

STAFF REPORT

SUBJECT: Transit Needs Assessment

MEETING DATE: February 8, 2005

AGENDA ITEM: 5

RECOMMENDATION:

Receive information

DISCUSSION:

There were twelve speakers at the Unmet Transit Needs public hearing held on January 20th, 2005 in Santa Maria. Two transit advocates, one social justice advocate, one car advocate, six persons representing agricultural workers, one person representing seniors and one person representing the disabled, with the last two speakers also being members of NCTAC, presented testimony at the public hearing. It should be noted that Spanish language translation was available at the public hearing. A summary of the comments are located in Attachment 1. In general, advocates called for all TDA funds to be allocated to transit service, agricultural workers requested service from Santa Maria to the agricultural fields. There was also a request for improved Sunday service (providing later hours) and comments regarding efficient and effective transit service where feasible.

A total of seven emails/letters of correspondence have been received as of February 1, 2005. Copies of this correspondence are located in Attachment 2. In general, the comments center on the request for improved commuter service and service for agricultural workers to get to the fields, i.e., their places of employment.

Additional focus group information has been received from LOVARC, since the January SBCTAC meeting. LOVARC and these focus groups represented disabled persons in the Lompoc area. A summary of the group comments are located in Attachment 3. Of note, the focus groups were satisfied with the general local service, requesting some service improvements, with a focus on intercommunity or service to communities and activities outside the Lompoc area such as Santa Maria, Solvang and Gaviota State Beach.

STAFF CONTACT: Ruth Garcia, Michael Powers

Member Agencies

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

ATTACHMENT 1

**Summary of Public Hearing Testimony
Unapproved Draft Minutes**

Chair DeWees opened the public hearing at 10:00 a.m. He noted that SBCAG staff, Jonathan Whitt would be translating.

Corrine Bernstein requested that the Sunday bus run until 6:00 p.m. since people were getting stranded. She also requested help for the elderly, children and anyone else who couldn't drive and thanked Joe Rye and Ruth Garcia for their work.

Supervisor Centeno responded that her concerns were conveyed to SMAT.

Jessica Sheeter, director of COAST, said that their goal was to meet the needs of the community in the area of transportation choices and well planned communities. She noted that in the focus groups many people were requesting later bus services and more frequent stops, transportation for farmworkers and their children. Ms. Sheeter said that they had conducted over 300 surveys of farmworkers and that during an initial review had found out that the farmworkers were not satisfied with the current transportation. It was not safe or dependable. In the survey the farmworkers were asked how often they work in the area and 85 percent said all year. She also stated that 90 percent did not have drivers' licenses. She stated that several focus groups were held and that additional stops along Hwy 166 were requested.

Jesus Estrada requested transportation for farmworkers to their employment and for their families. He said that they live too far from the current transit stops and are having difficulty getting to work.

Barry Stotts thanked for the service from Lompoc to Santa Maria. He said he wanted to address the focus groups vs. work force groups and where this could go in the future in addressing transportation needs. He thanked Caltrans for completing the Stowell and Donovan projects. He also said thanks for having transportation from Los Alamos to Santa Maria. Mr. Stotts thanked NCTAC and SBCTAC for their efforts to meet transportation needs.

Laurel Sosa addressed the need for transportation to stores and work. She said that there were certain bus routes, such as Betteravia, that were not able to get people taking transit to their employment. She said that buses are needed for transportation to the hospitals since most of the time they are full and people miss their appointments.

Supervisor Gray said she wanted to know more about transportation needs to stores.

Ms. Sosa said that part of the problem was that the buses only stop every hour on those routes.

Supervisor Gray asked if the buses were available but the problem was the infrequencies.

Ms. Sosa replied that was correct and she also made a request to have the buses run later.

Herculano Lopez said he had been a strawberry picker for 11 years and had just recently changed jobs. He said the majority of his family were farmworkers and said there was a necessity for transit service. He said the most changes needed were

located on Telephone Road. He said he has to get up very early to get to work on time and up late to get his family home.

Councilmember Mariscal asked why it was Telephone Road in particular.

Mr. Lopez responded that a majority of the people he knows and his family work in that area at a place called Sunrise and that many people he knows have to get up early to get to work on time.

Councilmember Mariscal asked where from.

Mr. Lopez said he lived on Morrison and worked for a roofing company in that area.

Juliana Lopez said she was requesting transit to work.

