

Orientation Packet



May 2007



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■ 260 North San Antonio Road., Suite B ■ Santa Barbara, CA ■ 93110
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What is SBCAG?

The Santa Barbara County Association of Governments (SBCAG) was established in 1966 as a voluntary council of governments under a joint powers agreement executed by each of the general purpose local governments in Santa Barbara County. SBCAG is an independent government agency governed by a thirteen-member Board of Directors consisting of an elected city council representative from each of the cities within the county and the five members of the Santa Barbara County Board of Supervisors.

What is SBCAG's purpose?

SBCAG was established "to examine common problems and suggest solutions." The organization continues to be a regional or multi-jurisdictional forum for collaborative discussion and resolution of problems and issues.

What are SBCAG's responsibilities?

SBCAG's responsibilities have evolved over time from an advisory planning body in 1966 to a full range regional agency with roles in planning, programming of funding, and the operation of a number of direct government services. SBCAG currently serves in the following capacities for Santa Barbara County:

- **Local Transportation Authority (LTA)**
As the Local Transportation Authority (LTA), SBCAG administers the 1/2 cent county-wide sales tax authorized by Santa Barbara County voter's approval of Measure D in 1989. Measure D sales tax will contribute almost \$500 million for local and regional transportation projects over twenty years. SBCAG annually allocates more than \$20 million from Measure D revenue to local agencies for transportation projects. SBCAG has also led the planning and construction of fifteen regional Measure D transportation projects with a total cost of more than \$180 million.
- **Congestion Management Agency (CMA)**
As the CMA, SBCAG is responsible for the development and implementation of the county-wide Congestion Management Program (CMP) required in all urban counties in California. The CMP is a comprehensive program designed to reduce traffic congestion through capital improvements, travel demand management, and coordinated land use planning among all local jurisdictions.
- **Metropolitan Planning Organization (MPO)**
SBCAG has been designated by the Governor as the agency responsible for all transportation planning and programming activities required under federal law. This includes the development of long range transportation plans and multi-year funding programs, and the selection and approval of transportation projects using federal funds.
- **Regional Transportation Planning Agency (RTPA)**
Designated by the Secretary of the California Business, Housing and Transportation Agency, SBCAG is responsible for the multi-modal transportation planning, programming, and fund allocation required by state statutes. This includes the annual allocation of Transportation Development Act (TDA) funds.

Member Agencies

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

- **Traffic Solutions**
 SBCAG also administers an interagency Transportation Demand Management (TDM) program that promotes ridesharing, public transportation, biking, walking, telecommuting, and other transportation alternatives on a county-wide basis. Traffic Solutions works directly with employers to assist in developing employee transportation programs and administers the Clean Air Express, a commuter subscription bus service.
- **Service Authority for Freeway Emergencies (SAFE)**
 This program is responsible for the installation, operation and administration of the system of approximately 350 roadside call boxes in Santa Barbara County. This system is financed by a \$1 per year fee on all motor vehicles registered within the county.
- **Airport Land Use Commission (ALUC)**
 SBCAG is designated as the Airport Land Use Commission (ALUC) and is responsible for protecting public health, safety, and welfare by ensuring that vacant lands in the vicinity of airports are planned and zoned for uses compatible with airport operations
- **Affiliate Census Center**
 SBCAG has been designated by the State Department of Finance to serve as the affiliate census center for Santa Barbara County providing a conduit for government and public access to census data.
- **Other Programs / Projects**
 SBCAG conducts other regional planning activities including the preparation of the Regional Housing Needs Allocation Plan and the development of regional growth forecasts of population, housing and employment. SBCAG also provides technical assistance to local agencies on a cost reimbursement basis.



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2007 MEMBERSHIP ROSTER
SANTA BARBARA COUNTY ASSOCIATION OF GOVERNMENTS

<u>SUPERVISORS</u>	<u>Member</u>	<u>Supervisorial District</u>
	SALUD CARBAJAL	FIRST DISTRICT
	JANET WOLF	SECOND DISTRICT
	BROOKS FIRESTONE (Vice-Chair)	THIRD DISTRICT
	JONI GRAY	FOURTH DISTRICT
	JOE CENTENO	FIFTH DISTRICT

<u>CITIES</u>	<u>Member</u>	<u>Alternate</u>
BUELLTON	RUSS HICKS Councilmember	DIANE WHITEHAIR Mayor
CARPINTERIA	JOE ARMENDARIZ Councilmember	AL CLARK Councilmember
GOLETA	JONNY WALLIS (Chair) Councilmember	MICHAEL T. BENNETT Councilmember
GUADALUPE	LUPE ALVAREZ Mayor	JOHN SABEDRA Councilmember
LOMPOC	DICK DEWEES Mayor	ANN RUHGE Councilmember
SANTA BARBARA	MARTY BLUM Mayor	IYA FALCONE Councilmember
SANTA MARIA	LARRY LAVAGNINO Mayor	BOB ORACH Councilmember
SOLVANG	JIM RICHARDSON Councilmember	LINDA JACKSON Councilmember

EX-OFFICIO (NON-VOTING) MEMBERS

CALTRANS DISTRICT 5	RICH KRUMHOLZ
15 th SENATE DISTRICT	ABEL MALDONADO
19 th SENATE DISTRICT	TOM MCCLINTOCK
33 rd ASSEMBLY DISTRICT	SAM BLAKESLEE
35 th ASSEMBLY DISTRICT	PEDRO NAVA

Member Agencies

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

SBCAG Advisory Committees

SBCAG currently has three standing advisory committees that play a very active and important role in the comprehensive planning and implementation process. These committees are the Technical Planning Advisory Committee (TPAC), the Technical Transportation Advisory Committee (TTAC) and the Santa Barbara County Transit Advisory Council (SBCTAC). All advisory committee meetings are open to the public. Both TPAC and TTAC generally meet monthly in Buellton, which is a central location for member agencies. SBCTAC meets monthly in Buellton. On occasion, all advisory committees meet in other areas of the County.

The planning committee, TPAC, is comprised of staff representatives of the County, the eight incorporated cities, APCD, and SBCAG. Additional nonvoting, ex-officio members represent Vandenberg AFB, the Local Agency Formation Commission (LAFCO), the County's Housing Program and the University of California at Santa Barbara (UCSB). The transportation committee, TTAC, consists of staff representatives from the County, the eight cities, Caltrans, APCD, SBMTD, and SBCAG. Nonvoting, ex-officio members include FHWA, FTA, Vandenberg AFB, and UCSB. While Santa Barbara Metropolitan Transit District is the only special district transit agency on TTAC, the city representatives for Guadalupe, Lompoc, and Santa Maria represent their transit agencies that are operated by their own agencies.

The Santa Barbara County Transit Advisory Committee (SBCTAC) is comprised of representatives from fixed route transit and paratransit providers, social service agencies, non-profit groups providing social services, and transit users. The committee advises the board on transit issues.

