



AGENDA
Meeting
of the
BOARD OF DIRECTORS
of the
SANTA BARBARA METROPOLITAN TRANSIT DISTRICT
A Public Agency
Tuesday, February 10, 2009
9:00 AM
Santa Barbara MTD Auditorium
550 Olive Street, Santa Barbara, CA 93101

1. **CALL TO ORDER**
2. **ROLL CALL OF THE BOARD OF DIRECTORS**
David Davis, Chair; Dick Weinberg, Vice Chair; Sharon Anderson, Secretary; John Britton, Director; Chuck McQuary, Director; Roger Aceves, Director; Brian Fahnestock, Director
3. **REPORT REGARDING POSTING OF AGENDA**
4. **TIME CERTAIN 9:30 AM- RECESS TO CLOSED SESSION- 5353 OVERPASS ROAD**
(Action may be taken)
The Board will meet in closed session pursuant to Government Code §54956.8, conference with real property negotiators regarding lease of the MTD owned 5353 Overpass Road Property; MTD negotiators Bob Tuler & Brian Johnson, Agents, Radius Commercial Real Estate.
5. **RECESS TO CLOSED SESSION- CONFERENCE WITH LEGAL COUNSEL- ANTICIPATED LITIGATION (Section 54956.9 (b))**
(Action may be taken) One case.

CONSENT CALENDAR

6. **APPROVAL OF PRIOR MINUTES (Attachment- action may be taken)**
The Board will be asked to waive the reading of and approve the draft minutes for the meeting of January 27, 2009.
7. **CASH REPORT (Attachment- action may be taken)**
The Board will be asked to review the cash report from January 20, 2009 through February 2, 2009.

THIS CONCLUDES THE CONSENT CALENDAR

8. **PUBLIC COMMENT**
Members of the public may address the Board on items within the jurisdiction of the Board that are not scheduled for public hearing. The time allotted per speaker will be at the discretion of the Board Chair. If you wish to address the Board under this item number, please complete and deliver to the MTD Board Clerk **before the meeting is convened**, a "Request to Speak" form including a description of the subject you wish to address.

9. **RESOLUTION 09-04- COMMENDATION JOHN BRITTON (Attachment- action may be taken)**
The Board will be asked to pass a Resolution honoring John Britton, MTD Board Director for his years six years of service as MTD's Board Chair (February 2, 1999 – February 29, 2000 and from September 16, 2003 to January 13, 2009).
10. **UPDATE- CITY OF SANTA BARBARA (Action may be taken)**
The Board will receive an update from Helene Schneider, City of Santa Barbara Councilmember/MTD Liaison.
11. **FEDERAL ECONOMIC STIMULUS (Attachment- action may be taken)**
The Board will be asked to approve a list of MTD projects for Federal Transit Stimulus Funds.
12. **QUARTERLY STAFF REPORTS (Attachment- action may be taken)**
The Board will review quarterly staff reports for the period of October 1, 2008 through December 31, 2008.
13. **SIX-MONTH FINANCIAL STATEMENTS (Attachment- action may be taken)**
The Board will review Six-Month Financial Statements for FY-08-09.
14. **HEALTH INSURANCE (Attachment- action may be taken)**
The Board will be asked to authorize renewal of staff health insurance.
15. **GENERAL MANAGER REPORT**
 - a) Reminder- Next MTD Board Meeting/Wednesday, February 25th, 5:30 PM (Televised)
 - b) Update- Plan SB/MODA
 - c) California Transit Association Lobby Day- March 25, 2009
 - d) Other
16. **OTHER BUSINESS AND COMMITTEE REPORTS**
The Board will report on related public transit issues and committee meetings.
17. **RECESS TO CLOSED SESSION-1020 CHAPALA STREET (Action may be taken)**
The Board will meet in closed session pursuant to Government Code §54956.8, conference with real property negotiators regarding the MTD owned 1020 Chapala Street Property, APN 039-281-040 and the City-owned property 9 West Figueroa Street, APN 039-281-041 and the subsequent lease by the Redevelopment Agency of both properties to a developer to develop the Transit Village project; MTD negotiator will be Sherrie Fisher, General Manager.
18. **ADJOURNMENT**

AMERICANS WITH DISABILITIES ACT: If you need special assistance to participate in this meeting, please contact the MTD Administrative Office at 963-3364 at least **48 hours in advance** of the meeting to allow time for MTD to attempt a reasonable accommodation.

MTD

Santa Barbara

**DRAFT MINUTES
of the
Meeting of the
Board of Directors
of the
Santa Barbara Metropolitan Transit District
A Public Agency**

**Tuesday, January 27, 2009
8:30 AM**

**Santa Barbara Metropolitan Transit District Auditorium
550 Olive Street, Santa Barbara, CA 93101**

MEMBERS PRESENT:

Dave Davis, Chair; Dick Weinberg, Vice Chair; Sharon Anderson, Secretary; Roger Aceves, Director; John Britton; Director; Chuck McQuary, Director, Brian Fahnestock; Director

DISTRICT EMPLOYEES PRESENT:

Sherrie Fisher, General Manager, Jerry Estrada, Assistant GM/Controller; Tiara Lakey, Executive Assistant; Steve Maas, Manager of Strategic Planning & Compliance; David Damiano, Manager of Transit Development and Community Relations; Bill Morris, Manager of Operations

MEMBERS OF THE PUBLIC:

Helene Schneider, City of Santa Barbara Councilmember/Council Liaison MTD; Ernesto Parades, Executive Director Easy Lift Transportation; Bob Tuler, Radius Commercial Real Estate Agent

1. CALL TO ORDER

Chair Davis called the meeting to order at 8:30 AM.

2. ROLL CALL OF THE BOARD OF DIRECTORS

Chair Davis reported that all members were present.

3. REPORT REGARDING POSTING OF AGENDA

Tiara Lakey, Executive Assistant reported that on Friday, January 9, 2009, the agenda for this meeting was posted at MTD's administrative headquarters, on MTD's website, mailed to all who have requested the agenda and sent to the media of general circulation.

4. & 5. CONSENT CALENDAR

Director Fahnestock moved to approve the consent calendar for items #4 (Approval of minutes of January 13, 2009) and item #5 (Cash Report January 6, 2009 through January 19, 2009). Director Aceves seconded the motion. The motion passed unanimously.

THIS CONCLUDES THE CONSENT CALENDAR

6. PUBLIC COMMENT

The General Manager read public comment submitted by Hathor Hammett regarding her ideas and concerns related to the Line 8 service and a request for MTD to establish a diverse public committee, made up primarily of bus riders to provide a voice for community concerns.

7. UPDATE- EASY LIFT TRANSPORTATION

Ernesto Paredes, Executive Director Easy Lift Transportation provided the Board with historical information related to the formation of the agency and announced that Easy Lift Transportation recently celebrated 30 years of service to the community.

Mr. Paredes also provided the Board with information related to the agency's 6 months financial reports, recent audit, funding, ride requests procedures, recent fare increase (from \$2.50 to \$3.50) and their ongoing efforts to accommodate the increasing number of daily ride requests. He also reported that Easy Lift Transportation staff is closely monitoring concerns related to any hardships caused by the recent increase.

Additionally, he informed the Board of an upcoming meeting with First District Supervisor, Salud Carbajal to discuss options for Paratransit services throughout the county. Items to be discussed would be the growing need for these services and ideas related to sharing resources. Following a request from Vice Chair Weinberg, Mr. Paredes stated that he would provide him with information about the meeting.

8. GENERAL MANAGER REPORT

Bill Morris, Manager of Operations reported on the recent efforts of MTD Driver, Jim Peacock of going above and beyond the call of duty for his passengers. The Board requested that Mr. Peacock receive their compliments and thanks.

The General Manager reported that, following a request made by Director Aceves at MTD's last Board meeting, Helene Schneider, City of Santa Barbara Councilmember/Council Liaison to MTD, will provide the Board with City updates and budget information. The General Manager reported that she had spoken with Councilmember Schneider, who has agreed.

Following this report, Chair Davis moved to place Councilmember Schneider on MTD's future agendas, following public comment. Director Aceves seconded the motion. The motion passed unanimously.

Councilmember Schneider, who was present at the meeting, requested MTD's continued participation in the planning process for Plan SB and in particular the Mobility Oriented Development Area (MODA) portion of the plan. Additionally, she informed the Board that MTD staff can email her statistics and information, which she can briefly report on during Santa Barbara City Council meetings.

Jerry Estrada, Assistant GM/Controller provided the Board with an update and concerns related to State Transportation Development Act (TDA)/ Local Transportation Funds (LTF) and projected cuts to the funding due to local sales tax allocation figures.

Additionally, Mr. Estrada reported on planned cuts to State Transit Assistance (STA) funds. He noted that MTD has applied for additional operating assistance in hopes of receiving assistance with these serious funding concerns.

In response to a question asked by Director Fahnestock regarding the Downtown Waterfront Shuttles, Mr. Estrada reported that information regarding this service would be included in MTD's 2009-2010 draft budget.

Following an update regarding MTD's recent release of a request for proposals (RFP) for acquisition of eight electric shuttle buses, Director McQuary requested that staff continue to keep the Board updated regarding the RFP and the batteries that will be installed in the vehicles.

The General Manager informed the Board on the City of Goleta's recent partnering with Amtrak to improve the bus turning circle at the Goleta Amtrak station. She reported that Goleta will use redevelopment money and the bus circle will be allowed for use by Amtrak, MTD and other bus operators. She noted that currently, MTD does not offer routes to the station.

The General Manager and the Board discussed the "Alliance for Sustainable Transportation" meeting that took place Saturday. She reported that the meeting was well attended.

Vice Chair Weinberg stated that the meeting consisted of a lot of discussion about rail and commented that he is concerned how implementation of rail would effect funding for bus transit. He requested that staff continue to keep the Board updated regarding this topic.

The General Manager reported that on February 4th she would be participating in a meeting held by Clergy and Laity United for Economic Justice (CLUE SB), regarding transit needs.

The General Manager informed the Board that staff is in the process of coordinating a meeting with staff of Gold Coast Transit, the Coastal Express and Ventura County Transportation Commission (VCTC) to discuss regional transit services.

9. OTHER BUSINESS AND COMMITTEE REPORTS

Director McQuary requested that a meeting of the Development Committee take place.

Chair Davis requested that a ceremonial item be placed on the next agenda, honoring Director Britton's years of service as MTD's Board Chair.

Director Fahnestock reported that the Calle Real Ad Hoc Committee had recently met to discuss future options related to the property.

10. RECESS TO CLOSED SESSION- 5353 OVERPASS ROAD

The Board met in closed session pursuant to Government Code §54956.8, conference with real property negotiators regarding lease of the MTD owned 5353 Overpass Road Property; MTD negotiators Bob Tuler & Brian Johnson, Agents, Radius Commercial Real Estate.

Upon returning from closed session, Chair Davis reported staff was instructed to continue negotiations.

11. ADJOURNMENT

Santa Barbara Metropolitan Transit District
Cash Report
Board Meeting of February 10, 2009
For the Period January 20, 2009 through February 2, 2009

MONEY MARKET

Beginning Balance January 20, 2009 **\$5,838,368.74**

SB-325 (LTF)	476,770.50
Accounts Receivable	333,663.21
Passenger Fares	185,803.42
Property Tax Revenue	8,520.01
Interest Income -Dec 08	4,883.96
Advertising & Prepaid Dep	345.00
Miscellaneous	4.90
Total Deposits	1,009,991.00

Bank Fee - Dec 08	(1,178.28)
ACH Garnishment Trf	(4,011.81)
WC Trf - Dec 08	(36,152.27)
ACH Pensions Transfer	(64,599.29)
Operations Transfer	(112,572.11)
ACH Tax Deposit	(130,507.94)
Payroll Transfer	(298,867.56)
Total Disbursements	(647,889.26)

Ending Balance **\$6,200,470.48**

Total Cash and Investments as of February 2, 2009: **\$6,200,470.48**

COMPOSITION OF CASH BALANCE

Working Capital	4,862,723.30
WC / Liability Reserves :as of February 2, 2009	1,337,747.18
	6,200,470.48

Total Cash Balance **\$6,200,470.48**

Santa Barbara Metropolitan Transit District
Cash Receipts of Accounts Receivable

Date	Company	Description	Amount
1/20/2009	City of SB Waterfront Department	Wharf Woody Shuttle - Jan09	2,542.12
1/20/2009	The Jewelry Mart	Advertising on Buses	288.00
1/21/2009	City of SB - Browning Allen	Dwntwn. Wtrfrnt. Shuttle - Jan09	89,932.96
1/21/2009	City of SB - Browning Allen	Dwntwn. Wtrfrnt. Shuttle - Dec08	88,874.96
1/21/2009	City of SB - Commuter Lot	Commuter Lot Shuttle - Jan09	16,452.45
1/21/2009	City of SB - Transit Enhancement	Transit Enhancement - Lines 1, 2&3 Jan09	40,307.13
1/21/2009	Cottage Hospital	Passes/Token Sales	471.75
1/21/2009	Department of Rehabilitation	Passes/Token Sales	18.00
1/21/2009	Department of Rehabilitation	Passes/Token Sales	41.00
1/21/2009	Department of Rehabilitation	Passes/Token Sales	18.00
1/21/2009	Department of Rehabilitation	Passes/Token Sales	18.00
1/21/2009	Department of Rehabilitation	Passes/Token Sales	18.00
1/21/2009	Department of Rehabilitation	Passes/Token Sales	41.00
1/21/2009	Department of Rehabilitation	Passes/Token Sales	18.00
1/21/2009	Department of Rehabilitation	Passes/Token Sales	18.00
1/22/2009	City of Goleta	Calle Real Old Towne Shuttle - Jan-Mar09	19,953.20
1/22/2009	Godzilla Graphics	Advertising on Buses	3,866.00
1/22/2009	Media 27	Advertising on Buses	8,807.00
1/22/2009	SB Signs & Graphics	Advertising on Buses	2,990.00
1/22/2009	SB Signs & Graphics	Advertising on Buses	259.50
1/23/2009	Paul Griffith	Contractor Health Ins - Cobra	642.13
1/23/2009	Paul Griffith	Contractor Health Ins - Cobra	642.13
1/26/2009	Cox Communciations	Advertising on Buses	4,085.00
1/29/2009	County of SB- Public Works	Transit Enhancement-Lines 1&11 Oct-Dec08	24,287.88
1/30/2009	S.B.C.A.G.	VE-CAE Commuter Service - Dec08	14,448.00
1/30/2009	UCSB - Parking Services	Passes/Passport Sales	14,140.00
2/2/2009	City of SB Creeks Division	Advertising on Buses	483.00
Total Accounts Receivable Paid During Period			\$333,663.21

**Santa Barbara Metropolitan Transit District
Accounts Payable**

Check #	Date	Company	Description	Amount	Voids
91503	1/9/2009	PRINTING IMPRESSIONS DBA	PRINTING SERVICES	200.05	V
91507	1/9/2009	RP PRINTING & GRAPHICS	PRINTING SERVICES	215.17	V
91607	1/23/2009	AGENCIES TOOL CENTER CORP.	SHOP SUPPLIES	139.08	
91608	1/23/2009	AMERICAN NAMEPLATE COMPANY	ENGRAVING SERVICES	55.86	
91609	1/23/2009	ASBURY ENVIRONMENTAL SERVIC	WASTE OIL RECYCLER	64.00	
91610	1/23/2009	BOMAR SECURITY & INVESTIGATI	SECURITY SERVICES	1,429.12	
91611	1/23/2009	CASH - PATRICIA SARABIA	CHANGE MACHINE QUARTERS	300.00	
91612	1/23/2009	CALIFORNIA ELECTRIC SUPPLY, IN	BUS PARTS & SHOP SUPPLIES	364.39	
91613	1/23/2009	CARQUEST AUTO PARTS	BUS PARTS & SUPPLIES	635.67	
91614	1/23/2009	CHANNEL CITY ENGINEERING D	SHOP EQUIPMENT REPAIRS	85.00	
91615	1/23/2009	COMPASS CONCEPTS, INC	BUS PARTS	73.02	
91616	1/23/2009	CHEVRON & TEXACO CARD SERVI	SERVICE VEHICLE FUEL	171.48	
91617	1/23/2009	CINTAS FIRST AID & SAFETY DB	FIRST AID SUPPLIES	120.10	
91618	1/23/2009	CUNNINGHAM'S RADIATOR DBA	REPAIR SERVICE	620.06	
91619	1/23/2009	CA STATE BOARD OF EQUALIZATI	USER FUEL TAX	1,502.05	
91620	1/23/2009	CA. STATE BOARD OF EQUALIZATI	UNDERGROUND STORAGE TANK FEE	2,092.54	
91621	1/23/2009	DOCUPRODUCTS CORPORATION	COPIER COPIES & SUPPLIES	773.45	
91622	1/23/2009	DONS INDUSTRIAL, INC.	BUS PARTS/SHOP SUPPLIES	544.87	
91623	1/23/2009	DOWNTOWN ORGANIZATION, INC.	TC MAINTENANCE	90.00	
91624	1/23/2009	ERGOMETRICS, INC.	DRIVER TEST SCORING	25.00	
91625	1/23/2009	FEDERAL EXPRESS CORP.	FREIGHT CHARGES	69.81	
91626	1/23/2009	GFI GENFARE, INC.	FAREBOX REPAIRS & PARTS	147.29	
91627	1/23/2009	G.L. HYDRAULICS INC.	VENDOR BUS REPAIRS	422.75	
91628	1/23/2009	GIBBS INTERNATIONAL INC	BUS PARTS/SUPPLIES	129.85	
91629	1/23/2009	GILLIG LLC DBA	BUS PARTS	1,759.70	
91630	1/23/2009	GLEASON, GARY	HEALTH/DENTAL REIMBURSEMENT	1,227.84	
91631	1/23/2009	GOODYEAR TIRE & RUBBER CO	LEASED TIRES	332.56	
91632	1/23/2009	GRAINGER, INC.	SHOP SUPPLIES	96.74	
91633	1/23/2009	HOME IMPROVEMENT CTR.	SHOP/B&G SUPPLIES	74.33	
91634	1/23/2009	INDOFF, INC.	OFFICE SUPPLIES	426.09	
91635	1/23/2009	JANEK CORP	BUS PARTS	431.00	
91636	1/23/2009	MARBORG INDUSTRIES (INC)	UTILITIES & RENTAL FEES	160.13	
91637	1/23/2009	MC CORMIX CORP. (GAS)	FUEL-SERVICE VEHICLES	1,277.05	
91638	1/23/2009	MCMaster-CARR SUPPLY CO.	SHOP SUPPLIES	299.84	
91639	1/23/2009	MGB INDUSTRIAL SUPPLY	BUS & SHOP SUPPLIES	30.07	
91640	1/23/2009	NU-COOL REDI GREEN	COOLANTS & SHOP SUPPLIES	319.82	
91641	1/23/2009	PREVOST CAR INC.- CREDIT DEPT.	BUS PARTS	1,863.57	