David Fortson, SBCAN, thanked SBCAG staff for their efforts in presenting findings to the board and for providing Spanish translation. He recommended that SBCAG look at having head phones that transcribe in real time to help speed up the SBCAG meetings. He said he had advocated for three years to use all TDA funds for transit and for three years there have been legal excuses. He asked why Lompoc and Santa Maria should be shortchanged and that it was clear that roads need funding but not at the expense of those that need transportation. He said that Measure D was critical to the County and that the ongoing package of diverting funds causes great concern. He said that they were requesting that the unmet transit needs be funded in the north county and the south county.

Scott Wenz, Cars are Basic, said he had been looking at transportation issues for the last 7 ½ years. He said funds are being used for bicycle paths where they are not needed. He said he hoped that the Board would look rationally at the transportation needs and that transit needed in certain areas does not mean they should have fifteen minute runs.

Mr. Wenz commented on his own as a citizen. He said the issues the board was facing with farmworkers were what were faced in the south county in the 1950s. He said the issue was answered by having a program called the Brocero program. He said that the people were brought to the United States under legal contracts and were transported as part of their contracts. He urged the board to put pressure on whatever agencies are necessary to start a program where people are properly brought into the US and are properly housed and transported.

Supervisor Carbajal stated that Mr. Wenz made some assertions that were incorrect.

Mr. Kemp said that in the south part of the county all of the TDA funds are apportioned to MTD and are used only for transit purposes. A small 2 percent is set aside for bikeway projects apportioned to the cities and county and can only be used for bikeway or pedestrian type projects.

Supervisor Carbajal asked if any TDA funds were going into the Summerland or Ortega Hill bikeway projects.

Mr. Kemp said not that he was aware of.

Alex Pujo presented a slide that showed the areas in the county that TDA funds are used for transit. He said that the important part was that 3 million dollars are diverted from transit in the north county. He said that COAST has tried to gather more testimony and bring the voice to speak to the SBCAG board. He asked what the reasons were that the funds are not being used for transit. He said that there has been testimony that has been repeated over and over and that most of the requests were the same, longer hours later in the day with more frequency. He said he appreciated that the issues of the farmworkers have been heard several times. Mr. Pujo said that the Guadalupe Flyer makes no stops, specifically at the Vista Bonita School.

Augustina Martinez asked that the Board consider expanding transit for the ag workers and said she was one herself and said she found it extremely difficult to get work. She said as a parent she worries about the families and her children. She asked that the board consider expanding service and said she was eager to hear the board's response as a result of the hearings.

There being no additional public comments the hearing was closed at 11:00 a.m.

Mr. Powers said the next step would be to examine the testimonies given and letters received and then discuss them with the transit advisory council. He said this would be considered by the board at a future meeting in March or April.

Supervisor Firestone asked if staff could survey other areas to see how we stand up and might possibly improve this process.

Supervisor Carbajal thanked everyone who came out and spoke. He said he was the son of a farmworker.

ATTACHMENT 2

Emails / Letters of Correspondence

RITA REGNIER-YVARRA

JAN 19, 2005

Michael Powell
Deputy Director
Santa Barbara Association
of Governments
260 North San Antonio
Santa Barbara, California

RECEIVED
2005 JAN 24 P 2:31

Santa Barbara County
ASSOCIATION OF
GOVERNMENTS

re: Transit Development Act Funds
Farmworkers' transit needs

Dear Mr. Powell,

I am writing in support of a substantial allocation of Transit funds for the provision of transportation for farmworkers to and from work.

Farmworkers, particularly in the North County, are not a small special interest group. People who work in the fields and related industries make up a large part of our population. In addition, not only are they the backbone of a major County industry, they literally put food on the tables of American families.

If government funds can, correctly, be used to meet the transportation needs of the elderly and disabled, who could also be called a special interest group, then surely the large number of farmworkers also qualify.

Providing safe vehicles for workers will help prevent accidents and driving illegally without proper licensing, which I assume eats up taxpayer dollars when prosecuted. Unsafe drivers will be kept off the roads; they'll be riding buses, etc.

I urge all members of the Association to vote to allocate a substantial portion of the gas tax funds to purchase and maintain vehicles to be used to transport farmworkers, and people working in related farm industry jobs, to and from work at a very low affordable fee. This use of gas tax money is desperately needed, a benefit to our community at large and meets the requirement for "unmet-transit needs."

