

## STAFF REPORT

**SUBJECT:** Unmet Transit Needs

**MEETING DATE:** April 5, 2007

**AGENDA ITEM: 9**

**RECOMMENDATION:**

Receive presentation and provide comments on the draft Transit Needs Assessment 2007 and findings of “unmet need” and “reasonable to meet”.

**STAFF CONTACT:** Sarkes Khachek, Michael Powers

**DISCUSSION:**

**Where we are today**

Staff has prepared the draft Transit Needs Assessment for Fiscal Year 2007. The process commenced in September 2006 with review of the definition of ‘reasonable to meet.’ Since September, SBCAG in coordination with members of the Santa Barbara County Transit Advisory Committee (SBCTAC) have completed the following:

- Conducted an extensive public outreach process (summarized below)
- Provided recommended changes to the definition of ‘reasonable to meet’ which were adopted by the SBCAG Board in December 2006 and will be used to analyze requests as part of this year’s assessment. (Attachment 1)
- Organized and reviewed public testimony received.
- Prepared draft assessment of unmet transit needs and reasonable to meet.

**Summary of Public Outreach Efforts**

The following is a list of public outreach that has been conducted for this year’s unmet transit needs process:

- 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

Comments on SBCAG’s 2007 unmet transit needs public outreach process were submitted by Marc Chytilo and Alex Pujo. Staff’s responses to comments are at the end of this staff report and the letters of comment are provided as attachments.

### **Assessment of Transit Need Requests for 2007**

Requests for public transit received through the public outreach process have been reviewed by staff and SBCTAC and are organized and summarized in the following pages. Requests are organized by type of service request.

SBCAG makes findings where required by TDA and also provides information on operational issues, obtained from the public input process to the transit operators for their use in service planning. Operational issues are issues such as, but not limited to, the adequacy or location of bus stops, minor route improvements, marketing and service reliability.

It is prudent to recognize that some requested transit services could jeopardize the farebox recovery ratios of providers in the County due to potentially low ridership levels or high costs to provide the services. For example, ridership demand typically drops when services hours are extended resulting in lower productivity and farebox recovery. However, local transit service providers have been committed and proactive in addressing the requested needs of their riders through new or expanded services on their systems.

One new significant finding is the Lompoc to Santa Ynez Valley service request was found to be reasonable to meet. This new service may be accomplished by extending the Breeze from Lompoc to Buellton or providing a service variation that originates in Buellton and is administered by Santa Ynez Valley Transit. This service would be funded by a cost sharing arrangement between those jurisdictions with people that would directly benefit from the service and includes the County of Santa Barbara and the Cities of Lompoc, Buellton, and Solvang. The service could also be eligible for JARC or 5311(f) funding.

Two significant policy issues are evident in this year's process.

SBCAG received considerable testimony about the transportation of farmworkers. As in prior years, SBCAG views this as transportation, not a public transit need. Therefore it continues to find it is not an unmet transit need. However, SBCAG also recognizes the significance of the transportation need and has directed its staff to provide technical assistance to the County of Santa Barbara in the development and implementation of a farmworker transportation vanpool type program. As you recall, the County and City of Santa Maria independently allocated some of their TDA funds to jump start the farmworker transportation program.

The other significant issue is the future funding of the Clean Air Express. Currently this commuter oriented bus service between the two north county cities of Lompoc and Santa Maria takes riders who are residents in the cities and adjacent unincorporated areas to jobs in the south coast. This service may be in jeopardy as SBCAG is running out of funds to operate this service. In fact the operating funds will likely expire by 2008. Therefore, SBCAG is involved in ongoing negotiations with the cities of Lompoc and Santa Maria and the County of Santa Barbara on transferring the service to COLT and SMAT. These agencies have more reliable sources of transit operating funds. Therefore, at this time, due to this transitional period for the Clean Air Express, SBCAG has classified the requests for new and expanded Clean Air Express service as not reasonable to meet.

Attached for your review is the 2007 Draft Transit Needs Assessment for Santa Barbara County.

The Draft Assessment includes updated demographic data, i.e. 2006 Santa Barbara County Population, Poverty Guidelines, Employment Figures by Jurisdiction.

**RECOMMENDATION:**

Consider approval of the draft Transit Needs Assessment 2007 and findings of “unmet need” and “reasonable to meet”.

Recommendations and the draft Transit Needs Assessment report will be brought before the SBCAG Board on April 19, 2007.

**Attachment 1:** 2007 Draft Transit Needs Assessment for Santa Barbara County

**Attachment 2:** Responses to Letters from Marc Chytilo and Alex Pujo

**Attachment 3:** Letter from Marc Chytilo dated February 12, 2007

**Attachment 4:** Letter from Alex Pujo dated February 13, 2007

# **Transit Needs Assessment 2007**

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**DRAFT**

# Transit Needs Assessment 2007

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## DRAFT

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**2007 MEMBERSHIP ROSTER**  
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**Member Agencies**

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## With Special Recognition -



## Santa Barbara County Transit Advisory Council (SBCTAC)

### **Bruce Bennett**

(South Coast)

### **Polly Bleavins**

(North County)

### **David Damiano**

(South Coast)

### **Matt Dobberteen**

### **Jonathan Dotson**

(North County)

### **Cathy Farrar**

(North County)

### **Richard Fernbaugh**

(North County)

### **Julie Guzman**

(South Coast)

### **Rick Hummel**

(North County)

### **Julie Kahn**

(South Coast)

### **Howard Kraus**

(South Coast)

### **Petra Lowen (Vice Chair)**

(South Coast)

### **Bea Merwin**

North County

### **Dean Palius**

(North County)

### **Austin O'Dell**

(North County)

### **Kirk Spry**

(North County)

### **Barry Stotts**

(North County)

### **Victor Suhr**

(South Coast)

### **Jim Talbott (Chair)**

(North County)

### **Ed Zoost**

(North County)

### **Easy Lift – CTSA**

(South Coast)

### **Children and Families Commission**

(Community outreach)

### **Santa Barbara Metropolitan Transit District (SBMTD) –**

transit agency (South Coast)

### **County of Santa Barbara – transit agency representative**

### **Santa Ynez Valley Transit – transit agency**

(Santa Ynez Valley)

### **Transit user**

(Lompoc, representing disabled transit users)

### **City Of Lompoc Transit (COLT) – transit agency**

(Lompoc)

### **Santa Barbara Community Services**

(Social service provider for persons of limited means)

### **LOVARC**

(Social service agency serving the disabled)

### **Transit user**

(Community outreach)

### **R&D Transportation**

(Social service provider for persons of limited means)

### **Independent Living Resource Center**

(Social service provider for disabled)

### **Community Partners in Caring**

(Social service provider for seniors)

### **Santa Ynez Valley People Helping People**

(Community outreach)

### **Santa Maria Area Transit (SMAT) – transit agency**

(Santa Maria)

### **Vocational Training Center**

(Community Outreach)

### **Community Access Network**

(Community outreach)

### **Transit user**

(Representing senior transit users)

### **SMOOTH (Santa Maria Organization of Transportation Helpers) – CTSA**

(Santa Maria Valley)

### **Transit user**

(Representing senior transit users)

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- D. Testimony Submitted by Telephone/Email/Online Input Form

## I. INTRODUCTION –

### **What is the Transit Needs Assessment?**

The California Transportation Development Act (TDA), which provides two major sources of funding for public transportation, the Local Transportation Fund (LTF) and the State Transit Assistance (STA) fund, requires an annual assessment of regional transit needs prior to making any allocation of TDA funds for streets and roads projects. The assessment, as designated by California Public Utilities Code (PUC) Section 99401.5, requires Santa Barbara County Association of Governments (SBCAG) as the Regional Transportation Planning Agency to:

- Consult with the social services transportation advisory council established pursuant to PUC Section 99238.
- Identify the transit needs of the jurisdiction which have been considered as a part of the transportation planning process, including the following:
  - An assessment of the size and location of identifiable groups likely to be transit dependent or transit disadvantaged, including, but not limited to, the elderly, the handicapped, including individuals eligible for paratransit and other special transportation services, and persons of limited means, including, but not limited to, recipients under the CalWORKS program.
  - An analysis of the adequacy of existing public transportation services and specialized transportation services, including privately and publicly provided services necessary to implement the plan to meet the identified transit demand.
  - An analysis of potential alternative public transportation and specialized transportation services and service improvements that would meet all or part of the transit demand.
- Identify the unmet transit needs of the jurisdiction and those needs that are reasonable to meet.
- Conduct at least one public hearing for the purpose of soliciting comments on the unmet transit needs that may exist within the jurisdiction and that might be reasonable to meet by establishing or contracting for new public transportation or specialized transportation services or by expanding existing services.
- Adopt by resolution a finding for the jurisdiction after consideration of all available information that:
  - There are no unmet transit needs.
  - There are no unmet transit needs that are reasonable to meet.
  - There are unmet transit needs, including needs that are reasonable to meet.

## II. CONSULTATION

### Advisory Committee Review



The Santa Barbara County Transit Advisory Council (SBCTAC), was established in 2001 as the social services transportation advisory council in accordance with Government Code Section §99238.<sup>1</sup> SBCTAC is composed of representatives from fixed route and paratransit agencies, social service agencies that provide services to the disabled and senior population, and transit users. SBCTAC meets monthly to identify and discuss issues regarding transit needs, and to review and recommend actions to the Santa Barbara County Association of Governments (SBCAG) as the Regional Transportation Planning Agency (RTPA). SBCTAC advises SBCAG on the annual transit needs assessment and other major transit issues, including the coordination and consolidation of specialized transportation services.

It should be noted that SBMTD, the south coast transit agency, is not subject to the unmet transit needs process per TDA; however, traditionally, south coast transit issues are discussed, in addition to public testimony being received at the public hearings, and is forwarded to SBMTD for their consideration for improved service provision.

On October 10, 2006, SBCTAC met to discuss the Transit Needs Assessment process for 2007. SBCTAC discussed and approved the type, design and distribution of public outreach materials, best uses of media for public outreach, and participation in and implementation of focus groups. This outreach process was approved by SBCTAC. Since there were local opportunities for public input provided by the transit operators and in 2006 there had been extensive outreach with the North County Transit Plan the group concurred that additional surveys were unnecessary.

On March 13, 2007 the SBCTAC met and discussed the public testimony and correspondence presented at the public hearings and comments received through other forms of outreach in regard to both North County and South Coast transit issues.

### Public Participation

The public outreach process included extensive noticing, public transit workshops, public hearings, and discussions with social service agency representatives, advocates, and transit agency administrators. This year SBCAG piggybacked on the initial outreach activities of transit operators.

North County public transit agencies initiated their public outreach in the fall 2006. COLT and a representative from the County of Santa Barbara held their Public Transit Workshop in Lompoc on November 14, 2006. This was followed by SMAT staff, who along with a representative from the County of Santa Barbara, and their SMAT Riders Advisory Committee held their Public Transit Workshop in Santa Maria on November 18, 2006. This was followed in early 2007 by representatives from SBMTD who conducted public workshops in January and February.

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<sup>1</sup> Government Code 99238 states, "Each transportation planning agency shall provide for the establishment of a social services transportation advisory council for each county, or counties operating under a joint powers agreement, which is not subject to the apportionment restriction established in Section 99232." Committee members must include representation from senior citizen and disabled transit user groups, social service providers to seniors, disabled and low-income persons, transportation providers to seniors, disabled and low-income persons and CTSAs.

SBCAG conducted one public hearing to solicit input from the public on unmet transit needs. **The hearing was held in Santa Maria on January 18, 2007.** In addition, there was the opportunity for remote testimony from the County regional facility in Santa Barbara and Spanish translation was also available.

There was noticing of the public hearing, with notices published at least 30 days in advance of the hearings, in both English and Spanish distributed through the SBCTAC email list which includes public, transit, and social services representatives, elected officials and members of SBCTAC (an email list of over 75 persons). The notice was also posted on the SBCAG website and a press release in English and Spanish was distributed to all newspapers and radio stations located in Santa Barbara County. A notice of the public hearing held in Santa Maria was published 30 days prior to the hearing in the Lompoc Record, Santa Barbara News Press, and Santa Maria Times and Santa Ynez Valley News on between December 14 and December 15, 2006. **(Appendix A).**

As indicated earlier public input was also submitted via other forms of public outreach, these included:

- Input received via telephone, email and sbcag.org online public input form
- COLT Public Transit Workshop in Lompoc on November 14, 2006
- SMAT Public Transit Workshop in Santa Maria on November 18, 2006
- Clean Air Express On-board surveys conducted in January 2007

### III. ASSESSMENT OF POPULATION CHARACTERISTICS

#### Transit Dependency

##### **What is Transit Dependency?**

Transit dependency is generally defined as dependency upon public or private transportation services by persons that are either unable to operate a vehicle, or do not have access to a vehicle. The elderly (over 65 years of age), youth (under sixteen years of age), persons with disabilities, and low-income households<sup>2</sup> are more likely to be transit-dependent than the general population. Nationally, 76 million people are transit dependent (1990 Census data) of which 29 million, or 38 percent, live in rural areas. Thirty-two percent of all rural residents (Americans living in non-metropolitan areas) are classified as transit dependent, as are 30 percent of urban residents.<sup>3</sup>

The transit dependency indicators in Santa Barbara County (**Table 1**) identify the cities of Guadalupe and Santa Barbara as having the greatest percentage of households without a vehicle. Approximately 25% of Guadalupe’s population is low income, which may account for some of the 9.1% of households without a vehicle. While 13.4% of Santa Barbara’s population is low income, which may be accounted for by senior citizens and students attending UCSB, other factors such as an extensive transit system providing access to quality of life venues, may account for the 9.5% of the households without a vehicle. The City of Solvang has the largest percentage of senior population, with 22.9% of its residents over the age of 65, and the City of Guadalupe has the largest percentage of young population, with 29.6% of its residents under the age of 15. Across the spectrum of the transit dependency indicators, with the exception of the senior population, the City of Guadalupe has the highest percentage of its population meeting these indicators countywide.

**Table 1: Transit Dependency Indicators by City - 2000**

City	No Vehicle (households)		Low-income (population)		Disabled (population)		Under 15 (population)		Over 65 (population)	
	%	#	%	#	%	#	%	#	%	#
<b>North County</b>										
Buellton	4.3%	62	8.8%	337	20%	733	22.8%	873	13.6%	521
Guadalupe	9.1%	130	25.0%	1,403	23%	1,206	29.6%	1,680	8.5%	482
Lompoc	7.5%	982	15.4%	5,805	21%	7,247	25.4%	10,458	9.4%	3,856
Santa Maria	8.6%	1,895	19.7%	14,823	24%	16,242	26.7%	20,752	11.3%	8,776
Solvang	6.3%	140	6.7%	350	16%	827	18.2%	970	22.9%	1,221
<b>South Coast</b>										
Carpinteria	6.7%	335	10.4%	1,480	15%	2,018	21.5%	3,049	12.4%	1,766
Goleta	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Santa Barbara	9.5%	3,391	13.4%	11,846	18%	15,493	16.8%	15,482	13.8%	12,727
<b>Santa Barbara County</b>	<b>6.9%</b>	<b>9,366</b>	<b>14.3%</b>	<b>55,086</b>	<b>18%</b>	<b>64,541</b>	<b>20.9%</b>	<b>83,457</b>	<b>12.7%</b>	<b>50,765</b>

Source: US Census Bureau, Table DP-1, Profile of General Demographic Characteristics 2000; Table DP-2, Profile of Selected Social Characteristics 2000; Table DP-3, Profile of Selected Economic Characteristics 2000; Table DP-4, Profile of Selected Housing Characteristics, 2000.

<sup>2</sup> Low-income generally includes both those households under the poverty line and those near the poverty line.

<sup>3</sup>Community Transportation Association of America, Institute for Economic and Social Measurement, *Status of Rural Public Transportation – 2000*, April 2001, <http://www.ctaa.org/ntrc/rtap/pubs/status2000>.