The three committees are active in regional plan and policy development. The committees review and make policy recommendations on fiscal matters, fund allocations, special studies and planning documents for submittal to SBCAG. In this way, policies, plans and programs are coordinated with the member agencies. The committees serve as staff extensions of SBCAG in terms of participation in the planning process and serve as a communication link to all local governments and departments in the county. All three SBCAG advisory committees operate under the principles of the Brown Act and are duly noticed and open to the public.

SBCAG also maintains two subcommittees of the Board of Directors, known as "subregional planning committees", one for the South Coast and the other for the North County. These committees were established in 1998 in recognition of the fact that many issues are unique to subregions within the county. The subregional committees allow for more focused discussion and consensus building on these issues than is possible with the full Board. The membership of the Subregional Planning Committees includes board members representing cities or Supervisorial districts within the subregion. The Caltrans District Director is an ex-officio member of the committees. The SBMTD board also appoints an ex-officio member to the South Coast Subregional Planning Committee. These committees also operate under the principles of the Brown Act and are duly noticed and open to the public. Committee meetings are scheduled monthly, but typically are held only when there are sufficient agenda items. Meeting agendas and materials are published at least 3 days in advance on the web and mailed to those interested persons. In compliance with SAFETEA LU meetings are held in convenient and accessible locations with a "Public Comment" item on the agenda. Participation is provided to a broad range of private and public interests.

SBCAG also appoints members to other ad hoc or standing committees which focus on specific issues or topics. Examples include the Santa Barbara County Travel Model Users Group, 101 In Motion Technical Advisory Group, and the Coastal Express Policy Steering Committee, the ITS task force, Highway 166 Safety Task Force.

Staffing

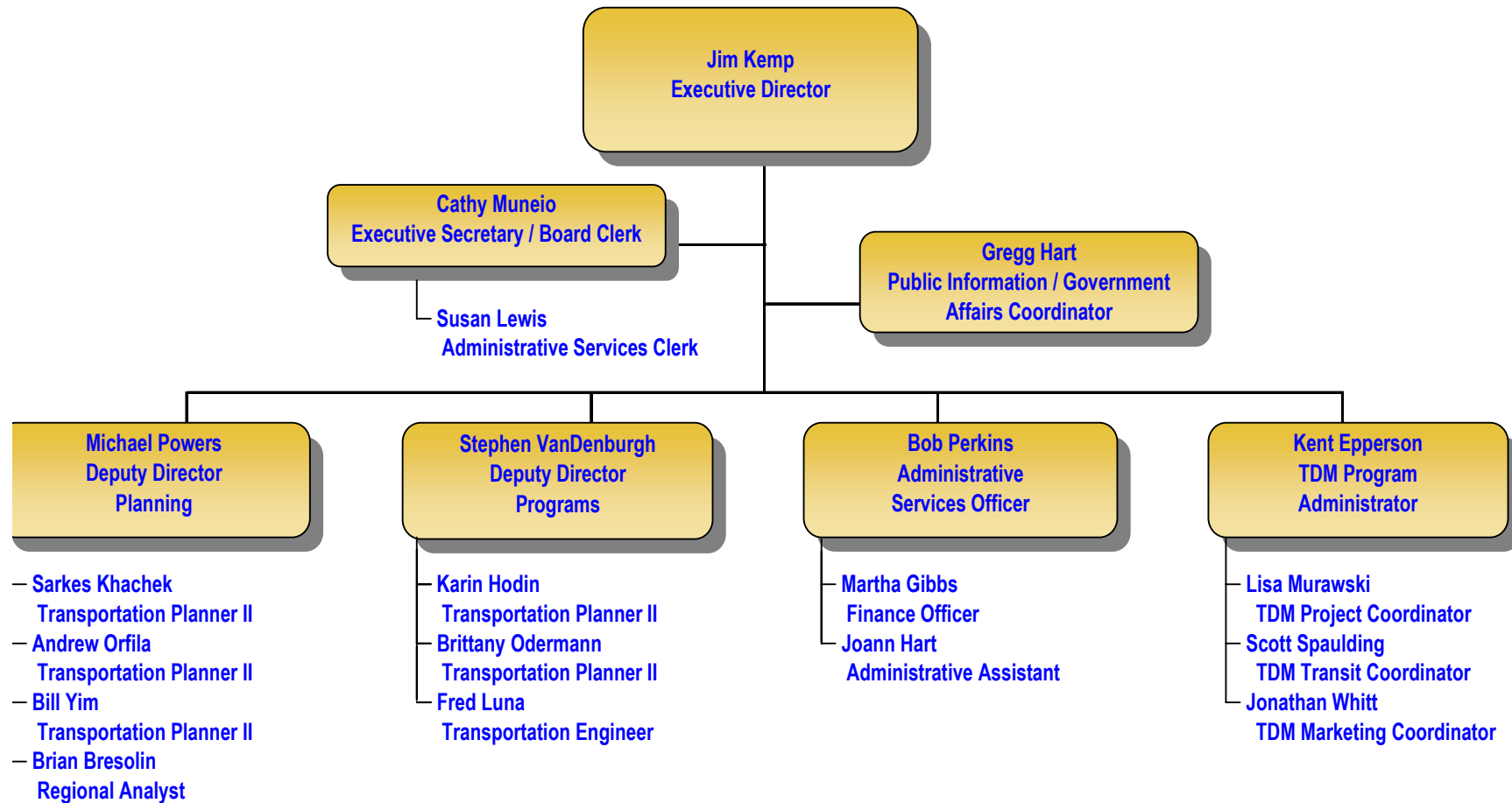
SBCAG currently has twenty authorized positions as listed below:

- 1 Executive Director
- 1 Deputy Director – Planning
- 1 Deputy Director – Programming and Project Development
- 1 Administrative Services Officer
- 1 Transportation Engineer
- 5 Transportation Planners
- 1 TDM Program Administrator
- 1 Regional Analyst
- 1 Public Information/Government Affairs Coordinator
- 1 Finance Officer
- 1 Executive Secretary / Board Clerk
- 1 TDM Project Coordinator
- 1 TDM Marketing Coordinator
- 1 TDM Transit Coordinator
- 1 Administrative Services Clerk
- 1 Administrative Assistant

An organization chart for SBCAG is shown on the following page.



Staff Organization Chart



SBCAG Staff Contact Information

Jim Kemp – Executive Director

Email: jkemp@sbcag.org

Michael Powers – Deputy Director, Planning

Email: mpowers@sbcag.org

Gregg Hart - Public Information/Government Affairs Coordinator

Email: ghart@sbcag.org

Sarkes Khachek – Transportation Planner

Email: skhachek@sbcag.org

General SBCAG Contact Information

Telephone: 805-961-8900

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Santa Barbara, CA 93110

Website: www.sbcag.org

Email: info@sbcag.org

Origin of Santa Barbara County Transit Advisory Committee

Senate Bill 498, signed into legislation on September 16, 1987, required the establishment of Social Services Transportation Advisory Councils (SSTAC) to serve as advisory bodies to Regional Transportation Planning Agencies (RTPA). Santa Barbara County Association of Governments, as the RTPA, established the South Coast Transit Advisory Council (SCTAC) as a SSTAC for Santa Barbara County in 1988. SCTAC successfully met its responsibilities as a SSTAC since its inception.

