

STAFF REPORT

SUBJECT: Transit Needs Assessment Update

MEETING DATE: March 13, 2007

AGENDA ITEM: 4

RECOMMENDATION:

Receive summary of public input from the 2007 Transit Needs Assessment Outreach Process

STAFF CONTACT: Sarkes Khachek, Michael Powers

DISCUSSION:

Forms of Public Outreach

Public input and for this year's Transit Needs Assessment process were accepted through Tuesday, February 13, 2007 and received through the following outreach modes:

- SBCAG Public Hearing on January 18, 2007 in Santa Maria – 19 Speakers
- Emails and sbcag.org online input form comments – 22 Comments
- City of Lompoc Transit Public Workshop on November 14, 2006
- City of Santa Maria Transit Public Workshop on November 18, 2006
- Clean Air Express On-board surveys – January 2007

SBCAG Public Hearing

There were nineteen speakers at the Unmet Transit Needs public hearing held on January 18, 2007 in Santa Maria. It should be noted that Spanish language translation was available at the public hearing and notices for the hearing were published in the Santa Barbara News Press, Lompoc Record, and Santa Maria Times. A summary of the comments are located in **Attachment 1**.

In general, advocates called for all TDA funds to be allocated to transit service, agricultural workers requested service from Santa Maria to the agricultural fields. There were also requests to have interregional services identified in the North County Transit Plan to be implemented with the Breeze and Clean Air Express expanded and weekend services to be implemented. Additionally, there were requests for Breeze service to be expanded to the Santa Ynez Valley and Los Alamos, Weekend service on Breeze between Santa Maria and Lompoc, expansion of

Member Agencies

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

SMAT service to have more frequency and stops and expansion of SMAT to serve the communities of Sisquoc and Cuyama.

Emails and sbcag.org online input form

A total of twenty-three emails and comments were submitted via the sbcag.org online input form. Copies of this correspondence are located in **Attachment 2**. In general, the comments center on the request for expanded commuter service from Santa Barbara/Goleta to Lompoc, Santa Maria and Santa Ynez Valley. Additionally comments asked for Clean Air Express stops in Los Alamos and Buellton, service from Buellton to Lompoc and Santa Maria, and earlier bus service to the Santa Maria Valley Boys and Girls Club.

City of Lompoc Transit Workshop

City of Lompoc Transit staff conducted an evening Transit Workshop on Tuesday, November 14, 2006. The workshop was attended by three members of the public. The workshop was an opportunity for COLT staff to provide an overview of available services provided by COLT and for the public to provide comments for new or expanded transit services. A member of County of Santa Barbara staff was in attendance. A summary of the workshop comments are located in **Attachment 3**. Overall, riders were satisfied with the general local service, requesting some local service improvements, such as later weeknight service and Sunday service. There were also requests for intercommunity service to the Santa Ynez Valley and expanded service to Santa Barbara.

COLT staff worked with SBCAG and provides responses to comments received at the workshop. Responses are as follows:

Comment 1: Concerning Route 5. Rider lives at Locust and Fir Streets. No fixed routes are close enough to walk to her home and walk is uphill. Currently must Dial-A-Ride to be dropped off at home.

Response: The rider is elderly and uses Dial-A-Ride service. COLT Route 2 travels near her place of residence.

Comment 2: Is it possible to have Sunday service with one bus running on all routes?

Response: Staff is currently evaluating the feasibility of weekday and Saturday expansion prior to the expansion of service on Sundays.

Comment 3: Client would like Santa Barbara bus to run 3 days a week (Tuesday, Wednesday and Thursday) rather than 2. Client is happy that changes have been made to allow people to get off in Buellton is necessary.

Response: If there were a growth in demand, then the City of Lompoc would expand the service.

Comment 4: Can buses run until midnight?

Response: COLT currently runs weeknight service until 8pm on weeknights and 5pm on Saturdays. Current demand does not warrant an expansion of service until midnight.

Comment 5: Would like a bus route that regularly goes between Solvang/Buellton & Lompoc. There is interest from people living in Buellton who would like to be able to come to Lompoc for

shopping, appointments, etc. as well as interest from those living in Lompoc who work in Solvang/Buellton.