## Demographic Factors

### A. Population

Due to housing costs and life style preferences, the North County communities of Buellton and Santa Maria, have been growing increasingly faster than any other portion of the county.<sup>4</sup> Santa Maria, the largest North County city, has less than a 1,000-person difference in population from the City of Santa Barbara. It is interesting to note that the incorporated cities of the North County and South Coast have nearly identical aggregate populations. As well, the North County and South Coast unincorporated areas also have similar sized populations with less than a one percent greater population in the unincorporated South Coast region (**Table 2**).

### B. Age and Gender Distribution

Age and gender distributions in Santa Barbara County are shifting slightly to a younger (17 and under) and an older (65 and older) population. Between 1990 and 2000, the percent of population age 17 and under rose from 23.02% to 24.9%. As well, the percent of population age 65 and older rose from 12.03% to 14.6%. It should be noted, that those over the age of 80, the most dependent on transportation services among the older age groups, accounts for 3.6% of the population. In all, the younger (under age 15) and the older (over age 65) population segments of Santa Barbara County account for 33.6% of the total population (**Table 3**).

**Table 2: Population by City – 2006**

<b>Location</b>	<b>Population</b>
Buellton	4,548
Carpinteria	14,172
*Goleta	30,290
Guadalupe	6,423
Lompoc	41,915
Santa Barbara	89,548
Santa Maria	90,204
Solvang	5,369
*Unincorporated Santa Barbara County - South Coast	71,916
*Unincorporated Santa Barbara County - North County	67,240
<b>Total Department of Finance 2006</b>	<b>421,625</b>

Source: California Department of Finance, Demographic Research Unit, Table 1 City/County Population and Housing Estimates, January 1, 2006, <http://www.dof.ca.gov>.

\* Adjusted for City of Goleta incorporation from the Regional Growth Forecast 2000 Appendix I 2003 estimate. Unincorporated north and South County is the DOF unincorporated total disaggregated into north and south using the Regional Growth Forecast proportions.

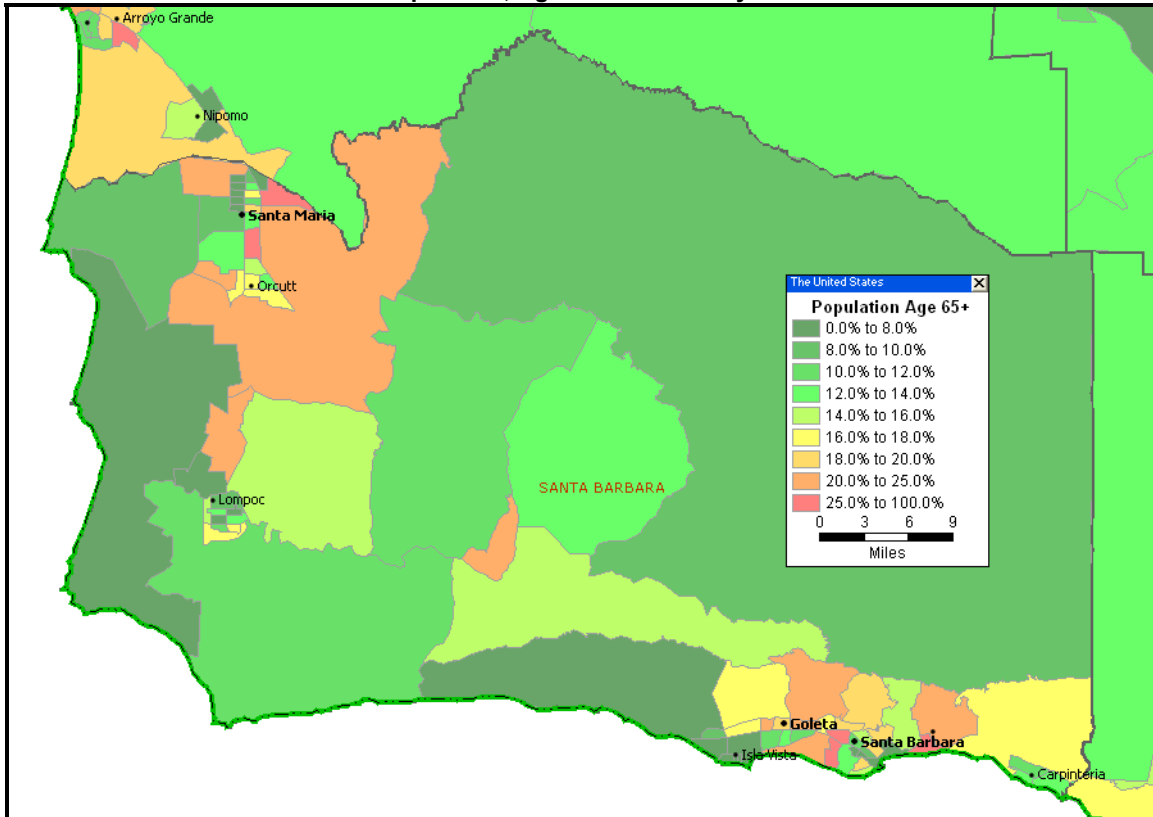
<sup>4</sup> UCSB Economic Forecast Project, Economic Outlook 2000, P. 26.

**Table 3: Population by Age and Gender – Santa Barbara County 2000**

Age Group	Total	Percent	Male	Percent	Female	Percent
<b>17 and under</b>	99,502	24.9%	51,253	25.7%	48,249	24.2%
Under 5	26,008	6.5%	13,350	6.7%	12,658	6.3%
5 to 9	29,418	7.4%	15,111	7.6%	14,307	7.2%
10 to 14	28,031	7.0%	14,433	7.2%	13,598	6.8%
15 to 17	16,045	4.0%	8,359	4.2%	7,686	3.9%
<b>18 through 64</b>	249,080	62.4%	126,957	63.5%	122,123	61.2%
<b>65 through 84</b>	50,765	12.7%	21,553	10.8%	29,212	14.6%
65 to 66	5,169	1.3%	2,441	1.2%	2,728	1.4%
67 to 69	7,699	1.9%	3,657	1.8%	4,042	2.0%
70 to 74	12,470	3.1%	5,552	2.8%	6,918	3.5%
75 to 79	11,125	2.8%	4,760	2.4%	6,365	3.2%
80 to 84	7,406	1.9%	2,948	1.5%	4,458	2.2%
<b>85 and over</b>	6,896	1.7%	2,195	1.1%	4,701	2.4%
<b>Total</b>	<b>399,347</b>	<b>100%</b>	<b>199,763</b>	<b>100%</b>	<b>199,584</b>	<b>100%</b>

Source: Census 2000 Summary File 1, General Profile 1: Persons by Race, Age and Size of Households and Families by Race and by Type, 8/2/01, P. 421, CA Census Data Center.

**Percent of Population, Age 65 and Older by Census Tract**



### C. Ethnicity

Race reflects self-identification by people according to the race they most closely identify with. According to the 2000 Census, Santa Barbara County has a 76.4% “White” population, and a 28.1% “non-White” population for those reporting race alone or in combination with one or more other races.<sup>5</sup> Of the total population, 34.2% is identified as being Hispanic. It should be noted that the identification of “Hispanic” includes persons from all ethnic groups: White, Black, American Indian, Asian, and Pacific Islander (Table 4).

The City of Guadalupe has the largest percent of Hispanic population among the cities in the county, as 84.5% of its residents are Hispanic. The City of Santa Maria has the largest number of Hispanics, 46,196, and the second largest percent of Hispanic population with 59.7% of its residents being Hispanic. The City of Lompoc has the largest number and highest percentage of the Black population, as 8.4% of its residents are Black. The largest Asian population is located in the City of Santa Maria, with 4,585 Asian residents, with the City of Guadalupe possessing the highest percentage of Asian population, as 7.9% of its residents are Asian.

It is interesting to note, that countywide, the ethnic classification of “other”, which represents 17.5% of the population, is the second largest ethnic classification after White.

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<sup>5</sup> In combination with one or more of the other races listed, numbers may add to more than the total population and percentages may add to more than 100% because individual may report more than one race.

**Table 4: Race and Hispanic Distribution of Population\*  
Incorporated Cities of Santa Barbara County - 2000**

<b>City</b>	<b>Total</b>	<b>White</b>	<b>%</b>	<b>Black</b>	<b>%</b>	<b>American Indian</b>	<b>%</b>	<b>Asian</b>	<b>%</b>	<b>Pacific Islander</b>	<b>%</b>	<b>Other</b>	<b>%</b>	<b>Hispanic</b>	<b>%</b>
Buellton	3,828	3,233	84.5%	41	1.1%	80	2.1%	76	2.0%	16	0.4%	525	13.7%	985	25.7%
Carpinteria	14,194	10,965	77.3%	165	1.2%	291	2.1%	444	3.1%	58	0.4%	2,936	20.7%	6,175	43.5%
Guadalupe	5,659	2,903	51.3%	60	1.1%	178	3.1%	448	7.9%	47	0.8%	2,459	43.5%	4,781	84.5%
Lompoc	41,103	28,878	70.3%	3,449	8.4%	1,246	3.0%	2,191	5.3%	281	0.7%	7,432	18.1%	15,337	37.3%
Santa Barbara	92,325	71,519	77.5%	2,047	2.2%	1,773	1.9%	3,304	3.6%	262	0.3%	17,188	18.6%	32,330	35.0%
Santa Maria	77,423	48,368	62.5%	1,803	2.3%	2,408	3.1%	4,585	5.9%	270	0.3%	24,329	31.4%	46,196	59.7%
Solvang	5,332	4,909	92.1%	36	0.7%	77	1.4%	95	1.8%	13	0.2%	429	8.0%	1,059	19.9%
Santa Barbara County	399,347	305,228	76.4%	11,374	2.8%	8,880	2.2%	20,886	5.2%	1,561	0.4%	69,712	17.5%	136,668	34.2%

Source: US Census Bureau Table DP-1, Profile of General Demographic Characteristics: 2000.

\* Reporting one race only.

Note: the category of "Hispanic" is a self-identification that is not considered a race by the US Census Bureau. Therefore, one can identify them self as white and Hispanic or Asian and Hispanic, etc. Thus, the total percentage of race and Hispanic distribution of population for each identified region will be greater than 100%.

## D. Disabled

According to the US Census Bureau, a person is considered to have a disability if he or she has difficulty performing certain functions: seeing, hearing, talking, walking, climbing stairs, or lifting and carrying; or has difficulty performing activities of daily life, or has difficulty with certain social roles. However, only those who are unable to perform one or more activities, or who uses an assistive device to get around, or who needs assistance from another person to perform basic activities, is considered to have a severe disability. Nationwide, about 20% of the population has some type of disability, whereas only 10% has some type of severe disability. As well, about 77% of the population identified as disabled, do not receive any type of public assistance.<sup>6</sup>

With 24% of Santa Maria's population and 23% of Guadalupe's population identified as disabled, the cities of Santa Maria and Guadalupe have the highest percentage of disabled residents in Santa Barbara County. At 15%, the City of Carpinteria has the lowest percentage of disabled residents in the County. It is interesting to note that countywide, 63% of those ages 21 to 64 who are identified as disabled are gainfully employed (Table 5). Therefore, a majority of those identified as disabled, have the potential to be self-sufficient and not in need of public assistance.

**Table 5: Disabled Population and Disabled Employment by City - 2000**

City	Total population	Disabled population (ages 5-64) (number)	Disabled population (65 & over) (number)	Disabled population (ages 5 & over) (number)	% of disabled population (ages 5 & over)	% of disabled population employed (ages 21-64)
<b>North County</b>						
Buellton	3,828	483	250	733	20%	67.5%
Guadalupe	5,659	1,042	164	1,206	23%	58.5%
Lompoc	41,103	5,550	1,697	7,247	21%	57.2%
Santa Maria	77,423	12,611	3,631	16,242	24%	60.6%
Solvang	5,332	482	410	892	16%	61.6%
<b>South Coast</b>						
Carpinteria	14,194	1,466	552	2,018	15%	67.3%
Goleta	N/A	N/A	N/A	N/A	N/A	N/A
Santa Barbara	92,325	10,749	4,744	15,493	18%	67%
<b>Santa Barbara County</b>	<b>399,347</b>	<b>46,427</b>	<b>18,114</b>	<b>64,541</b>	<b>18%</b>	<b>63.1%</b>

Source: US Census Bureau, Table DP-2, Profile of Selected social Characteristics 2000; Table DP-3, Profile of Selected Economic Characteristics 2000.

<sup>6</sup> Census Brief, CENBR/97-5, December 1997, US Dept. of Commerce, Economics and Statistics Administration, Bureau of the Census.

In addition to the services provided through non-profit social service agencies, publicly funded services to the disabled in Santa Barbara County are delivered through the Tri-Counties Regional Center, serving Santa Barbara, San Luis Obispo, and Ventura counties. Services include developmental services for the developmentally disabled, mental health services for mental illness and emotional disturbance, and rehabilitation services to enable the disabled to reach social and economic independence (Table 6).

It should be noted that group homes for disabled residents over the age of 18, are mainly located in the cities of Carpinteria, Goleta, and Santa Maria. The City of Santa Maria has the largest number of disabled residents under the age of 18, and the City of Santa Barbara has the largest number of disabled residents over the age of 18 who are served by the Tri-Counties Regional Center in Santa Barbara County.

**Table 6: Santa Barbara County Residents Receiving Services from the Tri-Counties Regional Center, 2001**

<b>Region</b>	<b>Under 3 (All)</b>	<b>3-11 W/C</b>	<b>3-11 Amb.</b>	<b>12-17 W/C</b>	<b>12-17 Amb.</b>	<b>18-22 W/C</b>	<b>18-22 Amb.</b>	<b>23+ W/C</b>	<b>23+ Amb.</b>	<b>Total</b>
<b>Carpinteria</b>	16	5	18	0	5	2	10	15	35	106
<b>Goleta</b>	46	13	32	16	28	10	25	27	92	289
<b>Santa Barbara</b>	99	29	98	15	61	16	33	90	317	758
<b>Total South Coast</b>	<b>161</b>	<b>47</b>	<b>148</b>	<b>31</b>	<b>94</b>	<b>28</b>	<b>68</b>	<b>132</b>	<b>444</b>	<b>1,153</b>
<b>Buellton</b>	7	0	12	0	1	0	3	0	4	27
<b>Guadalupe</b>	10	7	19	0	13	2	8	0	18	77
<b>Cuyama (Valley)</b>	1	1	2	0	0	0	0	0	1	5
<b>Lompoc (Valley)</b>	41	19	71	7	54	3	25	23	141	392
<b>Los Alamos</b>		1	2	0	0	0	2	1	1	7
<b>Santa Maria</b>	95	40	177	9	102	8	73	37	313	854
<b>Santa Ynez Valley</b>	4	1	6	0	5	0	5	0	5	26
<b>Solvang</b>	1	2	10	0	4	1	2	3	5	28
<b>Total North County</b>	<b>167</b>	<b>71</b>	<b>299</b>	<b>16</b>	<b>179</b>	<b>14</b>	<b>118</b>	<b>64</b>	<b>488</b>	<b>1,416</b>
<b>Total</b>	<b>328</b>	<b>118</b>	<b>447</b>	<b>47</b>	<b>273</b>	<b>42</b>	<b>186</b>	<b>196</b>	<b>932</b>	<b>2569</b>

Source: Tri-Counties Regional Center, Santa Barbara, San Luis Obispo, and Ventura Counties.

W/C = wheelchair / Amb. = ambulatory

## Economic Factors

### A. Labor Market

With the unemployment rate for Santa Barbara County at 4.1%, the labor market remains strong. The unincorporated area of Montecito has the highest unemployment rate, at 10.9%. The unincorporated area of Toro Canyon has the lowest unemployment rate at 0.6% (Table 7). Although Santa Ynez does not have a large economic base, it is a “bedroom” community in which a large number of South Coast commuters reside.

