

## STAFF REPORT

**SUBJECT:** Valley Express Service and Clean Air Express Interregional Transit Service

**MEETING DATE:** May 15, 2008

**AGENDA ITEM:** 7

**STAFF CONTACT:** Stephen VanDenburgh, Brittany Odermann, Scott Spaulding

**RECOMMENDATION:**

- A. Authorize the Executive Director to negotiate and sign a Memorandum of Understanding with SBMTD to continue the operation of the Valley Express service through June 30, 2009 and expand Clean Air Express service by one route through June 30, 2009.
- B. Approve a Measure D Expenditure Plan amendment allocating \$80,000 for operation of Valley Express service and \$60,000 for one additional Clean Air Express route. (requires 2/3 board approval—9 affirmative votes)
- C. Direct staff to prepare a report, in consultation with local agency Clean Air Express partners and MTD, evaluating future Clean Air Express service and capital needs and available funding sources, when the results of the Measure A election are known and can be included in the report.

**SUMMARY:**

Last month the board heard a request by SBMTD for \$220,000 to continue operation of the Valley Express service through 2010. The board directed staff to work with MTD to develop a plan that addresses continued operation of the Valley Express and the need for expansion of Clean Air Express service. Staff is recommending that funding requested by SBMTD for the Valley Express service, which operates between Buellton, Solvang and the South Coast, be provided for FY 08/09 in the amount of \$80,000, from Regional Measure D funds, so that MTD can continue to operate three routes, consolidated down from the four routes. This should help improve service performance and efficiency.

Staff recommends that the “surplus” bus resulting from the Valley Express route consolidation be used to provide new service from Lompoc to address existing capacity issues on the Clean Air Express service, which is leaving riders at the curb due to a shortage of seats. MTD would operate the new route for one year using it’s spare vehicle at a cost of \$60,000, funded from regional Measure D.

The above two recommendations would be the subject of a cooperative agreement that the Executive Director would negotiate and sign with MTD to implement and fund these service

changes. Funding the two services using Regional Measure D requires an expenditure plan amendment approved by a two-thirds vote of the board.

Finally, staff recommends that after the outcome of Measure A is known, it prepare a report for the Board in consultation with the Clean Air Express partners and MTD, outlining options for the Clean Air Express including expanding, maintaining or terminating the service, the new route operated by MTD, and what should happen to the surplus bus.

## **DISCUSSION:**

The Santa Barbara Metropolitan Transit District (SBMTD) operates the Valley Express regional transit service between the Santa Ynez Valley and the South Coast. There are currently four round trips per day, with morning runs starting in Solvang, stopping in Buellton, before arriving at the South Coast destinations of Goleta, UCSB and Santa Barbara with corresponding return trips to the valley during the afternoon peak commute period.

This service was funded by a federal CMAQ grant approved by the SBCAG Board in October 2004. Prior to the award of this funding, two Clean Air Express routes originating in Santa Maria made a stop in Buellton, providing limited public transit service between the Santa Ynez Valley and South Coast. Under federal CMAQ program rules, a transit service may be operated with CMAQ funding only for a three-year pilot period. At the time of the Board's approval of CMAQ funding, MTD indicated that at the completion of the Valley Express pilot service, they believed the service would be self-sufficient and not need additional funding resources from SBCAG or other local agencies to maintain operations.

MTD has provided data that shows that over the three years of operation, passengers per trip, farebox ratio, and percent of seats filled has increased each year while the subsidy per passenger has been reduced. Although the service is not currently meeting the performance standards established for the third year of operations, the service appears to be on a path toward reaching the performance standards. It appears, however, that a longer service establishment period coupled with cost cutting and efficiency improvement measures such as route consolidation would be needed to reach the aggressive standards set for the service.

MTD has notified SBCAG that it will continue to operate the service using the district's funding sources until the end of this fiscal year, but its draft FY 2008/09 budget does not include any funding for the service. All funding available to the transit district is applied to operating its priority intra-city and intercity service within the district's boundaries on the South Coast in an environment of spiraling fuel costs and potential funding reductions related to the State budget crisis. MTD requested in a letter of February 28, 2008, that \$220,000 in regional Measure D funding be allocated to continue the Valley Express service through the end of Measure D in March 2010.