Response: SBCAG Staff will be evaluating the request which has also been requested through other modes of public outreach.

Comment 6: Client would like a bus that goes to Santa Barbara throughout the day.

Response: Current demand does not warrant expansion of service on a daily basis.

Additional comments are included in Attachment 3.

City of Santa Maria Transit Workshop

City of Santa Maria Transit staff also conducted a Transit Workshop on Saturday, November 18, 2006 in coordination with their SMAT Riders Advisory Committee meeting. The workshop was similar to the COLT Workshop in that an overview of available services was provided and members of the public could provide comments for new or expanded transit services. There was a member of County of Santa Barbara staff in attendance. A summary of the workshop comments are located in **Attachment 4**.

Many comments were provided from facility, operational and fleet issues as well as comments for services not administered by the City of Santa Maria. Facility issues ranged from requests for new stops to additional bus shelters. Operational issues included combining existing routes to extension of routes, increasing headways, better service in Northeast and Northwest Santa Maria, increased service on Broadway. Other issues related to bus improvements, weekend service on Breeze, more frequent service to and from Guadalupe and additional runs from Santa Maria to Santa Barbara.

City of Santa Maria staff has agreed to provide responses to comments received at the November 18th workshop at the March SBCTAC meeting.

Clean Air Express On-Board Surveys

The Santa Barbara County Association of Government's Traffic Solutions Division, who administers the Clean Air Express, conducted an on-board survey to riders in January 2007. Riders were asked to provide ideas on how to improve service on the Clean Air Express. Comments included requests for earlier and later routes, new stop locations and passenger amenities. A summary of the survey responses are located in **Attachment 5**.

North County Transit Plan Short Term Service Recommendations

In addition to comments received through the Transit Needs Assessment Public Outreach process, staff will also be evaluating short term service recommendations from the recently adopted North Santa Barbara County Transit Plan. Many of the recommendations identified in the plan, recommended for implementation starting in Fiscal Year 2007/07, reflect comments received through the TNA public outreach process and are as follows:

Breeze

- Provide two peak-hour round trip extensions between Buellton/Solvang and Lompoc
- 'Enhanced' – Provide Saturday service between Buellton and Santa Maria via Lompoc

Clean Air Express

- Extend service to Santa Maria Transit Center
- 'Enhanced' – Provide Saturday service

Guadalupe Flyer

- Provide early morning service from Santa Maria for better connections with RTA Route 10

Santa Ynez Valley Transit

- Provide morning tripper to connect with Valley Express Service

New Service between Santa Maria and Santa Barbara via Buellton

- 'Enhanced' – Provide Santa Barbara-Buellton-Santa Maria AM peak service and Santa Maria-Buellton-Santa Barbara PM peak service
- Provide bi-directional midday service
- Provide stops in Buellton

Valley Express

- Provide two peak hour trips to ease overcrowding
- 'Enhanced' – Provide bi-directional midday service

NEXT STEPS

Staff has met with representatives of all the public transit agencies to discuss the comments received through public outreach process and the North County Transit Plan recommendations to identify which requests can be served through improvements in the upcoming fiscal year.

Staff will begin to evaluate data within the context of the definition of Unmet Need and Reasonable to Meet (Attachment 6). An initial draft of the Transit Needs Assessment 2007 will be available at the April SBCTAC meeting.

Attachments:

- Attachment 1: Summary of January 18, 2007 Public Hearing Testimony
- Attachment 2: Emails / Letters of Correspondence
- Attachment 3: City of Lompoc Transit Workshop Summary – November 14, 2006
- Attachment 4: City of Santa Maria Transit Workshop Summary – November 18, 2006
- Attachment 5: Clean Air Express On-board Survey Comments – January 2007
- Attachment 6: Definitions of 'unmet transit need' and 'reasonable to meet'

ATTACHMENT 1

**Summary of January 18, 2006 Public Hearing Testimony
Approved Minutes**

Mr. Khachek presented the staff report and introduced Mr. Whitt who would be translating for the Spanish speakers.

