability to maintain the required fare to cost 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

Analysis: MTD exceeds the required systemwide farebox recovery ratio and therefore limited new services would not be expected to reduce the systemwide farebox recovery ratio below the minimum required level. Route 22 served 14.8 passengers per revenue hour which is below MTD's system-wide average of 27.7 passengers per revenue hour. The service only achieved approximately 54 percent of the system-wide average which is below the required threshold. As land uses around the area have remained static, there is no expectation that restoration of the service would provide a different and positive result.

Finding: Inconsistent

4. The proposed service would not cause claimant to incur expenses in excess of the maximum allocation of TDA funds:
 - a. For services contained entirely within a jurisdiction or transit district operating a transit service, the maximum allocation of TDA funds refers to those funds received by that district or jurisdiction, and
 - b. For services serving multiple jurisdictions or those operating outside of a transit district, the maximum allocation of TDA funds refers to those received by all jurisdictions or districts involved and prorated to the level of service to be operated within each TDA recipient's jurisdiction or district.

Analysis: MTD has historically used 100 percent of TDA funds available to the agency to provide transit services and MTD has indicated that it intends to continue using its entire TDA allocation for transit. Therefore, any new service would require MTD to incur expenses in excess of its maximum allocation of TDA funds.

Finding: Inconsistent

5. The proposed service is project to reach the farebox recovery ratio requirement within three years for TDA funded services in place through law, regulation, or executive order at the time the finding is made.

Analysis: See the table below for estimated farebox recovery ratios. The analysis assumes ridership consistent with the previous Route 22.

Finding: Inconsistent

Table 10: Preliminary Calculations: Service to the Botanic Garden and Riviera

Botanic Garden and Riviera Service	FY 26/27	FY 27/28	FY 28/29
Operating cost per revenue hour*	\$188	\$194	\$200
Total additional hours per year**	780	780	780
Total operating cost of additional service	\$146,640	\$151,320	\$156,000
Passengers per revenue hour***	15.2	15.7	16.2
Total hours per year	780	780	780
Average fare per passenger*	\$1.07	\$1.07	\$1.07
Total revenue from new service	\$12,686	\$13,103	\$13,520
Estimated farebox recovery ratio	8.7%	8.7%	8.7%

*Estimate provided by MTD.

** Based on 0.75 hours/round trip, 4 trips daily, 5 days/week, 52 weeks/year.

*** Based on 2013/14 actual figures.

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

Unmet transit need #11 is not reasonable to meet due to failure of criteria 1, 3, 4 and 5.

UNMET TRANSIT NEED #12

Comment: Occasional routes to Oso Flaco Lake and Las Flores Ranch Park

Summary: Oso Flaco Lake is located in Arroyo Grande, San Luis Obispo County, north of Guadalupe. Las Flores Ranch Park is located southeast of Orcutt.

Reasonable to meet analysis:

The analysis considers an additional line that goes to Oso Flaco Lake and Las Flores Ranch Park.

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.

Analysis: Service to Oso Flaco Lake or Las Flores Ranch Park is not a service priority of SMRT's Short-Range Transit Plan or the Regional Transportation Plan.

Finding: Inconsistent

2. Can be implemented safely and in accordance with local, state, and federal laws and regulations.

Analysis: There are no conditions present which would question the ability for this service to be implemented in accordance with local, state, and federal laws and regulations.

Finding: Consistent

3. Excluding the first three years of operation, the additional transit service shall not cause the system of which it is part to fail to meet systemwide performance standards including:
 - a. The operator's ability to maintain the required fare to cost 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

Analysis: For part A, refer to #5, below. For part B, demand for a potential new service was assessed using the Replica platform. Replica uses a variety of data sources, including mobile location data, to model travel demand. Replica found that 65% of trips were commercial and there were no recreation trips. We can infer that service to these areas would perform below the systemwide average.

Finding: Inconsistent

4. The proposed service would not cause claimant to incur expenses in excess of the maximum allocation of TDA funds:
 - a. For services contained entirely within a jurisdiction or transit district operating a transit service, the maximum allocation of TDA funds refers to those funds received by that district or jurisdiction, and
 - b. For services serving multiple jurisdictions or those operating outside of a transit district, the maximum allocation of TDA funds refers to those received by all jurisdictions or districts involved and prorated to the level of service to be operated within each TDA recipient's jurisdiction or district.

Analysis: SMRT has historically used 100 percent of TDA funds available to the agency to provide transit services. Therefore, any new service would require SMRT to incur expenses in excess of its maximum allocation of TDA funds.

Finding: Inconsistent

- The proposed service is project to reach the farebox recovery ratio requirement within three years for TDA funded services in place through law, regulation, or executive order at the time the finding is made.

Analysis: See the table below for estimated farebox recovery ratios. The analysis assumes ridership consistent with other Mesa routes.

Finding: Inconsistent

Table 11: Preliminary Calculations: Oso Flaco Lake and Las Flores Park Service

Oso Flaco Lake and Las Flores Park Service	FY 26/27	FY 27/28	FY 28/29
Operating cost per revenue hour*	\$124	\$128	\$132
Total additional hours per year**	312	312	312
Total operating cost of additional service	\$38,688	\$39,936	\$41,184
Passengers per revenue hour***	9.04	9.3	9.6
Total hours per year	312	312	312
Average fare per passenger*	\$1.07	\$1.07	\$1.07
Total revenue from new service	\$3,018	\$3,105	\$3,205
Estimated farebox recovery ratio	7.8%	7.8%	7.8%

*Estimate provided by SMRT.

** Based on 0.75 hours/round trip, 4 trips daily, 2 days/week, 52 weeks/year.

*** Based on 2025 actual figures.

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

Unmet transit need #12 is not reasonable to meet due to failure of criteria 1, 3, 4, and 5.

UNMET TRANSIT NEED #13

Comment: A. Buellton to South Coast ADA service; B. Solvang to Lompoc ADA service

Summary: This unmet transit need consolidates two similar comments. Several Consolidated Transportation Services Agencies (CTSA) and non-profit organizations provide service for seniors and people with disabilities, but there is currently no direct

service for ADA travel between north county cities and between north county and south county provided by a public transportation provider.

Analysis: Since these requests represent multi-jurisdictional needs, there is no organization that can directly provide this service. However, SBCAG is conducting a North County Transit Study that will include a regional ADA service as a study priority.

Finding: This request represents a transit need that will be studied to determine if it can be met in the future.

UNMET TRANSIT NEED #14

Comment: Service along Fjord Drive (Solvang)

Summary: Fjord Drive is located in Solvang, south of Mission/246 by the Santa Ynez River. There is no service along the street, and currently the closest stop is on Mission/Alisal.

Santa Ynez Valley Transit offers dial-a-ride service based on disability or age qualification. This request coincides with an age-restricted community meaning most residents would qualify for dial-a-ride service based on age.

Reasonable to meet analysis:

The analysis considers an additional line that goes to Fjord Street.

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.

Analysis: Service to the Fjord Drive is not a service priority Solvang's Short Range Transit Plan (2017) or SBCAG's RTP-SCS.

Finding: Inconsistent

2. Can be implemented safely and in accordance with local, state, and federal laws and regulations.

Analysis: Fjord Drive is a dead-end road without adequate space for a bus to turn around. The road does not have a "bulb" like what may be known on many cul-de-sac roads; rather it maintains its width for the entirety of the road. Without adequate space to turn around a bus on a dead-end road service could not be safely provided.

Finding: Inconsistent

3. Excluding the first three years of operation, the additional transit service shall not cause the system of which it is part to fail to meet systemwide performance standards including:
 - a. The operator's ability to maintain the required fare to cost 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

Analysis: SYVT achieves its minimum farebox ratio with supplemental (non-TDA) funds. Without supplementation, SYVT operates with a 5% farebox ratio and additional supplemental funds cannot be assumed to be available. For part B, demand for a potential new service was assessed using the Replica platform. Replica uses a variety of data sources, including mobile location data, to model travel demand. Replica finds 507 trip takers travel daily along Fjord Drive. Of those, 65 percent drive, 22 percent carpool, less than one percent bikes, and zero percent currently uses transit services. Demographic data from Replica also shows high household income, and 98% of people own one or more vehicles with 32% owning three or more vehicles. With this data, we can deduce that transit operations in this area would not meet systemwide performance standards.

Finding: Inconsistent

4. The proposed service would not cause claimant to incur expenses in excess of the maximum allocation of TDA funds:
 - a. For services contained entirely within a jurisdiction or transit district operating a transit service, the maximum allocation of TDA funds refers to those funds received by that district or jurisdiction, and
 - b. For services serving multiple jurisdictions or those operating outside of a transit district, the maximum allocation of TDA funds refers to those received by all jurisdictions or districts involved and prorated to the level of service to be operated within each TDA recipient's jurisdiction or district.

Analysis: SYVT has historically used 100 percent of TDA funds available to the agency to provide transit services. Should SYVT indicate that it does not intend to use its maximum allocation of TDA funds for transit, then it would not cause SYVT to incur expenses in excess of the maximum allocation of TDA funds.

Finding: Consistent, if not using all TDA for transit.

5. The proposed service is project to reach the farebox recovery ratio requirement within three years for TDA funded services in place through law, regulation, or executive order at the time the finding is made.

Analysis: See the table below for estimated farebox recovery ratios. The analysis assumes ridership consistent with other SYVT routes.

Finding: Inconsistent

Table 12: Preliminary Calculations: Fjord Street Service

Fjord Street Service	FY 26/27	FY 27/28	FY 28/29
Operating cost per revenue hour*	\$92	\$95	\$98
Total additional hours per year**	780	780	780
Total operating cost of additional service	\$71,760	\$71,820	\$76,440
Passengers per revenue hour***	3.9	4.0	4.12
Total hours per year	780	780	780
Average fare per passenger*	\$1.11	\$1.11	\$1.11
Total revenue from new service	\$3,377	\$3,463	\$3,567
Estimated farebox recovery ratio	4.7%	4.8%	4.7%

*Estimate provided by SYVT.

** Based on 0.75 hours/round trip, 4 trips daily, 5 days/week, 52 weeks/year.

*** Based on Estimate provided by SYVT.

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

Unmet transit need #14 is not reasonable to meet due to failure of criteria 1, 2, 3, and 5.

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 2026/27 TDA cycle, for the reasons discussed above, SBCAG's analyses concludes that there are no unmet transit needs that are reasonable to meet.

APPENDIX A: PUBLIC OUTREACH MATERIALS



UNMET TRANSIT NEEDS LISTENING SESSIONS

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

COUNTYWIDE <i>(Input on services available anywhere in Santa Barbara County)</i>	
4 p.m. to 6 p.m. - DECEMBER 2 & 3, 2025 <i>Visit in person or virtually any time during the two-hour listening session</i>	
<div style="text-align: center; margin-bottom: 10px;"> </div> <p style="text-align: center;">In-Person or Virtual</p> <p style="text-align: center;">December 2, 2025 Santa Barbara</p> <p> SBCAG Wisteria Conference Room 260 North San Antonio Road, Santa Barbara, CA 93110 </p> <p> Zoom ID: 849 4115 1277 https://bit.ly/3LoCjle Passcode:751074 </p>	<div style="text-align: center; margin-bottom: 10px;"> </div> <p style="text-align: center;">In-Person</p> <p style="text-align: center;">December 3, 2025 Buellton</p> <p style="text-align: center;">City of Buellton Council Chambers 107 W Hwy 246, Buellton, CA 93427</p>
<p>Accessible accommodations and Spanish language translation is available by request. Contact SBCAG by November 28, 2025, at (805) 961-8900 or info@sbcag.org.</p>	

CITY OF SANTA MARIA <i>(Input on services specific to Santa Maria Regional Transit)</i>
TWO SESSIONS - 4 p.m. to 5 p.m. & 5:30 p.m. to 6:30 p.m. ON DECEMBER 4, 2025
<p>Santa Maria Public Library Shephard Hall 1st Floor 421 S. McClelland Street, Santa Maria, CA 93454</p> <p>Accessible accommodations and Spanish and Mixteco translation are accessible upon request at (805) 928-5624 by December 1, 2025.</p>

Can't attend? Submit comments by December 15, 2025, via email to info@sbcag.org, U.S. Postal Service to 260 North San Antonio Road, Suite B, Santa Barbara, CA 93110, or Comment Form at bit.ly/UTN26.








