

transit needs assessment 2006



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Transit Needs Assessment 2006

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2006 MEMBERSHIP ROSTER

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Santa Barbara County Transit Advisory Council (SBCTAC)

Polly Bleavins

(North County)

Dan Brazil

(North County)

David Damiano

(South Coast)

Matt Dobberteen

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 (Chair)

(South Coast)

Bea Merwin

North County

Dean Palius

(North County)

Ernesto Paredes

(South Coast)

Joseph Rye (Vice Chair)

(North County)

Kirk Spry

(North County)

Barry Stotts

(North County)

Victor Suhr

(South Coast)

Jim Talbott

(North County)

Ed Zoost

(North County)

Children and Families Commission

(Community outreach)

Santa Ynez Valley Transit – transit agency

(Santa Ynez Valley)

Santa Barbara Metropolitan Transit District (SBMTD) – transit agency (South Coast)

County of Santa Barbara – transit agency representative **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)

Easy Lift – CTSA

(South Coast)

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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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 §99238.¹ 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 11, 2005, SBCTAC met to discuss the Transit Needs Assessment process for 2006. 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.

On February 11, 2006 the SBCTAC met and discussed the public testimony and correspondence presented at the public hearings and data from the focus groups in regard to both North County and South Coast transit issues.

The 2006 Transit Needs Assessment was presented to the SBCTAC on April 11, 2006 and May 9, 2006.

Staff presented the Draft Transit Needs Assessment recommendations to the SBCTAC on April 11, 2006. Following review of the recommendations, SBCTAC provided the following input:

- Request for additional analysis for earlier service requests on COLT and SMAT systems as well as request for service from Santa Ynez Valley to Lompoc and Santa Maria
- Clarification on unmet transit needs assessment regarding request for additional service on SBMTD Routes 1 and 2, 6 and 11 and request for shorter headways on SYVT.
- Minor revisions located throughout report

In addition there was confusion as to the reason for 'reasonable to meet' determination for requests that are not unmet transit needs. The reason for this determination was based upon direction from legal counsel to assess reasonableness of any request for service.

Staff presented the Draft Transit Needs Assessment recommendations again on May 9, 2006. Following review of the recommendations, SBCTAC provided the following input:

- Comments on project data used in the Reasonable to Meet analysis
- Evaluating connections to the Clean Air Express through connector systems
- Recommending transit advocates attending SMAT Riders Advisory Committee meetings

¹ 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.

- Providing transit service to the Food Bank in Santa Maria
- Highlighting overcrowding on Santa Barbara MTD's Line 11
- Having riders advocate to San Luis Obispo Council of Government's Board on inter-county services

After reviewing and providing comments SBCTAC moved to table any action on the 2006 Transit Needs Assessment to the June 13, 2006 meeting.

The Final 2006 Transit Needs Assessment was presented to the SBCTAC at its June 13, 2006 meeting and the committee unanimously recommended approval of the findings and the report.

In addition, the 2006 Transit Needs Assessment was presented to the Technical Transportation Advisory Committee (TTAC) on April 6, 2006 and May 4, 2006.

Staff presented the summary of requests received for the 2006 Transit Needs Assessment on April 6, 2006 and distributed the Draft Transit Needs Assessment recommendations for review. No input was provided at the April 6th TTAC meeting.

Staff presented the draft findings at the May 4 TTAC meeting and received no comments on the draft report.

The Final 2006 Transit Needs Assessment was presented to the TTAC at its June 1, 2006 meeting and the committee unanimously recommended approval of the findings and the report.

Public Participation

The public outreach process included extensive noticing, focus groups, public hearings, and discussions with social service agency representatives, advocates, and transit agency administrators.

SBCAG conducted two public hearings to solicit input from the public on unmet transit needs. **One hearing was held in Santa Maria on January 19, 2006 and the other in Santa Barbara on February 16, 2006.** In addition, each hearing location provided the opportunity for remote testimony from the other County regional facility.

There was noticing of the two public hearings, with public hearing notices published at least 30 days in advance of the hearings, public participation notices, 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 on December 11, 2005, and Santa Ynez Valley News on December 13, 2005. A notice of the public hearing held in Santa Barbara was published 30 days prior to the hearing in the Santa Barbara News Press, on January 8, 2006 (**Appendix A**).

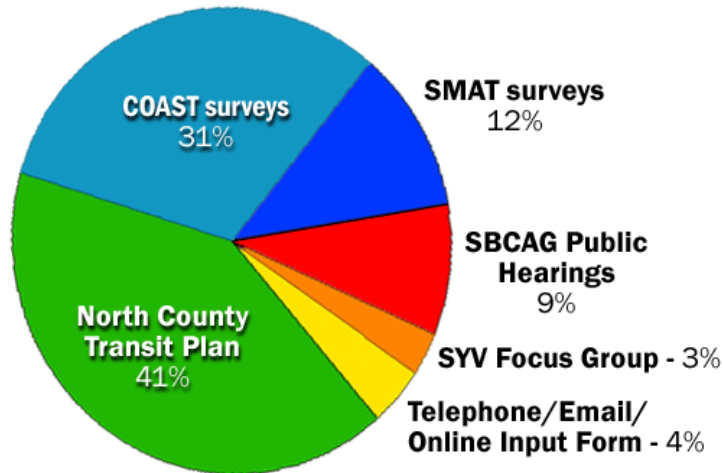
Public input was also submitted via other forms of public outreach, these included:

- Focus Group meeting with clients of Santa Ynez Valley People Helping People
- Input received via telephone, email and sbcag.org online public input form
- Input received as part of the North Santa Barbara County Transit Plan which included stakeholder interviews and surveys completed on-board Santa Ynez Valley Transit or at transit stations in Lompoc and Santa Maria
- COAST surveys completed by Santa Maria residents

- Santa Maria Area Transit (SMAT) surveys completed on-board by SMAT riders

Overall, SBCAG received 292 total comments or requests for various transit services for this year's transit needs assessment. The following is a pie chart displaying the requests by type of outreach.

Figure 1
TRANSIT COMMENTS RECEIVED
BY TYPE OF OUTREACH - FY 2006
292 Total Comments Received



The Transit Needs Assessment and recommended findings of unmet need and reasonable to meet, were presented to the Board for consideration of approval at the June 15, 2006 SBCAG Board meeting. The SBCAG Board approved the Transit Needs Assessment and adopted Resolution #06-14, approving the findings of unmet need and reasonable to meet (Appendix M). Resolution #06-14 is also included at the end of this document.

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 households² 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.³

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)	
	%	#	%	#	%	#	%	#	%	#
North County										
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
South Coast										
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
Santa Barbara County	6.9%	9,366	14.3%	55,086	18%	64,541	20.9%	83,457	12.7%	50,765

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.

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

³Community 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.⁴ Santa Maria, the largest North County city, has less than an 11,000-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 – 2005

Location	Population
Buellton	4,552
Carpinteria	14,340
*Goleta	30,679
Guadalupe	6,296
Lompoc	42,320
Santa Barbara	90,5018
Santa Maria	88,793
Solvang	5,429
*Unincorporated Santa Barbara County - South Coast	70,457
*Unincorporated Santa Barbara County - North County	65,876
Total Department of Finance 2005	419,260

Source: California Department of Finance, Demographic Research Unit, Table 2 City/County Population and Housing Estimates, January 1, 2005, <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.

⁴ 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
17 and under	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%
18 through 64	249,080	62.4%	126,957	63.5%	122,123	61.2%
65 through 84	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%
85 and over	6,896	1.7%	2,195	1.1%	4,701	2.4%
Total	399,347	100%	199,763	100%	199,584	100%

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.

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.⁵ 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.

⁵ 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**

City	Total	White	%	Black	%	American Indian	%	Asian	%	Pacific Islander	%	Other	%	Hispanic	%
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.⁶

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)
North County						
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%
South Coast						
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%
Santa Barbara County	399,347	46,427	18,114	64,541	18%	63.1%

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

⁶ 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

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

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 4.7%, the labor market remains strong. The unincorporated area of Isla Vista also has a high unemployment rate, at 11.4%. However, this rate may be the result of a large UCSB student population residing in Isla Vista. The unincorporated area of Toro Canyon has the lowest unemployment rate at 0.7% (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 – 2004

Location	Labor Force	Employment	Unemployment (Number)	Unemployment Rate
Buellton	2,200	2,100	100	2.4%
Carpinteria	8,300	8,100	200	2.1%
Guadalupe	2,500	2,300	200	6.0%
Isla Vista	11,000	9,700	1,300	11.4%
Goleta	32,300	31,700	600	2.0%
Lompoc	18,400	17,200	1,200	6.5%
Los Alamos	700	700	0	5.4%
Mission Canyon	1,500	1,500	0	2.6%
Mission Hills	1,700	1,600	100	4.3%
Montecito	5,000	4,400	600	12.4%
Orcutt	14,400	13,800	600	4.0%
Santa Barbara	56,300	54,000	2,300	4.0%
Santa Maria	36,800	34,600	2,200	6.0%
Santa Ynez	2,800	2,700	100	2.3%
Solvang	3,000	3,000	0	1.3%
Summerland	1,100	1,100	0	2.6%
Toro Canyon	1,000	1,000	0	0.7%
Vandenberg AFB	1,400	1,300	100	5.6%
Vandenberg Village	2,900	2,800	100	2.9%
Santa Barbara Co.	214,100	204,100	10,000	4.7%

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 – 2006

Number in Family	Gross Yearly Income	Gross Monthly Income	Approx. Hourly Income
1	\$ 9,800	\$ 817	\$ 4.71
2	\$ 13,200	\$ 1,100	\$ 6.35
3	\$ 16,600	\$ 1,383	\$ 7.98
4	\$ 20,000	\$ 1,667	\$ 9.62
5	\$ 23,400	\$ 1,950	\$ 11.25
6	\$ 26,800	\$ 2,233	\$ 12.88
7	\$ 30,200	\$ 2,517	\$ 14.52
8	\$ 33,600	\$ 2,800	\$ 16.15

Source: Federal Register, Vol. 71, No. 15, January 24, 2006, pp. 3848-3849. 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%
Total	2,146	100%	679	100%	12,388	100%	22,101	100%

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)⁷ 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
Total	4,055	2,594	1,530	2	0

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.

⁷ 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
		#	%			
North County						
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%
South Coast						
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%
Santa Barbara County	136,622	9,366	6.9%	34.0%	38.9%	20.3%

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
Race										
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 38,469⁸.

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 between 1991 and 1998. This

⁸ Hadly, Scott, Santa Barbara News Press, *Population Shift*, www.geog.ucsb.edu/~sara/html/mapping/newspress/population0408.html.

population is a diverse group and includes Filipinos, Chinese, including residents from Taiwan and Hong Kong, Vietnamese, and Indians⁹.

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.

⁹ Federation for American Immigration Reform, SB County, Santa Barbara, Santa Maria, Lompoc MSA, www.fairus.org/html/msas/042casbb.htm.

IV. POLICY CONSIDERATIONS FROM 2005 REVISITED

This section addresses three important policy issues that were raised in the preparation of the 2005 Transit Needs Assessment. These issues include: the complexities of and potential for addressing farm labor transportation, the need for a North County Long Range Transit Plan, and review by the SBCAG Board of the definitions of “unmet transit need” and “reasonable to meet” as established by Resolution 98-02.

Farm Labor Transportation

Included in the public testimony for transit services in the 2005 Transit Needs Assessment was 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 Resolution 98-02 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 2004 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. The County of Santa Barbara committed to preparing a report for the SBCAG Board exploring the implementation of a vanpool service as a result transportation service requests coming from the 2005 Transit Needs Assessment. The report will include:

- The steps required for a program to be established in the region
- An overview of how Kings County funds and staffs the program
- A draft schedule for program implementation
- Opportunities for local growers to participate in the effort

Northern Santa Barbara County Transit Plan

Another policy recommendation from the 2005 Transit Needs Assessment 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 a North County Regional Transit Plan was identified in SBCAG's 2005-06 Overall Work Program. A competitive, qualifications-based selection process was used to choose a firm to complete the plan. Local representatives from large and small transit operators and Caltrans assisted SBCAG in reviewing four proposals, interviewing three firms and unanimously selecting the firm of Nelson\Nygaard Consulting Associates as the successful bidder.

The need for enhanced transit services as expressed through the unmet transit needs public process, is a general use need including commute to work, access to government, social services and medical facilities, and general mobility between the towns, cities, and regions of northern Santa Barbara County.