Jim Talbott, Director of SMOOTH and Chair for SBCTAC summarized a letter from SBCTAC stating support for agencies applying for a farmworker transportation planning grant.

Jesus Estrada expressed concern with lack of action on the farmworker transportation program and requested translation of English to Spanish.

Vibiana Saavedra stated farmworker transportation should be a top priority and a grant to the state for funding should be submitted. She also requested that the interregional services in the North County Transit Plan be continued with the Breeze, the Clean Air Express expanded and weekend services implemented, earlier service implemented on the Guadalupe Flyer in order to make connections with other services, and transit services for smaller communities.

Elia Toledo with Pueblo spoke in support of transportation for farmworkers.

Anna Rizo with PUEBLO spoke in favor of farmworker transportation, requested Breeze service be extended to Buellton and Solvang, and Spanish translation be made available at all meetings.

Natalia Bautista with PUEBLO questioned why implementing a farmworker transportation program was taking so long and requested English/Spanish translation for the entire meeting.

Marc Chytilo acknowledged SBCAG's work to date and requested that the board allow additional time during the hearing for those needing Spanish translation and requested an additional public hearing. He requested that the specific needs listed in the North County Transit Plan be funded out of this TDA cycle.

Jose Castellanos with MAPA requested action be taken on transportation for farmworkers and asked that SBCAG support the families of the troops serving overseas.

Gabriel Valencia with MAPA spoke in favor of transportation for farmworkers, said he was against raising taxes on gasoline and stated that farmworkers should pay their share for transportation.

Barry Stotts, a member of the transit advisory committee, said he supported transportation for farmworkers and requested weekend service from Vandenberg Air Force Base to Santa Maria on the Breeze service and requested bus stops on Blosser Road, Donovan Road, Taylor Road and SR 166.

Deborah Brasket with SBCAN requested action be taken for farmworker transportation, that the Breeze service be extended to Santa Ynez Valley and Los Alamos, that the Breeze service add weekend service between Santa Maria and Lompoc, expand SMAT service to have more frequent stops, and add crosswalks.

Dave Pierce from Lompoc spoke in support of the North County Transit Plan and expressed urgency for a farmworkers vanpool program.

Alex Pujo, Secretary of COAST, using slides stated that there was growth in transit ridership and said TDA funds should be used for transit in addition to request additional service hours.

Kenneth Wolf, a resident of Orcutt requested that the Breeze service be expanded, that there be more Park and Ride lots, that transit operators have survey cards on buses, and that drivers be interviewed.

Doreen Farr, representing the Santa Ynez Valley requested pursuing funds to implement transit for farmworkers and increased linkages with the rest of the county.

Bernadino Fernandez said she supported statements made by Jesus Estrada.

Mary Jacka spoke in support of farmworker transportation due to the unsafe vehicles they are forced to drive currently. She also said she would like to look at the program that King County is providing to their farmworkers.

The public hearing closed at 11:12 a.m.

Following the public hearing, Supervisor Centeno spoke in support of transit service to the Cuyama and Sisquoc areas.

Supervisor Gray asked if it would be possible to implement evening services on the SMAT and SMOOTH services and asked staff to find out what that cost might be.

Chair Wallis closed the hearing and called for a five minute break.