SESIÓN PARA ESCUCHAR LAS NECESIDADES DE TRANSPORTE PÚBLICO NO SATISFECHAS

¿Cómo podrían los sistemas de autobuses, los servicios de transporte a demanda y los servicios de transporte adaptado en el condado de Santa Bárbara satisfacer mejor sus necesidades?

EN TODO EL CONDADO
(Información sobre los servicios disponibles en cualquier lugar del condado de Santa Bárbara)

4 p.m. A 6 p.m., 2 Y 3 DE DICIEMBRE, 2025
Visite en persona en cualquier momento durante la sesión de escucha de dos horas

<p style="text-align: center;"></p> <p style="text-align: center;">En Persona y Virtual</p> <p style="text-align: center;">2 de diciembre, 2025 Santa Barbara</p> <p> (SBCAG) Sala de Conferencias Wisteria 260 North San Antonio Road, Santa Barbara, CA 93110</p> <p> Zoom ID: 849 4115 1277  https://bit.ly/3LoCjle código de acceso: 751074</p>	<p style="text-align: center;"></p> <p style="text-align: center;">En Persona</p> <p style="text-align: center;">3 de diciembre, 2025 Buellton</p> <p style="text-align: center;">Cámara del Consejo Municipal de Buellton 107 W Hwy 246, Buellton, CA 93427</p>
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Se ofrecen acomodaciones accesibles e interpretación al español con previa solicitud.
Comuníquese con SBCAG antes del 28 de noviembre de 2025 al (805) 961-8900 o info@sbcag.org

CIUDAD DE SANTA MARIA
(Comentarios sobre los servicios específicos de Santa María Regional Transit)

DOS SESIONES: DE 4 p.m. A 5 p.m. Y DE 5:30 p.m. A 6:30 p.m. EL 4 DE DICIEMBRE DE 2025

Biblioteca Pública de Santa María Shephard Hall
Primer Piso 421 S. McClelland Street, Santa Maria, CA 93454

Se ofrecen acomodaciones accesibles e interpretación al español y al mixteco con previa solicitud llamando al (805) 928-5624 antes del 1 de diciembre de 2025.

 Envíe sus comentarios antes del 15 de diciembre de 2025 a través de cualquiera de estos métodos: Correo electrónico a info@sbcag.org, Servicio Postal de los Estados Unidos a 260 North San Antonio Road, Suite B, Santa Barbara, CA 93110. Formulario de comentarios en bit.ly/UTN26.

Public Notice

Unmet Transit Needs Listening Sessions

How could bus systems, dial-a-ride, and paratransit services better serve your needs in Santa Barbara County? Join the conversation at our upcoming listening sessions:

Countywide

Visit in person or virtually any time during the two-hour listening session

When: 4 p.m. to 6 p.m., December 11, 2024

Where:

- **In-person:** Santa Barbara County Association of Governments (SBCAG) Wisteria Conference Room – 260 North San Antonio Road, Santa Barbara, CA 93110.
- **Virtually:** Details on how to participate virtually via Zoom is published on the SBCAG website at www.sbcag.org.
- Accessible accommodations available by contacting SBCAG by December 9, 2024, at (805) 961-8900 or info@sbacag.org. *Servicio de interpretación al español disponible.*

City of Lompoc

When: 2 p.m. to 4 p.m., November 20, 2024

Where: City Council Chambers – 100 Civic Center Plaza, Lompoc, CA 93436. Spanish language accessibility and free rides to and from the meeting are available upon request at (310) 863-0149.

City of Santa Maria

When: Two sessions: 4 to 5 p.m. and 5:30 to 6:30 p.m. on December 5, 2024

Where: Santa Maria Public Library Shephard Hall, 1st Floor 421 S. McClelland Street, Santa Maria, CA 93454. Meetings will be Spanish and Mixteco accessible upon request at (805) 925-0951 ext. 2170.

Can't attend? Submit comments by December 15, 2024, via email to comment@sbacag.org or via U.S. Postal Service to 260 North San Antonio Road, Suite B, Santa Barbara, CA 93110.

Transit Needs Assessment Comment Form | Formulario de Comentarios para la Evaluación de las Necesidades de Transporte Público

Each year, the Santa Barbara County Association of Governments (SBCAG) asks for public comments to determine whether the community's public transportation needs are being met. Your feedback is an important part of this process. All comments received will be reviewed and included in SBCAG's annual Transit Needs Assessment Report, which will be shared with the Santa Barbara County Transit Advisory Committee and the SBCAG Board of Directors in early 2026.

Cada año, la Asociación de Gobiernos del Condado de Santa Bárbara (SBCAG por sus siglas en inglés) solicita comentarios públicos para determinar si se están satisfaciendo las necesidades de transporte público de la comunidad. Sus comentarios son una parte importante de este proceso. Todos los comentarios recibidos serán revisados e incluidos en el Informe anual de evaluación de las necesidades de transporte público de SBCAG, que se compartirá con el Comité Asesor de Transporte Público del Condado de Santa Bárbara y la Junta Directiva de la SBCAG a principios de 2026.

When you submit this form, it will not automatically collect your details like name and email address unless you provide it yourself.

1. In which part of Santa Barbara County do you live? | ¿En qué parte del condado de Santa Barbara vive usted?

- Santa Maria Valley (Santa Maria, Guadalupe, Orcutt) | Valle de Santa Maria (Santa Maria, Guadalupe, Orcutt)
- Lompoc Valley (Lompoc, Vandenberg Village, Mission Hills) | Valle de Lompoc (Lompoc, Vandenberg Village, Mission Hills)
- Santa Ynez Valley (Buellton, Solvang, Santa Ynez, Los Olivos) | Valle de Santa Ynez (Buellton, Solvang, Santa Ynez, Los Olivos)
- Other, Northern Santa Barbara County | Otra zona, norte del condado de Santa Bárbara
- Southern Santa Barbara County (Carpinteria, Montecito, Santa Barbara, Eastern Goleta Valley, Goleta) | Sur del condado de Santa Barbara (Carpinteria, Montecito, Santa Barbara, Este del Valle de Goleta, Goleta)
- Outside of Santa Barbara County | Fuera del condado de Santa Barbara

2. How frequently, if at all, do you currently use public transportation? | ¿Con qué frecuencia utiliza actualmente el transporte público, si es que lo utiliza?

- Daily or near daily | A diario o casi a diario
- Occasionally | De vez en cuando
- Rarely | Rara vez
- Never | Nunca

3. What public transportation connections would you use if they were available? Please be as specific as possible, including locations and times. | ¿Qué conexiones de transporte público utilizaría si estuvieran disponibles? Sea lo más específico posible, incluyendo lugares y horarios.

Enter your answer

4. Are there any other public transportation comments you would like to provide, i.e., fares, bus stop amenities, etc.? | ¿Tiene algún otro comentario sobre el transporte público que le gustaría hacer, por ejemplo, sobre las tarifas, las instalaciones de las paradas de autobús, etc.?

Enter your answer

Next

*** Proof of Publication ***

Proof of Publication
(2015.5 C.C.P)

State of California

SANTA MARIA TIMES

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

ORDER NUMBER 525483

I am the principal clerk of the printer of the Santa Maria Times, newspaper of general circulation, printed and published in the city of Santa Maria, 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 #463687.

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: 10/21/2025

TOTAL AD COST: 225.00
FILED ON: 10/21/2025

Dated at Santa Maria, CA

This 21ST day of OCT, 2025

Dereasa Ramirez
Signature



Public Notice

Sesión Para Escuchar las Necesidades de Transporte Público no Satisfechas

¿Cómo podrían los sistemas de autobuses, los servicios de transporte a demanda y los servicios de transporte adaptado en el condado de Santa Bárbara satisfacer mejor sus necesidades? Unase a la conversación en nuestras próximas sesiones de escucha:

En Todo el Condado (Información sobre los servicios disponibles en cualquier lugar del condado de Santa Bárbara)

Buellton

Visite en persona en cualquier momento durante la sesión de escucha de dos horas

Cuándo: 4 p.m. a 6 p.m., 3 de diciembre, 2025

¿Dónde?:

- En persona: Cámara del Consejo Municipal de Buellton - 107 W Hwy 246, Buellton, CA 93427.
- Se ofrecen acomodaciones accesibles e interpretación al español con previa solicitud. Comuníquese con SBCAG antes del 28 de noviembre de 2025 al (805) 961-8900 o info@sbcag.org.

Santa Barbara

Visite en persona en cualquier momento durante la sesión de escucha de dos horas

Cuándo: 4 p.m. to 6 p.m., 2 de diciembre, 2025

¿Dónde?:

- En persona: Asociación de Gobiernos del Condado de Santa Bárbara (SBCAG por sus siglas en inglés) Sala de Conferencias Wisteria 260 North San Antonio Road, Santa Barbara, CA 93110.
- Virtual: Los detalles sobre cómo participar virtualmente a través de Zoom se publicarán en el sitio web de SBCAG en www.sbcag.org para el 1 de noviembre.

• Se ofrecen acomodaciones accesibles e interpretación al español con previa solicitud. Comuníquese con SBCAG antes del 28 de noviembre de 2025 en (805) 961-8900 o info@sbcag.org.

Ciudad de Santa María (Comentarios sobre los servicios específicos de Santa María Regional Transit)

Santa María

Cuándo: Dos sesiones: de 4 p. m. a 5 p. m. y de 5:30 p. m. a 6:30 p. m. el 4 de diciembre de 2025.

¿Dónde?:

- Biblioteca Pública de Santa María Shephard Hall, primer piso 421 S. McClelland Street, Santa María, CA 93454.
- Se ofrecen acomodaciones accesibles e interpretación al español y al mixteco con previa solicitud llamando al (805) 928-5624 antes del 1 de diciembre de 2025.

¿No puede asistir?

Envíe sus comentarios antes del 11 de diciembre de 2025 a través de cualquiera de estos métodos:

- Correo electrónico info@sbcag.org
- Servicio Postal de los Estados Unidos a 260 North San Antonio Road, Suite B, Santa Barbara, CA 93110.

Legal #525483
Pub date: Oct 21, 2025

*** Proof of Publication ***

Proof of Publication
(2015.5 C.C.P)

State of California

SANTA MARIA TIMES

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

ORDER NUMBER 525391

I am the principal clerk of the printer of the Santa Maria Times, newspaper of general circulation, printed and published in the city of Santa Maria, 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 #463687.

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: 10/21/2025

TOTAL AD COST: 187.00
FILED ON: 10/21/2025

Dated at Santa Maria, CA

This 21ST day of OCT, 2025

Dereasa Ramirez
Signature



Public Notice

Unmet Transit Needs Listening Sessions

How could bus systems, dial-a-ride, and paratransit services better serve your needs in Santa Barbara County? Join the conversation at our upcoming listening sessions:

Countywide
(Input on services available anywhere in Santa Barbara County)

Buellton

Visit in person any time during the two-hour listening session

When: 4 p.m. to 6 p.m., December 3, 2025

Where:

• **In-person:** City of Buellton Council Chambers 107 W Hwy 248, Buellton, CA 93427.

• Accessible accommodations and Spanish language translation is available by request. Contact SBCAG by November 28, 2025, at (805) 961-8900 or info@sbacag.org.

Santa Barbara

Visit in person or virtually any time during the two-hour listening session

When: 4 p.m. to 6 p.m., December 2, 2025

Where:

• **In-person:** Santa Barbara County Association of Governments (SBCAG) Wisteria Conference Room 260 North San Antonio Road, Santa Barbara, CA 93110.

• **Virtually:** Details on how to participate virtually via Zoom will be published on the SBCAG website at www.sbacag.org by November 1.

• Accessible accommodations and Spanish language translation is available by request. Contact SBCAG by November 28, 2025, at (805) 961-8900 or info@sbacag.org.

City of Santa Maria

(Input on services specific to Santa Maria Regional Transit)

Santa Maria

When: Two sessions: 4 p.m. to 5 p.m. and 5:30 p.m. to 6:30 p.m. on December 4, 2025

Where:

• Santa Maria Public Library Shephard Hall, 1st Floor 421 S. McClelland Street, Santa Maria, CA 93454.

• Accessible accommodations and Spanish and Mixteco translation are accessible upon request at (805) 928-5624 by December 1, 2025.

Can't Attend?

Submit comments by December 15, 2025 through any of these methods:

• **Email** to info@sbacag.org

• **U.S. Postal Service** to 260 North San Antonio Road, Suite B, Santa Barbara, CA 93110.