Over the last few years during the annual SBCAG Transit Needs Assessment public outreach process, the SBCAG Board found that intercommunity transit service, farmworker transport to agricultural fields, and enhanced urban transit services were identified as important transportation issues. The Board recognized that additional planning was required to address transit service demands, financial needs, regional service administration, and interagency coordination Issues. The Board directed that a North County Transit Plan be included in the SBCAG 2005-06 Overall Work Program and this plan be developed cooperatively with local technical staff, the Santa Barbara County Transit Advisory Council (SBCTAC) which is the Social Services Transit Advisory Council for Santa Barbara County, and the North County Subregional Planning Committee, a subcommittee of elected officials on the SBCAG policy board.

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.)

Preparation of the Northern Santa Barbara County Transit Plan began December 2005 with an expected completion date of June 2006. Included in the Plan is an extensive public outreach program to obtain valuable public input from the community on transportation needs in Northern Santa Barbara County. 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

Input received via the 2006 SBCAG Transit Needs Assessment will also be included in the Plan, as testimony from the Plan is considered in the 2006 Transit Needs Assessment.

A series of draft chapters have been reviewed by the technical advisory committee for this project. The committee consists of representatives from north county transit agencies, SBMTD, Caltrans, and SLOCOG.

Once preliminary alternatives are defined, a series of Open House Public Workshops will be held in North County to elicit public input on potential services. This is expected to take place in June or July. Following public input, the plan will be modified and a draft plan will be prepared. The draft plan will be presented to the North County Subregional Planning Committee for their review and comment, followed by review by the SBCAG Board.

Important long-term transit planning recommendations will be developed as part of the Plan, which as previously mentioned, is scheduled for completion in late Summer 2006.

Recommendations from the Northern Santa Barbara County Transit Plan will be reviewed and evaluated as part of next year's 2007 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.

SBCTAC Definitions Subcommittee

The process to review the definitions commenced at August 2005 SBCTAC meeting, when a subcommittee was appointed to review the SBCAG definitions of unmet transit need and reasonable to meet. The Coalition for Sustainable Transportation provided testimony which was also to be considered as part of the review process.

The committee was charged with reviewing the definitions and recommending changes, if appropriate, to the full SBCTAC. Committee members were: Chair Petra Lowen, Dean Palius, Barry Stotts, Matt Dobberteen, Julie Kahn, Ed Zoost, and Polly Bleavins.

The committee met frequently to discuss the needs of various transit dependent groups and concerns with how the definitions are interpreted by SBCAG. The Coast testimony was reviewed and summarized. Some concerns with the definitions included:

Unmet Transit Need -

- The terms 'significant segment' and 'limited set of individuals' are too vague
- Large groups of people who are in need of transit services may not be addressed
- The terms are not objective or quantitative measures of transit users.
- The issue may not be the definitions but their misinterpretation
- Some terms, e.g., operational issues are not clear to the public

Reasonable to Meet:

- Fare box recovery should be explicitly addressed in the criteria since it is an important issue in the law
- Fare box recovery standards for rural areas should be less than urban areas due to longer travel distances, fewer people, and, less concentrated populations
- New services should be given an opportunity to prove that they are viable but there must be a recognition that these new services may need to be terminated if they are not performing adequately after a three year period.

After review and deliberation, the subcommittee recommended retaining much of the existing definitions, but to make modifications that the committee felt addressed prominent issues and concerns raised during previous years Unmet Needs assessments. The recommended changes to the definition of an Unmet Transit Need include removing language relating to 'significant segment' and 'limited set of individuals'. The recommended change to the Reasonable to Meet definition includes adding a new performance criteria relating to fare box recovery.

The recommendations made by the subcommittee have been reviewed and approved by the full SBCTAC. The Technical Transportation Advisory Committee (TTAC) reviewed SBCTAC's recommended changes and comments received by COAST at their December 1 meeting and provided comments to staff.

The recommendations and input received were then presented to the SBCAG Board of Directors at the December SBCAG Board meeting. A noticed public hearing on the proposed revisions was held at the meeting and input was provided by the public (see attached minutes for December 15, 2005 SBCAG Board meeting).

The SBCAG Board directed the recommended changes to be reviewed by the Executive committee in January where further input and recommendations were provided.

After review of the recommended changes to the definitions by the Executive Committee (see next page), the SBCAG Board adopted the new definitions by Resolution 06-01 at their January Board meeting on January 19, 2006 (See resolution and January 19, 2006 Board minutes).

The revised definitions are being used in the current Transit Needs Assessment for FY 2006/07.

Changes to Definitions of “unmet transit need” and “reasonable to meet”

Adopted by SBCAG Board of Directors: January 19, 2006

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

Definition of an Unmet Transit Need

An unmet transit need is the expressed or identified need of ~~a significant segment 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 that 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 or 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. ~~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 needs.~~ All eligible users of a given service should have equivalent access or opportunity to use the service.

Definition of Reasonable to Meet

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 of, to fail to meet system wide 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, and projected to show continuous progress toward meeting the fare box recovery ratio during the 3 year period.**

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



Amtrak currently provides passenger service in Santa Barbara County through a coordinated system of rail and bus service. The bus service, making connections to the Santa Barbara, San Luis Obispo and San Jose stations also serves Santa Maria and Buellton. Service between Solvang and Lompoc was terminated due to poor ridership. Under the current service contract, only rail passengers are allowed to use the Amtrak bus service. It should be noted however, that AB 765 (Salinas-2005) is proposing a change in legislation which would allow Amtrak bus service to

be opened up to non-rail passengers in those areas where other intercity transit is not available. SBCAG will insure this option is considered in the development of the Northern Santa Barbara County Transit Plan.

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



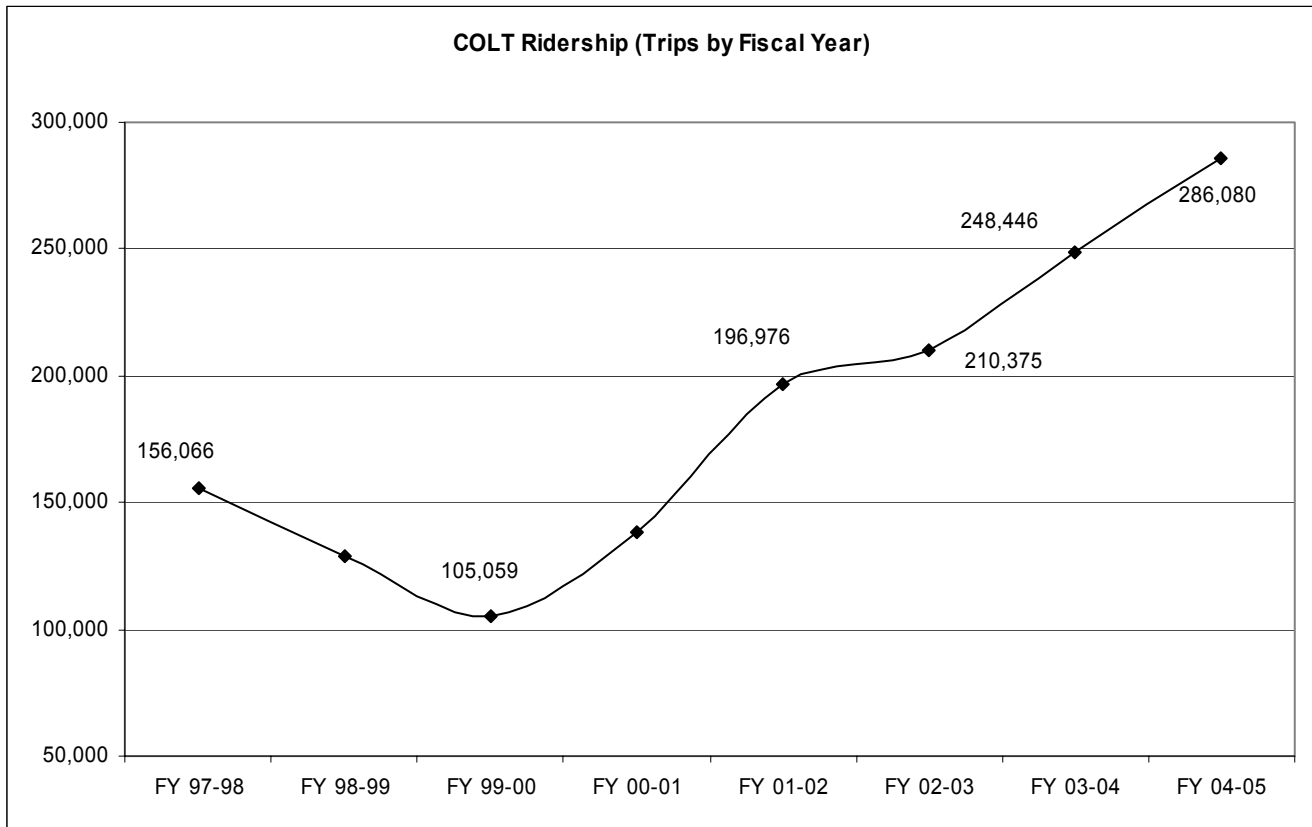
COLT provides fixed route and demand response service Monday through Friday, between the hours of 6:30 AM and 8:00 PM, and on Saturdays between the hours of 9:00 AM and 5:00 PM.

COLT had 286,080 boardings in Fiscal Year 2005, resulting in a 15.1% increase in ridership from FY 2004. Currently, COLT maintains a 14.5% farebox ratio (up from 13.8% in 2004), which is supplemented by Measure D funds for a total farebox recovery of 20% of operating costs.¹⁰

To better serve the residents of Lompoc, COLT implemented the following changes in August 2005:

- Expansion of Route 3 to make new stops linking Mission Plaza, Lompoc Library, Lompoc High School, and the County facility on Laurel Avenue.
- Reconfiguring Route 2 into a bi-directional route to allow passengers to travel southbound and northbound along V Street and O Street.

¹⁰ 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.



Clean Air Express - www.cleanairexpress.com

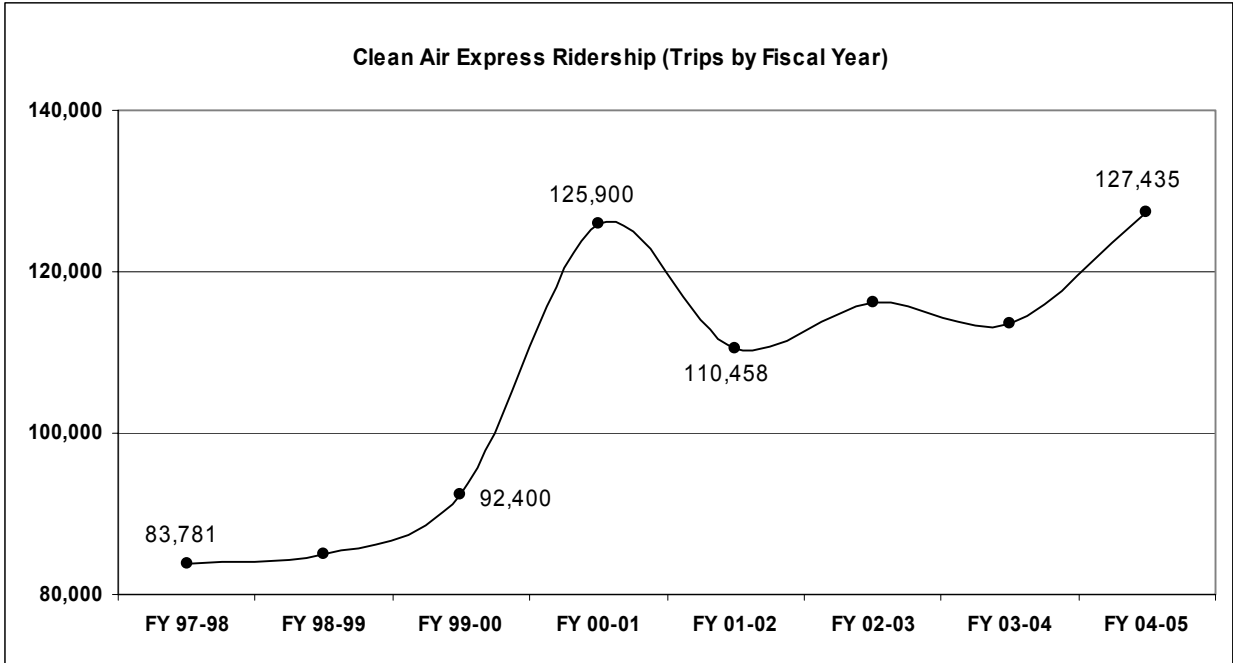


In meeting the growing demand for commuter service between the North County (housing) and the South Coast (jobs), and in anticipation of greater ridership through increased outreach efforts, the number of Clean Air Express routes were expanded to ten (from eight) on September 1, 2004.

