

STAFF REPORT

SUBJECT: Unmet Transit Needs

MEETING DATE: May 15, 2003

AGENDA ITEM: 10

RECOMMENDATION:

- A. Approve the Transit Needs Assessment report and adopt by resolution findings on Unmet Transit Needs for FY 2003-04 including one of the following findings for intercommunity transit service:

Option 1

Intercommunity transit service between Lompoc, Vandenberg Air Force Base and Santa Maria is an unmet need, not reasonable to meet. (If Option 1 is adopted, there is no further recommendation for action).

Option 2

Intercommunity transit service between Lompoc, Vandenberg Air Force Base, and Santa Maria is an unmet need, reasonable to meet as a 3 year pilot program. (If Option 2 is adopted, recommendation B is recommended for approval)

- B. Direct that \$375,000 from the FY 2003-04 Local Transportation Fund allocations be reserved in equal amounts from the apportionments to Lompoc, Santa Maria and Santa Barbara County. Reserved funds shall be used as local match for potential CMAQ grant funds for 3-year pilot project to implement intercommunity transit service between Lompoc, Vandenberg Air Force Base, and Santa Maria.

DISCUSSION:

Legislative Mandate

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 transit needs prior to making any allocation of TDA funds for streets and roads projects. The assessment requires Santa Barbara County Association of Governments to:

- Consult with the social services transportation advisory councils 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.

If the board finds that there are unmet transit needs that are reasonable to meet, those needs must be funded before any TDA funds can be allocated for non-transit purposes.

Public Involvement

Staff consulted with the Santa Barbara County Transit Advisory Council (SBCTAC), the social services transportation advisory council for Santa Barbara County as mandated by PUC §99238. SBCAG staff also worked with the two SBCTAC advisory committees, through the assessment process, the South Coast Transit Advisory Committee (SCTAC), North County Transit Advisory Committee (NCTAC). Staff prepared a comprehensive demographic assessment with consideration of environmental justice, and an analysis of the adequacy of existing and potential transportation services. Surveys were also prepared with the input of the committees and distributed to transit users. All this input, including, survey results, public testimony and correspondence from the public hearings, and demographic and public transportation service information were compiled into the Transit Needs Assessment (TNA) report.

SBCAG held two public hearings to solicit input and gather information regarding unmet transit needs. One public hearing was held in Santa Maria on January 16, 2003 and one in Santa Barbara on February 20, 2003. The public hearings were noticed in the local media per SBCAG policy, and there was outreach to the community through the distribution of informational flyers in both English and Spanish, coordinated through SCTAC, NCTAC, social service agencies and interested persons.

Staff compiled and examined all public input regarding unmet transit needs received from all requests for transit service, as expressed through public testimony and correspondence, survey results by both SBCAG and the Coalition for Sustainable Transportation (COAST), and discussions with transit and social service agencies. Staff met frequently with transit agency representatives and SBCAG transit advisory groups to develop the recommended findings. Staff used the definitions of “Unmet Need” and “Reasonable to Meet” adopted by the SBCAG Board (Figures 1 & 2) to develop its recommended findings.

South Coast Transit Needs

It should be noted that SBCAG reviews transit service requests countywide. However, SBCAG does not make findings regarding unmet transit needs for South Coast transit service issues because all available TDA funds are allocated for transit services by the South Coast public agencies. However, South Coast service issues are documented within the Transit Needs Assessment, and SCTAC, as the South Coast committee of the Social Services Transportation Advisory Council (SSTAC), works with the local public, transit, and social service agencies to meet the expressed transit needs of South Coast residents.

South Coast service issues identified in the transit needs assessment include:

- More frequent service
- Later service hours
- Installation of bus stop shelters
- Continuation of service to UCSB during school session breaks
- Provision of additional bike racks on buses serving UCSB

North County Transit Needs

After extensive public outreach and analysis in consultation with the SSTAC and its committees (NCTAC and SCTAC), requests for transit service in the North County were evaluated within the categories of:

- Commuter service
- Inter-community service
- Local service
 - Sunday service
 - Later service hours
 - Earlier service hours

A summary of the 2003 Unmet Transit Needs Findings, outlining the requests for service and the determination of unmet need and reasonable to meet, is provided in Table 1.

