



AGENDA
Meeting
of the
BOARD OF DIRECTORS
of the
SANTA BARBARA METROPOLITAN TRANSIT DISTRICT
A Public Agency
Tuesday, October 21, 2008
8:30 AM
Santa Barbara MTD Auditorium
550 Olive Street, Santa Barbara, CA 93101

1. CALL TO ORDER

2. ROLL CALL OF THE BOARD OF DIRECTORS

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

3. REPORT REGARDING POSTING OF AGENDA

CONSENT CALENDAR

4. APPROVAL OF PRIOR MINUTES (Attachments- action may be taken)

The Board will be asked to waive the reading of and approve the draft minutes for the meetings of:

- August 26, 2008
- October 7, 2008

5. CASH REPORTS (Attachment- action may be taken)

The Board will be asked to review the cash report from September 30, 2008 through October 13, 2008.

THIS CONCLUDES THE CONSENT CALENDAR

6. 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.

7. HEALTH INSURANCE- RETIREES (Attachment- action may be taken)

Staff will request that the Board authorize the General Manager to renew MTD's current group medical retiree plan with Secure Horizons.

8. RESOLUTION 08-04- CASH MANAGEMENT (Attachment- action may be taken)

The Board will be asked to pass a Resolution authorizing the General Manager to invest funds in the State of California's Local Agency Investment Fund program.

**9. RECOMMENDATION TO AWARD CONTRACT FOR JANITORIAL SERVICES
(Attachment- action may be taken)**

The Board will be asked to authorize the General Manager to enter into a three-year contract with ServiceMaster of Santa Barbara for janitorial services.

10. GENERAL MANAGER REPORT

- a) Monthly & Quarterly Shuttle Reports- City of Santa Barbara
- b) SBCC Vote
- c) Prop 1B- Transit Capital
- d) Other

11. OTHER BUSINESS AND COMMITTEE REPORTS

The Board will report on related public transit issues and committee meetings.

12. 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.



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

**Tuesday, August 26, 2008
8:30 AM**

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

MEMBERS PRESENT:

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

MEMBER NOT PRESENT:

Roger Aceves, Director

DISTRICT EMPLOYEES PRESENT:

Sherrie Fisher, General Manager, Jerry Estrada, Assistant GM/Controller; Imelda Martin, Office Manager; Steve Maas, Manager of Strategic Planning & Compliance; David Damiano, Manager of Transit Development & Community Relations; Tom Sheldon, IT Manager; Cynthia Boche, Assistant Planning Manager

MEMBERS OF THE PUBLIC:

Lee Moldaver; Ann Crosby; Fred Lamont, Executive Director Housing Authority of the County of Santa Barbara; Mickey Flacks, Board Member Housing Authority of the County of Santa Barbara; Members & Representatives of Housing Authority of the County of Santa Barbara; Bob Peirson, City of Santa Barbara Finance Director, Richard Villalobos, MTD Rider

1. CALL TO ORDER

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

2. ROLL CALL OF THE BOARD OF DIRECTORS

Chair Britton reported that all members were present, with the exception of Director Aceves, who would not be present at today's meeting.

3. REPORT REGARDING POSTING OF AGENDA

Sherrie Fisher, General Manager reported that on Friday, August 22, 2008, 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.

CONSENT CALENDAR

4. APPROVAL OF PRIOR MINUTES

Director McQuary moved to waive the reading of and approve the draft minutes for the meeting of July 12, 2008. Director Weinberg seconded the motion. Director Fahnestock abstained due to his absence from that meeting. The motion passed.

5. CASH REPORT

Director Fahnestock moved to approve the cash report from August 5, 2008 through August 18, 2008. Director Weinberg seconded the motion. The motion passed unanimously.

THIS CONCLUDES THE CONSENT CALENDAR

6. PUBLIC COMMENT

Lee Moldaver provided suggestions regarding MTD's current fare increase consideration and commented that it is the Board's responsibility to protect the financial needs of the District in order to provide service for its riders.

Richard Villalobos, MTD Rider requested that more bike racks be added to MTD's buses. He stated that the current racks only hold two bicycles and are often filled.

At this time Chair Britton moved item #10a (Calle Real Update) and opened Public Comment related to this item.

Fred Lamont, Executive Director of the Housing Authority of the County of Santa Barbara (HACSB) reviewed background information related to MTD's 2002 Request for Proposals (RFP) to build 400 units on its Calle Real property. He stated that in January of 2003 the HACSB was selected to develop the property. He noted that MTD's original concept was to lease the land and the HACSB's was to purchase the land.

Mr. Lamont stated that in May of 2003, MTD's Board agreed, with a 4 to 1 vote, to approve the Housing Authority's concept of acquiring the property. He stated that since that time, there have been MTD Board and staff changes that he feels may have effected the progress toward the development of the property. A final deal still has not been reached.

Mr. Lamont then expressed the HACSB's concerns regarding the lack of progress made toward development of the property and its financial investment. Due to these concerns, he stated that the HACSB will not spend any more money in this effort and requested that MTD's Board consider any responsibility it may have in respect to the \$200,000 that the HACSB has invested in this project.

Following Mr. Lamont's comments, Vice Chair Davis stated that he appreciates Mr. Lamont's comments and believes that both parties have experienced frustration related to the recent housing market downturn. He added that this has been a complex project and issue for a period of time, during which there were some changes to the composition of the Board. He noted that although he had not been a member of the Board during the selection process, he had been a member of the selection committee and had recommended the Housing Authority team for the development of the property.

Vice Chair Davis stated that while negotiating in good faith, MTD has spent more money on attorney fees in putting the project documents together than the HACSB. He added that these documents are available and have been offered to the HACSB to be taken through the process.

Additionally, Vice Chair Davis reported that during a meeting this past year, the HACSB team members stated that they were no longer interested in the original proposal to develop 400 units and wanted to pursue changes to the project. At this time, Mr. Lamont stated that he "agreed". Vice Chair Davis noted that due to this request for changes to their original proposal, it changed the parameters of the original discussion.

In closing, Vice Chair Davis commented that MTD is willing to continue negotiating, in good faith, on the original proposal, or take a restructured proposal to the MTD Board for action, as stated in a letter MTD recently sent to the HACSB. Vice Chair Davis asked Mr. Lamont if his statements today should be considered the HACSB's formal response to the letter and Mr. Lamont replied "yes".

Vice Chair Davis thanked the HACSB team for their time and efforts.

Mickey Flacks, Board Member HACSB commented on her previous expectations related to the project and disappointment that the project could not come to fruition.

Chair Britton, stated that he has been a member of MTD's Board during this entire process and is also very disappointed by the outcome.

At this time (8:55 AM), Chair Britton moved to agenda item # 13.

7. PRESENTATION- "MEASURE G- NOVEMBER 2008 UTILITY TAX BALLOT MEASURE"

Bob Peirson, City of Santa Barbara Finance Director, provided the Board with information regarding Measure G, the November 2008 Utility Users Tax ballot measure. He reported that the measure was last updated in the 1970's, and that similar revisions have been approved by 26 California cities. The City of Santa Barbara City Council has now approved this measure for placement on the November ballot in order to reduce the Utility User's Tax (UUT) on telecommunications and cable TV from 6% to 5.75% and create a Modern "Communications Tax" Ordinance.