The North County Social Services Transportation Advisory Committee (NCSSTAC) was established in 1991, as a transit advisory committee to the Santa Barbara County Association of Governments Board. NCSSTAC advised the Board in regard to North County transportation issues, including review and recommendation of the Social Services Transportation Action Plan and Inventory Update and the Transit Needs Assessment. NCSSTAC was not established as a SSTAC, nor was it a committee of the South Coast Transit Advisory Council (SCTAC).

As a result of the triennial performance audit of SBCAG and local agencies it came to SBCAG's attention that §99238(d)¹ of the Transportation Development Act, required that only one SSTAC may represent the entire transportation planning agency's jurisdiction and only one SSTAC may advise the Board in accordance with TDA §99238(c) and §99238.5(a).

In summary, the purpose of the SSTAC to assist SBCAG in soliciting the input of transit dependent and transit disadvantaged persons, including the elderly, disabled, and persons of limited means on transit issues, to participate in the identification of transit needs in the jurisdiction, including unmet transit needs that may exist within the jurisdiction of the council, annually review and recommend action on the existence of unmet transit needs, identify if these unmet transit needs are reasonable or unreasonable to meet and advise SBCAG on any other major transit issues, including the coordination and consolidation of specialized transportation services.

Re-Organization into one committee

With the goal of reorganizing the two separate advisory committees into a single SSTAC that provides equitable membership, a forum to address issues pertinent to both the North County and South Coast, and equitable access, staff considered several organizational configurations. Following staff review and advisory committee input the Santa Barbara County Association of Governments Board approved the establishment of the (one countywide) Santa Barbara County Transit Advisory Committee (SBCTAC) in 2003. As the SSTAC, the Santa Barbara County Transit Advisory Council performs the SSTAC responsibilities in accordance with TDA §99238(c) and § 99238.5(a) (attached) is composed of a membership in accordance with TDA §99238(a) and §99238(b) and consists of equitable North County and South Coast representation. SBCTAC will have regularly scheduled meetings that are open to the public in compliance with the Ralph M. Brown Act.

¹ "It is the intent of the Legislature that duplicative advisory councils shall not be established where transit advisory councils currently exist and that those existing advisory councils shall, instead, become a part of the social services transportation advisory council and shall assume any new responsibilities pursuant to this section."

Social Services Transit Advisory Council's Responsibilities per the Transportation Development Act (TDA)

Per TDA § 99238(c)

- (1) Annually participate in the identification of transit needs in the jurisdiction, including unmet transit needs that may exist within the jurisdiction of the council and that may be reasonable to meet by establishing or contracting for new public transportation or specialized transportation services or by expanding existing services.
- (2) Annually review and recommend action by the transportation planning agency for the area within the jurisdiction of the council which finds by resolution, that;
 - (A) There are no unmet transit needs,
 - (B) There are no unmet transit needs that are reasonable to meet,
or
 - (C) There are unmet transit needs, including needs that are reasonable to meet.
- (3) Advise the transportation planning agency on any other major transit issues, including the coordination and consolidation of specialized transportation services.

Per TDA § 99238.5(a)

The Citizen Participation Process requires the RTPA to establish and implement a citizen participation process appropriate for its jurisdiction, utilizing the social services transportation advisory council (SSTAC) as a mechanism to solicit the input of transit dependent and transit disadvantaged persons, including the elderly, disabled, and persons of limited means. The process shall include provisions for at least one public hearing and shall consider other methods of obtaining public feedback on public transportation needs.



Santa Barbara County Transit Advisory Committee (SBCTAC) Bylaws

Adopted by SBCAG Board on January 19, 2006

Purpose

SBCTAC will function as a social services transportation advisory council (SSTAC), as specified in the Transportation Development Act (TDA), for the Santa Barbara County Association of Governments (SBCAG).

Committee Membership

Per §99238(a) and §99238(b) of TDA statutes, SBCAG shall appoint SBCTAC members in the following categories:

- (1) At least one representative of potential transit users who is 60 years of age or older
 - (2) At least one representative of potential transit users who is disabled
 - (3) At least two representatives of the local social service providers for seniors, including one representative of a social service transportation provider, if one exists.
 - (4) At least two representatives of local social service providers for disabled persons, including one representative of a social service transportation provider, if one exists.
 - (5) At least one representative of a local social service provider for persons of limited means.
 - (6) Two representatives from the local consolidated transportation service agency (CTSA), designated pursuant to subdivision (a) of Section 15975 of the Government Code, if one exists, including one representative from an operator if one exists.
 - (7) The transportation planning agency may appoint additional members in accordance with the procedure prescribed in subdivision (b)
- (b) Representatives shall be appointed by SBCAG and SBCAG staff shall recruit candidates and appoint members to fulfill the statutory representation requirements SBCAG staff shall appoint additional members as necessary to maintain a broad representation of social service and transit providers representing the elderly, the handicapped, and persons of limited means or other groups pursuant to PUC Section 99238(b). In appointing committee

members SBCAG shall strive to attain geographic representation among committee members.

In addition, SBCTAC shall have members that include representatives from each of the transit agencies. The SBCAG board may direct staff to appoint additional SBCTAC members as necessary to provide appropriate representation.

Committee membership shall consist of the minimum 9 members previously mentioned in §99238(a) along with two CTSA representatives and four Transit Agency members and additional transit users or representatives from various social service agencies throughout Santa Barbara County as deemed necessary. The goal of 15 members will be met as current membership transitions by attrition from the prior two committees to this one committee.

Upon resignation of a committee member, SBCAG staff may appoint a new member to complete the resigning member's term. The individual appointed must represent the same community of interest as did the resigning member.

Given the importance of continuity of participation members who miss three meetings during the course of a year will be considered for replacement

Officers

Officers of the SBCTAC will consist of a Committee chair and vice chair. The chair will preside over all committee meetings. In the absence of the chair, the vice chair will perform the duties of the chair. In the event both officers are absent, a majority of the members present may appoint a presiding officer for that meeting.

During the December meeting of each year, the SBCTAC shall elect a chair and vice chair for the subsequent year. Upon resignation of an officer, a special election shall be held.

Duties of Officers

- A. Chair: The Chair may appoint committees, sign correspondence, approve agenda, conduct elections, and delegate his/her responsibility to sign correspondence. The Chair or his/her designee shall report to the SBCAG Board on recommendations of the SBCTAC.
- B. Vice Chair: In absence of the Chair, the Vice Chair shall assume all powers and duties of the Chair.