ATTACHMENT 2

Emails / Letters of Correspondence

Emails and online submissions at sbcaq.org

Submitter	Comment(s)
Katie Kennison	<ul style="list-style-type: none"> • Service from Santa Barbara to Lompoc in AM with return in the evening
Kate Connell	<ul style="list-style-type: none"> • Service from Goleta or Santa Barbara to the Santa Ynez area, which would go north in the morning and return in the afternoon. Depart in Goleta from the Camino Real Marketplace and in Santa Barbara at the Transit Center.
Ken Deen	<ul style="list-style-type: none"> • I am <i>*very*</i> interested in commuting by bus. Here are my particulars: I live in Santa Barbara (Samarkand neighborhood, near 101 @ Las Positas). I work at Lockheed Martin in Santa Maria (Betteravia and Blosser). In SB, drop-off/pickup could be anywhere assuming I can park-and-ride. Goleta is fine. Earl Warren Showground would be fabulous, but I won't expect perfection. In SM, if I could get off the bus anywhere along Betteravia or Skyway Drive between the airport and Betteravia would be fine. At the airport would be fine. I'd bike the rest of the way. (Skyway changes its name to Blosser at Betteravia.) Pickup time in SB/Goleta would need to be in the 5am to 7:30am window. (Prefer 5am to 5:30). Departure time in SM would need to be 5:15pm to 6pm.
Patricia Eady	<ul style="list-style-type: none"> • There is a need for another bus departure/pick-up time to be added to your current schedule. There are 3 employees from ABC-CLIO and 3 or 4 employees from Medtronic (and probably others from Raytheon, Santa Barbara Bank and Trust, and other Goleta companies) who would appreciate a later bus departure and pick-up on the Lompoc to Goleta and reverse routes. A 7:00 a.m. and/or 7:30 a.m. departure time from Lompoc with an 8:00 a.m. and/or 8:30 a.m. arrival in Goleta (Los Carneros/Cremona area and Cremona/Hollister area) would be ideal. This would necessitate a 5:00 p.m. and/or 5:30 p.m. pick-up time in Goleta (same general area) with a 6:00 p.m. and/or 6:30 p.m. arrival time in Lompoc.
Thomas Hinshaw	<ul style="list-style-type: none"> • Are you any closer to providing service to those who live in south county and work in north? I live in Santa Barbara and work in Santa Maria.

Caro Stinson	<ul style="list-style-type: none"> • Through your car pool match list I found another person who works in the same building to car pool with most days. We both had to alter our schedules but so far it is working. <p>It seems there are no van pools or buses that run from the Santa Ynez Valley to Santa Maria. I am curious how many people commute north. Is there any way to find out? Perhaps it would be feasible to start a van pool. There are only a few people on the carpool match list and one person has moved from the area.</p> <p>My idea: There are several buses per day that travel from the Chumash Casino in Santa Ynez to Santa Maria, Lompoc and Santa Barbara. Has Traffic Solutions contacted them to see if we could work together? It seems like it would be a win-win situation. I think it would be better if your organization contacted them rather than me (an individual). I am attaching a link to their bus service. It is very possible you have already contacted them as the buses have been running for quite some time.</p> <p>http://www.chumashcasino.com/infodesk/shuttleschedule.cfm</p>
Caro Stinson	<ul style="list-style-type: none"> • I have been studying your website and am curious if you get many requests for van/bus commuting from Solvang or other areas in the Santa Ynez Valley to Santa Maria. I am on the car pool list but have not found someone with a similar schedule. I was hoping there would be a need for van pooling or a bus. Look forward to hearing from you.
Ken Deen	<ul style="list-style-type: none"> • I live in Santa Barbara and work in Santa Maria. I'd very much like to see a reverse-commute service. <p>My hours are flexible, (Ideal would be leaving SB around 5:30 to 6am and leaving SM around 5pm.)</p>
Carl Perizzolo	<ul style="list-style-type: none"> • Have you any plans to do a morning route from SB to Lompoc? I live in SB but I work in Lompoc. <p>I live off of upper street, across from the YMCA. I work in Vandenburg Village, just off Hwy 1 at Constellation. I start at 8am and leave between 4:30 and 5pm. Currently, I leave my house around 7am and get home between 5:30 and 6.</p> <p>My hours can be changed within reason.</p>
Craig Whan	<ul style="list-style-type: none"> • Just wondering what your commuter schedule is for Clean Air Express busses going from South County (Santa Barbara) to North County (Santa Maria)? <p>I'm assuming that your busses make the round trip – and as a south-to-north commuter, I know a lot of people also make the same trip.</p> <p>My wife works in Goleta (Ward Drive area) and could drop me off at the launch point for Northbound route. I image you will have to profile your rider-ship (AM-northbound) to see how that fits with other possible northbound commuters. But If there could be an arrival time somewhere near the normal start time (8AM) and departure near the usual end time (5-ish PM), then that works out for me. Also if you could do a little drop off</p>