Mr. Peirson reported that the UUT revenue provides funding for government services such as police, fire, streets, libraries, parks and recreation. Due to an IRS ruling and changes in telecommunications technology, the City could lose approximately \$4 million of its annual UUT revenue.

He informed the Board that the proposed UUT Ordinance will update provisions for telecommunications and specifically exclude Internet access service charges. He then reported that if the measure fails, there are no changes, unless there is litigation brought against the City of Santa Barbara.

The Board thanked Mr. Peirson for his informative presentation.

8. SANTA BARBARA COUNTY ASSOCIATION OF GOVERNMENT'S (SBCAG) REGIONAL TRANSPORTATION PLAN (RTP)

Steve Maas, Manager of Strategic Planning & Compliance provided the Board with an update on the "Vision 2030: 2008 Regional Transportation Plan (Draft)" and the associated "Environmental Impact Report (Draft)".

Following thorough discussion by the Board regarding the Draft RTP, the Board requested that staff prepare a letter to the Santa Barbara County Association of Governments (SBCAG) presenting MTD's concerns regarding the effect on transportation needs in Santa Barbara County if increases in the cost of fossil fuel results in more drivers moving towards transit and other alternative modes of transportation. As a result, transit would be impacted and the highway 101 construction projects planned in the Draft RTP may no longer be needed.

The Board requested that the letter include concerns regarding the amount of funds allocated to transit, which would not meet the increased ridership needs and requested that an alternative scenario be incorporated into the RTP.

9. QUARTERLY STAFF REPORTS

The Board and staff reviewed quarterly staff reports for the period of April 1, 2008 through June 30, 2008. During the review of the Bicycle Overloads report, the Board expressed concerns related to the overloads. The General Manager explained to the Board how the current style of bicycle racks used on MTD's buses are the safest for our fleet styles, driver's vision, and width for the streets and roads along our routes. The Board requested that staff review options for carrying more bicycles on MTD's buses, such as larger racks, rack locations, trailers, and designated bicycle buses along MTD's busiest routes, and brings their findings back to the Board at a future meeting.

10. GENERAL MANAGER REPORT

The General Manager provided the Board with information regarding MTD's loan of one bus, during the summer, to the City of Solvang's Recreation Department. She reported that during that time, the City of Solvang cares for the vehicle and provides insurance coverage.

The General Manager reported that once again MTD has passed its annual California Highway Patrol audit that consists of inspection of our fleet, maintenance records, DMV pull notice review and Drug & Alcohol testing program.

The General Manager announced that the Goleta City Council at their last meeting authorized \$66,000 for this fiscal year and \$69,000 for the next fiscal year, toward funding for the Goleta Old Town Shuttle. The General Manager thanked Mr. Maas for his efforts in this request for funding and stated that MTD is very grateful for Goleta's ongoing support.

Jerry Estrada, Assistant GM/Controller provided the Board with a Security Cameras update.

Greenhouse Gas (GHG) certification auditor have reviewed report and no issues found.

David Damiano, Manager of Transit Development & Community Relations provided the Board with a review of MTD's new Schedule Guide and changes which went into effect on August 25th. He reported that the guide has been arranged differently this year and is easier to follow. He complimented Cynthia Boche, Assistant Planning Manager, for her efforts on the new design. Vice Chair Davis requested that in the future a page in the front of the guide reflect any changes which have been made to routes and schedules.

11. OTHER BUSINESS AND COMMITTEE REPORTS

Vice Chair Davis expressed concerns regarding placement of passenger information on MTD's buses and a need to keep any flyers stocked.

12. RECESS TO CLOSED SESSION- 5353 OVERPASS ROAD

Due to a lack of new information to report from staff, the Board did not 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.

13. RECESS TO CLOSED SESSION-CALLE REAL

The Board met in closed session pursuant to Government Code §54956.8, conference with real property negotiators regarding the MTD Calle Real Property, APN's Book 59, Page 14, Parcels 4, 5 & 6, and Book 67, Page 23, Parcel 6, concerning price and terms of payment; agency negotiators Doug Large and Bob Andrews; other negotiation parties: Housing Authority of County of Santa Barbara, Martin Farrell Homes, and Investec Capital, Inc.

Upon returning from closed session (9:04 AM), Chair Britton reported that the Board had informed MTD's Counsel and Negotiator that the HACSB has terminated all negotiations regarding the Calle Real property. No further action will be taken and the matter is closed.

14. ADJOURNMENT



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

**Tuesday, October 7, 2008
8:30 AM**

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

MEMBERS PRESENT:

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

MEMBER NOT PRESENT:

Dick Weinberg, Director

DISTRICT EMPLOYEES PRESENT:

Jerry Estrada, Assistant GM/Controller; Tiara Lakey, Executive Assistant to the Board and the General Manager; Manager of Transit Development & Community Relations; Steve Maas, Gabriel Garcia, Manager of Human Resources & Risk

MEMBERS OF THE PUBLIC:

None were present.

1. CALL TO ORDER

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

2. ROLL CALL OF THE BOARD OF DIRECTORS

Chair Britton reported that all members were present, with the exception of Director Weinberg, who would not be present at today's meeting.

3. REPORT REGARDING POSTING OF AGENDA

Jerry Estrada, Assistant GM/Controller reported that on Friday, October 3, 2008, 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

At this time Vice Chair Davis moved to approve the consent calendar for items #4 (Approval of August 11, 2008 & August 12, 2008 draft meeting minutes) and item #5 (Cash Report September 16-September 29, 2008). Director Aceves seconded the motion. Director Fahnestock abstained from approving the meeting minutes due to his absence from both of the meetings. The motion passed.

In response to concerns expressed by Director Aceves regarding MTD's placement of \$2 million dollars in one bank, Mr. Estrada assured the Board that the funds are secure and insured with bank collateral. Additionally, Mr. Estrada stated that this topic could be placed on a future agenda for a more thorough report by staff.

THIS CONCLUDES THE CONSENT CALENDAR

6. PUBLIC COMMENT

There was no public comment made.

7. RECOMMENDATION- EXTEND LICENSE AGREEMENT WITH TRAPEZE SOFTWARE TO INCLUDE GOOGLE TRANSIT EXPORT

Mr. Estrada provided the Board with information regarding staff's recommendation for the Board to authorize the General Manager to spend one-time license and implementation fees and extend its current annual license fee with Trapeze Software in order to use its "Google Export" software product to provide online trip planning information of MTD's public transit services to the general public via the Internet.

Mr. Estrada reported that in the past MTD had a similar online trip planning feature on its website, which was created through a partnership with other Southern California transit agencies. Due to increasing demands of the larger transit agencies, MTD's required updates and needs were not always met, resulting in incorrect information to the public. As a result, MTD opted to remove the feature from the website.

