

Transit Needs Assessment 2025

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Santa Barbara County Association of Governments

Transit Needs Assessment 2025

Project Staff

Marjie Kirn

Executive Director

Michael Becker

Director of Planning

Maya Kulkarni

Transportation Planner



Santa Barbara County Association of Governments

260 North San Antonio Road, Suite B

Santa Barbara, CA, 93110

(805) 961-8900

www.sbcag.org

Santa Barbara County Association of Governments

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TRANSIT USERS FROM NORTHERN SANTA BARBARA COUNTY	Townley, Jan

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EXECUTIVE SUMMARY

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

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 5, 2025 SBCTAC meeting, SBCAG staff presented a summary of the feedback received from the public. The summary included comments from the SBCAG virtual public hearing, Santa Maria Regional Transit (SMRT) and City of Lompoc Transit (COLT) unmet transit needs workshops, and all comments received by online survey, email, phone, or mail during SBCAG’s public comment period.

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

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

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

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

impacted transit in the region. Transit agencies are burdened by staffing shortages following the pandemic. 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 2024/25 cycle, SBCAG finds that there are no unmet transit needs, per the SBCAG-adopted definition of unmet transit needs and the reasonable to meet criteria. With this finding, all jurisdictions receiving TDA funds, may use FY 2024-25 TDA funds for non-transit purposes as requested. This finding, however, does not preclude agencies from voluntarily coordinating to fulfill any of the other requests for new or expanded service. If implemented voluntarily, the requests can provide direction for improving transit service in Santa Barbara County.

CHAPTER 1. INTRODUCTION

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

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

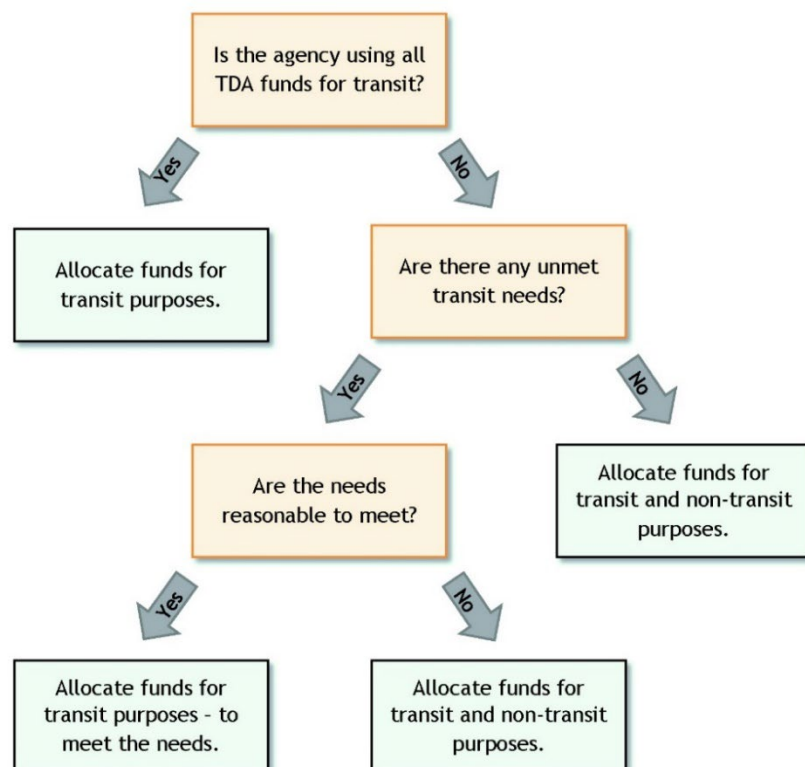
If a claimant requests to use LTF funds for streets and roads purposes, SBCAG must first determine whether or not there are unmet needs that are reasonable to meet within the claimant’s jurisdiction. To make this determination, SBCAG must perform an assessment of regional transit needs. The assessment,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

- Consult with the Social Services Transportation Advisory Council (SSTAC) established pursuant to PUC Section 99238. Santa Barbara County’s SSTAC is the Santa Barbara County Transit Advisory Committee (SBCTAC).
- Identify the transit needs of the jurisdiction(s) that have been considered as part of the transportation planning process, including the following:
 - An assessment of the size and location of identifiable groups likely to be transit-dependent or transit-disadvantaged, including but not limited to young adults, the elderly, the disabled, including individuals eligible for paratransit and other special transportation services.
 - An analysis of the adequacy of existing public transportation and specialized transportation services, including privately and publicly provided services, to implement the plan to meet identified transit demand.
 - An analysis of potential alternative public transportation and specialized transportation services and service improvements that would meet all or part of the transit demand.

- Identify the unmet transit needs of the jurisdiction and those needs that are reasonable to meet.
 - Conduct at least one public hearing for the purpose of soliciting comments on unmet transit needs that may exist within the jurisdiction and that might be reasonable to meet by establishing or contracting for new public transportation or specialized transportation services or by expanding existing services.
- Adopt by resolution a finding for the jurisdiction after consideration of all available information that:
 - There are no unmet transit needs,
 - There are no unmet transit needs that are reasonable to meet, or
 - There are unmet transit needs, including needs that are reasonable to meet.

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

Figure 1: Transit Needs Assessment Flowchart



CHAPTER 2. CONSULTATION

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

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

SBCTAC was established as Santa Barbara County's SSTAC in 2002 in accordance with PUC Section 99238.¹ 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 2025 Transit Needs Assessment process on October 2, 2024. SBCTAC discussed options for and provided direction on the public outreach strategy. The committee approved the format of the public hearing, and reviewed the type, design, and distribution of public outreach materials (Appendix A).

SBCTAC received a presentation on February 6, 2025, 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.

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

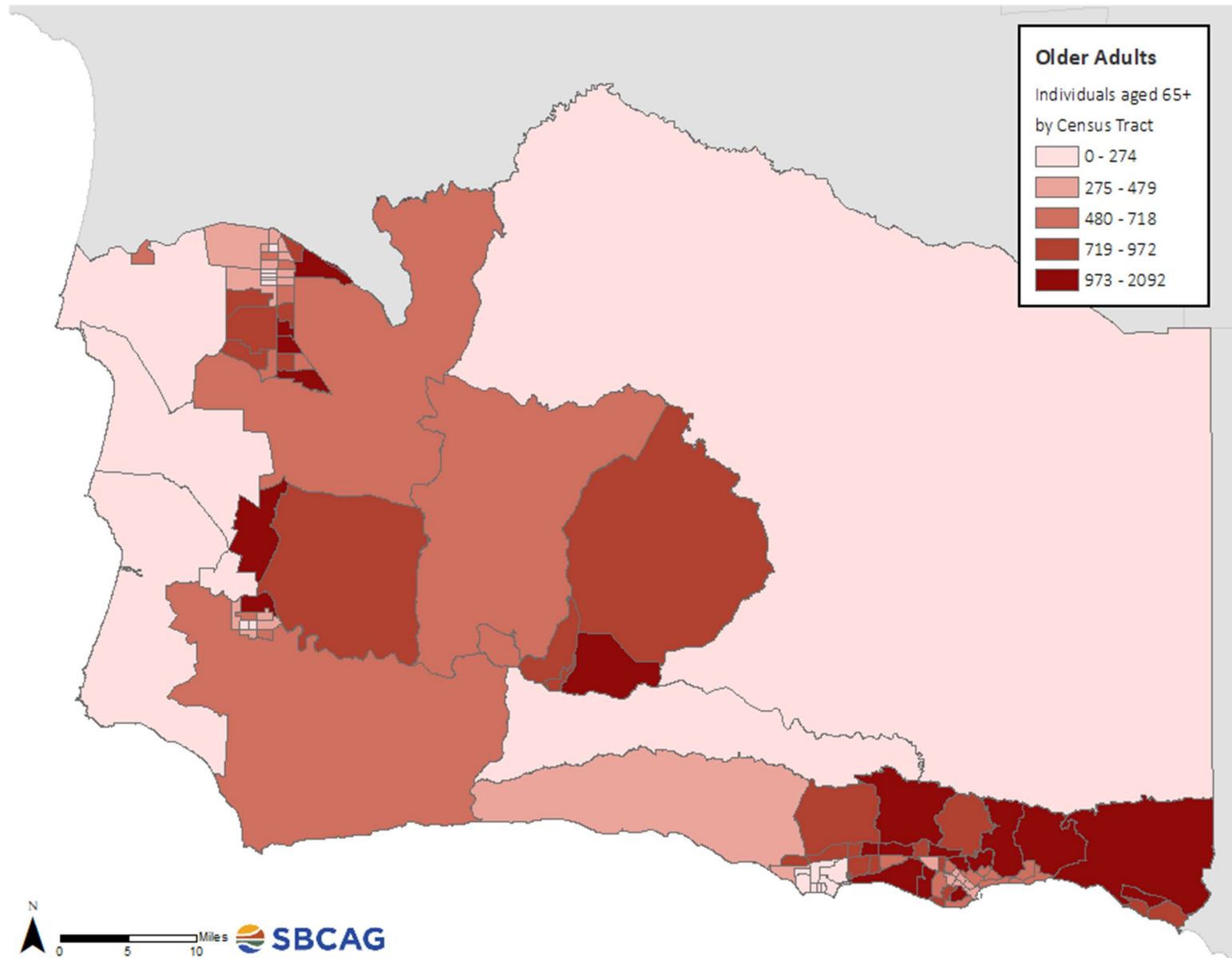


Figure 3: Older Adults (Age 65+) – South Coast

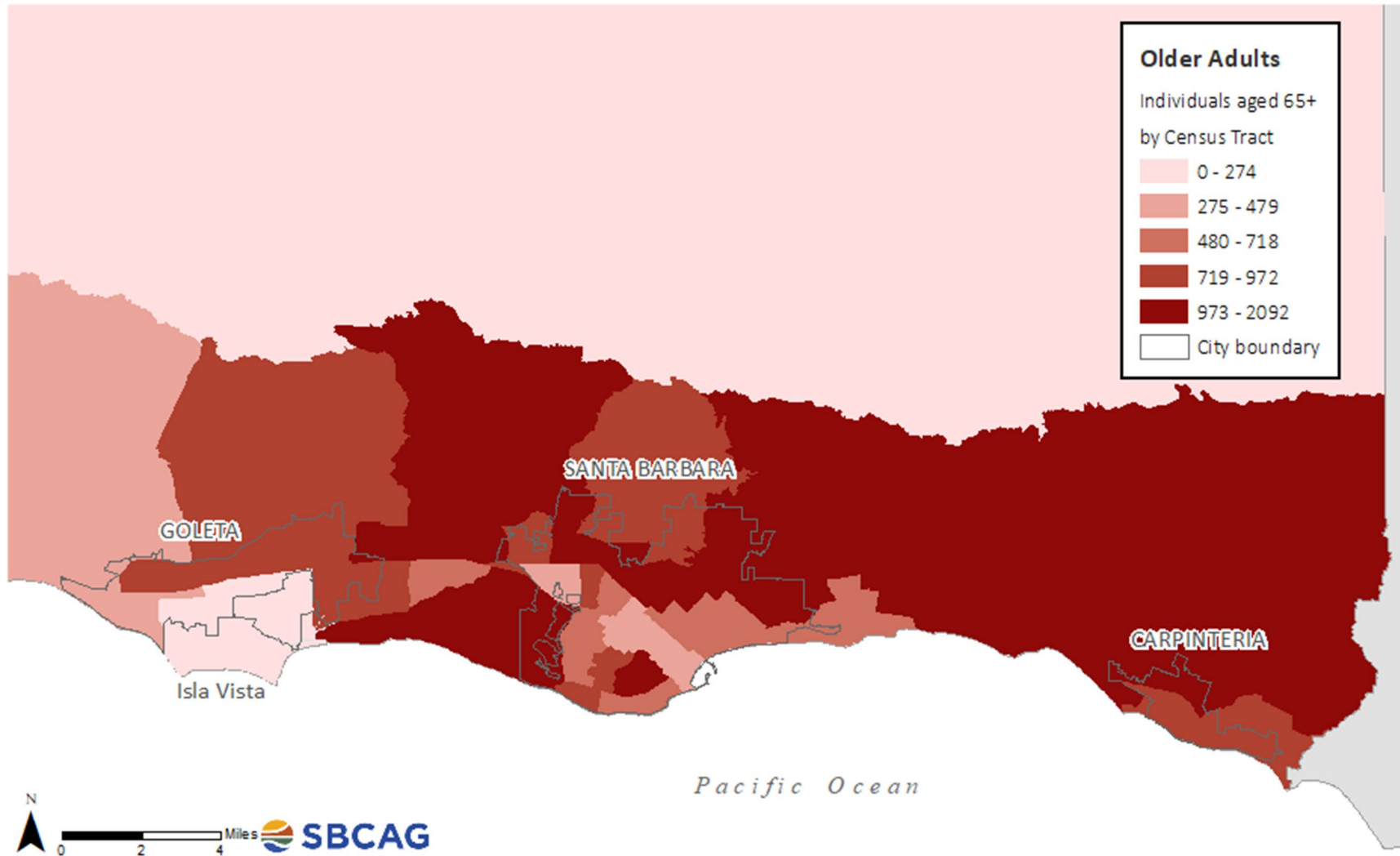
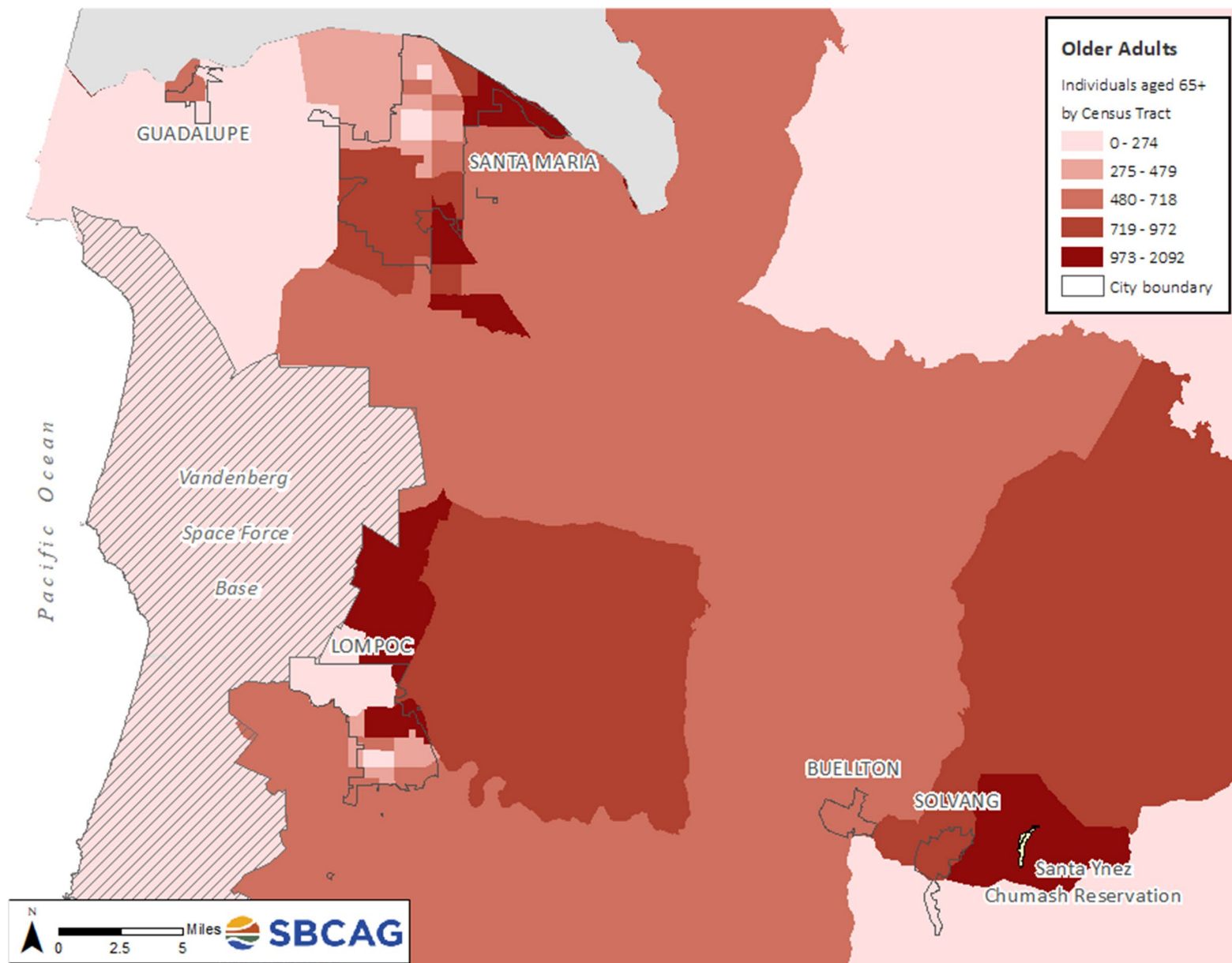