Organization and Procedures

A. Meetings

The Committee shall meet at the time, date and location agreed upon by a majority of the members. The meetings are to be open and public in compliance with the Ralph M. Brown Act (Government Code § 54950). The meetings shall be conducted in accordance with the principles of Robert's Rules of Order.

B. Discussion

Discussion on any particular matter may be limited, at the discretion of the chair, to such length of time, as the chair may deem reasonable under the circumstances. Comments during the Public Comment portion of the agenda shall be limited to fifteen minutes, divided among those desiring to speak, with no person speaking longer than five minutes.

C. Quorum

A majority of committee members shall constitute a quorum for the transaction of committee business.

D. Voting

Voting on all matters shall be done by a voice vote. A roll call vote will be taken upon the request of a member. Only members are eligible to vote.

E. Minutes

Official minutes recording the comments of members and the public, motions entertained and actions taken shall be prepared by SBCAG staff and submitted to the members at the next scheduled meeting.

F. Bylaws

The information set forth in these bylaws shall be deemed sufficient to serve as the bylaws for the committee. These bylaws may be amended by a majority vote of the SBCTAC members and ratified by the SBCAG Board.

G. Staff Assistance

Santa Barbara County Association of Governments will designate a staff liaison to the Committee. Staff assistance shall consist of providing information and general assistance, and preparing meeting agendas, minutes, correspondence, and reports.

Responsibilities

Per §99238(c), of the Public Utilities Code, which requires a Social Services Transportation Advisory Council (SSTAC) for SBCAG, SBCTAC performs the following SSTAC responsibilities:

- (1) Annually participate in the identification of transit needs in the jurisdiction, including unmet transit needs that may exist within the jurisdiction of the council and that may be reasonable to meet by establishing or contracting for new public transportation or specialized transportation services or by expanding existing services.
- (2) Annually review and recommend action taken by the transportation planning agency for the area within the jurisdiction of the council which finds by resolution, that (A) there are no unmet transit needs, (B) there are not unmet transit needs that are reasonable to meet, or (C) there are unmet transit needs, including needs that are reasonable to meet.
- (3) Advise the transportation planning agency on any other major transit issues, including the coordination and consolidation of specialized transportation services.

Per §99238.5(a), Citizen Participation Process, the transportation planning agency shall ensure the establishment and implementation of a citizen participation process appropriate for each county, or counties if operating under a joint powers agreement, utilizing the social services transportation advisory council as a mechanism to solicit the input of transit dependent and transit disadvantaged persons, including the elderly, disabled, and persons of limited means. The process shall include provisions for at least one public hearing in the jurisdiction represented by the social services transportation advisory council. Hearings shall be scheduled to ensure broad community participation and, if possible, the location of the hearings shall be rotated among the various communities within the advisory council's jurisdiction.

Per §99238.5(a), in addition to public hearings, the transportation planning agency shall consider other methods of obtaining public feedback on public transportation needs. Those methods may include, but are not limited to, teleconferencing, questionnaires, telecanvassing and electronic mail.

SBCTAC shall serve primarily in an advisory capacity to the SBCAG Board. Nothing in this section shall authorize the SBCTAC to contract for services, modify contracts, bind SBCAG in any way or take any action that is the statutory duty of the SBCAG Board of Directors. Any such action by the SBCTAC is subject to review by the full Board of Directors at any time.

Unmet Needs Recommendations

The SBCTAC shall annually make a recommendation to the SBCAG Board in regard to which of the following actions should be adopted by SBCAG resolution:

- (1) There are no unmet transit needs, or
- (2) There are no unmet transit needs that are reasonable to meet, or
- (3) There are unmet transit needs, including needs that are reasonable to meet

Santa Barbara County Transit Advisory Committee (SBCTAC) Committee Membership Fiscal Year 2006-07

Total Voting Members: Twenty-one (21)				Membership Categories Per §99238(a) of the Transportation Development Act								
	First Name	Last Name	Agency	North County	South Coast	Transit User 60 years of age or older (1)	Transit User who is disabled (1)	Social Service Provider for Seniors including Social Service Transp. Provider (2)	Social Service Provider for Disabled including Social Service Transp. Provider (2)	Social Service Provider for persons of limited means (1)	CTSA representati ves (2)	Transit Agency Representati ves
1	Polly	Bleavins	Children & Families Commission	North County						1		
2	Jonathan	Dotson	Santa Ynez Valley Transit (SYVT)	North County								1
3	Cathy	Farrar	Transit User - North County	North County		1						
4	Richard	Fernbaugh	City of Lompoc Transit (COLT)	North County								1
5	David	Damano	Santa Barbara Metropolitan Transit District (SBMTD)	South Coast								1
6	Rick	Hummel	LOVARC	North County					1			
7	Julie	Kahn	Transit User - South Coast	South Coast								
8	Howard	Kraus	R&D Transportation	South Coast					1	1		
9	Petra	Löwen	Independent Living Resource Center	South Coast		1						
10	Dean	Palius	Santa Ynez Valley People Helping People	North County						1		
11	Austin	O'Dell	Santa Maria Area Transit (SMAT)	North County								1
12	Barry	Stotts	Community Access Network	North County		1	1					
13	Victor	Suhr	Transit User - South Coast	South Coast		1	1		1	1		
14	Jim	Talbott	SMOOTH*	North County							1	
15	Ernesto	Parades	Easy Lift*	South Coast							1	
16	Julie	Guzman	Santa Barbara Community Services	South Coast						1		
17	Kirk	Spry	Vocational Training Center	North County				1	1			
18	Bea	Merwin	Community Partners in Caring	North County				1				
19	Matt	Dobberteen	County of Santa Barbara	SB County								1
20	Vibiana	Sabedra	Representative - Farmworkers	SB County								
21	Ed	Zoost	Transit User	North County		1						
						3	4	2	4	5	2	5

*Consolidated Transportation Service Agency

Note: Minimum Membership Categories for SBCTAC are defined by the Transportation Development Act. Please advise SBCAG Staff if category labels are inappropriate.



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Santa Barbara County Transit Advisory Committee (SBCTAC) 2007 Meeting Schedule

Meetings are held on the 2nd Tuesday of each month at Buellton City Hall unless announced otherwise. Meetings convene at 1:30 PM and generally conclude by 3:00 PM.