**Table 7: Labor Market Indicators by Jurisdiction or Community – 2006**

Location	Labor Force	Employment	Unemployment (Number)	Unemployment Rate
Buellton	2,100	2,100	0	2.1%
Carpinteria	8,400	8,200	200	1.8%
Guadalupe	2,500	2,400	100	5.3%
Isla Vista	10,900	9,800	1,100	10.0%
Goleta	17,100	16,800	300	2.0%
Lompoc	19,100	17,700	1,400	7.4%
Los Alamos	700	700	0	4.7%
Mission Canyon	1,500	1,500	0	2.3%
Mission Hills	1,700	1,600	100	3.7%
Montecito	4,900	4,400	500	10.9%
Orcutt	14,400	13,900	500	3.4%
Santa Barbara	54,600	53,100	1,500	2.8%
Santa Maria	37,900	35,400	2,500	6.5%
Santa Ynez	2,800	2,700	100	2.0%
Solvang	3,000	3,000	0	1.1%
Summerland	1,100	1,100	0	2.2%
Toro Canyon	1,000	1,000	0	0.6%
Vandenberg AFB	1,400	1,300	100	4.9%
Vandenberg Village	2,900	2,800	100	2.5%
<b>Santa Barbara Co.</b>	<b>214,200</b>	<b>205,500</b>	<b>8,700</b>	<b>4.1%</b>

Source: State of California Employment Development Department, Labor Market Information Division, Labor Force Data for Sub-County Areas (Not Seasonally Adjusted), 2004 Benchmark.

### B. Poverty Status

Poverty status is determined by the Federal Poverty Guidelines (Table 8) and by computations of percentages of the guidelines to qualify for public assistance programs. It should be noted that in 2002, Santa Barbara County became the county with the highest median housing costs in California. Low-income families in Santa Barbara County are particularly impacted by these high housing costs.

Public assistance is provided through Santa Barbara County Department of Social Services via CalWORKS, Food Stamps, General Relief and Medi-Cal programs. The distribution of assistance is recorded by region. These regions consist of Lompoc, including the Cities of Lompoc, Buellton and Solvang, and the unincorporated areas of the Santa Ynez Valley; Santa Barbara, including the cities of Santa Barbara, Carpinteria, and Goleta, and the unincorporated areas of the South Coast including Isla

Vista; and Santa Maria, including the cities of Santa Maria and Guadalupe, and the unincorporated areas of Cuyama and Orcutt.

**Table 8: Federal Poverty Guidelines – 2007**

Number in Family	Gross Yearly Income	Gross Monthly Income	Approx. Hourly Income
1	\$ 10,210	\$ 851	\$ 4.91
2	\$ 13,690	\$ 1,141	\$ 6.58
3	\$ 17,170	\$ 1,431	\$ 8.25
4	\$ 20,650	\$ 1,721	\$ 9.93
5	\$ 24,130	\$ 2,011	\$ 11.60
6	\$ 27,610	\$ 2,301	\$ 13.27
7	\$ 31,090	\$ 2,591	\$ 14.95
8	\$ 34,570	\$ 2,881	\$ 16.62

Source: Federal Register, Vol. 72, No. 15, January 24, 2007, pp. 3147. Monthly and hourly data calculated by OCPP. \*Assumes full-time job for a full year (2080 hours).

It should be noted that households participating in the CalWORKS program cannot receive assistance from General Relief, but can receive assistance from Food Stamps, and are simultaneously enrolled in the Medi-Cal program. Because of the simultaneous enrollment, Medi-Cal person counts will not include Medi-Cal recipients participating in the CalWORKS program. However, persons receiving Food Stamps will be counted in both CalWORKS and Food Stamps total participation. As well, persons may be counted more than once in the provision of public assistance within the programs of Food Stamps, General Relief and Medi-Cal, as persons may qualify for all three programs and therefore be counted as recipients in each program.

As can be seen in **Table 9**, the Santa Maria region receives the most public assistance by person of the three regions. It is noteworthy, that with the exception of General Relief, the Santa Maria region accounts for over half of the public assistance provided by the County of Santa Barbara.

**Table 9: Distribution of Public Assistance by Person  
Number of Adults Receiving Assistance - March 2004**

Region	CalWORKS	% of total	General Relief	% of total	Food Stamps	% of total	Medi-Cal	% of total
Lompoc	451	21%	103	15%	1,858	15%	3,757	17%
Santa Barbara	472	22%	258	38%	3,716	30%	7,072	32%
Santa Maria	1,223	57%	318	47%	6,813	55%	11,272	51%
<b>Total</b>	<b>2,146</b>	<b>100%</b>	<b>679</b>	<b>100%</b>	<b>12,388</b>	<b>100%</b>	<b>22,101</b>	<b>100%</b>

Source: Santa Barbara County Department of Social Services 2004.

### C. CalWORKS

California Work Opportunity and Responsibility to Kids Program (CalWORKS), is a program that provides cash assistance to needy families with one or more children. Program eligibility is based upon the determination of deprivation to a needy child (or children)<sup>7</sup> and meeting the criteria for property, income, residency in California, and age of the children. Participants in the program are allowed to possess one vehicle, if the fair market value of the vehicle does not exceed \$ 4,650.

CalWORKS program objectives include employment of CalWORKS adult participants, well being of the children involved with the CalWORKS program, and support services, including transportation for CalWORKS participants.

The CalWORKS program in Santa Barbara County is administered through three regions: Santa Barbara, including Carpinteria, Goleta and unincorporated South Coast; Lompoc, including Buellton, Solvang and unincorporated Santa Ynez Valley; and Santa Maria, including Guadalupe and unincorporated Cuyama and Orcutt. The CalWORKS participants as of February 2004, are reflected in **Table 10**.

**Table 10: CalWORKS Program Participation & Primary Languages, February 2004**

Region	CalWORKS Families	English Primary Language	Spanish Primary Language	Laotian Primary Language	Hmong Primary Language
Santa Barbara	892	567	328	0	0
Lompoc	852	680	172	2	0
Santa Maria	2,311	1,347	1030	0	0
<b>Total</b>	<b>4,055</b>	<b>2,594</b>	<b>1,530</b>	<b>2</b>	<b>0</b>

Source: Santa Barbara County Department of Social Services 2004.

### D. Vehicle Availability

The City of Santa Barbara, served by an established transit system and significant non transit-dependent ridership, and the City of Guadalupe, with a significant low-income population, had the highest percentage of population, 9.1% and 9.5% respectively, with no access to a vehicle (**Table 11**). An interesting trend in transit use in Santa Barbara County however, has been transit use by the non transit-dependent. This has become evident in the increased demand for commuter services between the South Coast and North County and the South Coast and Ventura County.

<sup>7</sup> Deprivation defined as continued absence, disability or death of either or both parents, or, unemployment of the principal earner.

**Table 11: Vehicle Availability by Household - 2000**

City	Total Households	No vehicle available		% 1 vehicle available	% 2 vehicles available	% 3 or more vehicles available
		#	%			
<b>North County</b>						
Buellton	1,433	62	4.3%	34.4%	41.1%	20.3%
Guadalupe	1,414	130	9.1%	36.9%	33.7%	20.3%
Lompoc	13,059	982	7.5%	37.3%	38.0%	17.1%
Santa Maria	22,146	1,895	8.6%	35.5%	38.2%	17.7%
Solvang	2,185	140	6.3%	35.6%	40.2%	17.9%
<b>South Coast</b>						
Carpinteria	4,989	335	6.7%	37.1%	38.2%	18.1%
Goleta	N/A	N/A	N/A	N/A	N/A	N/A
Santa Barbara	35,605	3,391	9.5%	40.9%	35.4%	14.2%
<b>Santa Barbara County</b>	<b>136,622</b>	<b>9,366</b>	<b>6.9%</b>	<b>34.0%</b>	<b>38.9%</b>	<b>20.3%</b>

Source: US Census Bureau, DP-4, Profile of Selected Housing Characteristics: 2000.

When comparing the percent of households by race without vehicles to race as a percent of the population, in only four instances is the percent of households by race without a vehicle greater than the representation of that race within the local population (**Table 12**). In the case of the City of Santa Maria, American Indians and Blacks represent fewer than 2% of the population, while both groups represent 3% each, of those households not having a vehicle. In the City of Lompoc, Blacks represent 7.3% of the population, while representing 13% of the households without a vehicle. The greatest variation between the percent of households by race without vehicles greater than that race as a percent of the population, is that of American Indians in Solvang. In Solvang, 9% of the households without a vehicle are American Indian which represents only 0.7% of the population of Solvang.

#### Analysis – Demographic and Economic Factors

Accounting for 12.7% of the population, transportation needs for those over 65, as expressed through the public process, are those of maintaining independence and a quality of life after losing the ability to drive. A particular expressed concern is that senior citizens lack the ability to access quality of life venues and opportunities for meaningful social interaction due to insufficient transportation opportunities.

Twenty percent of the population is under the age of 15. Transportation needs of the young, as expressed through the public process, were those of accessing pre-school and after school activities. This need is one of both families without access to a vehicle, as well as working families who are unable to provide transportation because of a scheduling conflict with work obligations. Local transit agencies have been successful in coordinating efforts with local school districts to provide transportation service to and from school. However, there are some incidences of school transportation needs for those students living in outlying areas.

**Table 12: North County Households without Vehicles by Race - 2000**

	% No vehicle Buellton	Race as a % Buellton Population	% No vehicle Guadalupe	Race as a % Guadalupe Population	% No vehicle Lompoc	Race as a % Lompoc population	% No vehicle Santa Maria	Race as a % Santa Maria population	% No vehicle Solvang	Race as a % Solvang population
<b>Race</b>										
White (alone)	79%	81.5%	20%	45.5%	46%	65.8%	42%	58.1%	82%	88.2%
Hispanic (of any race)	21%	25.7%	*76%	84.5%	38%	37.3%	48%	59.7%	9%	19.9%
American Indian (alone)	0	1.1%	0	1.9%	1%	1.6%	3%	1.8%	9%	0.7%
Black (alone)	0	0.5%	4%	0.7%	13%	7.3%	3%	1.9%	0	0.4%
Asian (alone)	0	1.1%	0	5.9%	2%	3.9%	4%	4.7%	0	1.1%
Total	100%		100%		100%		100%		100%	

Source: US Census Bureau, Census 2000, Summary File 3

\*Adjusted

The population has grown countywide. However, this growth has varied ethnically and geographically. Over the last decade, Santa Maria grew by 26% while Santa Barbara grew by only eight percent. This growth accounted for an increase in the White population of Santa Barbara, and a decline in the White population in Santa Maria. During the past decade, the White population of Santa Barbara County fell by 17,683 persons, while the Hispanic population grew by 38,469<sup>8</sup>.

The County of Santa Barbara does not have a significant Black or American Indian population, which represents 2.8% and 2.2% of the total population, respectively. The City of Lompoc has the largest Black population in Santa Barbara County, with 2,887 Black residents, representing 8.4% of the population.

There are over 2,000 tribal members of the Santa Ynez Band of Chumash Mission Indians residing throughout Santa Barbara County, including those residing on their tribal homeland of the Santa Ynez Reservation in the Santa Ynez Valley. With the economic success of the Chumash Casino, there should not be an assumption of an economic disadvantage for American Indians of the Santa Ynez Band of Chumash Indians. The City of Santa Maria has the largest population of American Indians and the cities of Santa Maria and Guadalupe have the largest percent of American Indian residents, who represent 3.1% of the population of each city.

Countywide, there is a 5.2% Asian-American population. The City of Santa Maria has the largest number of Asians, with the City of Guadalupe at 7.9%, having the highest percentage of Asian population. There is a significant Asian population in Goleta and Isla Vista, which has contributed to the over 7,000 Asian Americans residing in unincorporated Santa Barbara County. The Immigration and Naturalization Service recorded almost 1,700 Asians immigrating to Santa Barbara County

<sup>8</sup> Hadly, Scott, Santa Barbara News Press, *Population Shift*, [www.geog.ucsb.edu/~sara/html/mapping/newspress/population0408.html](http://www.geog.ucsb.edu/~sara/html/mapping/newspress/population0408.html).

between 1991 and 1998. This population is a diverse group and includes Filipinos, Chinese, including residents from Taiwan and Hong Kong, Vietnamese, and Indians<sup>9</sup>.

Hispanics represent 34% of the county population. However, 84% of the population of the smaller City of Guadalupe and 59% of the population of the larger City of Santa Maria is Hispanic. In part, the significant Hispanic population in the North County, particularly in the cities of Guadalupe and Santa Maria, may be attributed to established communities, employment opportunities, and housing costs.

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<sup>9</sup> Federation for American Immigration Reform, SB County, Santa Barbara, Santa Maria, Lompoc MSA, [www.fairus.org/html/msas/042casbb.htm](http://www.fairus.org/html/msas/042casbb.htm).

#### **IV. POLICY CONSIDERATIONS REVISITED**

This section addresses three important policy issues that were raised in the preparation of the 2006 Transit Needs Assessment. These issues include: the complexities of and potential for addressing farm labor transportation, the North Santa Barbara County Transit Plan, and review by the SBCAG Board of the definition of “reasonable to meet” as established by Resolution 06-01.

##### **Farm Labor Transportation**

Included in the public testimony for transit services in previous Transit Needs Assessments has been the request for farm labor transportation in the Santa Maria Valley. This request was not determined to be an unmet transit need based upon criteria established by the SBCAG Board through Resolutions 98-02 and 06-01 and due to state and federal regulations, the request is “not reasonable to meet”, by reason of Criterion 2; “Can be implemented safely and in accordance with local, state and federal laws and regulations.”

Although there are those for whom farm labor transportation is an unmet transportation need, within the Transit Needs Assessment, there can only be a finding of “not an unmet transit need” based upon the criteria established by the SBCAG Board through Resolution 98-02 which states, “The transportation needs of a limited set of individuals or of the clients of agencies shall not, in and of themselves, be sufficient to justify a finding of unmet transit need.” It should be noted that this finding, in no way implies that either the SBCAG Board or SBCAG staff minimizes the important role of agricultural workers. The SBCAG Board and staff recognize the significant contributions that these individuals make to the community and the economy.

However, it is clear that there are overriding issues regarding state and federal regulations, civil liability potential for the agricultural companies, and geographic and scheduling factors that have been barriers to the development of farm labor transportation in the Santa Maria Valley. Due to state and federal regulations, it is also clear that farm labor transportation is “not reasonable to meet”, by reason of Criterion 2; “Can be implemented safely and in accordance with local, state and federal laws and regulations.”

The request was also not determined to be an unmet transit need in the 2006 draft Transit Needs Assessment based upon the criteria established by the SBCAG Board through Resolution 06-01 because the request is a general transportation need, not for a public transit need. The request is also “not reasonable to meet,” by reason of Criterion 2, ‘Can be implemented safely and in accordance with local, state and Federal laws and regulations.’

These legal and regulatory barriers to service provision include:

1. Assembly Bills 555 and 1165 [1999] (farm labor and vehicle regulations)
2. California Motor Vehicle Codes (vehicle regulations)
3. Migrant and Seasonal Agricultural Worker Protection ACT (farm labor regulations)
4. US Department of Labor (farm labor regulations)
5. California State Department of Labor (farm labor regulations)

The variety of regulations result in onerous requirements to insure the safe operation of the vehicle by specifying requirements, such as tool storage, liability insurance, and driver training, among other factors

Although there was a finding of “not an unmet need” and “not reasonable to meet” in the 2006 Transit Needs Assessment, the SBCAG Board directed staff to continue working to find potential transportation opportunities for the agricultural community employees. Elected officials, SBCAG staff and staff from the City of Santa Maria and County of Santa Barbara have met with the agricultural worker community, including family members, to discuss transportation needs, concerns, and potential transportation opportunities.

As a part of the 2005 Transit Needs Assessment, SBCAG held a focus group with representatives of the Mixtec agricultural workers and their families (on 11/30/04); and as a part of SMAT public outreach, SMAT held a focus group with representatives of Santa Maria residents who are agricultural workers and their families (on 2/11/05). From these focus groups, SMAT staff was able to provide direction in the development of the SMAT short range transit plan, to respond to the expressed transit needs regarding local/urban transportation services. In addition, SMAT invited Rosa Lazaro, a participant and representative of the community, to become a member of the SMAT Riders Advisory Council. Ms. Lazaro accepted the invitation.