### Board Direction

At its April 17, 2008 meeting, the SBCAG Board supported in concept providing Measure D regional funds for the Valley Express to continue the service and directed SBCAG staff to work with MTD to develop a service option that includes three routes rather than the current four. The Board asked that MTD consider a fare increase to bring the fare cost more in line with the recently increased Clean Air Express fares. The 30-day, 10-Ride, and cash fares for the Valley Express are currently \$120/\$35/\$4. The corresponding fares for the Clean Air Express are \$140/\$50/\$7. SBCAG board members also commented that its staff should not be limited to returning with a recommendation to improve only the efficiency of the Valley Express. If other

interregional transit services could be improved with the CMAQ purchased buses, those improvements should also be included in the recommendation.

#### Revised Valley Express Service Plan

SBCAG staff and MTD staff have discussed the option of keeping the four routes operating with schedule changes to try to improve efficiency and ridership, reducing the service to three routes, and reducing service to two routes.

Both staffs agree that consolidating the Valley Express from four routes to three should improve its performance by reducing the subsidy per passenger and increasing passengers per trip, the percentage of seats filled per trip and the service's farebox ratio. SBCAG staff is therefore recommending funding for a three-route service plan. But whereas MTD had requested funding through March 31, 2010, SBCAG staff is concerned that date would be inconsistent with the contract expiration date for the Clean Air Express of June 30, 2009. The Clean Air Express interim plan adopted by the SBCAG board in 2007 funds the Clean Air Express through June 2009 in order to allow the result of the Measure A ballot measure to be included in the future planning of the service. If Measure A passes, funding will be available to maintain and expand the Clean Air Express and other regional transit services. If the measure does not pass, funding for the Clean Air Express, the Coastal Express, and the Valley Express may not be available and the services will likely be terminated. Synchronizing Valley Express and Clean Air Express funding through June 30, 2009 would allow both services to coordinate their termination or expansion plans depending on the outcome of the Measure A vote in November. SBCAG staff therefore recommends that the Valley Express be funded for one year through June 30, 2009.

MTD staff has indicated that the three-route service would still be viable and would require \$80,000 to operate through June 30, 2009. MTD staff indicated they would recommend the MTD board accept the \$80,000 and operate the service through June 30, 2009.

#### Clean Air Express Capacity Issues

Consolidating Valley Express routes from four to three would result in a surplus regional commuter bus becoming available that could be shifted to meet the excess demand for Clean Air Express service.

The Clean Air Express service is operated by SBCAG through a contract with a private bus company. The service's interim plan includes \$750,000 in regional Measure D funds as well as \$185,600 each in TDA funds from Lompoc, Santa Maria, and the County. Routes originate in Santa Maria and Lompoc and bring commuters to the South Coast in the morning and back to Santa Maria and Lompoc in the afternoon.

Several Clean Air routes between Lompoc and Goleta are over capacity and turn away riders regularly because all seats are full. When this occurs in the afternoon, passengers denied boarding must wait 30-45 minutes for the next bus. When this occurs in the morning, riders (many of whom have purchased a monthly pass) are forced to drive to work, carpool with other riders that were not able to board, or sometimes are not able to get to work. This has prompted SBCAG to consider adopting a policy to allow riders to stand when all seats are full. This policy is currently in place for the Coastal Express service between Ventura and the South Coast due to frequent overloading during peak periods. Shifting a bus from Valley Express service where there is excess seating capacity, and an opportunity for route consolidation, to the Clean Air Express would allow one new route to be added and reduce the need for Clean Air Express passengers to stand or to be denied boarding when all seats are full.

SBCAG staff and MTD staff discussed the option of transferring the Valley Express bus to SBCAG for use by the Clean Air Express contractor to expand service to/from Lompoc or having MTD keep the bus and operate a Clean Air Express route from Lompoc. The staffs are recommending the latter option. Under this option, MTD would continue to own, operate and maintain the bus, and invoice SBCAG for revenue hours provided at their system-wide FY2009 operating cost of \$101.48/hour. This is a very low hourly rate which would result in a one-year cost saving of approximately \$25,000 compared to the cost of having SBCAG's contractor operate a new route. This option would also defer the potentially complicated and time-consuming transfer of ownership of the bus from MTD to another jurisdiction, which would likely delay the initiation of service beyond the June 30, 2008 target date that SBCAG staff has established. Deferring the bus transfer beyond November 2008 would also allow MTD and SBCAG to include the Measure A election results in the future planning of the service. If Measure A fails, the Clean Air Express will likely cease to operate and the bus could stay with MTD, thus avoiding a possibly unnecessary bus ownership transfer. Customer service for the MTD-operated route would be provided by SBCAG's Clean Air Express contractor, which provides customer service for all routes in their contract. The vehicle itself would have the livery changed from the Valley Express to the Clean Air Express to avoid any confusion by riders. Riders would be unaware that the route operated by MTD would be any different than the other eleven Clean Air Express routes.