Check #	Date	Company	Description	Amount	Voids
91642	1/23/2009	PLATINUM PLUS FOR BUSINESS	MISC. CREDIT CARD CHARGES	4,655.91	
91643	1/23/2009	PRIAC (plan #767055)	PENSION ADMIN QTRLY FEE	1,425.00	
91644	1/23/2009	PRESTIGE TIRE & AUTO SERVICE, I	SERVICE VEHICLE REPAIRS	76.54	
91645	1/23/2009	ROGERS, SHEFFIELD & CAMPBELL,	LEGAL COUNSEL	989.00	
91646	1/23/2009	SANTA BARBARA SIGNS, INC. DBA	PRINTING SERVICES	149.77	
91647	1/23/2009	SM TIRE, CORP.	BUS TIRE MOUNTING	101.00	
91648	1/23/2009	SMART & FINAL	OFFICE SUPPLIES	327.90	
91649	1/23/2009	SO. CAL. EDISON CO.	UTILITIES	2,622.95	
91650	1/23/2009	SC FUELS DBA	FUEL	32,142.96	
91651	1/23/2009	SOUTHERN CALIFORNIA GAS COM	UTILITIES	35.74	
91652	1/23/2009	SPECIALTY TOOL & BOLT	SHOP SUPPLIES	14.23	
91653	1/23/2009	SOUTHWEST LIFT & EQUIPMENT, I	B&G REPAIRS & SUPPLIES	3,642.75	
91654	1/23/2009	TECHNIK MANUFACTURING, INC.	PASS MACHINE REPAIRS & SUPPLIES	180.42	
91655	1/23/2009	TRI-COUNTY AUTO GLASS INC	REPLACE BUS WINDOWS	660.00	
91656	1/23/2009	UPS FREIGHT	FREIGHT SHIPPING	118.32	
91657	1/23/2009	VANGUARD PRINTING DBA	PRINTING SERVICES	200.05	
91658	1/23/2009	VALLEY POWER SYSTEMS, INC.	BUS PARTS	2,748.88	
91659	1/23/2009	VERIZON CALIFORNIA	TELEPHONES	2,405.50	
91660	1/23/2009	WESTERN STATES TRANSMISSIONS	BUS PARTS	9,051.71	
91661	1/23/2009	WAXIE SANITARY SUPPLY DBA	JANITORIAL SUPPLIES	516.12	
91662	1/23/2009	WURTH USA WEST INC.	SHOP SUPPLIES	726.37	
91663	1/30/2009	AMERICAN NAMEPLATE COMPANY	ENGRAVING SERVICES	44.72	
91664	1/30/2009	CARDONA, MIKE	PER DIEM	109.38	
91665	1/30/2009	CARQUEST AUTO PARTS	BUS PARTS & SUPPLIES	58.25	
91666	1/30/2009	COAST TRUCK PARTS	BUS PARTS	35.37	
91667	1/30/2009	DEAILE, MARY	PAYROLL RELATED	106.15	
91668	1/30/2009	GOLETA WATER DISTRICT	UTILITIES	94.60	
91669	1/30/2009	GOODYEAR TIRE & RUBBER CO	LEASED TIRES	8,913.63	
91670	1/30/2009	GRAHAM CHEVROLET CORP.	SERVICE VEHICLE PARTS	1,300.09	
91671	1/30/2009	HAHN, STEPHEN	REIMBURSEMENT	191.50	
91672	1/30/2009	SHERIFF CIVIL BUREAU	PAYROLL RELATED	632.80	
91673	1/30/2009	MANKER, DEVRIN	TOOL ALLOWANCE	1,100.00	
91674	1/30/2009	NATIONAL INTERSTATE INS INC.	LIABILITY INSURANCE	193.10	
91675	1/30/2009	PETTY CASH- HAHN, STEVE	MISC SHOP NEEDS	106.39	
91676	1/30/2009	PLATINUM PLUS FOR BUSINESS	MISC. CREDIT CARD CHARGES	1,124.03	
91677	1/30/2009	PRINTING IMPRESSIONS DBA	PRINTING SERVICES	215.17	
91678	1/30/2009	SB COUNTY FEDERAL CREDIT UNI	PAYROLL DEDUCTION	1,498.00	
91679	1/30/2009	SB HUMAN RESOURCES	MEMBERSHIP RENEWAL	290.00	
91680	1/30/2009	SEELEY-RUIZ, KAREN	PAYROLL RELATED	75.69	
91681	1/30/2009	SM TIRE, CORP.	BUS TIRE MOUNTING	206.24	

Check #	Date	Company	Description	Amount	Voids
91682	1/30/2009	SOCIAL SECURITY ADMINISTRATI	PAYROLL RELATED	219.84	
91683	1/30/2009	SC FUELS DBA	FUEL	14,862.64	
91684	1/30/2009	TEAMSTERS UNION LOCAL NO. 186	UNION DUES	204.24	
91685	1/30/2009	UNITED WAY OF SB	PAYROLL DEDUCTION	61.00	
91686	1/30/2009	VERIZON WIRELESS	WIRELESS PHONES	374.75	
91687	1/30/2009	YACO SCHOLARSHIP FUND	PR DEDUCTION	24.50	
				112,987.33	
Current Cash Report Voided Checks:				0.00	
Prior Cash Report Voided Checks:				415.22	
Grand Total:				\$112,572.11	

RESOLUTION
of the
BOARD OF DIRECTORS
of the
SANTA BARBARA METROPOLITAN TRANSIT DISTRICT

*IN THE MATTER OF EXPRESSING
GRATITUDE TO OUTGOING
CHAIR OF THE BOARD
JOHN BRITTON*

RESOLUTION NO. 09-04

WHEREAS, John Britton has completed his term as Santa Barbara Metropolitan Transit Districts Board Chair, and

WHEREAS, John Britton did discharge his responsibilities of that job with diligence, energy and wisdom; and

WHEREAS, John Britton well represented the interests and image of the Santa Barbara Metropolitan Transit District in all public venues he attended as Chair;

NOW, THEREFORE, BE IT RESOLVED that on this 10th day of February, 2009, the Board of Directors of the Santa Barbara Metropolitan Transit District do THANK and COMMEND John Britton for his outstanding service with special gratitude for his enthusiasm and leadership to the District and to public transit on the South Coast.

AYES: _____
NAYS: _____
ABSENT: _____

Chair, Board of Directors

ATTEST:

Secretary, Board of Directors



BOARD OF DIRECTORS REPORT

MEETING DATE: FEBRUARY 10, 2009 AGENDA ITEM #: 11

TYPE: ACTION ITEM

PREPARED BY: STEVE MAAS

REVIEWED BY: GENERAL MANAGER

Signature

GM Signature

SUBJECT: Federal Economic Stimulus

RECOMMENDATION:

Approve list of MTD projects for Federal Transit Stimulus Funds.

DISCUSSION:

The Federal Economic Stimulus package is currently under development in Congress, and President Obama has asked that he have a bill to sign by mid-February. Although the bill will almost certainly include transit capital funding, the final amount of such funding is unknown at this time.

At the February 5 meeting of Santa Barbara County Association of Governments' (SBCAG) Technical Transportation Advisory Committee (TTAC), SBCAG staff presented a report on expected roadway funding and transit funding. The report asked TTAC to approve a method for allocating the funding within the County.

The Transit Stimulus Funds will likely be distributed to states using the Federal Transit Administration (FTA) formulas for the Section 5307 (Urbanized) and Section 5311 (Non-Urbanized) programs. Assuming that the funding in the current House version is the final amount, FTA and Caltrans have estimated that the County as a whole would receive \$8,929,000 in transit capital funds.

The SBCAG report presented three options for apportioning the transit funds:

- Option T1 - Apportion funds in accordance with Sections 5307 and 5311.
 - **MTD would receive \$5,085,524**
- Option T2 - Take funds off the top for a bus each for Clean Air Express, Guadalupe, and SMOOTH, with the rest allocated "based on need."
 - **MTD would receive \$4,786,500.**
- Option T3 - Take funds off the top for a bus each for Clean Air Express, Guadalupe, and SMOOTH, with the rest in accordance with Section 5307.
 - **MTD would receive \$4,516,848.**

The MTD representative (Steve Maas) stated that MTD preferred Option 1. Because the funds are allocated to the County based on the Section 5307 program, MTD believes the funds should be apportioned to the transit providers using the same formula. The Santa Maria representative stated that he also favored Option 1. Several members of the Committee, including the representatives of Lompoc, Guadalupe, and Goleta, spoke in favor of Option 3, stating that they felt it was important to give Guadalupe, SMOOTH, and SBCAG (i.e., the Clean Air Express) enough funds to purchase a bus.

The MTD representative (Steve Maas) made a motion to approve Option 1. The Santa Maria representative seconded the motion. The motion failed, receiving only two "Yes" votes (from MTD and Santa Maria).

The Santa Maria representative made a motion to approve Option 3. The Goleta representative seconded the motion. The Santa Barbara, Goleta, and County representatives voted "Yes." (The Carpinteria representative was not present.) The motion passed, with one "No" vote (MTD).

Thus, under the TTAC recommendation, MTD would receive an estimated \$4,516,848 (a decrease of \$568,676 from the amount MTD would receive under Option 1).

SBCAG requires that a list of projects for stimulus funding be submitted by 4:00 P.M. today. Staff asks the Board to approve the projects in the "Priority Projects" section of the table below for submittal to SBCAG.

Santa Barbara Metropolitan Transit District Capital Projects

Project Description	Estimated Project Cost	Days to Award (Projected)	Responsible Agency
<u>Priority Projects:</u>			
1 Ticket/Pass Vending Machines	\$450,000	90 Days	Santa Barbara MTD
2 Service Vehicle Replacements	\$300,000	90 Days	Santa Barbara MTD
3 Transit Buses - Funded ¹	\$3,766,848	180 Days	Santa Barbara MTD
<i>Subtotal</i>	<i>\$4,516,848</i>		
<u>Unfunded Projects:</u>			
- Transit Buses - Unfunded ¹	\$8,773,152	180 Days	Santa Barbara MTD
- Transit Center Capacity Improvements	\$3,000,000	1 Year	Santa Barbara MTD
Automated Vehicle Location System	\$2,200,000	180 Days	Santa Barbara MTD
Bus Signal Priority	\$150,000	90 Days	Santa Barbara MTD
Photovoltaic System	\$1,250,000	1 Year	Santa Barbara MTD
<i>Subtotal</i>	<i>\$15,373,152</i>		

Note 1: Priority Project 3 - Transit Buses" is the replacement of MTD's fleet of 33 Nova buses. The cost of the project is estimated to total \$12.54 million (if straight diesel buses are purchased). The amount shown in Priority Project 3 is the remaining funds from the TTAC recommendation after Priority Projects 1 & 2 are funded.

Source: Santa Barbara Metropolitan Transit District.

The Santa Barbara Metropolitan Transit District
 550 Olive Street • Santa Barbara • CA • 93101
 (805) 963-3364 • FAX: (805) 962-4794
www.sbmttd.gov



Quarterly Report

**Santa Barbara Metropolitan Transit District
550 Olive Street
Santa Barbara, Ca 93101**

**Period Ending
December 31, 2008**

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Planning and Marketing

Ridership by Fare Category (October - December 2008)

Fare Categories	Quarter		%Change
	Oct 08 - Dec 08	Oct 07 - Dec 07	
General Fare	490,201	487,598	0.5%
Transfers	218,026	231,653	-5.9%
Full Fare Prepaid (1)	288,953	277,515	4.1%
Santa Barbara City College	320,200	277,054	15.6%
Senior & Disabled Prepaid (2)	135,427	125,693	7.7%
Shuttle (DWE, Commuter & Seaside)	110,410	106,359	3.8%
UC Santa Barbara	180,032	189,929	-5.2%
Student Prepaid (3)	144,872	129,295	12.0%
Free	96,951	85,380	13.6%
My Ride	23,077	22,810	1.2%
Senior	31,778	32,148	-1.2%
Persons with Disabilities	13,625	15,285	-10.9%
Tokens	7,852	8,941	-12.2%
Total	2,061,404	1,989,660	3.6%

(1) Includes adult 10-ride and unlimited 30-day Passport use.

(2) Includes seniors and persons with disabilities 10-ride, and unlimited 30-day Passport use.

(3) Includes student 10-ride and unlimited 30-day Passport use.

Source: MTD Passdat Program, MTD Transit Development Department, Planning Section

Revenue Hours and Revenue Miles (October - December 2008)

Metrics	Quarter		%Change
	Oct 08 - Dec 08	Oct 07 - Dec 07	
Passengers	2,061,404	1,989,660	3.6%
Revenue Hours	50,780	51,270	-1.0%
Passengers per Revenue Hour	40.59	38.81	4.6%
Miles	654,028	650,855	0.5%
Passengers per Mile	3.15	3.06	3.1%

Source: MTD Passdat Program, MTD Transit Development Department, Planning Section

Planning and Marketing

MTD System Ridership (October - December 2008)

		Quarter		
LINE		Oct 08 - Dec 08	Oct 07 - Dec 07	%Change
1	Westside	137,502	131,855	4.3%
2	Eastside	195,751	188,505	3.8%
3	Oak Park	87,343	83,288	4.9%
4	Mesa / SBCC	34,912	28,363	23.1%
5	Mesa / La Cumbre	68,945	56,056	23.0%
6	State / Hollister / Goleta	213,670	207,991	2.7%
8	Calle Real	67,397	83,643	-19.4%
9	Calle Real / Old Town Shuttle	26,723	16,922	57.9%
10	Cathedral Oaks	14,486	13,860	4.5%
11	State / Hollister / UCSB	254,461	252,733	0.7%
12x	Goleta Express	87,603	78,080	12.2%
14	Montecito	33,884	34,740	-2.5%
15x	SBCC / UCSB Express	64,169	56,182	14.2%
16	City College Shuttle	42,508	36,633	16.0%
17	Westside / SBCC	69,377	72,511	-4.3%
20	Carpinteria	106,168	101,713	4.4%
21x	Carpinteria Express	32,273	30,559	5.6%
22	Old Mission	7,025	7,027	0.0%
23	Winchester Canyon	62,713	71,067	-11.8%
24x	UCSB Express	147,882	131,437	12.5%
25	Ellwood	32,040	37,761	-15.2%
27	UCSB Shuttle	17,459	22,970	-24.0%
36	Seaside Shuttle	24,123	20,986	14.9%
37	Crosstown Shuttle	37,400	37,756	-0.9%
	Booster Services	73,878	69,825	5.8%
	System Subtotal	1,939,692	1,872,463	3.6%
<i>Downtown Waterfront Shuttles</i>				
30	Downtown Shuttle	85,942	86,221	-0.3%
31	East Beach Waterfront Shuttle	11,813	11,821	-0.1%
32	West Beach Waterfront Shuttle	5,144	4,888	5.2%
33	Wharf Woody	682	1,462	-53.4%
<i>Commuter Lot Shuttle</i>				
50	Carillo Commuter Lot Shuttle	4,843	4,294	12.8%
<i>Valley Express</i>				
81	Valley Express - Cottage Hospital, Downtown, SBCC (am)	-	1,982	-100.0%
82	Valley Express - Goleta, Raytheon, County Health	2,688	2,585	4.0%
83	Valley Express - UCSB, County Health, La Cumbre, SBCC (pm)	2,284	1,863	22.6%
84	Valley Express - Downtown SB, Milpas	3,109	2,081	49.4%
85	Clean Air Express	5,069	-	100.0%
<i>Related Routes</i>				
20, 21x	Carpinteria	138,441	132,272	4.7%
1, 2, 37	East/West & Crosstown	370,653	358,116	3.5%
4, 5, 15x, 16, 17	Mesa Lines	279,911	249,745	12.1%
6, 11	State/Hollister	468,131	460,724	1.6%
81, 82, 83, 84	Valley Express	8,081	8,511	-5.1%
<i>Unknown</i>				
		138	-	100.0%
	System Total	2,061,404	1,989,660	3.6%

Source: MTD Passdat Program, MTD Transit Development Department, Planning Section

Planning and Marketing

MTD Passengers per Revenue Hour (October - December 2008)

LINE		Quarter		%Change
		Oct 08 - Dec 08	Oct 07 - Dec 07	
1	Westside	56.9	54.6	4.2%
2	Eastside	48.0	46.2	4.0%
3	Oak Park	30.8	29.3	5.2%
4	Mesa / SBCC	33.6	30.7	9.5%
5	Mesa / La Cumbre	40.4	32.6	23.7%
6	State / Hollister / Goleta	47.2	46.0	2.4%
8	Calle Real	36.2	31.7	14.0%
9	Calle Real / Old Town Shuttle	22.1	17.6	25.8%
10	Cathedral Oaks	33.1	31.6	4.8%
11	State / Hollister / UCSB	43.3	42.4	2.0%
12x	Goleta Express	57.1	50.9	12.3%
14	Montecito	25.2	25.5	-1.2%
15x	SBCC / UCSB Express	47.5	42.5	11.9%
16	City College Shuttle	81.4	68.6	18.7%
17	Westside / SBCC	77.8	58.6	32.7%
20	Carpinteria	31.9	30.5	4.7%
21x	Carpinteria Express	29.7	27.8	6.9%
22	Old Mission	13.9	14.0	-0.4%
23	Winchester Canyon	34.8	39.4	-11.7%
24x	UCSB Express	53.3	54.7	-2.5%
25	Ellwood	32.7	38.6	-15.4%
27	UCSB Shuttle	33.4	42.3	-21.1%
36	Seaside Shuttle	21.3	18.6	14.8%
37	Crosstown Shuttle	20.7	20.3	1.7%
	Booster Services	74.3	80.5	-7.7%
	System Subtotal	43.1	41.2	4.5%
<i>Downtown Waterfront Shuttles</i>				
30	Downtown Shuttle	34.1	33.5	1.9%
31	East Beach Waterfront Shuttle	24.6	24.5	0.3%
32	West Beach Waterfront Shuttle	21.4	20.3	5.7%
33	Wharf Woody	11.2	24.0	-53.4%
<i>Commuter Lot Shuttle</i>				
50	Carillo Commuter Lot Shuttle	16.2	13.8	17.7%
<i>Valley Express</i>				
81	Valley Express - Cottage Hospital, Downtown, SBCC (am)	0.0	14.1	-100.0%
82	Valley Express - Goleta, Raytheon, County Health	21.0	17.3	21.0%
83	Valley Express - UCSB, County Health, La Cumbre, SBCC (pm)	14.1	11.0	28.7%
84	Valley Express - Downtown SB, Milpas	21.1	15.6	35.2%
85	Clean Air Express	34.0	0.0	100.0%
<i>Related Routes</i>				
	20, 21x Carpinteria	31.4	29.9	5.2%
	1, 2, 37 East/West & Crosstown	44.6	42.9	4.2%
	4, 5, 15x, 16, 17 Mesa Lines	50.8	43.6	16.7%
	6, 11 State/Hollister	45.0	44.0	2.2%
	81, 82, 83, 84 Valley Express	18.5	14.4	28.8%
<i>Unknown</i>				
		6.0	0.0	100.0%
	System Total	40.6	38.8	4.6%

Source: MTD Passdat Program, MTD Transit Development Department, Planning Section

Planning and Marketing

MTD At Capacity & Too Full to Board Loads (October - December 2008)

LINE	At Capacity (1)			Too Full to Board (2)			
	Oct 08 - Dec 08	Oct 07 - Dec 07	%Change	Oct 08 - Dec 08	Oct 07 - Dec 07	%Change	
1	Westside Connector	29	27	7.4%	23	15	53.3%
2	Eastside Connector	69	83	-16.9%	30	36	-16.7%
3	Oak Park	17	20	-15.0%	3	4	-25.0%
4	Mesa Loop	1	17	-94.1%	8	4	100.0%
5	Mesa / La Cumbre Connection	80	22	263.6%	86	10	760.0%
6	State / Hollister Traveler	91	163	-44.2%	172	100	72.0%
8	Health Care Link	4	10	-60.0%	2	1	100.0%
9	Calle Real / Old Town Shuttle	2	-	100.0%	-	-	0.0%
10	Cathedral Oaks	15	1	1400.0%	16	3	433.3%
11	Downtown / UCSB Connection	167	186	-10.2%	102	137	-25.5%
12x	Goleta Express	41	49	-16.3%	46	46	0.0%
14	Montecito	8	17	-52.9%	10	9	11.1%
15x	SBCC / UCSB Express	118	87	35.6%	120	27	344.4%
16	City College Shuttle	110	26	323.1%	85	20	325.0%
17	Westside / SBCC Link	10	11	-9.1%	50	5	900.0%
20	Carpinteria	37	23	60.9%	26	19	36.8%
21x	Carpinteria Express	19	18	5.6%	1	3	-66.7%
22	Old Mission	-	-	0.0%	-	-	0.0%
23	Winchester Canyon	18	38	-52.6%	7	16	-56.3%
24x	UCSB Express	108	206	-47.6%	201	121	66.1%
25	Ellwood	8	82	-90.2%	8	26	-69.2%
27	UCSB Shuttle	-	51	-100.0%	-	7	-100.0%
36	Seaside Shuttle	18	6	200.0%	13	1	1200.0%
37	Crosstown Shuttle	3	12	-75.0%	1	11	-90.9%
System Subtotal		973	1,155	-15.8%	1,010	621	62.6%
<i>Downtown Waterfront Shuttles</i>							
30	Downtown Shuttle	169	180	-6.1%	210	143	46.9%
31	East Beach Waterfront Shuttle	5	7	-28.6%	8	11	-27.3%
32	West Beach Waterfront Shuttle	1	-	100.0%	1	-	100.0%
33	Wharf Woody	-	-	0.0%	-	3	-100.0%
<i>Commuter Lot Shuttle</i>							
50	Carillo Commuter Lot Shuttle	-	-	0.0%	-	-	0.0%
<i>Valley Express</i>							
81	Cottage Hospital, Downtown, SBCC (am)	-	-	0.0%	-	-	0.0%
82	Goleta, Raytheon, County Health	-	-	0.0%	-	-	0.0%
83	UCSB, County Health, La Cumbre, SBCC (pm)	-	-	0.0%	-	-	0.0%
84	Downtown SB, Milpas	-	-	0.0%	-	-	0.0%
85	Clean Air Express	-	-	0.0%	1	-	100.0%
<i>Related Routes</i>							
20, 21x Carpinteria		56	41	36.6%	27	22	22.7%
1, 2, 37 East/West & Crosstown		101	122	-17.2%	54	62	-12.9%
4, 5, 15x, 16, 17 Mesa Lines		318	146	117.8%	341	62	450.0%
6, 11 State/Hollister		258	349	-26.1%	274	237	15.6%
<i>Unknown/Miscellaneous</i>							
		-	-	0.0%	-	-	0.0%
System Total		1,148	1,342	-14.5%	1,230	778	58.1%

(1) Classified as a 30 foot vehicle with 10 or more standees, or a 40 foot vehicle with 20 or more standees.