Mr. Estrada stated that since that time, Google, as part of their Google Maps software has created a new online trip planning feature called "Google Transit". In order for MTD to implement the Google Transit trip planning feature on its website, assistance from Trapeze Software is needed in order to export MTD's schedule and maps information into a format that Google can upload into their system.

Mr. Estrada reported that if approved by the Board, MTD would be placed on Google's production schedule and he is hopeful that that the process might be completed within 2-3 months.

Following further discussion, Vice Chair Davis moved to authorize staff's recommendation to authorize the General Manager to spend one-time license and implementation fees and extend its current annual license fee with Trapeze Software in order to use its "Google Export" software product to provide online trip planning information of MTD's public transit services to the general public via the Internet. Director Aceves seconded the motion. The motion passed unanimously.

Following a request made by Director Fahnestock, Mr. Estrada agreed that staff would contact local resident, Rick Margolin, who has spoken about his interest in Google's online Trip Planning program, during public comment at past MTD Board meetings.

8. ASSISTANT GENERAL MANAGER REPORT

Mr. Estrada reported on increasing ridership and overloads affecting the routes serving Santa Barbara City College (SBCC). He stated that the impact of increased ridership has required additional booster bus service.

As a result of the recent approval of a fare increase, Mr. Estrada informed the Board that SBCC students will be voting on approving the increase as part of their school fees. He reported that the Marketing Department will be at SBCC this Thursday and next Tuesday with information regarding the students growing service needs, ridership and to answer any questions they may have regarding the increase.

Mr. Estrada updated the Board on the Marketing Department's upcoming Rider Focus Campaign. He reported that the campaign will be out soon and that staff is also working with Traffic Solutions, who will also assist in getting information out to the community.

Mr. Estrada reported that the Santa Barbara Police Department recently used MTD's Overpass facility for SWAT training. He stated that the SBPD uses the facility and a bus a couple of times a year.

Mr. Estrada informed the Board that the Maintenance Department is currently conducting testing on its MCI fleet. The testing pertains to a new particulate trap, which involves discussions with the California Air Resources Board (CARB).

The Finance Committee will meet on Friday, October 17th at 8:30 AM to discuss MTD's insurance. Director Aceves requested the Finance Committee also discuss MTD's security of deposits as discussed during the cash report.

In response to a question by Vice Chair Davis regarding any concerns MTD might have regarding the current State Budget, Mr. Estrada reported that currently, the STA funding, which is used for capital projects has been cut, however, he noted that MTD still expects to receive more than he had originally budgeted for.

9. OTHER BUSINESS AND COMMITTEE REPORTS

Director McQuary reported that during a recent visit to the Sandpiper Mobile Home Park in Carpentaria he heard concerns from residents regarding the southbound bus stop nearest their location. He requested that staff review the stop.

Vice Chair Davis commented that a recent News Press article misquoted him by saying that he stated that the County gets more Measure D related funds than would be generated by the current levels of local assistance. He actually said MTD, not the County.

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 Britton reported that the Board had authorized staff to continue negotiations.

11. ADJOURNMENT

Santa Barbara Metropolitan Transit District
Cash Report
Board Meeting of October 21, 2008
For the Period September 30, 2008 through October 13, 2008

MONEY MARKET

Beginning Balance September 30, 2008 **\$3,508,986.60**

Accounts Receivable	1,198,284.16
Passenger Fares	183,054.91
Interest Income -Sept 08	2,896.38
Advertising & Prepaid Dep	2,449.00
Miscellaneous	550.00
Total Deposits	1,387,234.45

ACH Garnishment Trf	(2,725.41)
ACH Pensions Transfer	(34,418.90)
ACH Tax Deposit	(125,942.84)
Payroll Transfer	(274,857.92)
Operations Transfer	(430,600.60)
Total Disbursements	(868,545.67)

Ending Balance **\$4,027,675.38**

CERTIFICATES OF DEPOSIT

Institution	Maturity	Rate	
Santa Barbara Bank &	11/2/2008	2.57%	2,000,000.00
Total Certificates of Deposit			2,000,000.00

\$2,000,000.00

Total Cash and Investments as of October 13, 2008:

\$6,027,675.38

COMPOSITION OF CASH BALANCE

Working Capital	4,711,105.04
WC / Liability Reserves :as of October 13, 2008	1,316,570.34
	6,027,675.38

Total Cash Balance **\$6,027,675.38**

**Santa Barbara Metropolitan Transit District
Cash Receipts of Accounts Receivable**

Date	Company	Description	Amount
9/30/2008	City of Goleta	Transit Enhancement Jul-Sep 08 L1 & 11	16,315.52
9/30/2008	United Way	Advertising on Buses	2,160.00
10/1/2008	Cottage Hospital	Passes/Token Sales	8,200.00
10/1/2008	Cottage Hospital	Passes/Token Sales	4,000.00
10/1/2008	Local Transportation Fund	SB 325 - Sep 08	592,449.97
10/3/2008	City of SB - Browning Allen	Dwntwn. Wtrfrnt. Shuttle - Jul 08	82,633.71
10/3/2008	City of SB - Browning Allen	Dwntwn. Wtrfrnt. Shuttle - Aug 08	79,394.46
10/3/2008	City of SB - Browning Allen	Dwntwn. Wtrfrnt. Shuttle - Sep 08	78,462.21
10/3/2008	City of SB - Commuter Lot	Commuter Lot Shuttle - Aug 08	16,452.45
10/3/2008	City of SB - Commuter Lot	Commuter Lot Shuttle - Sept 08	16,452.45
10/3/2008	City of SB - Commuter Lot	Commuter Lot Shuttle - Jul 08	16,452.45
10/3/2008	City of SB - Crosstown	Local Operating Assistance Jul-Sep 08	91,906.38
10/3/2008	City of SB - Transit Enhancement	Transit Enhancement - Aug 08 1 & 2, 3	40,307.13
10/3/2008	City of SB - Transit Enhancement	Transit Enhancement - Jul 08 1 & 2, 3	40,307.13
10/3/2008	City of SB - Transit Enhancement	Transit Enhancement - Sep 08 1 & 2, 3	40,307.13
10/3/2008	Department of Rehabilitation	Passes/Token Sales	18.00
10/7/2008	Calles, Gilbert & Leandra	Health Insurance - Retiree	206.52
10/7/2008	Department of Rehabilitation	Passes/Token Sales	18.00
10/7/2008	Department of Rehabilitation	Passes/Token Sales	41.00
10/7/2008	Department of Rehabilitation	Passes/Token Sales	36.00
10/7/2008	Department of Rehabilitation	Passes/Token Sales	18.00
10/7/2008	Department of Rehabilitation	Passes/Token Sales	41.00
10/7/2008	Department of Rehabilitation	Passes/Token Sales	10.00
10/7/2008	Department of Rehabilitation	Passes/Token Sales	18.00
10/7/2008	Department of Rehabilitation	Passes/Token Sales	18.00
10/7/2008	Department of Rehabilitation	Passes/Token Sales	18.00
10/7/2008	Department of Rehabilitation	Passes/Token Sales	18.00
10/7/2008	Department of Rehabilitation	Passes/Token Sales	18.00
10/7/2008	Department of Rehabilitation	Passes/Token Sales	18.00
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10/7/2008	Department of Rehabilitation	Passes/Token Sales	18.00
10/7/2008	Department of Rehabilitation	Passes/Token Sales	18.00
10/7/2008	Department of Rehabilitation	Passes/Token Sales	18.00
10/7/2008	Department of Rehabilitation	Passes/Token Sales	18.00
10/7/2008	Department of Rehabilitation	Passes/Token Sales	18.00
10/7/2008	Department of Rehabilitation	Passes/Token Sales	18.00
10/7/2008	Department of Rehabilitation	Passes/Token Sales	54.00