<u>Dates</u>
January 9
February 13
March 13
April 10
May 8
June 12
July 10
August 14
September 11
October 9
November 13
December 11

Member Agencies

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

Transit Needs Assessment Schedule for Santa Barbara County

September	SBCTAC reviews public outreach options
October	Local transit providers conduct transit workshops
December	SBCAG publishes and distributes Transit Needs Assessment public hearing notices.
January or February	SBCAG Unmet Transit Needs Public Hearing held in Santa Maria
February or March	SBCAG Staff organizes input received, compiles necessary information to conduct analysis, meets with transit agency representatives to assess requests for new or expanded service.
March	SBCAG Staff prepares the Draft Transit Needs Assessment
April	Draft Transit Needs Assessment is presented to the Technical Transportation Advisory Committee (TTAC), Santa Barbara County Transit Advisory Committee (SBCTAC) and SBCAG Board.
May	Staff responds to public and committee comments and publishes final report. SBCAG Board adopts Final Transit Needs Assessment

What is the Transportation Development Act?

The TDA provides a State funding source for use by local jurisdictions at the county level to improve existing public transportation and encourage regional public transportation coordination. It also provides some funding for bicycle and pedestrian projects. In Santa Barbara County, it can also provide funding for local street and road projects when certain conditions are met. The main purpose and priority of TDA, however, is to provide funding for public transportation.

The Transportation Development Act was signed by the Governor on November 4, 1971 and became effective July 1, 1972. Several bills have amended the TDA over time. The full text of the Transportation Development Act as amended is available in a Caltrans publication entitled Transportation Development Act - Statutes and California Code of Regulations as well as at its web site <http://dot.ca.gov/hq/MassTrans/tdao.htm>.

The TDA provides two major sources of funding, the Local Transportation Fund (LTF) and the State Transit Assistance (STA) Fund. The following sections provide background on each of these two funding sources.

Local Transportation Fund

What is the Local Transportation Fund (LTF)?

The Local Transportation Fund is a local fund into which the state deposits sales tax revenue to be used for transportation purposes defined by TDA.

Where Does the Money Come From?

Revenue for Santa Barbara County's Local Transportation Fund (LTF) comes from $\frac{1}{4}$ cent of the $7\frac{3}{4}$ percent state sales tax collected in Santa Barbara County. Because sales tax revenues are generally higher in times of economic boom and lower in times of recession, LTF revenues deposited in the County fund vary from year to year.

Who Can Use the Money?

Several different agencies can use LTF money for several different purposes. To do so, agencies must meet the eligibility requirements set forth in the TDA.

State Transit Assistance Fund

What is the State Transit Assistance (STA) Fund?

The STA fund provides a second source of TDA funding. STA funds are generated from the statewide sales tax on motor vehicle fuel (gasoline and diesel). Each year, during the state budget process, the State Legislature designates the amount of money available for STA. The legislature appropriates the STA funds to the State Controller who allocates them by formula to each Regional Transportation Planning Agency (SBCAG). The formula allocates 50% of the funds on the basis of Butte County's population compared to the total state population. The formula allocates the other 50% on the basis of the amount of passenger fares and local support revenues collected by transit operators in Santa Barbara County compared to the amount collected by transit operators statewide.

Santa Barbara County Public Transit Resource Guide

Amtrak – Bus connector service - www.amtrak.com



Amtrak currently provides passenger service in Santa Barbara County through a coordinated system of rail and bus service. The bus service, making connections to the Santa Barbara, San Luis Obispo and San Jose stations also serves Santa Maria and Buellton. Service between Solvang and Lompoc was terminated due to poor ridership. Under the current service contract, only rail passengers are allowed to use the Amtrak bus service. It should be noted however, that AB 765 (Salinas-2005) is proposing a change in legislation which would allow Amtrak bus service to be opened up to non-rail passengers in those areas where other intercity transit is not available. SBCAG will insure this option is considered in the development of the Northern Santa Barbara County Transit Plan.

City of Lompoc Transit (COLT) - www.cityoflompoc.com/departments/pworks/trans/colt.htm



COLT provides fixed route and demand response service Monday through Friday, between the hours of 6:30 AM and 8:00 PM, and on Saturdays between the hours of 9:00 AM and 5:00 PM.

COLT had 306,651 boardings in Fiscal Year 2006, resulting in a 7.2% increase in ridership from FY 2005.

Clean Air Express - www.cleanairexpress.com



In meeting the growing demand for commuter service between the North County (housing) and the South Coast (jobs), and in anticipation of greater ridership through increased outreach efforts, the number of Clean Air Express routes were expanded to ten (from eight) on September 1, 2004. As a result of the new Clean Air Express buses SBCAG purchased in late 2003, the total number of seats available for commuters increased 35% in 2004, from 408 to 550. As part of the September 2004 service expansion, the Clean Air Express is responding to the most frequent service requests by initiating service for commuters who work a traditional 8:00 AM to 5:00 schedule in downtown Santa Barbara.

Clean Air Express had 163,891 boardings in Fiscal Year 2006, resulting in a 28.6% increase in ridership from FY 2005.

Coastal Express



The Coastal Express, which is administered by the Ventura County Transportation Commission, provides commuter service that connects the cities of Ventura, Carpinteria, Santa Barbara and Goleta. Morning and afternoon trips serve Goleta and UC Santa Barbara while remaining trips serve downtown Santa Barbara.

Coastal Express had 152,717 boardings in Fiscal Year 2006, resulting in a 48.3% increase in ridership from FY 2005.

Cuyama Transit

Cuyama Transit provides demand response service to all Cuyama residents on Tuesday and Thursdays between the hours of 8:30 AM to 4:00 PM. As this small community is isolated in the north-east region of Santa Barbara County, this is inter-regional service with trips provided to Santa Maria, Taft and Bakersfield.

Cuyama Transit had a ridership of 2,271 in 2006.

Easy Lift Transportation – www.easylift.org

Easy Lift Transportation is the designed Coordinated Transportation Service Agency on the Santa Barbara South Coast.

Easy Lift Transportation has provided frail elderly and temporarily or permanently disabled individuals with wheelchair-accessible transportation. Easy Lift's service area includes all of south Santa Barbara County. Easy Lift is the only general 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 (SBMTD).

Greyhound – www.greyhound.com

Greyhound provides passenger bus service in Santa Barbara County with the opportunity to connect with destinations throughout the country. Service in Santa Barbara County is only available in Santa Maria and Santa Barbara with four daily northbound and southbound trips. The Greyhound stop in Santa Barbara is two blocks away from SBMTD's downtown transfer center. The Santa Maria stops are located on Cypress Street and at 205 S. Nicholson Avenue. SMAT Routes 2 and 20 stop near the Greyhound station.

Guadalupe Flyer

The Guadalupe Flyer provides service between the cities of Guadalupe and Santa Maria, Monday through Friday, between the hours of 6:15 AM and 6:15 PM, and on Saturdays between the hours of 8:15 AM and 5:00 PM. Ridership on the Flyer for 2005–2006 was 75,290. This reflects an increase of 13.1% over the 2004-2005 ridership.

Guadalupe Shuttle

The Guadalupe Shuttle provides fixed route in-town circulator service, Monday through Friday between the hours of 10:00 AM and 3:50 PM. The Shuttle had a ridership of 27,719 in 2005-2006, reflecting a 20.6% increase over the 2003-2005 ridership.