However, the issue of transportation to the agricultural fields for employment can not be adequately addressed through the use of an urban fixed route transit system. The finding that urban fixed route transit, SMAT, cannot adequately address transportation to agricultural fields for employees is based on the following:

1. Safety
2. Physical ability of transit buses to reach necessary destinations (fields in unimproved areas)
3. Lack of potential bus stop locations related to work places (fields)
4. Dispersed field locations and changing locations due to growing seasons
5. Different drop off and pick up locations due to nature of field work
6. Different reporting times for morning pick-up and evening pick-ups due to nature of field work

These findings were based on the results of site visits conducted by SBCAG, SMAT and Santa Barbara County staff, to those locations for which service was requested. Routes for potential service identified by representatives of the farmworker community were: SR 166, between Guadalupe and Santa Maria, an east agricultural circulator service to include Telephone Road and a west agriculture circulator service to include Black Road. Site visits were conducted on January 20, 2005 to all three locations for evaluation.

#### Potential for a vanpool program in the Santa Maria Valley:

Although there are barriers to the implementation of a farmworker vanpool program, the County of Santa Barbara and City of Santa Maria agreed to explore independently this transportation option for some of the agricultural workers in the Santa Maria Valley area.

In 2006, the County of Santa Barbara and the City of Santa Maria agreed to allocate a portion of their TDA funding to initiate a pilot Farmworker transportation Program. County and Santa Maria staff worked with a private contractor to initiate the program, however the contractor chose not to proceed with the program. The County of Santa Barbara and City of Santa Maria are still proceeding by looking at other available options and to plan and initiate a program for Santa Barbara County.

## State of California Farmworker Transportation Grant Program

In Summer 2006, the State Assembly Budget Subcommittee No. 5 on Transportation and Information Technology, approved Assemblymember Pedro Nava's proposal of \$20 million to fund a statewide farmworker transportation program. The Agricultural Industries Transportation Services (AITS) Project offers public transportation options to farmworkers who often live far from work, but have few resources for their commute. The program allows local counties to apply for state administered grants to start AITS programs in their regions.

AITS was originally created in response to numerous horrific traffic accidents involving farmworkers, including the death of 13 field laborers in Fresno. It is estimated that close to 100 deaths have occurred in the last decade. Safety concerns include untrained drivers, lack of seat belts, poor vehicle safety, and improper storage of tools. Most non-permanent agricultural workers do not have access to reliable transportation and many private vehicles used by workers are in poor states of repair. AITS provides vans and buses for licensed farmworkers who operate the vehicles and pick up other laborers.

As previously mentioned, \$20 million in funding grants for planning and operations have been made available to counties throughout the state. The County of Santa Barbara and City of Santa Maria completed and submitted a grant for planning as part of the initial round of funding. This planning application will likely be approved and it will provide a basis for an implementation grant later this year.

An example of a successful Farmworker transportation program is in Kings County. Kings County has become a model of how to plan and implement a Farmworker transportation program throughout the state and is one that the County of Santa Barbara is considering to follow.

## Northern Santa Barbara County Transit Plan

Included in the 2005 Transit Needs Assessment as a policy recommendation, was the need for longer term strategic vision or plan for provision of regional transit services both within North County communities, and between these communities and adjacent areas such as the South Coast and southern San Luis Obispo County.

Preparation of the Northern Santa Barbara County Transit Plan began December 2005 and was finalized and adopted by the SBCAG Board in October 2006. A technical committee composed of local transit agency representatives has helped guide the development of the plan.

The primary objectives of the Northern Santa Barbara County Transit Plan are to:

- Provide public agency staff and elected officials with information documenting the relationship between population growth, ridership demand, service needs, and funding
- Provide assistance to public, transit and social service agencies in support of the development of regional transit services
- Provide transit planning assistance to local and public transit agencies for the provision of transportation opportunities for the transit dependent and the choice rider, including a focus on the use of transit as a means to reduce vehicle congestion
- Identify capital and operating needs and priorities
- Assess transit funding needs in context of remaining TDA revenues and Measure D reauthorization

- Recommend institutional arrangements for efficient operation of local and regional services (e.g., joint powers agreement, new transit district, consolidation or division of transit services, etc.)

An extensive public outreach program to obtain valuable public input from the community on transportation need was included as part of the development of the plan. This public outreach included:

- Stakeholder Interviews with community representatives
- Online survey at sbcag.org
- Distribution of flyers to a broad section of agencies and organizations
- Sponsoring “mini-stations” at transfer locations in Lompoc and Santa Maria
- Distribution and collection of onboard surveys on Santa Ynez Valley Transit
- Advertisements in local newspapers

As mentioned, the plan was adopted in October 2006 and included several recommendations, both short-term and long term and for services and organizationally.

Short-term transit plan service strategies focus on improving regional and inter-county connections in the next five years. They include filling in geographic and temporal gaps in the existing transit network and addressing new and emerging markets as well as the significant population and employment growth in North County. Examples include extending the Breeze to Buellton, moving up the Guadalupe Flyer schedule so it connects with SLO RTA Route 10, adding bi-directional service on the Clean Air Express, adding trips on the Valley Express to ease overcrowding.

Transit services being considered are traditional fixed route services, and new service types such as general public dial-a-ride, flexible route services sometimes called deviated fixed route services (or flexroutes), subscription or vanpool programs and volunteer driver programs. Specific projects between local agencies revolve around coordination of information and marketing so the transit user sees a seamless system, a coordinated RFP for all services, uniform ADA eligibility process, and coordinated purchasing.

Longer-term service strategies are focused on furthering coordination to provide seamless transit connectivity throughout North County into Nipomo in southern San Luis Obispo County by linking all urban cores with bi-directional frequent service during peak periods and several mid day trips.

### Organizational Approach

The Plan for the interim period recommends formalization of the ongoing transit coordinating committee composed of local transit providers that has guided the development of this plan. The plan recommends that this committee also consider over time the options and preferences for a longer-term reorganized transit structure but that a centralized approach at this time is not recommended.

### Funding

Assumptions were made for the development of a financial plan. One scenario assumes the renewal of Measure D; another assumes this supplemental funding is not available. The financial analysis emphasizes the importance of ongoing traditional sources of transit funding such as Section 5307, 5311, and Transportation Development Act Funds to maintain existing transit services. Significant expansion of regional transit is very dependent on the renewal of Measure D with its dedicated funds for local and regional transit services. In the discussion with local transit providers it became apparent that most of the TDA Funds that may become available for transit over the forecast period will likely be needed to improve local transit services based on the needs that will develop in the local jurisdictions.

Funding for regional transit service continuation and expansion is very problematic without Measure D renewal since TDA is the only major viable and reliable alternative funding source available. It is possible that expansion of regional services will likely be in competition with expanding local services for future funding unless some alternative revenue source is identified. Without funds from Measure D renewal, financial projections in the plan indicated that it is likely that maintaining local transit services will be increasingly reliant on TDA funds and that service needs will eventually mean that TDA funds now spent by north county agencies on street and road repair and maintenance be spent on transit.

Service recommendations from the Northern Santa Barbara County Transit Plan will be reviewed and evaluated as part of this year's Transit Needs Assessment.

## **Review of the Definitions of Unmet Need and Reasonable to Meet**

### **Background**

The recommendation to review SBCAG's definitions of 'unmet transit need' and 'reasonable to meet' emerged from the 2005 Transit Needs Assessment.

The definitions were last reviewed and adopted by Resolution 98-02, the definitions of "Unmet Need" and "Reasonable to Meet" in March of 1998. With population growth, changes in demographics, emerging transportation issues to include increasing traffic congestion along commuter corridors, increasing demand for regional transit and alternative modes of transportation, and other factors, it is good governance to periodically review the definitions of "unmet need" and "reasonable to meet" to ensure that the Transit Needs Assessment process is efficient, effective and responds to the needs of the various communities in Santa Barbara County.

Each Regional Transportation Planning Agency, as established in California Government Code § 99401, determines the definition of an unmet transit need and reasonable to meet criteria for the purpose of the Transportation Development Act to make findings for the distribution of TDA Article 8 funds. Therefore, an unmet transit need, as expressed by the public, or determined by another RTPA, may not necessarily be the same as the definition of unmet need or reasonable to meet as adopted by SBCAG. The purpose of the statute giving the RTPAs authority to determine the definitions was to enable each regional community to respond to the particular concerns and needs that may be unique to that community.

The definitions were evaluated as part of the 2006 Transit Needs Assessment and changes were adopted for both the definition of 'unmet transit need' and 'reasonable to meet.' Requests received during the 2006 Public Outreach Process were evaluated within the parameters of the newly adopted definitions for the 2006 Transit Needs Assessment.

During the 2006 transit needs assessment, staff identified some challenges relating to analysis used in criteria to determine if a need was reasonable to meet. These challenges related to projecting ridership and operating cost data as well determining the most appropriate comparisons for measuring a new services farebox recovery ratio as is required per the 'reasonable to meet' definition.

SBCTAC acknowledged these challenges and as part of their recommendation for approval of the 2006 Transit Needs Assessment included the recommendation to revisit the definitions of 'unmet transit need' and 'reasonable to meet' prior to the commencement of the 2007 assessment. The recommendation by SBCTAC was as follows:

- Discuss and consider new approaches to projecting operating costs and new ridership estimates that are used to assess the objective of reasonable to meet for new services.
- Revisiting the definition of Reasonable to Meet, more specifically relating to the criteria included in the definition in determining reasonableness. For example, in determining the viability of new services in an urban area should the overall threshold for fare box recovery be the existing system wide fare box or the target for fare box recovery which is 20% for urban areas.

SBCTAC undertook a review of these definitions at its October and November 2006 meetings.

Recommended changes to the definition of 'reasonable to meet' were presented to the SBCAG Board in December 2006. After reviewing recommendation, the SBCAG Board adopted the following changes to the definition of 'reasonable to meet.' All comments and requests received through the 2007 Transit Needs Assessment process will reviewed per the new 'reasonable to meet' definition.

## Changes to Definition of “reasonable to meet”

Adopted by SBCAG Board of Directors: December 21, 2006

(Struck through text was removed and bolded text was added from the previous definitions)

### Definition of Reasonable to Meet

#### 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; and~~
  - ~~c. the estimated subsidy per passenger shall be equivalent to other parts of the transit system.~~
- ~~4. When the additional transit service is considered separately, both the fare to operating cost ratio and the estimated subsidy per passenger shall not vary by more than 20% from the average for the type of service provided by the operator.~~
5. The proposed service would not cause claimant to incur expenses in excess of the maximum allocation of TDA funds.
6. 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.

## V. TRANSPORTATION SERVICES AND IMPROVEMENTS IN SANTA BARBARA COUNTY

Public and private transportation providers serve the residents of Santa Barbara County. Transportation services for the transit dependent population, and others, include fixed route and demand response public systems, special transportation public and private systems, inter-regional public and private commuter service, inter-state service via Amtrak Rail Service and Greyhound Bus Lines, and social service agency transportation providers.

### SANTA BARBARA COUNTY PUBLIC TRANSIT SERVICES

**Amtrak** – Bus connector service - [www.amtrak.com](http://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](http://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. Currently, COLT maintains a 15.4% farebox ratio (up from 14.5% in 2005), which is supplemented by Measure D funds for a total farebox recovery of 20% of operating costs.<sup>10</sup>

**Clean Air Express** - [www.cleanairexpress.com](http://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

<sup>10</sup> The farebox ratio is the ratio of fares to operating costs. The maintenance of the farebox ratio at 20% for service in urban areas and 10% for service in rural areas is required by the Transportation Development Act. Local funds, including Measure D funds, can be used by local transit agencies to supplement the fare to operating cost ratio to obtain the 20% ratio.

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](http://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).

Easy Lift provided 60,122 trips in FY 05/06.

### **Greyhound** – [www.greyhound.com](http://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 2004-2005 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](http://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.

The Breeze had a ridership of 40,025 trips in FY 05/06.

### **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](http://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. SMAT fixed route service maintains an 18% farebox ratio in FY2006 (20% with local support), down from 20% in FY2005.

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](http://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](http://www.sbmtd.gov)



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 Sunday 6:30 AM through 10:00 PM.

SBMTD had a ridership of 7,278,651 (an increase of 1.5% from 2004-05) and maintained a farebox ratio of 38.2%.

SBMTD implemented the following service changes on March 5, 2007:

- Increased frequency on Lines 1, 2, 6 and 11: buses arrive every ten minutes during the hours of 6:30AM-8:30AM and 3PM-6PM.
- Increased frequency on Line 3 to every 20 minutes all day on weekdays. A short evening trip has been added to service the Schott Center.
- Addition of the new Mesa Route to the system. The route was designed to get people from the Mesa into Downtown Santa Barbara and back again. It will operate on a 20 minute frequency from 7:15AM-8:15AM and 4:40PM-6:20PM, then a 40 minute frequency during mid-day. The route also includes a downtown circulator.
- Schedules have been adjusted to better help the buses on Route 20 and 21X stay on schedule. Also additional time was added to the line 20 which allows for better connections with the last line 11 in the evenings.
- Service on Line 22 will be provided on a 30 minute frequency. Line 22 runs during the following times only: 6:45AM-8:30AM, 11:45AM-1:15PM, and 3:45PM-5:15PM.
- Minor schedules changes on Lines 23 and 25 to create a better connection with Line 11.

- Schedule adjustment on the Call Real/Old Town Shuttle by 5 minutes to create a better connection with Line 12X.

**“Valley Express”** - [www.sbmtd.gov/santa\\_ynez\\_service.htm](http://www.sbmtd.gov/santa_ynez_service.htm)



**VALLEY EXPRESS** 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.

SBMTD added 7 minutes to the morning portion of the route to allow for better on-time performance effective March 5, 2007.

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

### **Additional Services**

Transportation systems currently serving the residents of Santa Barbara County are summarized within the categories of public transit, fixed route and demand response service; commuter service, transit and vanpools; specialized transportation services, public and private non-profit; and private transportation services, including bus, rail and taxi service (**Tables 13 and 14**). As well, the transportation systems are summarized according to the geographic regions of the South Coast and North County (**Tables 15 and 16**).

There are 8 vanpools originating in the North County and 4 vanpools originating in Ventura County which provide commuter transportation to the South Coast, as recorded by Traffic Solutions, the inter-agency Transportation Demand Management program of the Santa Barbara County Association of Governments. Traffic Solutions staff assist employers and individual commuters to form new vanpools with a \$3,600 vanpool subsidy program and also help vanpool coordinators fill vacancies on existing vanpools. In addition, in March 2005, Traffic Solutions launched an on-line carpool matchlist program that allows commuters to get up-to-date information about people with similar commute and work hours, who are interested in carpooling. The program generates a personalized carpool matchlist from which participants can send standardized or personalized emails to other commuters as well as update personal commute information. Commuters who do not have access to the internet can simply call Traffic Solutions at (805) 963-SAVE and a list of potential carpoolers will be sent to them via mail or fax.

Transportation services not summarized in Tables 13 and 14 include social service transportation that is provided by non-profit social service agencies for their clients and student transportation services. The Social Services Transportation Action Plan and Inventory Update for 2001 identified 72 social service agencies that provide some type of transportation service option to their clients. These services accounted for 23,767 client rides in 2001.

Transportation services for students vary according to the educational institution. In Santa Barbara County, there are four institutions of higher education with an enrollment of 45,401 students and 26

public school districts with an enrollment of 67,530 students (Appendix B). In general, public elementary and secondary educational institutions provide transportation service through contract services, vis-à-vis the “yellow school bus”, based upon established geographic boundaries. This service is supplemented by public transit in both the South Coast and North County regions.

The higher education institutions are served by public transit to the campuses. Allan Hancock Community College is served by City of Lompoc Transit (COLT) at its Lompoc campus and by Santa Maria Area Transit (SMAT) at its Santa Maria campus. The College does not provide any additional transportation services for its students. Santa Barbara City College is served by Santa Barbara Metropolitan Transit District (SBMTD) and provides shuttle service on campus for disabled students.