Date	Company	Description	Amount
10/7/2008	Department of Rehabilitation	Passes/Token Sales	18.00
10/7/2008	Department of Rehabilitation	Passes/Token Sales	72.00
10/7/2008	Fountain, Melvin and Elizabeth	Health Insurance - Retiree	206.52
10/7/2008	Media 27	Advertising on Buses	8,848.50
10/8/2008	The Jewelry Mart	Advertising on Buses	100.00
10/8/2008	The Jewelry Mart	Advertising on Buses	100.00
10/9/2008	Borrayo, Ruth	Health Insurance - Cobra	237.93
10/10/2008	City of SB Waterfront Department	Wharf Woody Shuttle - Oct 08	2,542.12
10/13/2008	City of SB - Commuter Lot	Commuter Lot Shuttle - Oct 08	16,452.45
10/13/2008	City of SB - Public Works	Advertising on Buses	1,414.00
10/13/2008	City of SB - Public Works	Passes/Token Sales	525.00
10/13/2008	City of SB - Public Works	Passes/Token Sales	1,050.00
10/13/2008	City of SB - Transit Enhancement	Transit Enhancement - Oct 08 1 & 2, 3	40,307.13
Total Accounts Receivable Paid During Period			\$1,198,284.16

**Santa Barbara Metropolitan Transit District
Accounts Payable**

Check #	Date	Company	Description	Amount	Voids
90705	10/3/2008	ACEVES, ROGER STEVEN	DIRECTOR FEES	120.00	
90706	10/3/2008	ARCHBALD & SPRAY	LEGAL COUNSEL	6,105.00	
90707	10/3/2008	AMERICAN WATER WORKS, INC	PARTS WASHER SUPPLY	64.86	
90708	10/3/2008	AMERICAN NAMEPLATE COMPANY	ENGRAVING SERVICES	76.29	
90709	10/3/2008	ANDERSON, SHARON	DIRECTOR FEES	180.00	
90710	10/3/2008	ANDREWS, HENRY	REIMBURSEMENT	260.00	
90711	10/3/2008	A&B GLASS DBA	TC WINDOW REPAIRS	701.92	
90712	10/3/2008	BAY ALARM COMPANY, INC	CONTRACT MAINT	246.90	
90713	10/3/2008	BOMAR SECURITY & INVESTIGATI	SECURITY SERVICES	3,087.04	
90714	10/3/2008	BRITTON, JOHN	DIRECTOR FEES	60.00	
90715	10/3/2008	BROWN & BROWN/WHILT FATCH &	DIRECTORS/OFFICERS INSURANCE	1,824.00	
90716	10/3/2008	BUENA TOOL, INC.	B&G REPAIRS & SUPPLIES	77.04	
90717	10/3/2008	CALIFORNIA ELECTRIC SUPPLY, IN	BUS PARTS & SHOP SUPPLIES	785.13	
90718	10/3/2008	CAPITOL HARDWARE & BUILDING	B&G REPAIRS & SUPPLIES	16.16	
90719	10/3/2008	CARQUEST AUTO PARTS	BUS PARTS & SUPPLIES	1,111.90	
90720	10/3/2008	CERTIFIED ENVIRONMENTAL	PROFESSIONAL SERVICES	2,232.02	
90721	10/3/2008	CINTAS FIRST AID & SAFETY DB	FIRST AID SUPPLIES	585.72	
90722	10/3/2008	COAST TRUCK PARTS	BUS PARTS	91.10	
90723	10/3/2008	CUMMINS CAL PACIFIC LLC	BUS PARTS	417.71	
90724	10/3/2008	COUNTY OF S.B.PUBLIC WORKS DE	WASTE DISPOSAL	58.00	
90725	10/3/2008	DAVID D. DAVIS JR.	DIRECTOR FEES	180.00	
90726	10/3/2008	EVERYTHING ELECTRIC	BUS PARTS	579.24	
90727	10/3/2008	FEDERAL HOSE MANUFACTURING	BUS PARTS & SUPPLIES	192.33	
90728	10/3/2008	FEDERAL EXPRESS CORP.	FREIGHT CHARGES	143.05	
90729	10/3/2008	FERRO MAGNETIC CORPORATION	BATTERY CHARGERS	455.83	
90730	10/3/2008	FAHNESTOCK, BRIAN	DIRECTOR FEES	180.00	
90731	10/3/2008	FUSES UNLIMITED, INC	BUS PARTS	78.98	
90732	10/3/2008	GFI GENFARE, INC.	FAREBOX REPAIRS & PARTS	2,877.88	
90733	10/3/2008	GEM EQUIPMENT	BUS PARTS & SUPPLIES	158.41	
90734	10/3/2008	GIBBS INTERNATIONAL INC	BUS PARTS/SUPPLIES	2,910.39	
90735	10/3/2008	GILLIG LLC DBA	BUS PARTS	1,976.15	
90736	10/3/2008	GOLETA WATER DISTRICT	UTILITIES	98.31	
90737	10/3/2008	GOODYEAR TIRE & RUBBER CO	LEASED TIRES	7,560.44	
90738	10/3/2008	GRAHAM CHEVROLET CORP.	SERVICE VEHICLE PARTS	104.39	
90739	10/3/2008	GRAINGER, INC.	SHOP SUPPLIES	853.46	
90740	10/3/2008	GUARDIAN DENTAL INSURANCE	DENTAL INSURANCE	3,363.37	
90741	10/3/2008	GUARDIAN LIFE INS CO. CORP.	LIFE INSURANCE	941.20	