Legal #525391

Pub date: Oct 21, 2025

*** 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 525486

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: 10/22/2025

TOTAL AD COST: 163.05
FILED ON: 10/22/2025

Dated at Santa Maria, CA

This 22nd day of OCT, 2025

Terresa Ramirez
Signature

Public Notice

Sesión Para Escuchar las Necesidades de Transporte Público no Satisfechas

¿Cómo podrían los sistemas de autobuses, los servicios de transporte a demanda y los servicios de transporte adaptado en el condado de Santa Bárbara satisfacer mejor sus necesidades? Unase a la conversación en nuestras próximas sesiones de escucha:

En Todo el Condado (Información sobre los servicios disponibles en cualquier lugar del condado de Santa Bárbara)

Buellton

Visite en persona en cualquier momento durante la sesión de escucha de dos horas

Cuándo: 4 p.m. a 6 p.m., 3 de diciembre, 2025

¿Dónde?:

- En persona: Cámara del Consejo Municipal de Buellton - 107 W Hwy 246, Buellton, CA 93427.
- Se ofrecen acomodaciones accesibles e interpretación al español con previa solicitud. Comuníquese con SBCAG antes del 28 de noviembre de 2025 en (805) 961-8900 o info@sbcag.org.

Santa Barbara

Visite en persona en cualquier momento durante la sesión de escucha de dos horas

Cuándo: 4 p.m. to 6 p.m., 2 de diciembre, 2025

¿Dónde?:

- En persona: Asociación de Gobiernos del Condado de Santa Bárbara (SBCAG por sus siglas en inglés) Sala de Conferencias Wisteria 260 North San Antonio Road, Santa Barbara, CA 93110.
- Virtual: Los detalles sobre cómo participar virtualmente a través de Zoom se publicarán en el sitio web de SBCAG en www.sbcag.org para el 1 de noviembre.
- Se ofrecen acomodaciones accesibles e interpretación al español con previa solicitud. Comuníquese con SBCAG antes del 28 de noviembre de 2025 en (805) 961-8900 o info@sbcag.org.

Ciudad de Santa Maria

(Comentarios sobre los servicios específicos de Santa Maria Regional Transit)

Santa Maria

Cuándo: Dos sesiones: de 4 p. m. a 5 p. m. y de 5:30 p. m. a 6:30 p. m. el 4 de diciembre de 2025.

¿Dónde?:

- Biblioteca Pública de Santa Maria Shephard Hall, primer piso 421 S. McClelland Street, Santa Maria, CA 93454.
- Se ofrecen acomodaciones accesibles e interpretación al español y al mixteco con previa solicitud llamando al (805) 928-5624 antes del 1 de diciembre de 2025.

¿No puede asistir?

Envíe sus comentarios antes del 15 de diciembre de 2025 a través de cualquiera de estos métodos:

- Correo electrónico a info@sbcag.org
- Servicio Postal de los Estados Unidos a 260 North San Antonio Road, Suite B, Santa Barbara, CA 93110.

Legal #525486
Pub date: Oct 22, 2025

*** 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 525481

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: 10/22/2025

TOTAL AD COST: 136.26
FILED ON: 10/22/2025

Dated at Santa Maria, CA

This 22nd day of OCT, 2025

Jeresa Ramirez
Signature



Public Notice

Unmet Transit Needs Listening Sessions

How could bus systems, dial-a-ride, and paratransit services better serve your needs in Santa Barbara County? Join the conversation at our upcoming listening sessions:

Countywide
(Input on services available anywhere in Santa Barbara County)

Buellton
Visit in person any time during the two-hour listening session
When: 4 p.m. to 6 p.m., December 3, 2025
Where:
• **In-person:** City of Buellton Council Chambers 107 W Hwy 246, Buellton, CA 93427.
• Accessible accommodations and Spanish language translation is available by request. Contact SBCAG by November 28, 2025, at (805) 961-8900 or info@sbcag.org.

Santa Barbara
Visit in person or virtually any time during the two-hour listening session

When: 4 p.m. to 6 p.m., December 2, 2025
Where:
• **In-person:** Santa Barbara County Association of Governments (SBCAG) Wisteria Conference Room 260 North San Antonio Road, Santa Barbara, CA 93110.
• **Virtually:** Details on how to participate virtually via Zoom will be published on the SBCAG website at www.sbcag.org by November 1.
• Accessible accommodations and Spanish language translation is available by request. Contact SBCAG by November 28, 2025, at (805) 961-8900 or info@sbcag.org.

City of Santa Maria
(Input on services specific to Santa Maria Regional Transit)

Santa Maria
When: Two sessions: 4 p.m. to 5 p.m. and 5:30 p.m. to 6:30 p.m. on December 4, 2025
Where:
• Santa Maria Public Library Shephard Hall, 1st Floor 421 S. McClelland Street, Santa Maria, CA 93454.
• Accessible accommodations and Spanish and Mixteco translation are accessible upon request at (805) 928-5524 by December 1, 2025.

Can't Attend?
Submit comments by December 15, 2025 through any of these methods:
• **Email** to info@sbcag.org
• **U.S. Postal Service** to 260 North San Antonio Road, Suite B, Santa Barbara, CA 93110.

Legal #525481
Pub date: Oct 22, 2025

*** Proof of Publication ***

Proof of Publication
(2015.5 C.C.P)

State of California

SANTA YNEZ VALLEY NEWS

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

ORDER NUMBER 525482

I am the principal clerk of the printer of the Santa Ynez Valley Times, newspaper of general circulation, printed and published in the city of Solvang, 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 #47216.

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: 10/23/2025

TOTAL AD COST: 136.26
FILED ON: 10/23/2025

Dated at Santa Maria, CA

This 23rd day of OCT, 2025

Signature



Public Notice

Unmet Transit Needs Listening Sessions

How could bus systems, dial-a-ride, and paratransit services better serve your needs in Santa Barbara County? Join the conversation at our upcoming listening sessions:

Countywide (Input on services available anywhere in Santa Barbara County)

Buellton
Visit in person any time during the two-hour listening session.

When: 4 p.m. to 6 p.m., December 3, 2025

Where:

• **In-person:** City of Buellton Council Chambers 107 W Hwy 246, Buellton, CA 93427.

• Accessible accommodations and Spanish language translation is available by request. Contact SBCAG by November 28, 2025, at (805) 961-8900 or info@sbacag.org.

Santa Barbara

Visit in person or virtually any time during the two-hour listening session

When: 4 p.m. to 6 p.m., December 2, 2025

Where:

• **In-person:** Santa Barbara County Association of Governments (SBCAG) Wisteria Conference Room 260 North San Antonio Road, Santa Barbara, CA 93110.

• **Virtually:** Details on how to participate virtually via Zoom will be published on the SBCAG website at www.sbacag.org by November 1.

• Accessible accommodations and Spanish language translation is available by request. Contact SBCAG by November 28, 2025, at (805) 961-8900 or info@sbacag.org.

City of Santa Maria (Input on services specific to Santa Maria Regional Transit)

Santa Maria

When: Two sessions: 4 p.m. to 5 p.m. and 5:30 p.m. to 6:30 p.m. on December 4, 2025

Where:

• Santa Maria Public Library/Shephard Hall, 1st Floor 421 S. McClelland Street, Santa Maria, CA 93454.

• Accessible accommodations and Spanish and Mixteco translation are accessible upon request at (805) 928-5624 by December 1, 2025.

Can't Attend?

Submit comments by December 15, 2025 through any of these methods:

• Email to info@sbacag.org
• U.S. Postal Service to 260 North San Antonio Road, Suite B, Santa Barbara, CA 93110.

Legal #525482

Pub date: Oct 23, 2025

*** Proof of Publication ***

Proof of Publication
(2015.5 C.C.P)

State of California

SANTA YNEZ VALLEY NEWS

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

ORDER NUMBER 525487

I am the principal clerk of the printer of the Santa Ynez Valley Times, newspaper of general circulation, printed and published in the city of Solvang, 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 #47216.

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: 10/23/2025

TOTAL AD COST: 163.05
FILED ON: 10/23/2025

Dated at Santa Maria, CA

This 23rd day of OCT, 2025

Signature

Dereasa Ramirez



Public Notice

Sesión Para Escuchar las Necesidades de Transporte Público no Satisfechas

¿Cómo podrían los sistemas de autobuses, los servicios de transporte a demanda y los servicios de transporte adaptado en el condado de Santa Bárbara satisfacer mejor sus necesidades? Unase a la conversación en nuestras próximas sesiones de escucha:

En Todo el Condado (Información sobre los servicios disponibles en cualquier lugar del condado de Santa Bárbara)

Buellton
Visite en persona en cualquier momento durante la sesión de escucha de dos horas
Cuándo: 4 p.m. a 6 p.m., 3 de diciembre, 2025

¿Dónde?:
• En persona: Cámara del Consejo Municipal de Buellton - 107 W Hwy 246, Buellton, CA 93427.
• Se ofrecen acomodaciones accesibles e interpretación al español con previa solicitud. Comuníquese con SBCAG antes del 28 de noviembre de 2025 al (805) 961-8900 o info@sbcag.org.

Santa Barbara
Visite en persona en cualquier momento durante la sesión de escucha de dos horas
Cuándo: 4 p.m. to 6 p.m., 2 de diciembre, 2025

¿Dónde?:
• En persona: Asociación de Gobiernos del Condado de Santa Bárbara (SBCAG por sus siglas en inglés) Sala de Conferencias Wisteria 260 North San Antonio Road, Santa Barbara, CA 93110.
• Virtual: Los detalles sobre cómo participar virtualmente a través de Zoom se publicarán en el sitio web de SBCAG en www.sbcag.org para el 1 de noviembre.
• Se ofrecen acomodaciones accesibles e interpretación al español con previa solicitud. Comuníquese con SBCAG antes del 28 de noviembre de 2025 en (805) 961-8900 o info@sbcag.org.

Ciudad de Santa María (Comentarios sobre los servicios específicos de Santa María Regional Transit)

Santa María
Cuándo: Dos sesiones: de 4 p. m. a 5 p. m. y de 5:30 p. m. a 6:30 p. m. el 4 de diciembre de 2025.

¿Dónde?:
• Biblioteca Pública de Santa María Shephard Hall, primer piso 421 S. McClelland Street, Santa María, CA 93454.
• Se ofrecen acomodaciones accesibles e interpretación al español y al mixteco con previa solicitud llamando al (805) 928-5624 antes del 1 de diciembre de 2025.

¿No puede asistir?
Envíe sus comentarios antes del 15 de diciembre de 2025 a través de cualquiera de estos métodos:
• Correo electrónico a info@sbcag.org
• Servicio Postal de los Estados Unidos a 260 North San Antonio Road, Suite B, Santa Barbara, CA 93110.

Legal #525487
Pub date: Oct 23, 2025

LEGALS (CONT.)

Individual Registrant commenced to transact business under the fictitious business name or names listed above on Sep 30, 2025. Filed by: JENNIFER GRIFFITH/OWNER with the County Clerk of Santa Barbara County on Oct 10, 2025. This statement expires five years from the date it was filed in the Office of the County Clerk. Joseph E. Holland, County Clerk (SEAL) by E71. FBN Number: 2025-0002338. Published: Oct 23, 30. Nov 6, 13, 20, 2025.

FICTITIOUS BUSINESS NAME STATEMENT The following person(s) is/are doing business as: **DRAGONFLY INDUSTRIAL:** 14 East Sola Street 2 Santa Barbara, CA 93101-1685; Anthony L. Castelo (same address) This business is conducted by A Individual Registrant commenced to transact business under the fictitious business name or names listed above on Aug 28, 2025. Filed by: ANTHONY LOUIS CASTELO/OWNER with the County Clerk of Santa Barbara County on Sep 4, 2025. This statement expires five years from the date it was filed in the Office of the County Clerk. Joseph E. Holland, County Clerk (SEAL) by E30. FBN Number: 2025-0002091. Published: Oct 23, 30. Nov 6, 13, 2025.