As a result of the new Clean Air Express buses SBCAG purchased in late 2003, the total number of seats available for commuters increased 35% in 2004, from 408 to 550. As part of the September 2004 service expansion, the Clean Air Express is responding to the most frequent service requests by initiating service for commuters who work a traditional 8:00 AM to 5:00 schedule in downtown Santa Barbara.

Clean Air Express had 127,435 boardings in Fiscal Year 2005, resulting in a 12.2% increase in ridership from FY 2004.

In September 2005, the Clean Air Express implemented a new route leaving from Santa Maria at 6:30AM to Goleta on weekdays.

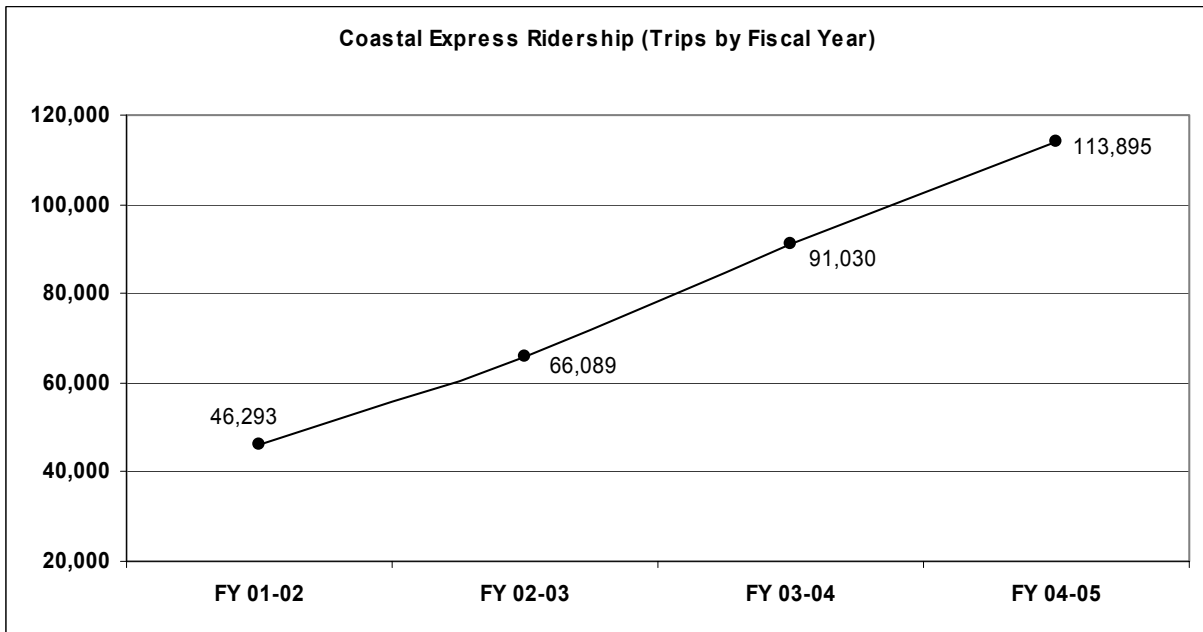


Coastal Express



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 113,895 boardings in Fiscal Year 2005, resulting in a 25.1% increase in ridership from FY 2004.



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 2,525 in 2005 and maintained a 16.8% farebox ratio. Due to its rural status, Cuyama is required to maintain only a 10% FBR. Ridership on Cuyama transit decreased by 2% over 2004.

Greyhound

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 2004-2005 was 66,579. This reflects an increase of 5% over the 2003-2004 ridership. Combined with the Guadalupe Shuttle, the Guadalupe Flyer had a farebox ratio of 21% for 2004-2005 (up from 18% in 03-04). Due to its rural status, the Guadalupe Flyer must maintain only a 10% farebox ratio.

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 22,992 in 2004-2005, reflecting a 40% increase over the 2003-2004 ridership. Combined with the Guadalupe Flyer, the Guadalupe Shuttle had a farebox ratio of 21% for 2004-2005 (up from 18% in 03-04). Due to its rural status, the Guadalupe Shuttle must maintain only a 10% farebox ratio.

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.

In its second year of service (FY04/05), Los Alamos Transit had a ridership of 655 and a farebox recovery ratio of 4.1%. It should be noted that as a pilot program, there is a three year time frame to meet a 10% farebox ratio.



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

North County will be considered.

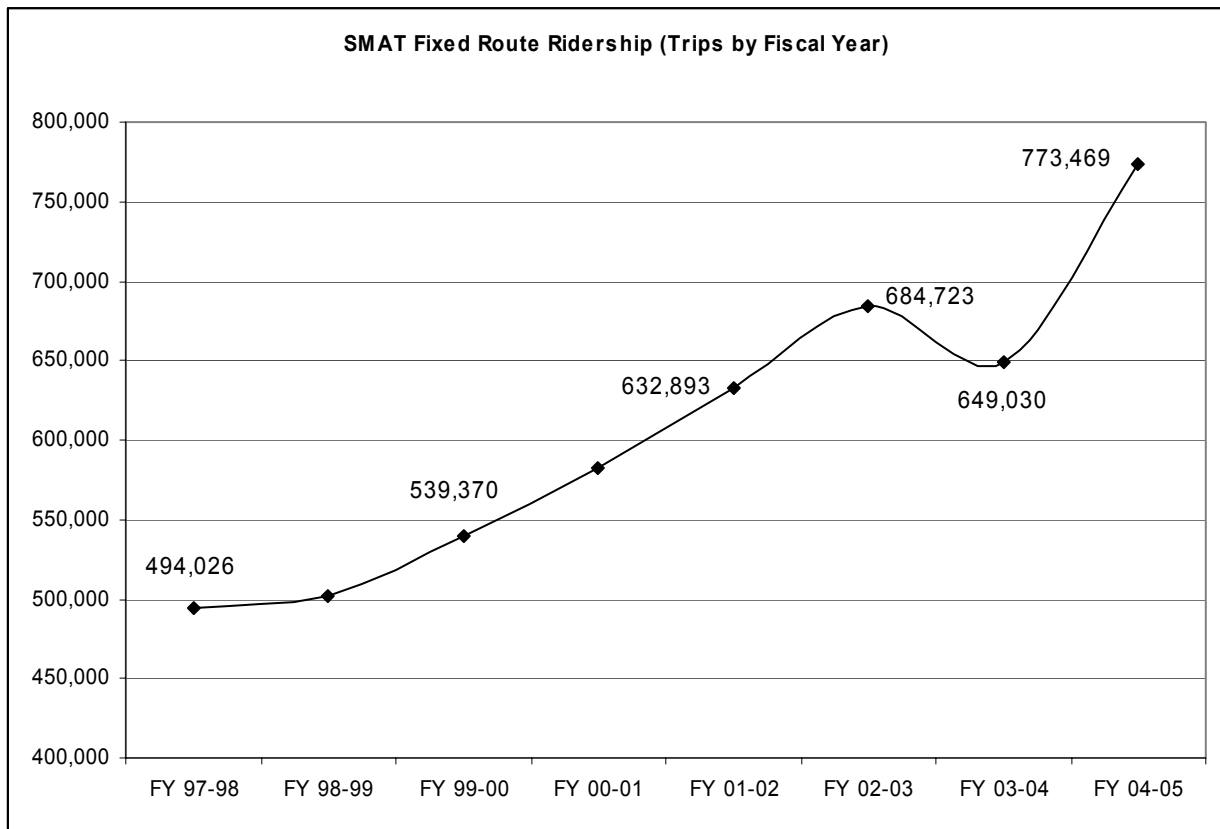
Santa Maria Area Transit (SMAT) - www.ci.santa-maria.ca.us/3075.html



Santa Maria Area Transit

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

In 2004-05, SMAT had 773,469 fixed route boardings and 23,818 demand response boardings. This represented an increase in fixed route ridership of 19%, and a decrease in demand response ridership of 13% from 2003-04. SMAT fixed route service maintains a 20% farebox ratio (up from 19% in 2004).



To better serve the residents of Santa Maria, SMAT implemented the following changes in January 2006:

New Services

- New Route 24 to service to Preisker Park
- New Route 8 which starts at McCoy and Broadway and serves the Santa Maria Airport area

Service Improvements

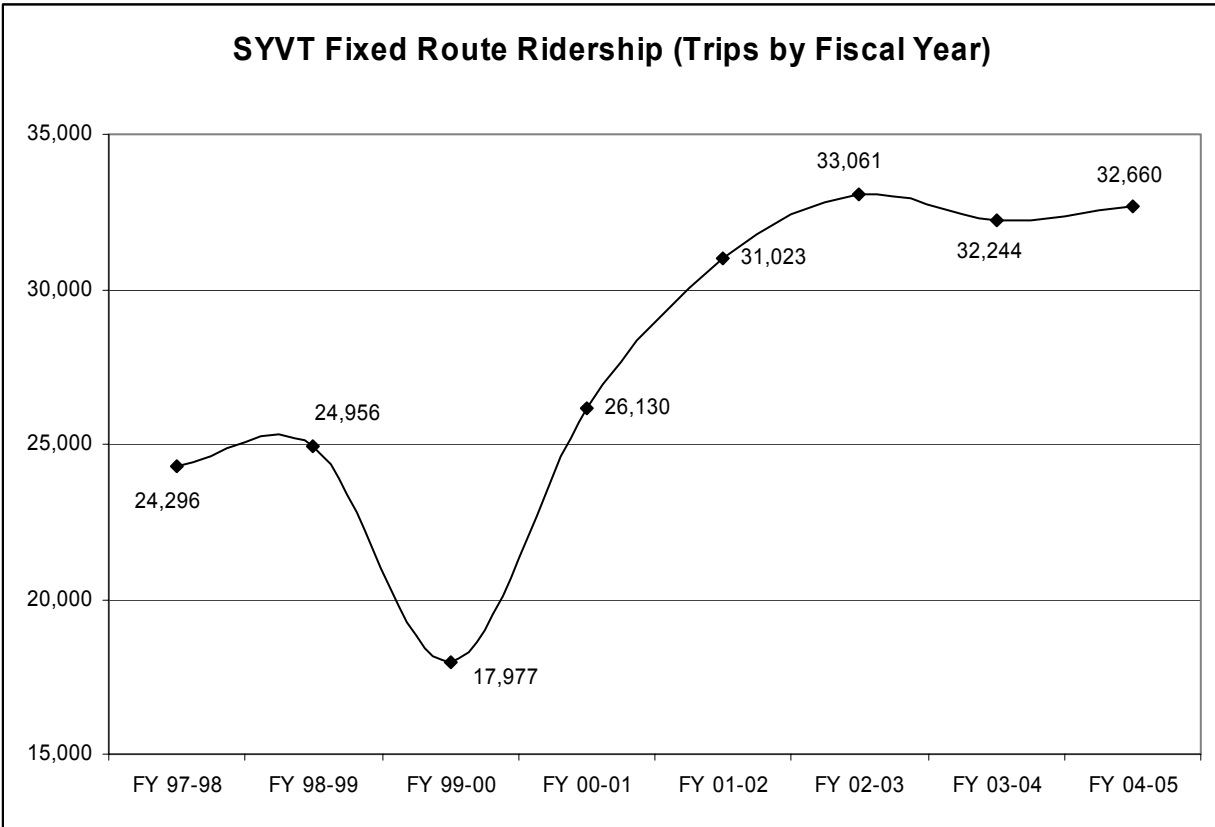
- Modification of Route 4 to directly operate to the Crossroads Shopping Center
- Shorter route length on Route 7 to double service frequency
- Increased service on 3 to 30 minute service frequencies all day
- Increased service on Route 2 on weekends to run every half hour

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

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



Santa Ynez Valley Transit provides fixed route and demand response service Monday through Saturday, between the hours of 7:00 AM and 6:30 PM. The 2005 ridership was 32,660 fixed route passengers and 5,001 demand response passengers. This reflects a 1.3% increase in the fixed route ridership and a 10.6% increase in the demand response ridership from the previous reporting year. The 2004-05 farebox was 10.3%, showing a decrease from the previous year of 15%.