Check #	Date	Company	Description	Amount	Voids
90742	10/3/2008	HAYNES SALES DBA	B&G REPAIRS & SUPPLIES	807.58	
90743	10/3/2008	HAYWARD LUMBER	SHOP SUPPLIES	5.81	
90744	10/3/2008	HILLYARD/LOS ANGELES	SHOP SUPPLIES	618.04	
90745	10/3/2008	HOME IMPROVEMENT CTR.	SHOP/B&G SUPPLIES	218.85	
90746	10/3/2008	HOWIE ENTERPRISES DBA	BUS REPAIRS	350.00	
90747	10/3/2008	HYDREX PEST CONTROL	FUMIGATION	70.00	
90748	10/3/2008	INTERCON TECHNOLOGIES DB	EV/CHARGER REPAIRS	9,808.58	
90749	10/3/2008	INDOFF, INC.	OFFICE SUPPLIES	593.82	
90750	10/3/2008	J n L GLASS INC.	REPLACE BUS WINDOWS	290.00	
90751	10/3/2008	LECOUNT, ROBERT	DMV REIMBURSEMENT	64.00	
90752	10/3/2008	LA CUMBRE FEED	SOFT WATER SYSTEM SUPPLIES	341.87	
90753	10/3/2008	MARBORG INDUSTRIES (INC)	UTILITIES & RENTAL FEES	298.00	
90754	10/3/2008	MC CORMIX CORP. (OIL)	LUBRICANTS	6,127.10	
90755	10/3/2008	MC CORMIX CORP. (GAS)	FUEL-SERVICE VEHICLES	2,110.49	
90756	10/3/2008	MCMaster-CARR SUPPLY CO.	SHOP SUPPLIES	60.53	
90757	10/3/2008	MEDICAL EYE SERVICES, INC.	VISION SERVICES	356.24	
90758	10/3/2008	MCQUARY, CHUCK	DIRECTOR FEES	120.00	
90759	10/3/2008	MARVAC ELECTRONICS	B&G SUPPLIES	254.87	
90760	10/3/2008	MENNEKES	EV BUS PARTS	438.23	
90761	10/3/2008	MIKE CUEVAS GARDENING SERIVC	LANDSCAPE MAINTENANCE SERVICE	632.00	
90762	10/3/2008	MIDWEST TRANSFER OF IOWA LLC	FREIGHT	800.60	
90763	10/3/2008	MGB INDUSTRIAL SUPPLY	BUS & SHOP SUPPLIES	77.51	
90764	10/3/2008	MOHAWK MFG. AND SUPPLY CO.	BUS PARTS	55.30	
90765	10/3/2008	MOTOR COACH INDUSTRIES	BUS PARTS	551.84	
90766	10/3/2008	MUZICRAFT, INC	TC CONTRACT MAINTENANCE	38.00	
90767	10/3/2008	NATIONAL INTERSTATE INS INC.	LIABILITY INSURANCE	998.08	
90768	10/3/2008	NU-COOL REDI GREEN	COOLANTS & SHOP SUPPLIES	223.43	
90769	10/3/2008	NOOZHAWK DBA	MTD AD PLACEMENT ONLINE	2,600.00	
90770	10/3/2008	PREVOST CAR INC.- CREDIT DEPT.	BUS PARTS	2,203.62	
90771	10/3/2008	PETTY CASH- LAKEY, TIARA	MISC. PURCHASES	326.95	
90772	10/3/2008	PETTY CASH- HAHN, STEVE	MISC SHOP NEEDS	120.00	
90773	10/3/2008	PACIFICARE OF CALIFORNIA	HEALTH INSURANCE	45,431.41	
90774	10/3/2008	PORT SUPPLY	SHOP SUPPLIES	22.26	
90775	10/3/2008	PRAXAIR DISTRIBUTION, INC.	SHOP SUPPLIES	58.82	
90776	10/3/2008	PRESTIGE TIRE & AUTO SERVICE, I	SERVICE VEHICLE REPAIRS	269.24	
90777	10/3/2008	RAMIREZ, ANTONIO	MEDICAL REIMBURSEMENT	248.21	
90778	10/3/2008	RAYNE OF SANTA BARBARA INC.	UTILITIES	95.00	
90779	10/3/2008	RECARO NORTH AMERICA, INC	BUS PARTS	268.97	
90780	10/3/2008	REPUBLIC ELEVATOR, INC	ELEVATOR MAINTENANCE	119.75	
90781	10/3/2008	ROGERS & SHEFFIELD ATTORNEYS	LEGAL COUNSEL	4,521.74	

Check #	Date	Company	Description	Amount	Voids
90782	10/3/2008	RP PRINTING & GRAPHICS	PRINTING SERVICES	215.38	
90784	10/3/2008	SERVICE MASTER OF SANTA BARB	JANITORIAL SERV./SUPPLIES	6,763.45	
90785	10/3/2008	SM TIRE, CORP.	BUS TIRE MOUNTING	285.00	
90786	10/3/2008	SMARDAN-HATCHER CO., INC	B&G REPAIRS & SUPPLIES	708.93	
90787	10/3/2008	SMART & FINAL	OFFICE SUPPLIES	397.30	
90788	10/3/2008	SO. CAL. EDISON CO.	UTILITIES	8,755.58	
90789	10/3/2008	SC FUELS DBA	FUEL	80,802.56	
90790	10/3/2008	SPECIALTY TOOL & BOLT	SHOP SUPPLIES	66.45	
90791	10/3/2008	SOUTHWEST LIFT & EQUIPMENT, I	B&G REPAIRS & SUPPLIES	693.86	
90792	10/3/2008	SPORTWORKS NORTHWEST INC.	BIKE RACK PARTS	64.69	
90793	10/3/2008	STEWART ENTERPRISES TKO, INC	PLUMBING REPAIRS	442.24	
90794	10/3/2008	THE LIGHTHOUSE	SHOP SUPPLIES	18.43	
90795	10/3/2008	TANK TEAM INC.	TANK TESTS	92.50	
90796	10/3/2008	TEAMSTERS MISC. SECURITY TRUS	UNION MEDICAL/DENTAL	664.62	
90797	10/3/2008	TRI-COUNTY AUTO GLASS INC	REPLACE BUS WINDOWS	375.00	
90798	10/3/2008	TOOL DISCOUNTER.COM DBA	CLEANING SUPPLIES	136.60	
90799	10/3/2008	TRANSIT PRODUCTS AND SERVICES	BUS PARTS	1,591.69	
90800	10/3/2008	UNISOURCE MAINT SUPPLY SYSTE	BUS CLEANING & SHOP SUPPLIES	490.22	
90801	10/3/2008	INTERSTATE CAPITAL CORPORATI	UNIFORMS	1,767.84	
90802	10/3/2008	VALLEY POWER SYSTEMS, INC.	BUS PARTS	1,431.61	
90803	10/3/2008	WAYNE'S TIRE INC.	VEHICLE TIRES	53.56	
90804	10/3/2008	WEINBERG, RICHARD	DIRECTOR FEES	180.00	
90805	10/3/2008	WILSON PRINTING INC.	PRINTING SERVICES	520.32	
90806	10/3/2008	WOODY'S DETAIL DBA	SV DETAILING	100.00	
90807	10/3/2008	WPCI	DRUG TESTING KITS	199.77	
90808	10/3/2008	YELLOW TRANSPORTATIONS	FREIGHT	539.77	
90809	10/3/2008	NATIONAL INTERSTATE INS INC.	LIABILITY INSURANCE	42,000.00	
90810	10/10/2008	ALLIED WASTE SERVICES #910	CONTAINER-DISPOSAL FEE	37.00	
90811	10/10/2008	ALTERNATIVE COPY SHOP, INC.	PRINTING SERVICES	261.47	
90812	10/10/2008	BATTERY SYSTEMS OF OXNARD	BUS PARTS	756.84	
90813	10/10/2008	CARQUEST AUTO PARTS	BUS PARTS & SUPPLIES	347.50	
90814	10/10/2008	COAST TRUCK PARTS	BUS PARTS	70.27	
90815	10/10/2008	COX COMMUNICATIONS	INTERNET & CABLE TV	212.47	
90816	10/10/2008	DEAILE, MARY	PAYROLL RELATED	106.15	
90817	10/10/2008	DOWNTOWN ORGANIZATION, INC.	TC MAINTENANCE	400.00	
90818	10/10/2008	EBUS, INC.	BUS PARTS	1,332.45	
90819	10/10/2008	STATE OF CALIFORNIA	PAYROLL RELATED	469.95	
90820	10/10/2008	GIBBS INTERNATIONAL INC	BUS PARTS/SUPPLIES	651.61	
90821	10/10/2008	GILLIG LLC DBA	BUS PARTS	141.27	
90822	10/10/2008	H. G. PETERSEN FAMILY PROPERTI	PARKING FOR VALLEY BUSES	100.00	