Mr. Powell, would you please see that a copy of my letter is given to each member of the Association prior to their vote on this matter? Thank you.

Rita Regnier-Yvarra
Santa Maria

A. Regnier-Yvarra

cc: Supervisor Joe Centeno

Thursday, January 27, 2005 3:23 AM

Dear People,

At the suggestion of a friend, I am sending you my comments about this issue (see below). I was responding to a couple of stories, one in a small local e-newsletter, and one in the Santa Maria Times (at bottom). As far as I am concerned, our government needs to stop trifling with these people's lives. They are an essential part of our economy; we need to make it easier for them to come back and forth to where the work is and treat them with the dignity, courtesy and respect that is the birthright of all human beings. And, most especially, all human beings who are willing to do the dirty work that our own citizens reject. We owe these people a lot. The least we can do is to offer them safe, free transportation to and from the job, without bothering them with questions about their 'legal status'. They are human beings who want to work. They are needed in our economy. That is qualification enough.

Lauren J Sullivan

I was so delighted to read this story a few days ago in the Santa Maria Times! Someone recently wrote a letter to Bill Denneen, which he published in his small local e-newsletter, about how 'something needs to be done about the illegal immigrant problem', and I responded that 'the problem' needed to be clarified.

Is it their ridiculous slave pay and exploitation that needs to be addressed? The fact that, while they are required to pay taxes, they have no representation, a condition that we ALL KNOW from studying American history, constitutes 'tyranny'? Do we need to correct the grave injustice against them -- and the whole society -- of depriving them of the right to drivers' licenses, which would mean: 1) they have studied the driver's manual and passed a test certifying them as qualified to drive; 2) allow them to legally register and insure their vehicles, which is a great protection for all of us; and 3) coincidentally gives our law enforcement people a means of identifying them, should they break a law? Is it the appalling lack of adequate housing and health care for them and their families that we need to address? Especially in view of the fact that they are regularly exposed to lethally toxic pesticides on the job and suffer many health issues as a consequence of being poisoned? And I suggested that since they regularly are obliged to risk their lives and have to pay to 'coyotes' thousands of dollars they cannot afford to get them here in time to harvest our crops -- which must be legal, inasmuch as the Big Ag industry hires and exploits their labor regularly and are never arrested for so doing -- we ought to at least provide them with free bus service to and from the Mexican border...

I certainly hope that a sane, sober recognition of the truth about our 'illegal immigrant problems' takes all of these factors into consideration and that we the people, the citizens of the U.S. who do enjoy representation, etc., will lead the esteemed leaders in our government of the people, by the people, and for the people to end the outrages and make restitution to these good human beings who only want to work very hard at essential jobs that others do not want or are unable to perform, in order to support their families. I have always admired people who work very hard at honest labor,

and who take responsibility for supporting themselves and their families. I cannot understand the kind of mentality that wants to punish them or make their lives even harder.

So I am glad to hear that at least one tiny part of the 'problem' is beginning to receive some attention. Thank you.

Lauren J. Sullivan

Farmworkers ask SBCAG for help

By Erin Carlyle/Staff Writer

Santa Maria Valley Latinos urged a regional governing body to use transit money to fund farmworker transportation and enhanced bus service rather than to fix potholes.

About 20 members of the Latino community came to an unmet-transit-needs hearing Thursday at the Santa Barbara County Association of Governments meeting in Santa Maria.

The speakers urged the board to use \$3 million of state Transit Development Act money for more frequent bus service, later bus hours and farmworker routes. The money comes from a statewide sales tax on gasoline.

Each year the county receives \$12 million in TDA funds. While the South Coast channels its \$6 million for the Santa Barbara Metropolitan Transit District and Easy Lift for bus services, half of North County TDA funds - in Lompoc, Santa Maria and the county - has gone to fix roads.

Last year 55 Latinos - many of them farmworkers - asked the board to direct that \$3 million to help meet their transit needs. But the board said the request did not fit the definition of an "unmet-transit-need" since it was for a limited group rather than the general population.

Under current SBCAG policy, only unmet transit needs that are considered reasonable to meet and for the general public - rather than a limited group - may be funded.

However, that distinction doesn't make sense to Jesus Estrada, coordinator of the Oaxacan Indigenous Binational Front. SBCAG has approved transit projects for Vandenberg Air Force Base and for seniors, Estrada noted.