	routing through SM, I work at the intersection of Clark and Bradley.
Laura Reynolds	<ul style="list-style-type: none"> • Thanks, you gave me some very helpful information. One more question; do you know of any public transportation linking Lompoc and Buellton/Solvang? I have some college students here in Solvang that are interested.
Carolyn Morthole	<ul style="list-style-type: none"> • I have recently moved to Los Alamos and am commuting to Santa Barbara Monday through Friday. <p>Presently there is not a stop in Los Alamos. I'd like to know what is necessary to request a stop in Los Alamos. Is there a certain number of participants needed and other information such as this?</p>
Ken Deen	<ul style="list-style-type: none"> • I live in Santa Barbara and work in Santa Maria. I would love to park in S.B. or Goleta or UCSB and then take a bus the rest of the way to work. Any possibility of reverse-commute service?
Gary Gordon	<ul style="list-style-type: none"> • I am interested in picking up the Clean Air Express in Los Alamos. It would be a very easy stop just off the 101 for the Santa Maria Express. I have talked to other people and I think there are many that would also like a stop here. Please let me know if this is possible.
André Rieussec	<ul style="list-style-type: none"> • Could you tell me if the Lompoc -> Santa Barbara route goes through Buellton? <p>And if so, is there a possibility for a stop there? I am asking this because I will start commuting from Lompoc to Solvang in a few weeks and I'd really enjoy being able to take the bus there.</p> <p>Otherwise, would you happen to know of any alternative? I was not able to find any online.</p>

<p>Todd Haurin</p>	<ul style="list-style-type: none"> ● I live in Goleta and work for Metcalf & Eddy located in Santa Maria. I commute to work 5 days a week. As you know, this commute is roughly 120 miles round trip daily and 600 miles weekly. <p>This commute is long and results in both high unnecessary costs and considerable air pollution. When this is multiplied by the many others who share this drive, this economic, health and environmental impact is even greater.</p> <p>I am writing this letter in support of having a Clean Air Express “reverse” commute that departs Santa Barbara/Goleta and arrives in Santa Maria in the morning and then departs Santa Maria and arrives in Santa Barbara/Goleta in the afternoon.</p> <p>This would greatly reduce the amount of driving and social costs (i.e. supporting non-renewable energy, poor air quality) that myself, other similar commuters as well as the community must endure everyday.</p>
<p>Manny Macias</p>	<ul style="list-style-type: none"> ● I sending you this email to see if there is a reverse commute from S.B to Lompoc. The reason I'm asking is because we are a temp agency and have some customers that need workers to work in Lompoc and there is some days that we need to send 10 or more workers. If there is any way this is possible please email mail me back to see what's available.
<p>Adam Poll</p>	<ul style="list-style-type: none"> ● I am currently living in Goleta and commuting to and from Santa Maria during the week. I have looked on the web page and I haven't located a service that goes that direction. I was hoping for some assistance. <p>Thanks</p>
<p>Mary Quinn</p>	<ul style="list-style-type: none"> ● The Cuyama Valley has no public transportation. The Smooth Van goes to S.M. twice a week for \$4 round trip and that is a help. But it is not a help for students at Hancock College and it is not a help for pregnant ladies whose prenatal appointments are scheduled for Mondays and Wednesdays (Fridays?) whereas the Van goes on Tuesdays and Thursdays. Please try to do something to help us.
<p>Lorin Bronson</p>	<ul style="list-style-type: none"> ● Your proposal to assist farm workers is illegal. That's due to the RICO statute, first page. According to Victor Tognazzinni, past president of the Farm Bureau, half of the farm workers are illegal aliens. RICO prohibits assistance of illegals.
<p>Ludie Willis</p>	<ul style="list-style-type: none"> ● This message is to cite an unmet transit need that deserve funding and a request for improved transit service for my children students of David Sanchez School. I am a resident of Santa Maria since 1995. Both our children hold membership at the Boys and Girls Club of Santa Maria, where formerly they attended a Lucia Mar Unified School district satellite Boys and Girls Club at there school. Currently no SMAT service exists for children 9 and older to get to the Boys and Girls Club, Abel Maldonado Center, Santa Maria Public Library and other fine civic areas of interest. The YMCA is accommodating however this organization is not within our budget for after school care, placing a financial burden. It would be great for our children for SMAT to create service in the early afternoon to the Boys and Girls Club for them and other children.