(2) Indicates that passengers were refused service because a vehicle was too full to safely board additional riders.

Source: GFI Genfare, MTD Transit Development Department, Planning Section

Planning and Marketing

MTD Bicycles Carried & Wheelchairs Boarded (October - December 2008)

LINE	Bicycles			Wheelchairs			
	Oct 08 - Dec 08	Oct 07 - Dec 07	%Change	Oct 08 - Dec 08	Oct 07 - Dec 07	%Change	
1	Westside Connector	834	706	18.1%	456	333	36.9%
2	Eastside Connector	1,783	1,562	14.1%	481	427	12.6%
3	Oak Park	1,147	778	47.4%	275	327	-15.9%
4	Mesa Loop	622	371	67.7%	48	50	-4.0%
5	Mesa / La Cumbre Connection	1,269	895	41.8%	237	191	24.1%
6	State / Hollister Traveler	4,884	4,449	9.8%	894	868	3.0%
8	Health Care Link	1,139	1,440	-20.9%	197	467	-57.8%
9	Calle Real / Old Town Shuttle	298	229	30.1%	404	244	65.6%
10	Cathedral Oaks	198	112	76.8%	2	1	100.0%
11	Downtown / UCSB Connection	5,942	5,612	5.9%	770	782	-1.5%
12x	Goleta Express	2,177	2,053	6.0%	278	220	26.4%
14	Montecito	831	566	46.8%	47	66	-28.8%
15x	SBCC / UCSB Express	918	914	0.4%	113	85	32.9%
16	City College Shuttle	369	191	93.2%	149	82	81.7%
17	Westside / SBCC Link	548	333	64.6%	39	56	-30.4%
20	Carpinteria	2,426	2,148	12.9%	329	436	-24.5%
21x	Carpinteria Express	922	808	14.1%	122	113	8.0%
22	Old Mission	131	144	-9.0%	5	23	-78.3%
23	Winchester Canyon	899	930	-3.3%	73	81	-9.9%
24x	UCSB Express	3,384	3,096	9.3%	84	166	-49.4%
25	Elwood	587	485	21.0%	45	76	-40.8%
27	UCSB Shuttle	187	201	-7.0%	2	7	-71.4%
36	Seaside Shuttle (1)	-	-	0.0%	9	8	12.5%
37	Crosstown Shuttle (1)	-	-	0.0%	24	26	-7.7%
System Subtotal		31,495	28,023	12.4%	5,083	5,135	-1.0%
<i>Downtown Waterfront Shuttles (1)</i>							
30	State Street Shuttle	-	-	0.0%	178	82	117.1%
31	East Beach Waterfront Shuttle	-	-	0.0%	60	13	361.5%
32	West Beach Waterfront Shuttle	-	-	0.0%	5	8	-37.5%
33	Wharf Woody	-	-	0.0%	-	-	0.0%
<i>Commuter Lot Shuttle (1)</i>							
50	Carillo Commuter Lot Shuttle	-	-	0.0%	-	-	0.0%
<i>Valley Express</i>							
81	Cottage Hospital, Downtown, SBCC (am)	-	3	-100.0%	-	-	0.0%
82	Goleta, Raytheon, County Health	42	17	147.1%	-	-	0.0%
83	UCSB, County Health, La Cumbre, SBCC (pm)	148	62	138.7%	2	-	0.0%
84	Downtown SB, Milpas	6	36	-83.3%	-	1	0.0%
85	Clean Air Express	13	-	0.0%	-	-	0.0%
<i>Related Routes</i>							
20, 21x Carpinteria		3,348	2,956	13.3%	451	549	-17.9%
1, 2, 3, 7 East/West & Crosstown		2,617	2,268	15.4%	961	786	22.3%
4, 5, 15x, 16, 17 Mesa Lines		3,726	2,704	37.8%	586	464	26.3%
6, 11 State/Hollister		10,826	10,061	7.6%	1,664	1,650	0.8%
81, 82, 83, 84 Valley Express		196	118	66.1%	2	1	0.0%
<i>Unknown/Miscellaneous</i>							
		13	10	30.0%	2	2	0.0%
System Total		31,717	28,151	12.7%	5,330	5,241	1.7%

(1) MTD electric shuttles cannot carry bicycles.

Source: GFI Genfare, MTD Transit Development Department, Planning Section

Estimated Bus Ad Space Revenue 2008 Total

Ad Space Sold

2008	Jan	Feb	March	April	May	June	July	Aug	Sep	Oct	Nov	Dec	Total Sold	Unit Price	Total Revenue
<i>Sold individually</i>															
Nova King	33	33	33	33	33	33	33	33	33	33	33	33	396	\$150	\$59,400
Nova Queen	8	8	28	28	28	10	25	25	8	8	8	8	192	\$100	\$19,200
Nova Tail	33	33	7	32	29	31	33	25	12	12	33	20	300	\$150	\$45,000
40' King	23	23	23	23	23	23	23	23	23	23	23	23	276	\$260	\$71,760
40' Queen	0	4	0	12	4	10	14	14	12	12	19	12	113	\$135	\$15,255
40' Tail	23	21	15	15	23	23	23	23	23	23	23	23	258	\$150	\$38,700
Hybrid King	0	0	0	0	8	8	8	8	8	8	8	8	64	\$210	\$13,440
Hybrid Queen	0	0	0	0	0	0	0	8	8	0	0	0	16	\$150	\$2,400
Hybrid Tail	8	8	0	0	8	0	8	8	8	8	8	8	72	\$210	\$15,120
30' Gillig King	1	3	4	4	14	14	10	10	14	14	14	5	107	\$175	\$18,725
30' Gillig Queen	1	1	4	4	4	14	11	11	9	9	9	9	86	\$65	\$5,590
30' Gillig Tail	11	10	14	14	14	3	3	3	14	14	14	14	128	\$150	\$19,200
<i>Sold by fleet</i>															
Valley Express King	5	5	5	5	5	5	0	0	0	0	0	0	30	\$52	\$1,560
Valley Express Queen	0	0	0	0	5	0	0	0	5	5	5	5	25	\$48	\$1,200
Valley Express Tail	0	0	0	0	0	0	0	0	0	0	0	0	0	\$104	\$0
Crosstown Shuttle Tail	5	5	5	5	5	5	5	5	5	5	0	0	50	\$200	\$10,000
D/W Shuttle Tail	11	11	11	11	11	11	11	11	11	11	11	11	132	\$200	\$26,400
Seaside Shuttle Tail	2	2	2	2	2	2	2	2	2	2	2	2	24	\$200	\$4,800
Wharf Woody Shuttle Tail	n/a	n/a	n/a	n/a	n/a	1	1	1	1	1	n/a	n/a	5	\$140	\$700

2,274

Total Estimated Ad Revenue: \$368,450

2008 Budget: \$350,000

Variance: \$18,450

Total Inventory: 3,216

Total Inventory Sold: 2,274

Percentage Sold: 71%

Transit Operations

Compliments and Complaints (October-December 2008)

Month	Passenger Relations	Driving Observations	Schedule/Policy	Missed Passengers	Complaints	Total Monthly per Passenger Boarding	Compliments
October	12	7	23	13	55	1/15,106	25
November	9	11	12	7	39	1/16,706	10
December	17	10	26	10	63	1/9,191	7
Quarter Total	38	28	61	30	157	1/13,668	42

MTD Performance Standard- "Passenger complaints shall average no more than 1 complaint per 10,000 MTD passenger boardings".

Definitions:

Passenger Relations: Perceived negative treatment of passengers by an MTD Employee.

Driving Observations: Concerns regarding driving safety

Schedule/Policy: Missed trips, frequency of service, transfer policy, etc.

Missed Passengers: Complaints that passengers were passed up at MTD authorized stops

Compliments: Documented praise of MTD Employee's actions



MTD's Board of Directors (front row- left to right) Vice Chair Dick Weinberg, Director John Britton, Chair Dave Davis (back row- left to right) Director Chuck McQuary, Secretary Sharon Anderson, Directors Roger Aceves (Mayor City of Goleta) and Brian Fahnestock

Transit Operations

AM/PM Startup for October, November, December 2008

Bus Starts (from terminal)	Total Starts (from terminal)	Missed/Late Starts (missing driver)	Missed/Late Starts (operations error)	Missed/Late Starts (bus failure)
Weekday AM	4,590	3(1)	0	1(2)
Weekday PM	2,067	0	0	0
Saturday	474	0	0	0
Sunday	503	0	0	0
Quarter Totals	7,634	3	0	1

- (1) Driver minimally late
- (2) Minor maintenance problems requiring repair prior to leaving for start of service.
- (3) Incidents/accidents

***As a result of the November 13th "Tea Fire", 30 of MTD's buses were taken out to MTD's Overpass Road facility for safekeeping. The next day, these buses were dispatched from that location. This resulted in some of the units departing a few minutes late because the drivers had to be shuttled out to that location.



Some of MTD employees expressing their thanks to the community, following the passage of ballot Measure A.

Transit Operations



Fleet Facts

EV Fleet	Number in Fleet	Battery Type	Traction
EV's 1 -11	9	Lead Acid	DC Drive
EV's 12 – 21	10	Ni-Cad	AC Drive
EV 22	1	Lead Acid	AC Drive

Fleet Consumption Statistics

Fiscal Year to Date (December 31, 2008)

Miles	KWH	MPK	Parts	Labor	Cost per Mile
107,504	145,740	0.74	\$67,112	\$34,477	\$1.20

Prior Fiscal Year to Date (December 31, 2007)

Miles	KWH	MPK	Parts	Labor	Cost per Mile
108,373	147,292	0.74	\$51,654	\$42,267	\$1.12

Transit Operations



Fleet Facts

Diesel Fleet	Number in Fleet	Engine	Transmission
2004 MCI D4000	3	Detroit Diesel Series 60 inline 6	Allison B500
2004 MCI D4500	2	Detroit Diesel Series 60 inline 6	Allison B500

Fleet Consumption Statistics

Fiscal Year to Date (December 31, 2008)

Miles	MPG	Fuel/Oil	Parts	Labor	Cost per Mile
54,067	4.84	\$35,032	\$6,258	\$5,331	\$0.86

Prior Fiscal Year to Date (December 31, 2007)

Miles	MPG	Fuel/Oil	Parts	Labor	Cost per Mile
52,537	4.95	\$26,338	\$5,123	\$10,041	\$0.79

Transit Operations



Fleet Facts

Diesel Fleet	Number in Fleet	Engine Type	Transmission
2004 Gillig LF 40	15	Detroit Diesel Series 50 inline 4	Allison B400R

Fleet Consumption Statistics

Fiscal Year To Date (December 31, 2008)

Miles	MPG	Fuel/Oil	Parts	Labor	Cost per Mile
301,940	3.90	\$249,872	\$64,528	\$42,918	\$ 1.18

Prior Fiscal Year To Date (December 31, 2007)

Miles	MPG	Fuel/Oil	Parts	Labor	Cost per Mile
290,421	4.00	\$185,123	\$49,924	\$40,398	\$ 0.95

Transit Operations



Fleet Facts

Diesel Fleet	Number in Fleet	Engine	Transmission
1998 Nova LFS	28	Detroit Diesel Series 40 inline 6	Allison B400R
2000 Nova LFS	5	Detroit Diesel Series 40 inline 6	Allison B400R

Fleet Consumption Statistics

Fiscal Year to Date (December 31, 2008)

Miles	MPG	Fuel/Oil	Parts	Labor	Cost per Mile
613,812	4.21	\$456,606	\$190,385	\$93,072	\$1.21

Prior Fiscal Year to Date (December 31, 2007)

Miles	MPG	Fuel/Oil	Parts	Labor	Cost per Mile
644,603	4.49	\$357,072	\$217,283	\$106,242	\$1.06

Transit Operations



Fleet Facts

Diesel Fleet	Number in Fleet	Engine	Transmission
1992 Flxible Metro	8	Cummins ISM Inline 6	Voith D863W7.2

Fleet Consumption Statistics

Fiscal Year to Date (December 31, 2008)

Miles	MPG	Fuel/Oil	Parts	Labor	Cost per Mile
35,248	4.10	\$24,820	\$6,974	\$9,796	\$1.18

Prior Fiscal Year to Date (December 31, 2007)

Miles	MPG	Fuel/Oil	Parts	Labor	Cost per Mile
35,518	3.94	\$22,420	\$6,350	\$11,352	\$1.13

Transit Operations



Fleet Facts

Diesel Fleet	Number in Fleet	Engine Type	Transmission
2004 Gillig LF 29	14	Cummins ISB inline 6	Allison B300R

Fleet Consumption Statistics

Fiscal Year To Date (December 31, 2008)

Miles	MPG	Fuel/Oil	Parts	Labor	Cost per Mile
182,356	4.66	\$124,024	\$25,125	\$23,267	\$ 0.95

Prior Fiscal Year To Date (December 31, 2007)

Miles	MPG	Fuel/Oil	Parts	Labor	Cost per Mile
204,905	4.95	\$103,129	\$25,753	\$23,493	\$ 0.74

Transit Operations



Fleet Facts

Diesel Fleet	Number in Fleet	Engine	Transmission
2007 Gillig Hybrid LF	8	Cummins ISB Inline 6	Allison EP40

Fleet Consumption Statistics Fiscal Year to Date (December 31, 2008)

Miles	MPG	Fuel/Oil	Parts	Labor	Cost per Mile
146,153	4.80	\$94,987	\$14,614	\$14,687	\$0.85

Prior Fiscal Year to Date (December 31, 2007)

Miles	MPG	Fuel/Oil	Parts	Labor	Cost per Mile
117,613	4.46	\$62,094	\$6,679	\$12,424	\$0.69

Management & Administration

October through December 2008

MTD Turnover Rate 2003-2006	Second Quarter 2005	Second Quarter 2006	Second Quarter 2007	Second Quarter 2008
Staff	5%	5%	5%	0%
Drivers	5%	2%	1%	1%
Service Workers	0%	9%	0%	0%
Mechanics	0%	0%	0%	0%
Overall % Totals	3%	2%	1%	1%

Management & Administration

October through December 2008

Workers' Compensation Claims

Workers' Compensation Claims (employee injury)	Temporary Disability (lost time)	No Lost time (first aid only)
October - December 2005	2	5
October - December 2006	3	4
October - December 2007	1	1
October - December 2008	1	0

Liability Claims

Liability Claims (bus accidents)	Reportable to National Transit Data Base	Reportable to MTD
October - December 2005	0	8
October - December 2006	0	10
October - December 2007	0	9
October - December 2008	0	10

Miscellaneous Financial Indicators
Period Ending December 31, 2008

	Actual FY 08/09	Budget FY 08/09	Prior FY 07/08
Cash and Pass Performance*	(Income Statement)		
Cash Fares	\$1,597,861	\$1,514,097	\$1,537,764
Tokens	20,548	24,413	25,157
	\$1,618,409	\$1,538,510	\$1,562,921
10-Ride Passes	\$454,361	\$442,588	\$441,129
30-Day Passes	418,008	376,702	365,124
	\$872,369	\$819,290	\$806,253
Total:	\$2,490,778	\$2,357,800	\$2,369,174

* Cash and Pass Performance does not include contract related passenger fares

Advertising Program	(Income Statement)		
Sales Revenue	\$196,871	\$212,750	\$214,527

Materials & Supplies Inventory	(Balance Sheet)		
Bus Parts, Fuel/Lubricants	\$1,196,241	n/a	\$1,188,261

Workers Compensation & Liability

Expenses: (Income Statement)			
W.C. Related Costs	\$419,611	\$298,052	\$224,009
Liability Related Costs	\$153,422	\$233,487	\$226,963

Reserves: (Balance Sheet)			
W.C. Reserves	\$1,279,599	n/a	\$1,228,140
Liability Reserves	\$58,148	n/a	\$41,074

Santa Barbara Metropolitan Transit District
Revenue, Expense and Performance Report
Period Ending December 31, 2008

Category	FY 08-09	FY 07-08	% Change
Passenger Fares	\$2,470,230	\$2,344,016	5.38%
Passenger Fares (Contract Related)	\$1,285,886	\$1,235,505	4.08%
Total Passenger Fares	\$3,756,116	\$3,579,521	4.93%
Total Operating Expense	\$10,305,959	\$9,639,542	6.91%
Farebox Ratio	36.4%	37.1%	-1.85%
Revenue Hours	102,800	101,138	1.64%
Revenue Miles	1,303,446	1,282,916	1.60%
Total Passengers	4,243,187	3,935,137	7.83%
Cost/Passenger	\$2.43	\$2.45	-0.85%
Cost/Hour	\$100.25	\$95.31	5.18%
Cost/Mile	\$7.91	\$7.51	5.23%
Passenger/Hour	41.28	38.91	6.08%
Passenger/Mile	3.26	3.07	6.13%

Transit Finance

Compliance Report for Quarter Ending December 31, 2008

As a recipient of Federal funds from the Federal Transit Administration (FTA), the Santa Barbara Metropolitan Transit District (MTD) is subject to a number of rules and regulations. (These rules are discussed in the "Areas of Compliance" document.) This report describes actions taken between October 1 and December 31, 2008, to address these requirements.

MTD Compliance Actions

Submitted FY 2008 National Transit Database Annual Report to Federal Transit Administration (FTA).

Submitted MTD, Easy Lift, and Clean Air Express monthly National Transit Database Safety and Security reports to FTA.

Submitted MTD, Easy Lift, and Clean Air Express monthly National Transit Database Ridership reports to FTA.

Submitted Disadvantaged Business Enterprise (DBE) Semi-Annual "Uniform Report of DBE Commitments/Awards and Payments" for the period April 1, 2008 through September 30, 2008 to FTA.

Submitted MTD FY 2009 annual Certifications and Assurances to FTA.

Submitted amendment to FTA for Intermodal Transit Center Expansion grant.

Staff attended a Safety and Security Seminar sponsored by FTA regarding assistance in complying with safety and security requirements and recommendations.

Continued to monitor all FTA compliance areas.

Continued to monitor the Americans with Disabilities Act (ADA) complementary paratransit service operated by Easy Lift Transportation for MTD (*MTD is responsible for this service, and must ensure that it complies with all FTA requirements*).

Coordinated with the Santa Barbara County Association of Governments (SBCAG) and AmericanStar Transportation to monitor the Clean Air Express service (*As the grantee for capital funds for the service, MTD must ensure that this service complies with all FTA requirements*).

Appendix

Performance Standards

The most recent Transportation Development Act (TDA) Triennial Audit of the Santa Barbara Metropolitan Transit District (MTD) included a recommendation that the MTD should develop a simplified system of goals and objectives that can be used for regular performance monitoring. Accordingly, MTD has adopted simplified performance standards.

MTD Performance Standards

At least 95% of all MTD revenue trips shall depart no more than 5 minutes late.

At least 98% of all MTD scheduled revenue trips shall be completed.

The MTD system shall carry an average of not less than 36 passengers per revenue hour for any 3-year period.

The MTD system shall carry an average of not less than 2.5 passengers per revenue mile for any 3-year period.

MTD shall maintain at least a 40% farebox recovery ratio over any 3-year period.

The MTD systemwide spare ratio shall not exceed 20%.

MTD revenue vehicles shall travel a minimum of 8,000 miles between breakdowns.

Passenger complaints shall average no more than 1 complaint per 10,000 MTD passenger boardings.



BOARD OF DIRECTORS REPORT

MEETING DATE: FEBRUARY 10, 2009 AGENDA ITEM #: 13
TYPE: INFORMATION
PREPARED BY: JERRY ESTRADA

REVIEWED BY: GENERAL MANAGER

Signature

GM Signature

SUBJECT: SIX-MONTH FINANCIAL STATEMENT ANALYSIS FOR FY 08-09

DISCUSSION:

Executive Summary

The six-month financial statements indicate that MTD's revenue is only slightly below budget. However, the result is somewhat misleading as passenger related fares exceeded budgeted expectations due to the spike in ridership during the first few months of the fiscal year when gasoline prices were much higher.

Sales tax revenue was significantly below budget reflecting a sharp decline that began in September and is projected to continue through next fiscal year. Fortunately, operating expense is significantly below budget due in large part to falling diesel fuel prices. The decline in sales tax revenue is of significant concern to MTD and requires additional analysis as it directly impacts this year's budget as well as the financial forecast. Staff will provide a detailed assessment of the impact as a part of the draft budget process for next fiscal year.

Operating Budget

Attached are draft financial reports for the six-month period ending December 31, 2008. Operating revenue of \$3,756,116 was 3.9% or \$142,072 over budget, while operating expense of \$10,305,960 was -4.3% or \$467,622 under budget. While operating expense exceeded revenue by \$1,658,467 it should be pointed out that approximately \$4 million in federal operating assistance is anticipated prior to the end of the year.

Capital

Capital expenditures fiscal year to-date total \$236,145. Capital costs consisted primarily of revenue vehicle improvements such as engines, transmissions and battery packs in the amount of \$183,331 and bus shelter related costs of \$38,331.