FICTITIOUS BUSINESS NAME STATEMENT The following person(s) is/are doing business as: **ADVANCING COLLECTIVE TRANSFORMATION:** 621 Chapala St Santa Barbara, CA 93102. This business is conducted by A Corporation Registrant commenced to transact business under the fictitious business name or names listed above on Oct 7, 2025. Filed by: RICH SANDER/EXECUTIVE DIRECTOR with the County Clerk of Santa Barbara County on Oct 24, 2025. This statement expires five years from the date it was filed in the Office of the County Clerk. Joseph E. Holland, County Clerk (SEAL) by E4. FBN Number: 2025-0002454. Published: Oct 30. Nov 6, 13, 20, 2025.

STATEMENT The following person(s) is/are doing business as: **PXK BIO:** 3463 State Street Suite 257 Santa Barbara, CA 93105; Beson Biomedical Inc (same address) This business is conducted by A Corporation Registrant commenced to transact business under the fictitious business name or names listed above on Oct 7, 2025. Filed by: AHMED RAGAB/CEO with the County Clerk of Santa Barbara County on Oct 14, 2025. This statement expires five years from the date it was filed in the Office of the County Clerk. Joseph E. Holland, County Clerk (SEAL) by E30. FBN Number: 2025-0002358. Published: Oct 30. Nov 6, 13, 20, 2025.

FICTITIOUS BUSINESS NAME STATEMENT The following person(s) is (are) doing business as: **AMERICAN MEDICAL RESPONSE,** 240 E. HIGHWAY 245 SUITE 300, BUELLTON, CA 93427 County of SANTA BARBARA AMERICAN MEDICAL RESPONSE WEST, 4400 HWY 121 SUITE 700, LEWISVILLE, TX 75056, CALIFORNIA This business is conducted by a Corporation The registrant(s) commenced to transact business under the fictitious business name or names listed above on 09/21/2015. Published: Oct 23, 30. Nov 6, 13, 2025.

FICTITIOUS BUSINESS NAME STATEMENT The following person(s) is/are doing business as: **H. QUALITY PAINTING:** 428 W. Santa Barbara, CA 93102 County of SANTA BARBARA Dear Harlem World, LLC, 836 ANACAPA ST UNIT 20009, SANTA BARBARA, CA 93102. This business is conducted by a limited liability company The registrant(s) commenced to transact business under the fictitious business name or names listed above on N/A. Dear Harlem World, LLC S/ RANDALL LAMONT PERSON JR, This statement was filed with the County Clerk of Santa Barbara County on 10/21/2025. Joseph E. Holland, County Clerk 10/30, 11/6, 11/13, 11/20/25 CNS-395303# SANTA BARBARA INDEPENDENT

STATEMENT The following person(s) is/are doing business as: **SHINING PROJECTS LLC:** 144 W. Almar Ave Santa Barbara, CA 93105; Honest Projects LLC (same address) This business is conducted by A Limited Liability Company Registrant commenced to transact business under the fictitious business name or names listed above on Sep 21, 2025. Filed by: PABLO GUTIERREZ/ MEMBER with the County Clerk of Santa Barbara County on Oct 20, 2025. This statement expires five years from the date it was filed in the Office of the County Clerk. Joseph E. Holland, County Clerk (SEAL) by E35. FBN Number: 2025-0002402. Published: Oct 30. Nov 6, 13, 20, 2025.

FICTITIOUS BUSINESS NAME STATEMENT The following person(s) is (are) doing business as: **PERSONAL CERAMICS,** 836 ANACAPA ST UNIT 20009, SANTA BARBARA, CA 93102 County of SANTA BARBARA Dear Harlem World, LLC, 836 ANACAPA ST UNIT 20009, SANTA BARBARA, CA 93102. This business is conducted by a limited liability company The registrant(s) commenced to transact business under the fictitious business name or names listed above on N/A. Dear Harlem World, LLC S/ RANDALL LAMONT PERSON JR, This statement was filed with the County Clerk of Santa Barbara County on 10/21/2025. Joseph E. Holland, County Clerk 10/30, 11/6, 11/13, 11/20/25 CNS-395303# SANTA BARBARA INDEPENDENT

FICTITIOUS BUSINESS NAME STATEMENT The following person(s) is/are doing business as: **ENHANCED PRACTICE SOLUTIONS,** 248 LOS ALAMOS AVE, SANTA BARBARA, CA 93109 County of SANTA BARBARA ENHANCED PRACTICE SOLUTIONS, 248 LOS ALAMOS AVE, SANTA BARBARA, CA 93109, CALIFORNIA This business is conducted by a limited liability company The registrant(s) commenced to transact business under the fictitious business name or names listed above on Not Applicable. S/ NICHOLAS HEWITT, MANAGING MEMBER This statement was filed with the County Clerk of Santa Barbara County on 10/06/2025. Joseph E. Holland, County Clerk 10/30, 11/6, 11/13, 11/20/25 CNS-395303# SANTA BARBARA INDEPENDENT

FICTITIOUS BUSINESS NAME STATEMENT The following person(s) is/are doing business as: **SOS GARDENING & LANDSCAPE SERVICES:** 95 Teolote Ave 3 Goleta CA 93117; Edmar E Estrada (same address) This business is conducted by A Individual Registrant commenced to transact business under the fictitious business name or names listed above on Oct 8, 2025. Filed by: EDMAR ESTRADA SANTIAGO/OWNER with the County Clerk of Santa Barbara County on Oct 8, 2025. This statement expires five years from the date it was filed in the Office of the County Clerk. Joseph E. Holland, County Clerk (SEAL) by E63. FBN Number: 2025-0002323. Published: Oct 30. Nov 6, 13, 20, 2025.

FICTITIOUS BUSINESS NAME STATEMENT The following person(s) is/are doing business as: **SOS MADERA-SPIRITS:** 615 San Ricardo Dr Santa Barbara, CA 93111; Baraza Group LLC (same address) This business is conducted by A Limited Liability Company Registrant commenced to transact business under the fictitious business name or names listed above on Sep 19, 2023. Filed by: ADRIAN BARRAZA/ PRESIDENT with the County Clerk of Santa Barbara County on Oct 21, 2025. This statement expires five years from the date it was filed in the Office of the County Clerk. Joseph E. Holland, County Clerk (SEAL) by E35. FBN Number: 2025-0002410. Published: Oct 30. Nov 6, 13, 20, 2025.

FICTITIOUS BUSINESS NAME STATEMENT The following person(s) is/are doing business as: **MY MOBILE**

PEDS: 321 North Calle Cesar Chavez Santa Barbara, CA 93103; Kristen Anne Hughes Medical, Professional Corporation (same address) This business is conducted by A Corporation Registrant commenced to transact business under the fictitious business name or names listed above on Sep 22, 2025. Filed by: VICTOR GARCIA/ OWNER with the County Clerk of Santa Barbara County on Oct 14, 2025. This statement expires five years from the date it was filed in the Office of the County Clerk. Joseph E. Holland, County Clerk (SEAL) by E76. FBN Number: 2025-0002355. Published: Oct 30. Nov 6, 13, 20, 2025.

FICTITIOUS BUSINESS NAME STATEMENT The following person(s) is/are doing business as: **HONEST PROJECTS LLC:** 144 W. Almar Ave Santa Barbara, CA 93105; Honest Projects LLC (same address) This business is conducted by A Limited Liability Company Registrant commenced to transact business under the fictitious business name or names listed above on Sep 21, 2025. Filed by: PABLO GUTIERREZ/ MEMBER with the County Clerk of Santa Barbara County on Oct 20, 2025. This statement expires five years from the date it was filed in the Office of the County Clerk. Joseph E. Holland, County Clerk (SEAL) by E35. FBN Number: 2025-0002402. Published: Oct 30. Nov 6, 13, 20, 2025.

FICTITIOUS BUSINESS NAME STATEMENT The following person(s) is/are doing business as: **SANTA BARBARA SEAFORD COMPANY:** 7906 Winchester Cir Goleta, CA 93117; Dylan Root (same address) This business is conducted by A Individual Registrant commenced to transact business under the fictitious business name or names listed above on Oct 3, 2025. Filed by: DYLAN ROOT with the County Clerk of Santa Barbara County on Oct 3, 2025. This statement expires five years from the date it was filed in the Office of the County Clerk. Joseph E. Holland, County Clerk (SEAL) by E76. FBN Number: 2025-0002306. Published: Oct 30. Nov 6, 13, 20, 2025.

FICTITIOUS BUSINESS NAME STATEMENT The following person(s) is (are) doing business as: **ENHANCED PRACTICE SOLUTIONS,** 248 LOS ALAMOS AVE, SANTA BARBARA, CA 93109 County of SANTA BARBARA ENHANCED PRACTICE SOLUTIONS, 248 LOS ALAMOS AVE, SANTA BARBARA, CA 93109, CALIFORNIA This business is conducted by a limited liability company The registrant(s) commenced to transact business under the fictitious business name or names listed above on Not Applicable. S/ NICHOLAS HEWITT, MANAGING MEMBER This statement was filed with the County Clerk of Santa Barbara County on 10/06/2025. Joseph E. Holland, County Clerk 10/30, 11/6, 11/13, 11/20/25 CNS-395303# SANTA BARBARA INDEPENDENT

FICTITIOUS BUSINESS NAME STATEMENT The following person(s) is/are doing business as: **NORMA NEGRETE IMMIGRATION:** 270 Storke Rd, Suite 3 Goleta, CA 93117; Lefemine Inc PO Box 80237 Goleta, CA 93118 This business is conducted by A Corporation Registrant commenced to transact business under the fictitious business name or names listed above on Jan 24, 2006. Filed by: NORMA NEGRETE LEFEMINE/CEO with the County Clerk of Santa Barbara County on Oct 24, 2025. This statement expires five years from the date it was filed in the Office of the County Clerk. Joseph E. Holland, County Clerk (SEAL) by E71. FBN Number: 2025-0002458. Published: Oct 30. Nov 6, 13, 20, 2025.

FICTITIOUS BUSINESS NAME STATEMENT The following person(s) is/are doing business as: **MY MOBILE**

FICTITIOUS BUSINESS NAME STATEMENT The following person(s) is/are doing business as: **SEAWRIGHT INFLATABLES:** 7664 Southcliff Drive Fair Oaks, CA 95628; Anders M Seawright 256 Orange Ave Unit A Goleta, CA 93117 This business is conducted by A Individual Registrant commenced to transact business under the fictitious business name or names listed above on Sep 29, 2025. Filed by: ANDERS SEAWRIGHT with the County Clerk of Santa Barbara County on Oct 10, 2025. This statement expires five years from the date it was filed in the Office of the County Clerk. Joseph E. Holland, County Clerk (SEAL) by E71. FBN Number: 2025-0002340. Published: Oct 30. Nov 6, 13, 20, 2025.

FICTITIOUS BUSINESS NAME STATEMENT The following person(s) is/are doing business as: **SHINING PROJECTS LLC:** 144 W. Almar Ave Santa Barbara, CA 93105; Honest Projects LLC (same address) This business is conducted by A Limited Liability Company Registrant commenced to transact business under the fictitious business name or names listed above on Sep 21, 2025. Filed by: PABLO GUTIERREZ/ MEMBER with the County Clerk of Santa Barbara County on Oct 20, 2025. This statement expires five years from the date it was filed in the Office of the County Clerk. Joseph E. Holland, County Clerk (SEAL) by E35. FBN Number: 2025-0002355. Published: Oct 30. Nov 6, 13, 20, 2025.

FICTITIOUS BUSINESS NAME STATEMENT The following person(s) is/are doing business as: **SANTA BARBARA SEAFORD COMPANY:** 7906 Winchester Cir Goleta, CA 93117; Dylan Root (same address) This business is conducted by A Individual Registrant commenced to transact business under the fictitious business name or names listed above on Oct 3, 2025. Filed by: DYLAN ROOT with the County Clerk of Santa Barbara County on Oct 3, 2025. This statement expires five years from the date it was filed in the Office of the County Clerk. Joseph E. Holland, County Clerk (SEAL) by E76. FBN Number: 2025-0002306. Published: Oct 30. Nov 6, 13, 20, 2025.