Figure 4: Older Adults (Age 65+) – North County



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

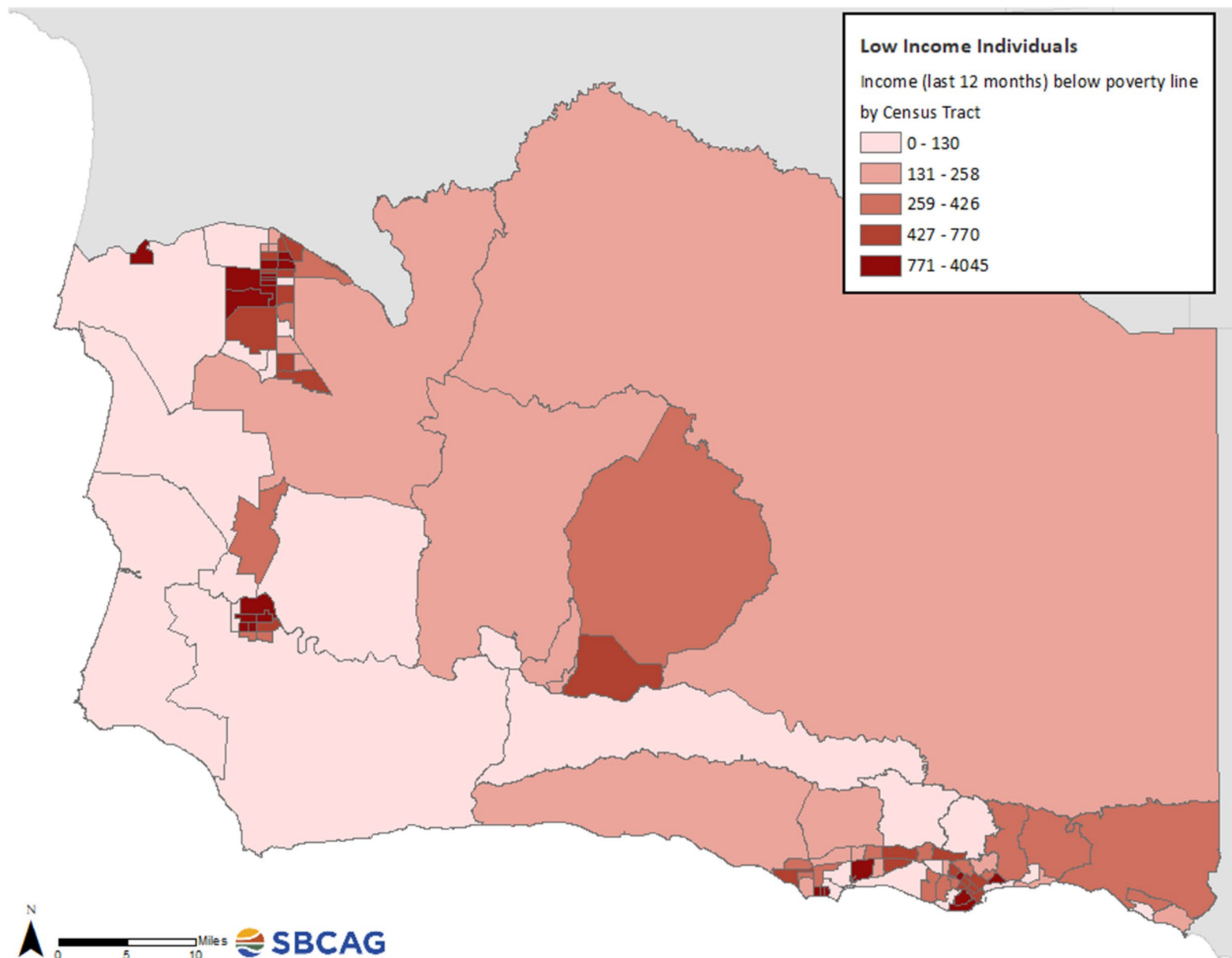


Figure 6: Low-Income Communities – South Coast

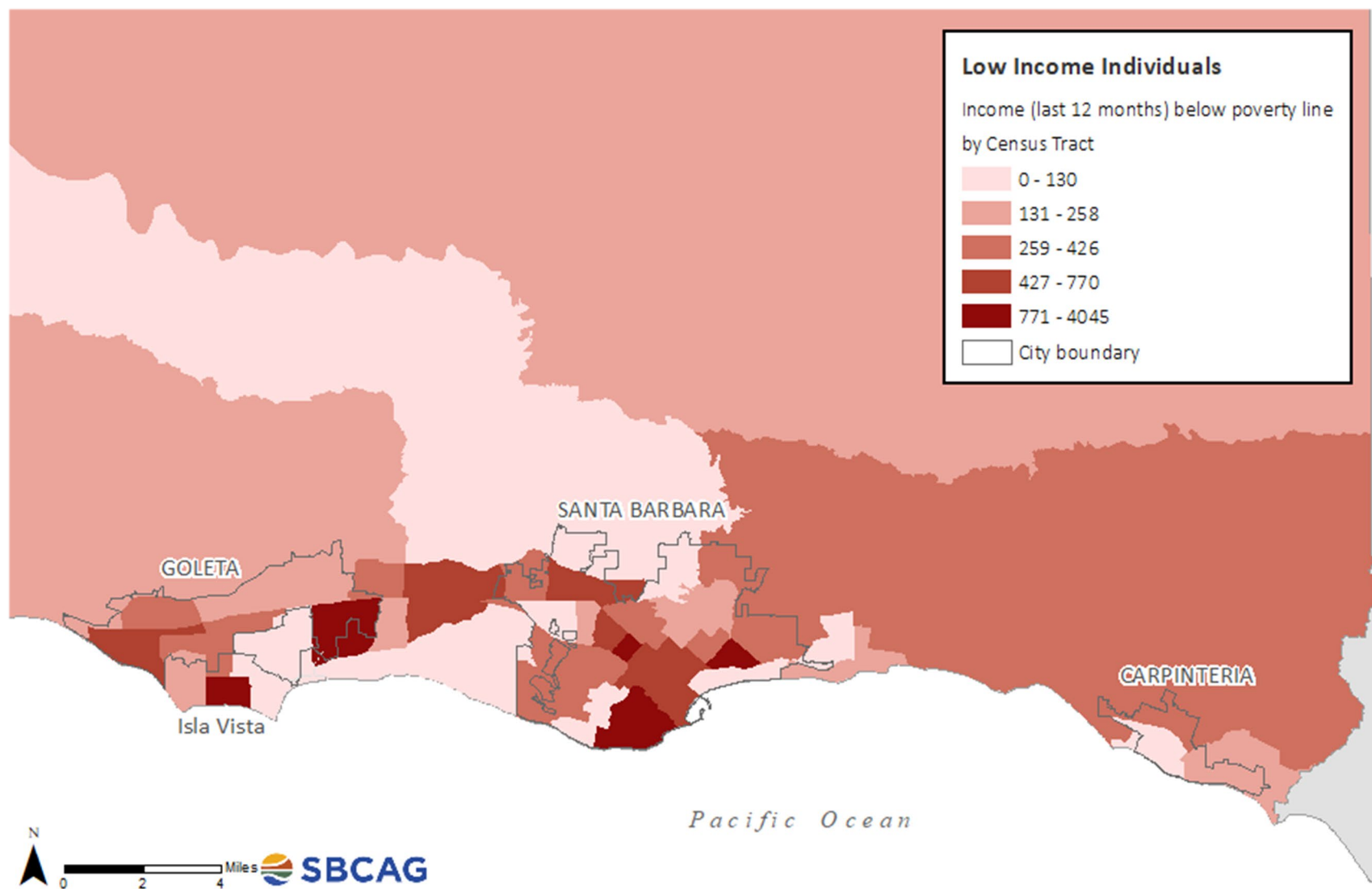
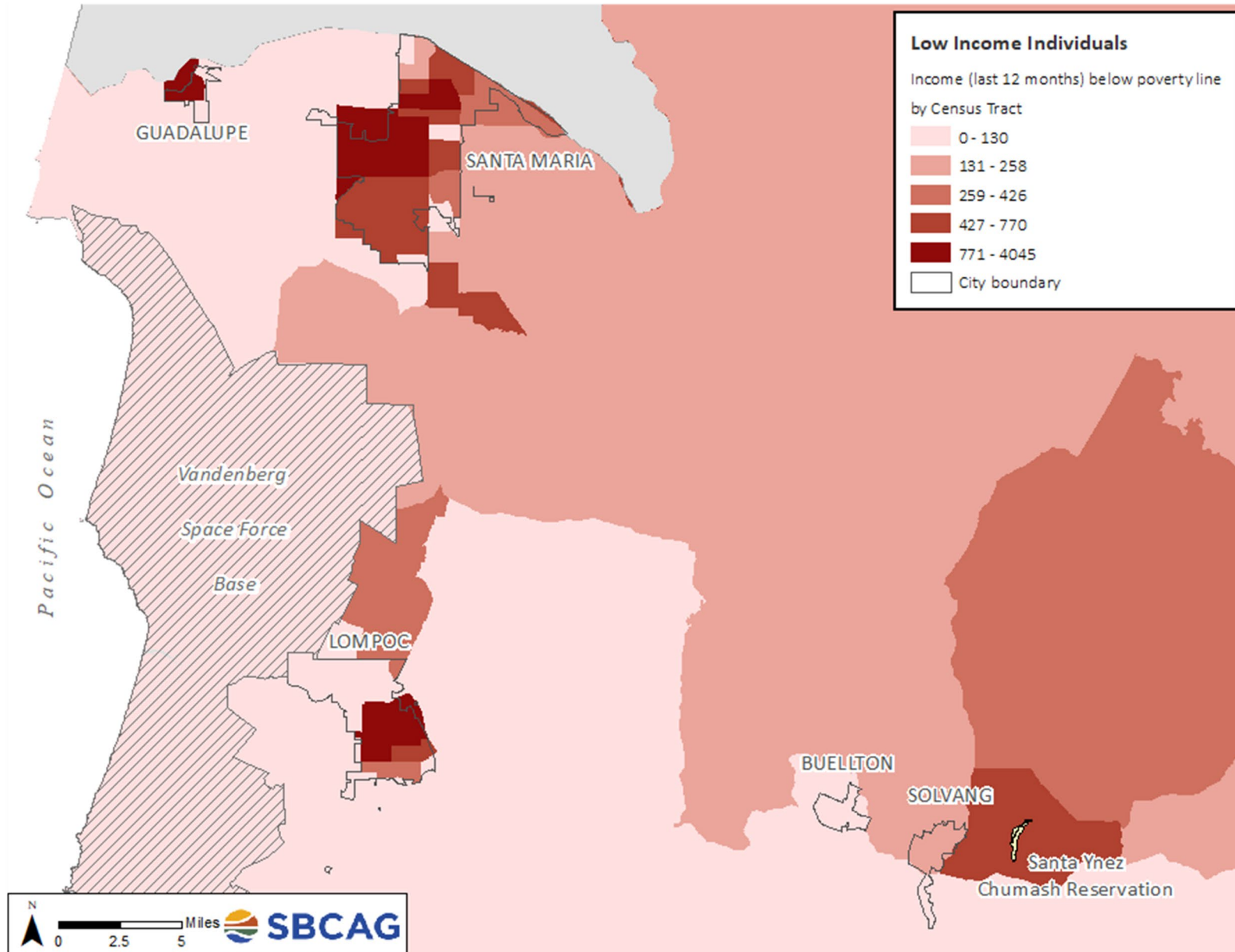