The net cost (after deducting estimated fare revenue) of adding an additional Clean Air Express route from Lompoc to Goleta operated by MTD is estimated to be \$60,000 for FY2009 and can be executed without amending either the Clean Air Express operator contract or the interim plan.

The result of shifting an existing Valley Express bus to Clean Air Express service will be an increase from six to seven in the number of routes between Lompoc and the South Coast without any additional capital cost.

Service	Routes		
	Current	Proposed	Estimated Cost FY2009
Clean Air Express (Lompoc – South Coast)	6	7	\$60,000
Valley Express	4	3	\$80,000
<b>Total</b>			\$140,000

SBCAG staff recommends that the SBCAG board authorize the executive director to negotiate and sign an MOU with MTD memorializing the responsibilities of the agencies for the MTD-operated route. Some of the issues that would be covered in the MOU include guaranteeing the hourly rate through June 30, 2009 (\$101.48/hour), requiring that MTD provide sufficient insurance and bus operators, all necessary fuel, maintenance and repairs for the bus, that the vehicle be a 45 foot, 57 passenger MCI model, and that service starts on June 30, 2008. The MTD-owned vehicle will be able to park overnight in Lompoc with the other Clean Air Express buses.

**COMMITTEE REVIEW:**

TTAC approved SBCAG's staff recommendation supporting continuation of three Valley Express routes for one fiscal year using regional Measure D funding at \$80,000 and one year of

new Clean Air Express service at \$60,000. But TTAC added a caveat that the MOU with MTD should require that ownership of the bus to be transferred by June 30, 2009 to an agency that would use it to serve the city of Lompoc, and is a Clean Air Express funding partner and eligible federal funds recipient. TTAC reasoned that if the new route were successful, and ridership expanded from Lompoc, the bus would be needed by SBCAG or whatever agency operates the Clean Air Express after June 30, 2009 to continue to serve the needs of Lompoc commuters (assuming funds from Measure A are available to continue the service). TTAC members did not believe MTD should be allowed to keep the bus and use it for other services because it was purchased with CMAQ funds specifically to carry North County commuters to the South Coast.

TTAC voted unanimously for the recommendation, including the caveat to transfer the bus to the Clean Air Express service operator by June 30, 2009, with MTD abstaining. MTD staff was concerned that transfer of ownership of the bus required the support of their senior management and the MTD board, which would have to be sought after the TTAC meeting.

TTAC members encouraged SBCAG staff to work with MTD and the city of Lompoc on wording for the MOU that would be mutually agreeable to all parties regarding transferring ownership of the bus.

#### Mutually Agreeable Recommendation

The staffs of SBCAG, MTD and the city of Lompoc are in agreement that the MOU need not include language to require transfer of ownership of the bus. Instead, the board should direct staff to work with staff from Lompoc, Santa Maria, the County of Santa Barbara, MTD, and SBCAG, to evaluate future Clean Air Express service and capital needs, along with available funding sources in 2009, when the results of the Measure A election can be included in the discussion. This Clean Air Express working group would develop a consensus regarding which agency should hold title to the vehicle in order to pursue the best interest of the service. Depending on the result of the election, the working group will report back to the board with a continuation or termination plan for the Clean Air Express and a consensus recommendation on bus ownership.

#### **RECOMMENDATION**

Staff recommends that the board authorize the executive director to negotiate and sign a memorandum of understanding with MTD to operate three Valley Express routes and one Clean Air Express route through June 30, 2009. Staff also recommends that the Measure D expenditure plan be amended to allocate \$80,000 in regional Measure D funding to continue operation of the Valley Express and \$60,000 in regional Measure D funding to add one new route to the Clean Air Express service from Lompoc to the South Coast. Finally, staff recommends that the board direct staff to prepare a report, in consultation with local agency Clean Air Express partners and MTD, evaluating future Clean Air Express service and capital needs and available funding sources, when the results of the Measure A election can be included in the discussion.