Westmont College operates a shuttle between its campus and a number of locations around Santa Barbara. Shuttle service is provided Monday through Friday 11:30 AM through 10:31 PM, Saturday 9:30 AM through 12:01 AM, and Sunday 11:00 AM through 10:31 PM. Dial-A-Ride shuttle service is also available to take students to specifically requested locations around Santa Barbara and between Carpinteria and UCSB. Dial-a-Ride provides service Monday through Friday 3:00 PM through 10:00 PM, Saturday 10:00 AM through 5: 30 PM, and Sunday 9:00 AM through 4: 30 PM.

The University of California – Santa Barbara (UCSB) is served by local transit (SBMTD), ADA complementary paratransit (Easy Lift Transportation), and commuter transit (Clean Air Express). In addition, UCSB has a coordinated vanpool with 6 routes being offered from the North County, and three routes being offered from Ventura County. UCSB, through the Transportation Alternative Program, coordinates carpools through a carpool match program. As well, UCSB is served by a private demand response service, Bill’s Bus, which links Isla Vista and Downtown Santa Barbara, Thursday through Saturday 8:30 PM through 2:00 AM.

**Table 13: Transportation Systems in Santa Barbara County – South Coast**

Public Transit		Commuter Service	Specialized Service	Private Transportation Service				
Fixed Route	Demand Response	Transit	Vanpool	All	Airport Connectors	Bus Lines	Rail Lines	Taxis
Santa Barbara Metropolitan Transit District (SBMTD)	Easy Lift Transportation	Coastal Express	Coordinated through Traffic Solutions	American Cancer Society	Roadrunner Shuttle	Greyhound (Santa Barbara)	Amtrak (Santa Barbara)	Blue Dolphin Cab
								California Cab
	HELP of Carpinteria	Clean Air Express		American Medical Response (AMR)	Santa Barbara Air Bus			Fly By Night Cab
								Gold Cab
		Valley Express		AMR Santa Barbara Health Initiative	SuperRide Airport Shuttle			Liberty Taxi
								Orange Cab
								Roadway Cab
				Multipurpose Senior Services Program (MSSP)				Rose Cab
								SB Checker Cab
				Ride N' Care				Santa Barbara City Cab
								South Coast Taxi
				Senior Programs of Santa Barbara				United Taxi
								Yellow Cab

**Table 14: Santa Barbara County Transportation Systems – North County**

Public Transit		Commuter Service		Specialized Service	Private Transportation Service			
Fixed Route	Demand Response	Transit	Vanpool	All	Airport Connectors	Bus Lines	Rail Lines	Taxis
City of Lompoc Transit (COLT)	COLT	Clean Air Express	Lompoc to Santa Barbara	American Cancer Society Lompoc	Central Coast Shuttle		Amtrak (Lompoc) Surf Station	Lompoc Taxi (Lompoc)
Cuyama Transit								
Guadalupe Flyer	Cuyama Transit	Santa Barbara Metropolitan Transit District Regional Service	Santa Maria to Goleta	American Cancer Society Santa Maria	Roadrunner Shuttle		Amtrak (Santa Maria) -bus-	A-1 Crown Taxi (Santa Maria)
Guadalupe Shuttle	Guadalupe Flyer	SLO RTA Route 10 (San Luis Obispo Regional Transit Authority)	Santa Maria to Goleta	American Medical Response (AMR)	SuperRide Airport Shuttle		Amtrak (Solvang) -bus-	Louie's Yellow Cab (Santa Maria)
Santa Maria Area Transit (SMAT)	SMAT			(AMR) Santa Barbara Health Initiative		Greyhound (Santa Maria)	Amtrak (Guadalupe)	Nipomo Taxi (Santa Maria)
Santa Ynez Valley Transit (SYVT)	SYVT			Central Coast Shuttle (VAFB)				Santa Maria Valley Taxi (Santa Maria)
				Multi Purpose Senior Services Program (MSSP)				A Taxi (Solvang)

**Table 14 (continued): Santa Barbara County Transportation Systems - North County**

Public Transit		Commuter Service		Specialized Service	Private Transportation Service			
Fixed Route	Demand Response	Transit	Vanpool	All	Airport Connectors	Bus Lines	Rail Lines	Taxis
				SMOOTH (SM Organization of Transportation Helpers)				
				LOMPOC Health Care Bus to South Coast				
				SMAT/SB County Health Care Bus to South Coast				
				SMOOTH Nipomo and SLO County				

**Table 15: Transportation Services by Region - South Coast**

<b>City / Community</b>	<b>Fixed Route</b>	<b>Demand Response</b>	<b>Commuter</b>
<b>Carpinteria</b>	SBMTD	Help of Carpinteria Easy Lift Transportation	Coastal Express Vanpools
<b>Goleta</b>	SBMTD	Easy Lift Transportation	Clean Air Express Coastal Express Valley Express Vanpools
<b>Isla Vista</b>	SBMTD	Easy Lift Transportation	Valley Express (connect @ UCSB)
<b>Montecito</b>	SBMTD	Easy Lift Transportation	None (connect @ Santa Barbara)
<b>Santa Barbara</b>	SBMTD	Easy Lift Transportation	Clean Air Express Coastal Express Valley Express Vanpools
<b>Santa Barbara City College</b>	SBMTD	Easy Lift Transportation	Valley Express
<b>Summerland</b>	SBMTD	Easy Lift Transportation	None (connect @ Santa Barbara)
<b>University of California Santa Barbara</b>	SBMTD	Easy Lift Transportation (Bill's Bus – private)	Clean Air Express Valley Express Vanpools
<b>Westmont College</b>	Westmont Shuttle	Westmont Dial-A-Ride	None (connect @ Santa Barbara)

\*SBMTD: Santa Barbara Metropolitan Transportation District

\*CART: Carpinteria Area Rapid Transit

**Table 16: Transportation Services by Region - North County**

<b>City / Community</b>	<b>Fixed Route</b>	<b>Demand Response</b>	<b>Commuter</b>
<b>LOMPOC VALLEY</b>			
Lompoc	COLT	COLT	Clean Air Express Vanpools
Mission Hills	COLT	COLT	None (connect @ Lompoc)
Vandenberg AFB (to gate)	Breeze		None (connect @ Lompoc)
Vandenberg Village	COLT	COLT	None (connect @ Lompoc)
Allan Hancock College	COLT	COLT	None (connect @ Lompoc)
<b>SANTA YNEZ VALLEY</b>			
Ballard	SYVT	SYVT	None (connect @ Buellton)
Buellton	SYVT	SYVT	Clean Air Express
Los Olivos	SYVT	SYVT	None (connect @ Buellton)
Santa Ynez	SYVT	SYVT	None (connect @ Buellton)
Solvang	SYVT	SYVT	None (connect @ Buellton)
<b>SANTA MARIA VALLEY</b>			
Los Alamos	SB County – Los Alamos service		
Guadalupe	Guadalupe Flyer Guadalupe Shuttle	SMOOTH	None (connect @ Santa Maria)
Orcutt	SMAT	SMAT	None (connect @ Santa Maria)
Santa Maria	SMAT	SMAT	Clean Air Express Vanpools
<b>CUYAMA VALLEY</b>			
Cuyama	Cuyama Valley Transit	Cuyama Valley Transit	None
New Cuyama	Cuyama Valley Transit	Cuyama Valley Transit	None

\*COLT: City of Lompoc Transit  
 \*SYVT: Santa Ynez Valley Transit  
 \*SMAT: Santa Maria Area Transit

A total **XX** rides were provided on public fixed route, demand response, and commuter service throughout Santa Barbara County in FY 2005-2006, an increase of X.X% from FY 2004-05. Over seven million rides were provided on the South Coast, with all North County transit providing over one million rides and commuter services providing over X00,000 rides in the North County and the South Coast (Table 17).

**Table 17: Transit Ridership – Santa Barbara County, 1998-2006**

Transit System	FY 97-98	FY 98-99	FY 99-00	FY 00-01	FY 01-02	FY 02-03	FY 03-04	FY 04-05	FY 05-06	Percent Change between 04 and 05
Clean Air Express	83,781	85,008	92,400	125,900	110,458	116,272	113,608	127,435	163,891	28.6%
Coastal Express					46,293	66,089	91,030	102,967	152,717	48.3%
COLT	156,066	128,506	105,059	138,004	196,976	210,375	248,446	286,080	306,651	7.2%
Cuyama – SB County	286	272	275	2,025	2,544	2,505	2,577	2,525	2,271	-10.1%
Easy Lift Transportation	47,182	54,192	62,469	53,941	50,596	61,388	21,420*	64,702	60,122	-7.1%
Guadalupe Flyer		22,027	34,192	Not available	59,058	69,312	63,279	66,579	75,290	13.1%
Guadalupe Shuttle				Not available	15,780	17,038	16,394	22,992	27,719	20.6%
Los Alamos – SB County								655		
SBMTD	6,771,399	6,908,101	7,070,701	7,179,394	6,903,482	7,005,474	7,004,009	7,169,752	7,278,651	1.5%
SMAT – demand response	29,313	32,948	26,538	N/A	28,698	26,271	27,291	23,818	22,767	-4.4%
SMAT – fixed route	494,026	502,424	539,370	582,300	632,893	684,723	649,030	773,469	969,251	25.3%
SYVT – demand response	See above	See above	5,682	N/A	9,645	6,417	4,522	5,001	4,975	-0.5%
SYVT – fixed route	24,296	24,956	17,977	26,130	31,023	33,061	32,244	32,660	35,617	9.1%
The Breeze									35,843	-
Valley Express									27,228	-
<b>Total</b>	<b>7,606,349</b>	<b>7,758,434</b>	<b>7,954,663</b>	<b>8,091,895</b>	<b>8,109,011</b>	<b>8,312,274</b>	<b>8,289,056</b>	<b>8,689,563</b>	<b>9,162,993</b>	

FY 97-98 to FY 99-00 source: Regional Transportation Plan 2000-2020, Santa Barbara County Association of Governments.

FY 00-01 source: 2001 Travel Trends Report for Santa Barbara County; Santa Barbara County Association of Governments.

FY 01-02 forward source: Transit agencies.

Passenger count from service implementation in April 2004 to February 2005

\* FY 03-04 only reflects ADA complementary demand response service to SBMTD

## **VI. DRAFT TRANSPORTATION NEEDS ASSESSMENT AND FINDINGS**

### **BACKGROUND**

The Transportation Development Act provides funding for public transportation through the Local Transportation (LTF) Fund and the State Transit Assistance (STA) Fund. Under Article 8 of LTF funding, TDA allocations may be made for transit services, for streets and roads, or for pedestrian and bicycle projects. Upon adoption of a finding that there are no unmet transit needs or that there are no unmet transit needs that are reasonable to meet, the Regional Transportation Planning Agency (RTPA) may allocate funds for local streets and roads. However, if the RTPA adopts a finding that there are unmet transit needs that are reasonable to meet, then the unmet transit needs shall be funded before any allocation is made for streets and roads within the jurisdiction.

Santa Barbara County Association of Governments, as the RTPA, must make a determination of transit needs and whether those transit needs are reasonable to meet – but only for those jurisdictions within Santa Barbara County which are not dedicating all TDA Article 8 funding to public transportation. Although this document encompasses a thorough review of Santa Barbara County in its entirety, the finding of unmet need and reasonable to meet applies only to North County jurisdictions since all TDA Article 8 funds in the South Coast are used for transit.

In assessing unmet needs that are reasonable to meet, in accordance with Section 99401.5 of the California Government Code, the following actions were taken:

- Consultation with the Social Services Transportation Advisory Council (Section 99238)
- Identification of transit needs through:
  - Assessment of the size and location of identifiable groups likely to be transit dependent or transit disadvantaged,
  - Analysis of the adequacy of existing public transportation service and specialized transportation service,
  - Analysis of potential alternative public transportation and specialized transportation services that could meet all or part of the transit demand, and
  - Public outreach, that included one public hearings (Section 99238.5)

Each RTPA, as established in California Government Code §99401, determines the definition of unmet transit need and reasonable to meet criteria for the purpose of TDA. As such, Santa Barbara County Association of Governments has established the criteria under which unmet needs and reasonable to meet criteria are determined (Figures 2 and 3). Therefore, an unmet transportation need, as expressed by the public, may not necessarily be the same as the definition of an unmet transit need adopted by SBCAG for the purpose of the TDA funding process.

In making its findings, SBCAG evaluates the requested service to determine if it meets the adopted definition of an unmet transit need. Those service requests that are deemed to be unmet needs are then evaluated using the adopted criteria to determine if they are reasonable to meet. This evaluation typically requires an estimation of several factors including the cost of operating a new or expanded service, ridership, fare

revenues, and other performance measures. Such estimations can be difficult to make, especially when no comparable service exists.

Under the TDA and the definition of reasonable to meet adopted by SBCAG, if it is found that there are unmet transit needs that are reasonable to meet through new or expanded services; such needs must be funded before any TDA funds can be allocated to that claimant for non-transit (i.e. streets and roads) purposes.

Transit serves more than transit-dependent populations. This is evident in increasing requests for transit service by those who choose to use transit to reduce traffic congestion, improve air quality, or for the convenience of the service. This is especially evident in requests for transit services that address commute to work opportunities. Transit services have continued to expand in the North County due to a larger percentage of TDA funds being expended for transit services in the North County. Benchmarks outlining this expansion can be found in Table 18.

**Table 18  
Five-year Trend of Transit Benchmarks of Agencies  
Using Article 8 Funds for Streets and Roads**

<b>City of Lompoc Transit</b>	<b>02/03</b>	<b>03/04</b>	<b>04/05</b>	<b>05/06</b>	<b>06/07</b>
Ridership	210,375	248,446	286,080	306,651	-
Fare Box Ratio	12.0%	13.8%	14.5%	15.4%	-
LTF Transit	\$250,919	\$340,907	\$448,297	\$707,648	\$496,509
LTF Streets and Roads	\$1,002,993	\$958,748	\$877,280	\$679,697	\$1,008,471
LTF Total	\$1,253,912	\$1,299,655	\$1,325,577	\$1,387,345	\$1,504,980
<b>Percent of LTF for Transit</b>	<b>20.0%</b>	<b>26.2%</b>	<b>33.8%</b>	<b>51.0%</b>	<b>33.0%</b>
<b>Percent of LTF for Streets and Roads</b>	<b>80.0%</b>	<b>73.8%</b>	<b>66.2%</b>	<b>49.0%</b>	<b>67.0%</b>

**Fixed Route/Demand Response/Medical**

<b>Santa Maria Area Transit</b>	<b>02/03</b>	<b>03/04</b>	<b>04/05</b>	<b>05/06</b>	<b>06/07</b>
Ridership	710,994	676,321	797,287	992,528	-
Fare Box Ratio	18.0%	19.0%	20.0%	21%	-
LTF Transit	\$829,130	\$979,880	\$1,075,579	\$1,215,188	\$1,931,000
LTF Streets and Roads	\$1,431,779	\$1,406,646	\$1,396,046	\$1,445,723	\$1,069,838
LTF Total	\$2,260,909	\$2,386,526	\$2,471,625	\$2,660,911	\$3,000,838
<b>Percent of LTF for Transit</b>	<b>36.7%</b>	<b>41.1%</b>	<b>43.5%</b>	<b>45.7%</b>	<b>64.3%</b>
<b>Percent of LTF for Streets and Roads</b>	<b>63.3%</b>	<b>58.9%</b>	<b>56.5%</b>	<b>54.3%</b>	<b>35.7%</b>

**Fixed Route/Demand Response/Medical**

<b>Santa Barbara County</b>	<b>02/03</b>	<b>03/04</b>	<b>04/05</b>	<b>05/06</b>	<b>06/07</b>
Ridership	2,505	2,577	2,525	-	-
Fare Box Ratio	Pending	19.5%	16.8%	-	-
LTF Transit	\$851,558	\$771,525	\$841,603	\$983,379	\$1,221,843
LTF Streets and Roads	\$1,048,399	\$1,235,623	\$1,198,431	\$1,109,214	\$1,062,492
LTF Total	\$1,899,957	\$2,007,148	\$2,040,034	\$2,092,593	\$2,284,335
<b>Percent of LTF for Transit</b>	<b>44.8%</b>	<b>38.4%</b>	<b>41.3%</b>	<b>47.0%</b>	<b>53.5%</b>
<b>Percent of LTF for Streets and Roads</b>	<b>55.2%</b>	<b>61.6%</b>	<b>58.7%</b>	<b>53.0%</b>	<b>46.5%</b>

**SB County began Los Alamos service in April 2004**

**Farebox Recovery Ratios**

The best tool for evaluating a transit system’s performance is through its Farebox Recovery Ratio. This is determined by taking the overall revenue received through rider fares or tickets sold and dividing it by the total cost to provide the service. For urban fixed route services, the required Farebox Recovery Ratio is 20% or getting \$1 back for every \$5 spent on a service. For rural services, the required Farebox Recovery Ratio is 10% or getting back \$.50 for every \$5 spent on service. Farebox Recovery Ratios vary area by area and service by service. The following are Farebox Recovery Ratios for transit systems throughout the County for Fiscal Year 2005/06.