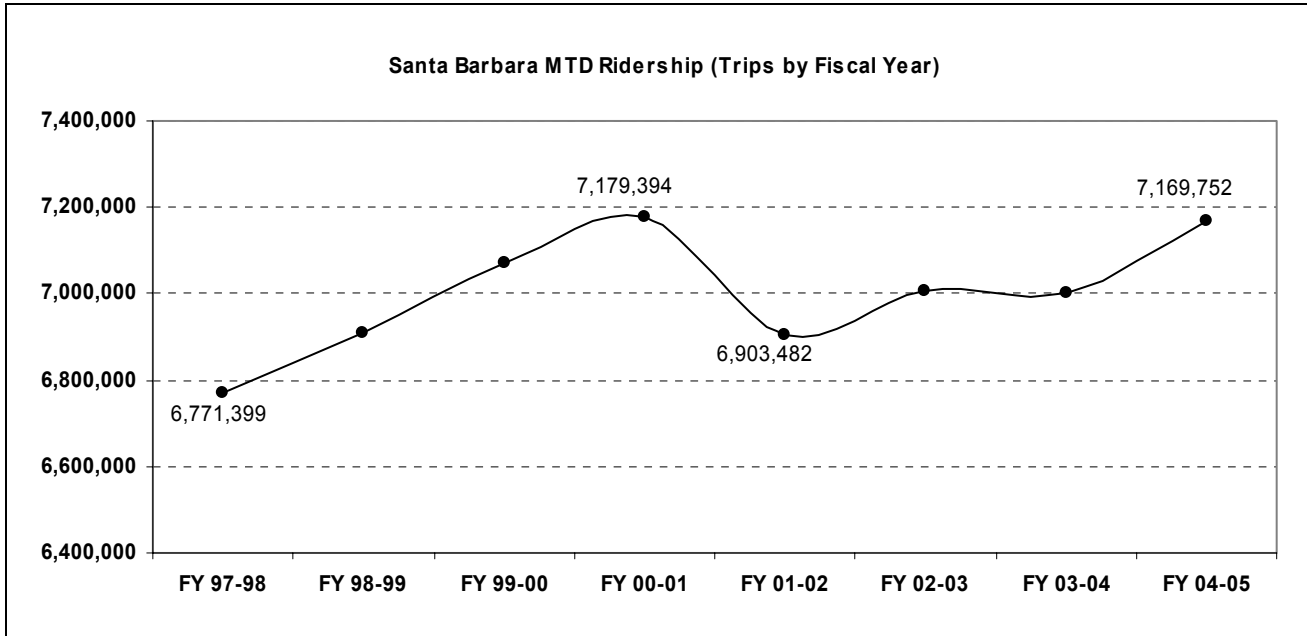
Santa Barbara Metropolitan Transit District (SBMTD) - www.sbmtd.gov



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 7,169,752 (an increase of 2.4% from 2003-04) and maintained a farebox ratio of 38.2%.

SBMTD introduced the Goleta Old Town Shuttle on August 29, 2005 as a new service and implemented limited service to the Westside Community Center.



"Valley Express" - 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.

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

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

City / Community	Fixed Route	Demand Response	Commuter
LOMPOC VALLEY			
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)
SANTA YNEZ VALLEY			
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)
SANTA MARIA VALLEY			
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
CUYAMA VALLEY			
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 of 8,689,563 rides were provided on public fixed route, demand response, and commuter service throughout Santa Barbara County in FY 2004-2005, an increase of 4.4% from FY 2003-04. 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 200,000 rides in the North County and the South Coast (Table 17).

Table 17: Transit Ridership – Santa Barbara County, 1998-2004

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	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	12.2%
Coastal Express					46,293	66,089	91,030	102,967	13.1%
COLT	156,066	128,506	105,059	138,004	196,976	210,375	248,446	286,080	15.1%
Cuyama – SB County	286	272	275	2,025	2,544	2,505	2,577	2,525	-2.0%
Easy Lift Transportation	47,182	54,192	62,469	53,941	50,596	61,388	21,420*	64,702	-
Guadalupe Flyer		22,027	34,192	Not available	59,058	69,312	63,279	66,579	5.2%
Guadalupe Shuttle				Not available	15,780	17,038	16,394	22,992	40%
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	2.3%
SMAT – demand response	29,313	32,948	26,538	N/A	28,698	26,271	27,291	23,818	-12.7%
SMAT – fixed route	494,026	502,424	539,370	582,300	632,893	684,723	649,030	773,469	19.1%
SYVT – demand response	See above	See above	5,682	N/A	9,645	6,417	4,522	5,001	10.6%
SYVT – fixed route	24,296	24,956	17,977	26,130	31,023	33,061	32,244	32,660	1.3%
The Breeze									
Valley Express									
Total	7,606,349	7,758,434	7,954,663	8,091,895	8,109,011	8,312,274	8,289,056	8,689,563	4.4%

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. 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 two 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

City of Lompoc Transit	02/03	03/04	04/05	05/06	06/07
Ridership	210,375	248,446	286,080	-	-
Fare Box Ratio	12.0%	13.8%	14.5%	-	-
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
Percent of LTF for Transit	20.0%	26.2%	33.8%	51.0%	33.0%
Percent of LTF for Streets and Roads	80.0%	73.8%	66.2%	49.0%	67.0%

Fixed Route/Demand Response/Medical

Santa Maria Area Transit	02/03	03/04	04/05	05/06	06/07
Ridership	710,994	676,321	797,287	-	-
Fare Box Ratio	18.0%	19.0%	20.0%	-	-
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
Percent of LTF for Transit	36.7%	41.1%	43.5%	45.7%	64.3%
Percent of LTF for Streets and Roads	63.3%	58.9%	56.5%	54.3%	35.7%

Fixed Route/Demand Response/Medical

Santa Barbara County	02/03	03/04	04/05	05/06	06/07
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
Percent of LTF for Transit	44.8%	38.4%	41.3%	47.0%	53.5%
Percent of LTF for Streets and Roads	55.2%	61.6%	58.7%	53.0%	46.5%

SB County began Los Alamos service in April 2004

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 and a focus group was conducted in the Santa Ynez Valley per the request of the Santa Ynez Valley People Helping People agency. (Appendix C).

However, the Coalition for Sustainable Transportation surveyed residents in the Santa Maria Valley area and the Santa Ynez Valley. All surveys submitted are included in Appendix G. Additionally, Santa Maria Area Transit also conducted an on-board survey, with surveys included in Appendix H. All other correspondence submitted after the close of public comment period is included in Appendix I.

Transportation needs were also expressed through public testimony before the Santa Barbara County Association of Governments Board at public hearings (Appendices D & E), 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). Of the 289 letters of correspondence received for this year's Transit Needs Assessment, 11 were received via email using the SBCAG website public comment forum.

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.¹¹

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

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

- Additional scheduled service frequencies to address overcrowding on Santa Barbara MTD's Lines 1 and 2, 6, and 11
- Earlier service on MTD's State Street Waterfront Shuttle to connect to the early southbound Amtrak departure from the Santa Barbara train station.

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. With the concurrent development of the North Santa Barbara County Transit Plan, many intercommunity service requests will be further analyzed and assessed. The Plan with recommendations is expected to be completed in June 2006. 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.

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 (S RTP) 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 S RTP.

In the evaluation of the public testimony on unmet transit needs, and involvement of the SMAT staff in the process, several unmet transit needs were included in the SMAT Short

Range Transit Plan and will be implemented in FY 2006-07. Additionally, SMAT implemented service improvements in January of 2006 that members of the public might have not been aware while providing input for services. Therefore, although at the time of testimony, there was an expressed transit need, for the purposes of the TDA funding stream for the 2006 allocations coming from the Transit Needs Assessment process, the request for service is found “not” to be an unmet need, as the need was met through recent service improvements or “is” being met through new or expanded service within FY 2006-07 in tandem with the TDA funding allocation.

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 January 19, 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
 - 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, 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.

In addition the total quantity of requests for each type of service from all types of outreach is located next to the corresponding service, if available. Some requests were submitted by committees such as the SBCTAC and SMAT Riders Advisory Committee (SMAT RAC).

Type of Outreach	Symbol
North County Transit Plan (NCTP)	▲
COAST Surveys	✓
SBCAG Public Hearings	⊖
SMAT Surveys	◇
SYV Focus Group	+
Telephone/Email/Online Input Form	■

For example: six (6) requests were made via email for commuter services from South Coast to Lompoc and Santa Maria.

■	6	Reverse Commute Service from Santa Barbara/Goleta to Lompoc and Santa Maria
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Note: Specific numbers of requests identified from the North County Transit Plan Outreach are not included, but if a service was identified from the outreach, the NCTP symbol is indicated.

Transit Needs Requests for 2006

▲ NCTP	✓ COAST	⊖ SBCAG PH	◇ SMAT	+ SYV FG	■ Telephone/Email/Input Form
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COMMUTER SERVICES

■	6	Reverse Commute Service from Santa Barbara/Goleta to Lompoc and Santa Maria
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Currently, the Clean Air Express provides weekday commuter service from Lompoc and Santa Maria to employment centers in Goleta and Santa Barbara. Requests are for reverse commute.

UNMET TRANSIT NEED: Yes

REASONABLE TO MEET: Not Reasonable to Meet

Based on lower ridership estimates from the South Coast and the adverse impacts on farebox recovery ratio, the request is not reasonable to meet based on Criteria 4 and 6. The demand for service will be monitored closely in the future. Currently SBMTD uses all its TDA funds for existing transit services.

	FY 06/07	FY 07/08	FY 08/09
Total Fixed Route Operating Cost Per Bus Hour (Actual Clean Air Express: FY04/05)	\$172.81	\$172.81	\$172.81
Total Routes	1	1	1
Total Hours Per Route (4 hours X 250 days)	1000	1000	1000
Total Hours	1000	1000	1000
Total Operating Cost for New Service	\$172,810	\$172,810	\$172,810

Total Projected Passengers Per Hour for New Service (Based on number of UTN requests)	6	6	6
Total Hours Per Route Per Year	1000	1000	1000
Total Hours For All Routes	1000	1000	1000
Average Fare Per Passenger (Based on Clean Air Express figures for FY 04/05)	\$4.60	\$4.60	\$4.60
Total Revenue from New Service	\$27,600	\$27,600	\$27,600

Criteria #6: Does the Proposed Service reach a 20% Farebox Recovery within 3 years?	15.97%	15.97%	15.97%
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Farebox Recovery Ratio for Systemwide Service (Based on Actual FY 04/05 for Clean Air Express)	52.40%	52.40%	52.40%
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Criteria #4: When it is considered separately, does the Farebox Recovery for the additional service vary by more than 20% from the average for the type of service provided by the operator?	69.52%	69.52%	69.52%
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INTERREGIONAL SERVICES

✓	20	Service from Los Alamos to Lompoc, Santa Maria and Santa Ynez Valley
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Requests are for morning departures from Los Alamos to Lompoc, Santa Maria and the Santa Ynez Valley, with greatest demand for Santa Maria with arrival back to Los Alamos in the afternoon. Service currently is provided from Los Alamos to Santa Maria by the County of Santa Barbara through the Los Alamos shuttle.

UNMET TRANSIT NEED: Yes

REASONABLE TO MEET: Not Reasonable to Meet

Based on current available low ridership levels and adverse impacts on farebox recovery, the request is not reasonable to meet due to Criteria 6. Further analysis of the request is also being examined with the concurrent development of the North Santa Barbara County Transit Plan.

	FY 06/07	FY 07/08	FY 08/09
Total Fixed Route Operating Cost Per Bus Hour (Los Alamos Transit for FY 04/05)	\$40.26	\$40.26	\$40.26
Total Routes	1	1	1
Total Hours Per Route (4 hours X 250 days)	1000	1000	1000
Total Hours	1000	1000	1000
Total Operating Cost for New Service	\$40,260	\$40,260	\$40,260

Total Passengers Per Hour (Based on Los Alamos Ridership for FY04/05)	1.1	1.1	1.1
Total Hours Per Route Per Year	1000	1000	1000
Total Hours For All Routes	1000	1000	1000
Average Fare Per Passenger (Los Alamos Transit Figure for FY 04/05)	\$1.47	\$1.47	\$1.47
Total Revenue from New Service	\$1,617	\$1,617	\$1,617

Criteria #6: Does the Proposed Service reach a 15% Farebox Recovery within 3 years?*	4.02%	4.02%	4.02%
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Farebox Recovery Ratio for Systemwide Service (Based on Actual FY 04/05 for Clean Air Express)	4.10%	4.10%	4.10%
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Criteria #4: When it is considered separately, does the Farebox Recovery for the additional service vary by more than 20% from the average for the type of service provided by the operator?	2.04%	2.04%	2.04%
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*Required Farebox Recovery Ratio: 15%

INTERREGIONAL SERVICES CONTINUED

▲ ✓ +	22	Service from Santa Ynez Valley to Lompoc and Santa Maria
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Requests are for weekday and weeknight inter-city service from Santa Ynez Valley to the cities of Lompoc and Santa Maria for shopping, social and health services, and educational purposes.

UNMET TRANSIT NEED: Yes

REASONABLE TO MEET: Not Reasonable to Meet

Currently there are no transit services available from the Santa Ynez Valley to Lompoc or Santa Maria.