Performance Indicators

Ridership increased by 7.83% or 308,050 passenger trips, while the farebox ratio decreased slightly to 36.4% (from 37.1% the prior year). The slight increase in service hours is a reflection of the District's temporary solutions to severe overloads that created intense demands for transit service during peak periods.

Operating Revenue

Farebox Revenue

Regular cash fares were \$83,764 over budget, while passes and token sales exceeded the budget by \$53,079. Combined cash fares, passes, and tokens exceeded the budget by \$136,843. The pass revenue figure includes pre-sale of new bus passes at the increased rate.

Contract fares increased by \$5,229 compared to the budget. The increase in contract fares reflects an increase in SBCC enrollment and CPI increases associated with fare buy-down subsidies. As a whole, operating revenue was \$142,072 or 3.9% over budget.

Non-Transportation Revenue

Non-Transportation Revenue was below budget by \$32,167. Interest on investments is under budget by \$3,049, while advertising revenue was under budget by \$15,879. Advertising revenue is also down compared to prior year figures. Staff will review its advertising revenue expectations for this fiscal year over the next few months and recommend a change if it is deemed necessary. Miscellaneous revenue was \$60,717 under budget due to a delay in leasing the Overpass property.

Federal & State Subsidies

Federal 5307 operating subsidy of \$4,000,000 is anticipated to be available by the end of the fiscal year and is not reflected in the quarterly report.

Below is an illustration outlining actual results through the first seven periods of the fiscal year for TDA-LTF sales tax revenue:

Santa Barbara MTD (TDA-LTF)

	FY08	FY09	Change	
Jul	\$455,572	\$479,174	\$23,601	5.2%
Aug	608,583	639,257	30,674	5.0%
Sep	726,428	592,450	(133,978)	-18.4%
Oct	499,376	480,108	(19,268)	-3.9%
Nov	666,708	640,933	(25,775)	-3.9%
Dec	601,220	533,269	(67,951)	-11.3%
Jan	525,222	476,771	(48,451)	-9.2%
YTD Actual:	\$4,083,109	\$3,841,961	(\$241,149)	-5.9%

<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="text-align: center; border-top: 1px solid black;">Sep - Jan</td> </tr> <tr> <td style="text-align: center;">(\$295,424)</td> </tr> <tr> <td style="text-align: center;">-9.8%</td> </tr> </table>	Sep - Jan	(\$295,424)	-9.8%
Sep - Jan			
(\$295,424)			
-9.8%			

The County Auditor-Controller has estimated that TDA-LTF sales tax revenue for fiscal year 08-09 will decrease by 8% from the original estimate of \$6,991,703, which would result in a budget reduction of \$551,175 for this year.

For the County Auditor-Controller's estimate to be achieved an average decrease of approximately 5.5% for the remaining five periods of the fiscal year would have to occur. Based on the actual performance over the past five periods, and considering the current economic environment, staff is concerned that the estimate may actually underestimate the rate of decline in this particular revenue source.

Looking ahead to next fiscal year, the County Auditor-Controller has estimated that fiscal year 09-10 TDA-LTF sales tax revenue will decline by 14.8% from the original estimate of \$6,991,703 for fiscal year 08-09. Based on the County Auditor-Controllers guidance, and actual results it is estimated that MTD may need to reduce its original forecast for fiscal year 09-10 TDA-LTF sales tax revenue by nearly \$1,100,000.

In summary, as it pertains to TDA-LTF sales tax revenue, MTD forecasts a budget reduction of \$551,175 for the current fiscal year and \$1,100,000 for the following year.

Operating Expenses

In total, operating expense was \$467,622 or -4.3% under budget. Driver wages and fringe benefits were \$31,683 or half a percent under budget. Of concern, is the fact that unscheduled driver pay is \$30,152 over budget, which reflects the "boosting" of service. The majority of the savings is related to actual sick and vacation pay figures coming in well below budgeted figures. These figures have a tendency to swing substantially throughout the year. Staff will review these figures and consider budget revisions as needed.

Liability costs were \$80,065 under budget, while workers compensation costs were \$121,559 over budget. A significant amount of the workers compensation related increase has to do with a higher than anticipated adjustment to current year claim reserves.

Fuel related costs were \$222,712 under budget and \$229,495 over prior year figures. Fuel prices were significantly higher during the first quarter in comparison to the prior year. However, fuel prices have dropped in the second quarter. In fiscal year 07-08, MTD endured a significant spike in fuel prices beginning in late January 2008 that extended into early September 2008. Projecting fuel prices for the second half of this year will be challenging considering the volatility experienced over the past year.

Vehicle bus parts expense was \$67,972 below budget but \$14,714 over prior year figures. Parts management continues to do an admirable job as it relates to identifying opportunities to reduce costs.

Expenses associated with promotion and information was under budget but it is anticipated that MTD will meet its original budget for the majority of these items. Farebox parts and repairs was \$17,756 under budget which is a reflection of the investments the District has made throughout the past year to replace older components and improve preventative maintenance practices. Power, Water and Trash costs are exceeding the budget by \$11,327.

**Santa Barbara Metropolitan Transit District
Revenue, Expense and Performance Report
Period Ending December 31, 2008**

Category	FY 08-09	FY 07-08	% Change
Passenger Fares	\$2,470,230	\$2,344,016	5.38%
Passenger Fares (Contract Related)	\$1,285,886	\$1,235,505	4.08%
Total Passenger Fares	\$3,756,116	\$3,579,521	4.93%
Total Operating Expense	\$10,305,959	\$9,639,542	6.91%
Farebox Ratio	36.4%	37.1%	-1.85%
Revenue Hours	102,800	101,138	1.64%
Revenue Miles	1,303,446	1,282,916	1.60%
Total Passengers	4,243,187	3,935,137	7.83%
Cost/Passenger	\$2.43	\$2.45	-0.85%
Cost/Hour	\$100.25	\$95.31	5.18%
Cost/Mile	\$7.91	\$7.51	5.23%
Passenger/Hour	41.28	38.91	6.08%
Passenger/Mile	3.26	3.07	6.13%

Santa Barbara Metropolitan Transit District
Operating & Capital Budget
Period Ending December 31, 2008

	ACTUAL FY 08/09	BUDGET FY 08/09	PRIOR FY 07/08
OPERATING REVENUE			
Passenger Fares	\$3,756,116	\$3,614,043	\$3,579,521
Federal Operating Assistance	125,534	117,400	198,303
Property Tax Revenue	478,707	431,229	455,133
Local Operating Assistance	667,467	666,170	576,298
Non-Transportation Income	254,480	334,125	294,219
Sales Tax Revenue (TDA)	3,365,190	3,561,606	3,557,888
Total Operating Revenue	\$8,647,494	\$8,724,573	\$8,661,362
OPERATING EXPENSE			
Route Operations	\$5,673,976	\$5,753,577	\$5,358,310
Vehicle Maintenance	2,701,086	2,939,102	2,340,576
Passenger Accommodations	772,139	825,036	791,654
General Overhead	1,158,758	1,255,867	1,149,002
Total Operating Expense	\$10,305,959	\$10,773,582	\$9,639,542
CAPITAL REVENUE			
Sales Tax Revenue (TDA)	\$0	\$0	\$0
Other Capital Assistance	15,677	0	0
State Transit Assistance (TDA)	0	0	0
Federal Capital Assistance	0	0	0
Total Capital Revenue	\$15,677	\$0	\$0
CAPITAL PROJECTS			
Haley/Calle Real/Fixed Facilities	\$0	\$45,892	\$53,462
Intelligent Transportation Systems	0	0	3,250
Calle Real Development	6,075	12,500	13,942
Management Information Systems	1,378	17,500	41,178
Passenger Facilities & Equipment	38,331	62,815	40,568
Service Vehicles	792	0	74,319
Buses	0	0	0
Buses - Radios/Fareboxes/Bike Racks	0	0	0
Revenue Vehicle Improvements	183,331	318,800	287,379
Shop Equipment	6,238	32,500	6,994
Office Furniture & Equipment	0	2,500	0
Total Capital Projects	\$236,145	\$492,507	\$521,092
DEFERRED CREDITS SURPLUS/(DEFICIT)	(\$1,878,933)	(\$2,541,516)	(\$1,499,272)

SANTA BARBARA METROPOLITAN TRANSIT DISTRICT

REVENUE VARIANCE REPORT

For the Period Ending December 31, 2008

	<u>ACTUAL</u>	<u>BUDGET</u>	<u>VAR (\$)</u>	<u>PRIOR</u>	<u>VAR (\$)</u>
OPERATING REVENUE					
CASH FARES					
Regular Cash Fares	1,597,861	1,514,097	83,764	1,537,764	60,097
	\$ 1,597,861	\$ 1,514,097	\$ 83,764	\$ 1,537,764	\$ 60,097
TICKETS & TOKENS					
One Day Pass Fares	1,080	0	1,080	0	1,080
Adult Ten Ride Pass Fares	237,364	201,843	35,521	207,526	29,838
Youth Ten Ride Pass Fares	137,493	168,267	(30,774)	161,063	(23,570)
Senior Ten Ride Pass Fares	21,382	17,875	3,506	20,280	1,102
Mobility 10-Ride Pass Fares	15,592	18,248	(2,656)	16,315	(724)
Valley Express 10 Ride Pass Fares	41,450	36,355	5,095	35,945	5,505
Regular Fares - Tokens	20,548	24,413	(3,866)	25,157	(4,609)
Adult 30 Days Passports	230,871	231,390	(519)	215,086	15,785
Youth 30 Days Passports	72,008	40,512	31,496	41,504	30,504
Senior 30 Days Passports	28,950	34,348	(5,398)	23,076	5,874
Mobility 30 Days Passports	49,552	34,347	15,205	45,781	3,771
Valley Express 30 Days Passports	16,080	11,693	4,387	14,520	1,560
	\$ 872,369	\$ 819,290	\$ 53,079	\$ 806,253	\$ 66,116
CONTRACT FARES					
Brooks Institute Contract Fares	3,560	1,440	2,120	2,138	1,423
UCSB Contract Fares	266,224	266,607	(383)	263,954	2,270
City Shuttle Contract Fares	616,125	638,744	(22,619)	595,253	20,871
Downtown City My Ride Program Cont	55,773	52,000	3,773	54,755	1,018
SBCC Contract Revenue	302,213	279,648	22,564	279,240	22,973
Carpinteria Seaside Shuttle Contract F	41,730	41,855	(125)	40,038	1,692
CA Amtrak Contract Revenue	262	113	150	127	135
Special Event Fares	0	250	(250)	0	0
	\$ 1,285,886	\$ 1,280,657	\$ 5,229	\$ 1,235,505	\$ 50,381
OPERATING REVENUE SUBTOTAL	\$ 3,756,116	\$ 3,614,043	\$ 142,072	\$ 3,579,521	\$ 176,594
NON OPERATING REVENUE					
NON TRANSPORTATION REVENUE					
Advertising On Buses	196,871	212,750	(15,879)	214,527	(17,656)
Interest On Investments	50,326	53,375	(3,049)	50,159	167
Gain/(Loss) on Assets Sales	0	0	0	15,315	(15,315)
Miscellaneous Revenue	7,283	68,000	(60,717)	14,219	(6,936)
Property Tax Revenue	478,707	431,229	47,478	455,133	23,574
	\$ 733,187	\$ 765,354	(\$ 32,167)	\$ 749,352	(\$ 16,165)
SALES TAX REVENUE					
SB325 Local Transportation Fund	3,365,190	3,561,606	(196,416)	3,557,888	(192,697)
Local Operating Assistance	667,467	666,170	1,297	576,298	91,169
	\$ 4,032,657	\$ 4,227,776	(\$ 195,119)	\$ 4,134,186	(\$ 101,529)
FEDERAL ASSISTANCE					
FTA - Operating Assistance	0	0	0	0	0
FTA CMAQ Operating Assistance	125,534	117,400	8,134	198,303	(72,769)
	\$ 125,534	\$ 117,400	\$ 8,134	\$ 198,303	(\$ 72,769)
NON OPERATING REVENUE	\$ 4,891,378	\$ 5,110,530	(\$ 219,152)	\$ 5,081,841	(\$ 190,463)
GRAND TOTALS	\$ 8,647,493	\$ 8,724,573	(\$ 77,080)	\$ 8,661,362	(\$ 13,869)

SANTA BARBARA METROPOLITAN TRANSIT DISTRICT
OPERATING EXPENDITURES
For the Period Ending December 31, 2008

	<u>ACTUAL</u>	<u>BUDGET</u>	<u>VAR (\$)</u>	<u>PRIOR</u>	<u>VAR (\$)</u>
<i>ROUTE OPERATIONS</i>					
DRIVERS	4,354,487	4,386,171	(31,683)	4,099,456	255,031
DISPATCH & SUPERVISION	250,007	235,067	14,940	261,888	(11,881)
HIRING & TRAINING	143,283	140,348	2,935	125,728	17,555
RISK & SAFETY	665,103	730,895	(65,792)	669,741	(4,639)
CONTRACTED TRANSPORTATION	261,096	261,096	0	201,497	59,600
<i>SUBTOTAL</i>	<u>\$ 5,673,976</u>	<u>\$ 5,753,577</u>	<u>(\$ 79,601)</u>	<u>\$ 5,358,310</u>	<u>\$ 315,666</u>
<i>VEHICLE MAINTENANCE</i>					
MECHANICS	486,634	508,635	(22,001)	488,255	(1,622)
CLEANERS & FUELERS	342,175	332,097	10,078	331,348	10,827
SHOP SUPERVISION	254,049	265,327	(11,278)	230,528	23,521
FUEL, LUBRICANTS AND TIRES	1,206,553	1,443,482	(236,929)	969,918	236,635
VEHICLE PARTS AND SUPPLIES	292,820	371,372	(78,552)	312,075	(19,255)
OUTSIDE VEHICLE MAINTENANCE	12,937	27,375	(14,438)	36,731	(23,794)
RISK AND SAFETY	105,918	(9,185)	115,103	(28,280)	134,198
<i>SUBTOTAL</i>	<u>\$ 2,701,086</u>	<u>\$ 2,939,102</u>	<u>(\$ 238,016)</u>	<u>\$ 2,340,576</u>	<u>\$ 360,511</u>
<i>PASSENGER FACILITIES</i>					
PASSENGER FACILITIES	355,389	362,098	(6,708)	326,225	29,164
TRANSIT DEVELOPMENT	158,924	170,216	(11,292)	167,698	(8,774)
PROMOTION & INFORMATION	147,339	178,954	(31,615)	172,554	(25,215)
FARE REVENUE COLLECTION	110,487	113,768	(3,281)	125,177	(14,690)
<i>SUBTOTAL</i>	<u>\$ 772,139</u>	<u>\$ 825,036</u>	<u>(\$ 52,897)</u>	<u>\$ 791,654</u>	<u>(\$ 19,515)</u>
<i>GENERAL OVERHEAD</i>					
FINANCE	260,651	270,071	(9,421)	220,155	40,496
PERSONNEL	46,637	47,235	(598)	45,333	1,304
OPERATING FACILITIES	125,202	145,432	(20,231)	124,873	329
DISTRICT ADMINISTRATION	622,198	691,629	(69,430)	662,759	(40,561)
UTILITIES	104,070	101,500	2,570	95,882	8,189
<i>SUBTOTAL</i>	<u>\$ 1,158,758</u>	<u>\$ 1,255,867</u>	<u>(\$ 97,109)</u>	<u>\$ 1,149,002</u>	<u>\$ 9,757</u>
<i>TOTAL OPERATING COST</i>	<u>\$ 10,305,960</u>	<u>\$ 10,773,582</u>	<u>(\$467,622)</u>	<u>\$ 9,639,541</u>	<u>\$ 666,418</u>

SANTA BARBARA METROPOLITAN TRANSIT DISTRICT

ROUTE OPERATIONS

For the Period Ending December 31, 2008

	<u>ACTUAL</u>	<u>BUDGET</u>	<u>VAR (\$)</u>	<u>PRIOR</u>	<u>VAR (\$)</u>
DRIVERS					
WAGES					
Scheduled	2,699,455	2,698,888	567	2,572,903	126,551
Scheduled OT	125,428	117,069	8,359	106,698	18,730
Unscheduled	122,132	91,979	30,152	101,861	20,270
Driver Lite Duty	0	5,204	(5,204)	8,722	(8,722)
FRINGE BENEFITS					
FICA - Drivers	254,377	253,261	1,116	237,302	17,075
Pension - Drivers	387,594	397,122	(9,528)	350,206	37,387
Health Insurance - Drivers	400,319	392,401	7,918	375,903	24,416
Sick Pay - Drivers	52,532	69,948	(17,417)	52,182	349
Vacation - Drivers	172,588	206,025	(33,438)	157,488	15,100
Holiday Pay - Drivers	119,284	131,386	(12,102)	115,794	3,490
Other Pay - Drivers	8,260	12,000	(3,740)	16,003	(7,743)
Unemployment Insurance - Drivers	813	1,888	(1,075)	1,020	(207)
Uniforms - Drivers	11,707	9,000	2,707	3,373	8,334
	\$ 4,354,487	\$ 4,386,171	(\$ 31,683)	\$ 4,099,456	\$ 255,031
 DISPATCH & SUPERVISION					
WAGES					
Supervisors - Dispatch & Supervision	78,895	67,017	11,878	63,880	15,016
Staff - Dispatch & Supervision	80,358	77,540	2,819	98,595	(18,236)
FRINGE BENEFITS					
FICA - Dispatch & Supervision	13,878	12,886	992	17,800	(3,922)
Pension - Dispatch & Supervision	17,236	17,037	199	16,167	1,069
Health Insurance - Dispatch & Supervi	35,171	35,279	(107)	34,525	646
Sick Pay - Dispatch & Supervision	5,072	2,576	2,496	5,342	(269)
Vacation - Dispatch & Supervision	10,306	11,446	(1,140)	16,903	(6,598)
Holiday Pay - Dispatch & Supervision	7,295	8,536	(1,240)	6,202	1,093
Other Pay - Dispatch & Supervision	1,795	2,751	(956)	2,474	(679)
	\$ 250,007	\$ 235,067	\$ 14,940	\$ 261,888	(\$ 11,881)
 HIRING & TRAINING					
WAGES					
Staff - Hiring & Training	16,154	17,843	(1,689)	18,500	(2,346)
Student Drivers	25,464	26,640	(1,176)	20,877	4,587
Existing Drivers/Supervisors Training	60,397	47,256	13,141	45,870	14,526
FRINGE BENEFITS					
FICA - Hiring & Training	7,018	7,493	(475)	5,966	1,052
Pension - Hiring & Training	7,246	6,743	503	6,548	698
Health Insurance - Hiring & Training	10,380	11,024	(644)	7,888	2,492
Sick Pay - Hiring & Training	67	1,148	(1,081)	1,511	(1,444)
Vacation - Hiring & Training	5,048	2,103	2,945	(1,188)	6,236
Holiday Pay - Hiring & Training	3,075	2,757	318	2,460	615
Other Pay - Hiring & Training	321	665	(344)	1,047	(726)
Medical/Driving Exams & DMV Fees (	7,238	12,050	(4,812)	11,646	(4,407)

SANTA BARBARA METROPOLITAN TRANSIT DISTRICT

ROUTE OPERATIONS

For the Period Ending December 31, 2008

	<u>ACTUAL</u>	<u>BUDGET</u>	<u>VAR (\$)</u>	<u>PRIOR</u>	<u>VAR (\$)</u>
Employment Ads	0	2,475	(2,475)	3,554	(3,554)
Training, Travel & Meetings (RO)	874	2,150	(1,276)	1,048	(173)
	<u>\$ 143,283</u>	<u>\$ 140,348</u>	<u>\$ 2,935</u>	<u>\$ 125,728</u>	<u>\$ 17,555</u>
RISK & SAFETY					
WAGES					
Staff - Risk & Safety	29,452	30,833	(1,381)	27,867	1,585
Supervisors - Risk & Safety	98,560	97,869	691	117,693	(19,134)
Driver Accident Pay	1,074	542	532	701	373
FRINGE BENEFITS					
FICA - Risk & Safety	10,615	10,922	(306)	13,136	(2,521)
Pension - Risk & Safety	14,462	13,496	966	6,483	7,979
Health Insurance - Risk & Safety	21,523	17,288	4,235	13,833	7,690
Sick Pay - Risk & Safety	2,073	1,523	550	1,015	1,058
Vacation - Risk & Safety	7,867	6,247	1,620	4,185	3,682
Holiday Pay - Risk & Safety	5,753	5,692	61	3,107	2,646
Other Pay - Risk & Safety	1,243	1,007	235	347	895
Unemployment Insurance - Risk & Saf	6	0	6	0	6
LIABILITY COSTS					
Liability - Professional Services	19,663	70,706	(51,044)	70,623	(50,960)
Liability Insurance	111,873	120,281	(8,408)	106,517	5,357
Liability CY Payouts	19,280	10,000	9,281	1,347	17,934
Liability CY Reserves	18,412	12,500	5,912	6,876	11,536
Liability PY Payouts	143	100,000	(99,857)	127,000	(126,857)
Change in PY Liability Reserves	(15,949)	(80,000)	64,051	(85,400)	69,451
WORKERS COMP COSTS					
WC Professional Services (RO)	94,846	97,966	(3,120)	72,295	22,551
WC Insurance (RO)	19,671	26,771	(7,100)	16,087	3,584
WC CY Incident Payouts (RO)	36,126	12,500	23,626	3,519	32,607
WC CY Incident Reserves (RO)	82,155	32,500	49,655	18,000	64,155
WC PY Incidents Payouts (RO)	84,562	162,500	(77,938)	120,689	(36,127)
Change In WC PY Incident Reserves (	(3,667)	(25,000)	21,333	21,698	(25,365)
Miscellaneous Risk & Safety	5,358	4,750	608	2,122	3,236
CONTRACTED TRANSPORTATION					
Paratransit Subsidy	261,096	261,096	0	201,497	59,600
	<u>\$ 926,199</u>	<u>\$ 991,991</u>	<u>(\$ 65,792)</u>	<u>\$ 871,238</u>	<u>\$ 54,961</u>
ROUTE OPERATIONS	<u>\$ 5,673,976</u>	<u>\$ 5,753,577</u>	<u>(\$ 79,601)</u>	<u>\$ 5,358,310</u>	<u>\$ 315,666</u>