FICTITIOUS BUSINESS NAME STATEMENT The following person(s) is (are) doing business as: **ENHANCED PRACTICE SOLUTIONS,** 248 LOS ALAMOS AVE, SANTA BARBARA, CA 93109 County of SANTA BARBARA ENHANCED PRACTICE SOLUTIONS, 248 LOS ALAMOS AVE, SANTA BARBARA, CA 93109, CALIFORNIA This business is conducted by a limited liability company The registrant(s) commenced to transact business under the fictitious business name or names listed above on Not Applicable. S/ NICHOLAS HEWITT, MANAGING MEMBER This statement was filed with the County Clerk of Santa Barbara County on 10/06/2025. Joseph E. Holland, County Clerk 10/30, 11/6, 11/13, 11/20/25 CNS-395303# SANTA BARBARA INDEPENDENT

FICTITIOUS BUSINESS NAME STATEMENT The following person(s) is/are doing business as: **SOS GARDENING & LANDSCAPE SERVICES:** 95 Teolote Ave 3 Goleta CA 93117; Edmar E Estrada (same address) This business is conducted by A Individual Registrant commenced to transact business under the fictitious business name or names listed above on Oct 8, 2025. Filed by: EDMAR ESTRADA SANTIAGO/OWNER with the County Clerk of Santa Barbara County on Oct 8, 2025. This statement expires five years from the date it was filed in the Office of the County Clerk. Joseph E. Holland, County Clerk (SEAL) by E63. FBN Number: 2025-0002323. Published: Oct 30. Nov 6, 13, 20, 2025.

FICTITIOUS BUSINESS NAME STATEMENT The following person(s) is/are doing business as: **MY MOBILE**

FICTITIOUS BUSINESS NAME STATEMENT The following person(s) is/are doing business as: **SEAWRIGHT INFLATABLES:** 7664 Southcliff Drive Fair Oaks, CA 95628; Anders M Seawright 256 Orange Ave Unit A Goleta, CA 93117 This business is conducted by A Individual Registrant commenced to transact business under the fictitious business name or names listed above on Sep 29, 2025. Filed by: ANDERS SEAWRIGHT with the County Clerk of Santa Barbara County on Oct 10, 2025. This statement expires five years from the date it was filed in the Office of the County Clerk. Joseph E. Holland, County Clerk (SEAL) by E71. FBN Number: 2025-0002340. Published: Oct 30. Nov 6, 13, 20, 2025.

NAMES CHANGE

IN THE MATTER OF THE APPLICATION TO SHOW CAUSE FOR CHANGE OF NAME: ELENA JACINTO JIMENEZ A petition has been filed by the above named Petitioner(s) in Santa Barbara Superior Court for decree changing name (s) as follows: **PRESENT NAME: MELISSA HERNADEZ JACINTO PROPOSED NAME: MELISSA HERNADEZ JACINTO** THE COURT ORDERS that all persons interested in this matter shall 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 changes 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: December 3, 2025, 10:00 am, DEPT: 3, SUPERIOR COURT OF CALIFORNIA COUNTY OF SANTA BARBARA 1100 Anacapa St Santa Barbara, CA 93101, ANACAPA DIVISION A copy of this Order to Show Cause shall be published in the Santa Barbara Independent, a newspaper of general circulation, printed in this county, at least once each week for four successive weeks prior to the date set for hearing on the petition. Dated 10/20/2025, JUDGE Thomas P. Anderle of the Superior Court. Published Oct 30. Nov 6, 13, 20, 2025.

IN THE MATTER OF THE APPLICATION TO SHOW CAUSE FOR CHANGE OF NAME: ELIZABETH ROBINSON ATWILL A petition has been filed by the above named Petitioner(s) in Santa Barbara Superior Court for decree changing name (s) as follows: **PRESENT NAME: ELIZABETH ROBINSON ATWILL PROPOSED NAME: ELISA ROBINSON ATWILL** THE COURT ORDERS that all persons interested in this matter shall 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 changes 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: December 3, 2025, 10:00 am, DEPT: 3, SUPERIOR COURT OF CALIFORNIA COUNTY OF SANTA BARBARA 1100 Anacapa St Santa Barbara, CA 93101, ANACAPA DIVISION A copy of this Order to Show Cause shall be published in the Santa Barbara Independent, a newspaper of general circulation, printed in this county, at least once each week for four successive weeks prior to the date set for hearing on the petition. Dated 10/15/2025, JUDGE Thomas P. Anderle of the Superior Court. Published Oct 23, 30. Nov 6, 13, 20, 2025.

IN THE MATTER OF THE APPLICATION TO SHOW CAUSE FOR CHANGE OF NAME: ALEXANDRA MARIE MALESKY A petition has been filed by the above named Petitioner(s) in Santa Barbara Superior Court for decree changing name (s) as follows: **PRESENT NAME: ALEXANDRA MARIE MALESKY PROPOSED NAME: ALEXANDRA MARIE MABARD** THE COURT ORDERS that all persons interested in this matter shall 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 changes 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: December 5, 2025, 10:00 am, DEPT: 4, SUPERIOR COURT OF CALIFORNIA COUNTY OF SANTA BARBARA 1100 Anacapa St Santa Barbara, CA 93101, ANACAPA DIVISION A copy of this Order to Show Cause shall be published in the Santa Barbara Independent, a newspaper of general circulation, printed in this county, at least once each week for four successive weeks prior to the date set for hearing on the petition. Dated 10/16/2025, JUDGE Donna D. Geck of the Superior Court. Published Oct 30. Nov 6, 13, 20, 2025.

IN THE MATTER OF THE APPLICATION TO SHOW CAUSE FOR CHANGE OF NAME: ALEXANDRA MARIE MALESKY A petition has been filed by the above named Petitioner(s) in Santa Barbara Superior Court for decree changing name (s) as follows: **PRESENT NAME: ALEXANDRA MARIE MALESKY PROPOSED NAME: ALEXANDRA MARIE MABARD** THE COURT ORDERS that all persons interested in this matter shall 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 changes 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: December 10, 2025, 10:00 am, DEPT: 3, SUPERIOR COURT OF CALIFORNIA COUNTY OF

IN THE MATTER OF THE APPLICATION TO SHOW CAUSE FOR CHANGE OF NAME: SUZUNA CUEVAS ALCOCER A petition has been filed by the above named Petitioner(s) in Santa Barbara Superior Court for decree changing name (s) as follows: **PRESENT NAME: ATYLN CUEVAS CUEVAS PROPOSED NAME: ATYLN CUEVAS CUEVAS** THE COURT ORDERS that all persons interested in this matter shall 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 changes 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: December 10, 2025, 10:00 am, DEPT: 3, SUPERIOR COURT OF CALIFORNIA COUNTY OF

SANTA BARBARA 1100 Anacapa St Santa Barbara, CA 93101, ANACAPA DIVISION A copy of this Order to Show Cause shall be published in the Santa Barbara Independent, a newspaper of general circulation, printed in this county, at least once each week for four successive weeks prior to the date set for hearing on the petition. Dated 10/20/2025, JUDGE Thomas P. Anderle of the Superior Court. Published Oct 30. Nov 6, 13, 20, 2025.

IN THE MATTER OF THE APPLICATION TO SHOW CAUSE FOR CHANGE OF NAME: SUZUNA CUEVAS ALCOCER A petition has been filed by the above named Petitioner(s) in Santa Barbara Superior Court for decree changing name (s) as follows: **PRESENT NAME: ATYLN CUEVAS CUEVAS PROPOSED NAME: ATYLN CUEVAS CUEVAS** THE COURT ORDERS that all persons interested in this matter shall 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 changes 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: December 10, 2025, 10:00 am, DEPT: 3, SUPERIOR COURT OF CALIFORNIA COUNTY OF SANTA BARBARA 1100 Anacapa St Santa Barbara, CA 93101, ANACAPA DIVISION A copy of this Order to Show Cause shall be published in the Santa Barbara Independent, a newspaper of general circulation, printed in this county, at least once each week for four successive weeks prior to the date set for hearing on the petition. Dated 10/20/2025, JUDGE Thomas P. Anderle of the Superior Court. Published Oct 30. Nov 6, 13, 20, 2025.

IN THE MATTER OF THE APPLICATION TO SHOW CAUSE FOR CHANGE OF NAME: ELIZABETH ROBINSON ATWILL A petition has been filed by the above named Petitioner(s) in Santa Barbara Superior Court for decree changing name (s) as follows: **PRESENT NAME: ELIZABETH ROBINSON ATWILL PROPOSED NAME: ELISA ROBINSON ATWILL** THE COURT ORDERS that all persons interested in this matter shall 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 changes 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: December 5, 2025, 10:00 am, DEPT: 4, SUPERIOR COURT OF CALIFORNIA COUNTY OF SANTA BARBARA 1100 Anacapa St Santa Barbara, CA 93101, ANACAPA DIVISION A copy of this Order to Show Cause shall be published in the Santa Barbara Independent, a newspaper of general circulation, printed in this county, at least once each week for four successive weeks prior to the date set for hearing on the petition. Dated 10/16/2025, JUDGE Donna D. Geck of the Superior Court. Published Oct 30. Nov 6, 13, 20, 2025.

IN THE MATTER OF THE APPLICATION TO SHOW CAUSE FOR CHANGE OF NAME: ELIZABETH ROBINSON ATWILL A petition has been filed by the above named Petitioner(s) in Santa Barbara Superior Court for decree changing name (s) as follows: **PRESENT NAME: ELIZABETH ROBINSON ATWILL PROPOSED NAME: ELISA ROBINSON ATWILL** THE COURT ORDERS that all persons interested in this matter shall 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 changes 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: December 5, 2025, 10:00 am, DEPT: 4, SUPERIOR COURT OF CALIFORNIA COUNTY OF SANTA BARBARA 1100 Anacapa St Santa Barbara, CA 93101, ANACAPA DIVISION A copy of this Order to Show Cause shall be published in the Santa Barbara Independent, a newspaper of general circulation, printed in this county, at least once each week for four successive weeks prior to the date set for hearing on the petition. Dated 10/16/2025, JUDGE Donna D. Geck of the Superior Court. Published Oct 30. Nov 6, 13, 20, 2025.

IN THE MATTER OF THE APPLICATION TO SHOW CAUSE FOR CHANGE OF NAME: ELIZABETH ROBINSON ATWILL A petition has been filed by the above named Petitioner(s) in Santa Barbara Superior Court for decree changing name (s) as follows: **PRESENT NAME: ELIZABETH ROBINSON ATWILL PROPOSED NAME: ELISA ROBINSON ATWILL** THE COURT ORDERS that all persons interested in this matter shall 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 changes 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: December 5, 2025, 10:00 am, DEPT: 4, SUPERIOR COURT OF CALIFORNIA COUNTY OF SANTA BARBARA 1100 Anacapa St Santa Barbara, CA 93101, ANACAPA DIVISION A copy of this Order to Show Cause shall be published in the Santa Barbara Independent, a newspaper of general circulation, printed in this county, at least once each week for four successive weeks prior to the date set for hearing on the petition. Dated 10/16/2025, JUDGE Donna D. Geck of the Superior Court. Published Oct 30. Nov 6, 13, 20, 2025.

IN THE MATTER OF THE APPLICATION TO SHOW CAUSE FOR CHANGE OF NAME: SUZUNA CUEVAS ALCOCER A petition has been filed by the above named Petitioner(s) in Santa Barbara Superior Court for decree changing name (s) as follows: **PRESENT NAME: ATYLN CUEVAS CUEVAS PROPOSED NAME: ATYLN CUEVAS CUEVAS** THE COURT ORDERS that all persons interested in this matter shall 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 changes 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: December 10, 2025, 10:00 am, DEPT: 3, SUPERIOR COURT OF CALIFORNIA COUNTY OF



Public Notice

Unmet Transit Needs Listening Sessions

How could bus systems, dial-a-ride, and paratransit services better serve your needs in Santa Barbara County? Join the conversation at our upcoming listening sessions:

Countywide (Input on services available anywhere in Santa Barbara County)

Buellton
Visit in person any time during the two-hour listening session
When: 4 p.m. to 6 p.m., December 3, 2025
Where:
• **In-person:** City of Buellton Council Chambers – 107 W Hwy 246, Buellton, CA 93427.
• Accessible accommodations and Spanish language translation is available by request. Contact SBCAG by November 28, 2025, at (805) 961-8900 or info@sbcag.org.

Santa Barbara
Visit in person or virtually any time during the two-hour listening session
When: 4 p.m. to 6 p.m., December 2, 2025
Where:
• **In-person:** Santa Barbara County Association of Governments (SBCAG) Wisteria Conference Room – 260 North San Antonio Road, Santa Barbara, CA 93110.
• Virtually: Details on how to participate virtually via Zoom will be published on the SBCAG website at www.sbcag.org by November 1.