Based on current available low ridership data, and the adverse impacts on farebox recovery ratio the request is not reasonable to meet due to Criteria 6. In the 1990's, limited services between the Santa Ynez Valley and Lompoc was provided, but failed due to poor ridership. Further analysis of the request is also being examined with the concurrent development of the North Santa Barbara County Transit Plan.

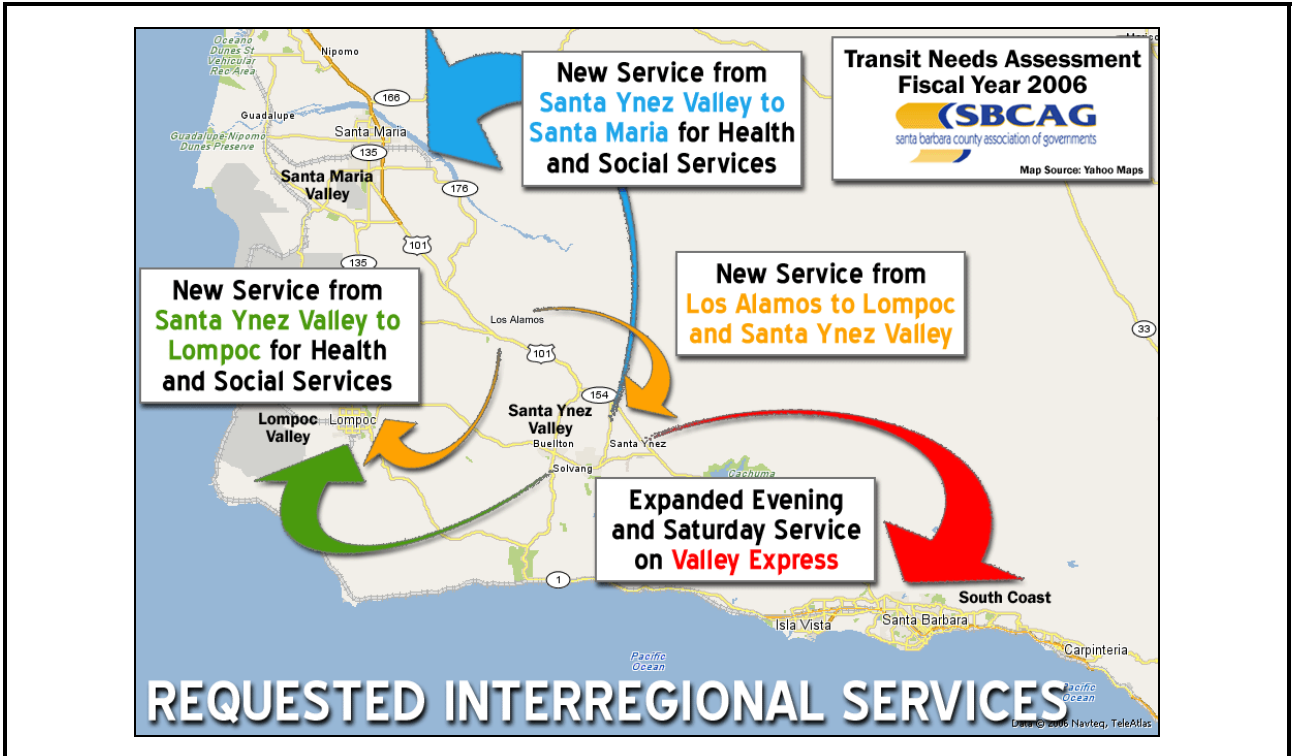
It should be noted that the population centers of Solvang and Buellton are using all their TDA funding for transit; therefore, only the unincorporated area has TDA funding for transit. Most of the service demand was from residents in the incorporated cities of Buellton and Solvang.

Staff will be working with the County of Santa Barbara and social service agencies in the Santa Ynez Valley on the feasibility of providing a twice a week pilot service to Lompoc where most of the demand is for. The service might be similar to what is provided with the Los Alamos Shuttle.

	FY 06/07	FY 07/08	FY 08/09
Total Fixed Route Operating Cost Per Bus Hour (SYVT for FY 04/05)	\$51.22	\$51.22	\$51.22
Total Hours (Total Revenue Hours for Los Alamos Transit in FY 04/05)	583	583	583
Total Operating Cost for New Service	\$29,861	\$29,861	\$29,861

Total Passengers Per Hour (Based on UTN Requests in unincorporated Santa Barbara County)	1	1	1
Total Hours	583	583	583
Average Fare Per Passenger (SYVT Figure for FY 04/05)	\$1.34	\$1.34	\$1.34
Total Revenue from New Service	\$781	\$781	\$781

Criteria #6: Does the Proposed Service reach a 20% Farebox Recovery within 3 years?	2.62%	2.62%	2.62%
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INTERREGIONAL SERVICES CONTINUED

⊖	1	Wednesday service from Santa Maria to Santa Ynez Valley
Request made at Santa Maria public hearing for transportation service on Wednesdays for AIDS patients in North Santa Barbara County to receive treatment in Santa Ynez Valley.		
UNMET TRANSIT NEED: Yes		
REASONABLE TO MEET: Not Reasonable to Meet		
Based on current available ridership data, the request is not reasonable to meet due to Criteria 6. Further analysis of the request is also being examined with the concurrent development of the North Santa Barbara County Transit Plan.		
✓	13	Expanded inter-city service from Santa Maria to the Veteran's clinic in Santa Barbara during mid-day
Based on COAST surveys, requests are for service from Santa Maria to the Veteran's Clinic with late morning departures (8-10AM) from Santa Maria and early afternoon return (2-3PM).		
UNMET TRANSIT NEED: No		
Santa Barbara County Public Health Department currently provides the Public Health shuttle which provides door-to-door service from Santa Maria to Santa Barbara on Tuesdays, Thursdays and Fridays.		
Additionally, the Clean Air Express provides weekday service from Santa Maria to Santa Barbara. Three daily trips are provided to the Veteran's clinic in Santa Barbara in the morning and with three afternoon departures. Currently, the Clean Air Express is coordinating with the Veteran's Clinic in marketing the availability of services.		

EARLIER SERVICE HOURS

▲ Earlier service hours on City of Lompoc Transit (COLT)

Currently COLT begins operations at 6:30AM on weekdays and 9AM on Saturdays. The request was derived from North County Transit Plan testimony.

UNMET TRANSIT NEED: Yes

REASONABLE TO MEET: Not Reasonable to Meet

Specific routes were not identified for earlier service hours. Projected ridership and farebox recovery ratio analysis for starting COLT services an hour earlier systemwide between Fiscal Years 2006/07 and 2008/09 makes this request not reasonable to meet due to Criteria 4 and 6.

COLT expanded weekday service hours on October 1, 2004. Previous weekday service hours were from 7AM to 7PM. Start of Saturday service hours did not change.

COLT will be examining earlier service hours on weekdays to connect with the Breeze service which leaves from Lompoc at 6:15AM to Vandenberg and Santa Maria.

	FY 06/07	FY 07/08	FY 08/09
Total Fixed Route Operating Cost Per Bus Hour (Figures taken from COLT Short Range Transit Plan)	\$47.30	\$48.70	\$50.17
Total Routes	5	5	5
Total Hours Per Route (1 hour X 250 days)	250	250	250
Total Hours	1250	1250	1250
Total Operating Cost for New Service	\$59,125	\$60,875	\$62,713

Total Passengers Per Hour (COLT Short Range Transit Plan)	6.5	6.75	7.1
Total Hours Per Route Per Year	250	250	250
Total Hours For All Routes	1250	1250	1250
Average Fare Per Passenger (COLT Short Range Transit Plan)	\$0.58	\$0.58	\$0.58
Total Revenue from New Service	\$4,713	\$4,894	\$5,148

Criteria #6: Does the Proposed Service reach a 20% Farebox Recovery within 3 years?	7.97%	8.04%	8.21%
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Farebox Recovery Ratio for Systemwide Service (Based on Actual FY 04/05 for COLT)	10.30%	10.30%	10.30%
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Criteria #4: When it is considered separately, does the Farebox Recovery for the additional service vary by more than 20% from the average for the type of service provided by the operator?	22.62%	21.95%	20.31%
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EARLIER SERVICE HOURS CONTINUED

▲ Earlier service hours on Santa Maria Transit (SMAT)			
Currently SMAT begins operations at 6:10AM on weekdays and between 7:30AM and 8:30AM on weekends. The request for earlier service hours was derived from North County Transit Plan testimony.			
UNMET TRANSIT NEED: Yes			
REASONABLE TO MEET: Not Reasonable to Meet			
Specific routes were not identified for earlier service hours. Projected ridership and farebox recovery ratio analysis for starting SMAT services an hour earlier systemwide between Fiscal Years 2006/07 and 2008/09 makes this request not reasonable to meet due to Criteria 4 and 6.			
As a comparison, SMAT's services begin at a start time that closely resembles other transit services such as the Santa Barbara Metropolitan Transit District. MTD begins service on most weekday routes between 5:55AM and 6:30AM and most weekend routes between 7AM and 8AM. Peak weekday AM ridership for MTD is between 7:00 and 7:59AM.			
SMAT will be evaluating the feasibility of starting Fixed Route #2 a half hour earlier on weekdays, or at 5:45AM, as part of service improvements for Fiscal Year 2006/07.			
	FY 06/07	FY 07/08	FY 08/09
Total Fixed Route Operating Cost Per Bus Hour (Figures taken from SMAT Short Range Transit Plan)	\$54.23	\$54.22	\$56.61
Total Routes	11	11	11
Total Hours Per Route (1 hour X 250 days)	250	250	250
Total Hours	2805	2805	2805
Total Operating Cost for New Service	\$149,133	\$149,105	\$155,678
Total Passengers Route Per Hour (SMAT Short Range Transit Plan)	13.5	11.7	11.6
Total Hours Per Route Per Year	255	255	255
Total Hours For All Routes	2805	2805	2805
Average Fare Per Passenger (SMAT Short Range Transit Plan)	\$0.65	\$0.75	\$0.80
Total Revenue from New Service	\$24,614	\$24,614	\$26,030
Criteria #6: Does the Proposed Service reach a 20% Farebox Recovery within 3 years?	16.50%	16.51%	16.72%
Farebox Recovery Ratio for Systemwide Service (Based on Actual FY 04/05 for SMAT)	21.52%	21.62%	21.90%
Analysis continued on next page.			

Criteria #4: When it is considered separately, does the Farebox Recovery for the additional service vary by more than 20% from the average for the type of service provided by the operator?	23.31%	23.65%	23.65%
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LATER SERVICE HOURS

▲	Later Service on City of Lompoc Transit in general
COLT operations end at 8PM on Fridays and 5PM on Saturdays	
UNMET TRANSIT NEED: Yes	
REASONABLE TO MEET: Not Reasonable to Meet	
Projected ridership and farebox recovery ratio analysis for extending COLT services an hour later systemwide between Fiscal Years 2006/07 and 2008/09 makes this request not reasonable to meet due to Criteria 4 and 6. (See analysis for Earlier COLT Service Hours)	
Starting in August 2004, COLT implemented new evening demand response service for students from Allan Hancock college to their homes in Lompoc until 10PM. Additionally, COLT extended evening service hours from 7PM to 8PM weekdays in October 2004.	
▲ ✓ ⊖ ◇	26 Later Service on Santa Maria Area Transit in general
SMAT weekday services end at 7:10PM and between 5:40 and 6:30PM on weekends	
UNMET TRANSIT NEED: No, need will be met through pilot service in FY 06/07	
SMAT feels that demand justifies implementing trial night services in Fiscal Year 2007 ¹² . SMAT is currently examining which routes to include as part of a trial night service. Options include providing 4 routes from 7PM to 10PM on weeknights, those routes being 1, 2, 7 and OS.	
▲ ✓	Initiate limited SMAT Night Service linking Allan Hancock College, Freeway Commercial/Employment Centers, Broadway Corridor and other potential nighttime activity centers (Specific request submitted by SMAT RAC)
UNMET TRANSIT NEED: No, need will be met through pilot service in FY 06/07	
SMAT feels it is justified to implement a trial night service that will address the need to connect major destinations in Santa Maria in Fiscal Year 2007 which will be monitored closely. SMAT is currently examining which routes to address. Options include providing 4 routes from 7PM to 10PM on weeknights, those routes being 1, 2, 7 and OS.	