SANTA BARBARA METROPOLITAN TRANSIT DISTRICT

VEHICLE MAINTENANCE

For the Period Ending December 31, 2008

	<u>ACTUAL</u>	<u>BUDGET</u>	<u>VAR (\$)</u>	<u>PRIOR</u>	<u>VAR (\$)</u>
MECHANICS					
WAGES					
Mechanics	319,654	343,798	(24,144)	336,168	(16,514)
Less Mechanics Labor for Capitalizatio	(23,494)	(19,591)	(3,903)	(14,786)	(8,708)
Mechanics-Overtime	4,191	1,959	2,232	1,784	2,407
FRINGE BENEFITS					
FICA - Mechanics	29,774	30,353	(579)	29,159	614
Pension - Mechanics	40,682	42,454	(1,772)	38,342	2,339
Health Insurance - Mechanics	41,680	45,560	(3,880)	41,081	600
Sick Pay - Mechanics	17,079	9,143	7,936	6,656	10,422
Vacation - Mechanics	30,595	26,516	4,079	24,504	6,090
Holiday Pay - Mechanics	16,417	17,553	(1,136)	16,358	58
Other Pay - Mechanics	1,262	731	531	0	1,262
Uniforms - Mechanics	5,495	6,000	(505)	5,388	107
Tool Allowance - Mechanics	3,300	4,158	(858)	3,600	(300)
	<u>\$ 486,634</u>	<u>\$ 508,635</u>	(\$ 22,001)	<u>\$ 488,255</u>	(\$ 1,622)
CLEANERS & FUELERS					
WAGES					
Service Workers - Cleaners & Fuelers	206,889	203,566	3,323	205,102	1,786
FRINGE BENEFITS					
FICA - Cleaners & Fuelers	17,672	16,871	800	17,445	227
Pension - Cleaners & Fuelers	34,514	36,647	(2,133)	31,279	3,234
Health Insurance - Cleaners & Fuelers	54,941	46,020	8,921	49,258	5,683
Sick Pay - Cleaners & Fuelers	2,646	3,381	(735)	3,195	(550)
Vacation - Cleaners & Fuelers	9,732	9,082	650	9,467	265
Holiday Pay - Cleaners & Fuelers	10,651	11,128	(477)	10,087	564
Other Pay - Cleaners & Fuelers	1,016	353	664	151	865
Uniforms - Cleaners & Fuelers	3,461	3,380	81	3,568	(107)
Medical Exams/DMV Fees (VM)	654	1,669	(1,015)	1,795	(1,141)
	<u>\$ 342,175</u>	<u>\$ 332,097</u>	\$ 10,078	<u>\$ 331,348</u>	\$ 10,827
SHOP SUPERVISION					
WAGES					
Staff - Maintenance Supervision	157,852	160,544	(2,692)	141,559	16,293
FRINGE BENEFITS					
FICA - Supervision Vehicle Mainten	13,641	13,728	(87)	12,453	1,188
Pension - Supervision Vehicle Mainte	17,855	17,945	(90)	14,218	3,637
Health Insurance - Supervision/Vehicle	41,591	46,757	(5,166)	37,969	3,622
Sick Pay - Supervision Vehicle Mainte	813	854	(41)	558	256
Vacation - Supervision Vehicle Mainte	10,528	9,509	1,018	6,142	4,385
Holiday Pay - Supervision Vehicle Mai	8,042	6,833	1,209	7,372	670
Other Pay - Supervision & Vehicle Mai	1,492	2,847	(1,355)	3,160	(1,667)
Unemployment Insurance - Supervisio	0	59	(59)	296	(296)
Training, Travel & Meetings (VM)	2,234	6,250	(4,016)	6,802	(4,568)

SANTA BARBARA METROPOLITAN TRANSIT DISTRICT

VEHICLE MAINTENANCE

For the Period Ending December 31, 2008

	<u>ACTUAL</u>	<u>BUDGET</u>	<u>VAR (\$)</u>	<u>PRIOR</u>	<u>VAR (\$)</u>
FUEL, LUBRICANTS AND TIRES					
Bus Tire Mounting	4,833	5,000	(167)	3,088	1,745
Fuel and Lubes - Buses	1,093,385	1,316,097	(222,712)	863,890	229,495
Electric Bus Power	45,282	45,450	(168)	46,921	(1,639)
Lease Cost - Tires Buses	63,053	76,935	(13,882)	56,018	7,035
VEHICLE PARTS AND SUPPLIES					
Vehicle Parts - Buses	257,400	325,372	(67,972)	272,114	(14,714)
Shop Supplies	27,329	30,000	(2,671)	27,112	217
Bus Cleaning Supplies	6,068	7,000	(932)	6,382	(315)
Hazmat Disposal/Tank Tests	2,024	9,000	(6,976)	6,468	(4,443)
OUTSIDE VEHICLE MAINTENANC					
Vendor Vandalism Repairs	5,563	9,375	(3,812)	9,937	(4,374)
Vendor Accident Repairs	2,021	6,750	(4,729)	7,295	(5,274)
Less Monies Collected/Accident Collec	(6,650)	(3,750)	(2,900)	0	(6,650)
Vendor Bus Repairs	12,003	15,000	(2,997)	19,498	(7,496)
RISK AND SAFETY					
WC Professional Services (VM)	8,688	5,156	3,532	12,816	(4,128)
WC Insurance (VM)	1,035	1,409	(374)	847	189
WC CY Payouts (VM)	18,639	750	17,889	195	18,444
WC CY Incident Reserves (VM)	58,286	1,000	57,286	0	58,286
WC PY Incidents Payouts (VM)	24,716	12,500	12,216	8,587	16,129
Change in WC PY Incident Reserves (	(5,446)	(30,000)	24,554	(50,724)	45,278
	<u>\$ 1,872,277</u>	<u>\$ 2,098,370</u>	<u>(\$ 226,093)</u>	<u>\$ 1,520,972</u>	<u>\$ 351,306</u>
VEHICLE MAINTENANCE	<u>\$ 2,701,086</u>	<u>\$ 2,939,102</u>	<u>(\$ 238,016)</u>	<u>\$ 2,340,576</u>	<u>\$ 360,511</u>

SANTA BARBARA METROPOLITAN TRANSIT DISTRICT

PASSENGER FACILITIES

For the Period Ending December 31, 2008

	<u>ACTUAL</u>	<u>BUDGET</u>	<u>VAR (\$)</u>	<u>PRIOR</u>	<u>VAR (\$)</u>
PASSENGER FACILITIES					
WAGES					
Supervisors - Passengers Facilities	92,102	92,987	(885)	93,014	(912)
TC Advisors	52,925	52,166	758	43,127	9,798
Staff - Passenger Facilities (Bus Stop	60,972	59,811	1,161	60,805	167
FRINGE BENEFITS					
FICA - Passenger Facilities	17,700	17,444	256	16,214	1,486
Pension - Passenger Facilities	21,039	18,244	2,795	12,023	9,016
Health Insurance - Passenger Facilitie	47,046	53,196	(6,150)	35,247	11,799
Sick Pay - Passenger Facilities	6,817	4,343	2,474	4,368	2,450
Vacation - Passenger Facilities	6,616	10,934	(4,318)	11,741	(5,125)
Holiday Pay - Passenger Facilities	9,280	9,203	77	6,911	2,369
Other Pay - Passenger Facilities	112	1,394	(1,281)	200	(88)
Unemployment Insurance - Passenger	16	121	(105)	117	(101)
BUILDINGS AND GROUNDS					
Property Insurance (PF)	716	725	(9)	727	(11)
Contract Maint-PF	26,967	26,080	887	25,355	1,612
B&G Repairs & Supplies (PF)	4,577	5,000	(423)	6,192	(1,615)
Bus Stop Repairs & Supplies	8,505	10,450	(1,945)	10,185	(1,680)
	\$ 355,389	\$ 362,098	(\$ 6,708)	\$ 326,225	\$ 29,164
TRANSIT DEVELOPMENT					
WAGES					
Staff - Transit Development	101,170	103,734	(2,565)	95,309	5,861
FRINGE BENEFITS					
FICA - Transit Development	8,855	8,912	(56)	8,518	337
Pension - Transit Development	11,575	11,649	(74)	11,135	440
Health Insurance - Transit Developme	21,749	20,129	1,620	17,976	3,772
Sick Pay - Transit Development	3,288	1,076	2,213	1,562	1,727
Vacation - Transit Development	5,394	7,647	(2,253)	6,485	(1,090)
Holiday Pay - Transit Development	5,273	3,226	2,048	5,100	173
Other Pay - Transit Development	625	1,344	(719)	1,950	(1,325)
SERVICE PLANNING					
Planning Studies & Surveys	995	10,000	(9,005)	18,823	(17,828)
Training, Travel & Meetings (TD)	0	2,500	(2,500)	840	(840)
	\$ 158,924	\$ 170,216	(\$ 11,292)	\$ 167,698	(\$ 8,774)
PROMOTION & INFORMATION					
WAGES					
Staff - Promotion & Information	29,771	39,374	(9,603)	38,610	(8,839)
FRINGE BENEFITS					
FICA - Promotion & Information	2,657	3,198	(541)	3,456	(800)
Pension - Promotion & Information	3,510	4,181	(671)	3,903	(393)
Health Insurance - Promotion & Inform	7,617	7,997	(380)	12,744	(5,127)
Sick Pay - Promotion & Information	877	263	614	404	473
Vacation - Promotion & Information	2,766	1,118	1,648	2,886	(120)
Holiday Pay - Promotion & Information	1,315	629	686	1,654	(338)

SANTA BARBARA METROPOLITAN TRANSIT DISTRICT

PASSENGER FACILITIES

For the Period Ending December 31, 2008

	<u>ACTUAL</u>	<u>BUDGET</u>	<u>VAR (\$)</u>	<u>PRIOR</u>	<u>VAR (\$)</u>
Other Pay - Promotion & Information	0	524	(524)	959	(959)
PROMOTIONS					
Media Ad Placement (MA)	21,713	64,000	(42,287)	54,728	(33,015)
Brochures & Publications (BP)	0	0	0	2,465	(2,465)
Promotional Giveaways (PG)	1,932	0	1,932	0	1,932
Bus/Shuttle Decorations (BD)	0	0	0	1,078	(1,078)
Training, Travel & Meetings (PI)	1,385	2,250	(865)	267	1,118
INFORMATION					
Other Promotions (OP)	707	2,500	(1,793)	2,999	(2,292)
Route Schedules & Information (RI)	73,089	52,920	20,169	46,402	26,687
	<u>\$ 147,339</u>	<u>\$ 178,954</u>	<u>(\$ 31,615)</u>	<u>\$ 172,554</u>	<u>(\$ 25,215)</u>
FARE REVENUE COLLECTION					
WAGES					
Staff - Fare Revenue Collection	24,821	31,100	(6,280)	31,095	(6,274)
FRINGE BENEFITS					
FICA - Fare Revenue & Collection	2,797	2,667	130	5,166	(2,369)
Pension - Fare Revenue Collection	3,536	3,486	50	5,399	(1,863)
Health Insurance - Fare Revenue Coll	12,348	12,212	136	4,246	8,103
Sick Pay - Fare Revenue Collection	2,070	427	1,643	5,207	(3,137)
Vacation - Fare Revenue & Collection	3,569	1,638	1,930	6,463	(2,894)
Holiday Pay - Fare Revenue Collection	1,531	180	1,351	1,486	44
Other Pay - Fare Revenue Collection	5,144	556	4,588	4,974	169
Tickets and Transfers	31,923	26,000	5,923	30,764	1,160
Farebox Parts & Repairs	17,244	35,000	(17,756)	30,125	(12,882)
Fare Processing	5,503	500	5,003	251	5,252
	<u>\$ 110,487</u>	<u>\$ 113,768</u>	<u>(\$ 3,281)</u>	<u>\$ 125,177</u>	<u>(\$ 14,690)</u>
PASSENGER FACILITIES	<u>\$ 772,139</u>	<u>\$ 825,036</u>	<u>(\$ 52,897)</u>	<u>\$ 791,654</u>	<u>(\$ 19,515)</u>

SANTA BARBARA METROPOLITAN TRANSIT DISTRICT

GENERAL OVERHEAD

For the Period Ending December 31, 2008

	<u>ACTUAL</u>	<u>BUDGET</u>	<u>VAR (\$)</u>	<u>PRIOR</u>	<u>VAR (\$)</u>
FINANCE					
WAGES					
Staff - Accounting	168,059	165,552	2,507	147,834	20,225
FRINGE BENEFITS					
FICA - Accounting	13,280	14,808	(1,528)	10,833	2,447
Pension - Accounting	19,249	19,358	(109)	14,589	4,660
Health Insurance - Accounting	35,540	40,752	(5,212)	34,333	1,207
Sick Pay - Accounting	3,259	1,520	1,739	638	2,621
Vacation - Accounting	10,575	15,097	(4,522)	2,354	8,220
Holiday Pay - Accounting	8,588	9,121	(533)	7,414	1,174
Other Pay - Accounting	2,101	3,800	(1,700)	1,931	170
Unemployment Insurance - Accounting	0	62	(62)	228	(228)
	\$ 260,651	\$ 270,071	(\$ 9,421)	\$ 220,155	\$ 40,496
PERSONNEL					
WAGES					
Staff - Personnel	28,929	30,257	(1,328)	28,368	562
FRINGE BENEFITS					
FICA - Personnel	2,653	2,661	(8)	2,614	38
Pension - Personnel	3,429	3,478	(49)	4,511	(1,082)
Health Insurance - Personnel	5,809	6,050	(240)	5,402	407
Sick Pay - Personnel	1,646	996	650	1,015	631
Vacation - Personnel	2,181	1,934	247	1,923	258
Holiday Pay - Personnel	1,569	1,594	(24)	1,500	69
Other Pay - Personnel	421	266	156	0	421
UTILITIES					
Telephone & Data Communication	18,770	27,500	(8,730)	27,466	(8,696)
Power, Water, and Trash	72,827	61,500	11,327	62,839	9,988
Two-Way Radios	12,474	12,500	(26)	5,577	6,897
	\$ 150,708	\$ 148,735	\$ 1,973	\$ 141,215	\$ 9,493
OPERATING FACILITIES					
WAGES					
Staff - Operations/Facilities	18,479	19,761	(1,283)	18,189	289
FRINGE BENEFITS					
FICA - Operating Facilities	1,681	1,669	12	1,681	(1)
Pension - Operating Facilities & Equip	2,210	2,182	28	2,198	12
Health Insurance - Operating Facilities	7,439	7,873	(434)	6,795	644
Sick Pay - Operating Facilities & Equip	494	329	165	1,237	(743)
Vacation - Operating Facilities & Equip	2,140	823	1,317	703	1,437
Holiday Pay - Operating Facilities & Eq	988	988	0	958	30
Other Pay - Operating Facilities & Equi	0	83	(83)	0	0
SERVICE VEHICLES					
Service Vehicle Parts & Repairs	8,283	10,000	(1,717)	6,554	1,729
Fuel - Services Vehicles	24,883	25,000	(117)	21,487	3,396
BUILDINGS & GROUNDS					

SANTA BARBARA METROPOLITAN TRANSIT DISTRICT

GENERAL OVERHEAD

For the Period Ending December 31, 2008

	<u>ACTUAL</u>	<u>BUDGET</u>	<u>VAR (\$)</u>	<u>PRIOR</u>	<u>VAR (\$)</u>
Property Insurance (OF)	6,448	6,525	(77)	6,547	(99)
Contract Maint-OF	30,221	30,200	21	27,426	2,795
B&G Repairs & Supplies-(OF)	21,936	40,000	(18,064)	31,098	(9,162)
	<u>\$ 125,202</u>	<u>\$ 145,432</u>	<u>(\$ 20,231)</u>	<u>\$ 124,873</u>	<u>\$ 329</u>
 DISTRICT ADMINISTRATION					
WAGES					
Staff - District Administration	216,797	217,247	(450)	206,682	10,115
Bus Ad Revenue Placement	4,034	2,954	1,081	2,654	1,380
FRINGE BENEFITS					
FICA - District Administration	17,058	19,162	(2,104)	16,107	951
Pension - District Administration	25,734	25,049	686	23,662	2,072
Health Insurance - District Administrati	53,847	50,837	3,010	44,656	9,191
Health Insurance - Retiree & Cobra	39,537	41,717	(2,180)	37,501	2,036
Sick Pay - District Administration	3,444	3,509	(65)	5,417	(1,974)
Vacation - District Administration	18,812	17,049	1,763	20,918	(2,106)
Holiday Pay - District Administration	11,333	11,590	(258)	10,763	570
Other Pay - District Administration	3,545	3,018	526	1,835	1,710
Unemployment - District Administratio	7	46	(39)	30	(23)
ADMINISTRATIVE SERVICES					
Public Official Insurance	13,521	15,612	(2,092)	13,454	67
Legal Counsel	19,834	28,500	(8,666)	32,106	(12,272)
Pension Administration	3,852	5,950	(2,098)	2,815	1,037
Audit - Public Costs	39,600	42,000	(2,400)	39,600	0
Directors Fees	6,540	7,560	(1,020)	4,200	2,340
Office Machines Repair & Maintenanc	34,328	40,822	(6,494)	42,932	(8,604)
Miscellaneous Services	59,020	58,820	200	71,251	(12,231)
MISCELLANEOUS EXPENSES					
Training, Conferences & Meetings	1,410	5,500	(4,090)	3,307	(1,898)
Bus Ad Revenue Program (BA)	0	750	(750)	757	(757)
Mandated Fees and Permits	(5,576)	23,350	(28,926)	18,568	(24,145)
Office & Computer Supplies	20,846	29,000	(8,154)	27,197	(6,350)
Dues & Subscriptions	16,514	18,537	(2,023)	19,521	(3,007)
Employee Relations	8,260	13,050	(4,790)	8,696	(436)
Miscellaneous Expenses	4,444	7,500	(3,056)	5,588	(1,143)
Environmental Cleanup Costs	5,459	0	5,459	2,542	2,917
Overpass Site Materials	0	2,500	(2,500)	0	0
	<u>\$ 622,198</u>	<u>\$ 691,629</u>	<u>(\$ 69,430)</u>	<u>\$ 662,759</u>	<u>(\$ 40,561)</u>
GENERAL OVERHEAD	<u>\$ 1,158,758</u>	<u>\$ 1,255,867</u>	<u>(\$ 97,109)</u>	<u>\$ 1,149,002</u>	<u>\$ 9,757</u>

SANTA BARBARA METROPOLITAN TRANSIT DISTRICT

BALANCE SHEET

For the Period Ending December 31, 2008

ASSETS

CURRENT ASSETS

CASH & CASH ITEMS	9,321,038	
SHORT TERM INVESTMENTS	0	
RECEIVABLES	835,571	
MATERIALS & SUPPLIES INVENTORY	1,196,241	
PREPAYMENTS	94,570	
	<u> </u>	11,447,421

NON-CURRENT ASSETS

WORK IN PROCESS	413,228	
LAND	5,596,297	
FIXED FACILITIES	12,381,234	
BUSES	30,346,118	
NON-REVENUE VEHICLES	610,659	
SHOP EQUIPMENT	500,003	
OFFICE FIXTURES/EQUIPMENT	1,404,890	
BUS STOP EQUIPMENT	875,887	
EV RESEARCH & DEVELOPMENT	386,489	
ACCUMULATED DEPRECIATION	22,017,820	
	<u> </u>	30,496,984

TOTAL ASSETS

\$41,944,405

LIABILITIES

CURRENT LIABILITIES

TRADE PAYABLES	326,910	
PAYROLL LIABILITIES	1,569,362	
OTHER CURRENT LIABILITIES	4,016,163	
	<u> </u>	5,912,435

NON-CURRENT LIABILITIES

TDA DEFERRED CREDITS	7,413,921	
	<u> </u>	7,413,921

TOTAL LIABILITIES

\$13,326,356

CAPITAL

FEDERAL CAPITAL

FEDERAL GRANTS	27,699,666	
	<u> </u>	27,699,666

TDA & OTHER CAPITAL

TDA & OTHER CAPITAL	2,576,850	
	<u> </u>	2,576,850

TOTAL CAPITAL

\$30,276,515

YTD NET GAIN (LOSS)

(\$1,658,466)

TOTAL LIABILITIES & CAPITAL

\$41,944,405



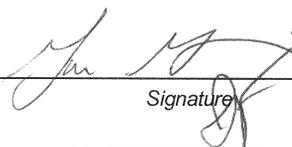
BOARD OF DIRECTORS REPORT

AGENDA DATE: February 10, 2009

AGENDA ITEM #: 14

DEPARTMENT: H.R. & RISK

PREPARED BY: Gabriel Garcia



Signature

REVIEWED BY: Sherrie Fisher

GM Signature

**SUBJECT: RENEWAL OF STAFF MEDICAL AND DENTAL INSURANCE
EFFECTIVE: MARCH 1, 2009**

DISCUSSION

Staff currently has medical coverage through PacifiCare; dental converge is provided by Guardian. MTD budgeted an increase of 12% in medical and dental costs effective March 1, 2009. Bob Fatch, MTD’s insurance broker, has indicated that the current market trend average premium increase is between 15% – 18%.