Check #	Date	Company	Description	Amount	Voids
90823	10/10/2008	SHERIFF CIVIL BUREAU	PAYROLL RELATED	723.34	
90824	10/10/2008	MARBORG INDUSTRIES (INC)	UTILITIES & RENTAL FEES	151.24	
90825	10/10/2008	MC CORMIX CORP. (OIL)	LUBRICANTS	2,257.72	
90826	10/10/2008	MC CORMIX CORP. (GAS)	FUEL-SERVICE VEHICLES	2,281.98	
90827	10/10/2008	MISSION LINEN SUPPLY, INC	UNIFORM & LINEN SERVICE	3,935.56	
90828	10/10/2008	MOUNTAIN SPRING WATER	SHOP & OFFICE SUPPLIES	898.45	
90829	10/10/2008	PREVOST CAR INC.- CREDIT DEPT.	BUS PARTS	371.05	
90830	10/10/2008	PASO ROBLES TRUCK CENTER COR	BUS PARTS	436.14	
90831	10/10/2008	SB COUNTY FEDERAL CREDIT UNIO	PAYROLL DEDUCTION	2,186.46	
90832	10/10/2008	SANTA BARBARA NEWS-PRESS	D EMPLOYMENT ADS/PUBLIC NOTICES	1,917.22	
90833	10/10/2008	SEELEY-RUIZ, KAREN	PAYROLL RELATED	75.69	
90834	10/10/2008	SANTA BARBARA SIGNS, INC. DBA	PRINTING SERVICES	738.63	
90835	10/10/2008	SM TIRE, CORP.	BUS TIRE MOUNTING	918.52	
90836	10/10/2008	SO. CAL. EDISON CO.	UTILITIES	2,654.84	
90837	10/10/2008	SC FUELS DBA	FUEL	27,777.61	
90838	10/10/2008	SOUTHERN CALIFORNIA GAS COMP	UTILITIES	42.14	
90839	10/10/2008	SB CITY OF-REFUSE/WATER	UTILITIES	3,740.93	
90840	10/10/2008	TEAMSTERS PENSION TRUST	UNION PENSION	82,020.45	
90841	10/10/2008	TEAMSTERS UNION LOCAL NO. 186	UNION DUES	8,801.14	
90842	10/10/2008	UNITED TRANSMISSION EXCHANG	BUS TRANSMISSIONS/PARTS	2,916.61	
90843	10/10/2008	INTERSTATE CAPITAL CORPORATI	UNIFORMS	28.88	
90844	10/10/2008	VALLEY POWER SYSTEMS, INC.	BUS PARTS	6,806.19	
90845	10/10/2008	WEST COAST TRANSIT SOLUTIONS	MISC. SERVICES	200.00	
90846	10/10/2008	YOUNG, AL	TOOL ALLOWANCE	1,100.00	
90847	10/10/2008	YACO SCHOLARSHIP FUND	PR DEDUCTION	24.50	V
90848	10/10/2008	YACO SCHOLARSHIP FUND	PR DEDUCTION	24.50	
				430,625.10	
Current Cash Report Voided Checks:				24.50	
Prior Cash Report Voided Checks:				0.00	
Grand Total:				\$430,600.60	



BOARD OF DIRECTORS REPORT

MEETING DATE: October 21, 2008

AGENDA ITEM #: 7

DEPARTMENT: Risk

TYPE: ACTION

PREPARED BY: Gabriel Garcia

Signature

REVIEWED BY: Assistant General Manager

AGM Signature

**SUBJECT: Retiree Secure Horizons Group Medicare Supplemental Plan
Renewal 01/01/09**

DISCUSSION:

Brown and Brown Insurance Company sought bids on retiree health on behalf of MTD. The only quote available that accommodates MTD's need for both Staff and Union employees continues to be PacifiCare Secure Horizons.

The 2008 renewal quote at current benefit levels represents an increase of approximately 12.7% over 2008 premium.

Secure Horizons offers an option with an alternate plan design that would slightly reduce the monthly premium. However the alternative plan would decrease benefits, in particular for prescriptions, and increase co-pays. The savings would be \$23.03 per employee per month for the alternate plan.

MTD retirees could choose to enroll as individuals in Secure Horizons. However, the prescription benefit is greatly decreased and anyone who leaves the group plan may never return to it.

BUDGET/FINANCIAL INFORMATION:

Item	Current rate	New rate effective 01/01/09
Secure Horizon Retiree Group Health	\$233.63	\$262.87

ANALYSIS OF FINANCIAL IMPACT:

Renewal of the current benefit plan will result in an additional annual cost of \$6,040. The total cost of the group plan will increase from \$47,585 to \$53,625. The additional cost to MTD would be \$4,384 with the remaining balance covered by the retiree.

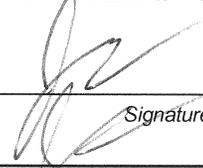
RECOMMENDATION:

Staff recommends renewal of MTD's current group medical retiree plan with Secure Horizons after review of alternate plan design.



BOARD OF DIRECTORS REPORT

AGENDA DATE: OCTOBER 21, 2008 **AGENDA ITEM #:** 8
TYPE: ACTION
PREPARED BY: JERRY ESTRADA
REVIEWED BY: GENERAL MANAGER



Signature


GM Signature

SUBJECT: CASH MANAGEMENT & COLLATERALIZATION

DISCUSSION:

Due to the recent turmoil surrounding many financial institutions, staff felt compelled to provide the Finance Committee with some background regarding the District's cash management requirements. Additionally, a board member recently requested that staff brief the Finance Committee on the District's options regarding the deposit of funds and collateralization.