¹² Appendix J: Response letter from City of Santa Maria regarding 2006 Transit Needs Assessment Analysis (March 31, 2006)

INCREASED SERVICE FREQUENCY

▲◇✓	55	Shorter headways on SMAT Transit from 60 min to 30 min: Routes 1, 40/4, 24 and 5
Based on testimony received via COAST and SMAT surveys and from the SMAT Rider Advisory Committee, riders are requesting headways on most SMAT routes to be shortened from existing one-hour headways to a half-hour during peak periods.		
UNMET TRANSIT NEED: Yes		
REASONABLE TO MEET: Not Reasonable to Meet		
This is service is not reasonable to meet due to Criteria 4. Based on recommendations per SMAT's Short Range Transit Plan, SMAT recently increased headways on Routes 3, 7 and core portions of route 4/40 in January 2006. Increasing headways on the other specified routes would be difficult to justify due to areas served by these routes have shown low productivity that adversely would impact SMAT's Farebox Recovery Ratio. Additional publicity of new schedules may be in order.		
▲+	9	Shorter headways on Santa Ynez Valley Transit (SYVT): Currently 45 min
UNMET TRANSIT NEED: Yes		
REASONABLE TO MEET: Not Reasonable to Meet		
With a 10.5% farebox recovery ratio, and the impact of new service on the farebox ratio for this service and upon systemwide performance, this service is not reasonable to meet due to Criteria 4. The 45 min. headways exist for approximately one-half the system, along the SR 246 corridor.		
This request will be forwarded to SYVT to be considered as part of future improvements to their system. It should be noted that the population centers of Solvang and Buellton are using all their TDA funding for transit; therefore, only the unincorporated area has TDA funding for transit.		
■	1	Increased peak time frequency on ROTA Route 10 from Santa Maria to Grover Beach
Request is for hour headways on SLORTA Route 10 in the mornings from Santa Maria to Grover Beach.		
UNMET TRANSIT NEED: No		
SLO RTA recently increased frequency between San Luis Obispo and Santa Maria from 6 1/2 round trips per day to 9 round trips per day. Ridership will be monitored to assess its viability.		

SERVICE EXPANSION

+	9	Expanded intercity service from Santa Ynez Valley to Santa Barbara on evenings and Saturdays		
Requests are for service from the Santa Ynez Valley to the South Coast on weeknights and weekends for shopping, employment and educational services.				
UNMET TRANSIT NEED: Yes				
REASONABLE TO MEET: Not Reasonable to Meet				
Due to lower ridership estimates from the Santa Ynez Valley, the request is not reasonable to meet due to Criteria 4 and 6.				
<p>Santa Barbara MTD currently operates the 'Valley Express', which provides commuter transit service from the Santa Ynez Valley to various employment centers on the South Coast. This three-year pilot program is funded by the Congestion Mitigation and Air Quality (CMAQ) program. It should be noted that the population centers of Solvang and Buellton are using all their TDA funding for transit; therefore, only the unincorporated area has TDA funding for transit.</p>				
		FY 06/07	FY 07/08	FY 08/09
Total Operating Cost Per Bus Hour (Actual Valley Express: FY 04/05)		\$103.80	\$103.80	\$103.80
Total Hours (4 hours X 312 days)		1248	1248	1248
Total Operating Cost for New Service		\$129,542	\$129,542	\$129,542
Total Passengers Per Hour (Based on UTN Requests in unincorporated Santa Barbara County)		1	1	1
Total Hours		1248	1248	1248
Average Fare Per Passenger (Based on Valley Express figures for FY 04/05)		\$5.93	\$5.93	\$5.93
Total Revenue from New Service		\$7,400.64	\$7,400.64	\$7,400.64
Criteria #6: Does the Proposed Service reach a 20% Farebox Recovery within 3 years?		5.71%	5.71%	5.71%
Farebox Recovery Ratio for Systemwide Service (Based on Actual FY 04/05 for Valley Express)		56.80%	56.80%	56.80%
Criteria #4: When it is considered separately, does the Farebox Recovery for the additional service vary by more than 20% from the average for the type of service provided by the operator?		89.94%	89.94%	89.94%

SERVICE EXPANSION CONTINUED

⊖	1	Expanded Breeze service to loop from Santa Maria to Lompoc to the Santa Ynez Valley
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UNMET TRANSIT NEED: Yes

REASONABLE TO MEET: Not Reasonable to Meet

Based on current available ridership data, the request is not reasonable to meet due to Criteria 6. Further analysis of the request is also being examined with the concurrent development of the North Santa Barbara County Transit Plan.

It should be noted that the Breeze was created as a 3-pilot program with funding from CMAQ. Expansion/continuation of the Breeze service should be assessed at the end of the initial three-years of service to examine the sustainability without CMAQ.

	FY 06/07	FY 07/08	FY 08/09
Total Operating Cost Per Bus Hour (Actual Breeze Figure: FY 04/05)	\$90.91	\$90.91	\$90.91
Total Hours (3 hours X 250 days)	750	750	750
Total Operating Cost for New Service	\$68,183	\$68,183	\$68,183

Total Passengers Per Hour (Based on Breeze Ridership for FY 04/05)	7.5	7.5	7.5
Total Hours	750	750	750
Average Fare Per Passenger (Based on Actual FY 04/05 for Breeze Service)	\$1.17	\$1.17	\$1.17
Total Revenue from New Service	\$6,581	\$6,581	\$6,581

Criteria #6: Does the Proposed Service reach a 15% Farebox Recovery within 3 years?*	9.65%	9.65%	9.65%
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Farebox Recovery Ratio for Systemwide Service (Based on Actual FY 04/05 for Breeze Service)	9.70%	9.70%	9.70%
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Criteria #4: When it is considered separately, does the Farebox Recovery for the additional service vary by more than 20% from the average for the type of service provided by the operator?	0.49%	0.49%	0.49%
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▲ ⊖	1	Expanded Breeze service to evenings and Saturdays
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UNMET TRANSIT NEED: Yes

REASONABLE TO MEET: Not Reasonable to Meet

Based on current available ridership data, the request is not reasonable to meet due to Criteria 6. Further analysis of the request is also being examined with the concurrent development of the North Santa Barbara County Transit Plan.

▲ NCTP	✓ COAST	⊖ SBCAG PH	◇ SMAT	+ SYV FG	■ Telephone/Email/Input Form
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SERVICE EXPANSION CONTINUED

✓ ⊖ ◇	4	Increased SMAT service to Allan Hancock College
UNMET TRANSIT NEED: No, need met through service expansion in January 2006		
In January 2006, SMAT increased service to Allan Hancock College by improving frequencies on route 7 to every 30 minutes on weekdays and weekends. SMAT will be examining improving frequency on Route 5 to every half hour during peak periods to provide additional service to Allan Hancock College. Increased publicity of the new schedule may be in order.		
▲ ⊖	5	Increased and more frequent SMAT service for elementary and high schools (specifically Pioneer High School)
UNMET TRANSIT NEED: No, need met through service expansion in January 2006		
In January 2006, SMAT increased service frequency on Route 3 to every half hour which reaches Pioneer Valley High School. SMAT now provides an intensive level of service to Pioneer High School. SMAT is being proactive to engage area Middle Schools in discussing how SMAT maybe be better able to serve their campuses in the future. Increased publicity of the new schedule may be in order		
⊖	Additional service to address overcrowding on SBMTD's Routes 1 and 2, 6 and 11	
Requests are for additional service to address overcrowding on MTD's Lines 1 and 2, 6, and 11. TDA funding on the South Coast is fully expended by MTD.		
UNMET TRANSIT NEED: Not applicable		
Since SBMTD expends all TDA funding for transit purposes, this request will be forwarded to MTD to be considered as part of future improvements to their system.		

▲ NCTP	✓ COAST	⊖ SBCAG PH	◇ SMAT	+ SYV FG	■ Telephone/Email/Input Form
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SERVICE EXPANSION CONTINUED

✓◇	8	Additional service to address overcrowding on SMAT buses
General comments received via COAST and SMAT surveys.		
UNMET TRANSIT NEED: No, need will be met through expanded service in FY 06/07		
SMAT will be acquiring six (6) new vehicles which will be implemented along various routes that experience high volumes. These vehicles will be in service in Summer 2007. SMAT also increased weekday frequencies on Routes 3, 7 and 8 to every half hour in January 2006.		

⊖	1	Expanded service to Blosser Mobile Home Park south of Santa Maria Airport
UNMET TRANSIT NEED: No, need will be met through service improvement in FY 06/07		
SMAT will be implementing operational improvements in Summer 2006 to provide services to Village Mobile Home Park by re-routing Route 1B to provide hourly, bidirectional service in Summer 2006.		
Increased SMAT service north and east of Donovan Road and Miller Street areas (Submitted by SMAT RAC)		
Service request was made by SMAT RAC independent of testimony received by SBCAG public outreach		
UNMET TRANSIT NEED: No		
REASONABLE TO MEET: Not Reasonable to Meet		
The area is currently served by Routes 3 and 3F with half-hour frequencies.		
With a 20% farebox recovery ratio, and the impact of new service on the farebox ratio for this service and upon systemwide performance, this service is not reasonable to meet due to Criteria 4.		
Ridership projections for the area are very low at this time and the street network does not allow for productive transit services. SMAT will be monitoring the demand for service in this area.		
Increased SMAT service along W. Main St and Blosser Rd Corridors (Submitted by SMAT RAC)		
Service request was made by SMAT RAC independent of testimony received by SBCAG public outreach		
UNMET TRANSIT NEED: No, need will be met by expanded services in FY 06/07		
The area is currently served with Routes 2 and 20. SMAT will be implementing service improvements to Route 24 in Summer 2006 to address the request for increased service to W. Main Street and Blosser Road.		

SERVICE EXPANSION CONTINUED

Expanded SYVT service east of Highway 154 in the Santa Ynez Valley			
UNMET TRANSIT NEED: Yes			
REASONABLE TO MEET: Not Reasonable to Meet			
The area east of Highway 154 in the Santa Ynez Valley is rural and is not conducive for transit. With a 10.5% farebox recovery, and impact of new service on the farebox ratio for this service and upon systemwide performance, this service is not reasonable to meet due to Criteria 4 and 6.			
	FY 06/07	FY 07/08	FY 08/09
Total Operating Cost Per Bus Hour (Actual SYVT: FY 04/05)	\$51.22	\$51.22	\$51.22
Total Hours (12 hours X 250 days)	3000	3000	3000
Total Operating Cost for New Service	\$153,660	\$153,660	\$153,660
Total Passengers Per Hour	2	2	2
Total Hours	3000	3000	3000
Average Fare Per Passenger (Based on SYVT figures for FY 04/05)	\$1.34	\$1.34	\$1.34
Total Revenue from New Service	\$8,040.00	\$8,040.00	\$8,040.00
Criteria #6: Does the Proposed Service reach a 15% Farebox Recovery within 3 years?	5.23%	5.23%	5.23%
Farebox Recovery Ratio for Systemwide Service (Based on Actual FY 04/05 for SYVT)	10.50%	10.50%	10.50%
Criteria #4: When it is considered separately, does the Farebox Recovery for the additional service vary by more than 20% from the average for the type of service provided by the operator?	50.17%	50.17%	50.17%

NEW SERVICES

⊖	1	Weekend service from Vandenberg AFB to Lompoc and Santa Ynez Valley		
UNMET TRANSIT NEED: Yes				
REASONABLE TO MEET: Not Reasonable to Meet				
Based on current available ridership data, the request is not reasonable to meet due to Criteria 4 and 6. Further analysis of the request is also being examined with the concurrent development of the North Santa Barbara County Transit Plan.				
		FY 06/07	FY 07/08	FY 08/09
Total Fixed Route Operating Cost Per Bus Hour (Breeze figure for FY 04/05)		\$90.91	\$90.91	\$90.91
Total Hours (Total Revenue Hours for Los Alamos Transit in FY 04/05)		583	583	583
Total Operating Cost for New Service		\$53,001	\$53,001	\$53,001
Total Projected Passengers Per Hour for New Service (Based on number of UTN requests)		1	1	1
Total Hours		583	583	583
Average Fare Per Passenger (Los Alamos Transit Figure for FY 04/05)		\$1.47	\$1.47	\$1.47
Total Revenue from New Service		\$857.01	\$857.01	\$857.01
Criteria #6: Does the Proposed Service reach a 15% Farebox Recovery within 3 years?*		1.62%	1.62%	1.62%
Farebox Recovery Ratio for Systemwide Service (Based on Actual FY 04/05 for Los Alamos Transit)		4.10%	4.10%	4.10%
Criteria #4: When it is considered separately, does the Farebox Recovery for the additional service vary by more than 20% from the average for the type of service provided by the operator?		60.56%	60.56%	60.56%

⊖ 5 Transportation for Agricultural Workers in Santa Maria Valley

UNMET TRANSIT NEED: No

REASONABLE TO MEET: Not Reasonable to Meet

Public input was received regarding the need for transportation to the agricultural fields.