Los Alamos Transit

Transit service in Los Alamos was inaugurated April 2004. This is a pilot program, providing service on Tuesday and Saturday with an 8:00 AM and 11:00 AM pick up from Los Alamos and a pick up from Santa Maria to return to Los Alamos at 10:00 AM and 3:00 PM.

The Breeze - www.breezebus.com



North County intercommunity transit service – “The Breeze”, began service on May 2, 2005. The route which serves commuter and general use ridership between Santa Maria, Vandenberg Air Force Base and Lompoc from 5:45 AM until 6:45 PM, Monday through Friday. It should be noted that this is a three year pilot program and upon a successful and viable

service outcome, additional phases of intercommunity transit service in the North County will be considered.

Santa Maria Organization of Transportation Helpers

SMOOTH provides specialized transportation in Northern Santa Barbara County to various communities and community organizations.

SMOOTH is composed of two separate divisions. One division operates as a private, non-profit 503(c)(3) organization governed by a volunteer Board of Directors. Its mission is to serve seniors, the disabled, and low-income people. SMOOTH’s other division is the Consolidated Transportation Service Agency (CTSA). The Santa Barbara County Association of Governments (SBCAG) designated SMOOTH as northern Santa Barbara County’s CTSA in 1999. An overview of the programs and services SMOOTH operates are presented below. SMOOTH is also the contract operator for the Los Alamos Shuttle and the Guadalupe Flyer and Shuttle.

Santa Maria Area Transit (SMAT) - www.ci.santa-maria.ca.us/3075.html



Santa Maria Area Transit

SMAT provides fixed route and demand response service Monday through Friday, between the hours of 6:00 AM and 7:30 PM, Saturday between the hours of 7:30 AM and 6:25 PM, and Sunday service between the hours of 9:15 AM and 3:45 PM.

In 2005-06, SMAT had 969,251 fixed route boardings and 22,767 demand response boardings. This represented an increase in fixed route ridership of 25.3%, and a decrease in demand response ridership of 4.4% from 2004-05.

The City of Santa Maria is currently in the process of design and construction of a new transit center at Miller and Boone streets. The City is using a combination of TDA and FTA 5307 funds for land lease, environmental assessment and design costs. The City continues to seek additional sources of funding to develop an adequate funding mix to complete project construction. The Center will enable consolidation of all public transit providers into one central location featuring indoor waiting and restroom facilities, staffed information and ticket sales booths, and concessionaires.

Santa Ynez Valley Transit (SYVT) - www.cityofsolvang.com/syvtindex.html



Santa Ynez Valley Transit provides fixed route and demand response service Monday through Saturday, between the hours of 7:00 AM and 6:30 PM. The 2006 ridership was 35,617 fixed route passengers and 4,975 demand response passengers. This reflects a 9.1% increase in the fixed route ridership and a -1%

decrease in the demand response ridership from the previous reporting year. The 2005-06 farebox was 17.5%, showing a decrease from the previous year of 8.7%.

Santa Barbara Metropolitan Transit District (SBMTD) - www.sbmtd.gov



Sunday 6:30 AM through 10:00 PM.

Currently, SBMTD provides fixed route service Monday through Friday 5:00 AM through midnight, Saturday 6:00 AM through 11:00 PM, and Sunday 6:00 AM through 10:00 PM (limited routes). Demand response service is provided through Easy Lift Transportation, which provides service Monday through Friday, 5:30 AM through midnight, Saturday 6:00 AM to 11:30 PM, and

SBMTD had a ridership of 7,278,651 (an increase of 1.5% from 2004-05).

"Valley Express" - www.sbmtd.gov/santa_ynez_service.htm



SBMTD began commuter service between the Santa Ynez Valley and the South Coast on March 1, 2005. Service includes four routes with stops in Solvang and Buellton, with commuter hour service leaving the Santa Ynez Valley from 6:15 AM to 7:00 AM and leaving the South Coast from 4:40 PM to 5:20 PM. As demand for service increases and trends for service develop, SBMTD will work cooperatively with North County jurisdictions in seeking funding to provide expanded service. This increase in service will include general use fixed route service between the Santa Ynez Valley and the South Coast. The service is being implemented as a 3-year pilot program.

The Valley Express had a ridership of 22,278 in Fiscal Year 2005/2006.

The **abc's** of SBCTAC

Created May 2007

A

Accessibility – A concept used in transportation planning to describe the ease with which an individual has an opportunity to participate in an activity. The more accessible the activity, the fewer barriers must be overcome to reach the activity.

Allocation – The amount of funding that is specified to a certain program or project.

American Public Transit Association (APTA) – A non profit international industry which performs a variety of services for the industry, along with promoting transit interests, information exchange, research, and policy development.

Americans with Disabilities Act (ADA) – Landmark 1990 civil rights legislation that bars discrimination against people with disabilities in all major areas of life: employment, public accommodations, transportation and communications. As it relates to provision of transportation services, the ADA requires that transportation providers ensure nondiscriminatory accessible service for disabled individuals, and that public transportation providers operating fixed route bus service provide paratransit service comparable to the fixed route service.

Apportionment – Amount of funding available from a funding source.

B

Base Fare – the price charged to an adult for regular local service, usually given for a one-way trip.

Breeze Bus Service – Regional Transit Service operated by SMAT which runs weekdays between Santa Maria, Vandenberg Air Force Base and Lompoc.

Bus – A self-propelled, rubber-tired road vehicle designed to carry a substantial number of passengers and typically has enough headroom to allow passengers to stand upright after entering. Propulsion may be by gasoline, diesel fuel, natural gas, electricity or other energy sources.

C

California Association for Coordinated Transportation (CalACT) - CalACT is a statewide, non-profit organization that has represented the interests of small, rural, and specialized transportation providers since 1984. Membership is comprised of individuals and agencies from diverse facets of transportation, including operators of small and

large systems, planning and government agencies, social service agencies, suppliers and consultants.

CalACT is governed by a member-elected Board of Directors, who volunteer their time and expertise, and managed by a professional staff according to an adopted set of bylaws and an adopted business plan.

Caltrans (California Department of Transportation) – Agency responsible for state wide transportation programs in California, and the California Transportation Plan. Caltrans is the implementing agency for most state highway projects and for the intercity rail program.

Capital Costs – The costs of a public transit system’s long-term assets such as property, buildings, vehicles, and other long-lived equipment. Capital costs can be differentiated from operating costs, which refer to recurring expenses to maintain equipment and services.

City of Lompoc Transit (COLT) – City of Lompoc Transit provides fixed route and dial-a-ride services within the City limits and to the neighboring communities of Vandenberg Village, Mesa Oaks, and Mission Hills.

Charter Service - Any transportation of a group of persons for a common purpose, under a single contract at a fixed charge for the vehicle or service.