#### **ATTACHMENTS**

- Attachment 1: Original MTD Valley Express Measure D Funding Request
- Attachment 2: SBCAG Board adopted Valley Express performance standards
- Attachment 3: Tables furnished by SBMTD staff related to adopted performance standards
- Attachment 4: Valley Express Project Chronology
- Attachment 5: Issues to Consider



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RECEIVED

FEB 26 2008

February 25, 2008

Santa Barbara County  
Association of Governments

Mr. Jim Kemp  
Executive Director  
Santa Barbara County Association of Governments  
260 N. San Antonio Road, Suite B  
Santa Barbara, CA 93110

Dear Mr. Kemp:

The Santa Barbara Metropolitan Transit District (MTD) requests the Santa Barbara County Association of Governments (SBCAG) to program \$219,474 in regional Measure D funds for the Valley Express from July 1, 2008 through the end of the current Measure D in 2010. In the years following 2010, the "Interregional Transit Program" included in the Investment Plan for Measure D will provide Valley Express funding (if Measure D is successfully renewed).

MTD is pleased that it has been the policy of SBCAG to fund operating shortfalls for interregional transit services with regional Measure D funds. SBCAG has programmed these regional funds for multiple years for both the Clean Air Express and the Coastal Express. This policy demonstrates that SBCAG recognizes the importance of interregional transit services in meeting the needs of County residents and assisting efforts to alleviate congestion.

As you know, MTD was awarded a Congestion Mitigation and Air Quality Improvement program (CMAQ) grant for a three-year pilot program for the Valley Express, an interregional transit service that transports commuters between the Santa Ynez Valley and the South Coast. The CMAQ pilot period ends February 29, 2008. The residents of the Santa Ynez Valley have demonstrated that there is a need for the Valley Express service, and MTD hopes to continue to meet this need.

At the start of the Valley Express service, MTD was hopeful that the service would be self-supporting by the end of the pilot program. However, despite substantial growth in ridership over the three-year period, the service will still require a public subsidy to continue.

Currently, the Valley Express is transporting an average of 15.9 passengers per hour. This compares favorably with the Coastal Express, which, according to



## **Valley Express Performance Standards For the Three-Year Pilot Program**

The Santa Barbara Metropolitan Transit District (MTD) plans to begin service on the new Valley Express regional commuter service from Solvang and Buellton to the South Coast on March 1, 2005. The performance standards will provide the MTD Board, the SBCAG Board, and other interested parties a means to measure the success of the Valley Express in meeting the goal of providing an effective and cost-efficient service.

The MTD's existing annual performance evaluation program ensures that the MTD's limited resources are utilized effectively and cost-efficiently. Each route is examined using ridership and financial performance indicators. The indicators for each route are ranked by service type, and changes are recommended for the lowest-performing routes.

MTD will conduct a similar annual performance evaluation program for the three-year pilot program of the Valley Express, utilizing three indicators: a ridership measure (passengers per trip) and two financial measures (subsidy per passenger and farebox ratio). Unlike the MTD's existing annual performance evaluation program, MTD has set specific goals for each year of the three-year pilot program:

- **Year 1 (Average for Year)**
  - 12 Passengers per One-Way Trip (24,480 Annual Total Passengers)
  - \$5.20 Subsidy per Passenger (\$126,600 Annual Total Subsidy)
  - 34 % Farebox Ratio
- **Year 2 (Average for Year)**
  - 20 Passengers per One-Way Trip (40,800 Annual Total Passengers)
  - \$2.00 Subsidy per Passenger (\$83,300 Annual Total Subsidy)
  - 57 % Farebox Ratio
- **Year 3 (Average for Year)**
  - 30 Passengers per One-Way Trip (61,200 Annual Total Passengers)
  - \$0.50 Subsidy per Passenger (\$29,100 Annual Total Subsidy)
  - 85 % Farebox Ratio

In addition to the annual goals, the MTD will consider trends within each year when evaluating the performance of the service. Other Valley Express data will be considered in addition to the two measures described above. FY 2004 MTD systemwide totals for these data are attached. The MTD will also provide qualitative data from passenger surveys and employer contacts.

data from the Ventura County Transportation Commission, transported an average of 16.5 passengers per hour in FY 2007. (In FY 2005, well after completing three years of service, the Coastal Express transported an average of 11.6 passengers per hour.) MTD expects that ridership on the Valley Express will continue to grow, as has been the case with both the Coastal Express and the Clean Air Express.