<b>Transit System</b>	<b>Fixed Route or Rural</b>	<b>Actual Farebox Recovery Ratio (FY 05/06)</b>	<b>Required Farebox Recovery Ratio</b>
Breeze Bus	Fixed Route	16.9%	20%
City of Lompoc Transit	Fixed Route	15.4%	20%
Clean Air Express	Urban	TBD	20%
Coastal Express	Urban		20%
Cuyama Transit	Rural	17%	10%
Guadalupe Flyer and Shuttle	Rural	N/A	10%
Los Alamos Transit	Rural		10%
Santa Barbara MTD	Fixed Route	38%	20%
Santa Maria Area Transit	Fixed Route	21%	20%
Santa Ynez Valley Transit	Rural	17.5	10%
Valley Express	Urban Fixed Route		20%

**Public Testimony**

SBCAG staff working with transit and social service agency staff and transit advocates, has gathered information from various focus groups regarding public transit needs in the North County. The North County includes the service areas of City of Lompoc Transit (COLT), Guadalupe Flyer and Shuttle, Santa Maria Area Transit (SMAT), Santa Ynez Valley Transit (SYVT), and Santa Barbara County transit services of Cuyama and Los Alamos.

It should be noted, that within the guidelines of the Transportation Development Act, the finding of unmet need and reasonable to meet applies only to additional transit service and not to operational service issues. As well, the finding of unmet need and reasonable to meet only applies to those jurisdictions where all TDA Article 8 funding is not dedicated to transit service. As such, only the jurisdictions of Lompoc, Santa Maria and unincorporated northern Santa Barbara County will have unmet transit needs findings made by SBCAG. Currently, all jurisdictions of Southern Santa Barbara County, and the Cities of Buellton, Guadalupe, and Solvang use all TDA Article 8 funds for transit.

Upon direction from the transit advisory council, the Santa Barbara County Transit Advisory Council (SBCTAC), surveying was not conducted this year, because surveys were apart of the preparation of the North County Transit Plan.

Transportation needs were also expressed through public testimony before the Santa Barbara County Association of Governments Board at the January public hearing (Appendix X), and through the submission of correspondence (Appendix I). It should be noted that in addition to receiving correspondence through the US Postal Service, SBCAG implemented a public comment form accessible via email (Appendix F).

Transit needs, as expressed by the public, included new service, service expansion and increased service frequency; and operational needs as defined within the guidelines of the TDA and the definitions of “Unmet Need” and “Reasonable to Meet” as established by the SBCAG Board. For the purpose of determining a finding of “Unmet Need” or “Reasonable to Meet”, only those issues that are service related, and not those that are operational in nature in the City of Lompoc, City of Santa Maria and northern unincorporated Santa Barbara County were assessed in regard to the application of TDA funding.<sup>11</sup>

Comments received through public testimony regarding transit needs in the Santa Barbara Metropolitan Transit District (SBMTD) service area includes:

- Weekend service on the Crosstown Shuttle
- Earlier service on MTD’s State Street Waterfront Shuttle to connect to the early southbound Amtrak departure from the Santa Barbara train station.
- Service on Sundays to the Calvary Chapel Church on Cesar Chavez in Santa Barbara.

Those needs that are operational in nature or are in service areas that are not being assessed, such as the above listed transit needs requests for the SBMTD service areas will be addressed through the Social Services Transportation Advisory Council in coordination with the affected transit agencies. SBCAG makes findings where required by TDA and also provides information on operational issues, obtained from the public input process to the transit operators for their use in service planning.

## **DISCUSSION**

As transit service has evolved and more funding has been applied to improving transit service, the focus of the expressed unmet transit needs has shifted towards operational issues (including requests for service for recreational purposes), intercommunity service, and enhanced commuter service, as traditional unmet transit needs are being responded to. The North Santa Barbara County Transit Plan reviewed many of the requests from previous Transit Needs Assessments and provide short and long-term recommendations for coordinating or initiating services and programs to address those needs.

Beginning with the 2004 needs process (relative to the Santa Maria area), the issue of providing transportation to the agricultural fields for the farm workforce has been identified as a transportation need - however it is a need that does not fit within the constraints of SBCAG’s Transit Needs Assessment process and the definition of an unmet need.

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<sup>11</sup> Operational issues are issues such as, but not limited to, the adequacy or location of bus stops, minor route improvements, marketing and service reliability.

The focus of service improvements stemming from this year's process has been to identify and implement viable demand markets that over a period of time will have a ridership that will meet the farebox requirement of 20%. Highlights of current and near-term service improvements include a continuing increase of service improvements on the COLT system, with the City of Lompoc providing an additional funding from streets and roads to transit (2005-06 TDA allocation), SMAT's short range transit plan, which calls for a 20% increase in service provision between 2005 and 2007 (with committed TDA funding), and a commitment by Santa Barbara County to implement a van pool pilot program for agricultural worker transportation.

A discussion of expressed transportation needs as identified through the public process follows. It should be noted, that while SMAT has a farebox recovery ratio at 20%, it is reasonable to assume that with the implementation of new service, as shown by the historical trend, that new service begins with lower ridership and thus has a low farebox ratio (around 10%) for that particular service addition. This in turn causes a lower overall farebox ratio average for the entire system. However, regardless of the 20% farebox ratio, SMAT is embarking on an aggressive service expansion program within its 2005 – 2010 Short Range Transit Plan (SRTP) and will be providing service improvements in response to public requests. SMAT staff is to be commended for working closely with SBCAG staff and responding to the needs that were expressed in the focus groups and public hearings as part of the Transit Needs Assessment process through their transit planning process, reflected in the draft SMAT SRTP.

In regards to SMAT Nighttime Service, was implemented in Summer 2006, the City of Santa Maria was awarded a Jobs Access/Reverse Commute Grant to fund the service.

**FIGURE 2**  
**UNMET TRANSIT NEEDS DEFINITION**  
**Adopted by SBCAG Board on January 19, 2006**

An unmet transit need is the expressed or identified need of the community for additional public transportation services to meet existing basic mobility needs which are not currently being met through the existing system of public transit services or private transportation services. Included, at a minimum, are those public transportation or specialized services which are identified in the Regional Transportation Plan, short-range transit plan, and/or transit development plan that have not been implemented or funded.

If an expressed or identified need is determined by SBCAG to be an “operational issue”, it shall not be considered to be an unmet transit need. Requests that do not require an identifiable additional increment of service will generally be considered operational. Issues such as, but not limited to, the adequacy of location of bus stops, minor route improvements, marketing, and service reliability will generally be considered operational.

The identified needs must be for the system of general public transit services. All eligible users of a given service should have equivalent access or opportunity to use the service.

**FIGURE 3**  
**REASONABLE TO MEET CRITERIA**  
**Adopted by SBCAG Board on December 21, 2006**

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

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

## **Draft Assessment of Transit Need Requests for 2006**

For the purpose of determining a finding of “Unmet Need” or “Reasonable to Meet,” only those issues that are service related, and not those that are operational in nature in the City of Lompoc, City of Santa Maria and northern Santa Barbara County will be assessed in regard to the application of TDA funding.

SBCAG makes findings where required by TDA and also provides information on operational issues, obtained from the public input process to the transit operators for their use in service planning. Operational issues are issues such as, but not limited to, the adequacy or location of bus stops, minor route improvements, marketing and service reliability.

Requests for public transit received through the public outreach process have been reviewed by staff and SBCTAC and are organized and summarized in the following pages. The legend below displays the sources of input with accompanying symbol. For each requested service there is a symbol identifying the source of input. Some requests came from multiple forms of public outreach and will have multiple symbols identified.

## Summary of Requests Received for the 2007 Transit Needs Assessment Process

### Lompoc Transit Workshop-- November 14, 2006

Local or Regional Request	Request	Operational?	Unmet Transit Need?	Reasonable to Meet?
Local	Closer route to Locus and Fir Streets in Lompoc	Yes	No	-
Local	Sunday service with one bus running at all times in Lompoc	No	Yes	No
Regional	Expanded service to Santa Barbara to run 3 days a week	No	No	-
Regional	Expanded service to Santa Barbara throughout the day	No	No	-
Local	Extended Night Service to Midnight	No	Yes	No
Regional	Service between Lompoc and Buellton and Solvang	No	Yes	TBD

### Santa Maria Transit Workshop -- November 18, 2006 (See City of Santa Maria Responses)

Local or Regional Request	Request	Operational?	Unmet Transit Need?
Local	Route 1/8 transfer point southbound stop needs to be bigger	Yes	No, being reviewed by SMAT Staff
Local	Donovan Rd. and College Dr. by Chevron – stop too dark	Yes	No, Shelter with solar lighting being installed
Local	Community Clinic at Miller St. and Santa Maria Way needs a stop	Yes	No, location is currently served by Routes 1, 3 and 8
Local	Shelter at Allan Hancock College on Bradley Rd. doesn't having working lights	Yes	No, Lighting will be repaired
Local	A mini-schedule for the night service should be posted on shelters	Yes	No
Local	A mixed use transit center might qualify for downtown redevelopment grants. Office space could be a source of revenue.	Yes	No
Local	Less distance to bus stops – does city have a plan to have bus stops no more than 6 blocks from any destination.	Yes	No, SMAT staff will continue to identify new bus stop locations as appropriate
Local	The bus serving Waller Park could go straight to Goodwin Road after the Chumash Bus stop.	Yes	No, SMAT staff will evaluate the suggestion
Local	Route 40 could go one-way in Westgate	Yes	No
Local	Routes 7 and 8 could be interlined	Yes	No
Local	Routes 8 and 1 could be interlined on weekdays, as is currently done on weekends	Yes	No

Local	Run Route 24 to Blosser Rd. to improve service	Yes	No
Local	Headways could be increased on heavily traveled routes	No	No, too general
Local	Better service in northeast Santa Maria is desirable	No	No, too general
Local	Feeders and connectors could connect Railroad St., Miller St., College Dr., Suey Rd. and Bradley Rd.	Yes	No
Local	Bus stops should be closer to each other (riders were requested to cite specific locations where stops are too far apart.	Yes	No
Local	More service on Broadway, as well as on other of the busiest streets		
Local or Regional	Request	Operational?	Unmet Transit Need?
Local	Routes that cover more of the Northwest area same with northeast	No	No
Local	Marketing should be targeted to the whole community	Yes	No
Local	Keep the transit system growing	Yes	No
Local	Service to community events could be better provided	Yes	No
Local	Drivers do not need to use A/C – open windows and vents can be used instead to regulate bus interior temperatures	Yes	No
Local	Bus 162 has a problem door – it closes too slowly, and slows down the route while the driver is waiting for it to close	Yes	No
Local	Bus 187 could have micro-screen windows for better ventilation	Yes	No
Local	Street lights are out at Priesker Lane	Yes	No
Local	On Route 7 at Betteravia Rd. and Bradley Rd., potholes in the road are an issue.	Yes	No
Regional	Bike space on the Breeze remains an issue – more is needed	Yes	No
Regional	Weekend service on the Breeze would be desirable	No	Yes, See Reasonable to Meet Section
Regional	More frequent service to and from Guadalupe	No	Not applicable
Regional	Better service from Santa Maria to Santa Barbara, and additional runs	Yes	No

**SBCAG Public Hearing -- January 18, 2007**

Local or Regional	Request	Operational?	Unmet Transit Need?
Regional	15 requests for Farmworker Transportation Program in Santa Maria Valley	No	No
Regional	Interregional services identified in the North County Transit Plan should be continued with the Breeze and Clean Air Express expanded and weekend services implemented.	No	-
Local	Need for earlier service on the Guadalupe Flyer to make connections with other services	No	Not Applicable
Regional	Extend Breeze service to Buellton and Solvang	No	Yes, See Reasonable

			to Meet section
Regional	Extend Breeze service to Santa Ynez Valley and Los Alamos	No	Yes
Regional	Add weekend service on Breeze between Santa Maria and Lompoc	No	Yes, See Reasonable to Meet section
Regional	Expand SMAT service to have more frequency and stops	Yes	No, too general
Regional	Support Recommendations from North County Transit Plan	-	-
Regional	Request Breeze expansion	No	No, too general
Regional	Need for expansion of SMAT service to Sisquoc and Cuyama	No	Yes, See Reasonable to Meet section

**North Santa Barbara County Transit Plan -- Short-term Recommendations**

<b>Local or Regional</b>	<b>Recommendation</b>	<b>Unmet Transit Need?</b>
Regional	Provide two peak-hour round trip extensions between Buellton/Solvang and Lompoc	Yes, See Reasonable to Meet Section
Regional	Extend Clean Air Express Service to Santa Maria Transit Center	Yes, See Reasonable to Meet Section
Regional	Provide early morning Guadalupe service to Santa Maria allowing for better connections with RTA Route 10	Not applicable
Regional	Provide morning tripper on SYVT to connect with Valley Express Service	Not applicable
Regional	New Service between Santa Maria and Santa Barbara via Buellton – Provide bi-directional midday service	Yes, See Reasonable to Meet Section
Regional	New Service between Santa Maria and Santa Barbara via Buellton – Provide stops in Buellton	Yes, See Reasonable to Meet section
Regional	Valley Express – Provide two peak hour trips to ease overcrowding	Not applicable

**Input received via telephone, email and sbcag.org online input form**

<b>Local or Regional</b>	<b>Request</b>	<b>Operational?</b>	<b>Unmet Transit Need?</b>
<b>Regional – Reverse Commute to Lompoc</b>	<b>Service from Santa Barbara to Lompoc in AM with return in the evening</b>	<b>No</b>	<b>Yes</b>
<b>Regional – Reverse Commute to Santa Ynez Valley</b>	<b>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.</b>	<b>No</b>	<b>Yes</b>
<b>Regional - Reverse Commute to Santa</b>	I am *very* interested in commuting by bus. Here are my particulars:	<b>No</b>	<b>Yes</b>

<p><b>Maria</b></p>	<p>I live in Santa Barbara (Samarkand neighborhood, near 101 @ Las Positas). I work at Lockheed Martin in Santa Maria (Betteravia and Blosser).</p> <p>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.)</p> <p>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.</p>		
<p><b>Regional - Additional Clean Air Express Service from Lompoc to Goleta</b></p>	<p>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.</p>	<p><b>No</b></p>	<p><b>Yes</b></p>
<p><b>Regional - Reverse Commute to Santa Maria</b></p>	<p><b>Are you any closer to providing service to those who live in south county and work in north?</b> I live in Santa Barbara and work in Santa Maria.</p>	<p><b>No</b></p>	<p><b>Yes</b></p>
<p><b>Regional - Solvang to Santa Maria</b></p>	<p>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> <p><b>It seems there are no van pools or buses that run from the Santa Ynez Valley to Santa Maria.</b> 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</p>	<p><b>No</b></p>	<p><b>Yes, See Reasonable to Meet section</b></p>