Figure 7: Low-Income Communities – North County



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

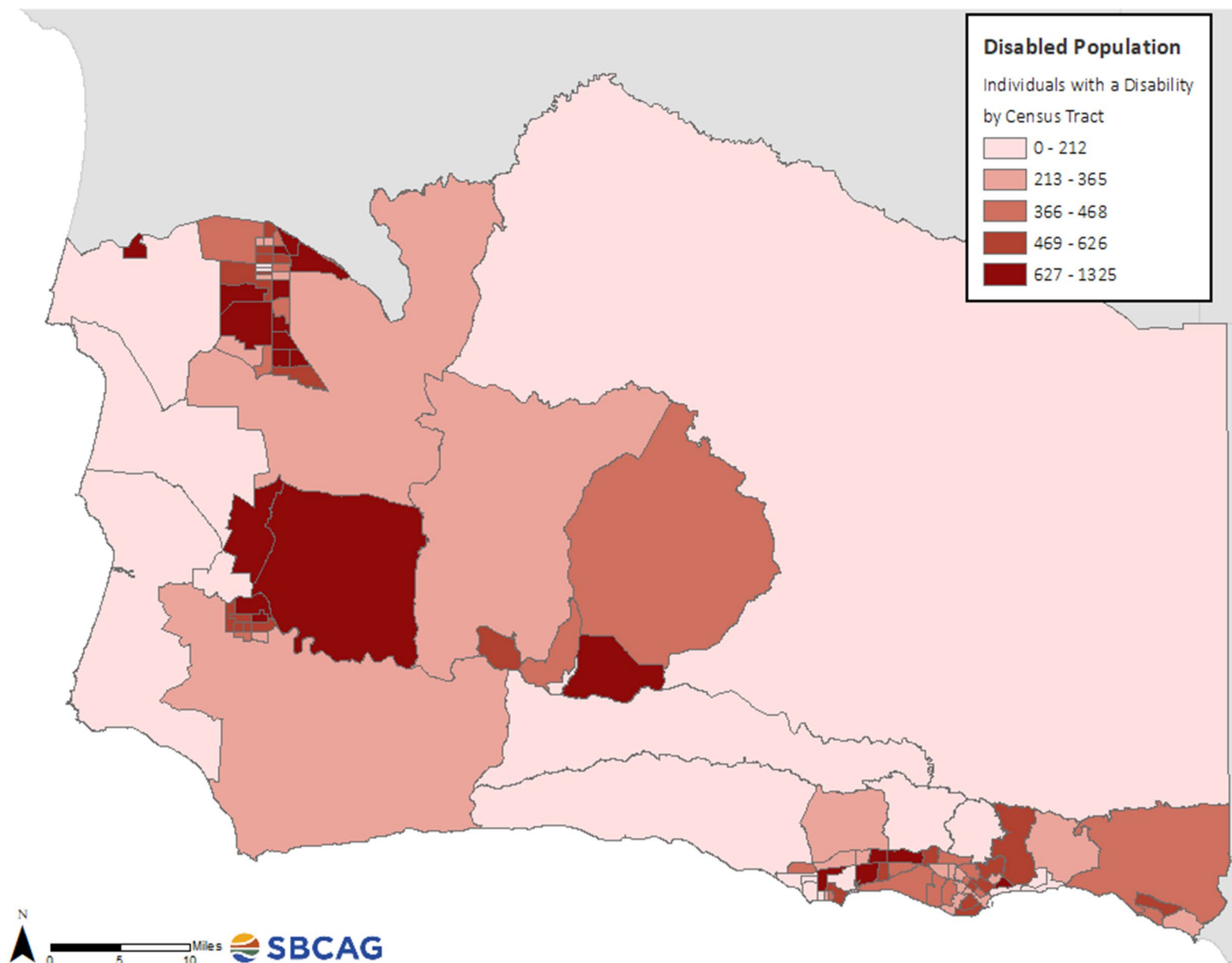


Figure 9: Disabled Population – South Coast

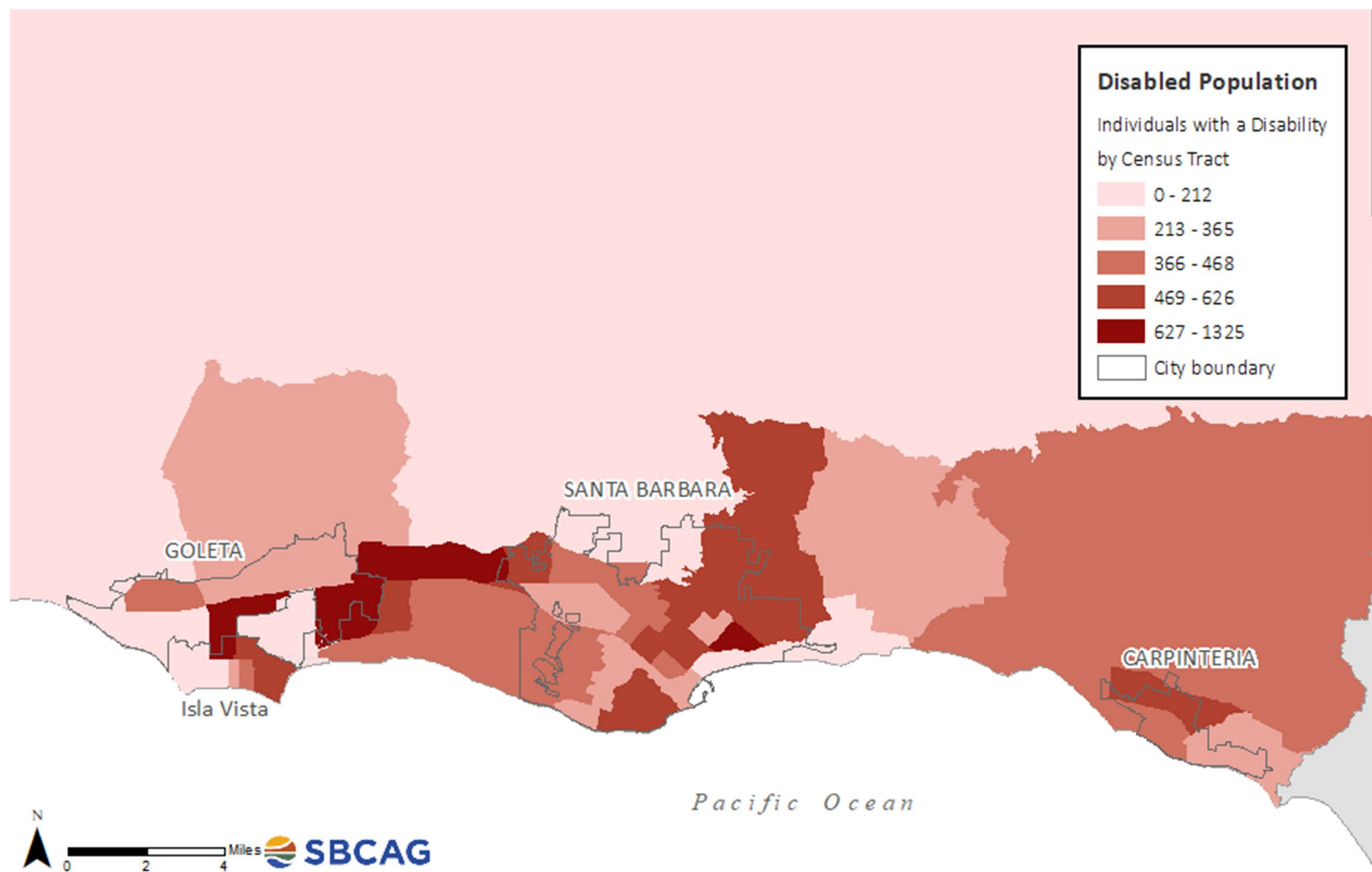
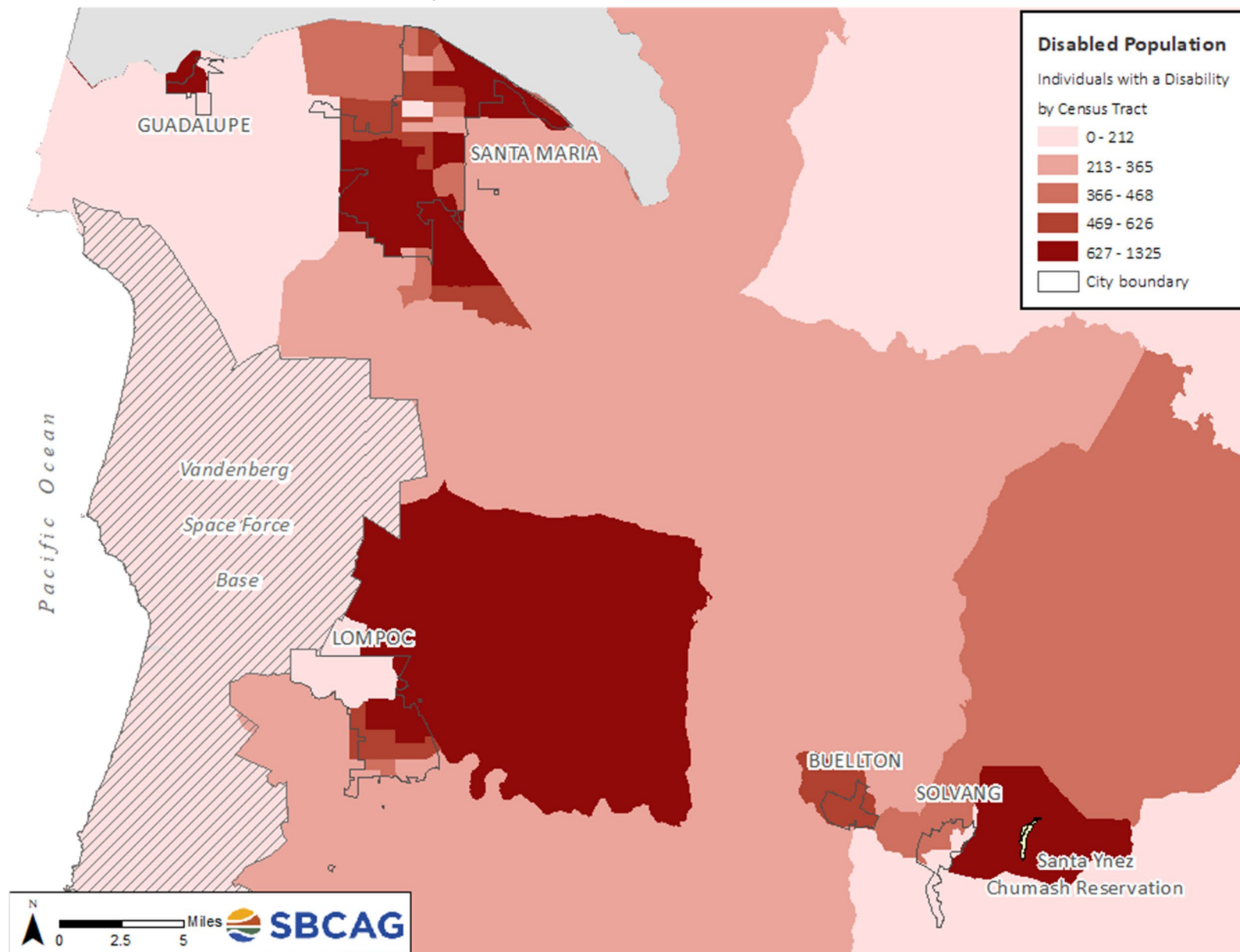