Policy considerations were identified in the Transit Needs Assessment. These policy issues include emerging transit needs that may require consideration of service expansion or modification including:

- Unincorporated Santa Barbara County service issues
- Intercommunity service: Santa Barbara County to San Luis Obispo County

- Intercommunity service using a public/private partnership

A summary of the 2003 Unmet Transit Needs Policy Considerations is provided in Table 2.

Intercommunity Transit

At the 2002 Transit Needs Assessment hearings, as in prior years, the SBCAG Board found that intercommunity transit service between Lompoc and Santa Maria was an unmet need but, not reasonable to meet. The Board recognized that additional planning was required to address issues such as financial analysis, regional service administration, and Vandenberg Air Force Base (VAFB) on-base service. The Board directed that an intercommunity transit service exploratory proposal be developed by the NCTAC. Since last fall, a subcommittee of the NCTAC, the Intercommunity Transit Service Exploratory Proposal (ITSEP) committee, has been working to develop a proposal for a viable intercommunity transit service within the North County. Working in partnership, representatives from Santa Maria Area Transit (SMAT), City of Lompoc Transit (COLT), Vandenberg Air Force Base, CalTrans, and SBCAG have developed a preliminary proposal for a three year demonstration project to provide intercommunity service between the Cities of Lompoc and Santa Maria, and Vandenberg Air Force Base.

The proposal for the pilot program provides commuter service (during the AM and PM peaks) and mid-day general use service between Lompoc, Santa Maria and Vandenberg Air Force Base. Appendix K of the Transit Needs Assessment provides a description of the preliminary service proposal and service implementation options. The proposal requires the reservation of \$375,000 of TDA funds to match a CMAQ funding request to fund the capital and operating costs for the pilot project over 3 years. Costs estimates for the three year demonstration service were developed based on a variety of assumptions, e.g., bus lease, bus purchase. Therefore the potential costs could range from \$1.6 to \$2.8 million. The cost estimates would provide a reasonable level of service to meet demand for both peak period commuter travel to VAFB as well as limited mid-day service for social service, medical and other intercommunity travel needs.

A more detailed service plan would need to be prepared before an intercommunity pilot project could be implemented. From the proposed \$375,000 TDA reservation amount, \$50,000 would be used to obtain consultant services to refine the service plan. Development of the RFP, consultant selection, completion and approval of the service plan could take approximately nine months. Under the pilot project proposal, all the TDA costs for the consultant and the CMAQ match would be shared equally between the cities of Lompoc and Santa Maria, and the County of Santa Barbara.

Staff discussions with various committees have identified concerns by some agencies with the recommendation to fund this pilot project using CMAQ funds that would normally be allocated for projects through SBCAG's Regional Flexible Funding process. Some agencies have expressed concerns that this approach takes CMAQ funds off the table and reduces the pool of funds subject to competition. Staff responds that this proposal is eligible for CMAQ funding as a demonstration service since the commuter service will provide some air quality benefits. In addition SBCAG's 2001 Regional Transportation Plan, includes a policy that an intercommunity transit service jointly proposed by two or more agencies will be given priority among North County projects for the use of TEA-21 flexible funds from CMAQ and other available programs. As with any Regional Flexible Funding candidate project, an application for the pilot project will need to be prepared and evaluated using SBCAG's adopted scoring criteria. The application will be submitted following completion of the service plan.

Staff has provided the Board with two options in addressing the intercommunity transit service issue. Option 1 reaffirms last year's decision making a finding that this is an unmet transit need but not reasonable to meet based on the Moore Northern Santa Barbara County Intercommunity Transit Study (2001); speculative nature of service, fare box recovery concerns, and local north county transit agencies not meeting fare box recovery. Option 2 identifies it as an unmet need, reasonable to meet only through the three year pilot program, based on the development of the demonstration service proposal.

Staff recommends approval of the 2003 Transit Needs Assessment report and adoption of findings for unmet transit needs. The board will need to determine which of the two optional findings regarding intercommunity transit needs it wishes to adopt. Adoption of Option 1 (unmet need, not reasonable to meet) requires no further action. Adoption of Option 2 would trigger a need to implement an intercommunity transit service pilot project and it is recommended that the board adopt recommendation B which would reserve \$375,000 in TDA allocations from Lompoc, Santa Maria and the County of Santa Barbara to serve as a local match for a future CMAQ funding grant for implementation of the pilot project.