Sincerely,

  
Sherrie Fisher  
General Manager

**FY 2005-06  
Santa Ynez Valley Express**

Line Item	Line				Total
	81	82	83	84	
Operating Cost <sup>1</sup>	\$51,575	\$54,834	\$62,887	\$48,699	\$217,994
Subsidy	\$35,518	\$13,385	\$44,586	\$28,828	\$122,317
Fare Revenue	\$16,057	\$41,449	\$18,301	\$19,871	\$95,677
Revenue Hours	538	572	656	508	2,274
One-Way Trips	504	504	504	504	2,016
Ridership	4,909	11,402	5,037	5,880	27,228
Passengers / Trip	9.7	22.6	10.0	11.7	13.5
Subsidy / Passenger	\$7.24	\$1.17	\$8.85	\$4.90	\$4.49
Farebox Ratio	31.1%	75.6%	29.1%	40.8%	43.9%
Percent of Seats Filled	18.7%	43.5%	19.2%	22.4%	26.0%

Note 1: Based on MTD audited FY 2006 total operating cost (not including depreciation) of \$95.86 per hour.  
Source: Santa Barbara Metropolitan Transit District.

**FY 2006-07  
Santa Ynez Valley Express**

Line Item	Line				Total
	81	82	83	84	
Operating Cost <sup>1</sup>	\$50,574	\$53,752	\$61,511	\$48,050	\$213,887
Subsidy	\$30,405	\$12,608	\$34,280	\$23,788	\$101,081
Fare Revenue	\$20,169	\$41,144	\$27,231	\$24,262	\$112,806
Revenue Hours	541	575	658	514	2,288
One-Way Trips	502	502	502	502	2,008
Ridership	5,808	11,279	7,309	6,524	30,920
Passengers / Trip	11.6	22.5	14.6	13.0	15.4
Subsidy / Passenger	\$5.23	\$1.12	\$4.69	\$3.65	\$3.27
Farebox Ratio	39.9%	76.5%	44.3%	50.5%	52.7%
Percent of Seats Filled	22.2%	43.2%	28.0%	25.0%	29.6%

Note 1: Based on MTD audited FY 2007 total operating cost (not including depreciation) of \$93.48 per hour.  
Source: Santa Barbara Metropolitan Transit District.

**Santa Ynez Valley Express**  
**July 2007 - February 2008 (Financial Data are Estimated)**

Line Item	Line				Total
	81	82	83	84	
Operating Cost <sup>1</sup>	\$36,397	\$38,544	\$44,009	\$34,446	\$153,396
Subsidy	\$16,833	\$11,994	\$25,565	\$14,031	\$68,424
Fare Revenue <sup>2</sup>	\$19,564	\$26,550	\$18,443	\$20,414	\$84,972
Revenue Hours	373	395	451	353	1,572
One-Way Trips	332	332	332	332	1,328
Ridership	5,360	7,274	5,053	5,593	23,280
Passengers / Trip	16.1	21.9	15.2	16.8	17.5
Subsidy / Passenger	\$3.14	\$1.65	\$5.06	\$2.51	\$2.94
Farebox Ratio	53.8%	68.9%	41.9%	59.3%	55.4%
Percent of Seats Filled	31.0%	42.1%	29.3%	32.4%	33.7%

Note 1: Based on MTD budgeted FY 2008 total operating cost (not including depreciation) of \$97.58 per hour.

Note 2: Estimated based on the average fare per passenger in FY 2007.

Source: Santa Barbara Metropolitan Transit District.

## **Attachment 4** **Valley Express Project Chronology**

In 2002, the SBCAG board programmed \$2.5 million in CMAQ funding to SBMTD to purchase 5 diesel coach buses to initiate regional transit service from Santa Ynez Valley to the South Coast. The MTD project was one of a number of projects that competed for CMAQ funds and the project scored very high in the competitive ranking of projects, receiving a score of 76 out of 100 points. At that time, no operating funds were requested. MTD received the CMAQ funds and purchased the buses.