Jenny Hamrick	I see that your routes show times from Lompoc to Santa Barbara in the AM and Santa Barbara to Lompoc in the PM. Do you offer rides in the opposite routing?
Joanna McLean	My concern is that there is no transportation between Lompoc and Solvang. BIAofSB runs a Peer Support Group in Solvang for individuals with brain injuries. As you can imagine, Peer Support Groups for those with brain injuries are rare. This group is a lifeline to the North County Communities. For those that attend and live in Lompoc, but cannot drive, their transportation has become a problem.

ATTACHMENT 3

City of Lompoc Transit Workshop Summary

Comment #1 – Concerning Route 5. Rider lives at Locust & Fir. No fixed routes are close enough to walk to her home and walk is uphill. Currently must use Dial-A –Ride to be dropped off at home.

Comment #2 – Buses 89 & 90 - smell moldy when heater turned on, etc. Can we get new buses to replace these?

Comment #3 – Bus service is the best it has been in the last few years. Drivers are trying harder to make times. Load kids onto bus efficiently, buses are clean & comfortable, frequency good. Bus always comes even if running late.

Question – Is it possible to have Sunday Service with one bus running all routes.

Comment #5 – Client would like Santa Barbara bus to run 3 days a week (Tues.Wed. & Thur.) rather than 2. Client is happy that changes have been made to allow people to get off in Buellton if necessary.

Question – Can buses run until midnight?

Comment #7 – Would like a bus route that regularly goes between Solvang/Buellton & Lompoc. There is interest from people living in Buellton who would like to be able to come to Lompoc for shopping, appointments, etc. as well as interest from those living in Lompoc who work in Solvang/Buellton.

Comment #8 – Client would like a bus that goes to S.B throughout the day.

ATTACHMENT 4

City of Santa Maria Public Transit Workshop Summary

City of Santa Maria Transit Workshop – November 28, 2006

Facility issues:

- Route 1/8 transfer point southbound stop needs to be bigger.
- Donovan Road and College Drive by Chevron – stop is too dark.
- The Community Clinic at Miller Street and Santa Maria Way needs a stop.
- Shelter at Allan Hancock College on Bradley Road does not have working lights.
- A mini-schedule for the night service should be posted on shelters.
- A mixed use transit center might qualify for downtown redevelopment grants. Office space could be a source of revenue.
- Less distance to bus stops – does city have a plan to have bus stops no more that 6 blocks from any destination.

Operational issues:

- The bus serving Waller Park could go straight to Goodwin Road after the Chumash Bus stop.
- Route 40 could go 1-way in Westgate.
- Routes 7 and 8 could be interlined.
- Routes 8 and 1 could be interlined on weekdays, as is currently done on weekends.
- Run Route 24 to Blosser Road to improve service.
- Route 5 could be more utilized than it is.
- Headways could be increased on heavily traveled routes.
- Better service in northeast Santa Maria is desirable.
- Feeders and connectors could connect Railroad Street, Miller Street, College Drive, Suey Road and Bradley Road.
- Bus stops should be closer to each other (riders were requested to cite specific locations where stops are too far apart).
- More service on Broadway, as well as on other of the busiest streets.
- Routes that cover more of the Northwest area same with northeast.
- Marketing should be targeted to the whole community.
- Keep the transit system growing.
- Service to community events could be better provided.

Fleet Issues:

- Drivers do not need to use A/C – open windows and vents can be used instead to regulate bus interior temperatures.
- Bus 162 has a problem door – it closes too slowly, and slows down the route while the driver is waiting for it to close.

- Bus 187 could have micro-screen windows for better ventilation.