COMMITTEE REVIEW:

At the April 16, 2003 SBCTAC meeting, the Transit Needs Assessment and the findings of "Unmet Need" and "Reasonable to Meet" were approved with the following comments:

- SBCTAC supports Option 2, Intercommunity Transit Service – Lompoc, Vandenberg Air Force Base, Santa Maria: Unmet need, reasonable to meet for pilot program; reserve \$ 150,000¹ TDA funds for CMAQ match for pending pilot program.
- SBCTAC supports the finding of unmet need, not reasonable to meet of the request for Sunday service provision by SMAT. However, SBCTAC urges SBCAG and the City of Santa Maria (vis-à-vis SMAT) to work toward the provision of Sunday transit service for the residents of Santa Maria.
- SBCTAC supports the finding of unmet need, not reasonable to meet of the request for intercommunity service between the community of Los Alamos and the City of Santa Maria. However, SBCTAC urges SBCAG and the County of Santa Barbara to work toward the provision of intercommunity service for the residents of Los Alamos.

At the May 1, 2003 TTAC meeting, TTAC approved on three split votes the following items:

- The Transit Needs Assessment
- The recommended findings of "Unmet Need" and "Reasonable to Meet"
- Option 2, Intercommunity Transit Service – Lompoc, Vandenberg Air Force Base, Santa Maria: Unmet need, reasonable to meet for pilot program; reserve up to \$375,000 TDA funds for CMAQ match and administrative cost for pending pilot program.

¹ At the time of the determination of support by SBCTAC for Option 2, the TDA match was estimated at \$150,000 based on an assumption that the buses would be leased. Later, when TTAC selected Option 2, the TDA match and administrative cost was estimated at \$ 375,000 based on an overall higher cost alternative that includes bus purchase.

The issues of using CMAQ funding out of cycle to help fund the service and the comprehensiveness of the information on the three scenarios for service implementation contained within the preliminary service proposal for intercommunity service were both discussed at length. It was clarified that the intercommunity service proposal does qualify as a CMAQ project and that off cycle funding is an allowed practice with CMAQ funding. It was also clarified that the service scenarios (capital lease, capital expenditure, capital lease and expenditure) were preliminary estimations meant to provide a context to service provision and funding applications. Use of CMAQ funds for the intercommunity service was the main reason for the no votes on the TTAC recommendation. See discussion above for additional staff responses to these issues.

STAFF CONTACT: Ruth Garcia, Michael Powers

Attachments:

Figure 1 & 2 Definitions
Table 1 Summary: 2003 Unmet Transit Needs Findings
Table 2 Summary: 2003 Policy Considerations
Resolution Options 1 and 2
Transit Needs Assessment, Final Draft

**Santa Barbara County Association of Governments
Resolution 98-02
Definition of Terms “Unmet Transit Needs” and “Reasonable to Meet”
Adopted March 19, 1998**

Figure 1

Unmet Transit Needs Definition

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.

Figure 2

Reasonable to Meet Criteria

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

1. Can be implemented consistent with the transportation improvement priorities, policies and performance standards contained in the Regional Transportation Plan, the transit development plan, or the short-range transit plan for the area.
2. Can be implemented safely and in accordance with local, state and Federal laws and regulations.
3. The additional transit service shall not cause the system of which it is a part, 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.

Table 1

Summary: 2003 Unmet Transit Needs Findings

| Request | Unmet Need (by definition) | Reasonable to Meet (by definition) | TDA Funding Available | Comments |
|---|---------------------------------------|---|--|--|
| <i>Commuter Services</i> | | | | |
| Santa Maria to the South Coast | Yes | Programmed | N/A | Planned and Programmed/ Clean Air Express (CMAQ funding) |
| Lompoc to the South Coast | Yes | Programmed | N/A | Planned and Programmed/ Clean Air Express (CMAQ funding) |
| Buellton to the South Coast | Yes | Programmed | N/A | Planned and Programmed/ Clean Air Express & SBMTD Regional Service (CMAQ funding) |
| Santa Ynez Valley to the South Coast | Yes | Programmed | N/A | Planned and Programmed/ SBMTD Regional Service (CMAQ funding) |
| <i>Intercommunity Service</i> | | | | |
| Lompoc/VAFB/Santa Maria | Yes | Option 1: Not reasonable to meet Option 2: Reasonable to meet. Use \$375,000 of TDA match to CMAQ funding | Yes – as a match to CMAQ funding | Not Reasonable to Meet based on Moore Northern Santa Barbara County Intercommunity Transit Study (2001); speculative nature of service, fare box recovery concerns, local agencies not meeting fare box recovery. Reasonable to Meet based upon the Intercommunity Transit Service Exploratory Proposal (2003), Vandenberg Transportation Needs Assessment Survey (2002), and current social services ridership. |
| Santa Ynez to Lompoc | Yes | No Criteria 3A & 5 | No | |
| Santa Ynez to Santa Maria | Yes | No Criteria 3A & 5 | No | |