In summary, staff has identified two topics for discussion:

- (a) Cash Deposit Requirements (Public funds)
- (b) Cash Management (Distribution of funds among authorized entities)

Cash Deposit Requirements (Public funds)

MTD has contracted with Santa Barbara Bank & Trust, a division of Pacific Capital Bank, N.A. to act as "Depository". Consistent with State law, all public funds will be deposited subject to Title 5, Division 2, Part 1, Chapter 4, Article 2 (commencing with Section 53630) of the Government Code, which requires collateralization.

MTD and the Depository (Santa Barbara Bank & Trust) have authorized the Bank of New York Western Trust Company to act as the "Agent of Depository" to **hold the eligible securities posted as collateral.**

The "Agent of Depository" has filed with the Administrator of Local Agency Security of the State of California an agreement to comply in all respects with the provisions of Title 5, Division 2, Part 1, Chapter 4, Article 2 (commencing with Section 53630) of the Government Code.

State law requires that all public funds be secured. As such, the Depository maintains eligible securities having a market value at least 10% in excess of the actual total amount of local agency moneys on deposit with the "Agent of Depository". If any eligible security is determined by the Administrator of Local Agency Security of the State of California in accordance with Government Code Section 53661 to be not qualified to secure public deposits, additional security shall be substituted immediately by the Depository.

Below is a relevant excerpt from MTD's Enabling Act:

"§ 95536. Deposit of district securities

With the consent of the board, the general manager may:

- (a) Authorize the trust department of any state or national bank in this state, or a trust company authorized to act as such in this state, to receive as his agent deposits of any securities acquired by the district.
- (b) Place and maintain for safekeeping as a trust deposit with the trust department of any state or national banks in this state, or a trust company authorized to act as such in this state, any securities owned by the district.

The bank or trust company selected shall have a total paid-in capital of at least one million dollars (\$1,000,000). The general manager shall take from the trust department or trust company a receipt for the securities, and neither the general manager nor the district is responsible for the custody and safe return of the securities until they are withdrawn from the trust department or trust company by the general manager. Any trust department or trust company to which securities are delivered, either as agent or depository for the general manager shall make such deposition of the securities as the general manager directs and is responsible only for strict compliance with written instructions given to it by the general manager. All such securities are at all times subject to the order of the general manager."

Assessment

MTD cash deposit practices appear to be in full compliance with all regulatory requirements. All funds are secured and the "Agent for Depository" is in compliance with the State of California Government Code.

Cash Management (Distribution of funds among authorized entities)

MTD's financial investments have typically been conducted with Santa Barbara Bank & Trust. While this practice may have limited the return on investments to a certain degree it has insured that all funds were managed in a manner consistent with State law. Historically, MTD requests rate of return quotes from other local banks prior to investing in CD's with Santa Barbara Bank & Trust to ensure fair market value.

MTD has not adopted an official "Investment Policy" but has conducted all investments in a manner consistent with the California Government Code. It is our understanding that local jurisdictions such as the cities of Santa Barbara and

Goleta utilize the State of California's Local Agency Investment Fund (LAIF)¹ in combination with a local financial institution.

"The Local Agency Investment Fund (LAIF) is a voluntary program created by statute; began in 1977 as an investment alternative for California's local governments and special districts and it continues today under Treasurer Bill Lockyer's administration. The enabling legislation for the LAIF is Section 16429.1 et seq. of the California Government Code."

The LAIF currently provides a competitive rate of return to Santa Barbara Bank & Trust and affords the participant with liquidity and security. A concern that immediately came to mind pertaining to the LAIF program was the possibility that the State might seize or borrow the deposited funds to balance its budget. Fortunately, the legislature added Section 16429.4 to the California Government Code in 2002 that reads as follows:

"the right of a city, county, city and county, special district, nonprofit corporation, or qualified quasi-governmental agency to withdraw its deposited moneys from the LAIF, upon demand, may not be altered, impaired, or denied in any way, by any state official or state agency based upon the state's failure to adopt a State Budget by July 1 of each new fiscal year."

RECOMMENDATION:

Staff recommends that MTD's Board of Directors pass a resolution authorizing the general manager to invest funds in the State of California's Local Agency Investment Fund (LAIF).

¹ See Page 4, Attachment A – Local Agency Investment Fund, Program Description

Local Agency Investment Fund

Program Description

“The Local Agency Investment Fund (LAIF) is a voluntary program created by statute; began in 1977 as an investment alternative for California's local governments and special districts and it continues today under Treasurer Bill Lockyer's administration. The enabling legislation for the LAIF is Section 16429.1 et seq. of the California Government Code.

This program offers local agencies the opportunity to participate in a major portfolio, which invests hundreds of millions of dollars, using the investment expertise of the Treasurer's Office investment staff at no additional cost to the taxpayer. This in-house management team is comprised of civil servants who have each worked for the State Treasurer's Office for an average of 20 years.

The LAIF is part of the Pooled Money Investment Account (PMIA). The PMIA began in 1955 and oversight is provided by the Pooled Money Investment Board (PMIB) and an in-house Investment Committee. The PMIB members are the State Treasurer, Director of Finance, and State Controller.

The Local Investment Advisory Board (LIAB) provides oversight for LAIF. The Board consists of five members as designated by statute. The Chairman is the State Treasurer or his designated representative. Two members qualified by training and experience in the field of investment or finance, and the State Treasurer appoints two members who are treasurers, finance or fiscal officers or business managers employed by any county, city or local district or municipal corporation of this state. The term of each appointment is two years or at the pleasure of the appointing authority.

All securities are purchased under the authority of Government Code Section 16430 and 16480.4. The State Treasurer's Office takes delivery of all securities purchased on a delivery versus payment basis **using a third party custodian**. All investments are purchased at market and a market valuation is conducted monthly.”

Additionally, the PMIA has Policies, Goals and Objectives for the portfolio to make certain that our goals of Safety, Liquidity and Yield are not jeopardized and that prudent management prevails. These policies are formulated by investment staff and reviewed by both the PMIB and the LIAB on an annual basis.

The State Treasurer's Office is audited by the Bureau of State Audits on an annual basis and the resulting opinion is posted to the STO website following its publication. The Bureau of State Audits also has a continuing audit process throughout the year. All investments and LAIF claims are audited on a daily basis

by the State Controller's Office as well as an in-house audit process involving three separate divisions.

Under Federal Law, the State of California cannot declare bankruptcy, thereby allowing the Government Code Section 16429.3 to stand. This Section states that "moneys placed with the Treasurer for deposit in the LAIF by cities, counties, special districts, nonprofit corporations, or qualified quasi-governmental agencies shall not be subject to either of the following: (a) transfer or loan pursuant to Sections 16310, 16312, or 16313, or (b) impoundment or seizure by any state official or state agency."

The LAIF has grown from 293 participants and \$468 million in 1977 to more than 2,697 participants and \$24.24 billion at the end of July 2008."