In October 2004, the SBCAG Board approved an additional \$331,200 in CMAQ funding to allow MTD to fund three years of operating costs for the Santa Ynez Regional Transit Service project (now the Valley Express). It was expected that the CMAQ funds would cover approximately one-half of the operating costs of the transit service during the 3-year pilot program. MTD proposed to use fare box revenues and non-SBCAG funds to cover the remaining operating costs. The SBCAG Board required MTD to provide annual reports on ridership levels, farebox recovery rate, and service or fare refinements. MTD has provided those reports.

The SBCAG Board also adopted a fare box recovery performance standard that is unique to the Santa Ynez service. The standard is aggressive, but not unreasonable for a limited service that is concentrated in the peak commuter hours. The projected fare box recovery ratio (percent of operating costs covered by fare revenue), was set at 34% in Year 1 (2005), 57% in Year 2 (2006), and 85% in Year 3 (2007). The SBCAG board also adopted two other performance measures: Average number of Passengers per One-Way Trip, ranging from 12 in Year 1 to 30 in Year 3; and Subsidy per Passengers, ranging from \$5.20 in year 1 to \$.50 in year 3 (Attachment 2).

The Valley Express began service in March 2005 and provides four daily round trips from Solvang and Buellton to South Coast job centers. On March 31, 2008, the CMAQ operating subsidy expired and information provided by MTD to date indicates service performance has improved each year of operation, but has not yet met the expected fare box performance criteria (Attachment 3). Consequently, the service will need additional operating subsidies to continue operations.

MTD submitted a letter request to SBCAG on February 25, 2008 requesting \$220,000 in regional Measure D funding to close the shortfall over the next two years, through the sunset of Measure D in March 2010. Without Measure D support, MTD has indicated that the Valley Express service would be allowed to expire at the end of this fiscal year.

SBCAG staff has collected information from MTD about the performance of the service, discussed with MTD staff the ability of the transit district to fund the service without Measure D regional funding and evaluated the benefits and drawbacks of amending the service into the Measure D regional program at this time. SBCAG staff recommended at the April 2008 SBCAG board meeting amending the service in concept into the Measure D program. The Board approved in concept adding the service into the regional Measure D program and directed staff to work with MTD and return to the board in May with a revised service and funding plan and an amendment to the Measure D regional program.

## **Attachment 5** **Issues to Consider**

In evaluating MTD's request for regional Measure D funding, SBCAG staff has taken into account the following issues:

- The current Measure D regional program projected ending balance is approximately \$4 million. This balance is a projected ending balance of unallocated funds at the end of the current Measure D in 2010 and economic conditions could result in the ending balance being lower (or higher) than projected.
- The projected ending balance is viewed by staff as a contingency to cover cost increases on the two remaining Measure D regional projects, the Highway 154 Group II Safety Improvement and the Highway 101 Milpas–Hot Springs/Cabrillo operational improvements projects. The former went out to bid on April 14 and construction is scheduled to begin this summer. The latter will be under construction this summer as well. The combined cost of the projects is over \$50 million and maintaining a contingency is important to ensure that the existing projects in the Measure D regional program can be completed.
- There is a precedent of providing Measure D regional funding to operate other interregional transit services, i.e. the Clean Air and Coastal Express.
- Highways 154 and 101 are congested with commuters during peak periods. If the service is terminated, it would likely contribute to a small increase in traffic volumes as current Valley Express riders return to driving. This would occur at a time construction projects would be starting on both highways.
- Buellton residents traveling to the South Coast by bus previously rode the Clean Air Express. When the Valley Express started, the Buellton stop was made a part of the Valley Express route. If the Valley Express is canceled, Buellton riders would expect the Clean Air Express to resume service to Buellton. Several Clean Air Express routes are currently over-capacity and adding the Buellton stop to existing Clean Air Express service is not feasible.
- Cancellation of the Valley Express may result in former riders requesting during the annual Transit Needs Assessment that the service be categorized as an unmet need. If it is found by SBCAG to be an unmet transit need, some type of service would need to be provided using either Measure D or TDA funds allocated to Lompoc and the County.
- The Clean Air Express routinely experiences excess demand for service and service expansion is possible if a bus is available.
- The passage of Measure A in November, which includes an interregional transit program, could provide a source of funding that would allow the service to continue beyond Measure D's expiration on March 31, 2010. If Measure A fails at the ballot, the service termination issue would arise again in March 2010. Continuation of other successful interregional services including the Coastal Express and the Clean Air Express is likewise in doubt if Measure A fails in November since these services are currently funded through the Measure D regional program.