Figure 10: Disabled Population – North County



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

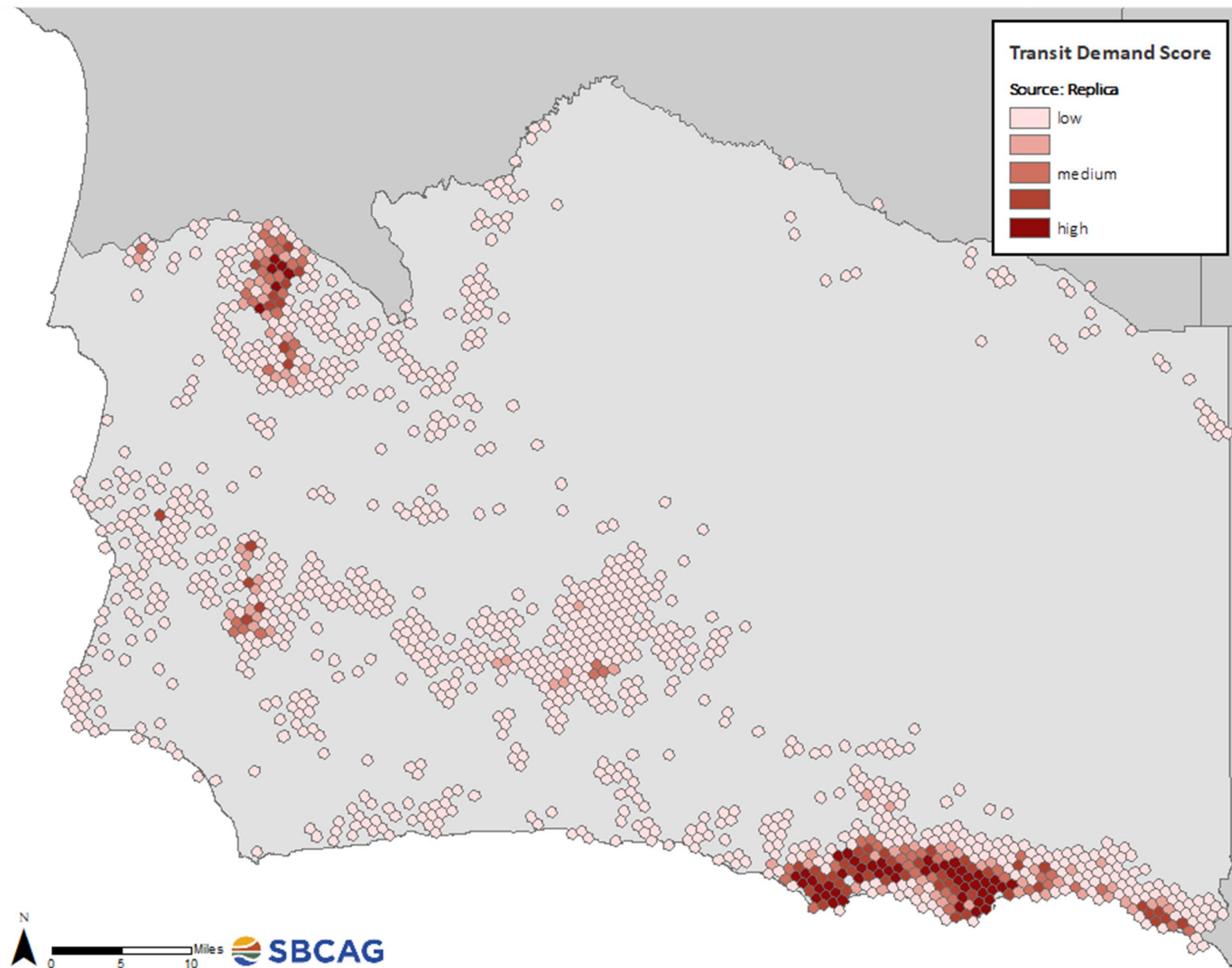


Figure 12: Transit Demand Score – South Coast

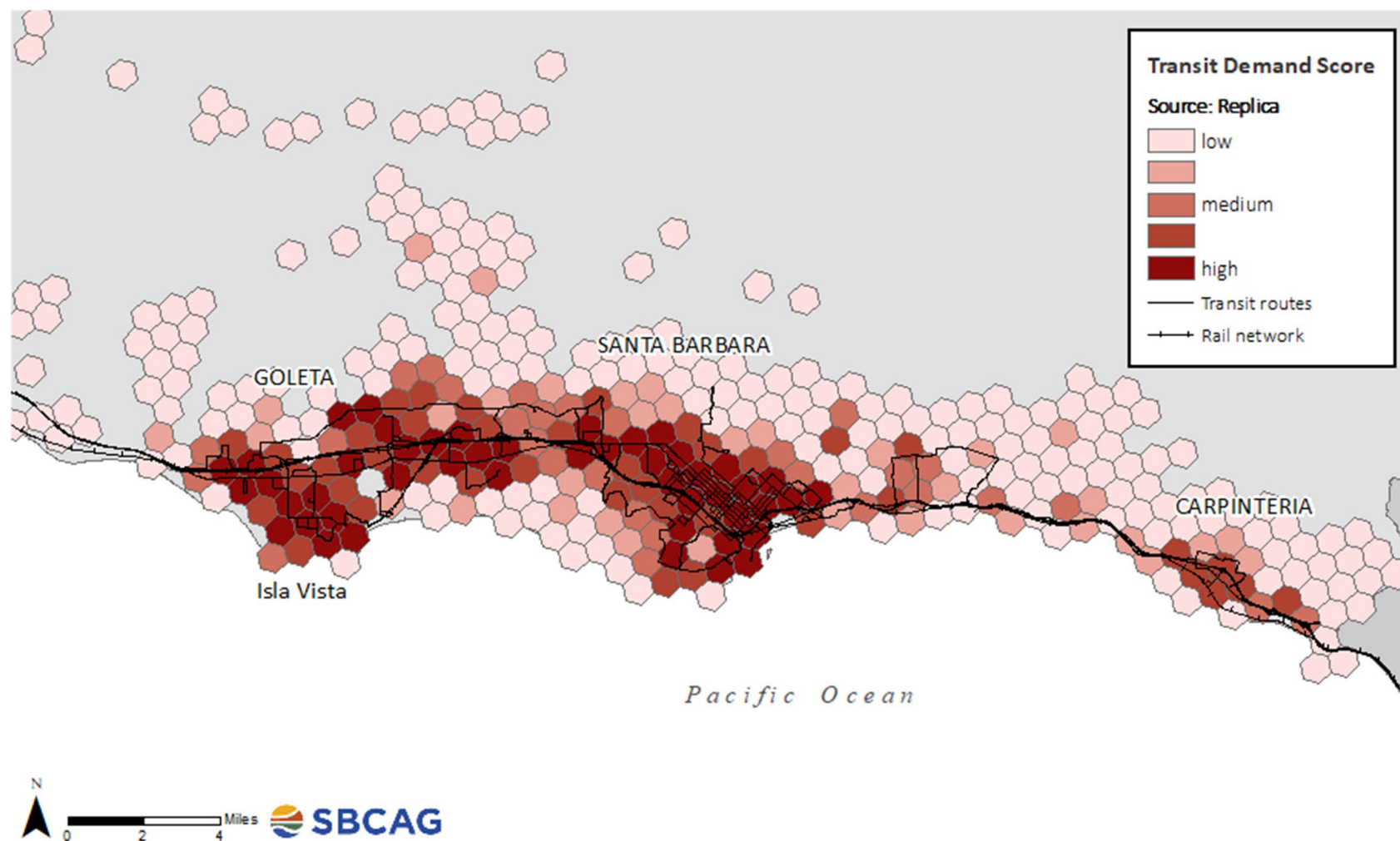
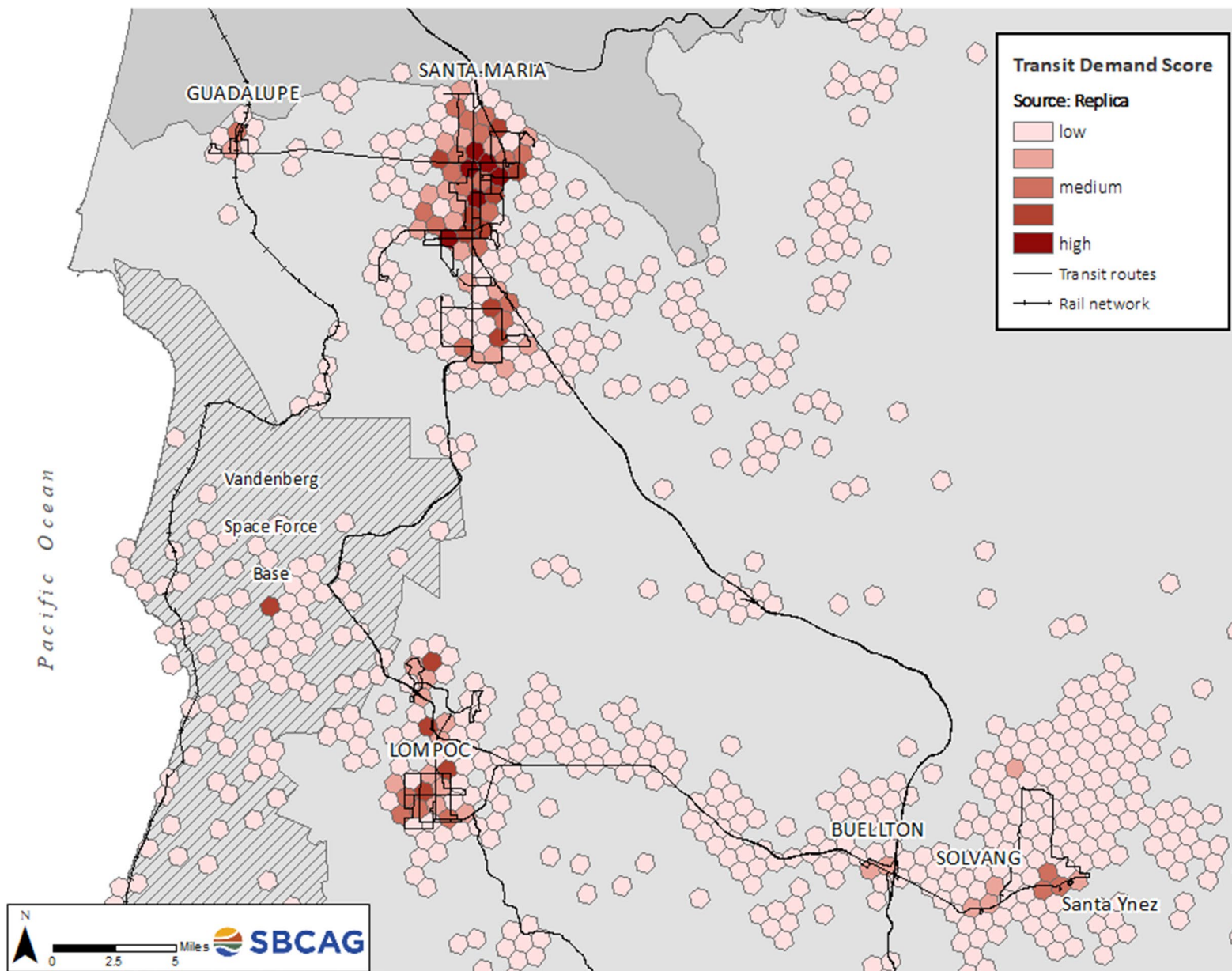


Figure 13: Transit Demand Score – North County



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.

SMRT (Santa Maria Regional Transit)

SMRT, the largest transit service provider in North Santa Barbara County, provides fixed route and demand response service. Services include SMRT, Breeze Bus, ADA Paratransit and the Cuyama shuttle. It operates 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, Vandenburg Space Force, and the community of New Cuyama. And, as of July 1st, 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 4 fixed route services, and connecting services include Breeze 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

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

Clean Air Express

The Clean Air Express operates a weekday commuter service from North Santa Barbara County (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 Clean Air Express and Coastal Express. UCSB’s Transportation Alternatives Program (TAP) also coordinates carpools and vanpools—UCSB vanpools currently serve commuters from Santa Maria, Buellton, Santa Ynez, Solvang, Lompoc, Ventura, Camarillo and Thousand Oaks.

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

Vanpools

Traffic Solutions, the inter-agency Transportation Demand Management program of the SBCAG, assists employers and individual commuters to form new vanpools. An incentive program is available for individuals interested in forming a vanpool – a 50% lease discount for the first month, 25% lease discount on the second month, and \$100 New Rider Rebate after the third month of participation.

In addition, Traffic Solutions offers *SmartRide*, a comprehensive online commuter match list program that allows commuters to get up-to-date information about people with similar commutes and work hours, who are interested in carpooling and vanpooling. The program generates a personalized commuter match list from which participants can send standardized or personalized emails to other carpool and vanpool commuters or find out more about bus service in their area. The SmartRide web-based service also includes the Emergency Ride Home program, a commute calendar, a commute cost calculator, as well as a host of employer tools for managing commuter benefits programs. Commuters can visit www.smartride.org or call (805) 963-SAVE to find their optimal rideshare match.

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

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 (CPC) offers free, volunteer-provided, door-through-door transportation to seniors and adults with mild disabilities in Santa Maria, Guadalupe, Lompoc, Los Alamos, Goleta, Santa Barbara, Carpinteria, and the Santa Ynez Valley. Volunteers are trained, screened and receive ongoing education. Services are available Monday-Saturday (dependent upon volunteer availability) to seniors who are alert and ambulatory and mildly disabled adults.

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.

⁴ LAX = Los Angeles International Airport

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.

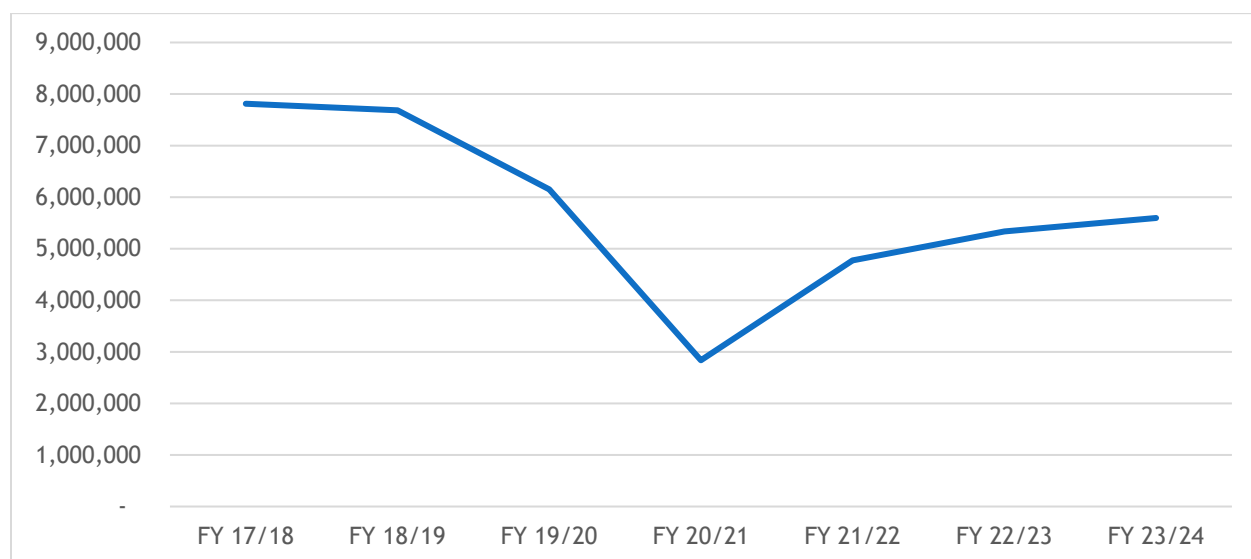
Transportation service providers, as well as SBCAG and SBCTAC, continually evaluate changing transit demand throughout Santa Barbara County. In addition to information gathered during the annual Transit Needs Assessment, transit agencies hold public workshops and update Short Range Transit Plans. SBCAG 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.

The COVID-19 Pandemic left the transit industry with multiple staffing shortages. These shortages have forced the state and local transportation sectors to adjust their transportation schedules to maximize staffing, limiting the availability of some public transportation. The public has also been less likely to take advantage of public transportation, and more likely to use personal vehicles due to pandemic related health concerns. The scale back of transit availability continues to affect already underserved communities.

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 2023/24



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, 2024. During the Public Comment period, comments could be submitted via phone, email, letter, or by taking an online survey. SBCAG's Unmet Transit Needs Public Hearing was held in person and virtually via Zoom on December 11, 2024. The public Hearing was a drop-in format from 4-6 PM. An interpreter was available to translate public comments from Spanish to English (though no attendees provided comments in Spanish).

Additionally, 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 November 20, 2024, from 2 PM to 4 PM. SMRT held two public hearings at the Public Library's Shephard Hall on December 5, 2024, 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. All public outreach materials can be found in Appendix A.

This process identified a total of 83 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	51
SBCAG comments via email, phone, social media	11
SBCAG Public Hearing (4 attendees)	5
Santa Maria Regional Transit Public Hearings (~8 attendees)	13
City of Lompoc Transit Public Hearing (1 attendee)	3
Total	83

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 2025/26. 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.

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 1 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 reliability.

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.