"The military group is a group. Seniors are a group," Estrada said. "Farmworkers are a group but we form part of the community. That's what I haven't been able to understand."

Thursday's public hearing will be followed by a second one in Santa Barbara Feb. 17. The board won't determine which transit requests to fund - if any - until April or March. But SBCAG staff said they would work with local transportation agencies to analyze service expansion requests. Jessica Scheeter, executive director of the Coalition of Sustainable Transportation(COAST), said the next step is getting the SBCAG board to change its definition of unmet transit needs so that farmworkers could be included.

Specifically, COAST would like to see more stops on the Guadalupe Flyer, which travels from Santa Maria to Guadalupe, and a bus route to the farm fields east of Santa Maria.

"The people who came today opened the eyes of some on the SBCAG have specific requests," Scheeter said. "I think the need is obvious."

Estrada said he plans to meet with each SBCAG member to try to gain votes. He hopes new board members, like county supervisors Salud Carbajal and Brooks Firestone, will be sympathetic.

"I happen to be a son of a farmworker, so I understand what the families are going through today," Carbajal said, translating his comments into Spanish.

"I could have easily been in the audience at a younger age."

Not all the speakers saw increased farmworker transportation as a solution.

Scott Wenz said he felt the real problem is the need for a guest worker program such as the bracero program in the 1950s. Such a program could alleviate some of the transit problems, he said.

"These people were brought here under legal contracts, had legal standing within the United States, and had contracts. There was not a major problem of this nature," said Wenz, who is president of nonprofit Cars are Basic, but said the comments were personal rather than representing his organization.

The meeting was not just for farmworkers. Corinne Bernstein asked for later bus service on Sundays while Barry Stotts, who advocates for the disabled, commented that it takes time for activists to effect change.

"We'll continue," Estrada said. "If they don't do it this year, we'll do it next year ` until we achieve our goal."

* Staff writer Erin Carlyle can be reached at 739-2218 or by e-mail at <mailto:ecarlyle@pulitzer.net>>ecarlyle@pulitzer.net.

From: Sheila Baker
Sent: Thursday, January 27, 2005 6:04 AM
To: Public Comment SBCAG
Subject: Comments on Farmworkers unmet transportation needs

TO:
Santa Barbara County Association of Governments:

SUBJECT: Unmet transportation needs. Farmworkers request for transportation needs to work.

I ride the San Luis Obispo County wide bus service-Route 10 from Nipomo to San Luis Obispo 6 days/week and know the absolute dependency that some have for bus service. Without San Luis Obispo's RTA route 10 it would be impossible for me to get to Cal Poly for work and school. I therefore know the sentiment of those who must depend on public transportation to get back and forth to work.

Bus riding is not only essential to some workers and students, but also a benefit to our society as a whole. A bus takes out potentially 40 cars on the road, thus freeing up traffic. Buses ease the need for parking and precious space that cars take up in our cities. Buses are sprawl busters in that road and freeways are often widened to accommodate an ever increasing amount of cars, and fast food restaurants and gas stations accommodate this road/freeway increase, as it has in Nipomo.

Giving farmworkers a crucial link to their extremely important work is not only social justice, it is an environmental justice for all. Please grant farmworkers their request.

Sincerely,

Sheila Baker
San Luis Obispo, California

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www.justdissent.org

Just Dissent Bill, called "Non-Violent Civil Disobedience Protection Act" was passed by the California State Senate, but vetoed by then governor Gray Davis. The bill recognized dissent's role in creating a better society, and therefore sought to greatly shorten sentences of those who commit civil dissent of our government; in doing so, follow a higher law.

From: Deby DeWeese
Sent: Wednesday, January 19, 2005 6:19 PM
To: Public Comment SBCAG
Subject: transportation funds

Chairman DeWeese and members,

I am writing to urge you to utilize ALL of the Transportation Development Funds for local transit services in North County - instead of for pothole and road repair.

There are HUGE unmet transportation needs in North County and none of the so-called services are solutions to these needs. Some of these issues include commuter service between North and South County, bus service between rural communities such as Sisquoc and Garey and Santa Maria, and bus service for field workers.