Table 1 (continued)

Summary: 2003 Unmet Transit Needs Findings

| Request | Unmet Need (by definition) | Reasonable to Meet (by definition) | TDA Funding Available | Comments |
|---|-------------------------------|---------------------------------------|--------------------------|--|
| Intercommunity Service cont. | | | | |
| Los Alamos to Santa Maria | Yes | No Criteria 1 & 3B | Yes | County to develop pilot program with SMOOTH or social service agency. |
| Santa Maria/Guadalupe to Cities in San Luis Obispo County | Yes | No Service provided by CCAT | Yes | Further assessment is required |
| Sunday Service | | | | |
| COLT | Yes | No Criterion 3 & 4 | Yes | |
| Guadalupe Flyer | Yes | No Criteria 1, 3 & 5 | No | No connectability, as SMAT does not provide Sunday service |
| Guadalupe Shuttle | Yes | No Criterion 3 & 5 | No | |
| SMAT | Yes | No Criterion 3 & 4 | Yes | Further analysis of implementation in conjunction with a system-wide fare increase |
| SYVT | Yes | No Criteria 3A & 5 | No | |
| Later Service Hours | | | | |
| COLT | Yes | Yes | Yes | Later service hours will be implemented through COLT's Short Range Transit Plan |
| Guadalupe Flyer - weekday | Yes | No, Criteria 3 | Yes | |
| Guadalupe Flyer - Saturday | Yes | No Criteria 3 & 5 | Yes | |
| Guadalupe Shuttle | Yes | No Criteria 3 & 5 | Yes | |
| SMAT | Yes | No Criterion 3 & 4 | Yes | SMAT will be providing one hour additional service to Orcutt |
| SYVT | Yes | No Criteria 3A & 5 | No | |

Table 1 (continued)

Summary: 2003 Unmet Transit Needs Findings

| Request | Unmet Need (by definition) | Reasonable to Meet (by definition) | TDA Funding Available | Comments |
|--|---------------------------------------|---|----------------------------------|---|
| Earlier Service Hours (continued) | | | | |
| Guadalupe Flyer | Yes | No Criteria 1, 3 & 5 | No | No connectability to SMAT' s morning service hours |
| Guadalupe Shuttle | Yes | No Criteria 3 & 5 | No | |
| COLT | Yes | Yes | Yes | Earlier service hours will be implemented through COLT's Short Range Transit Plan |
| SMAT | Yes | Yes | Yes | ½ hour earlier service was implemented on select routes beginning April 1, 2003 |
| SYVT | Yes | No Criteria 3A & 5 | No | |

Table 2

Summary: 2003 Unmet Transit Needs Policy Considerations

| Issue | Components | Considerations |
|--|--|---|
| Unincorporated Santa Barbara County Service Issues | <ol style="list-style-type: none"> 1). Service in Los Alamos and other unincorporated communities 2). Enhanced service in Santa Ynez Valley 3). Determining a standard for SB County's "fair share" to the provision of transit service to unincorporated areas | <ol style="list-style-type: none"> 1). No public transportation service in Los Alamos and other unincorporated communities 2). Greater funding opportunities to meet unmet transit needs of those served by Santa Ynez Valley Transit |
| Intercommunity service: Santa Barbara County to San Luis Obispo County | <ol style="list-style-type: none"> 1). Inter-regional issue with San Luis Obispo County 2). Current service provision by the Central Coast Transit Authority (CCAT) | <ol style="list-style-type: none"> 1). Clarification of unmet transit needs 2). Community Health Centers to be located in Guadalupe 3). Cross-jurisdictional planning & funding for service implementation |
| Intercommunity service using a public/private partnership | <ol style="list-style-type: none"> 1). Amtrak connector bus service 2). Chumash Casino bus service | <ol style="list-style-type: none"> 1). Service reliability impacted by Amtrak rail schedule/on time service 2). Institutional issues to implement a JPA to administer bus service for Amtrak and North County intercommunity service 3). Chumash Casino bus service is a private enterprise. <ul style="list-style-type: none"> • Regulatory issues • Liability & security • Impact upon Chumash Casino customer and employee ridership (TDM implications) |