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

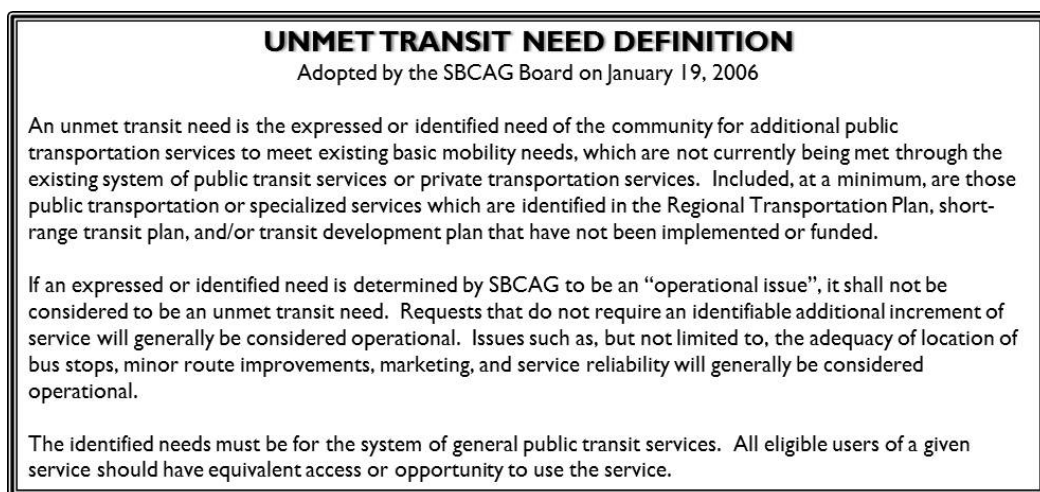
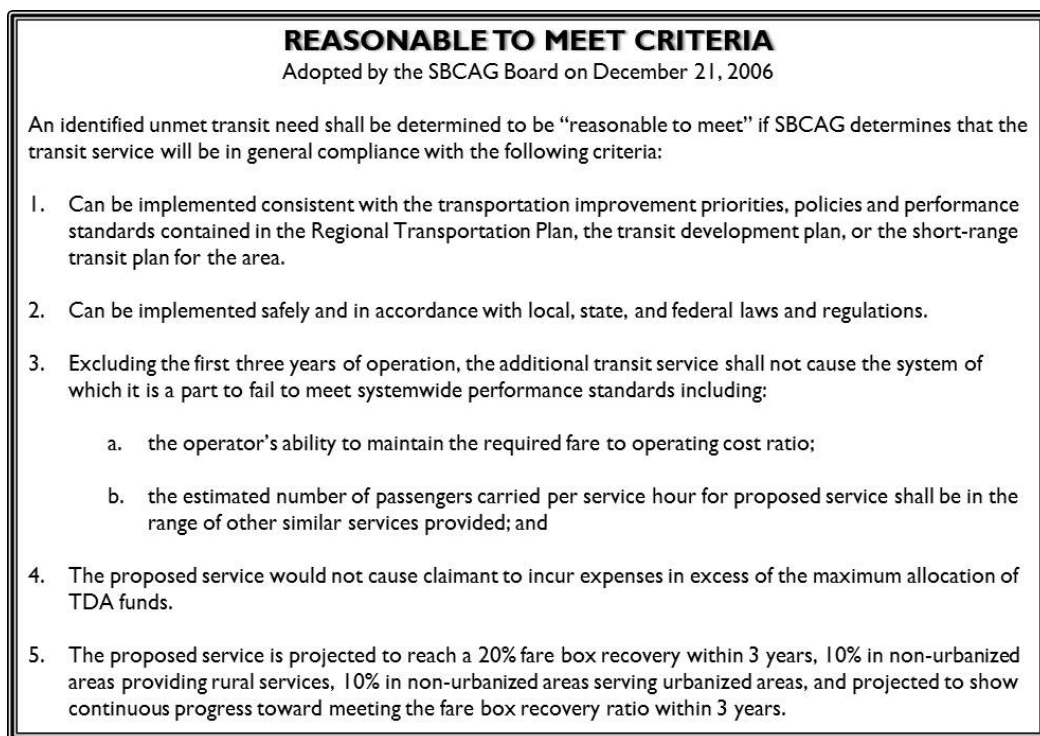


Figure 16: Criteria - Reasonable to Meet



UNMET TRANSIT NEEDS ANALYSIS

SBCAG received a total of 83 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 six comments meet the definition of an unmet transit need, though three of the comments identified the same unmet transit need and one comment identified two unmet transit needs.

This section shows the analysis of individual requests for "unmet transit need" status. Table 3 shows the six 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
It seems somewhat limiting to only offer very early morning transportation from Lompoc to Santa Barbara, in that the transportation coordinators are only interested in accommodating persons with a traditional work day schedule such as 8:00 am to 4:30pm and/or 9:00 am to 5:00 pm, and not considering that there are other trades and schedules of Employment for passengers that may be needing a later morning bus <i>(not an unmet transit need)</i> and a later evening bus either to and from or from and to Lompoc to Santa Barbara	Clean Air Express (CAE)
Isla Vista needs more morning bus services, and a bus stop in the southwest quadrant	Santa Barbara (MTD)
1. Bring back the State Street Shuttle and 2. to the botanic garden 3. The Cabrillo/Milpas bus stop needs a bench or shelter 4. Keep older individuals in mind - paratransit is too difficult/long	Santa Barbara (MTD)
I live in Goleta at Storke and Hollister, work downtown at the Museum of Art. I would take the bus to and from work every day, but it takes at least an hour even on the express. 1. More direct routes to and from downtown would be helpful. 2. We also get lots of locals and tourist wanting a trolley or shuttle year-round from the waterfront up to midtown.	Santa Barbara (MTD)
I would also like to argue that the waterfront shuttle that does connect with Santa Barbara should come back permanently so I can take the train to downtown and then take the shuttle to get to the main part of downtown or if I want to go from downtown to the beach. Having it only run during the summer feels very pointless. It should be a permanent transit service so then there's a better transit connection between each side of the 101. It would also be useful for any tourists staying at hotels on the beach so that they can access downtown easier without a car. More potential bus lines that provide similar connections but go longer distances would also be great.	Santa Barbara (MTD)
Easier direct transit between IV and Fairview Center/Calle Real Center <i>(improvement forthcoming)</i> and between IV and La Cumbre Junior High neighborhood would be incredibly helpful	Santa Barbara (MTD)

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

UNMET TRANSIT NEED #1

Comment: a later evening bus either to and from or from and to Lompoc to Santa Barbara

Summary: The Clean Air Express (CAE) provides commuter service between north county and south county locations. Until recently, the service was focused on southbound morning service and northbound afternoon service, though the CAE now offers two midday roundtrips further expanding its service.

In relation to the comment, the CAE's final northbound trip to Lompoc departs Santa Barbara at 4:57 PM and from Goleta at 5:35 PM.

Reasonable to meet analysis:

The analysis considers one additional round trip between Lompoc and Santa Barbara, departing Lompoc around 5:00 PM and departing Santa Barbara around 7:00 PM.

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 CAE Short-Range Transit Plan, page 88, includes a related Service Concept: "Pilot a service expansion from Lompoc to Goleta and Santa Barbara for a later morning arrival (around 8:30AM) and later afternoon departure (around 5:30PM)." While this Service Concept does not call for two-way evening service, it does call for a later northbound service. Finding: Yes.

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

Analysis: The route is currently operated at different times of day and no new safety or regulatory requirements are foreseen. Finding: Yes.

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: The CAE Short-Range Transit Plan discusses a variety of performance metrics, but does not set any performance goals or targets. For part A, refer to #5,

below. For part B, an assumption is made that ridership will be consistent with current route figures, though there may be existing ridership that migrates to a later route which would in turn reduce the ridership of some routes. Finding: Part A, refer to #5, below, Part B – yes.

4. The proposed service would not cause claimant to incur expenses in excess of the maximum allocation of TDA funds.

Analysis: The CAE is not a claimant of TDA funding, though the CAE is voluntarily provided TDA funding from other regional claimants. Finding: No.

5. The proposed service is projected to reach a 20% fare box recovery within 3 years, 10% in non-urbanized areas providing rural services, 10% in non-urbanized areas serving urbanized areas, and projected to show continuous progress toward meeting the fare box recovery ratio within 3 years.

Analysis: See the table below for estimated farebox recovery ratios. The analysis assumes ridership consistent with other CAE routes, though it does not consider existing ridership switching to a later service. Finding: No.

Table 4: Preliminary Calculations: One additional Santa Barbara – Lompoc Roundtrip on Clean Air Express

Santa Barbara-Lompoc Roundtrip	FY 25/26	FY 26/27	FY 27/24
Operating cost per revenue hour*	\$397	\$409	\$421
Total additional hours per year**	839	839	839
Total operating cost of additional service	\$333,004	\$343,151	\$353,219
Passengers per revenue hour***	15.20	15.66	16.13
Total hours per year	839	839	839
Average fare per passenger*	\$4.73	\$4.73	\$4.73
Total revenue from new service	\$60,321	\$62,146	\$64,011
Estimated farebox recovery ratio	18.1%	18.1%	18.1%

* Estimate provided by SBCAG Rail and Transit Manager

** Based on 3.3 hours/round trip, 1 trip daily, 5 days/week, 52 weeks/year.

*** Based on 2024 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 #1 is not reasonable to meet due to failure of criterion #4 and #5.

UNMET TRANSIT NEED #2

Comment: a bus stop in the southwest quadrant of Isla Vista

Summary: Santa Barbara MTD operates several transit routes in the Isla Vista area with most traveling along El Colegio Road. One route, Route 27, travels through central Isla Vista on Abrego Road. Abrego Road is approximately 0.5 miles, following roads, from the most southwest point in Isla Vista. Route 27 offers opportunity to transfer to other MTD routes at both UCSB and at Camino Real Marketplace in Goleta.

Reasonable to meet analysis:

This unmet transit needs comment considers re-routing Route 27 to travel deeper into southwest Isla Vista.

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: MTD's Short-Range Transit Plan makes no mention of any service improvements affecting the southwest quadrant of Isla Vista. There is not a project or discussion of any new or improved service in southwest Isla Vista contained in the Regional Transportation Plan. Finding: No.

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

Analysis: The southwest quadrant of Isla Vista consists of densely developed residences along narrow streets with parking on both sides. Most streets lack sidewalks which results in many pedestrians walking in the roadway. The ability of a transit bus to navigate these streets may produce safety concerns. There are no examples of similar streets where MTD currently operates. Finding: No.

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, as nearby transit services currently exist, no new ridership would be expected, rather, an improvement may improve convenience for some ridership, but it would not attract new ridership. Finding: Part A, refer to #5, below, Part B – No.

4. The proposed service would not cause claimant to incur expenses in excess of the maximum allocation of TDA funds.

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: No.

5. The proposed service is projected to reach a 20% fare box recovery within 3 years, 10% in non-urbanized areas providing rural services, 10% in non-urbanized areas serving urbanized areas, and projected to show continuous progress toward meeting the fare box recovery ratio within 3 years.

Analysis: MTD's FY 2023-24 and FY 2022-23 farebox recovery ratios were 17 percent for both years. Increasing the farebox ratio to a minimum of 20 percent would require approximately 900,000 additional fare paying passengers or significant reductions in cost. This unmet transit need is not expected to result in new ridership and it would not reduce any costs. Finding: No.

Unmet transit need #2 is not reasonable to meet due to failure of criterion #1, # 2, #3B, #4, and #5.

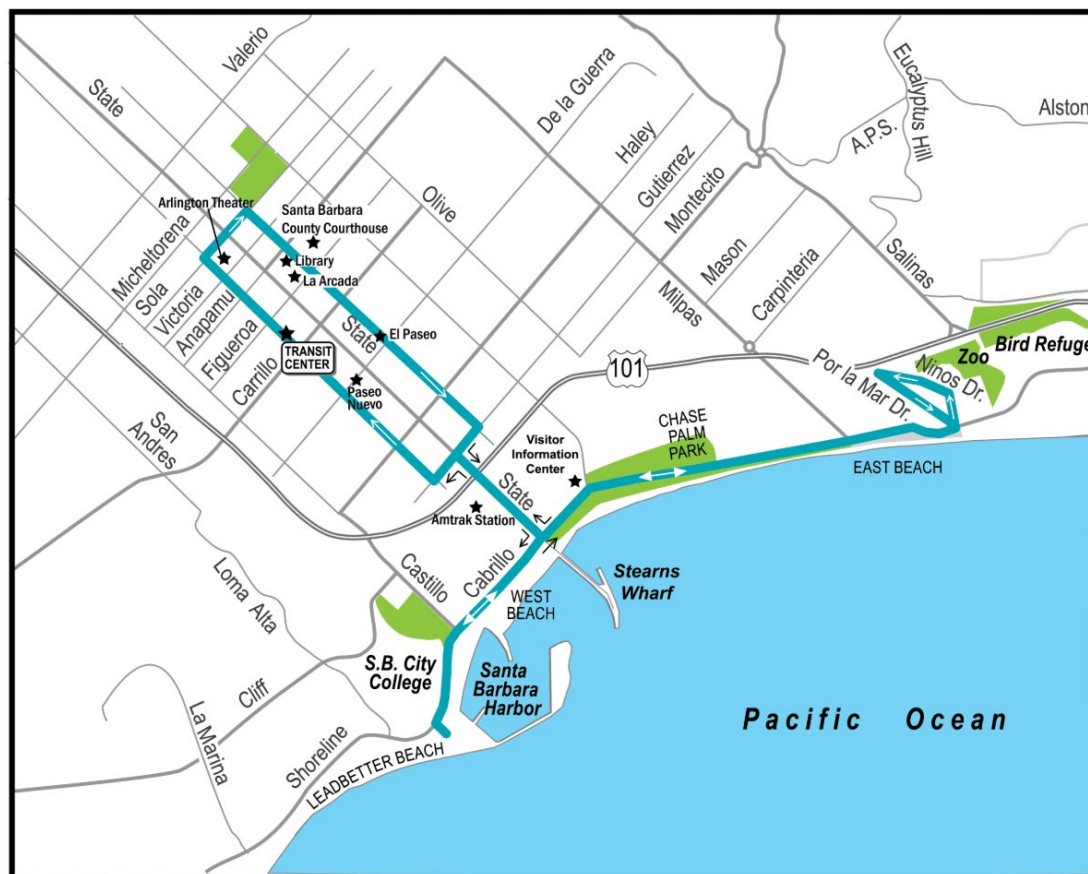
UNMET TRANSIT NEED #3

Comment: Bring back the State Street Shuttle, a trolley or shuttle year-round from the waterfront up to midtown, and the waterfront shuttle that does connect with Santa Barbara should come back permanently (Note that this unmet transit need consolidates three separate comments for related service improvements)

Summary: Santa Barbara MTD operated the Downtown-Waterfront Shuttle for approximately 30 years through a funding partnership with the City of Santa Barbara. The service was suspended at the onset of the COVID-19 pandemic and the funding agreement expired in 2022. Using Low-Carbon Transit Operations Program (LCTOP) funding, MTD brought the service back as a temporary pilot during the summer of 2024. In addition, the City of Santa Barbara closed a portion of State Street during the pandemic and it remains closed today. The closed portion of State Street resulted in the 2024 pilot service operating on Chapala and Anacapa streets to circumnavigate the closure. The

2024 routing is shown in the figure below. The shuttle served both the Amtrak Station and the Transit Center.

Figure 17: Santa Barbara Downtown-Waterfront Shuttle Route



Source: Santa Barbara MTD

Reasonable to meet analysis:

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 State Street-Waterfront Shuttle is identified as a long-term service priority in MTD's Short-Range Transit Plan. Finding: Yes

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

Analysis: As this service operated for approximately 30 years it is consistent with local, state, and federal laws and regulations. Finding: Yes

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, this unmet transit need benefits from prior Downtown-Waterfront Shuttle statistics. MTD ran the Downtown-Waterfront Shuttle as a pilot during the summer of 2024. During that period, the service averaged 7.64 passengers per revenue hour. MTD's system-wide passengers per revenue hour is 27.32. The Shuttle service only achieved approximately 25 percent of the system-wide average which is below the required threshold. Finding: Part A, refer to #5, below, Part B – No

4. The proposed service would not cause claimant to incur expenses in excess of the maximum allocation of TDA funds.

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: No.

5. The proposed service is projected to reach a 20% fare box recovery within 3 years, 10% in non-urbanized areas providing rural services, 10% in non-urbanized areas serving urbanized areas, and projected to show continuous progress toward meeting the fare box recovery ratio within 3 years.