	<p>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).</p> <p>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><a href="http://www.chumashcasino.com/infodesk/shuttleschedule.cfm">http://www.chumashcasino.com/infodesk/shuttleschedule.cfm</a></p>		
<b>Regional - Solvang to Santa Maria</b>	<p><b>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.</b> 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.</p>	<b>No</b>	<b>Yes, See Reasonable to Meet section</b>
<b>Regional - Reverse Commute to Santa Maria</b>	<p><b>I live in Santa Barbara and work in Santa Maria. I'd very much like to see a reverse-commute service.</b></p> <p>My hours are flexible, (Ideal would be leaving SB around 5:30 to 6am and leaving SM around 5pm.)</p>	<b>No</b>	<b>Yes</b>
<b>Regional - Reverse Commute to Lompoc</b>	<p><b>Have you any plans to do a morning route from SB to Lompoc?</b> I live in SB but I work in Lompoc.</p> <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>	<b>No</b>	<b>Yes</b>
<b>Regional - Reverse Commute to Santa Maria</b>	<p><b>Just wondering what your commuter schedule is for Clean Air Express busses going from South County (Santa Barbara) to North County (Santa Maria)?</b></p> <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 ridership (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 routing through SM, I</p>	<b>No</b>	<b>Yes</b>

	work at the intersection of Clark and Bradley.		
<b>Regional - Lompoc to Solvang</b>	Thanks, you gave me some very helpful information. One more question; <b>do you know of any public transportation linking Lompoc and Buellton/Solvang?</b> I have some college students here in Solvang that are interested.	<b>No</b>	<b>Yes, See Reasonable to Meet section</b>
<b>Regional - Clean Air Express Stop in Los Alamos</b>	I have recently moved to Los Alamos and am commuting to Santa Barbara Monday through Friday.  Presently there is not a stop in Los Alamos. <b>I'd like to know what is necessary to request a stop in Los Alamos.</b> Is there a certain number of participants needed and other information such as this?	<b>Operational</b>	<b>No</b>
<b>Regional - Reverse Commute to Santa Maria</b>	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. <b>Any possibility of reverse-commute service?</b>	<b>No</b>	<b>Yes</b>
<b>Regional - Clean Air Express Stop in Los Alamos</b>	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.	<b>Operational</b>	<b>No</b>
<b>Regional - Clean Air Express Stop in Buellton</b>	<b>Could you tell me if the Lompoc -&gt; Santa Barbara route goes through Buellton?</b> 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.  Otherwise, would you happen to know of any alternative? I was not able to find any online.	<b>Operational</b>	<b>No</b>
<b>Regional - Reverse Commute to Santa Maria</b>	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.  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.  <b>I am writing this letter in support of having a Clean Air Express "reverse" commute that departs Santa Barbara/Goleta and arrives in</b>	<b>No</b>	<b>Yes</b>

	<p><b>Santa Maria in the morning and then departs Santa Maria and arrives in Santa Barbara/Goleta in the afternoon.</b></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>		
<b>Regional - Reverse Commute to Lompoc</b>	<p><b>I sending you this email to see if there is a reverse commute from S.B to Lompoc.</b> 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>	<b>No</b>	<b>Yes</b>
<b>Regional - Reverse Commute to Santa Maria</b>	<p><b>I am currently living in Goleta and commuting to and from Santa Maria during the week.</b> I have looked on the web page and I haven't located a service that goes that direction. I was hoping for some assistance. Thanks</p>	<b>No</b>	<b>Yes</b>
<b>Additional run on Cuyama Valley Transit</b>	<p><b>The Cuyama Valley has no public transportation.</b> 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>	<b>No</b>	<b>Yes, County staff will evaluate the feasibility of adding additional service</b>
<b>Farmworker</b>	<p><b>Your proposal to assist farm workers is illegal.</b> 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>	<b>No</b>	-
<b>Local - SMAT</b>	<p><b>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.</b> 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.</p>	<b>No</b>	<b>No, SMAT Route 2 currently provides service to the Santa Maria Valley Boys and Girls Club with half-hour frequency between 6:30AM and 7PM.</b>
<b>Regional - Reverse</b>	<p><b>I see that your routes show times from Lompoc to Santa Barbara in the</b></p>	<b>No</b>	<b>Yes</b>

<b>Commute to Lompoc</b>	<b>AM and Santa Barbara to Lompoc in the PM. Do you offer rides in the opposite routing?</b>		
<b>Regional - Lompoc to Solvang</b>	<b>My concern is that there is no transportation between Lompoc and Solvang.</b> 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.	<b>No</b>	<b>Yes, See Reasonable to Meet section</b>

**REASONABLE TO MEET ANALYSIS – LOCAL SERVICES**

**Request: City of Lompoc – Extend Night Service on COLT to Midnight (currently service ends at 8PM)**

**Determination**

**Unmet Transit Need: Yes**

**Reasonable to Meet: No, based on Criteria #3 and #5**

Currently, COLT provides service until 8PM on weekdays, and until 5PM on Saturdays. COLT provides evening service for night students at Allan Hancock College. Buses depart the campus at 8:10pm, 8:40pm, 9:10pm, and 9:40pm Monday through Thursday and drop students off at home.

**Estimated Farebox Recovery Ratio To Extend COLT Fixed Route Services Four Additional Hours to Midnight Systemwide - Weekdays**

	<b>FY 07/08</b>	<b>FY 08/09</b>	<b>FY 09/10</b>
Total Fixed Route Operating Cost Per Bus Hour (Base Year figure taken from NCTP)	\$61.24	\$63.08	\$64.97
Total Routes	5	5	5
Total Hours Per Route (4 hours X 250 days)	1,000	1,000	1,000
Total Hours	5,000	5,000	5,000
<b>Total Operating Cost for New Service</b>	<b>\$306,200</b>	<b>\$315,400</b>	<b>\$324,850</b>

Total Passengers Per Hour (COLT Short Range Transit Plan)	14.13	14.84	15.58
Total Hours Per Route Per Year	1,000	1,000	1,000
Total Hours For All Routes	5,000	5,000	5,000
Average Fare Per Passenger (COLT Short Range Transit Plan)	\$0.45	\$0.45	\$0.45
<b>Total Revenue from New Service</b>	<b>\$31,793</b>	<b>\$33,382</b>	<b>\$35,051</b>

<b>Criteria #5: Does the Proposed Service reach a 20% Farebox Recovery within 3 years?</b>	<b>10.38%</b>	<b>10.58%</b>	<b>10.79%</b>
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<b>Reasonable to Meet Criteria Test</b>	<b>Does it pass?</b>
Criteria 1	Yes
Criteria 2	Yes
Criteria 3	<b>No</b>
Criteria 4	Yes
Criteria 5	<b>No</b>

**REASONABLE TO MEET ANALYSIS – LOCAL SERVICES**

**Request: City of Lompoc – Implementation of Sunday Service in Lompoc**

**Determination**

**Unmet Transit Need: Yes**

**Reasonable to Meet: No, based on Criteria #3 and #5**

Currently COLT does not provide Sunday service. COLT Staff is currently evaluating the feasibility of weekday and Saturday expansion prior to the expansion of service on Sundays.

**Estimated Farebox Recovery Ratio To Implement COLT Fixed Route Services on Sundays**

	<b>FY 07/08</b>	<b>FY 08/09</b>	<b>FY 09/10</b>
Total Fixed Route Operating Cost Per Bus Hour (Base Year figure taken from NCTP)	\$61.24	\$63.08	\$64.97
Total Routes	5	5	5
Total Hours Per Route (8 hours X 52 days)	416	416	416
Total Hours	2,080	2,080	2,080
<b>Total Operating Cost for New Service</b>	<b>\$127,379</b>	<b>\$131,206</b>	<b>\$135,138</b>

Total Passengers Per Hour (COLT Short Range Transit Plan)	3.5325	3.71	3.89
Total Hours Per Route Per Year	416	416	416
Total Hours For All Routes	2,080	2,080	2,080
Average Fare Per Passenger (COLT Short Range Transit Plan)	\$0.45	\$0.45	\$0.45
<b>Total Revenue from New Service</b>	<b>\$3,306</b>	<b>\$3,472</b>	<b>\$3,645</b>

<b>Criteria #5: Does the Proposed Service reach a 20% Farebox Recovery within 3 years?</b>	<b>2.60%</b>	<b>2.65%</b>	<b>2.70%</b>
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<b>Reasonable to Meet Criteria Test</b>	<b>Does it pass?</b>
Criteria 1	Yes
Criteria 2	Yes
Criteria 3	<b>No</b>
Criteria 4	Yes
Criteria 5	<b>No</b>

\* The industry standard for estimating ridership on Sundays is to take ½ of Saturday ridership. (Saturday ridership is typically ½ of weekday ridership)

## REASONABLE TO MEET ANALYSIS – COMMUTER SERVICES

### **Request: Reverse Commute from South Coast to North County**

**Determination:** Unmet Need, not reasonable to meet

SBMTD currently uses all of its TDA funding on transit

SBCAG's Traffic Solution's Division recently was awarded a Jobs Access/Reverse Commute Grant to initiate a Reverse Commute Vanpool Program for Fiscal Year 2007/08. Demand on this Vanpool Program will closely be monitored to get a better understanding of ridership for a Reverse Commute transit service.

### **NCTP Recommendation: Extend Clean Air Express Service to Santa Maria Transit Center**

**Determination:** Unmet Need, not reasonable to meet

SBCAG, the cities of Lompoc and Santa Maria, and the County are currently involved in policy discussions regarding the transfer of the Clean Air Express from SBCAG to the cities of Lompoc and Santa Maria. Currently the CAE, a successful commuter focused transit service is operated by SBCAG who does not have reliable source of transit operating funds, unlike local agencies. The funds used by SBCAG to operate this service will likely be exhausted by 2008. Therefore, service improvements or modifications will not be undertaken until a resolution of the operator of the service is resolved.

### **NCTP Recommendation: New Service Between Santa Maria and Santa Barbara via Buellton**

**Determination:** Unmet Need, not reasonable to meet

A new transit service is proposed to supplement the existing Clean Air Express service. The service would operate bi-directional service midday and provide peak service from Santa Barbara to Santa Maria – the reverse Clean Air Express Service, previously discussed.

With the transition of operations of the Clean Air Express service, no service modifications are advisable at this time.

**REASONABLE TO MEET ANALYSIS – SERVICE EXPANSION**

**Request:** Expansion of SMAT service to the communities of Garey and Sisquoc

**Determination:**

**Unmet Transit Need: Yes**

**Reasonable to Meet: No, based on Criteria #5**

	<b>FY 07/08</b>	<b>FY 08/09</b>	<b>FY 09/10</b>
Total Operating Cost Per Bus Hour (NCTP Projections)	\$59.74	\$61.53	\$63.38
Total Hours	1,000	1,000	1,000
<b>Total Operating Cost for New Service</b>	<b>\$59,740</b>	<b>\$61,532</b>	<b>\$63,378</b>

Total Passengers Per Hour (Based on Los Alamos Ridership for FY 04/05)	1.16	1.21	1.27
Total Hours	1,000	1,000	1,000
Average Fare Per Passenger (SMAT Figure for FY 05/06)	\$0.56	\$0.56	\$0.56
<b>Total Revenue from New Service</b>	<b>\$647</b>	<b>\$679</b>	<b>\$713</b>

<b>Criteria #5: Does the Proposed Service reach a 10% Farebox Recovery within 3 years?</b>	<b>1.08%</b>	<b>1.10%</b>	<b>1.13%</b>
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<b>Reasonable to Meet Criteria Test</b>	<b>Does it pass?</b>
Criteria 1	Yes
Criteria 2	Yes
Criteria 3	Yes
Criteria 4	Yes
Criteria 5	<b>No</b>

**PROVIDING SERVICE BETWEEN LOMPOC AND SANTA YNEZ VALLEY**

**OPTION A: Expansion of Breeze service to Buellton and Solvang**

Unmet Transit Need: Yes

Reasonable to Meet: Yes (see discussion of this option on the following page)

	FY 07/08	FY 08/09	FY 09/10
Total Operating Cost Per Bus Hour (Based on Actual FY 05/06 of \$104 with 3% CPI Increase Annually)	\$110.34	\$113.65	\$117.06
Total Hours (3 hours X 250 days)	750	750	750
<b>Total Operating Cost for New Service</b>	<b>\$82,755</b>	<b>\$85,238</b>	<b>\$87,795</b>

Total Passengers Per Hour (Based on Projected Ridership from NCTP with 5% annual increase)	6.67	7.00	7.35
Total Hours	750	750	750
Average Fare Per Passenger (Based on Actual FY 05/06 for Breeze Service)	\$1.67	\$1.67	\$1.67
<b>Total Revenue from New Service</b>	<b>\$8,354</b>	<b>\$8,772</b>	<b>\$9,210</b>

<b>Criteria #5: Does the Proposed Service reach a 10% Farebox Recovery within 3 years?</b>	<b>10.10%</b>	<b>10.29%</b>	<b>10.49%</b>
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**OPTION B: Extension of Santa Ynez Valley Transit Service to Lompoc**

Unmet Transit Need: Yes

Reasonable to Meet: Yes (see discussion of this option on the following page)

	FY 07/08	FY 08/09	FY 09/10
Total Operating Cost Per Bus Hour (Based on Actual SYVT FY 05/06 with 3% CPI Increase Annually)*	\$35.65 (est.)	\$36.72	\$37.82
Total Hours (3 hours X 250 days)	750	750	750
<b>Total Operating Cost for New Service</b>	<b>\$26,735</b>	<b>\$27,537</b>	<b>\$28,363</b>

**Note: Bus capital needs unknown at this time.**

Total Passengers Per Hour (Based on Projected Ridership from NCTP with 5% annual increase)	6.67	7.00	7.35
Total Hours	750	750	750
Average Fare Per Passenger (Based on Actual FY 05/06 for SYVT Service)	\$1.35	\$1.35	\$1.35
<b>Total Revenue from New Service</b>	<b>\$6,753</b>	<b>\$7,091</b>	<b>\$7,446</b>

<b>Criteria #5: Does the Proposed Service reach a 10% Farebox Recovery within 3 years? Note: Exclusive of bus capital needs which are unknown at this time)</b>	<b>25.26%</b>	<b>25.75%</b>	<b>26.25%</b>
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## **Implementation of Service**

Connecting the City of Lompoc with the Santa Ynez Valley is currently an unmet transit need that, based on available data and criteria, is reasonable to meet. SBCAG staff met with staff of the Cities of Buellton, Santa Maria and Solvang and County of Santa Barbara (Lompoc was unavailable) to discuss various options and issues with implementing a service between Lompoc and the Santa Ynez Valley. Option A looks at extended Breeze service from Lompoc to the Santa Ynez Valley with a peak morning run and peak afternoon run. Staff also evaluated extended Santa Ynez Valley Transit service to Lompoc. Information that is static for analyzing both options is that the North County Transit Plan projects 5,000 new trips produced by linking Lompoc and the Santa Ynez Valley within the first year of implementation.

### **Option A**

The first option, Option A, as recommended per the North County Transit Plan, is to extend the Breeze service to Buellton with two peak runs – one run in the morning and one run in the afternoon. This recommendation has been analyzed in Option A on page 56. Sources for operating cost, ridership and fare revenue data are provided within the analysis and display that extending the Breeze service from Lompoc to Buellton is reasonable to meet with a projected farebox recovery ratio right above 10% with continuous progress towards the end of the third year.

Some issues might include adjusting the existing Breeze schedule and addressing connections with SYVT service. In terms of buses, the Breeze utilizes larger coach buses with high capacity levels and higher operating costs per hour to run such a service. The larger buses may be too large for the smaller passenger load.

### **Option B**

Option B differs from Option A in that the connection between Lompoc and the Santa Ynez Valley is provided by extending Santa Ynez Valley Transit to Lompoc with a morning run and afternoon run. Santa Ynez Valley Transit a fixed route service that travels throughout the Santa Ynez Valley bi-directionally and uses a fleet of small paratransit type buses which have a lower capacity of larger coach buses that the Breeze service utilizes. Using the smaller paratransit vehicles costs much less thus leading to a higher farebox recovery ratio as illustrated in the table for Option B. There is the issue of available buses in the SYVT fleet to provide the new service. The projected farebox recovery ratio for extending the SYVT service to Lompoc is about 25% with continuous progress towards the end of the third year. However, this assumes a new bus is not needed. This is currently under review.