Resolution **Option 1**

Intercommunity Service

Lompoc - Vandenberg Air Force Base – Santa Maria

Unmet need, not reasonable to meet

RESOLUTION OF THE SANTA BARBARA
COUNTY ASSOCIATION OF GOVERNMENTS

| | | |
|---------------------------|---|----------------------|
| TRANSIT NEEDS ASSESSMENT |) | RESOLUTION NO. 03-12 |
| FINDING OF UNMET NEED AND |) | |
| REASONABLE TO MEET |) | |

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. 98-2 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, Santa Maria, and Solvang for the allocation of Transportation Development Act funds for Fiscal Year 2003-2004 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

WHEREAS, the Santa Barbara Metropolitan Transit District, which provides transit service, Easy Lift Transportation Inc., which provides paratransit service to the southern portion of the county, and SMOOTH, which provides paratransit service to the Santa Maria Valley area, and the city of Buellton have claimed all of their apportionment of Local Transportation funds under the Transportation Development Act for transit and paratransit purposes for Fiscal Year 2003-2004; 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 also consulted with the two committees of the SBCTAC, the North County Transit Advisory Committee (NCTAC) and the South Coast Transit Advisory Committee (SCTAC); and

WHEREAS, the Northern Santa Barbara County Intercommunity Transit Study was prepared by Moore and Associates in September 2001 in response to SBCAG's adopted Resolution 01-11; and

WHEREAS, based on the Moore Northern Santa Barbara County Intercommunity Transit Study (2001), the speculative nature of service, fare box recovery concerns, lack of on-base transit services at VAFB, and local north county transit agencies not meeting fare box recovery, the intercommunity service between Lompoc and Santa Maria is an unmet transit need but not reasonable to meet; and

WHEREAS, the Santa Barbara County Association of Governments Board accepted the findings of the Northern Santa Barbara County Intercommunity Transit Study in Resolution 01-32; 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."

NOW THEREFORE, IT IS HEREBY RESOLVED THAT the Santa Barbara County Association of Governments finds that for Fiscal Year 2003-2004, there are no unmet transit needs that are reasonable to meet for the County of Santa Barbara, and the cities of Guadalupe, Lompoc, Solvang, and Santa Maria 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 needs” that are “reasonable to meet” that will be met through new or expanded services that are planned and programmed as follows:

- Commuter Services
 - Buellton to the South Coast
 - Lompoc to the South Coast
 - Santa Maria to the South Coast
 - Santa Ynez Valley to the South Coast
- Later Service Hours
 - City of Lompoc Transit
- Earlier Service Hours
 - City of Lompoc Transit
 - Santa Maria Area Transit

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

- Intercommunity Service
 - Lompoc / Vandenberg Air Force Base / Santa Maria
 - Los Alamos / Santa Maria
 - Santa Maria & Guadalupe / Cities in San Luis Obispo County
 - Santa Ynez Valley / Lompoc
 - Santa Ynez Valley / Santa Maria
- Sunday Service
 - City of Lompoc Transit
 - Guadalupe Flyer
 - Guadalupe Shuttle
 - Santa Maria Area Transit
 - Santa Ynez Valley Transit
- Later Service Hours
 - Guadalupe Flyer – Saturday
 - Guadalupe Flyer – weekday service
 - Guadalupe Shuttle
 - Santa Maria Area Transit
 - Santa Ynez Valley Transit
- Earlier Service Hours
 - Guadalupe Flyer
 - Guadalupe Shuttle
 - Santa Ynez Valley Transit

BE IF FURTHER RESOLVED, that SBCAG has determined that those transit needs found to be reasonable to meet will be met during FY 2003-04 through new or expanded transit services; and

BE IT FURTHER RESOLVED THAT the Santa Barbara County Association of Governments 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, Santa Maria, Solvang, and Guadalupe.