• Accessible accommodations and Spanish language translation is available by request. Contact SBCAG by November 28, 2025, at (805) 961-8900 or info@sbcag.org.

City of Santa Maria (Input on services specific to Santa Maria Regional Transit)

Santa Maria
When: Two sessions: 4 p.m. to 5 p.m. and 5:30 p.m. to 6:30 p.m. on December 4, 2025
Where:
• Santa Maria Public Library Shepherd Hall, 1st Floor 421 S. McClelland Street, Santa Maria, CA 93454.
• Accessible accommodations and Spanish and Mixteco translation are accessible upon request at (805) 928-5624 by December 1, 2025.

Can't Attend?
Submit comments by December 15, 2025 through any of these methods:

- Email to info@sbcag.org
- U.S. Postal Service to 260 North San Antonio Road, Suite B, Santa Barbara, CA 93110.



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

IN THE MATTER OF:
PUBLIC NOTICE

Unmet Transit Needs Listening Sessions

How could bus systems, dial-a-ride, and paratransit services better serve your needs in Santa Barbara County? Join the conversation at our upcoming listening sessions:

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 October 31, 2025.

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

Executed this day of October 31, 2025 at Santa Barbara.

Mark M. Whitehurst
MARK M. WHITEHURST

SBCAG SANTA BARBARA COUNTY ASSOCIATION OF GOVERNMENTS

PUBLIC NOTICE

Unmet Transit Needs Listening Sessions

How could bus systems, dial-a-ride, and paratransit services better serve your needs in Santa Barbara County? Join the conversation at our upcoming listening sessions:

Countywide
(Input on services available anywhere in Santa Barbara County)

Buellton
Visit in person any time during the two-hour listening session
When: 4 p.m. to 6 p.m., December 3, 2025
Where:
• **In-person:** City of Buellton Council Chambers – 107 W Hwy 246, Buellton, CA 93427.
• Accessible accommodations and Spanish language translation is available by request. Contact SBCAG by November 28, 2025, at (805) 961-8900 or info@sbcag.org.

Santa Barbara
Visit in person or virtual any time during the two-hour listening session
When: 4 p.m. to 6 p.m., December 3, 2025
Where:
• **In-person:** Santa Barbara County Administration Center (SBCAG) 1000 W. Santa Barbara Road, Santa Barbara, CA 93101.
• **Virtual:** The listening session will be conducted on Zoom. A link to the Zoom meeting will be emailed to you on October 14, 2025.

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To place your classified ad, email: sarah.p.gorman@sbmag.org
Sarah P. Gorman, MMC
City Clerk Services Manager
October 31, 2025

Produced on October 14, 2025, by the following:
Sic Friedman, Oscar Gutierrez,
Mike Jordan, Wendy
W. Shedd, Mayor Randy

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on October 14, 2025.

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Superior Court of the State of California for the
County of Santa Barbara

IN THE MATTER OF:
PUBLIC NOTICE

**Sesión Para Escuchar las Necesidades de Transporte
Público no Satisfechas**

¿Cómo podrían los sistemas de autobuses, los servicios de transporte a demanda y los servicios de transporte adaptado en el condado de Santa Bárbara satisfacer mejor sus necesidades? Únase a la conversación en nuestras próximas sesiones de escucha:

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 October 31, 2025.

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

Executed this day of **October 31, 2025** at Santa Barbara.

Mark M. Whitehurst
MARK M. WHITEHURST



SBCAG SANTA BARBARA COUNTY ASSOCIATION OF GOVERNMENTS

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En Todo el Condado

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APPENDIX B: FY24/25 TRANSIT RIDERSHIP TOTALS

Transit System	Ridership FY 2024-25 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	112,448	18%	N/A	18%	72%
COLT ¹	92,427	6%	1%	3%	3%
Cuyama Transit ²	673	N/A	3%	3%	3%
Easy Lift	44,553	N/A	42%	42%	66%
Guadalupe ³	83,508	10%	9%	10%	10%
SB MTD	4,836,277	21%	N/A	21%	21%
SMRT ⁴	604,448	6%	51%	6%	7%
SMOOTH	59,778	N/A	63%	63%	67%
SYVT ⁵	46,108	5%	2%	5%	12%
Total	5,880,220	-	-	-	-

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

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

² Cuyama transit is managed by SMRT. Per federal guidance Cuyama is demand response.

³ Includes Guadalupe Flyer and ADA services.

⁴ Includes local and ADA services.

⁵ 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.

Transit Needs Assessment Public Comment

#	Comments	Service Operator	Draft Determination
1	I live on the Westside of Santa Barbara (W. Valerio near Elings Park) and the nearest bus stop is not within walking distance. This is the biggest challenge for me and my family to use public transportation.	Santa Barbara MTD	Unmet Transit Need
2	There are many that really need the Clean air to come into UCSB. We are desperate. Same for the lompoc to Buellton for many that work in buellton. Please help us!	Clean Air Express	Unmet Transit Need
3	And we more routes and definitely to the Mission.	Santa Barbara MTD	Unmet Transit Need
4	It would help if the Express buses in Goleta had 1 earlier departure to get to downtown SB by 8am.	Santa Barbara MTD	Unmet Transit Need
5	Need regular bus service to and from Amtrak station in Goleta. Hollister is way too far if a walk. Hollister busses going both directions should divert to the train station.	Santa Barbara MTD	Unmet Transit Need
6	While recognizing that the Carp Shuttle did not service all areas of the city, it nonetheless was regularly used by older adults and children for school trips, shopping, and other essential activities. The alternative which has been put in place--vans on call by--isn't sufficient or as accessible as was the shuttle. I took the shuttle at least three days a week to transfer to the #11. Now I walk, which is fine for me but not for those less mobile, older or much younger. The people who need transportation the most are the ones who have been let-down by discontinuing the Carp Shuttle.	Santa Barbara MTD	Unmet Transit Need
7	I think that it would be helpful if all routes routinely stopped at the train station. That way commuters and out of town visitors could go throughout the city easily. This is how it is set up in Sacramento. Or you could have a bus that directly takes you back to the main station so you can catch the other busses. If the train and the Santa Barbara Transit were more coordinated, I think more people would take the train into SB.	Santa Barbara MTD	Unmet Transit Need
8	Or more times and days for the loop shuttle. Also some advertising so people know it's there.	Santa Barbara MTD	Unmet Transit Need
9	Carpinteria resident with a desire for express service from Carpinteria to Goleta, including Hollister Ave area -M-F -7:30/8AM and 4/5PM -what: Coastal Express Carp - Goleta Also would like to use the train.	Santa Barbara MTD, VCTC	Unmet Transit Need
10	Extend WAVE hours	Santa Barbara MTD	Unmet Transit Need
11	More hours/frequency for 24x, 19	Santa Barbara MTD	Unmet Transit Need
12	#7 to Riveria and Botanical Garden	Santa Barbara MTD	Unmet Transit Need
13	I suggested making some "occasional routes" to Oso Flaco Lake and Las Flores Ranch Park.	Santa Maria Regional Transit	Unmet Transit Need
14	Buellton to South Coast ADA service	Unknown	Unmet Transit Need
15	More bus routes would be great, as well as direct stops to Solvang and Buellton	Clean Air Express	
16	Since the Pandemic restaurants have taken over State Street at the expense of all the social events that used to take place there (Fiesta/Solstice Parade, Wheels & Waves Car Shows, etc.) I work in a hotel and it has been a major inconvenience to our guests to not have the waterfront trolley and the State Street trolley.	Santa Barbara MTD	Met
17	Express buses between Ventura and Santa Barbara	VCTC Coastal Express	Met
18	Impoving the commuter train options is only one part of the puzzle. The other part is connecting SB train stations to other public transport to improve ease of traveling.	Santa Barbara MTD	Will be met
19	Please bring the crosstown shuttle back	Santa Barbara MTD	Met
20	There needs to be more availability in the area of Hollister near Ellwood & Mathilda to serve the hundreds of low-income people without transportation in the multitude of apartments and two mobile home parks. It's a very underserved area, especially for those who are elderly and with disabilities. The lack of transportation and length of time it takes to get to bus stops from home and to desired locations once on the bus keeps many people from receiving the medical care that they need because they can not get to doctors appointments. The door-to-door "uber-like" public transport service that started this year doesn't even cover this area at all. Also, there should be some type of subsidized/free bus passes for people who are receiving services like Medicaid and CalFresh.	Santa Barbara MTD	Met
21	This is probably thinking outside the box, but I think Buellton is a perfect place to create a city streetcar because of the long level streets and close proximity of public spaces and neighborhoods. Also, I htink a lot of commuters would take a commuter train if there was a stop at Mariposa Reina.	Clean Air Express	Met
22	Yes. Please extend daily round-trip Metrolink Trains on the Ventura County Line between Chatsworth and Goleta.	VCTC Coastal Express	Will be met
23	Santa Barbara resident would like faster/express bus from downtown SB transit center to Storke area, west onto Hollister Av -M-F -8/9AM and 5/6PM	Santa Barbara MTD	Met
24	Extend the Wine Country Express to the Casino and adding an additional ADA paratransit bus.	Santa Ynez Valley Transit	Met
25	Provide service to youth in Briar Creek to get to Cabrillo High School and increasing service to the Bridge House shelter.	City of Lompoc Transit	Met
26	Solvang to Lompoc ADA service	City of Lompoc Transit,	
27	Cross town shuttle	Santa Ynez Valley Transit	Met
28	It would be nice to be able to buy the school tickets online and to load them to a phone since my kids forget their bus pass and they constantly forget to buy the bus passes at lunch. Selling bus passes before school would also help.	Unknown	Operational Issue