Analysis: This unmet transit need benefits from prior Downtown-Waterfront Shuttle statistics. In the summer of 2024, it achieved a farebox recovery ratio of 2.1 percent (\$194,712 cost of service, \$4,064 fare revenue). Restoring the service would be expected to deliver a similar farebox recovery ratio. Finding: No

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

UNMET TRANSIT NEED #4

Comment: Provide service to 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. 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 and the 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: No

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: Yes

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, this analysis benefits from prior statistics of Route 22. Route 22 served 14.8 passengers per revenue hour which is below MTD's system-wide average of 27.32 passengers per revenue hour. The service only achieved approximately 54 percent of the system-wide average which is below the required threshold. Finding: Part A, refer to #5, below, Part B – No

4. The proposed service would not cause claimant to incur expenses in excess of the maximum allocation of TDA funds.

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: No

5. The proposed service is projected to reach a 20% fare box recovery within 3 years, 10% in non-urbanized areas providing rural services, 10% in non-urbanized areas serving urbanized areas, and projected to show continuous progress toward meeting the fare box recovery ratio within 3 years.

Analysis: See the table below for estimated farebox recovery ratios. The analysis assumes ridership consistent with the prior Route 22. Finding: No

Table 1: Preliminary Calculations: Four additional Roundtrips between the Santa Barbara Transit Center and the Botanic Garden

Transit Center-Botanic Garden Roundtrip	FY 25/26	FY 26/27	FY 27/24
Operating cost per revenue hour*	\$183	\$188	\$194
Total additional hours per year**	756	756	756
Total operating cost of additional service	\$138,348	\$142,498	\$146,773
Passengers per revenue hour***	14.8	15.2	15.7
Total hours per year	756	756	756
Average fare per passenger*	\$1.07	\$1.07	\$1.07
Total revenue from new service	\$11,972	\$12,331	\$12,701
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 #4 is not reasonable to meet due to failure of criterion #1, #3B, #4, and #5.

UNMET TRANSIT NEED #5

Comment: service between Isla Vista and the La Cumbre Junior High neighborhood

Summary: The Isla Vista area is served by MTD routes 6/11, 15X, 24X, 27, and 28. Routes 6/11, 15X, and 24X provide service between Isla Vista and Santa Barbara, though the nearest stop to the La Cumbre Junior High area is at the intersection of Carrillo and Bath streets, approximately 1.6 miles from the school. MTD Route 1 provides service to the La Cumbre Junior High neighborhood from the Transit Center meaning one would have the ability to connect the two locations via a two-seat ride.

Reasonable to meet analysis:

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: Direct transit service connecting Isla Vista and the La Cumbre Junior High neighborhood is not a priority of either MTD's Short-Range Transit Plan or the Regional Transportation Plan. Finding: No

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

Analysis: This service improvement would not create a safety concern or be in conflict with local, state, or federal laws or regulations. Finding: Yes

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 finds 244 trip takers travel daily between the two locations which are identified by associated Census tracts. Of those, 45 percent drive, 42 percent carpool, nine percent bikes, and four percent currently uses transit services. Comparing this to a direct connection from the Census tract containing the Transit Center to Isla Vista, 6.3 percent of that population makes the connection via public transit and this provides the most convenient transit option. This suggests that a direct transit connection may capture 6.3 percent of the population connecting the two areas. This creates a value of 15 potential riders and the Replica analysis shows 10 people in this population already use transit leaving a potential of five new daily riders. Five potential new riders is

below MTD's average 27.3 passengers per revenue hour. Finding: Part A, refer to #5, below, Part B – No.

4. The proposed service would not cause claimant to incur expenses in excess of the maximum allocation of TDA funds.

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: No.

5. The proposed service is projected to reach a 20% fare box recovery within 3 years, 10% in non-urbanized areas providing rural services, 10% in non-urbanized areas serving urbanized areas, and projected to show continuous progress toward meeting the fare box recovery ratio within 3 years.

Analysis: See the table below for estimated farebox recovery ratios. The analysis assumes five new total daily riders and a direct route connecting the two locations. Finding: No.

Table 6: Preliminary Calculations: Four Roundtrips between Isla Vista and La Cumbre Junior High

Transit Center-Botanic Garden Roundtrip	FY 25/26	FY 26/27	FY 27/24
Operating cost per revenue hour*	\$183	\$188	\$194
Total additional hours per year**	665	665	665
Total operating cost of additional service	\$121,695	\$125,345	\$129,106
Passengers per revenue hour***	1.9	2.0	2.0
Total hours per year	665	665	665
Average fare per passenger*	\$1.07	\$1.07	\$1.07
Total revenue from new service	\$1,352	\$1,423	\$1,423
Estimated farebox recovery ratio	1.1%	1.1%	1.1%

* Estimate provided by MTD

** Based on 0.66 hours/round trip, 4 trips daily, 5 days/week, 52 weeks/year.

*** Based on calculations via Replica (see #3 above).

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 due to failure of criterion #1, #3B, #4, 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 2025/26 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?

JOIN THE CONVERSATION AT OUR UPCOMING LISTENING SESSIONS:

COUNTYWIDE

4 P.M. to 6 P.M. - DECEMBER 11, 2024

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



In-Person

Santa Barbara County
Association of Governments (SBCAG)
Wisteria Conference Room
260 North San Antonio Road
Santa Barbara, CA 93110



Virtual

Weblink: <https://bit.ly/48j0Ako>; OR
Webinar ID: 811 8235 4466; OR
Telephone: (669) 900-9128

Accessibility: For accommodations, contact SBCAG by December 2, 2024, at (805) 961-8900.
Servicio de interpretación al español disponible.

CITY OF LOMPOC

**2 P.M. to 4 P.M.
NOVEMBER 20, 2024**

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

**TWO SESSIONS - 4 to 5 P.M. & 5:30 to 6:30 P.M.
DECEMBER 5, 2024**

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



SESIONES DE ESCUCHA SOBRE LAS NECESIDADES INSATISFECHAS DE TRÁNSITO

¿Cómo podrían los sistemas de autobús, dial-a-ride (llamar por un pasaje) y los servicios de paratransito satisfacer mejor sus necesidades en el condado de Santa Bárbara?

ÚNASE A LA CONVERSACIÓN EN NUESTRAS PRÓXIMAS SESIONES DE ESCUCHA:

A NIVEL DEL CONDADO

4 P.M. a 6 P.M., 11 DE DICIEMBRE DE 2024

Visítenos en persona o virtualmente en cualquier momento durante las dos horas de la sesión de escucha



En persona

Asociación de Gobiernos del Condado de Santa Barbara (SBCAG por sus siglas en inglés)
Sala de conferencias Wisteria
260 North San Antonio Road
Santa Barbara, CA 93110



Virtualmente

Enlace Web: <https://bit.ly/48j0Ako>; O
Identificación del seminario en línea:
811 8235 4466; O
Teléfono: (669) 900-9128

Adaptaciones accesibles disponibles poniéndose en contacto con SBCAG antes del 2 de diciembre de 2024, al (805) 961-8900. *Servicio de interpretación al español disponible.*

CIUDAD DE LOMPOC

**2 P.M. a 4 P.M.
20 DE NOVIEMBRE, 2024**

Cámara del Ayuntamiento
100 Civic Center Plaza
Lompoc, CA 93436

Si lo desea, puede llamar al 310-863-0149 para solicitar acceso en español y transporte gratuito de ida y vuelta a la reunión.

CIUDAD DE SANTA MARIA

**DOS SESIONES: 4 a 5 P.M. y 5:30 a 6:30 P.M.
EL 5 DE DICIEMBRE, 2024**

Biblioteca Pública de Santa María Sala Shephard
1er piso 421 S. McClelland Street
Santa Maria, CA 93454

Las reuniones serán accesibles en español y mixteco previa solicitud en (805) 925-0951 ext. 2170.



¿No puede asistir? Envíe sus comentarios antes del 15 de diciembre de 2024, por correo electrónico a comment@sbccag.org o a través del Servicio Postal de EE.UU. a 260 North San Antonio Road, Suite B, Santa Barbara, CA 93110.

**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

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.

SBCAG - Transit Needs Assessment Survey

Santa Barbara County Association of Governments - Transit Needs Assessment

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

1. Name (optional):

2. Contact Information (optional):

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

For questions or more information please contact:

Jared Carvalho jcarvalho@sbcag.org | (805) 961-8906

Submit

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

Asociación de Gobiernos del Condado de Santa Bárbara

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

1. Nombre (opcional):

2. Información de contacto (opcional):

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

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

Jared Carvalho jcarvalho@sbcag.org | (805) 961-8906

Enviar la encuesta

*** 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 402329

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: 11/05/2024

TOTAL AD COST: 142.75
FILED ON: 11/05/2024

Dated at Santa Maria, CA

This 5th day of November, 2024

Signature

Jeresa Ramirez



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) Waterline 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 6 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) 925-0051 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.

Legal #402329
Pub date: Nov 5, 2024

*** 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 402347

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: 11/07/2024

TOTAL AD COST: 117.93
FILED ON: 11/07/2024

Dated at Santa Maria, CA

This 7th day of November, 2024

Signature

Teresa Ramirez



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) 861-8900 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.

Legal #402347
Pub date: Nov 7, 2024

*** 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 402346

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

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

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

Section: Legals
Category: 986 Legals
PUBLISHED ON: 11/06/2024

TOTAL AD COST: 109.17
FILED ON: 11/06/2024

Dated at Santa Maria, CA

This 6th day of November, 2024

Signature

Jeresa Ramirez



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) Westerly 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@sbacg.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) 663-0149.

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@sbacg.org or via U.S. Postal Service to 260 North San Antonio Road, Suite B, Santa Barbara, CA 93110.

Legal #402346
Pub date: Nov 6, 2024



The City of Goleta is sharing this information for the Santa Barbara County Association of Governments (SBCAG).

Provide Input on Unmet Transit Needs

Annual listening sessions are taking place countywide through December. The focus is on how bus systems, dial-a-ride, and paratransit services can better serve residents in Santa Barbara County.

The Santa Barbara County Association of Governments (SBCAG) and the Cities of Lompoc and Santa Maria will host a series of annual listening sessions through December on unmet transit needs. Public participation is encouraged to share input on bus systems, dial-a-ride, and paratransit services.

Those unable to attend one of the four listening sessions can **take an [online survey available in English and Spanish until Friday, December 15, 2024](#)**. The public can also submit comments in writing to SBCAG at 260 North San Antonio Road, Suite B, Santa Barbara, CA 93110, or by email to comment@sbcag.org.

Comments provided at any of the listening sessions, on the online survey, or in writing are shared with local decision makers, transit agencies, and the California Department of Transportation to help influence options for transit services and projects. In February 2025, the Santa Barbara County Transit Advisory Committee will receive a summary of public input. By April 2025, a draft report will be presented to the SBCAG Board of Directors for their consideration.

Countywide Listening Session

When: 4 p.m. to 6 p.m., December 11, 2024. Join in person or virtually any time during the



SBCAG Unmet Transit Needs Listening Sessions

Upcoming List Month Week Day

DEC 11 Wednesday, December 11, 2024
4:00pm - 6:00pm
2024
WED



The Santa Barbara County Association of Governments (SBCAG) invites the public to provide input on unmet transit needs, including bus, dial-a-ride, and paratransit services or to submit requests for new or expanded service through a series of listening sessions running through December.

SBCAG will host a countywide listening session **online and in person** where the public can stop by anytime during the two-hour session.

Weblink: <https://bit.ly/48j0Ako>; OR **Webinar ID:** 811 8235 4466; OR **Telephone:** (669) 900-9128

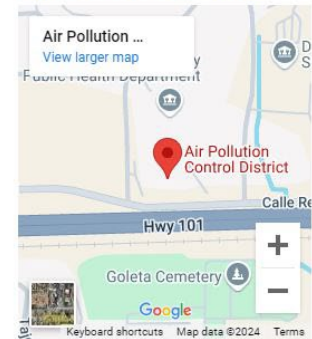
For those unable to attend, an **online Transit Needs Assessment survey** in English and Spanish is open until Friday, December 15. Feedback will be shared with local leaders, transit agencies, and Caltrans to help shape future transit services. Visit [SBCAG's website](#) for more details, or [download the flyer](#) for the upcoming unmet transit needs listening sessions.

Accessibility: For accommodations, contact SBCAG by December 2, 2024, at (805) 961-8900. Servicio de interpretación al español disponible.

About SBCAG

The Santa Barbara County Association of Governments (SBCAG) is a regional planning agency established in 1966 under a joint powers agreement among Santa

Location Details



SBCAG Wisteria Conference Room

260 North San Antonio Road
Santa Barbara, CA 93110
See map: [Google Maps](#)

Attachments

[Unmet Transit Needs Listening Session Countywide - Agenda - Pdf.pdf](#)



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

I am a citizen of the United States and a resident of the County aforesaid:

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

Published November 8, 2024.

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

Executed this day of **November 8, 2024** at Santa Barbara


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

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

editor@populareconomics.com.
broker and mortgage broker. To reach Harlan call (805)452-7696 or email
forecaster and teacher of real estate finance with 30-years experience as a
wife service. He writes a Popular Economics Weekly blog. He is an economic
Editor-Publisher of PopularEconomics.com, a weekly syndicated financial
Harlan Green has been the 18-year
https://twitter.com/HarlanGreen
Harlan Green @ 2024 Follow Harlan Green on Twitter:

ers, who had patriotically scrimped and saved during wartime, began to live
d prices, but consumers were willing to pay anything for a taste of freedom."
Only this time the Fed's inflation fight didn't cause a recession, on the
not yet. It's a good place to be, just in case there might be other surprises in

Corporate Office: CASA Santa Barbara, Inc. • 217 Sherwood Drive, Santa Barbara, CA 93110
805-965-6448 • www.VoiceSB.com

APPENDIX B: FY23/24 TRANSIT RIDERSHIP TOTALS

Transit System	Ridership FY 2023-24 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	108,233	18%	N/A	18%	71%
COLT ¹	90,329	13%	13%	13%	14%
Cuyama Transit ²	1,082	N/A	4%	4%	4%
Easy Lift	45,778	N/A	44%	44%	69%
Guadalupe ³	77,755	7%	8%	7%	7%
SB MTD	4,684,415	17%	N/A	17%	17%
SMRT ⁴	541,331	8%	19%	9%	10%
SMOOTH	64,343	N/A	65%	65%	69%
SYVT ⁵	48,723	6%	2%	7%	5%
Total	5,661,989	-	-	-	-

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, Shuttle 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.