Choice Rider – A transit passenger who has at least two modes of travel available and selected transit for that trip.

Coastal Express - The Coastal Express connects the cities of Ventura, Carpinteria, Santa Barbara, and Goleta. The intercounty service is operated by the Ventura County Transportation Commission (VCTC) and SBCAG under an MOU and is administered by VCTC under the auspices of the Ventura Intercity Service Transit Authority (VISTA).

Clean Air Express (CAE) – The Clean Air Express is a commuter bus service that operators weekdays with routes from Lompoc and Santa Maria to the Santa Barbara South Coast.

Commuter Bus Service – Transportation provided on a regularly scheduled basis during peak travel periods for users commuting to work, school, and similar destinations.

Consolidated Transportation Service Agency (CTSA) – In accordance with state statute (AB120), SBCAG designates a Consolidated Transportation Service Agency. The CTSA’s primary role is to promote coordination and consolidation of social service transportation. Two CTSA’s have been designated within SBCAG’s jurisdiction. Easy Lift Transportation, Inc. has served as the CTSA for the South Coast Region since 1981. In 1999, SMOOTH, Inc. was designated as the CTSA for the Santa Maria Region

(including the cities of Santa Maria and Guadalupe and the unincorporated Orcutt area. Designation entitles the CTSA to claim TDA Section 4.5 monies.

Curb-to-curb service – A service that picks up and delivers passengers at the curb or roadside, as distinguished from door-to-door service. Passenger service is not rendered other than for actual boarding and alighting.

D

Demand Responsive Service – Transit service where individual passengers can request door-to-door or curb-to-curb transportation from a specific location to another specific location at a certain time. These services may require advance reservations. Also referred to as Dial-A-Ride, Paratransit or Demand Responsive Transit.

Designated Recipient – A public body, designated in each urban area that must have the legal authority to receive and dispense federal funds.

Direct Costs – The costs incurred by the transportation program resulting from vehicle operations and maintenance.

Discretionary Funds – Funds granted at the discretion of the funding agency in the amount it desires (as opposed to funding levels determined by a mathematical formula).

Door-to-door - A service that picks up passengers at the door of their place of origin and delivers them to the door of their destination. This service may necessitate passenger assistance between the vehicle and the doors.

E

Easy Lift Transportation – Easy Lift is the CTSA for Santa Barbara County's South Coast.

F

Fare Box – Device for the collection of fares. Also refers to the total revenue a transportation system obtains from passenger fares and local services.

Fare Revenue – The money or tickets collected as payments for rides. Can be cash, tickets, tokens, transfers, and pass receipts.

Farebox Recovery Ratio (FBR) – Measure of the proportion of operating expenses covered by passenger fares; found by dividing farebox revenue by total operating costs.

Federal Transit Administration (FTA) – Division of the United States Department of Transportation that is responsible for administering public transportation funding within local communities. The FTA provides funding for capital costs and operating costs, as well as for training, technical assistance, and research.

Fixed Route Service – Service provided on a repetitive, fixed schedule bases along a specific route with vehicles stopping to pick up and deliver passengers to specific locations. Each fixed route trip serves the same origins and destinations, unlike demand responsive. Typically, fixed route service is characterized by features such as printed schedules or timetables, designated bus stops where passengers board and disembark and the use of the larger transit vehicles.

FTA 5310 (Elderly and Disabled Program) - The 5310 program provides formula funding to assist private non-profit groups and transit operators in meeting the transportation needs of the elderly and persons with disabilities when the transportation service provided is unavailable, insufficient, or inappropriate to meeting these needs. The funds are apportioned based on each State's share of population for these groups of people and awarded to projects through a statewide competitive selection process. Funds may be used for capital equipment such as small buses, vans, radio equipment and computers.

FTA 5311 (Rural) - The 5311 program provides formula funding to states for the purpose of supporting public transportation in areas of less than 50,000 in population. It is apportioned in proportion to each State's non-urbanized population. Each state prepares an annual program of projects, which must provide for fair and equitable distribution of funds within the states, including Indian reservations, and must provide for maximum feasible coordination with transportation services assisted by other Federal sources.

Funds may be used for capital, operating, and administrative assistance to state agencies, local public bodies, and nonprofit organizations (including Indian tribes and groups), and operators of public transportation services.

FTA 5311(f) Intercity - FTA requires all states to spend a minimum of 15% of their annual 5311 apportionment to implement and fund intercity bus transportation unless the Governor certifies that the intercity bus needs are being adequately met. The FTA 5311(f) program provides funding for operations and capital expenditures.

FTA 5316 (Jobs Access/Reverse Commute) - The purpose of the 5316 program is to develop transportation services designed to transport welfare recipients and low income individuals to and from jobs and to develop transportation services for residents of urban centers and rural and suburban areas to suburban employment opportunities. Emphasis is placed on projects that use mass transportation services.

Grants may fund capital projects and operating costs of equipment, facilities, and associated capital maintenance items related to providing access to jobs; promote use of transit by workers with nontraditional work schedules; promote use by appropriate agencies of transit vouchers for welfare recipients and eligible low income individuals; and promote use of employer-provided transportation including the transit pass benefit program.

FTA 5317 (New Freedom) - This funding program encourages services and facility improvements to address the transportation needs of persons with disabilities that go beyond those required by the Americans with Disabilities Act. Funds are allocated through a formula based upon population of persons with disabilities.

Fiscal Year (FY) - Any yearly accounting period, regardless of its relationship to a calendar year. The fiscal year for the federal government begins on October 1 of each year and ends September 30 of the following year; it is designated by the calendar year in which it ends. The fiscal year for the State of California and SBCAG begins on July 1 of every year and ends on June 30 of the following year.

G

Guadalupe Flyer - The Guadalupe Flyer is a fixed route bus service that began operations in June 1998. The service is operated under contract by SMOOTH. The Guadalupe Flyer circulates through Guadalupe and connects the city to Santa Maria at the Town Center Mall. A bus leaves Santa Maria every 60 minutes. The roundtrip takes approximately 50 minutes.

Guadalupe Shuttle - The Guadalupe Shuttle provides fixed route in-town circulator service, Monday through Friday between the hours of 10:00 AM and 3:50 PM.

H

Headway – Time interval between vehicles moving in the same direction on a fixed-route.

I

Intercity Bus – A large bus with luggage space, used primarily for transportation between cities.

Intercity Transportation - Transportation service provided between cities by certified carriers, usually on a fixed-route with a fixed schedule.

J

Jobs Access/Reverse Commute (FTA 5316) – See FTA 5316 Description

L

Local Transportation Fund (LTF) - A county fund derived from the ¼% statewide sales tax established by the Transportation Development Act for public transportation. LTF funds are administered and allocated to local governments, transit operators and CTSA's by SBCAG. LTF revenues must be used for public transit purposes as a first priority, but may be used for street and road purposes if SBCAG finds that there are no unmet transit needs that can reasonably be met.