Let me just address the issue of commuter service between the Santa Maria area and Santa Barbara. I am a commuter and I am so weary of SBCAG and other agencies exclaiming that the Clean Air Express and carpool coordination satisfies the commuter needs. This is just not so! The Clean Air Express is not commuter friendly. First of all, the times it runs not does work for anyone who has a professional position and, thus, works a standard "9 to 5" schedule. This is the majority of the commuters on the roads. Second, you can only use it on a monthly basis, which penalizes those of us who telecommute part of our work week. Third, the two times I tried to use the Clean Air Express (during promotions), the drivers did not pick me up (back in the Los Alamos pick up days) and left me stranded on the freeway - despite my having a definite reservations! I am completely disgusted by the Clean Air Express at this point in time (and I am not alone in this disgust) and see the Clean Air Express as a means for the County agencies to imply that they care about commuter solutions - when, in fact, it's all just show.

I'm sure the folks who do manage to ride the Clean Air Express find it helpful, but they are a minority. There are so many others who are aching for a solution to their current carpool/solo driving situation. I telecommute a couple of days/week and on the days that I do not telecommute, I carpool and drop my carpooler off at the bottom of San Marcos Pass and she rides her bike to work in Goleta. At the end of the working day, she gets on her bike and meets me back at the bottom of San Marcos Pass and we carpool back to North County. We have been doing this for over 12 years now! So, here we are making the effort to use alternative transportation - and yet we both feel our transportation needs are unmet! Imagine how the solo car driver who slogs along 101 and/or 154 and/or Hwy 1 feels day in and day out. Hello? We are not being heard here!

One of the many problems here is that the County agencies charged with meeting transportation needs always asks employers about their commuters' needs instead of going directly to the commuters. Alas, HR reps are often very out of touch with what their employees really need. Where are the ads in the Santa Maria Times, the Lompoc Record, the Santa Maria Sun, and on the North County radio stations (drive time - duh!) asking for input on commuter needs? Where is the "think outside the box" approach to things - like meeting with the Santa Maria realty associations to help fund effective commuter services?

The first step, of course, is to STOP utilizing the Transportation Development Funds for road repairs and the second step is to really look at the situation and get an accurate handle on what the needs are. Those of us who commute certainly know what they are! One of the problems here is that commuters are so busy commuting that it's hard to find time to communicate with County officials about transit needs - but when we do (as I have many, many times) we are told that our needs are being met by the Clean Air Express, etc. This attitude is not only patronizing, but it's absolutely wrong.

Do you really want to do something effective about transportation needs for North County? Then please, please, please start listening to North County commuters, field workers, and rural community members. If you do, you have the opportunity for great success.

Wondering if this is worth my time as it never has been in the past,

Deby DeWeese

Liberal per dictionary.com:

- a) Not limited to or by established, traditional, orthodox, or authoritarian attitudes, views, or dogmas; free from bigotry.
- b) Favoring proposals for reform, open to new ideas for progress, and tolerant of the ideas and behavior of others; broad-minded

From: JEANNE SPARKS
Sent: Friday, January 14, 2005 11:56 PM
To: Public Comment SBCAG
Subject: USE TRANSIT FUNDS FOR TRANSIT

Chairman DeWees and members of the Board:

Chairman DeWeese and Commissioners:

I am writing to urge you to utilize all of the state Transportation Development Act funds to strengthen and expand local transit services in northern Santa Barbara County.

For several years, your staff and the community have documented clear unmet transit needs in Northern Santa Barbara County. Yet, previous actions by your board have diverted critical state transit funds to roads. Diversion of these funds harmful to the transit dependent in our community and ignores the importance that a strong transit system plays in a healthy community.

Please take the modest step of spending available transit funds on meeting local transit needs. Modest investments in local transit not only benefit the transit dependent, but benefit local business, help relieve traffic congestion and improve our quality of life.

Thank you for your consideration.

Sincerely,

Jeanne Sparks
Santa Maria

From: Karen Moyes, MD
Sent: Tuesday, January 18, 2005 3:44 PM
To: Public Comment SBCAG
Subject: Unmet transit needs-North County

I live in Sisquoc and commute daily to Santa Barbara. Over the last thirteen years I have seen a steady increase in commuter traffic between North County and Santa Barbara. During that time there were intimations made that a bus route would be created between the communities. Of course this has yet to come to fruition. I think it is now time to start intercity bus service between all cities in the county. A bus route is to begin soon between Buellton and Santa Barbara. One is needed between Santa Maria and Buellton, or Santa Barbara. It is time to start working on connecting residents to the other areas of the county, especially with the huge disparities in housing costs. The majority of good paying jobs reside in the south and many people can not afford to live there. We need a transit service that gets workers to their jobs while they, by necessity, live in the north.