PacifiCare renewal rate increase is 12.5% thus exceeding the annual budgeted amount by \$2,397; Guardian Dental’s renewal was less than budgeted at 8.0%, which is approximately \$1,438 less than anticipated in the annual budget.

For many years MTD staff has enjoyed a fully paid medical & dental benefit package. Due to difficult economic times, staff proposes that we require each staff member contribute \$20 per month to the medical & dental benefit package, thus offsetting the current annual budget amount by an additional \$7,201.

BUDGET/FINANCIAL INFORMATION

2009 medical & dental		Variance from budget	Staff contribution \$20 per month	Variance under budget
Budget amount 08/09	Renewal premium			
\$577,638	\$578,597	\$959	\$8,160	(\$7,201)

RECOMMENDATION

Continue the PacifiCare Point of Service (POS) Medical and Guardian Dental plans. The PacifiCare proposal combines the base of cost-saving Health Maintenance Organization (HMO) with the flexibility of a Preferred Provider Option (PPO). Require a \$20 per month contribution to the medical & dental benefit package per staff member.

To: Chair Davis
Members of the Board of Directors
From: Sherrie Fisher, General Manager
Date: 2/5/09
Subject: Administrative Update

The Santa Barbara Metropolitan Transit District (MTD) regrets to inform the community of a fatal accident that occurred in Downtown Santa Barbara in the late afternoon of February 2, 2009. An MTD bus was involved in a collision with a pedestrian resulting in a fatality.

Due to the ongoing investigation, no additional information is available at this time.

Our deepest sympathy goes out to the family and friends of the individual involved in this most unfortunate event.

The entire group of MTD employees mourns the death of this man and the distress this causes to the community.

At approximately 3:30 P.M. on February 3, 2009 an MTD bus driver witnessed a cyclist travelling down Ortega Hill Road at a high rate of speed approaching the stop sign. The MTD driver saw that the cyclist did not stop at the stop sign, and took appropriate evasive action to avoid a collision. The cyclist remained out of control and hit the ground, avoiding impact with the bus. In the meantime, his bicycle continued on its path, making impact with the side of the MTD bus. I commend our driver for his quick response to the situation and credit him with preventing a more serious incident.

During last year, MTD travelled 2.9 million miles with only two accidents reportable to the Federal Transit Administration's National Transit Database. Both of these were caused by other parties. In 2007, there were no reportable accidents. One security incident was reported in 2007, when a potential passenger accosted an MTD driver.

MTD continues to focus on passenger service, provides a reliable, safe, comfortable means of mobility to those who lack other transportation, including students, seniors, and individuals with disabilities. MTD also provides an attractive transportation option for commuters and shoppers who might otherwise drive a car. Last year MTD provided more than 8,100,000 passenger trips. MTD provides on average more than 26,500 passenger trips each weekday resulting in an estimated 22,700 cars being left at home.

At the January 27th Board meeting, Vice Chair Weinberg asked staff to provide the Board with information regarding the subsidy per rider for commuter rail service compared to bus service. In response, the agenda packet includes a copy of the "Commuter Rail Preliminary Analysis" report, prepared by SBCAG's consultant for the "101 In Motion" planning process. Table 7, on page 10 of the report, provides the estimated operating subsidy per passenger (i.e., operating cost, excluding depreciation, minus fare revenue) for a potential commuter rail service between western Ventura County and the South Coast. If High Occupancy Vehicle (HOV) lanes and express bus service are added to Highway 101 (as is proposed), the report estimates that the subsidy per passenger for commuter rail service (in 2005 dollars) will be \$13.29 in 2020, and will decrease to \$9.33 by 2030 (due to increased ridership). In comparison, MTD's FY 2008 operating subsidy per passenger (utilizing the same methodology) averaged \$1.56.

Steve Maas attended a meeting of the Isla Vista Project Area Committee (IV PAC) on January 28th. The meeting included a briefing to the PAC and to Third District Supervisor Doreen Farr by Santa Barbara County Redevelopment Agency staff regarding UCSB's planned Ocean Road development. No UCSB representatives were present. The PAC members, as well as members of the public, had several concerns regarding the proposed project.

On January 29th, the City of Santa Barbara Planning Commission held an Environmental Impact Report (EIR) scoping hearing for Plan Santa Barbara, the City's General Plan update. The Commissioners, as

well as members of the public, commented to City staff regarding issues that they would like the EIR to examine.

Steve Maas attended Santa Barbara County Association of Governments' (SBCAG) Technical Transportation Advisory Committee (TTAC) in Buellton on February 5th. TTAC approved the estimated apportionments of Local Transportation Funds for FY 2010, and recommended that the SBCAG Board authorize the release of a Request for Proposal for a consultant to prepare the Measure A Strategic Plan. TTAC also approved Measure D revenue estimates for the final year of the Measure D program. TTAC was asked to recommend an allocation method for transit capital and roadway funding from the Federal Economic Stimulus bill. The Board meeting agenda includes an item regarding the stimulus funding.

Staff is in the process of developing recommendations for the six-month budget revision. This item is intended to provide MTD with the ability to adjust the current budget to reflect actual operating activities through the first half of the fiscal year. It is anticipated that in March, staff will present the board with a draft operating and capital budget for fiscal year 2009-10. The draft operating budget will present the board with an opportunity to review staff's preliminary assumptions related to next year's revenue and expenses, as well as service levels. A final budget recommendation will be presented to the board in late May or early June.

Transportation Development Act – Local Transportation Fund Sales Tax Revenue (TDA-LTF) for the first seven periods has been received. Below is an illustration outlining actual results:

Santa Barbara MTD (TDA-LTF)

	FY08	FY09	Change	
Jul	\$455,572	\$479,174	\$23,601	5.2%
Aug	608,583	639,257	30,674	5.0%
Sep	726,428	592,450	(133,978)	-18.4%
Oct	499,376	480,108	(19,268)	-3.9%
Nov	666,708	640,933	(25,775)	-3.9%
Dec	601,220	533,269	(67,951)	-11.3%
Jan	525,222	476,771	(48,451)	-9.2%
YTD Actual:	\$4,083,109	\$3,841,961	(\$241,149)	-5.9%

} Sep - Jan
 (\$295,424)
 -9.8%

The County Auditor-Controller has estimated that TDA-LTF sales tax revenue for fiscal year 2008-09 will decrease by 8% from the original estimate of \$6,991,703, which would result in a **budget reduction of \$551,175**.

The original estimate was produced in January of 2008 by the County Auditor-Controller; by June of 2008 it had become clear that the sales tax estimate would not be realized. But the degree was unknown until late July 2008. As a result, MTD's budget figure was less than the County Auditor-Controller's estimate, but still higher than prior year actual.

For the County Auditor-Controller's estimate to be achieved, an average decrease of approximately 5.5% for the remaining five periods of the fiscal year would have to occur. Based on the actual performance over the past five periods, and considering the current economic environment, staff is concerned that the estimate may underestimate the rate of decrease in this particular revenue source.

Looking ahead, the County Auditor-Controller has estimated that fiscal year 2009-10 TDA-LTF sales tax revenue will decrease by 14.8% from the original estimate of \$6,991,703 for fiscal year 2008-09. Based on the County Auditor-Controllers guidance and actual results, it is estimated that MTD may need to reduce its original forecast for fiscal year 2009-10 TDA-LTF sales tax revenue by nearly \$1.1 million.

David Damiano will attend the monthly Santa Barbara County Transit Advisory Council (SBCTAC) meeting in Buellton on the 10th. Some of the items on the agenda include: North County unmet transit needs assessment, and the Santa Barbara County Transit Resource Guide.

David also attended the Downtown Organization annual Board retreat on Saturday, January, 31st. Jim Armstrong was the featured speaker and he spoke about the budget constraints that are currently facing the City of Santa Barbara.

The Marketing Department has begun an outreach program that encourages members of the community to attend our public workshop on March 13th. Flyers have been placed on buses and are available at the transit center.

MTD congratulates driver trainee, Adam De La Torre who recently passed his DMV test! His training will continue another couple of weeks. Driver trainees David Pentland and Alex Paciano also continue their training. New driver orientations are in process.

Cross-training continues in the Operations department with Hattie Husbands training with Dave Morse on Trapeze/payroll processing.

Training at Dootson School of Trucking in Ventura is scheduled February 10th and 11th for the three mechanics in process of attaining their Class A CDL to qualify for towing buses. The MTD tow truck will be used for training and DMV testing

A circuit board in the controller for the facility exterior and some interior lighting was changed. One junction terminal block showed deterioration from heat. The board was covered under warranty.



APPENDIX D
Commuter Rail Preliminary Analysis

Prepared for:
Santa Barbara County Association of Governments

Prepared by
Wilbur Smith Associates
in association with
PB Transit & Rail Systems

August 18, 2005 (Revised March 21, 2006)

Commuter Rail Preliminary Analysis

INTRODUCTION

What follows is a conceptual planning level analysis of a weekday commuter rail service operating between Ventura County and the major Santa Barbara County destinations of Santa Barbara and Goleta along the Union Pacific Railroad's (UP) Coast Line in year 2030. The study was performed for the Santa Barbara County Association of Governments (SBCAG) as part of the ongoing 101 in Motion project. The main thrust of the analysis described below was to provide input on a decision of whether or not commuter rail should be part of the long range solution for reducing congestion in the U.S. 101 corridor.

The analysis begins with an assessment of potential southern terminus locations in Ventura County. The conceptual operating plan then follows, with an illustrative schedule for the commuter train. Next, the analysis presents a preliminary ridership forecast for the commuter rail service. Based on the ridership forecast, the study estimates revenue, operating costs, and capital costs. The study also considers ridership, revenue and costs if the service were up and running in 2010 and 2020. The analysis compares two rolling stock types envisioned for the service, and concludes with a discussion of next steps on the road to implementation of the service.

The study investigators were planners and engineers from Wilbur Smith Associates (WSA) and PB Transit & Rail Systems (PB). WSA's effort focused on the service concept definition, ridership and revenue forecasts, operating cost estimates, and a rail line capacity analysis. PB provided unit costs for capital costing. WSA is completing the Commuter Rail Strategic Assessment for the Metrolink commuter rail system serving Oxnard and the greater Los Angeles area. Per the direction of SBCAG, the study team employed the methodology for ridership forecasting developed for the Metrolink study. Agencies contacted during the study included staff at Caltrans, Division of Rail; Metrolink; and Ventura County Transportation Commission (VCTC). VCTC staff participated on the Technical Advisory Group (TAG) for 101 in Motion and is in general supportive of the 101 in Motion project, yet has not taken specific actions toward implementing any activities to support the commuter rail element. As is typical for a preliminary analysis, no contact was attempted with representatives of the Union Pacific Railroad.

VENTURA COUNTY STATION ASSESSMENT

This section explores various sites as a potential Ventura County-Santa Barbara County commuter rail service (Santa Barbara commuter rail service). Existing stations and alternatives were considered. Stations south of Camarillo were not part of the assessment, as interest in a northbound morning commuter rail service was presumed to be stronger west of Moorpark. The predominant means of accessing these stations would be by automobile via U.S. 101 and connecting city streets. Table 1 summarizes the characteristics of the station sites considered. The characteristics are as follows.

- **Parking Availability:** Does the site have parking available for passengers to access the commute trains?
- **Space to Expand:** Does space exist around the site for building station and/or parking?
- **Road Access:** Does the site have good access by automobile?
- **Growth Area Potential:** Is the site likely to experience rapid business and residential growth? (Sites are subjectively rated as having high, medium, and low growth potential.)
- **Layover Facility Space:** Does the site have the space for a layover facility, where running maintenance and equipment swaps with Metrolink could be performed? (Metrolink in this analysis is the assumed operator of the Santa Barbara commuter rail service.)

In the table below, the station sites assessed appear in alphabetical order. The assessments were developed in consultation with the Ventura County Transportation Commission (VCTC).

Camarillo is an existing station, serving Metrolink commuter rail and the Amtrak Pacific Surfliner trains. The station will have a new parking facility with 370 spaces (assumed here to be paved spaces; parking capacity could be further enhanced if a parking structure were built) in the near future; this capacity may be sufficient to handle northbound commuter demand for parking there (please see the ridership discussion in a subsequent section of this analysis). Access from nearby U.S. 101 is good. The area surrounding the site is experiencing rapid residential and business growth. Space for a layover facility appears to exist to the south (or geographically east) of the station, and would require a lease or purchase agreement from UP.

Station	Parking Availability	Space to Expand	Road Access	Growth Area Potential	Layover Facility Space
Camarillo	370-space facility planned	Constrained by surrounding development	Good access by city streets from U.S. 101	High	Space exists to south
Oxnard	Multi-level structure planned nearby	Constrained by surrounding development	Poor access by city streets from U.S. 101	Medium	Space could be acquired in UP yard
Montalvo	60 spaces only	Constrained by surrounding development	Good access by city streets from U.S. 101	Low	Space exists to east
Rice Avenue	Undeveloped rural site	Undeveloped rural site	Good access by Rice Ave, from U.S. 101	Medium	Space exists to south
Ventura Fairgrounds	Fairgrounds parking	Constrained by surrounding development	Good access by city streets off U.S. 101	Medium	None available
Old Ventura Station	Constrained	Site constrained by surrounding development	Good access by city streets off U.S. 101	Medium	None available

Montalvo is an existing station, serving Metrolink. Unlike the other stations, which are located on the UP Coast Line, the Montalvo station is on the Santa Paula Branch Line (owned by
 COMMUTER RAIL PRELIMINARY ANALYSIS WILBUR SMITH ASSOCIATES

Ventura County) just east of the Coast Line. It is the terminus for Metrolink's Ventura County Line service. Trains overnight at a layover facility there at the end of their weekday runs from Los Angeles and emanate from there the following weekday mornings for their runs to Los Angeles. Montalvo today has 60 parking spaces. Expansion of parking there is constrained by the surrounding residential area. The station is comparatively close to U.S. 101, so access is good. The station serves an area experiencing rapid residential and business growth. Because it is located off the main line, it offers less utility as a passenger station than existing stations in Oxnard and Camarillo, and could only function as a southern terminal station. While it could serve as an overnight layover location, it would require "deadheading" of equipment from Oxnard or Camarillo if either of those locations were the southern terminal of the service. Expansion of the existing layover facility there may be problematic, considering the developed residential area surrounding the site. However, an expanded layover facility could be constructed on the Santa Paula Branch to the east of the existing station and layover site.

Oxnard is an existing station servicing Metrolink, the Pacific Surfliner, and Amtrak's Coast Starlight trains. The site has very limited parking, and it is constrained by existing development. However, a multi-level parking structure with an estimated 600 spaces is planned nearby at 5th Street and Oxnard Boulevard. Road access is considered poor, as the site is about two miles over city streets from the U.S. 101 and Oxnard Boulevard intersection. Downtown Oxnard is well developed. However, some redevelopment will likely occur there. A layover facility could be located in the adjacent UP yard.

Rice Avenue is a station location illustrative of an alternative to Downtown Oxnard that offers better access to commuters from south and east of Oxnard. This site today is in an agricultural area. Abundant land exists for a station, parking and a layover facility, provided that the development of a station was in conformance with zoning. Access from U.S. 101 is also good via Rice Avenue.

Ventura Fairgrounds is an existing Pacific Surfliner station. Ample parking exists at the adjacent fairgrounds parking lot, which is comparatively empty during the vast majority of weekdays during the year. This parking capacity could be enhanced with a parking structure or additional surface parking, space permitting. Expansion of surface parking at the station is constrained by U.S. 101 on the east side of the station and the existing fairgrounds parking on the west. Road access from adjacent U.S. 101 is good. The area surrounding the site is growing in terms of new business and residential development. There is no room at the station for a layover facility.

Old Ventura Station area is on the south side of the UP rail trestle spanning U.S. 101 near downtown Ventura. The City of Ventura developed the concept of a new station at this site, as part of an effort to revitalize the city center. The station was envisioned as an alternative to the existing Ventura Fairgrounds station. With the development of this alternative, the Surfliner would cease to stop at the Fairgrounds station. There is very little existing parking at the old station site, and new parking space is constrained by surrounding residential housing. Located just east of U.S. 101, the site has good access via city streets. Like the downtown Oxnard

station site, this site is in the midst of a mature urban setting. However, some redevelopment is likely to occur. There is no room in the immediate vicinity for a layover facility.

The review of these existing station sites points to Camarillo as the most appropriate location for originating a new AM northbound commuter rail service. The determining factors are:

- The station already exists, and thus none has to be built, as would be the case for the Rice Avenue and the Old Ventura Station sites.
- A new parking facility with 370 spaces may obviate the need to add parking at the site.
- The site is closer to the southern end of the Santa Barbara commute shed, and would conveniently serve Camarillo area riders who otherwise would have to access commuter trains at more northern sites.
- Access to the site by city streets is good, and superior to Oxnard.
- Space for a layover facility appears to exist to the south (geographically east) of the station.

COMMUTER RAIL OPERATING PLAN

Service Concept

This analysis assumes three AM peak period departures weekdays from Camarillo to Santa Barbara and Goleta, and the reverse during the afternoon commute period. Four Pacific Surfliner trains would provide off-peak service northbound, and likewise four Surfliners would provide off-peak service southbound. Amtrak's Coast Starlight would provide one additional round trip between Oxnard and Santa Barbara. Current schedules of the Metrolink, Surfliner and Coast Starlight were assumed, as it was not possible to identify what the schedules might be in Year 2030, which was the planning horizon for that study. However, it is very possible that additional passenger service may be operating along the Coast Line and in this analysis's study area (Camarillo-Goleta) by that time¹.

A conceptual schedule for the commuter rail service appears in Table 2 below.

#2	#4	#6		#1	#3	#5
16:35	17:20	17:55	Goleta	7:19	8:04	8:49
16:48	17:33	18:08	Santa Barbara	7:08	7:53	8:38
17:04	17:49	18:24	Carpinteria	6:52	7:37	8:22
17:26	18:11	18:40	Ventura	6:30	7:15	8:00
17:40	18:25	19:00	Oxnard	6:16	7:01	7:46
17:49	18:34	19:09	Camarillo	6:05	6:50	7:35

¹ The *LOSSAN North Corridor Strategic Plan Draft Report* (June 2005) indicates on page 34 that the Metrolink and Caltrans/Amtrak will have several more trains in the operating on the Coast Line in year 2025. The report anticipates that there will be between 70 and 76 trains on the Coast Line in that year, as compared with 38 to 42 today.

The three commuter rail round trips, four off-peak Pacific Surfliner round trips, and one Coast Starlight round trips provide for 16 trains between Oxnard and Santa Barbara, and 14 between all other stations above. Assuming something like the current Metrolink-Amtrak Rail 2 Rail program could be fashioned for this commuter rail service, monthly pass commuter riders could board any of the Amtrak Surfliner trains without having to pay a supplemental fare (Amtrak fares typically are higher than commuter rail fares).

Use of six existing Amtrak Surfliner passenger stations was assumed. These are located at Goleta, Santa Barbara, Carpinteria, Ventura, Oxnard, and Camarillo. These stations are served by Surfliner trains. The Amtrak's Coast Starlight train also services Santa Barbara and Oxnard.