2025 Transit Needs Assessment Public
Comments

Comment	Source	Comment Type
Currently the earliest express service to downtown Santa Barbara leaves the UCSB area at around 8 A.M. getting to downtown around 8:30 A.M. While this may be fine for white collar workers it leaves blue collar service people having to take the local bus and adding to the time it takes to get to work, freeway delays can add to the problem. It would be nice to have earlier express service leave from the UCSB area.	Email	Operational
I have been on the bus systems 35 years. I was there for every meeting to get a route system approved 25 years ago, at every meeting to get a Breeze bus 20	Letter	General Comment
I do wish we had a Clean Air Express from Cypress and 1 in Lompoc that left at 9:30 in the morning Mon-Fri. We need stops in goleta for sure, then on to Santa Barbara - \$3 for senior or disabled people.	Letter	Transit need that is now met by Clean Air Express and Wine Country Express
Transit will <u>never be for everyone</u> , just will not work. Revise the Route system for better connection. Best for Lompoc. Older people love the route system	Letter	Operational
Occasionally I need a ride home from the hospital after being under sedation. I have no idea how dial-a-ride or paratransit services work or how to contact	Email	General Comment
It would be great if they would consider having a VCTC bus stop at this location: 4410 Cathedral Oaks Rd. Santa Barbara, CA 93110 https://www.bing.com/maps?osid=938f6a0b-74bb-4641-894c-cf3d172df4a9&cp=34.451236~-119.771984&lvl=17&pi=0&imgid=effa328e-e119-4d0c-8fbd-190d28f6f87f&v=2&sV=2&form=S00027 This location has: 1.The newly built Santa Barbara County Regional Fire Communications Center 2.Santa Barbara County office of Emergency 3.Santa Barbara County Fire Department Headquarters 4.Santa Barbara County Office of Education. There is a city bus stop right at our driveway already. For those coming from Ventura County this would be very beneficial to also	Email	Operational
Unlike the adjacent counties of Ventura, San Luis Obispo, and Kern, Santa Barbara County has lacked a comprehensive system of all-day intercity transit service. Although buses serving the South Coast ("SBMTD") and the cities of Lompoc ("COLT"), Santa Maria ("Santa Maria Regional Transit") and Buellton-Solvang-Santa Ynez (SYVT) are plentiful, the bulk of intercity services were provided by private operators such as Greyhound. However, with the closure of several Greyhound stations/stops, as well as the reduction of services, these local transit services began to connect with each other. In addition, the "Clean Air Express" commuter buses, linking North County with Santa Barbara/Goleta, have been operating since the early 1990s. This was strictly commuter-oriented service, with buses leaving North County for the South Coast in the morning, and returning in the evening. In late 2024, limited midday service from Santa Barbara to Santa Maria began on an experimental basis Line 20 - This started as Breeze #200 in 2013, with roughly three daily round trips. Currently it operates six round trips between Santa Maria and Santa Ynez (Chumash), with stops in Los Alamos, Buellton, and Solvang. Suggestion: Coordinate service with Clean Air Express Line 300, see below .	Email	Operational

<p>Line 50 - operates between Santa Maria and New Cuyama. This is a "lifeline" route, operating only twice per week. Suggestion: None at this time, perhaps later coordinate with Kern County Transit for regular service between Santa Maria and Bakersfield. This could connect with Amtrak trains, and would be especially useful once the high-speed rail system starts operation.</p> <p>Line 60 - this would be the existing "Wine Country Express" between Lompoc and Solvang. In the Lompoc Transit Future plan, an extension to Santa Ynez/Chumash is under consideration. Suggestion: Hourly service between Lompoc and Chumash. Assume some of the stops/routing of the SYVT "Express" route between Buellton and Solvang.</p> <p>Line 300 - existing reverse-commute/midday Clean Air Express pilot. This is the first regular, all-day public transit service between North and South County. It's a step in the right direction. Here are a few suggestions: 1. There are two groups of passengers using this service: commuters needing to leave Santa Barbara early or late, and non-commuters using the service to access services (shopping, health care, etc.) in Santa Barbara/Goleta. If possible, consider adding stops at Hollister/Storke (Goleta Marketplace) and State/La Cumbre (La Cumbre Plaza) for shoppers. 2. The second northbound run leaves Santa Barbara somewhat early. Perhaps around 12:00-12:15 pm might be more useful. 3. The second (and last) southbound run leaves Santa Maria at 1:45. That's not helpful for commuters, who need a later departure time. Ideally, there would be a third run, leaving Santa Maria at about 5:15 pm, arriving in Santa Barbara around 7:30, then returning to Santa Maria for those commuters. Please provide additional buses to and from Santa Maria from Buellton.</p>	Email	Operational
<p>The Brandon neighborhood is served by the 23 and 25 lines. These busses are too large for the ridership and streets. If cars are parked on both sides of the road there isn't enough room for 2 way traffic. I am constantly worried I will meet one on Salisbury and collide. Also because of their size and weight they cause extra wear and tear on Evergreen between Brandon and Salisbury.</p> <p>The intersection of Glen Annie/Stork rd/Hollister is much too busy to be a transit hub. Perhaps a transit hub could be established near the Storke rd/Santa Felicia intersection and current stops near the Hollister intersection removed. It would be helpful if significant public parking were available here for</p>	Email	Operational
<p>It seems somewhat limiting to only offer very early morning transportation from Lompoc to Santa Barbara, in that the transportation coordinators are only interested in accomodating persons with a traditional work day schedule such as 8:00 am to 4:30pm and/or 9:00 am to 5:00 pm, and not considering that there are other trades and schedules of Employment for passengers that may be needing a later morning bus and a later evening bus either to and from or from and to Lompoc to Santa barbara. Some examples include retail workers hours where many businesses do not even open until 10:00 am or 11:00 am and have longer hours, such as until 6 pm or 8pm as well as restaurant jobs. Many restaurants are not open until lunch time hours and have dinner hours as well where restaurants may be open until 9pm or 10pm for example. It is observable such that many passengers are employed in the medical field with traditional work jours, however, it is limiting for these passengers as well to not offer more extended hours/frequency of schedule, in that these employees may not be able to work overtime hours, or other evening or graveyard shifts (which are an absolute in such a field especially at a hospital setting, where 24-hour shifts are required by such industries). such that the city of Lompoc barely offers transportation to and from Santa Barbara: by way of 2-days-per-week</p>	Letter	Potential Unmet Transit Need evening service between Lompoc and Santa Barbara
<p>Are there any major changes the county is considering when it comes to public transit? [Answered by Aaron Bonfilio] College students at UCSB have overcrowded buses, where drivers have to</p>	Public Comment	Operational

<p>Comments related to recommendations of the Mobility Plan, which has a general goal to make it safer for people with and without cars, and how to help people not have cars</p> <p>1. Would like to see Wave microtransit service to connect Isla Vista with to areas like Trader Joes (currently takes 1:45) and the Goleta Library on Fairview</p> <p>2. MTD line 15x to City College should run later in the evening</p> <p>3. Bike racks near and on buses</p> <p>4. Safer bicycle connection along Storke Road between Isla Vista and Camino Real Marketplace needed</p> <p>5. A new student fee for regional bus services is being discussed</p> <p>6. Isla Vista needs more morning bus services and a bus stop in the southwest quadrant</p> <p>7. North/South sidewalks are needed in Isla Vista, as well as a better bicycle network and crosswalks throughout</p>	Public Comment	6. Potential unmet need that will be met with WAVE service
<p>Why were there no unmet transit needs identified last year [Answered by Mike Becker]</p> <p>1. Amtrack is not served by MTD anymore, service to the Santa Barbara station is needed</p> <p>2. More frequency on bus lines (especially MTD 6 and 11) is needed especially with the new housing project</p> <p>3. MTD routes 28, 4, and 11 all share alignment on El Collegio and a lane could</p>	Public Comment	Operational
<p>1. Lighting is needed at bus stops in Isla Vista and on UCSB.</p> <p>2. Bike parking around transit needs expanded.</p> <p>3. Bus priority signals and lanes would be good, especially on MTD routes 6 and 11.</p> <p>4. MTD routes 28, 4, and 11 all share alignment on El Collegio and a lane could</p>	Public Comment	Operational
<p>1. Bring back the State Street Shuttle and 2. to the botanic garden</p> <p>3. The Cabrillo/Milpas bus stop needs a bench or shelter</p> <p>4. Keep older individuals in mind - paratransit is too difficult/long</p>	Public Comment	Potential Unmet Transit Need service to Botanic Garden
Express route.	Web Survey	Operational
<p>would take the bus to and from work every day, but it takes at least an hour even on the express. 1. More direct routes to and from downtown would be helpful. 2. We also get lots of locals and tourist wanting a trolley or shuttle year-</p>	Web Survey	Potential Unmet Transit Need service to waterfront
<p>1. The City of Santa Barbara's "Bike Spot" program allows people working in the downtown core to purchase memberships for protected bike parking, which is great. However, one bike parking area is right next to the MTD Transit Center, and I believe is fairly under used. This location would be much better utilized as a place for people living near downtown to bike to the transit center, park their bikes securely, and then take MTD transit to work in Goleta/UCSB or the Clean Air Express to Ventura. 2. Many MTD bus stops are very poorly lit at night. The one I am most specifically thinking about is the 24x/12x stop at Arrellaga and Castillo St, where the stop is too far from street lights and also right next to a commonly used hole in the fence + path used to cross under the freeway, and does not feel safe. 3. There is no easy transit route to get to the Santa Barbara Amtrak station. A route added here would be very helpful, and does not need to run especially frequently-- it could be timed to approximately 30 minutes before the scheduled train departures only. This stop could also be</p>	Web Survey	General Comment, Operational
<p>There needs to be better fast transit between Santa Barbara and Goleta, especially in the corridor between DPHS, Storke Plaza and the upper State area. We need to reconsider our transportation hub system to better serve</p>	Web Survey	Operational
<p>There is a great need for a bus route from Santa Maria to the slo airport. The slo airport should be one of the main destinations in the system.</p>	Web Survey	Transit need met by SLORTA 10 and 1
<p>A bus service from Dos Pueblos High School at 3:35pm to downtown Santa Barbara (and to DP from SB at 7:45 am) would be very helpful for all the students residing in SB and Montecito who make the commute and it would</p>	Web Survey	Transit need met by line 2730 going to La cumbre, and line 6 can be taken to Santa Barbara
<p>government meetings. It would also help to have more options for the commuter bus trips between North and South County. More express busses</p>	Web Survey	ADA Access, Operational

early morning stops in Carpinteria. I work at the airport and my shift starts at 6:00 AM. a coworker lives in Oxnard and starts at the same time and is able to use the Vista service from Oxnard at the collections but the bus doesn't stop in	Web Survey	Communicated to VCTC
Class II and III "bike lanes" do not provide the safety need for students to use them. Class I and IV needs to be the standard around all the schools.	Web Survey	General Comment
I would like more frequent 15-20 minute headway line services going into and around Goleta, especially around the library and the new Goleta train depot.	Web Survey	Operational
I really miss the 37. Is there a way to bring it, or something comparable, back?	Web Survey	Operational
I live on Marina Dr., Santa Barbara City. For me to get a bus to go any place, I have to take a dangerous walk down Cliff Dr. to get a bus that stops at Arroyo Burro Beach. I am a senior and have no other option. I need help. Thank you.	Web Survey	Area considered served per MTD. Person should inquire with EasyLift.
It would be great if the Santa Barbara MTD would implement the contactless payment system (https://sbmta.gov/taptoride/) on the rest of the buses.	Web Survey	Operational
Once the Clean Air Express stopped coming to UCSB, it has been an unreliable option. The amount of time I waste switching buses (i.e. using MTD) makes me want to go back to driving. On top of that going back to Lompoc, the bus is frequently late and sometimes ridiculously early. So I am frequently left	Web Survey	Operational
Need faster and more frequent (more route options) public transportation from downtown Santa Barbara to UCSB, and from UCSB to Santa Barbara to LAX	Web Survey	Transit need met by using Amtrak to get to LA
and every 6 minutes on busy routes like the 1, 2, 6, and 11. The downtown and waterfront shuttle should run everyday. There's not enough express service to Carpinteria. Too many lines terminate at the transit center when they could run	Web Survey	Operational
1. Need more frequency on 6/11 and 7. 2. Need downtown waterfront route made permanent. 3. There are no busses serving the Amtrak stations which is awful	Web Survey	Operational
12X/24X. Please consider BRT with priority for this corridor to increase frequency and shorten travel times. I would also like more of the 3-bike bike racks on the busses. It would help to also have more secure bike racks (not the	Web Survey	Operational
shopping center in Goleta via transit. This is a huge gap since so many students and families utilize trader Joe's, sprouts, and other businesses over	Web Survey	Transit need met by lines 11 and 7
away, and it requires that I bring an electric bike on the bus to make it to work and then back to the bus stop in time.	Web Survey	Operational
would keep me from having to bring my bike on the bus. It would also ensure that I catch my bus home since I only have a few minutes when I get off to	Web Survey	Operational
it would be really great if the Clean Air Express bus went back to delivering directly to UCSB's campus. As the Transportation Alternatives Program Manager at UCSB, we used to have 40-50 riders subscribed to our clean air express program through the university. Now, with the change in route, we are	Web Survey	Operational
I think we definitely need to add more stops!	Web Survey	General Comment
Also, I regularly take the bus from Vista to my job at the Goleta Library, which is 4 miles away and the commute by transit is a whole hour. I must take 2 different buses and allot an hour for commute time to get to and from my workplace that is in the same town! Although Goleta's transit system is better than those of other towns, I still feel that destinations within a 5 mile radius of one another should be fairly quickly to get to by bus, especially since the Goleta library is a huge resource to the wider Goleta community. Other members of	Web Survey	Operational
I can't believe how many of my fellow members of the South Coast have NEVER considered using the bus as a mobility option. While not quite as magical to me as the train, a bus ride is a great luxury of convenience and adventure. Every time I ride, I enjoy the communal experience and cherish every minute NOT driving. I am very excited that MTD is apparently exploring some micro transit options. The BRT system in Curitiba, Brazil has been (mostly) successful for decades and I would love for us to move like those dancing Brazilians. I live nearly one mile from Hollister and this is why I've always opted for the Obern trail and bikes/eBikes rather than buses. But I find that I am	Web Survey	General Comment
bike rack is full, before I use the bus on a regular basis.	Web Survey	General Comment
some rides on Phelps Rd.	Web Survey	General Comment
I would like to see route 7 serving the northside of the 101 freeway, changed to a circle route so it would include Patterson Ave. That way folks can get to the Goleta Valley Hospital, the main post office, numerous medical complexes and businesses on Patterson Ave (south of the 101 freeway). There are numerous apartment complexes currently located Patterson Ave on the southside of the 101, PLUS 2 new affordable complexes are under construction in the area of	Web Survey	Operational