29	Real-time bus tracking and tap-to-ride for all stops and systems, respectively.	Unknown	Operational Issue
	1. As a Ventura resident who works in downtown Santa Barbara for 16 years, and has to commute daily, a more frequent train schedule would be very helpful for employees who live out of SB County. The current train schedule does not work for workers commuting and a commuter schedule or new metro schedule would help reduce the heavy commuter traffic on a daily basis.		
30	2. There is a dire need for better public transportation between SB County and Ventura County.	VCTC Coastal Express	Operational Issue
31	UCSB offers MTD incentives but they're not enough. Discounts on 10-ride passes would help.	Santa Barbara MTD	General Comment
32	Easy to understand and use tech solutions for paying fares, real-time bus updates, etc.	Unknown	Operational Issue
33	As an avid bicycle commuter, I would like to see bike parking that protects bikes more because I don't want to worry about a stolen bike if I leave it all day.	Unknown	General Comment
	The bus is changing schedules again, making arrivals and departures less convenient than before. Amtrak does not have a very convenient schedule nor locations close to downtown.	Unknown	Operational Issue
34		Unknown	Operational Issue
35	need to paint and clean bus stops, remove graffiti and make shade from sun and better benches, more security at bus stops,	Unknown	Operational Issue
	Please allow dogs. If I could bring my dog, I would take the bus instead of driving everywhere. London and San Francisco (2 places I have lived, so I know of, allow dogs. I'm sure other cities must also.) Santa Barbara is an affluent city with overwhelmingly vaccinated and well behaved dogs.	Santa Barbara MTD	General Comment
36			
	I think fares are fine, even with the recent raise. It is still on par with other fares I have encountered around California (e.g., Los Angeles, Bay Area). I think it would be great if there was an option for having monthly tickets loaded into a phone, or having a more sturdy card that can be read electronically, similarly to student cards. I frequently run into an issue, where my monthly card is unreadable by the machine, and the printed information fades quickly. I had similar issue with 10 ride cards, where at some point the machines would not be able to read them and the bus driver had to use a pen to mark how many rides are still available. The fair capping for tickets bought with the card readers is a good solution, but I cannot show a receipt for them if I get refunds from my workplace.	Unknown	Operational Issue
37			
38	Wifi and the ability to pay by phone	Unknown	General Comment
	The senior 30 day monthly pass just went up to \$30! That's a \$10 jump in price for us seniors. We are seniors on a very limited income. Then Easy Lift just did the same thing-		
39	their rides went up to \$5 per ride! We need affordable senior transportation!	Easy Lift	General Comment
40	I bet if local business had an incentive to encourage public transport we could see some change	Unknown	General Comment
	I find it difficult to find bicycle parking places at many businesses downtown. For example, when I visit my primary care physician at Sansum, there are no bicycle parking		
41	options anywhere nearby. I feel like there should be bicycle parking options on every city block.	Santa Barbara MTD	Operational Issue
42	We need computer busses to and from Santa Barbara	Unknown	General Comment
43	Need more train times for commuters from Ventura	VCTC Coastal Express	Operational Issue
44	I'm not sure if this is currently possible but it would be nice to card tap on and card tap off like what they have in Europe	Unknown	General Comment
45	I know not much you can do but when the homeless camp at bus stops it is hard for me to be comfortable waiting for a bus.	Unknown	General Comment
	It gives me anxiety not knowing which lines take apple pay/credit card because I don't carry cash. Can they all be upgraded to accept card payment and apple pay and maybe		
46	an app to prepay? In other areas I have traveled in CA and abroad, you can prepay and just scan your barcode on your phone	Unknown	General Comment
47	Bring back the shuttles for short distance back and forth routes	Unknown	General Comment
48	MTD is awesome	Santa Barbara MTD	General Comment
49	to connect Hollister and Calle Real shopping areas and roadways, we need several 101 freeway pedestrian & bicycle underpasses and overhead crossings	Santa Barbara MTD	General Comment
	I am submitting this on behalf of our students that attend FitzGerald Community School who have to walk really far to get dropped off near our school. If possible if you create	Santa Maria Regional	
50	a bus route with drop off near Cook and Blosser so they don't have to walk all the way to the Mall.	Transit	Operational Issue
51	Trains!	Unknown	General Comment
52	We need the morning train back	Unknown	General Comment
	I am still new to the area and I am not as familiar with the bus routes or times. More publicized info about the bus routes would be helpful. I love that we have State St free		
53	from car traffic. It's nice to ride home and pick up a meal or a treat on the way.	Santa Barbara MTD	General Comment
54	Lighting at all MTD stops, for evening/early morning safety.	Santa Barbara MTD	General Comment
	Really really like the booster bus routes for junior high and high schools. Would be great if fares were subsidized or lower in some way. Also wish the schedules were closer to		
55	school start times. Having children get up extra early to catch the bus is tough. Thank you!	Santa Barbara MTD	Operational Issue
56	The traffic on the 101 has been terrible for years that the Vista bus often is in traffic or breaks down on the road.	VCTC Coastal Express	General Comment
	No place to really leave a comment? The buses are too big and not used. Smaller buses to suit the needs of the community instead of these large unused buses. Some routes		
57	need to be big but not all. I rarely see a full bus even a half full bus. Why are buses so big? A absolute waste!	Unknown	General Comment
	I think it is crazy that we dont provide free bus transportation for junior high students to and from school. City College and UCSB students qualify for free bus passes, but not		
58	12 year olds trying to get to school? the fact that passes cant be purchased on line either is a huge burden on parents, not to mention the expense. As a community, we can	Santa Barbara MTD	General Comment
59	to better for our students.	Unknown	Operational Issue
60	Yes, some kind of notification system if a bus will be late or skipping a stop at a certain time for some reason.	Unknown	Operational Issue
	I tried buying a buss pass at the Transit Center during the day, it was so hard for me to buy it and I am pretty tech savvy.	Unknown	Operational Issue

61	In nearly all cases, the bus is simply too infrequent to be a viable mode of transportation unless you have no alternatives, 15-30 minute car trips is almost always well over an hour on the bus. A trip from SB to west Goleta (barely 10 miles) becomes a draining, all day affair, whereas that is never the case when driving. If the buses were smaller and ran more frequently, it may become a more practical option for more people.	Santa Barbara MTD	Operational Issue
62	I use the bus somewhat infrequently and when I do use it, I always use an express route to Goleta from the SBCC or downtown area. I have found taking the bus to be an extremely frustrating experience because on multiple occasions the scheduled bus just does not run, and the schedule is infrequent enough that waiting a whole hour really just does not work. About a week ago, I caught the 4 bus from my home on the Mesa to the stop at SBCC. While at SBCC I tracked the next bus every few minutes and saw that it would be arriving in 17 minutes, then 12 minutes, then 5 minutes. When it was due to arrive the time suddenly shot up to 40 minutes. I was several miles from my home and the scheduled bus was just no longer coming. Not only was I now late to my destination, I had to walk home and arrange other transportation. This is not the only time this has happened to me. The later buses on this route frequently do just disappear. This has happened to me frequently enough that I typically called the transit office to make sure the bus I want is still running before I make travel plans. The SB MTD is SO unpredictable that it really is not an option for transportation. You should be aware of this. It is terrible to pay a fare, walk to the stop and then be forced to give up plans and walk home because the scheduled bus disappears.	Santa Barbara MTD	Operational Issue
63	I currently ride the clean air bus at least 3 days a week to goleta and then take the MTD from Goleta to UCSB. I do not take the #28 shuttle in the morning since the drive never starts the ride till 7:15am. So I pay the fee to the #11 to get to campus so I am not late. I really wish that the #28 could start its first run at least by 6:45am. That would be so much more helpful if it was at all possible. Please then I would ride it 5 days a week instead of just 3. It gets to expensive for me to do it more than just the 3 days.	Clean Air Express	Operational Issue
64	VCTC did an awful job with the new schedule this past November 2025. The new scheduled routes are never on time and some of the drivers are confused on what a flag stop is.	VCTC Coastal Express	Operational Issue
65	I would like there to be a safe walkable or bikeable trail between locations in Buellton and on to Solvang and Santa Ynez that is not on Hwy 246, eg. the River Trail being proposed.	Santa Ynez Valley Transit	General Comment
66	Would like to see bus offerings that occur during late morning, afternoon and maybe nighttime.	Unknown	General Comment
67	Public Transportation should be available especially during the night time and at late hours!	Unknown	General Comment
68	We are experiencing constantly late busses on Tuesday and Thursday mornings (our late start days). Students are anywhere from 2-10 (and last week 30 minutes) late to class because busses are arriving late. This is causing a serious impact on their learning and a distraction to the teacher/class as a whole. Separately, the increase in youth fees was substantial and disappointing that youth have to pay so much just to get to school (the ones who don't qualify for free/reduced).	Santa Barbara MTD	Operational Issue
69	First of all, I appreciate the bus line and the drivers, whom I have always found to be courteous, understanding, and professional. I have always felt safe on the bus and it is usually exceptionally clean. I think of myself as a pedestrian first and foremost, though I am also a biker and a frequent bus rider. (I drove in the past but no longer do for medical reasons.) I have family members and loved ones who are e-bikers, bus riders, Amtrak commuters and drivers. I feel strong interest in the safety and efficiency of the SB transit system and I have a lot to say on the matter, so forgive me if I use numbered points and captions to try to organise this for the reader. 1. I live out by Ellwood School and the 25 is the only bus line that comes by my house. Since it leaves only once an hour it is inconvenient for scheduling certain trips. And if you miss the bus it is very annoying. The other stops are over a mile away and it takes about an hour to walk to them, so if you miss your bus you are out of luck. Anyway, if the 25 came twice an hour that would be completely transformative.	Santa Barbara MTD	Operational Issue
70	2. I haven't used the Wave yet but I think it sounds good and I just think it is important not to let new approaches undercut the old system. aka Don't defund the buses!	Santa Barbara MTD	General Comment
71	3. Speaking of not endangering the old system, I encourage those of a reforming temperament to be cautious in eliminating older, low-tech aspects of the system. I always use paper tickets and texting the 41411 number for the time estimate. (The recent outages of this system have been most inconvenient.) I do not use the app, as my phone does not have enough data and battery life to make using the app workable. I don't expect that to change any time soon. I'm sure there are many people who share my situation. Nor should we force smartphone ownership on everyone as if it were a condition of citizenship.	Unknown	General Comment
72	4. Combat the stigmatisation of e-bikes. Old people love to hate on e-bikes because they are completely carcentric in their thinking. They characterise e-bikes as horrible and dangerous—totally forgetting that cars are a thousand times worse. They seem to accept the killing of pedestrians by cars as just a natural, normal part of life. Ebikes are basically the only thing that has replaced cars and if you over-regulate, over-police, and demonise e-bikers all that will happen is that they'll go back to cars. The unsafe riders among them will become unsafe drivers and the average pedestrian will be no better off. I get that a lot of young people do stupid things on e-bikes but I really really think people need to stop overreacting. E-bikes are working to take cars off the road. For instance I was taking the bus one day at stop 278 around fiveish and there were five adult men also waiting. Three of them had e-scooters or e-bikes and when the Clean Air Express bus stopped by they shoved their folded bikes into the cargo hold. Then they all went off to Santa Maria or Lompoc or wherever the bus was headed. Anyway, this is a great example of taking cars off the road as I think it's safe to infer that they are using ebikes in their commute because CAE is not in walkable distance from their ultimate destination. Hence ebikes are making it possible for them to use CAE.	Clean Air Express	General Comment

73	<p>5. STREETCARS Pedestrianisation is the best thing to ever happen to State Street— but even better would be to blend the pedestrianisation with a streetcar—a.k.a. revive the original tram line! My ideal transit change would be to put a streetcar to run all along State and Hollister.</p> <p>There are a couple reasons for this.</p> <p>A. POPULARITY For whatever reason people LOVE streetcars/trams/lighttrail. Is it because people love trains? Is it because of the security people about where the car is going? Is it because people like to fantasize about being in a big city or in the past? Does it feel like an amusement ride? Whatever the reason, it is strong. This is the kind of thing that makes people get on a trolley car just to go around in a circle (e.g. The Grove tram)</p> <p>B. STEREOTYPE IMMUNITY Somehow anything on rails is immune to the negative stereotypes about public transit. Lots of those too snobby to ride a bus would take a State Street tramline. In fact I think it is possible that the positive image of the tram might boost the image of the entire transit system for some. We might as well take advantage of that good PR.</p> <p>C. STREETCAR AS CITY STATUS ITEM Even non-riders may be more positively inclined towards the funding and tolerant of the disruption of construction. Property owners and developers see the streetcar is seen as a Europeanizing status item for a city and a worthy investment. It is both modern and futurist while being old fashioned and traditional, so it satisfies two usually conflicting groups with the same item. D. GEOGRAPHICAL ADVANTAGE The narrow corridor of State-Hollister runs the length of Santa Barbara and Goleta and would put a huge percentage of the population in walking or biking distance of it. Putting it in benefits the cities and neighbourhoods pretty equally. Its path would pass near hospitals, schools, and major work places and might expand ridership. It would be an ideal high frequency line in an Access model system (see below).</p> <p>E. BOLDNESS The expansion of housing in this city is going to create a traffic nightmare and we need bold solutions. I have lots of ideas of how to increase ridership (I'll share them later) but I think a bold solution would change from a Commute Model to an Access Model (see next section).</p>	Santa Babara MTD	General Comment
74	<p>6. COMMUTE VS. ACCESS The bus system is currently organised on the Commute Model. Various lines run to destinations like hospitals and colleges and back to try to serve specific as replacements for specific work or educational commutes. Hence a bus line connects SBCC and UCSB, UCSB and downtown, Carp or Goleta and downtown. Tickets and fares are designed for one fixed, regular destination and schedules anticipate morning/evening travel patterns..</p> <p>This model of transit has been criticised by feminists for treating a 20th century masculine paradigm as a universal model. Female travel patterns tend to be multi-destination and irregular (e.g. groceries, daycare, pick up dry cleaning, visit someone, etc. The errands may change from day to day and may even evolve as the rider is in transit. The timing of the errands runs throughout the day peaking in late morning and early afternoon. In short, this is the opposite of the commute model and it is not served well by it. On the Commute Model every one of these errands is a separate destination and will be billed as such. The times and routes tend to make for awkward connections. Spaces that fall between final destinations end up being underserved.</p> <p>By changing to an Access Model we would prioritize reach and speed across the system rather than prioritising fixed commutes that require no transfer. For instance, if we run frequent service lines to intersect with an array of infrequent service lines this gives the ridership much better access. They will have to make a connection but at least one of the lines will be a short wait time, guaranteed. The expectation of at least one transfer isn't such a bad thing if the rider feels confident that they will not be left waiting for a long period of time. This is the kind of security people feel when taking the metro or subway systems. They know they'll need a transfer but it doesn't feel the scary—no danger of abandonment or uncertainty. This type of system also lets people ride with flexibility—they can switch destination mid journey, or decide to go without consulting the schedule. Currently the x15, x12, and x20 will all take you from somewhere in Goleta or IV to somewhere in downtown SB. A majority of the ride is on the freeway. But since these all start and end at different places it doesn't give the rider better frequency of the sort that can be easily worked into a transfer. (Trust me, I've tried.) If these were consolidated into one crosstown high frequency line that intersected at various points with lines going to UCSB, SBCC, and other destinations then all passengers would benefit from the frequency of the crosstown line.</p>	Santa Barbara MTD	General Comment
75	<p>Since bus line #3 in Santa Barbara serves Cottage Hospital, Ridley Cancer Center Sansum on Puebli, Sansum on State St., Sansum on Hitchcock Way, Sansum on Pesetes Ln & Sansum on Foothill... it's rigid- rushed drivers, poor bus tracking signals to the app, massively different timings than posted times, is causing missed appointments and suffering to the seniors and disabled community. I do have concrete suggestions. To who can I write my concrete suggestions. Speaking to the manager at the MTD transit system has not helped. Should I be writing to my local supervisor or congressman? Thank you for a concrete response.</p>	Santa Babara MTD	Operational Issue