During the course of the analysis, the study team received a suggestion to the effect that Surfliner 763 from Los Angeles to San Luis Obispo be rescheduled to leave earlier so as to provide a fourth northbound departure in the a.m. commute period from Camarillo. Train 763 leaves Los Angeles at 7:30 AM, and arrives at Camarillo 9:08 AM. However, Caltrans Division of Rail commented that Metrolink would have major concerns over any Surfliner trains originating from Los Angeles Union Station (LAUS) between 6:15 and 7:30 AM due to their own heavy train volume at LAUS. Given the potential conflicts with current Metrolink trains, Caltrans felt it was unlikely that it could move the Train 763 to an earlier time slot.

PRELIMINARY RIDERSHIP FORECAST

The ridership forecast employed a ridership forecasting methodology developed for the ongoing *Metrolink Commuter Rail Strategic Assessment*. In brief, the methodology first identifies the work trips that occur between areas around origin stations and areas around destination stations, and then applies a mode share which commuter rail could reasonably be expected to capture. The ridership is then adjusted to reflect the anticipated impact of increasing congestion on the parallel highway system.

Methodology and Data Source

The basis for ridership forecasts was the projected peak hour home to work trip volume between traffic analysis zones (TAZs) in the Santa Barbara commuter service area. The data were obtained from the SBCAG regional transportation model. TAZs around each potential commuter station were grouped to represent the station service area, and the forecasted peak hour movements between the station service areas were adjusted to represent total AM home to work trips.

Commuter Rail Mode Share

Research for the Metrolink study and the other commuter rail studies has established a typical "capture rate" or mode share for commuter rail trips between stations of varying distance, and with varying levels of service. For these forecasts, capture rates currently being experienced on Metrolink services were applied to the total peak period home to work travel to determine the number of probable rail commuters. The rates were based on a correlation of Metrolink ridership to train frequency (i.e. with the more trains, people are more drawn to the service), and ridership

to travel distance (i.e. people are more drawn to commuter rail for longer trips than for shorter trips). The rates range from less than one percent for short trips to 12-14 percent for trips in the 40 to 50 mile range, assuming three trains during the AM peak period. These rates assume a high level of integration with local transit or employer shuttle services to move train riders to work centers². Application of the capture rates to the morning work trips produced the forecast of morning commuter train ridership. Total ridership would be double the morning figures.

Congestion Adjustment Factors

The ridership forecasts then were adjusted to reflect ridership under three conditions: current congestion levels, increased highway congestion levels, and congested highways with high occupancy vehicle (HOV) lanes between Carpinteria and Goleta and express bus service between the counties. Current congestion levels assume that travel times would be the same as they are today. Increased congestion levels assume that travel times would take longer. Congested highways with HOV lanes and express bus service assume that commuters could shorten their travel time by availing themselves of HOV lanes by carpooling and express buses that would operate in those lanes.

Team member Parsons Brinckerhoff calculated the auto travel times for a “no build” assumption between Ventura and Santa Barbara for 2030 as compared to today. The analysis indicated that typical commutes will be at least 10 minutes longer. This observation allowed a congestion factor of 1.5, boosting ridership by 50 percent assuming increased congestion. This ridership forecast assumed graduated congestion factors of 1.1 in 2010 and 1.3 in 2020, escalating with congestion.

Ridership Forecast

Ridership was forecast for 2010, 2020 and 2030 under three conditions: current congestion levels (provided by some capacity improvements in the highways), increased congestion (no improvements), and HOV lanes with Express Bus transit (highway improvements with a competing transit mode making use of the improvements).

	2010	2020	2030
With HOV/Bus	242,491	334,032	439,868
Current Congestion	440,892	513,896	586,490
Increased Congestion	484,981	668,064	879,735

Recent travel demand modeling for a potential commuter rail corridor in Houston revealed that high occupancy lane improvements would reduce the attraction for commuter rail by about half³ from no improvement conditions. Accordingly, the forecasted ridership for scenarios assuming HOV/express bus improvements was halved from increased congestion scenarios.

² This analysis does not estimate the cost to local agencies of this integration. However, these costs are addressed in other studies that are part of the alternatives analysis of improvements in the U.S. 101 Corridor in Santa Barbara County.

³ SH 288 Corridor Feasibility Study, Texas Department of Transportation.

Table 4 shows the boardings (ons) and alightings (offs) at each station from Camarillo to Goleta generated by three commuter rail AM northbound departures in 2030, assuming the different assumptions of congestion. Adding the totals and multiplying by 254 weekdays produces the yearly totals in Table 3 (slight discrepancies are due to rounding).

	With HOV and Express Bus		Current Congestion		Increased Congestion	
	Ons	Offs	Ons	Offs	Ons	Offs
Camarillo	134	0	178	0	268	0
Oxnard	242	0	323	0	485	0
Ventura	385	0	513	0	769	0
Carpinteria	71	32	95	42	143	63
Santa Barbara	34	506	45	674	67	1,011
Goleta	0	329	0	438	0	658
	866	866	1,155	1,155	1,732	1,732

Appendix Table 1 calculates the number of total AM work trips between Camarillo and Goleta that could be attracted to commuter rail in 2010, 2020, and 2030, assuming current congestion levels. The year 2000 is shown for illustrative purposes.

The highest ridership forecast for 2030 (with congestion) translates to an average of 577 passengers per train trip with the three trains envisioned by this analysis. Some trains may carry more, and others will carry fewer passengers. The mid-range forecast (current congestion level) translates to an average of 385 riders per train. The lowest forecast (with HOV/Bus) translates to an average of 289 riders per train.

The more likely scenarios are those that assume some capacity improvements will be made to U.S. 101, so that conditions are no worse than current congestion levels. These are the scenarios generating 866 commuter rail round trips (289 riders per train) or 1,155 commuter round trips (385 riders per train). They are the more likely scenarios because it is unlikely that no improvements will be undertaken to ameliorate congestion on U.S. 101, resulting in the assumption of substantially increased congestion (and consequently the 1,732 commuter rail round trips).

As stated above, the forecasts depend on estimates of work trips between aggregations of TAZs around stations. The work trip forecasts of zone-to-zone travel come from SBCAG. The analysis then applied the capture rates (mode shares) derived from Metrolink's experience for two and three AM peak period trains against these work trips to determine the total commuter rail potential. The only exception to this formula was Carpinteria. The reason was that SBCAG data seemed to understate the work trips that are occurring and will likely occur between

Carpinteria and both Santa Barbara and Goleta. As a result, this forecast used work trip figures from SBCAG's 2002 *Commute Profile*, which pointed to 2,400 work trips occurring between Carpinteria and both Santa Barbara and Goleta – a total that is seven times as much as the SBCAG work trip data indicated.

REVENUE FORECAST

Revenue forecasts are derived directly from the ridership forecasts, using an assumed fare structure with three travel zones. Most of the riders would be traveling through all three zones (from Camarillo through Carpinteria to Santa Barbara/Goleta) so the average fare per trip would be close to the fare for the longest trips. An average 3-zone fare of \$3.25 in 2005 dollars was assumed, declining to \$2.50 for two zones and \$1.75 for a single zone. These average rates reflect a mix of one-way and multi-ride fares typical of other commuter rail systems. The weighted average fare would be \$3.20 per trip. This fare is higher than what monthly pass holders pay per trip (\$1.80⁴) for the VISTA Coastal Express bus service operating between the Ventura County Government Center (in Ventura) and Goleta. However, commuter rail typically is able to achieve a fare premium over express bus services for trips of comparable distances. Amtrak's monthly pass for trips between Oxnard and Santa Barbara is \$119, or approximately \$3 per ride, assuming 40 rides per month.

Table 5 shows the anticipated fare revenue generated by the three commuter rail round trips between Camarillo and Goleta.

	2030	Ridership	Avg. Fare	Revenue
With HOV and Express Bus		439,868	3.20	1,406,772
With Current Congestion Levels		586,490	3.20	1,875,694
With Increased Congestion Levels		879,735	3.20	2,813,541
2020				
With HOV and Express Bus		334,032	3.20	1,068,291
With Current Congestion Levels		513,896	3.20	1,643,526
With Increased Congestion Levels		668,064	3.20	2,136,581
2010				
With HOV and Express Bus		242,491	3.20	775,527
With Current Congestion Levels		440,892	3.20	1,410,047
With Increased Congestion Levels		484,981	3.20	1,551,051

⁴ The estimated cost per trip with a monthly pass would be \$1.80, calculated as follows: the \$75 monthly pass divided by 20 weekdays per month divided by two trips each way equals \$1.80 per trip.

OPERATING COSTS

Operating cost forecasts are based on costs experienced by comparable commuter rail operations, and principally by Metrolink. Costs include train operations and maintenance; payments to UP for dispatching, track maintenance, and use of the route; station maintenance; layover facility maintenance; and sponsoring agency administrative costs. All costs are in 2005 dollars.

Operations and Maintenance: The simplifying assumption made for this study is that the sponsoring agency would contract with Metrolink (rather than joining Metrolink as a member agency) for train operations, routine equipment servicing, and equipment maintenance. Attempting to duplicate Metrolink maintenance facilities on a smaller scale for only three train sets (the number required to handle the ridership of the more likely scenarios) would not be cost-effective. Furthermore, Metrolink-type equipment (locomotive-hauled trains) would be used. Metrolink's current operating and maintenance cost is \$41.31 per train mile (excluding payments to railroads and maintenance of Metrolink-owned track). This cost includes insurance. A similar cost is assumed for the Santa Barbara service. Total costs would be \$3.5 million.

Railroad Payments: UP would expect contributions to capital maintenance of about \$1.2 million per year. UP also would expect contributions for dispatching and maintenance of way of \$7.30 per train mile. Lastly, UP would expect a rental payment for the use of its track of about \$0.3 million. These estimates are based on what the Ventura County Transportation Commission is paying UP today for Metrolink trains operating between Moorpark and Montalvo. Total costs would be \$2.1 million

Station Maintenance: Stations would incur annual costs for cleaning, sweeping, lighting, and landscape maintenance. For purposes of this study, the existing stations are assumed to continue in operation. Parking may need to be expanded at some locations. An allowance of \$1,500 per station to cover incremental costs associated with the commuter service is assumed⁵. Total costs for using the six stations would be \$9,000.

Support Facility Maintenance: Maintenance of the mid-day storage track at Goleta and the overnight storage/service facility at Camarillo will be an added expense. A lump-sum figure of \$10,000 is assumed.

General and Administrative Expenses: The commuter service will need to be sponsored and administered by a public agency. Costs will be incurred for management, contract oversight, fiscal reporting, legal representation, and similar functions associated with the operation of the commuter service. The services could be provided by a separate agency staff, or contracted through an existing county or regional agency. A lump-sum of \$500,000 is assumed.

Total annual operating costs for the service are summarized in Table 6. Capital rehabilitation for rolling stock, the layover facilities (discussed in a subsequent section), and the Metrolink Central Maintenance Facility in Los Angeles where rolling stock will be maintained is not included. These costs could total an additional \$600,000 per year.

⁵ Per 2005 Shore Line East commuter rail budget, Connecticut Department of Transportation.
COMMUTER RAIL PRELIMINARY ANALYSIS

The three round trips should generate operating and maintenance costs totaling \$6.1 million. The largest component of this figure is train operations and maintenance, which in turn is an aggregate cost of operating and maintaining Metrolink train sets of various sizes from two to six cars. For the purpose of this analysis, the \$6.1 million figure is assumed to represent the cost of operating three five-car train sets, plus spares. It is reasonable to assume some savings for operating a fleet of smaller train sets. Operating costs of \$5.8 million (5 percent lower) for are assumed for three four-car train sets, and \$5.5 million (10 percent lower) for three three-car train sets.

Cost Items	Unit Cost	Unit Measure	Cost
Train Operations & Equipment Maintenance	\$41.31 per train mile	83,820 train miles	\$3,462,604
UP Capital Maintenance	\$22,222 per route mile	55 route miles	1,222,222
UP Operations	\$7.30 per train mile	83,820 train miles	611,886
UP Interest Rental	\$5,555.56	55 route miles	305,556
Shared Station Maintenance	\$1,500 per station	6 stations	9,000
Support Facility Maintenance	\$10,000 per year	1 year	10,000
General & Administrative Costs	\$500,000 per year	1 year	500,000
Total Annual Cost			6,121,268

FINANCIAL PERFORMANCE SUMMARY

The financial figures below represent the operating performance of the three round trip commuter rail service between Ventura and Santa Barbara Counties. The figures were derived according to assumptions of conditions prevailing on U.S. 101 in the future. Financial performance is best in 2030. The superior results are a function of more people riding the trains. The scenarios highlighted in ***bold italic*** represent the most likely range of outcomes, as these assume some level of improvements to U.S. 101 mitigating congestion in future years.

	Ridership	Revenue	Operating Cost	Operating Subsidy	Subsidy Per Psgr,	Fare Box Recovery
2030						
<i>With HOV and Express Bus</i>	<i>439,868</i>	<i>\$1,406,772</i>	<i>\$5,509,141</i>	<i>\$4,102,369</i>	<i>\$9.33</i>	<i>26%</i>
<i>With Current Congestion Levels</i>	<i>586,490</i>	<i>1,875,694</i>	<i>5,509,141</i>	<i>3,633,447</i>	<i>6.20</i>	<i>34%</i>
With Increased Congestion Levels	879,735	2,813,541	6,121,268	3,307,727	3.76	46%
2020						
<i>With HOV and Express Bus</i>	<i>334,032</i>	<i>1,068,291</i>	<i>5,509,141</i>	<i>4,440,851</i>	<i>13.29</i>	<i>19%</i>
<i>With Current Congestion Levels</i>	<i>513,896</i>	<i>1,643,526</i>	<i>5,509,141</i>	<i>3,865,615</i>	<i>7.52</i>	<i>30%</i>
With Increased Congestion Levels	668,064	2,136,581	5,815,205	3,678,623	5.51	37%
2010						
<i>With HOV and Express Bus</i>	<i>242,491</i>	<i>775,527</i>	<i>5,509,141</i>	<i>4,733,614</i>	<i>19.52</i>	<i>14%</i>
<i>With Current Congestion Levels</i>	<i>440,892</i>	<i>1,410,047</i>	<i>5,509,141</i>	<i>4,099,094</i>	<i>9.30</i>	<i>26%</i>
With Increased Congestion Levels	484,981	1,551,051	5,509,141	3,958,090	8.16	28%

CAPACITY ANALYSIS

This preliminary analysis studied the capacity of the Union Pacific Coast Line between Camarillo and Goleta. The purpose of the analysis was to determine the likelihood that any major capital improvements would be required to support the three commuter rail round trips in addition to those improvements cited in the previous analysis. A more detailed capacity analysis is being conducted through the LOSSAN North Strategic Plan which will take into account projected growth in freight and intercity passenger rail usage in the corridor. For this preliminary analysis the study team used Rail Traffic Controller (RTC) operations simulation program for the analysis. RTC is the industry standard for performing capacity analyses. Inputs include forecasted volumes of train activity and the assumptions of the rail infrastructure. UPRR uses RTC routinely to check capacity conditions on its routes, and to identify solutions for bottlenecks.

WSA simulated current Amtrak, Metrolink, and Union Pacific operations over the Coast Line between Capitan Siding on the north (16 miles north of Goleta) and Hassan Siding on the south (24 miles south of Camarillo). WSA then added the proposed commuter service between Camarillo and Goleta to the mix of trains, and simulated the resulting operations. The simulation confirmed the need for capacity improvements, because train performance with the additional commuter trains was unacceptable. The results confirmed that various improvements are required for timely operation of the three added commuter round trips, without any degradation of other current operations. The improvements included upgrading the Oxnard siding to a main track, extending that track north to the Montalvo wye, and constructing a new siding north of Carpinteria (assumed to be at Summerland). The addition of layover tracks at Camarillo and Goleta also were modeled. The extended Oxnard trackage is necessary to permit northbound Goleta commuter trains and southbound Metrolink commuter trains to pass during the morning commuter hours. The additional siding north of Carpinteria is necessary for Surfliner service trains to meet Goleta commuter trains, both in the morning and afternoon periods, without substantial delays to one service or the other.

The simulations confirmed these improvements as necessary for start-up of three added commuter trips under current rail traffic conditions. The simulations did not test any assumptions or projections of future Metrolink, Amtrak, or UP operations, as schedules were not available. Thus, it is still likely that prior to negotiating any commuter service over this portion of the Coast Line, UP would require a more complete operations simulation analysis that includes varying levels of freight service. Similarly, both Metrolink and Amtrak would need to cooperate by providing forecasts and schedules of added passenger services in future years.

Statistical measures of train performance with existing and upgraded trackage are shown in Appendix Table 2. The simulations included analysis for weekday two round trips as well.

CAPITAL COSTS

The following items outline the capital costs for implementing the Santa Barbara commuter rail service in 2030. All costs are in 2005 dollars, with the exception of rolling stock, for the reasons noted below. All the capital costs presented here are based on the three round trip scenario.

Construction costs for all capital projects were provided by PB, using current construction unit costs for similar projects in California. Siding construction was assumed to be entirely within the existing right-of-way. The costs include factors for start-up and testing (1 percent); construction contingency (25 percent); and add-on allowances for engineering design, environmental impact investigation, construction management, change orders during construction, a project reserve account for costs outside normal contingencies, project sponsor costs related to implementation, and station art (39 percent). Land acquisition costs for layover facilities and parking improvements were estimated.

Rolling Stock: In 2030, a commuter rail train set will require one locomotive and three bi-level cars to move about 300 riders each way⁶. The service's rolling stock would be interchangeable with Metrolink, with equipment swaps occurring at Camarillo. Metrolink would maintain the equipment at its Los Angeles maintenance facility. The service's sponsoring agency would purchase the following equipment to support operations. The rolling stock costs are in 2004 dollars, as firm quotes for the rolling stock in today's dollars are not available the time of this writing. The cost includes an allowance for procurement expenses (transportation, inspection, and testing).

Cost Items	Units	Unit Cost	Total Cost
Diesel Locomotives (with Spare)	4	\$3,500,000	\$14,000,000
Passenger Cars (with Spare)	7	2,000,000	14,000,000
Cab Cars (with Spare)	4	2,300,000	9,200,000
Procurement Allowance	1	400,000	400,000
Total Costs			37,600,000

The minimum train set configuration would be one locomotive, two coaches and a cab car. This configuration provides for 420 seats total (140 per car). The seated capacity will be sufficient to handle the average 289 riders to 385 riders per train on average assumed for the two more likely service scenarios in 2030. For the high-end ridership forecast, train sets of five cars would be needed. In such a case, total capital costs, inclusive of spares and a slightly higher procurement allowance, would be \$51.7 million.

Station Improvements: Parking improvements at Camarillo and Oxnard appear to be sufficient to handle the incremental demand for parking at these stations triggered by the Santa Barbara

⁶ The most conservative ridership forecast indicates that there would be about 866 riders each way, or 289 per train on average. Actual ridership per train will vary. Of the three departures from either terminus, more riders may opt to take the middle train than either the earlier train or later train. The car count assumes a not-to-exceed maximum of 95 percent of seated capacity per car in order to provide a seat for every rider on every train.

commuter rail service. Also, VCTC related its impression that the Ventura County Fairgrounds parking lot, adjacent to the existing Ventura Surfliner Station, would likely provide more than enough capacity on weekdays for riders seeking to access trains by their cars there. However, Carpinteria likely need some additional parking⁷, and this analysis assumes 100 additional paved spaces⁸. The cost, totaling to \$3.3 million, appears in the table below, and includes land acquisition.

Construction Cost	\$386,250
Start-up and Testing at 1%	3,863
Construction Contingency at 25%	97,528
Add-on Allowance at 39%	190,180
Total Construction Cost	677,820
Land Acquisition	2,613,600
Total Facility Cost	3,291,420

Oxnard would need various improvements to handle the additional trains. These appear in Table 10 below and total to \$11.4 million. The improvements will be located either on existing station land or on UP property. In the case of the latter, UP would grant an easement for construction. Accordingly, no land acquisition cost is assumed.

Improvements	Total Cost
Construct 2 nd Passenger Platform along Upgraded Siding	\$1,355,641
Construct Overhead Pedestrian Overcrossing	3,615,043
Allowance for Freight Yard Track Revisions	3,817,485
Upgrade Siding to Main Track	2,632,313
Total	11,420,481

The costs include the aforesaid factors for start-up and testing, construction contingency, and an add-on allowance.

Santa Barbara and Goleta will need some modification to handle shuttle buses assumed to meet the trains, as well as to provide some additional parking. This analysis assumes a \$1.8 million allowance for improvements for each station, as noted in the following table. The improvements will be on existing station land, so no land acquisition costs are assumed.

Construction cost	\$1,000,000
Start-up and Testing at 1%	10,000
Construction Contingency at 25%	252,500
Add-on Allowance at 39%	492,375
Total Facility Cost	1,754,875

⁷ Caltrans Division of Rail reported 100 parking spaces at the Carpinteria station, with a utilization rate of about 90 percent. The lot is used both for downtown Carpinteria parking and for station parking, with the latter being a minor portion of the utilization.