From: Joan S. Leon
Sent: Wednesday, January 19, 2005 12:27 PM
To: Public Comment SBCAG
Subject: unmet transit needs

With the growth in population in the north county, there are many more people who need public transportation. There are more seniors and farm workers who should not drive, so public transit is critical to get them off the roads and into public transit. If there were more frequent bus trips with shorter waits, I believe more people would use the buses.

Instead of buying huge buses, smaller more fuel efficient buses would enable more frequent trips.

Sincerely,

Joan Leon
Santa Maria, CA

ATTACHMENT 3

Focus Group Comments

February 3, 2005

To: Ruth Garcia
From: Rick Hummel
RE: LOVARC Transportation Focus Group 2004-05

LOVARC conducted a survey of clients regarding use of COLT services. Five areas were addressed. Following are responses.

1. Do you use the COLT bus in Lompoc?

Yes= 47% No= 53%

2. If not, why not?

I ride a bike

Use Santa Barbara Transportation

Don't think of it

If I don't walk or ride my bike, I drive

The wait is too long (2)

There are too many stops

Lack of privacy, strangers on bus

3. What do you like about COLT

The cost is low

You can be picked up at your door

It helps me get around town

It goes to Santa Barbara

It takes you places

It is not expensive

It provides transportation for low-income people

More environmentally friendly than people driving

4. What do you not like about COLT

Needs to go more places like Surf Beach and Solvang

Needs to go to Sweeney Road

Sometimes you have a long wait before being picked up

It doesn't go to Santa Maria, Solvang or the beach

Not able to go to Santa Maria

5. If you had all the power you wanted, what changes would you make to transportation in this area/

At least once a week provide rides to Santa Maria Town Center Mall, Gaviota Beach and Solvang

Choose a different place to go out of town each Saturday

Go to Santa Maria, Solvang or the beach for outings

Ride to Santa Maria

Extend transportation to Santa Maria, Santa Barbara and San Luis on a more solid basis

How can the bus better serve your needs?

The Santa Barbara County Association of Governments will be holding a public hearing to learn about the transit needs of the residents of the South Coast. Please plan to attend and present your comments or concerns about transit service in the South Coast.

When: Thursday, February 17, 2005 @ 10:00 AM

Where: Board of Supervisors Hearing Room
105 E. Anapamu, 4th Floor
Santa Barbara, California



It's Easy!

Simply come to the public hearing on February 17, 2005 by 10:00 AM. Fill out a "comment card" located on the table in the back of the Supervisors Hearing Room. Staff will forward your card to Chair DeWees, who will call your name for you to come to the podium and express your views.

You may also send your comments in writing by Feb. 17, 2005 to:

Santa Barbara County Association of Governments
260 N. San Antonio Rd., Suite B
Santa Barbara, CA 93110
-or by email to-
publiccomment@sbcag.org



Favor de contactarse con SBCAG al 961-8918 tres días antes de la reunión si usted necesita traducción en español.

¿Como puede servirle mejor el autobús?

El Santa Barbara County Association of Governments tendrá una audiencia publica para aprender cuales son las necesidades de transito que los residentes del sur del condado tienen. Por favor asista y presente sus comentarios o preocupaciones acerca del servicio de transito en sur del condado.

Cuando: Jueves, 17 de Febrero del 2005 @ 10:00 AM

Donde: Salón Board of Supervisors Hearing Room
105 E Anapamu, 4th Floor
Santa Barbara, California

¡Es Fácil!

Simplemente llegue a la audiencia pública a las 10:00 am el 17 de Febrero del 2005. Llene la tarjeta de comentarios que esta en la mesa atrás del salón. El personal entregara su tarjeta a el Encargado DeWees, quien llamara su nombre para que vaya al podio y exprese su punto de vista.

También puede mandar sus comentarios por escrito antes del 17 de Febrero 2005 a:

Santa Barbara County Association of Governments
260 N. San Antonio Rd., Suite B
Santa Barbara, CA 93110
-o por correo electronico a-
publiccomment@sbcag.org

Favor de contactarse con SBCAG al 961-8918 tres días antes de la reunión si usted necesita traducción en español.