Currently, the County of Santa Barbara and City of Santa Maria are initiating a demonstration vanpool pilot program to provide agricultural workers with transportation to various agricultural fields and plants. This program will be monitored to assess its viability.

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 system-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.

✓ ⊖ 7 New Service from communities of Garey and Sisquoc to the Wal-Mart in Santa Maria

Requests are for morning departures from Garey and Sisquoc to the Wal-Mart in Santa Maria. Transit service between Santa Maria and the communities of Garey and Sisquoc currently does not exist. The speaker in Santa Maria referred to a petition requesting this service, but no petitions have yet been received.

UNMET TRANSIT NEED: Yes

REASONABLE TO MEET: Not Reasonable to Meet

Public transit does not service particular establishments such as Wal-Mart.

Based on current available ridership data, the request is not reasonable to meet due to Criteria 6. Further analysis of the request is also being examined with the concurrent development of the North Santa Barbara County Transit Plan.

	FY 06/07	FY 07/08	FY 08/09
Total Operating Cost Per Bus Hour (Actual Los Alamos Transit: FY 04/05)	\$40.26	\$40.26	\$40.26
Total Hours (Based on Los Alamos figures)	583	583	583
Total Operating Cost for New Service	\$23,472	\$23,472	\$23,472
Total Passengers Per Hour (Based on Los Alamos Ridership for FY 04/05)	1.1	1.1	1.1
Total Hours	583	583	583
Average Fare Per Passenger (Los Alamos Transit Figure for FY 04/05)	\$1.47	\$1.47	\$1.47
Total Revenue from New Service	\$943	\$943	\$943
Criteria #6: Does the Proposed Service reach a 15% Farebox Recovery within 3 years?*	4.02%	4.02%	4.02%

*Required Farebox Recovery Ratio of 15%

VII. RESPONSES TO COMMENTS RECEIVED

Board and Public Comments

Following the staff presentation at the May 19, 2006 Board meeting, board members provided staff with comments. The comments and staff response are provided below:

Comment: Evaluate Needs assessment based on Census data

Response: Assessment of Population Characteristics for Santa Barbara County, including data provided by the U.S. Census Bureau, is provided in Section III of the 2006 Transit Needs Assessment.

Comment: Elaborate on discussion of the North County Transit Plan

Response: Narrative describing the objective and schedule of the North Santa Barbara County Transit Plan is included in this staff report with additional information and analysis provided in Section IV of the Transit Needs Assessment

Comment: Including discussion of fuel prices in surveying the community for unmet transit needs

Response: There is anecdotal evidence that public interest in regional transit services such as the Clean Air Express and Coastal Express have increased as a result of the recent steep increases in the cost of gasoline. This situation is fairly recent and it is too early to tell if these price hikes will be sustained. In addition, transit agencies will likely be impacted by increased operating cost caused by higher fuel prices. Staff will include narrative pertaining to potential impact fuel prices would have on a rider's travel habits as part of surveys included in the 2007 Transit Needs Assessment outreach.

The following are comments received from Public testimony at the May 19 Board Hearing: March Chytilo, representing Our Children's Earth Foundation, Committees for Land, Air, Water and Species, Jesus Estrada, and David Pierce:

Comment: Continued concerns with the Transit Needs Assessment including an passive process

Response: Disagree, an extensive public outreach process was conducted that provided nearly 300 transit needs comments or surveys. These requests were organized by staff and reviewed by transit operators and by the Santa Barbara County Transit Advisory Committee to assess the needs of the community. Staff's job is to assess unmet transit needs identified through the outreach process.

Comment: Assessing needs on number of UTN requests misleading

Response: Disagree. Reasonableness to meet analysis for some requests were based on number of UTN requests because the figures were a reasonable assumption for the number of riders the service would address

Comment: There are substantial transit needs

Response: Yes, there are many unmet transit needs that staff identified evaluated in this year's assessment based on testimony received through the public outreach process. Mr. Chytilo also referenced staff communication with Mr. Cliff Chambers, Consultant. Staff responses to Mr. Chambers comments are located at the end of this section.

Additionally Mr. Chytilo submitted correspondence to the SBCAG Board regarding the 2006 Transit Needs Assessment. Comments and staff response are as follows:

Comment: Errors in Fact and Untenable Assumptions;

Response: Staff corrected minor errors identified by Mr. Chytilo that will be included in the final version of the document.

Comment: Failure to Assess Population and Assess Adequacy of Existing Services

Response: The Transit Needs Assessment identifies the transit demand based on upon public input received through the outreach process. Staff cannot make assumptions of potential transit demand solely based upon demographic data. The Transit Needs Assessment identifies existing transit and transportation services that exist in Santa Barbara County to provide members of the community with a synopsis of available services. Staff's job is to assess unmet transit needs identified through the outreach process, not to identify programs to meet an unknown transit need or address all potential transportation needs in the county

Comment: Improper Creation of Barriers to Findings of Reasonable to Meet:

Response: Disagree. Staff evaluated the reasonableness of unmet transit needs based upon the most recently adopted definition of Reasonable to Meet, adopted in January 2006 by the SBCAG Board. This approach is prescribed by statute. A major element to the Reasonableness to Meet criteria is a services ability to meet 20% farebox recovery ratio, which is a common measure of a new or existing transit service. Variables associated with assessing this performance measure include: operating cost, ridership, and passenger fare. Requests for new or additional services were measure based upon figures available from operators and existing services. Barriers were not created with the new definitions. In fact, criteria identified were modified by SBCTAC to evaluate a service's ability to be effective and staff applied the criteria in this manner.

Comment: SBCAG has Authority to Fund Any New or Expanded Transit Service Under the TDA:

Response: Disagree, SBCAG is required to conduct an assessment of transit needs in Santa Barbara County on annual basis per the Transportation Development Act. It is SBCAG's responsibility to adopt findings of any unmet transit needs that may be reasonable to meet. If there are unmet transit needs found reasonable to meet, then the jurisdiction in which the need was identified must allocate Local Transportation Funds to rectify that unmet transit need prior to allocation of LTF funds for non-transit purposes, such as streets and roads. If it is determined that there are not any unmet transit needs that are reasonable to meet within a jurisdiction, that does not mean that a jurisdiction cannot utilize LTF for transit purposes. In fact that is quite the contrary for many requests that have been determined not reasonable to meet. Jurisdictions have been proactive in their planning efforts to utilize LTF funding for many unmet transit needs determined not reasonable to meet by the SBCAG Board.

Comment: TDA Permits Funding of "Transportation Services" to Farmworkers:

Response: The request for transportation for Farmworkers in the Santa Maria Valley 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. While farmworkers may have a transportation need, it is not one suitable to be addressed by general public transit services. Additionally, such a service is not reasonable to

meet due to Criteria 2 of the Reasonable to Meet definition which addresses safety issues associated with providing a service. With that said, the City of Santa Maria and the County of Santa Barbara are initiating a demonstration vanpool pilot program to provide agricultural workers with transportation to various agricultural fields and plants.

Comment: North County Transit Plan Implementation Funding

Response: The referenced North County Transit Plan is currently being prepared and is tentatively scheduled for adoption in August 2006. SBCAG as the Regional Transportation Planning Agency for Santa Barbara County must submit unmet transit needs findings to the California Department of Transportation by August 15 of each year. It is not reasonable for SBCAG to set aside funding for implementation of recommendations per the North County Transit Plan if recommendations are not known at this time. Results of the North County Transit Plan will be evaluated as part of the 2007 Transit Needs Assessment.

Comment: Defer to Santa Barbara County Transit Advisory Committee

Response: SBCAG Staff has actively engaged SBCTAC on all elements associated with the Transit Needs Assessment, as per the Transportation Development Act. SBCTAC's regularly scheduled meeting for June is on June 13, 2006. Recommendations from the June 13 SBCTAC meeting will be presented to the SBCAG Board of Directors their consideration at their June 15 meeting.

Alex Pujo, COAST:

Comment: Number of households with one or no vehicles

Response: Mr. Pujo referenced a data table included the 2006 Transit Needs Assessment. The Transit Needs Assessment findings were based upon input received from the community through the public hearing process. Staff cannot make assumptions of transit needs within a jurisdiction based upon how many vehicles have one or no vehicles available.

Larry Bean, City of Lompoc:

Comment: Lompoc is continuing to provide new and improved services through City of Lompoc Transit. These services include Medical Bus Service to Santa Barbara and expansion of service hours.

Response: The service improvements that Mr. Bean identified are included in the 2006 Transit Needs Assessment.

Jesus Estrada:

Comment: Requested information on status of Pilot Vanpool Program for Farmworkers in Santa Maria Valley

Response: County Counsel and County of Santa Barbara staff provided an update that County staff was working very closely with Enterprise Rent-A-Car in initiating the service. There will be a community meeting in July to present the project.

Rick Sweet and Joe Rye with the City of Santa Maria:

Comment: Provided an update of Santa Maria Area Transit's recent and future service improvements, which include new routes, increased service frequencies and new bus capital purchases.

Response: The service improvements that Mr. Sweet and Mr. Rye identified are included in the 2006 Transit Needs Assessment.

Advisory Committee Members

Additionally, staff received requested modifications to the Transit Needs Assessment from members of advisory committees. Comments are as follows:

Steve Maas, SBMTD:

Comment: Add the Valley Express as a commuter service in the Existing Transportation Services tables (Pages 32 and 35).

Response: Staff addressed request.

Comment: Modifying Easy Lift's ridership figures to reflect total passenger trips provided, not just ADA trips (Page 37).

Response: Staff addressed request.

Matt Dobberteen, County of Santa Barbara:

Comment: Modifying the TDA allocation trend table on page 39 to reflect all of the County's allocations to transit.

Response: Staff addressed request that also resulted in modifications to City of Lompoc and City of Santa Maria due to funding agreements between the County and the cities for providing services in unincorporated areas of Santa Barbara County.

Richard Fernbaugh, City of Lompoc:

Comment: Updating COLT ridership figures on page 37 to reflect actual fiscal year data.

Response: Staff addressed request and also modified COLT ridership chart on page 24.

History of Advisory Committee Review

Technical Transportation Advisory Committee

Staff presented the summary of requests received for the 2006 Transit Needs Assessment on April 6, 2006 and distributed the Draft Transit Needs Assessment recommendations for review. No input was provided at the April 6th TTAC meeting.

Staff presented the draft findings at the May 4 TTAC meetings and received a suggestion that a section on the North County Transit Plan be added to the staff report.

Response to TTAC Input

A section on the North County Transit Plan was added to the staff report

Santa Barbara County Transportation Advisory Committee

Staff presented the Draft Transit Needs Assessment recommendations to the SBCTAC on April 11, 2006. Following review of the recommendations, SBCTAC provided the following input:

- Request for additional analysis for earlier service requests on COLT and SMAT systems as well as request for service from Santa Ynez Valley to Lompoc and Santa Maria

Staff Response: Reasonable to meet analysis is included in the Transit Needs Assessment

- Clarification on unmet transit needs assessment regarding request for additional service on SBMTD Routes 1 and 2, 6 and 11 and request for shorter headways on SYVT.

Staff Response: Since TDA funds being fully allocated for transit on the South Coast, the request for additional MTD service will be sent to MTD but it is not applicable to the Transit Needs Assessment. SYVT provides bi-directional service on the Highway 246 stretch at 45 minute headways.

- Minor revisions located throughout report

Staff Response: Staff has edited portions of the report per recommended changes by committee members.

In addition there was confusion as to the reason for 'reasonable to meet' determination for requests that are not deemed to be unmet transit needs. The reason for this determination was based upon direction from legal counsel to assess reasonableness of any request for service.

Staff presented the Draft Transit Needs Assessment recommendations with revisions to SBCTAC again on May 9, 2006. Following review of the recommendations, SBCTAC provided the following input:

- Comments on project data used in the Reasonable to Meet analysis

Staff Response: Data used as part of the Reasonable to Meet analysis varies per request as noted in the analysis for each finding.

- Highlighting connections to the Clean Air Express through connector systems

Staff Response: The topic of providing connections with local services to regional services is being evaluated as part of the North Santa Barbara County Transit Plan.

- Recommending transit advocates attending SMAT Riders Advisory Committee meetings

Staff Response: Staff agrees. The SMAT RAC is another opportunity for advocacy of new or improved transit services.

- Providing transit service to the Food Bank in Santa Maria

Staff Response: This request will be analyzed as part of the 2007 Transit Needs Assessment.