### **Other options**

Staff also discussed the option of implementing a Dial-A-Ride or demand response type service similar to the Los Alamos service provided by the County of Santa Barbara. The Los Alamos service runs a couple days a week and links the community of Los Alamos with the City of Santa Maria. The service utilizes small vans and picks residents up in Los Alamos and provides service to any destination in Santa Maria with return service. This type of service might not be suitable for a connection between Lompoc and the Santa Ynez Valley due to the very rural nature of Los Alamos compared relatively to the higher population of the Santa Ynez Valley which would be more suited to a fixed route type service.

## **Funding Options**

TDA funds could fund this service and there would be cost sharing among the Cities of Lompoc, Buellton, and Solvang and the County of Santa Barbara. However, there would be opportunities to use other funding sources to minimize the impact on TDA funds.

In terms of providing funding for capital, funding might be available through the Jobs Access/Reverse Commute (FTA 5316 program) to provide a new bus for the service. This option will be further evaluated as part of the development of the Coordinated Public Transit-Human Services Transportation Plan. All projects funded from the JARC program must developed from the Plan. A higher priority can be placed for Santa Barbara County to fund regional transit services that link residents to jobs throughout the County. Funding is available for Capital and Operations.

Additionally, the new service would be eligible for the FTA 5311(f) program. The FTA 5311(f), administered by the State of California, provides capital and operations funding for services linking urban to rural areas in California.

For both the FTA 5311(f) and FTA 5316 programs, capital projects require a 20% local match for project cost and operations projects require a 50% local match.

Staff will continue to work with the Cities of Buellton, Lompoc and Solvang and the County of Santa Barbara in identifying the most appropriate type of service and funding agreements to connect Lompoc and the Santa Ynez Valley.

## **Request: Provide two peak hour trips on the Valley Express to ease overcrowding**

### **Determination:**

**Unmet Transit Need: Not applicable**

Santa Barbara MTD operates the Valley Express which provides commuter transit service from the Santa Ynez Valley to various employment centers on the South Coast. The service is currently being funded by the Congestion Mitigation and Air Quality Program as a three-year pilot. The Cities of Buellton, Solvang and SBMTD currently expends on TDA funding on transit.

**Request: Weekend Service on Breeze between Santa Maria and Lompoc**

**Determination:**

**Unmet Transit Need: Yes**

**Reasonable to Meet: No, based on Criteria #5**

<b>Saturday</b>	<b>FY 07/08</b>	<b>FY 08/09</b>	<b>FY 09/10</b>
Total Operating Cost Per Bus Hour (Based on Actual FY 05/06 with 3% CPI Increase Annually)*	\$110.34	\$113.65	\$117.06
Total Hours (6 hours X 52 days)	312	312	312
<b>Total Operating Cost for New Service</b>	<b>\$34,426</b>	<b>\$35,459</b>	<b>\$36,523</b>

Total Passengers Per Hour (Based on half of Actual Breeze Ridership for FY 05/06)	4.85	5.09	5.34
Total Hours	312	312	312
Average Fare Per Passenger (Based on Actual FY 05/06 for Breeze Service)	\$1.67	\$1.67	\$1.67
<b>Total Revenue from New Service</b>	<b>\$2,524</b>	<b>\$2,651</b>	<b>\$2,783</b>

<b>Criteria #5: Does the Proposed Service reach a 20% Farebox Recovery within 3 years?</b>	<b>7.33%</b>	<b>7.48%</b>	<b>7.62%</b>
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<b>Reasonable to Meet Criteria Test</b>	<b>Does it pass?</b>
Criteria 1	Yes
Criteria 2	Yes
Criteria 3	Yes
Criteria 4	Yes
Criteria 5	<b>No</b>

\* Cost Per Service Hour for FY 05/06                      \$104.02

**Request: Provide morning tripper on SYVT to connect with Valley Express service**

**Determination:**

**Unmet Transit Need: Not applicable**

The Cities of Buellton and Solvang expend all TDA funding on transit. Current demand is for increased frequency on existing services. However, SYVT is examining the potential for establishing this connection.

**Request: Provide early morning Guadalupe Flyer service to Santa Maria allowing for better connections with San Luis Obispo Regional Transit Authority (RTA) Route 10**

**Determination:**

**Unmet Transit Need: Not applicable**

The City of Guadalupe currently expends all TDA funding on transit. Current demand is for increased frequency on existing services.

## **REASONABLE TO MEET ANALYSIS – NEW SERVICES**

**Request: Transportation for Agricultural Workers in Santa Maria Valley**

**Determination:**

**Unmet Transit Need: No**

**Reasonable to Meet: No**

This request and the associated problems that fixed route transit has in meeting this transportation need was address earlier on pages 18 and 19 of this report which is incorporated by reference.

However, the County of Santa Barbara and City of Santa Maria submitted a planning grant request to the Agricultural Industry Transportation Services (AITS). The AITS Project offers public transportation options to farmworkers who often live far from work, but have few resources for their commute. SBCAG has offered ongoing technical assistance to the County of Santa Barbara, the lead agency, in the planning and implementation of this program.

This request is for a transportation need rather than a general public transit need. The request is not an unmet transit need because it does not serve the system of general public transit services and is not addressable by a transit program or service.

Due to systemwide-wide impacts, the rural nature of the service with unsafe bus stops, travel over non-maintained roads, widely scattered destinations, sporadic demand schedule, legal and regulatory barriers to service, and the distance of fields in relation to the City of Santa Maria makes this service not reasonable to meet due to Criteria 2 of the 'reasonable to meet' definition.

## Attachment 2

### Responses to Letter from Marc Chytilo dated February 12, 2007 (Attachment 3)

**Comment:** Truncated Public Outreach Process

**SBCAG Response:** This year's public outreach process was not truncated. Public outreach took on different approach including the Cities of Lompoc and Santa Maria conducting Public Transit Workshops in their jurisdictions. The workshops were new to the process and allowed City staffs to provide an overview of available services in their jurisdictions and to allow for residents to provide input for new or expanded service. In addition, SBCAG was involved in public outreach for the North County Transit Plan during 2006.

Other forms of outreach included SBCAG conducting one public hearing, as required per TDA statute (Section 99238.5), comments submitted by telephone, facsimile, electronic mail and the sbcag.org online input form, and surveys conducted on the Clean Air Express in January 2007.

When SBCAG staff presented our proposed outreach process to both SBCTAC and the SBCAG board in late 2006 both groups concurred with this approach.

**Comment:** Failure to notice SBCAG Public Hearing held on January 18, 2007

**SBCAG Response:** SBCAG did not fail to notice the Unmet Transit Needs Public Hearing held on January 18, 2007. Public notice was provided at least thirty days in advance, as required by TDA statute (Section 99238.5) in four major newspapers included in Santa Barbara County between December 14 and 15; Lompoc Record, Santa Barbara News Press, Santa Ynez Valley News and Santa Maria Times.

**Comment:** Lack of mailed written notification regarding announcement of 2007 Unmet Transit Needs Process

**Response:** SBCAG Staff mailed written notification regarding announcement of the 2007 Unmet Transit Needs Process through the Santa Barbara County Transit Advisory Committee (SBCTAC) e-mailing list. Notification was sent on Thursday, December 14, 2006. The SBCTAC includes representatives from dozens of social service agencies, transit advocacy groups, local elected officials and members of the public. Recipients received a copy of the SBCAG Public Hearing Notice, Staff report with Attachments and SBCAG Board Agenda for the January 18, 2007 hearing.

### Responses to Letter from Alex Pujio dated February 13, 2007 (Attachment 4)

**Comment:** SBCAG did not allocate enough resources for 2007 Unmet Transit Needs Public Outreach, thus not allowing sufficient opportunity for transit users to express their needs, nor allow SBCAG Directors to make the legal finding that "there are not unmet transit needs in Northern Santa Barbara County that are reasonable to meet."

**Response:** SBCAG did allocate appropriate resources for the 2007 Unmet Transit Needs Public Outreach. In cooperation and coordination with local transit operators, SBCAG was able to 'piggyback' on outreach efforts both in North County and on the South Coast. As mentioned, the cities of Lompoc and Santa Maria conducted Public Transit Workshops in their jurisdictions.

Additionally, members of the public were able to provide comment by telephone, facsimile, sbcag.org online input form and by electronic mail.

**Comment:** Increase outreach in Spanish language media, including radio, TV, and newspapers

**Response:** SBCAG will consider this in the update of our public participation procedures this year.

# LAW OFFICE OF MARC CHYTILO

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## ENVIRONMENTAL LAW

February 12, 2007 - DRAFT

Mr. Sarkes Khacheck  
Santa Barbara County Association of Governments  
260 N. San Antonio Road, Suite B  
Santa Barbara, California 93110

By email: [skhachek@sbcag.org](mailto:skhachek@sbcag.org)  
and US Mail

RE: TDA – 2007 unmet transit needs assessment

*Dear Sarkes:*

Please accept this letter concerning the assessment process for north county unmet transit needs.

As you know, the Transportation Development Act requires completion of a specific unmet transit need assessment process before any TDA funds earmarked for public transportation purposes may be used for roads. Several north county jurisdictions divert TDA funds for roads purposes, hence SBCAG must undertake this process annually.

This year SBCAG truncated the public outreach process, eliminating the South Coast hearing and declining to prepare any form of public survey, questionnaire, teleconvening, focus groups or polling of unmet transit needs. Significantly, the one SBCAG hearing that was held appears to have noticed the public only through a small display advertisement in the Santa Barbara News Press. The SBCAG Staff Report and Board packet on this item did not include any evidence of other advertising, such as the Santa Maria Times and Lompoc Record, papers of general circulation that are much more widely read in the geographical area of significance. Notably, there was no Spanish language advertising, despite the knowledge that most north county transit users are Spanish speaking. Since the circulation and readership of the Santa Barbara News Press has spiraled downward since July of 2006, and the Santa Barbara News Press does not cover local news in the north county and is not generally well read there, we are not surprised that the turnout was limited. We don't think that the Santa Barbara News Press currently qualifies as a competent newspaper of general circulation in the north county regions where the unmet transit needs findings are focused.

Importantly, the Transportation Development Act specifies that SBCAG must provide mailed written notification "to those persons and organizations which have indicated, through its citizen participation or any other sources of information, an interest in the subject of the hearing." Public Utilities Code § 99238.5. This is a mandatory requirement for all LTF fund decisions, and is required by Public Utilities Code § 99401.5(c) as part of the annual unmet transit needs process. There is no evidence that SBCAG has sought to alert the multitude of north county social service agencies that service transit dependant clients of this year's unmet transit needs process, nor have the individuals that appeared in prior years, including myself, been provided the mailed written notice that the law requires.

MARC CHYTILO  
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Phone: (805) 682-0585 • Fax: (805) 682-2379  
Email: [airlaw5@cox.net](mailto:airlaw5@cox.net)

We note that the North County Transit Plan did undertake a substantial public outreach process that could be a model for future year SBCAG unmet transit needs public outreach. We commend the more robust public outreach process described in Chapter 5 of the North County Transit Plan as the appropriate model for unmet transit needs outreach this year and into the future. Public Utilities Code § 99238.5(b) directs that SBCAG "shall consider" similar alternative outreach methods.

We are concerned that SBCAG's failure to conduct an adequate public outreach process has impaired the quality of the information concerning unmet transit needs that is necessary to complete the Transit Needs Assessment. This may jeopardize the adequacy of the Transit Needs Assessment and expose SBCAG's final action to vulnerability. We encourage SBCAG to re-initiate the public outreach process for the 2007-2008 TDA cycles and the unmet transit needs finding process with a more robust public outreach process including surveys of transit users, notice to all interested individuals and agencies, and extensive Spanish language communications.

Notwithstanding these issues, the North County Transit Plan includes a number of specific recommendations that I and my clients and constituents heartedly endorse as high priorities for funding in the 2007-2008 TDA cycle. Short-term service changes are identified in Figure ES-3, on page ES-9, and elsewhere in the body of the North County Transit Plan report. Expansion of the Breeze service to the service levels Plaintiffs initially requested (connecting to Solvang/Buellton, and adding Saturday service as identified by VAFB troops and personnel); extending the Clean Air express to Saturdays and extending service to the Santa Maria Transit Center; earlier Guadalupe Flyer service to allow the large numbers of transit dependant persons in the Guadalupe region to timely transfer to RTA 10; morning tripper Santa Ynez Valley Transit service, again to meet the needs of a large number of transit dependant persons residing in the Valley; bi-directional regularly scheduled regional service between Santa Maria and Santa Barbara/Goleta; and providing additional peak hour trips for the Valley Express between Solvang/Buellton and Santa Barbara/Goleta. We also believe that all available TDA funds otherwise being considered for roadway use should instead be reserved for the capital expenses of siting and building transit centers in Santa Maria and Buellton. The state of Santa Maria's bus fleet is antiquated and requires continued replacement and upgrades, and this is another priority for any transit-unspent Santa Maria TDA funds. We note that TDA funds will likely be needed within two years to continue operation of the highly successful Breeze service, along with other pilot programs and service expansions, and thus future programming of TDA funds will inevitably be consumed entirely by public transportation programs and services.

We also support the suggestion by SBCAG Board members that rural communities in the unincorporated north county should be considered for new and expanded scheduled transit services.

Transportation services for Santa Barbara County farmworkers remains an unmet transit need. While SBCAG has sought to distinguish between the transportation needs that may be funded from TDA and the unmet transit needs findings required for the diversion of TDA fund to road uses, we disagree with the relevance of this distinction and note that the entirety of the TDA program requires consideration of and funding for transit dependant populations. The farmworker population remains the largest unserved transit dependant community in Santa Barbara County. SBCAG may try to split hairs and engage in sophistry to discriminate against this population, however intentional discrimination against specific populations in the distribution of government benefits is proscribed by state and federal law as a violation of Constitutional rights and should not be tolerated. We are encouraged by the direction to spend the \$150,000 previously earmarked for this use, and by the County's application for additional state funds for planning and subsequently implementation of this program. Nevertheless, this program remains eligible for TDA funding and we believe this earmark must be identified for future year funding as may be needed as the program grows and funding issues may be encountered.

Thank you for your consideration of our views in this matter.

Sincerely,

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Marc Chytilo

CC: Mike Powers, Santa Barbara County Association of Governments  
Kevin Ready, Santa Barbara County Counsel's Office

February 13, 2007

Sarkes Khacheck  
Santa Barbara County Association of Governments  
260 N. San Antonio Road, Suite B, Santa Barbara, CA 93110  
By email: Skhacheck@sbcag.org

Subject: 2007 Transit Needs Assessment – Public outreach.

Dear Mr. Khacheck,

The Coalition for Sustainable Transportation (COAST) has taken active part in Transit Needs Assessment processes in Northern Santa Barbara County since 2001. It has come to our attention that public outreach efforts by your agency to encourage transit-dependent populations to attend Unmet Transit Needs hearings have declined markedly in the past two years.

As you are well aware, a very large share of the transit-dependant and transit-user population in Northern Santa Barbara County is Hispanic. Spanish language publications like Latino Today, television stations Telemundo and Univisión, as well as several Spanish radio stations constitute the main communication outlets for these individuals. In English, the Santa Maria Times, Santa Maria Sun and the Lompoc Record are the newspapers with largest circulation in areas pertinent to the Unmet Transit Needs hearings.

It appears that SBCAG has not allocated enough resources, or that these resources have not been well placed to achieve significant participation by the users of SMAT, COLT, SYVT and other services. Other outreach techniques successfully used by SBCAG in the past (i.e., surveys of transit users, and focus group discussions) have not been used this year.

We are concerned that, as a consequence of poor outreach, the Unmet Transit Need hearing conducted this year may not provide sufficient opportunity for transit users to express their needs, nor allow SBCAG Directors to make the legal finding that “there are no unmet transit needs in Northern Santa Barbara County that are reasonable to meet”.

Sincerely,



H. Alexander Pujo,  
Secretary, COAST

c.: M. Powers  
M. Chytilo