PASSED AND ADOPTED this 15th day of May, 2003 by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

ATTEST:

Jim Kemp
Executive Director

Larry Lavagnino, Chair
Santa Barbara County
Association of Governments

APPROVED AS TO FORM:

Kevin E. Ready, Sr.
Deputy County Counsel

Resolution **Option 2**

Intercommunity Service

Lompoc - Vandenberg Air Force Base – Santa Maria

Unmet need, reasonable to meet for pilot program

RESOLUTION OF THE SANTA BARBARA
COUNTY ASSOCIATION OF GOVERNMENTS

| | | |
|---------------------------|---|----------------------|
| TRANSIT NEEDS ASSESSMENT |) | RESOLUTION NO. 03-12 |
| FINDING OF UNMET NEED AND |) | |
| REASONABLE TO MEET |) | |

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. 98-2 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, Santa Maria, and Solvang for the allocation of Transportation Development Act funds for Fiscal Year 2003-2004 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

WHEREAS, the Santa Barbara Metropolitan Transit District, which provides transit service, Easy Lift Transportation Inc., which provides paratransit service to the southern portion of the county, and SMOOTH, which provides paratransit service to the Santa Maria Valley area, and the city of Buellton have claimed all of their apportionment of Local Transportation funds under the Transportation Development Act for transit and paratransit purposes for Fiscal Year 2003-2004; 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 also consulted with the two committees of the SBCTAC, the North County Transit Advisory Committee (NCTAC) and the South Coast Transit Advisory Committee (SCTAC); and

WHEREAS, the Northern Santa Barbara County Intercommunity Transit Study was prepared by Moore and Associates in September 2001 in response to SBCAG's adopted Resolution 01-11; and

WHEREAS, the Santa Barbara County Association of Governments Board accepted the findings of the Northern Santa Barbara County Intercommunity Transit Study in Resolution 01-32; and

WHEREAS, the Santa Barbara County Association of Governments in 2002 directed the development of an intercommunity transit pilot program; and

WHEREAS, a preliminary pilot program was developed and is outlined in Appendix K of the Transit Needs Assessment; and

WHEREAS, the preliminary analysis determined that the unmet intercommunity transit service need between Lompoc and Santa Maria is only reasonable to meet for a pilot program; 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."

NOW THEREFORE, IT IS HEREBY RESOLVED THAT the Santa Barbara County Association of Governments finds that for Fiscal Year 2003-2004, there are no unmet transit needs that are reasonable to meet for the County of Santa Barbara, and the cities of Guadalupe, Lompoc, Solvang, and Santa Maria 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 needs” that are “reasonable to meet” that will be met through new or expanded services that are planned and programmed as follows:

- Commuter Services
 - Buellton to the South Coast
 - Lompoc to the South Coast
 - Santa Maria to the South Coast
 - Santa Ynez Valley to the South Coast
- Later Service Hours
 - City of Lompoc Transit
- Earlier Service Hours
 - City of Lompoc Transit
 - Santa Maria Area Transit

2. There are “unmet needs” that are “reasonable to meet” for a three year pilot program only as follows:

- Intercommunity Service
 - Lompoc – Vandenberg Air Force Base – Santa Maria

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

- Intercommunity Service
 - Los Alamos / Santa Maria
 - Santa Maria & Guadalupe / Cities in San Luis Obispo County
 - Santa Ynez Valley / Lompoc
 - Santa Ynez Valley / Santa Maria
- Sunday Service
 - City of Lompoc Transit
 - Guadalupe Flyer
 - Guadalupe Shuttle
 - Santa Maria Area Transit
 - Santa Ynez Valley Transit

- Later Service Hours
 - Guadalupe Flyer – Saturday
 - Guadalupe Flyer – weekday service
 - Guadalupe Shuttle
 - Santa Maria Area Transit
 - Santa Ynez Valley Transit

- Earlier Service Hours
 - Guadalupe Flyer
 - Guadalupe Shuttle
 - Santa Ynez Valley Transit

BE IF FURTHER RESOLVED, that SBCAG has determined that those transit needs found to be reasonable to meet will be met during FY 2003-04 through new or expanded transit services; and

BE IT FURTHER RESOLVED THAT the Santa Barbara County Association of Governments 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, Santa Maria, Solvang, and Guadalupe.

PASSED AND ADOPTED this 15th day of May, 2003 by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

ATTEST:

Jim Kemp
Executive Director

Larry Lavagnino, Chair
Santa Barbara County
Association of Governments

APPROVED AS TO FORM:

Kevin E. Ready, Sr.
Deputy County Counsel