First, thank you MTD for your tireless work to provide improved transit. I would like to see improved connectivity (more frequent service, more express buses) between the downtown SB Transit Center and Carpinteria. I live in Santa Barbara and work in Carpinteria, but also frequently hear from Carpinterians that the bus is not an easy and/or reliable way to run errands, get to appointments, or come to visit Santa Barbara. Carpinteria is very walkable, so	Web Survey	Operational
and it would be handy to be able to swing by the airport. The issue with that is the bus did fill up and I don't know how clean air could handle the extra capacity! So, this is more of a thank you letter for providing affordable service	Web Survey	General Comment
revisiting rules and regulations in regards to student's uses of electric bikes. These are a huge problem and will involve school district's involvement in	Web Survey	Operational/General Comment
1. One of my biggest issues with MTD is that it is not well connected with Amtrak. I take the train a lot to get to and from Goleta and Santa Barbara, but I usually have to drive or get picked up by someone to get to my destination because connections with local transit at both Santa Barbara and Goleta are very poor. I know things will change for Goleta now that they are getting a new train depot that will improve bus connections, but when that eventually happens I hope that it is frequent so it gives me flexibility going to and from the train stations. 2. I would also like to argue that the waterfront shuttle that does connect with Santa Barbara should come back permanently so I can take the train to downtown and then take the shuttle to get to the main part of downtown or if I want to go from downtown to the beach. Having it only run during the summer feels very pointless. It should be a permanent transit service so then there's a better transit connection between each side of the 101. It would also be useful for any tourists staying at hotels on the beach so that they can access downtown easier without a car. More potential bus lines that provide similar connections but go longer distances would also be great. 3. Another big issue I have in Goleta specifically is that almost no bus lines run	Web Survey	2. Potential Unmet Transit Need service to waterfront
For example, it would be extremely time consuming to take buses from the Mesa to Western Goleta (Dos Pueblos, Costco, UCSB, etc) but there are many people traveling back and forth between these locations on a daily basis. Please use new tracking technologies (such as cell phone data) to better	Web Survey	General Comment
Tucker Grove park without an automobile. Is there a way to expand or modify the public transit system to meet this need?	Web Survey	Transit need met by bus stop 0.6 miles away
excessive.	Web Survey	General Comment
planned and put on Google maps, but didn't get put in. The bus goes right past that corner every day.	Web Survey	Question/General Comment
science olympiad. He gets out at 4 or 4:30 PM and there are NO bus options for him to get home to us in the Ellwood area that don't involve him crossing over the freeway to Hollister. Can this be corrected?	Web Survey	Transit need met by bus stop 0.6 miles away
2. We need more routes that connect from Hollister/State to Cathedral Oaks/Foothill, for example Patterson, Turnpike, Alamar, San Roque, Mission Canyon, etc. And buses running along Cathedral Oaks/Foothill. 3. We need buses that go to BOTH train stations. The lack of easy and scheduled connections from trains is completely unacceptable!!! This is especially bad in	Web Survey	Operational
the areas North of the 101 between Fairview and Storke, as well as the areas around Cathedral Oaks from Storke to Turnpike. The promised substitute service (The Wave Microtransit) has never begun service. Please consider	Web Survey	Unmet need that will be met WAVE
between IV and La Cumbre Junior High neighborhood would be incredibly helpful	Web Survey	Unmet need that will be met with WAVE
Hollister in Goleta to downtown Santa Barbara. There are many, many times my wife and I would like to avoid the drive to downtown Santa Barbara and as a consequence we do not go there regularly. Conversely, there are no doubt	Web Survey	Transit need met by lines 6 and 11
I need help assistance and directions yo	Web Survey	General Comment

1. Hello, will there be an Unmet Travel Needs for Santa Barbara area rather than just Lompoc and Santa Maria? 2. It would be great if they would consider having a VCTC bus stop at this location: 4410 Cathedral Oaks Rd. Santa Barbara, CA 93110 https://www.bing.com/maps?osid=938f6a0b-74bb-4641-894c-cf3d172df4a9&cp=34.451236~-119.771984&lvl=17&pi=0&imgid=effa328e-e119-4d0c-8fbd-190d28f6f87f&v=2&sV=2&form=S00027 This location has: 1) The newly built Santa Barbara County Regional Fire Communications Center 2) Santa Barbara County office of Emergency 3) Santa Barbara County Fire Department Headquarters 4) Santa Barbara County Office of Education. There is a city a very convenient method to get downtown from the Westside for many seniors in this neighborhood.	Web Survey	General Comment/Operational
run everyday. Many seniors could use this as we have a harder time walking long distance. Also let everyone know it's running, last summer many people were unaware it ran and we're not sure of days.	Web Survey	Operational/General comment
I live in Ventura (93003) and commute to my office at Hollister & Patterson (93111). The VCTC bus services offers some connection times, but does not match my professional hours. A later time in the morning, starting at the Ventura County Government Center, and departing (even extending route 89 to Cottage Goleta) would allow me to access transportation on a daily basis rather than commuting. 2. Taking the train out of Goleta is also problematic. The long walk from Hollister to the platform lacks consistent side walks, pot	Web Survey	General Comment, Operational
to UCSB for university employees? There are quite a few UCSB employees from northern SB county that are commuters. Personally speaking, a direct	Web Survey	Operational
line has some very inconvenient timing, e.g. one bus comes around 6:45 pm and another at 6:50 but then there is nothing until 7:50. It is annoying to have to wait a full hour until the next bus on one of the main operating lines of the	Web Survey	Operational
I wish there were a bus between Santa Barbara and Solvang. It does not need to be every day but would facilitate visiting Solvang every so often.	Web Survey	Unmet need that will be met with Clean Air Express
I would really love to see an earlier bus schedule from Goleta to downtown Santa Barbara. Currently no services arrive at the transit center before 8:30 - 9 am on weekday mornings. I would love to take the bus to work more often but I'm submitting an operational comment for the Clean Air Express, requesting a micro bus to offer a later departure from Santa Barbara back to Santa Maria.	Web Survey	Operational
Would like shorter wait time for buses and cheaper fares	Public Comment	Operational
There are persons with sight disabilities that may need additional services or assistance	Public Comment	General
More service to Santa Barbara (from Lompoc) with stops in Goleta	Public Comment	Unmet need that will be met with Clean Air Express
Route 20 Weekend service	Public Comment	Potential Unmet Need (Former Breeze 200)
Bus Stop Bench at Miller & Inger (Northbound)	Public Comment	Operational
Add a bus stop at Waller Park	Public Comment	Operational - Met by Lines 4, 5, 8, and 12x
Add bus stop at Los Alamos on Route 20.	Public Comment	Service already met
Would like the bus to operate a 24-hour schedule so rider can catch the bus to job	Public Comment	General Comment - doesn't specify a location or line
Great Meeting, very informative.	Public Comment	General Comment
Signage at San Luis Obispo Transit Center stating no service Southbound after 8	Public Comment	General
Supports no serpentine on Route 30 (Lompoc)	Public Comment	General
Agrees that Buellton/Orcutt should align with the SMRT routes.	Public Comment	Operational
Suggests Route 20 to service outside downtown Solvang (Cottage/NT Forest En	Public Comment	Operational - served by a combination of SMRT and SYVT

Route diez (10N) stop in Five Cities (more frequency benefits riders who don't ca	Public Comment	Five Cities is served by SLORTA Route 10
Regional Services more reported vehicles miles traveled more money.	Public Comment	General
More service coverage ½ a mile of corner of S. Blosser Rd & W. Clark Ave closer	Public Comment	Operational - Met by Line 6

|City of Santa Maria



MEETING REPORT

2025 Unmet Transit Needs Summary

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

PURPOSE AND REQUIREMENT

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

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

Public Meetings

The City of Santa Maria hosted two public participation workshops. These were held with both in-person. An in person accessible location meeting was held at the ADA and transit accessible Shephard Hall in the Santa Maria Public Library on Thursday, December 5, 2024. The first meeting was held from 4:00 PM – 5:00 PM and the second was held from 5:30 PM – 6:30 PM. Spanish interpretations were available for those who needed it.

Outreach Efforts

In accordance with the Transit program's adopted Public Engagement Manual, extensive public outreach was conducted to inform the public of the participation process. The Public Engagement manual is an adopted procedural guide, also shaped by the public participation process, which proposes the best means and methods for meaningful outreach and engagement with transit and non-transit populations, including those who may not speak English.

A copy of the City adopted Public Engagement manual can be found by visiting our website [RideSMRT.org](https://rideSMRT.org) or a physical copy can be reviewed by visiting Transit offices as noted within this document.

Per the manual, press releases, legal ads, and other public notices were placed in major media outlets such as newspaper periodicals, social media,

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transit website, city website, video infotainment systems inside buses, and flyers posted at city locations. Examples of these can be seen in Attachments 1 through 5 at the end of this report.

Attendance

A total of approximately 7 individuals were counted as attending the first workshops and one person attended the second workshop. This amount does not include City staff or contractor attendees.

The following City facilitators were in attendance:

Name	Title	Agency
Gamaliel Anguiano	Transit Manager	City of Santa Maria
Mark Sarri	Transit Planner	City of Santa Maria
Eustaquio Valdez	Transit Coordinator	City of Santa Maria
Dominick Pérez	General Manager	RATP Dev
Victor Bahena	Maint. Manager	RATP Dev

Meeting Format

Sign-In

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

Introduction

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

Overview

A PowerPoint presentation was given outlining the purpose of the Unmet Transit Needs meeting, updates on efforts already undertaken such as recent double routes 1 & 11 frequency, micro-transit, record ridership growth, new bus shelters, a new connection to the Clean Air Express, exploring concepts for transit center improvements, and other current transit projects. Impending transit projects that were discussed included autonomous shuttle project, BRT, paratransit, potential service



improvements for FY 2024/25, proposed phase #2 expansion of micro transit and more regional service.

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

SUMMARY OF FINDINGS

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

UTM Comment Summary Matrix:

UTN Comment/Request	# of Similar Requests	Agency Response
Route 20 Weekend Service	1	SMRT will analyze available data to understand demand
Bus Stop Bench at Miller & Inger (Northbound)	1	SMRT will consider this request as part of our Summer 2025 route changes
Add a bus stop at Waller Park	1	SMRT will consider this request as part of our Summer 2025 route changes
Add bus stop at Los Alamos on Route 20.	1	SMRT will consider this request as part of our Summer 2025 route changes
Would like the bus to operate a 24-hour schedule so rider can catch the bus to job locations.	1	SMRT will analyze available data to understand demand.
Great Meeting, very informative.	1	SMRT appreciates comment.



Signage at San Luis Obispo Transit Center stating no service Southbound after 8:30 p.m.		Will relay message to SLO Transit.
Supports no serpentine on Route 30 (Lompoc)		SMRT will consider this request as part of our Summer of 2025 route changes
Agrees that Buellton/Orcutt should align with the SMRT routes.		SMRT will consider this request as part of our Summer of 2025 route changes
Suggests Route 20 to service outside downtown Solvang (Cottage/NT Forest Employees).		SMRT will consider this request as part of our Summer of 2025 route changes
Route diez (10N) stop in Five Cities (more frequency benefits riders who don't care about provider turf).		SMRT will consider this request as part of our Summer of 2025 route changes
Regional Services more reported vehicles miles traveled more money.		SMRT will consider this request as part of our Summer of 2025 route changes
More service coverage ½ a mile of corner of S. Blosser Rd & W. Clark Ave closer to the Trailer Park.		SMRT will consider this request as part of our Summer of 2025 route changes



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

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

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

Date: November 20, 2024

Re: Annual Transit Unmet Needs Workshop

The Annual Lompoc Community Transit Unmet Needs Workshop was held at 2:00 pm on November 20, 2024, in the Lompoc City Council Chambers, 100 Civic Center Plaza, Lompoc, CA.

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

Public notices of this workshop, in English and Spanish were placed in the Lompoc record. Public Service announcements were also sent to TV Stations KSBY, KCOY, KPMR, KTAS and radio station KRQK. Posters in both English and Spanish were posted in each bus and at each bus shelter from October 28 to November 20, 2024.

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

Those in attendance were:

Richard Fernbaugh, Transit/Airport Administrator, City of Lompoc
Wayne Wilks, Transit/Airport Analyst
Julie Wilks, Transit/Airport Office Staff Assistant

100 CIVIC CENTER PLAZA, LOMPOC, CA 93436
PHONE: 805-736-1261 FAX: 805-736-5347

**Aaron Bonfilio, SBCAG Staff
Eric Nortega, SBCAG Staff
Linda Byrd, Transit Rider
Arnulfo Sandova, Transit Rider
Elena Jones, Transit Rider**

The following comments/concerns were received:

From Mr. Sandova: Would like shorter wait time for buses and cheaper fares.

From Ms. Jones: Would like the transit system to be aware that there are persons with sight disabilities that may need additional services or assistance.

From Ms. Byrd: Would like more service to Santa Barbara with stops in Goleta.

The meeting ended at 3:00 PM.

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

APPENDIX D: SBCAG RESOLUTION

RESOLUTION OF THE SANTA BARBARA COUNTY ASSOCIATION OF GOVERNMENTS

TRANSIT NEEDS ASSESSMENT)	RESOLUTION NO. 25-12
FINDINGS OF UNMET NEEDS AND)	
REASONABLENESS TO MEET)	

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

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

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

WHEREAS, all allocations made by SBCAG within the Santa Barbara Metropolitan Transit District (SBMTD) and Easy Lift Transportation Incorporated service area will be directly related to public transit services, specialized transit services, or facilities provided for the exclusive use of pedestrian and bicycling facilities; and

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

WHEREAS, SBCTAC discussed options for and provided input on the public outreach strategy and approved the type, design, and distribution of other public outreach materials; and

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

WHEREAS, SBCAG held a hybrid public hearing consisting of in-person and virtual public participation on December 11, 2024, pursuant to Section 99238.5 of the Public Utilities Code to receive testimony and comments on the existence of unmet transit needs within Santa Barbara County; and, independently of SBCAG, on November 20, 2024 the City of Lompoc Transit (COLT), and on December 5, 2024 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 2025 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 2025/26 there are no unmet transit needs that are reasonable to meet, 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 that are reasonable to meet; and

THEREFORE, BE IT RESOLVED THAT the Santa Barbara County Association of Governments for Fiscal Year 2025/26 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 20th day of March, 2025, by the following vote:

AYES: Lee, Capps, Nelson, Lavagnino, Mosby, Brown, Julian, Silva, Patino
Perotte, Clark, Hartmann, Chair Rowse

NOES:

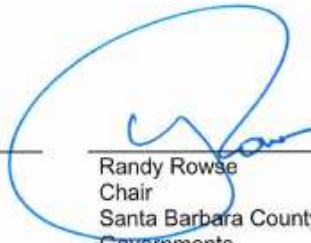
ABSENT:

ABSTAIN:

ATTEST:

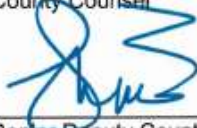


Marjie Kim
Executive Director
Santa Barbara County Association of
Governments



Randy Rowse
Chair
Santa Barbara County Association of
Governments

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 December 21, 2006

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

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