Other City issues:

- Street lights are out at Preisker Lane.
- On Route 7 at Betteravia Road and Bradley Road, potholes in the road are an issue.

Breeze Bus:

- Bike space on the Breeze remains an issue – more is needed.
- Weekend service on the Breeze would be desirable.

Comment on services not administered by the City:

- More frequent service to and from Guadalupe.
- Better service from Santa Maria to Santa Barbara, and additional runs.

ATTACHMENT 5

Clean Air Express On-board Survey Comments

Lompoc Routes

Pick up and drop off service in Vandenberg Village
Add more new buses
Need a 6pm bus
Weekend service going to Santa Barbara in evening and late return service
Bus needs to run on weekends. I have no transportation to work on Saturday and Sunday
Have later times for those who must work later hours
More buses like 6:20AM to 4:15PM for people with only 8 hour work day
More buses and early afternoon run
Need sheltered bus stops
One late bus (maybe 6PM or 7PM from Santa Barbara to Lompoc
If you offered a 5:50PM bus you could have me and my carpool partner ride in and out regularly.
Stop closer to work (Lenvik/ Minor Architects)
Use of covered bus stops where possible
I would like to see a bus leave Lompoc around 7AM
Run on weekends for additional charge
We need a bus stop on North end of Lompoc, at Airport on Albertsons
More times, Buses in the AM/PM, Have bus driver arrive earlier at bus stop at Cypress.
Get a more diversified time schedule (i.e. late morning, noon and early afternoon bus run from Santa Barbara to North County and back which would require several more bus drivers and bus vehicles
UCSB express route
A direct bus from Lompoc to UCSB
I ride 6AM bus very cold trip in morning would love to get a closer to office. I walk half a mile with a cane each way. (Seymour Duncer)
Extend service to Montecito/Carpinteria
Early bus at 4:50AM to be there at work by 5:50AM
A bus that leaves from Goleta to Lompoc at 3:10PM
Move the pick-up/drop-off location to Wal-Mart parking lot

Santa Maria Routes

Have a direct stop to UCSB campus at least on one of the morning and afternoon rides
Santa Maria bus service directly to UCSB
I want the bus stop by ???? and Calle Real at 3:15PM
Pick-up at J.C.Penney's shopping center, Drop off at DSS First
Create stop at Turnpike and Hollister
Earlier bus on Fridays, Later bus leaving Santa Maria in mornings, Stop in Los Alamos
5:55PM departure from Goleta.
Additional run in morning (6:40AM) and afternoon (4:10PM)
Morning pick up and afternoon drop off at MMC
Afternoon pick up and morning drop off at State and Los Positas
Should have a 7AM bus
The level of service would be greatly improved if at least one of the 3 buses from Santa Maria to Goleta actually went all the way to UCSB campus.
Need shelters.
Amenities at the bus stop would be nice.
Need shelter/bench at Ralim Hill Road.
More seats and broader schedule

Bus stop location shelter during raining season
Bus Bench on Hollister Avenue at Pacific Oaks
Maybe the morning bus could leave 5-10 minutes earlier
Vista Express and Valley Express stop at Pueblo at Cottage. Need Clean Air stop there too.
Provide shelter at bus stop
New stop for commuters that work at or near Cottage Hospital
A stop around Chapala St.
I would appreciate a stop at Milpas/Cabrillo Blvd. Bird Refuge side of town.
Offer alternative bus stop locations. Possibly the town center mall.
4PM bus from the courthouse
Bus stop at Santa Barbara and Ortega Streets does not have any type of shelter whatsoever
More bus commute times past 5PM
Find a more centrally located bus stop than the airport, or add a second stop.
Bus pickup in Northern Santa Maria
A bus stop near Garden/Gutierrez
Need one more bus stop afternoon/evening at 6PM or 6:30PM from Santa Barbara to Santa Maria.

ATTACHMENT 6

Definitions of 'unmet transit need' and 'reasonable to meet'

Unmet Transit Needs Definition

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

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;
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 urban areas, and projected to show continuous progress toward meeting the fare box recovery ratio within 3 years.