	<p>The Clean Air Express 7:15 AM Northbound Midday Connector from Santa Barbara to Santa Maria could benefit from a very minor change: add one additional stop at the CrossRoads Shopping Center stop in Santa Maria (at about 8:43 AM).</p> <p>This would allow a connection to the new SMRT 210 express service to San Luis Obispo. Travel from Santa Barbara to San Luis Obispo would take just over 2.5 hours; FASTER than Amtrak, at 1/5 the cost, arriving before 10 AM.</p>	Clean Air Express	Operational Issue
76	<p>Lives in Oxnard, Faster / express bus from Ventura county to Storke/West end of Hollister that doesn't stop everywhere in Goleta along Hollister - it adds "an hour" -M-F -7:30/8 to 4/5PM</p>	VCTC Coastal Express	Operational Issue
77	<p>-Visually impaired, lives in Buellton and rides CAE—would like to ride in Goleta but needs dial-a-ride -Needs a way to get a bus ticket in Buellton besides mailing or going to Lompoc -Used credit but gets reimbursement from work -No way to know when bus is late, would like an app to check -Bus doesn't stop by the covered stop</p>	Clean Air Express	Operational Issue
78	<p>-UCSB student lives in San Roque -would like an express bus to get to SR area so she doesn't have to bike -Strongtowns member -11x type service to be faster than 11</p>	Santa Barbara MTD	Operational Issue
79	<p>-Isla Vista Community Services District -Parking enforcement program beginning in April to discourage cars, more bus service, continue WAVE -need a regional connector; access to train -convenient ways to get downtown -bus stop improvements in general -people driving quickly by Bath and De la Guerra</p>	Santa Barbara MTD	General Comment
80	<p>would like higher frequency for #7 bus and in general -electric scooters are not allowed on MTD so needs to find another way -Behavior wellness: losing transit passes is an issue for people</p>	Santa Barbara MTD	General Comment
81	<p>-stop on Maple between senior center and apartments (Alisal and Pine) -new complex at Alamo Pintado</p>	Santa Ynez Valley Transit	Operational Issue
82	<p>Suggested extending fixed route operations, citing an instance where 15 passengers needed a ride home after the service ended.</p> <p>Based on his morning shifts, passengers are unhappy with the current system. He described a complicated transfer process for an elderly rider getting to Sansum and noted that some bus stops are unsafe and inadequate for seniors.</p>		
83	<p>Saturday microtransit is not busy and elderly people do not use the service Clarified what qualifies as an "unmet need," referencing a previous successful effort to provide service to the Bridge House shelter.</p> <p>Monthly passes for students at Hancock College are not available for micro transit</p>	City of Lompoc Transit	General Comment
84	<p>Citizens are able to use EBT for bus passes, it was clarified that bus passes can be obtained through caseworkers for EBT users. Expressed concerns that the new system is not suitable for Lompoc's elderly population, who he feels will not use apps. He noted that customers are finding alternative transportation methods.</p> <p>Microtransit is better suited for largier cities. Operational difficulties include frequent stops to update a tablet and tripling of paperwork.</p>	City of Lompoc Transit	General Comment
85	<p>Suggested adding two additional fixed routes. He also proposed the Blue Line be extended to Old Town.</p>	City of Lompoc Transit	Operational Issue
86	<p>Inquired about how other drivers feel regarding the new system. Richard Fernbaugh responded that a separate driver meeting would be held.</p>	City of Lompoc Transit	General Comment
87	<p>the new system's route and times make it difficult for her to get to the hospital, requiring three bus transfers or a taxi.</p>	City of Lompoc Transit	Operational Issue

88	Concerned about the reduction of ADA buses from three to two, forcing her to find alternative transportation home.	City of Lompoc Transit	Operational Issue
89	Asked why Saturday service and fixed routes ending at 4 p.m. were discontinued, would like a fixed route on Saturday. She expressed concerns about the \$2 Saturday micro transit price being prohibitive and that the service is not door-to-door, and ADA service ends after 5 p.m.	City of Lompoc Transit	Operational Issue
90	Service to Santa Maria High School is currently unaccommodating to students, considering both the 81 and 4 arrive or scheduled to arrive (referring to the 8am time table) AFTER 1st period begins, guaranteeing the student will be late. The only alternative would be using the 7:15 timetable, which, as I see it, defeats the point of later school start times fought for just years ago. I understand this scheduling is in order to provide time for transfers at the TC, so even just a school tripper service would be highly appreciated. And I'm sure the Transit Division will always aim for this when possible, and that for budgetary reasons they may not, but more frequent and reliable service could certainly be reasonable. It always burns when I miss my bus and will be waiting 45 minutes for the next one.	Santa Maria Regional Transit	Operational Issue
91	Appreciate the electric buses and less fumes to make life unpleasant!	Santa Maria Regional Transit	General Comment
92	If possible, have one route go the length of Broadway, from [unsure] to end (Orcutt)	Santa Maria Regional Transit	Operational Issue
93	<p>BRT (Bus Rapid Transit). Buses and bikes will share some lanes. I'm willing to give it a try.</p> <p>Google is about 95% accurate for trip planning.</p> <p>You are working on a debit card tap-to-pay system. SLO and Santa Barbara are also.</p> <p>I suggested seasonal service to Santa Ynez and Solvang. Perhaps once every 4 months would be useful in providing access.</p> <p>I encouraged you to make bus stops elderly friendly. Your "bikini" bus stops provide little coverage from the sun and rain. You said that elderly friendly means homeless person friendly. I challenged you to work with city police to find solutions to homeless people presence/needs without resorting to making facilities that are hostile to elderly and others. I suggest that you invite local architectural students to design stops using materials other than Aluminum. I have an interlocking compressed earth block machine that can be used to make blocks and handsome shelters.</p> <p>I'm glad to see that you are planning and preparing to move Main Street bus stops from mid block locations to just past intersection locations. This reduces the number of people crossing streets at unsignalized non-crosswalk locations. I might say that mid-block crosswalks are inherently safer than intersection crosswalks. So, an improvement would be to add mid-block cross walks. We hope to see improvements on Broadway as well.</p> <p>I asked for bus service to Hagerman for connecting with the Clean Air Express.</p> <p>I asked for coordination of schedules with the Amtrak train in Guadalupe and the "Guadalupe Flyer" bus service.</p> <p>I asked for additional bus service to Santa Barbara including weekend service. There are far fewer choices than routes to SLO.</p> <p>I suggested larger route numbers on the bus stop signs.</p> <p>suggested promoting SBCAGs monthly raffles for active transportation commuters. Try putting notices on busses and in your social media.</p> <p>I suggested artistic bike lockers at the Bus Station and Hagerman. A tool post would be nice also.</p> <p>I asked for consultation with MOVE and local active transportation advocates before making facility changes that affect bicyclists. We are disappointed in the installation of many bollards at the bus station. The one at the entrance to the bike path prevents movement of cargo bikes. You said you implemented these because of the many Ebikes zipping through the station.</p> <p>I asked for no autonomous shuttles on multi-use paths.</p> <p>We would also like to see room for 6 bicycles on each of your long distance buses (SLO 210, Lompoc, Santa Ynez, Los Alamos, ...). The RTA 10 has them. I have 2 students who commute from Lompoc with their bicycles. I don't want them to be denied a spot. Have you up-dated your SLO 210 and other long-distance services to have similar policies to the RTA 10 such as allowing bicycles on the last run back to Santa Maria?</p>	Santa Maria Regional Transit	General Comment

Points of view from my perspective that I would like you to consider.

First: Add a route that covers all of Blosser. Given that there is a large store there, Walmart, and the doctor's office next door, it's also worth mentioning that there is a police station and some businesses nearby.

Second: Routes like 4 and 5 should have a little more time allocated. This is because they are very long routes, and the buses arrive and leave almost immediately. (Operators need time for restroom breaks).

Third: Add benches and lights at the bus stops. Also, keep the signs (posts) clean and provide trash cans.

Fourth: It would be great if you added a Route 9B since the current one is delayed because of the school and is more than 25 minutes late. The same applies to Route 2B.

Also regarding:

The bus stops in Lompoc, Los Alamos, and the Casino (Solvang) need attention.

The app for QR code payments doesn't work very well, and many people don't know how to use it. Many take screenshots knowing that the operators won't notice, but they do. I think you should update to payment methods like Apple Pay.

Also, the restrooms at the Santa Maria Transit Center should be opened early on weekends, when the buses start running. This is because recently the earliest route is the one to Guadalupe at 5:30 am, and the restrooms don't open until 8:30 am. This causes the operator and passengers to wait for them to open.

Buses with numbers ending in 178 and 167, among others, should be retired. These cannot be repaired and have DEF (Diesel Exhaust Fluid) problems, and the exhaust fumes enter the interior of the bus, which is harmful and toxic to operators and passengers. This causes headaches and nausea.

If you read this, thank you. I am a resident who wants to see my city improve.

Santa Maria Regional
Transit

Operational Issue

APPENDIX D: SBCAG RESOLUTION

RESOLUTION OF THE SANTA BARBARA
COUNTY ASSOCIATION OF GOVERNMENTS

TRANSIT NEEDS ASSESSMENT)
FINDINGS OF UNMET NEEDS AND)
REASONABLENESS TO MEET)

RESOLUTION NO. 26-12

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 hybrid public hearing consisting of in-person and virtual public participation on December 2, 2025 and an in-person public hearing on December 3, 2025, 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 October 16, 2025 the City of Lompoc Transit (COLT), and on December 4, 2025 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 2026 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 2026/27 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 2026/27 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 2025/26. (PUC § 99400(a), (f)).

PASSED AND ADOPTED this 21st day of May, 2026, by the following vote:

AYES: CHAIR NELSON, VICE CHAIR SILVA, DIRECTORS BROWN, CLARK, HARTMANN, JULIAN, LAVAGNINO, LEE., MOSBY, PATINO, PEROTTE, ROWSE

NOES: NONE

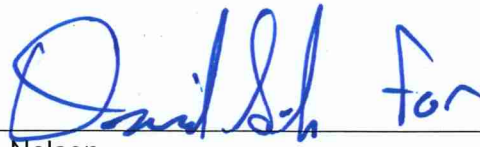
ABSENT: DIRECTOR CAPPS

ABSTAIN: NONE

ATTEST:



Marjie Kirn
Executive Director
Santa Barbara County
Association of Governments

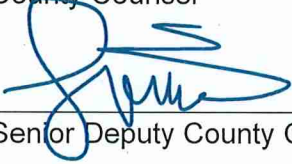


Bob Nelson
Chair
Santa Barbara County
Association of Governments



Date

APPROVED AS TO FORM:
Rachel Van Mullem
County Counsel



Senior Deputy County Counsel

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 October 16, 2025

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 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 similar services provided; and
4. The proposed service would not cause claimant to incur expenses in excess of the maximum allocation of TDA funds:
 - a. For services contained entirely within a jurisdiction or transit district operating a transit service, the maximum allocation of TDA funds refers to those funds allocated to that district or jurisdiction, and
 - b. For services serving multiple jurisdictions or those operating outside of a transit district, the maximum allocation of TDA funds refers to those allocated to all jurisdictions or districts involved and prorated to the level of service to be operated within each TDA recipient's jurisdiction or district.
5. The proposed service is projected to reach the farebox recovery ratio requirement within three years for TDA funded services in place through law, regulation, or executive order at the time the finding is made.