M

Measure D – A 1/2 cent sales tax referendum approved by the voters in 1989 to fund local and regional transportation facility maintenance and improvements in Santa Barbara County through 2010.

Mill-Alquist-Deddeh Act - The Mills-Alquist-Deddeh Act (SB 325) was enacted by the California Legislature to improve existing public transportation services and encourage regional transportation coordination.

Known as the Transportation Development Act (TDA) of 1971, this law provides funding to be allocated to transit and non-transit related purposes that comply with regional transportation plans.

The TDA provides two funding sources:

1. Local Transportation Fund (LTF), which is derived from a ¼ cent of the general sales tax collected statewide.
2. State Transit Assistance fund (STA), which is derived from the statewide sales tax on gasoline and diesel fuel.

N

New Cuyama Shuttle – The New Cuyama Shuttle is a transit service between the community of New Cuyama and the City of Santa Maria. The service operated by the County of Santa Barbara. The shuttle provides curb-to-curb service picking up and dropping passengers as requested. The shuttle also provides medical prescription pick-up services for residents.

New Freedom (FTA 5317) – See FTA 5317 Description

O

Operating Cost – Refers to all recurring costs associated with operating and maintaining a transit system, including facility and equipment rental, labor, fuel, and maintenance. Operating costs can be differentiated from capital costs, which refer to one-time expenses to purchase equipment or facilities.

Operating Cost Per Hour – Total cost to operate and maintain a transit system divided by total number of hours the service is provided.

P

Passenger Trip – One passenger making a one-way trip from origin to destination.

R

Reasonable to Meet – As adopted by the SBCAG Board, ‘reasonable to meet’ is defined as:

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.

Regional Transportation Planning Agency (RTPA) – An RTPA is responsible for preparation of all federal and state transportation plans and programs that secure transportation funding for highways, local streets and roads, transit, aviation, rail and bikeway/pedestrian facilities. The Santa Barbara County Association of Governments is the RTPA for Santa Barbara County.

S

SAFETEA-LU - Safe, Accountable, Flexible, Efficient Transportation Equity Act. SAFETEA-LU is the most recently approved Federal Transportation Bill that provides guaranteed funding for highways, highway safety, and public transportation totaling \$244.1 billion. All Federal funding programs for transit are included in SAFETEA.

Santa Barbara County Association of Governments (SBCAG) – SBCAG is a voluntary council of governments formed under a joint powers agreement executed by each of the general purpose local governments in Santa Barbara County. SBCAG is an independent entity governed by a thirteen-member board consisting of a city council representative from each of the eight cities in the county and the five members of the county board of supervisors. The city representatives are appointed by their respective city councils. SBCAG is the designated Regional Transportation Planning Agency (RTPA) and the Metropolitan Planning Organization (MPO) for Santa Barbara County.

Santa Barbara Metropolitan Transit District (SBMTD) - The Santa Barbara Metropolitan Transit District provides transit service on the South Coast of Santa Barbara County including the cities of Santa Barbara, Goleta, and Carpinteria. SBMTD provides direct service to Northern Santa Barbara County through the Valley Express (discussed above) and local connections for other regional services that serve Santa Barbara, such as Amtrak and the Santa Barbara Airport.

Santa Maria Area Transit (SMAT) - Santa Maria Area Transit provides fixed route and dial-a-ride services in the City of Santa Maria and the unincorporated areas of Orcutt and Tanglewood. Service is administered by the City of Santa Maria with day-to-day operations provided under contract by MV Transportation. SMAT service is offered throughout its service area with 11 numbered weekday routes and 12 weekend routes. Most routes originate and return to the Town Center Mall and have 30 or 60-minute clock face headways. All runs at the Town Center Mall are scheduled to leave at the same time making transferring easy.

Santa Maria Organization of Transportation Helpers (SMOOTH) - SMOOTH provides additional specialized transportation in Northern Santa Barbara County to various communities and community organizations. SMOOTH is also the CTSA for the Santa Maria Valley.

Santa Ynez Valley Transit (SYVT) - Santa Ynez Valley Transit operates fixed route and dial-a-ride services for the Santa Ynez Valley. SYVT operates two fixed routes connecting the communities of Buellton, Solvang, Santa Ynez, Ballard, and Los Olivos. The service is administered by the City of Solvang under a Memorandum of Understanding between the cities of Solvang, Buellton, and the County of Santa Barbara.

San Luis Obispo Regional Transit Authority (SLORTA) – SLORTA was formed through a joint powers agreement (JPA) between the County of San Luis Obispo and each of the seven cities incorporated within the County (Arroyo Grande, Atascadero, El Paso de Robles, Grover Beach, Morro Bay, Pismo Beach, and San Luis Obispo) to provide intercity fixed route service and ADA paratransit service throughout San Luis Obispo County. SLORTA operates the Route 10 which provides service into Santa Maria.

Short Range Transit Plan (SRTP) – SRTP is a five-year comprehensive plan required of all public transit operators by federal and regional transportation funding agencies.

State Transit Assistance (STA) - is generated by the ½ cent statewide sales tax on motor vehicle fuel. These funds are available for transit operating and capital purposes only. The formula that determines the amount of STA funding for each region allocates 50% of the funds on the basis of a county's population compared to the State population. The other 50% is allocated on the basis of the amount of passenger fares and local support revenues collected by the county's operators compared to the amount collected by operators statewide.

T

Traffic Solutions – Traffic Solutions is a division of SBCAG and is the County's Transportation Demand Management agency for Santa Barbara County. Traffic Solutions promotes and encourages alternatives to driving alone, with the goals of reducing traffic congestion, air pollution and vehicle miles driven as well as improving the quality of life for employees, visitors, and residents of Santa Barbara County.

Transit Needs Assessment (TNA) – Annual process as required by the Transportation Development Act. SBCAG, as the RTPA, must conduct the Transit Needs Assessment process to determine if there are any unmet transit needs in Santa Barbara County that are reasonable to meet. If it is determined that there is an unmet transit need that is reasonable to meet within a jurisdiction that does not allocate all LTF funding on transit, then that jurisdiction must set aside LTF funding to meet that need before expending funding on non-transit purposes, such as a streets and roads projects.

Transportation Development Act (TDA) – Also known as the Mills-Alquist-Deddeh Act, the Transportation Development Act

U

Unmet Transit Need (UTN) – SBCAG defines what an unmet transit need is in Santa Barbara County as allowed per the Transportation Development Act.

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.

Urbanized Area (UZA) – An urbanized area refers to the urbanized area boundaries as reported in the 2000 United States Census. An urbanized area has a population of 50,000 or more.

V

Valley Express – The Valley Express is a fixed route interregional transit service operated by Santa Maria Area Transit. The weekday service has routes that begin in Santa Maria and Lompoc and travel through Vandenberg Air Force Base.