⁸ 100 spaces would be sufficient to handle the parking demand created by the forecasted 2030 AM boardings under the two more likely scenarios.

Goleta and Camarillo Layover Facilities: Layover facilities will be needed for the northern and southern termini of the Santa Barbara commuter rail service. This analysis assumes a total cost of \$4.3 million for such a facility at Goleta, inclusive of land acquisition. A similar facility at Camarillo would cost the same. A land acquisition cost is included.

Construction Cost	\$1,064,859
Start-up and Testing at 1%	10,649
Construction Contingency at 25%	268,877
Add-on Allowance at 39%	524,310
Subtotal Construction Cost	1,868,695
Land Acquisition	2,400,000
Total Facility Cost	4,268,695

The cost includes 1,000 feet of new track; a road access for service vehicles; paved parking; fencing, gates, and lighting for security; and electric and water services.

Track Upgrades at Summerland and Oxnard: The foregoing capacity analysis demonstrated the need for a new 9,000-foot passing siding at Summerland, with signalized turnouts from the main track at each end. The total cost for this improvement will be \$6.0 million.

Construction Cost	\$3,401,429
Start-up and Testing at 1%	34,014
Construction Contingency at 25%	858,861
Add-on Allowance at 39%	1,674,778
Total Siding Cost	5,969,082

Also required will be upgrading of the Oxnard siding and extending the siding almost four miles to the south side of the Santa Clara River crossing. The total costs for this improvement will be \$9.1 million.

Construction Cost	\$5,220,864
Start-up and Testing at 1%	53,775
Construction Contingency at 25%	1,318,660
Add-on Allowance at 39%	2,571,386
Total Siding Cost	9,164,685

Both of these improvements will occur in the UP right of way, so land acquisition cost is included.

Thus, the sum of capital costs appears in Table 15. These total to \$79.5 million.

Cost Item	Costs
Rolling Stock	\$37,600,000
Carpinteria Parking Improvements	3,291,420
Oxnard Station Improvements	11,420,481
Santa Barbara Shuttle Improvements	1,754,875
Goleta Shuttle Improvements	1,754,875
Goleta Layover Facility	4,268,695
Camarillo Layover Facility	4,268,695
Summerland Siding	5,969,082
Oxnard Siding Improvements	9,164,685
Total Costs	79,492,809

Not all of these costs need to be incurred at one time. Implementation could be phased. Start-up of commuter rail service might offer just two round trips, a level of service which could mean fewer capital improvements would be required. Another potential strategy to lower costs at start-up might be use of used rail equipment, providing that Metrolink would be willing to maintain this equipment.

The costs above do not reflect any cost sharing allocations. Presumably, the commuter rail sponsoring agency might be able to negotiate some cost sharing for line capacity improvements with the UP, along with Surfliner and even Metrolink service sponsors, as all trains would benefit from the capacity enhancements. Such cost sharing allocations will be the subject of subsequent analyses and negotiations if commuter rail becomes part of the selected package of improvements in the U.S. 101 corridor.

DIESEL MULTIPLE UNIT ASSESSMENT

This section compares two different types of rolling stock that could be deployed for the Santa Barbara commuter rail service. These are:

- Locomotive-hauled push-pull train sets
- Self-powered rail car train sets, also known as Diesel Multiple Units (DMU)

Details on these two possible equipment configurations are listed in Table 16. The cost figures per train set are based on the minimum configurations of locomotives, conventional bi-level cars, and DMUs that would be needed to handle the likely volumes anticipated for 2030. For locomotive-hauled equipment, the minimum consist would be a locomotive, two bi-level coaches and a bi-level cab car, providing for a 420 seats. The cars are manufactured by the Bombardier Corporation of Canada. For DMUs, it would be three bi-level cars – two powered and one unpowered – providing for 594 seats. The seated capacities of both options exceed the average ridership per train forecasted under the two more likely scenarios. This is true as well for a two-car DMU option, which would provide 406 seats. However, this analysis conservatively assumes that UP will require that a train set configuration have 12 axles to ensure the contact

required with the rails to shunt or trigger signals and grade crossing protection⁹. Twelve axles dictate a three-car DMU train set.

Points of Comparison	Locomotive-hauled Train Set	Colorado Railcar Bi-level DMU
Minimum Configuration	1 Locomotive, 2 Coaches and 1 Cab Car	2 Powered Cars and 1 Trailing Coach
Seating Capacity ¹⁰	420	594
Capital Cost (Millions)	\$9.8	\$11.4
Horsepower	3,000	1,200
Capital Cost per Seat	\$23,333	\$19,191
Weight (Tons) ¹¹	319	273
Length (Feet) ¹²	315	255
Tons per Seat	.76	.46
Fuel Consumption ¹³	0.45 miles per gallon	1.05 miles per gallon
Horse-power per Ton	9.4	4.4
Noise and Vibration	High	Medium/Low
Total Fleet Size (Units)	15	15
Minimum Capital Cost for Fleet (Millions) Needed in 2030	\$37.6	\$45.6

Colorado Railcar is the only manufacturer of FRA-compliant DMU equipment in North America today. Bombardier has plans on the books for a production of a DMU train set, but so far they are only plans. Bombardier reported that to date, there are only comparatively small orders for DMUs, and these order sizes are not sufficient to allow profitable production of the Bombardier design. Today it remains a “paper train.” The design would build upon Bombardier’s existing single-level M7 electric multiple unit (EMU) rail car produced for Long Island Railroad.

Another paper train is a DMU designed proposed for Triangle Transit Authority (TTA) of Raleigh-Durham, North Carolina. This car was to be build by a Korean-Japanese consortium, with some drive train components provided by Colorado Railcar. TTA was to order 32 cars, to operate in single level “married pairs” of one power car and one trailing coach. However, the

⁹ Metrolink’s minimum train set configuration is one locomotive, one coach, and one cab car, totaling to 12 axles.

¹⁰ Bombardier bi-level cars have typically around 140 seats per car. The DMUs have 188 seats for powered cars, and 218 seats for unpowered cars.

¹¹ Locomotive hauled train set: 140 tons per locomotive, 59 tons per coach, and 61 tons per cab car. DMUs: 97 tons per powered car, and 79 tons per unpowered car.

¹² Coaches, cab cars, and DMU powered and unpowered cars are all 85 feet long. A typical locomotive is about 60 feet long.

¹³ Per comments from manufacturers and users of the equipment.

purchase reportedly is on hold until TTA can secure funding for implementation of DMU service.

Table 14 identifies various advantages that the Colorado Railcar DMU train sets have over conventional locomotive-hauled equipment. On a per seat basis, the DMU is less expensive. Also, it consumes less fuel than a heavier conventional train set (otherwise operating costs would remain the same¹⁴), and with less noise and vibration impacts to the immediately surrounding area, it is commonly perceived as less invasive to sensitive noise receptors. Still, considering the size of the fleet required, the locomotive-hauled equipment is \$8 million dollars less expensive.

Beyond the purchase price is the issue of maintenance. With a DMU fleet, the service sponsors will most likely have to construct a multi-million-dollar maintenance facility, probably near Camarillo. The cost of such a facility could range from \$10 to \$30 million, depending on the service and maintenance equipment included. The facility would service a relatively small fleet, but would need to stock spare parts and employ a skilled maintenance crew. On the other hand, this analysis assumes that the conventional equipment would be interchangeable with Metrolink equipment, and that a contract would be reached with Metrolink to maintain the Santa Barbara service's cars and locomotives in Metrolink's Los Angeles maintenance facility, obviating the need for such a facility in Camarillo. To minimize any added operating costs for deadheading to and from the Metrolink maintenance facility, it is assumed that equipment could come out from Los Angeles taking Metrolink passengers on a Ventura Line revenue run ending in Montalvo. It would overnight in Montalvo, and be put into service on the Santa Barbara branch the next day. Inversely, equipment that returns from Santa Barbara to Montalvo could be put into revenue service to Los Angeles the next day. From there it could be rotated into the maintenance schedule.

A separate DMU maintenance facility might be more justified if there were other rail services operating in the vicinity that could share the expenses. However, if it were not located at the south end of the Goleta-Camarillo route, where cars would be stored nights and weekends, it would incur the expense of deadheading equipment to the facility for maintenance and might require additional spare equipment to cover the time required to access a remote facility.

One last consideration is the resale of equipment. There exists a comparatively broad and proven resale market for Bombardier bi-level commuter rail equipment. This equipment is in use not only at Metrolink, but at several other commuter rail services including The Coaster in San Diego, Altamont Commuter Express in the East Bay, Sounder in Seattle, Trinity Rail Express in Dallas-Fort Worth, and West Coast Express in Vancouver, British Columbia. Thus, if the Santa Barbara service orders too much equipment, the very real opportunity exists to lease the

¹⁴ Recent year data from Caltrain operations on the San Francisco Peninsula showed fuel costs at 6-8 percent of operating costs. Presumably, fuel costs for Metrolink would be similar. As DMUs envisioned in this analysis would consume about half the fuel of a locomotive-hauled train set, operating costs assuming DMUs would be slightly lower, around \$40 per train mile, excluding payments to UP, shared station maintenance, support facility maintenance, and G&A costs.

equipment to other operators, as evidenced by the recent experience of the Seattle Sounder system¹⁵. Whether or not much of a secondary market develops for DMUs remains to be seen.

Specific insight on why one agency opted for DMUs over conventional equipment came from Tri-Met in Portland, Oregon. This public transit agency is implementing a DMU service between Beaverton (just west of Portland) and Wilsonville (south of Portland), a distance of about 15 miles. It reportedly has selected a variant of the single-level Colorado Railcar DMU, which will be operated either as single cars or in pairs consisting of a powered car and a trailing coach. Powered cars will have a cab at either end, and the trailing coaches will have cabs at one end, allowing for push-pull operation. Tri-Met related that it selected DMUs because it felt that DMUs offered the more cost effective solution for the kind of service envisioned. The agency said that the economics of handling a large number of commuters during concentrated peak periods on trains several cars long with stops at only a few stations tend to favor traditional locomotive-hauled equipment. However, the Wilsonville-Beaverton service will carry riders for relatively short trips all day long. The trips would appear to be more transit service-oriented than traditional commuter rail trips, with a lot of walk-up business rather than park and ride business. Given trips of these characteristics, DMUs make sense, Tri-Met said.

In the end, a decision on rolling stock may involve more than just a tally of the obvious advantages and disadvantages of the rolling stock types, the existence of a resale market, or even the insight from users. Intangibles have a role. DMUs to some offer a more cleaner, quieter, less invasive, and more modern image than conventional rail rolling stock, and such a perception may be important when sponsors seek to sell the service to the public at large. Should the commuter rail service be studied further, a more detailed analysis of such intangibles and their merit for selling the service to those who would have to pay for it should be undertaken. With a potential start date several, if not many, years away, there is plenty of time to study the issue. That said, Metrolink recently reported that it can take up to three years from a formal Notice to Proceed (NTP) to acquire new equipment.

NEXT STEPS TOWARD IMPLEMENTATION

The 101 In Motion evaluation of alternatives, of which this commuter rail study is a part, indicates that commuter rail service between Ventura and Santa Barbara Counties could be a viable component of a multi-facet approach to solving existing and future congestion in the Highway 101 corridor. A finding of preliminary feasibility is only the first step in a lengthy process. There are numerous operational, political, and financial hurdles facing the start-up of any commuter rail service. Implementation will require the consensus of stakeholders and tax payers in both counties that a commuter rail service and a funding mechanism to support it are necessary as part of the 101 In Motion solution package. Such a consensus will likely take significant time and effort to build.

¹⁵ In brief, Sounder ordered too much equipment too soon. Service did not begin north of Seattle as planned, and implementation of additional trains to Tacoma was also slow. Meanwhile Sounder had order Bombardier bi-levels to support its expansion plans, and these were arriving on time. Sounder found temporary homes for these cars at Caltrain on the San Francisco Peninsula as well as at Metrolink. Sounder now had need for more equipment, and its outplaced equipment may be returning *en masse* to Seattle.

Should that consensus be achieved, there are many technical and institutional issues that would need to be resolved before service can start. Some of the key issues are outline below. Dealing with them effectively could take several years.

- **Formation of a sponsoring agency** – One of the first steps will be to decide how the service will be sponsored. Sponsorship may take the form of a Joint Powers Agreement (JPA), to which Santa Barbara and Ventura Counties would be members. The key role of the sponsoring agency would be to determine how capital needs and recurring operating subsidies are to be covered. This would require negotiation by the two counties as how to share the costs. Models for doing so are as varied as the number of commuter rail sponsoring JPAs, as circumstances in different service areas vary. That noted, the funding agreements among members of the Southern California Regional Rail Authority (Metrolink's sponsor) and Peninsula Corridor Joint Powers Board (sponsor of Caltrain in the San Francisco Bay Area) offer examples of successful cost sharing methods.

The sponsoring agency would also have to negotiate a trackage rights agreement with UP, an operating and maintenance agreement with Metrolink (the operator assumed in the preceding analysis), and a station sharing agreement with station owners along the route. If a Rail 2 Rail ticket honoring program is implemented with Amtrak, the agency would have to negotiate with Amtrak on how the system will be implemented and how Amtrak will be reimbursed.

- **Track rights agreement with UP** – The service would run on the UP's Coast Line. Accordingly, UP would need to agree to host the service. The price for trackage rights predictably would include capacity improvements, as suggested by the preceding capacity analysis; and regular payments for train dispatching and maintenance of way, as suggested by the preceding operating cost analysis.

A key step here would be a more detailed capacity analysis than was conducted in this preliminary study. Though the simulation program (RTC) would be the same, train input data for future years would come directly from UP, Amtrak, and Metrolink. All three entities would likely be part of the study. UP's participation is essential, as the railroad would want confidence that the capacity improvements identified will be sufficient to handle the freight traffic, along with the new commuter rail service, and increased Amtrak and Metrolink service.

Once the capacity improvements have been identified, UP would seek assurance that the improvements would be made, before it agrees to host the new commuter service. Implementing these improvements will likely be a condition of any agreement with UP.

- **Operating agreement with Metrolink** – This analysis assumed that a sponsoring agency will contract with Metrolink to operate the service and maintain the rolling stock. If this arrangement is acceptable to both the sponsoring agency and Metrolink, an agreement would need to be reached. It would include specifics of what Metrolink will do, and also how much Metrolink will be paid. If equipment purchased for this service is to be pooled with Metrolink, the details of the pooling arrangements would be part of the agreement.

- **Secure funding sources** – As noted, this is a key role for the sponsoring agency. The agency would need to develop a multi-year funding plan. That plan would detail secured funding sources and the timing of funding to ensure capital improvements, rolling stock acquisitions, and recurring subsidies are covered. Nearly all transit funds in the two counties today are used for existing transit and commuter rail services. So, new sources would have to be found for this service’s implementation. Typical new sources include revenues from sales tax initiatives. Ventura County does not have such a tax at the present time. Santa Barbara County will be seeking renewal of Measure D in 2006. Another source of funding is the Federal Transit Administration (FTA). SAFETY-LU includes authorization for a “Small” New Starts program for which the commuter rail program could be eligible. A grant application would need to be submitted to compete for these funds.
- **Order and receive rolling stock** – The service concept outlined in this analysis assumes acquisition of Metrolink type rolling stock. Orders for such equipment can take several years to be filled, per Metrolink. Colorado Railcar reported lead times of 18 months to two years from date of an NTP for new DMU equipment. The sponsoring agency therefore should be mindful of these long lead times when planning implementation.
- **Construction** – Implementation of the commuter rail service would require construction of various improvements, as indicated in this study. These are expected to include station improvements at Oxnard, Carpinteria, Santa Barbara, and Goleta; track improvements at Summerland and north of Oxnard; and layover facilities in Camarillo and Goleta. Some of these improvements may be easier to effect than others, due to environmental concerns or physical constraints. Track improvements within an existing right of way lie outside of environmental review by local jurisdictions. However, this is not the case for improvements outside the right of way. At this point in time, it is unclear whether or not the layover facilities, for example, would be within the rail right of way. If not, their construction could spark the concern of any adjacent residents or businesses, who might demand mitigation and, in so doing, potentially prolong implementation.
- **Transit integration** – The service concept assumes a thoughtful and thorough integration of the commuter rail service with transit systems along the route. Accordingly, the sponsoring agency should begin negotiations as soon as practical with the agencies to determine how such integration of commuter rail with local transit can be effected. To the degree that the meaningful integration triggers additional costs for the local transit operators, new funding sources may need to be found.

POTENTIAL COMMUTER RAIL EARLY START PROJECT

Alternative Concepts

Presented below are two concepts for an early starts commuter rail service to and from Santa Barbara/Goleta and Ventura County:

Alternative A

COMMUTER RAIL PRELIMINARY ANALYSIS

WILBUR SMITH ASSOCIATES

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- Two a.m. departures from Montalvo
 - Lease or purchase *Used push pull or DMU equipment*
 - Contract with Connex for operations
 - Temporary layover facility in Goleta
 - Temporary maintenance facility east of Montalvo on Santa Paula branch on land provided by VCTC (commuter trains for Santa Barbara would begin northward runs only after the Metrolink trains have departed Montalvo southbound) or at Port Hueneme
 - Costs avoided from the full commuter rail project defined in the "Commuter Rail Final Report": new equipment, Summerland siding, Oxnard and Camarillo Station improvements, double tracking north of Oxnard, and land acquisition for layover facilities
 - Potential issues: where to get equipment; UP agreement to no track capacity improvements unlikely

Alternative B

- Two a.m. departures from Montalvo
- *New push pull equipment* leased from Metrolink or *new DMU equipment* leased from the manufacturer
- Contract with Metrolink for operations
- Temporary layover facility in Goleta
- Temporary layover facility for Metrolink equipment (or maintenance facility with DMU equipment) on Santa Paula branch or at Port Hueneme on land provided by VCTC
- Costs avoided from the full commuter rail project defined in the "Commuter Rail Final Report": purchase of equipment, Summerland siding, Oxnard and Camarillo Station improvements, double tracking north of Oxnard, and land acquisition for layover facilities
- Potential issues: might have to buy new equipment anyway, if Metrolink or DMU manufacturer has none to lend; UP agreement to no track capacity improvements unlikely

Notes:

The main difference between the two alternatives is the assumption of equipment.

At least two round trips are needed for a start-up project. Sounder in Washington State ran one round trip from Everett to Seattle, and performance was unimpressive. Three round trips would be too much at the outset.

There is Amtrak and other used equipment on the market. One source for serviceable equipment might be Metra (Chicago), which last year was selling gallery cars for a dollar each! They would need to be push pull. Metrolink needs equipment now, and probably would not have equipment to lend. There is at present only one manufacturer of FRA compliant DMU vehicles that could be operated using shared trackage with freight. It is doubtful that they have surplus cars that they could lease.

The operations simulation showed that with two trains 45 minutes apart, the Summerland siding would not be necessary, for at least the start-up project. Whether or not UP would agree to this is an open question, but is considered unlikely. As part of the on-going LOSSAN project Caltrans will be doing operation simulations that reflect increases in freight and intercity passenger services as well. It should be noted that Caltrans has a Summerland siding in its LOSSAN Corridor Strategic Plan, but whether or not Caltrans would pay for a siding in the time frame of the start-up project is an open question. If the state funds aren't in place, local funds might be used to pay for the Summerland siding with a MOU with Caltrans that these funds would be reimbursed once LOSSAN funding is in place.

There would be stops at Montalvo (since all the LA-bound Metrolink trains would be out of there before the first northbound run to Santa Barbara), Ventura (at the Fairgrounds), Carpinteria, Santa Barbara, and Goleta.

Service would start northbound at 7 a.m., with another to follow at 7:45. The rail operations simulation showed that there would not be a conflict with Amtrak at that time. Freight service was assumed to pass through Ventura earlier southbound. However, if a UP train was late this would pose a problem in meeting the commuter trains schedule.

Implementation Steps

1. Define the start-up project.
2. Identify the lead agency. This probably would be either SBCAG, or VCTC, or a JPA of the two, or Caltrans, or even Metrolink.
3. Obtain funding for staff of the lead agency to negotiate details with equipment providers, UP, and users of the line, including Metrolink (shared station at Montalvo) and Amtrak/Caltrans (Surfliner sponsors).
4. Obtain funding for implementation of start-up service. This will include both operating and capital funding.
5. Obtain agreements with equipment providers, an operator, UP, and other users of the line.. Concept here is to avoid as much as possible any capital improvements that could be put off until the service is well established.

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6. Start the commuter rail service when construction begins in earnest on 101, restricting capacity and exacerbating congestion. Service will be to/from Montalvo, with 2 peak period round trips on weekdays.
 7. If the start-up service is deemed successful, expand in stages. Stages would include extensions to Oxnard or Camarillo, construction of the two passing sidings and permanent storage and maintenance facilities, station improvements, addition of a third round trip, and possible implementation of off-peak service.