- Highlighting overcrowding on Santa Barbara MTD's Line 11

Staff Response: The request was included as part of Chair Lowen's testimony to the SBCAG Board at the February 2006 hearing. Additionally, MTD staff mentioned coordination between MTD and other agencies to addressing the need with improvements expected in Fiscal Year 2006-7 with additional funding.

- Having riders advocate to San Luis Obispo Council of Government's Board on inter-county services

Staff Response: Staff agrees. Providing additional input to agencies in San Luis Obispo County is also helpful and vital since interregional services between Santa Barbara and San Luis Obispo counties if provided by San Luis Obispo Regional Transit Authority.

Staff Responses to Questions and Comments by Cliff Chambers regarding Draft 2006 Transit Needs Assessment - Comments Received May 11, 2006

Reverse Commute from South Coast to Lompoc and Santa Maria

Comment: Total Operating Cost Per Bus Hour - 'is this based on TDA defined Vehicle_Revenue Hours?'

	FY 06/07	FY 07/08	FY 08/09
Total Fixed Route Operating Cost Per Bus Hour (Actual Clean Air Express: FY04/05)	\$172.81	\$172.81	\$172.81

Staff Response (SR): No, based on actual figures for Clean Air Express in FY 04/05.

Comment: Projected Passengers Per Hour - 'Not a valid methodology for demand estimation'

	FY 06/07	FY 07/08	FY 08/09
Total Projected Passengers Per Hour for New Service (Based on number of UTN requests)	6	6	6

SR: Disagree. Assessment determined by number of requests received via the 2006 Transit Needs Assessment public outreach process.

Los Alamos to Lompoc and Santa Ynez Valley

Comment: Total Operating Cost Per Bus Hour - 'This seems very low for an intercity service'

	FY 06/07	FY 07/08	FY 08/09
Total Fixed Route Operating Cost Per Bus Hour (Los Alamos Transit for FY 04/05)	\$40.26	\$40.26	\$40.26

SR: Based on actual operating cost figures for Los Alamos Shuttle in Fiscal Year 04/05.

Comment: Total Passengers Per Hour - 'Why is this different than the other demand estimation of UTN requests'

SR: Service requested is very similar to existing Los Alamos Shuttle which serves Santa Maria to Los Alamos which is why staff used the Los Alamos ridership figure.

Vandenberg AFB to Lompoc and Santa Ynez Valley

Comment: Operating Cost Per Bus Hour – ‘Here the "Breeze figure for 2004/05" operating cost per hour is \$40.26 and in next tab" Expanded Breeze Service to Loop" it is \$90.91. Which is correct?’

SR: The correct figure is \$90.91 which is the figure for Breeze service from FY 04/05. With the correction to operating cost per hour, figures were modified within the analysis that made the request not reasonable to meet also based on Criteria 4.

Comment: Total Hours – ‘Why does this say Los Alamos Transit if the Breeze Operating Cost per Hour is being utilized.’

SR: The type of service necessary would resemble the Breeze due to its intercity nature. Staff assumed low hours of service similar to Los Alamos.

Comment: Total Passengers Per Hour (1 riders/hour) – ‘In my opinion this is not an appropriate basis for demand estimation. Do you agree’

SR: Staff does not agree. Los Alamos ridership per hour for FY 04/05 was 1.1 riders per hour and the requested service would likely have similar ridership.

Comment: Farebox Recovery for Systemwide Service – ‘Please see comment above on Breeze versus Los Alamos above.’

SR: The correct figure is \$90.91 which is the figure for Breeze service from FY 04/05.

Expanded Breeze Service to Lompoc and Santa Ynez Valley

Comment: Total Operating Cost Per Bus Hour (\$90.91/hr) – ‘To be fair, one would expect some inflation figure here. Is this the marginal cost per hour or the total cost per hour? As I understand it, the service was only operated approximately two months in FY 2004/05. Wouldn't a more realistic basis be the first quarter of 2006?’

SR: The figure is total cost per hour. Staff does not agree that a more realistic basis be the first quarter of 2006.

Comment: Total Passengers Per Hour (7.5 Passengers/hr) – ‘I have heard anecdotally that the Breeze has received higher than expected ridership. What is the productivity of a recent month? Quarter? New services tend to increase over the first two years. This is not reflected here.’

SR: Farebox Recovery for 1st quarter of calendar year 2006 is 13%. Staff does not agree with having the most recent quarter as a variable for analysis.

Comment: Criteria 6: Why is FBR of 20% required as some of this service is outside the urbanized area. For example, SLORTA in San Luis Obispo County has combined rural-urban system recovery cost of 16.2%

SR: Staff agrees and has changed the farebox recovery required to 15%.

Farebox Recovery for Systemwide Performance - Again, what was the FBR the first quarter of calendar year 2006? Basing farebox recovery on the first two months of operation does not seem reasonable.

SR: Farebox recovery for the first quarter of Calendar Year 2006 was 13%.

Expanded Santa Ynez Valley Transit Service East of Highway 154

Comment: Total Passengers Per Hour – ‘No description on total passengers per hour was derived’

SR: Figure was derived by estimating that ridership would be half of actual ridership per hour for Santa Ynez Valley Transit in FY 04/05.

Expanded Santa Maria Area Transit (SMAT) Service an hour earlier or later

Comment: Total Hours Per Route – ‘Does not make sense’

	FY 06/07	FY 07/08	FY 08/09
Total Hours Per Route (1 hour X 250 days)	255	255	255

SR: There is a correction to the total hours per route figure. Correct figure is 250 hours. With the correction to operating cost per hour figures were modified accordingly.

SBCAG Board Adoption

The Transit Needs Assessment and recommended findings of unmet need and reasonable to meet, were presented to the Board for consideration of approval at the June 15, 2006 SBCAG Board meeting. The SBCAG Board approved the Transit Needs Assessment and adopted Resolution #06-14 (see next page), approving the findings of unmet need and reasonable to meet.

RESOLUTION OF THE SANTA BARBARA
COUNTY ASSOCIATION OF GOVERNMENTS

TRANSIT NEEDS ASSESSMENT)	RESOLUTION NO. 06-14
FINDING OF UNMET NEED AND)	
<u>REASONABLE TO MEET</u>)	

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

WHEREAS, Public Utilities Code Section 99401.6 provides that the Association of Governments may allocate Transportation Development Act funds for non-transit purposes only after making a finding that there are no unmet transit needs within the jurisdiction of the claimant that are reasonable to meet by establishing or contracting for new public transportation services; and

WHEREAS, the Association of Governments has adopted Resolution No. 06-01 specifically defining the terms "unmet transit needs" and "reasonable to meet"; and

WHEREAS, the Association of Governments has received claims from the County of Santa Barbara and the cities of Lompoc and Santa Maria for the allocation of Transportation Development Act funds for Fiscal Year 2006-2007 for non-transit uses; and

WHEREAS, the Association of Governments has held two noticed public hearings to receive testimony and comments on the existence of unmet transit needs within Santa Barbara County and two meetings to receive testimony on the staff recommendation; and

WHEREAS, the Santa Barbara Metropolitan Transit District, which provides transit service, Easy Lift Transportation Inc., which provides paratransit and CTSA service to the southern portion of the county, and SMOOTH, which provides CTSA

service to the Santa Maria Valley area, and the cities of Buellton, Guadalupe and Solvang have claimed all of their apportionment of Local Transportation funds under the Transportation Development Act for transit and paratransit purposes for Fiscal Year 2006-2007; and

WHEREAS, all allocations made by the Association of Governments within the SBMTD/Easy Lift service area will be directly related to public transit services, specialized transit services, or facilities provided for the exclusive use of pedestrian and bicycling facilities; therefore an unmet needs finding regarding requests for service in this area is not required pursuant to Section 99401.5 of the Public Utilities Code; and

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

WHEREAS, the Association of Governments has consulted with SBCTAC in the development and preparation of findings of unmet transit needs; and

WHEREAS, a transit needs assessment report was prepared that documents the nature of the transit dependent population, memorializes testimony at the SBCAG public hearings on unmet transit needs, provides the staff assessment of the testimony, presents findings on unmet transit needs, and documents the consideration of these issues by the advisory councils and committees; and

WHEREAS, all transit needs expressed through the public process were reviewed and evaluated according to SBCAG's definition of "unmet transit needs" and criteria for determining whether unmet transit needs are "reasonable to meet;" and

NOW THEREFORE, IT IS HEREBY RESOLVED THAT the Santa Barbara County Association of Governments finds that for Fiscal Year 2006-2007, there are no unmet transit needs that are reasonable to meet for the County of Santa Barbara, and the cities of Buellton, Guadalupe, Lompoc, Santa Maria, and Solvang beyond those identified below.

BE IT FURTHER RESOLVED THAT in making this finding, the Santa Barbara County Association of Governments has determined, based on the findings of the Transit Needs Assessment, which is incorporated by reference, that:

1. There are “unmet transit needs” that are not “reasonable to meet” (as addressed in the findings of the Transit Needs Assessment and incorporated by reference) as follows:

Commuter service

- Reverse commute from South Coast to Lompoc and Santa Maria

Intercommunity service

- Los Alamos to Lompoc and Santa Ynez Valley
- Santa Ynez Valley to Lompoc and Santa Maria
- Wednesday service from Santa Maria to Santa Ynez Valley

Earlier service hours

- City of Lompoc Transit
- Santa Maria Area Transit

Later service hours

- City of Lompoc Transit

Increased service frequency: Routes 1, 4/40, 24 and 5

- Santa Maria Area Transit

Increased service frequency

- Santa Ynez Valley Transit

Service expansion

- Santa Ynez Valley to Santa Barbara on evenings and Saturdays
- Breeze service to loop from Santa Maria to Lompoc to the Santa Ynez Valley back to Santa Maria
- Breeze service to evenings and Saturdays

Service expansion – East of Highway 154 in the Santa Ynez Valley

- Santa Ynez Valley Transit

New Services

- Weekend service from Vandenberg Air Force Base to Lompoc and Santa Ynez Valley
- Service from communities of Garey/Sisquoc to shopping centers in Santa Maria

2. The following are “not” unmet transit needs (as addressed in the findings of the Transit Needs Assessment and incorporated by reference), as they will be met through new or expanded services that are planned and programmed in FY 2006-07 as follows:

Later service hours

- Santa Maria Area Transit

Service expansion – Overcrowding on buses

- Santa Maria Area Transit

Service expansion – Blosser Mobile Home Park

- Santa Maria Area Transit

Service expansion – W. Main Street and Blosser Road Corridors

- Santa Maria Area Transit

3. The following are “not” unmet transit needs (as addressed in the findings of the Transit Needs Assessment and incorporated by reference):

Intercommunity service

- Mid-day service from Santa Maria to Santa Barbara Veteran’s clinic

Increased service frequency – Santa Maria to Grover Beach

- San Luis Obispo Regional Transit Authority

Service expansion – Allan Hancock College

- Santa Maria Area Transit

Service expansion – Elementary and High Schools (specifically Pioneer High School)

- Santa Maria Area Transit

Service expansion – Donovan Road and Miller Street Area

- Santa Maria Area Transit

Farm Labor Transit

- Santa Maria Valley

BE IF FURTHER RESOLVED, that SBCAG has determined that those transit needs found to be reasonable to meet will be met during FY 2006-07 through new or expanded transit services; and

BE IT FURTHER RESOLVED THAT the Santa Barbara County Association of Governments may make allocations of TDA funds for streets and roads purposes pursuant to Public Utilities Code Section 99401.5 to the County of Santa Barbara and the cities of Lompoc, and Santa Maria.

PASSED AND ADOPTED this 15th of June, 2006 by the following vote:

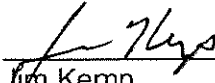
AYES: Supervisors Carbajal, Centeno, Firestone, Rose; Mayors Alvarez, Blum, DeWees, Wallis; Councilmembers Hicks, Jordan, Mariscal, Skytt

NOES: None

ABSENT: Supervisor Gray

ABSTAIN: None

ATTEST:

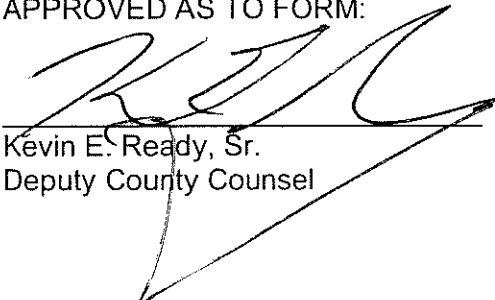


Jim Kemp
Executive Director



Joe Centeno, Chair
Santa Barbara County
Association of Governments

APPROVED AS TO FORM:



Kevin E. Ready, Sr.
Deputy County Counsel