Source: <http://www.treasurer.ca.gov/pmia-laif/laif-program.asp>

RESOLUTION
of the
BOARD OF DIRECTORS
of the

SANTA BARBARA METROPOLITAN TRANSIT DISTRICT

IN THE MATTER OF AUTHORIZING THE GENERAL
MANAGER TO INVEST IN THE STATE OF
CALIFORNIA'S LOCAL AGENCY INVESTMENT FUND

RESOLUTION NO. 08-04

WHEREAS, Pursuant to Chapter 730 of the statutes of 1976 Section 16429.1 was added to the California Government Code to create a Local Agency Investment Fund in the State Treasury for the deposit of money of a local agency for purposes of investment by the State Treasurer; and

WHEREAS, the Santa Barbara Metropolitan Transit District Board of Directors does hereby find that the deposit and withdrawal of money in the Local Agency Investment Fund in accordance with the provisions of Section 16429.1 of the Government Code for the purpose of investment as stated therein as in the best interests of the Santa Barbara Metropolitan Transit District.

NOW, THEREFORE, BE IT RESOLVED that the Santa Barbara Metropolitan Transit District does hereby authorize the deposit and withdrawal of Santa Barbara Metropolitan Transit District monies in the Local Agency Investment Fund in the State Treasury in accordance with the provisions of Section 16429.1 of the Government Code for the purpose of investment as stated therein, and verification by the State Treasurer's Office of all banking information provided in that regard.

BE IT FURTHER RESOLVED, that the following Santa Barbara Metropolitan Transit District officers or their successors in office shall be authorized to order the deposit or withdrawal of monies in the Local Agency Investment Fund:

Sherrie Fisher
General Manager

Jerry Estrada
Assistant GM/Controller

Brad Davis
Assistant Controller

Signature

Signature

Signature

PASSED AND ADOPTED by the Board of Directors of the Santa Barbara Metropolitan Transit District this 21st day of October, 2008 by the following vote:

AYES: _____
NAYS: _____
ABSENT: _____

Chair, Board of Directors

ATTEST:

Secretary, Board of Directors



BOARD OF DIRECTORS REPORT

MEETING DATE: OCTOBER 21, 2009

AGENDA ITEM #: 9

TYPE: ACTION

PREPARED BY: BRAD DAVIS

REVIEWED BY: GENERAL MANAGER



Signature

GM Signature

SUBJECT: AUTHORIZE JANITORIAL SERVICES CONTRACT AWARD

RECOMMENDATION:

Based upon the discussion that follows, it is recommended that the MTD Board authorize the General Manager to award a three-year janitorial services contract to ServiceMaster of Santa Barbara. The estimated dollar value of the contract is \$201,792, or \$67,264 for each year.¹

DISCUSSION:

Contract Services Description

The Statement of Work (SOW) specifies that the contractor will provide janitorial services at the Olive Terminal and the Transit Center (TC). This consists of the standard after hours custodial services at each location and continuance of the two additional daytime cleanings of the public restrooms at the TC. Given the 20 hours each day that the driver and mechanic restrooms and lounges are in use, the contract provides for a new midday cleaning of these locations. Except for the passenger waiting area directly outside the TC building, services are limited to interior areas. Also included are periodic custodial services such as carpet cleaning.

All of the preceding services—including cleaning equipment and supplies—will be provided at a fixed monthly price. The SOW also stipulates two hourly-based tasks: emergency services (e.g., for “plumbing malfunctions”); and graffiti removal services in the TC public restrooms.

Finally, a fee will be paid to the contractor for managing the consumable supplies² inventory based on the dollar volume of actual purchases. MTD will specify the vendor and products to be ordered and pay the invoices. The contractor will order, stock and resupply consumables. This differs from the current arrangement where the janitorial firm generally has full control of the process and bills MTD at marked-up prices. This new method will give MTD greater cost control without entailing the corresponding staff time for inventory management. A major impetus to this change is that MTD expects to save 40%—over \$10,000 each year—on such supplies by purchasing from a vendor under a State janitorial supply schedule.

¹ The amount is estimated rather than fixed because roughly 10% of the contract is subject to either an hourly rate component for emergency services or a fee-based payment for actual consumable supplies purchased, both discussed later in the report.

² Consumable supplies include toilet paper, paper towels, toilet seat covers, air freshener, hand soap, and trash can liners.

Contract Services Justification & Budget

Basic janitorial services for offices, bathrooms, kitchens, etc. are a standard and necessary function for maintaining acceptably clean and hygienic working conditions. Janitorial services are part of the *Contract Maintenance* line item in both the Passenger Accommodations and General Overhead operating budgets. The total *Contract Maintenance* budget for the current fiscal year is \$113,000. Under the new contract, janitorial services are estimated at \$83,000 in the first year—\$67,000 for contract services and \$16,000 for consumable supplies. Although the *Contract Maintenance* budget includes more than janitorial services, the contract is within the approved budget and will result in more services (10%-15% more custodial hours) for the same cost—MTD spent \$83,000 for such services and consumables in the last 12 months.

“Invitation for Bids” Process

The invitation for bids (IFB) was publicly noticed in the September 18 *Santa Barbara News-Press*. To generate competition, attempts were made to contact all 23 janitorial service firms in the local phone book. Of those 23 firms, 14 requested the IFB. One other company also responded to the public notice. Nine of the 15 parties receiving the IFB attended the pre-bid meeting held on September 30. Six bids were received at the October 9 bid opening, of which one was disqualified for using the wrong bid form. The results of the remaining five are shown in the below table. Detailed bid figures are included in an accompanying attachment.

Rank	Bidder	Bid
1	ServiceMaster of Santa Barbara	\$196,063.00
2	Environment Control Building Maintenance Co	\$205,057.00
3	Pacific Building Maintenance	\$301,999.00
4	Master Clean USA Inc.	\$302,556.00
5	RMS Landscape & Maintenance	\$583,196.00

Bid Evaluation

The IFB process dictates that award be made to the lowest bidder found responsive to the solicitation requirements that it is technically and financially capable of undertaking the project. ServiceMaster of Santa Barbara, the low bidder, has been found to be both responsive and responsible. Required forms and certifications were provided; work and credit references were contacted and found sufficient; and insurance³ and license coverage meets contractual requirements. It should be noted that ServiceMaster currently provides janitorial services for MTD. Frank Reynoso, MTD’s janitorial liaison, has stated that he is satisfied with their services and that they appear fully capable of carrying out the job as specified in the SOW.

Price Analysis

In spite of the fact that the bid process is assumed to secure a competitive market-based price, a price analysis is still required under FTA procurement standards. As part of this, MTD has its own experience with janitorial service charges for comparison. As discussed above, MTD will be paying the same that it currently does for an increased level of custodial service. As an additional check, the total annual custodial service hours have been estimated in order to determine an average contract rate of \$28 per hour. As a “fully loaded” rate including cleaning supplies, insurance, payroll taxes, profit, etc., this figure does not appear excessive. In conclusion, the ServiceMaster of Santa Barbara bid appears to be fair and reasonable.

³ ServiceMaster is in the process of obtaining the requisite employee dishonesty insurance (i.e., bonding). While no problems are anticipated in securing the coverage, proof thereof will be required before MTD actually executes the agreement.

Attachment: *Invitation for Bids for Janitorial Services: Detailed Bid Results*

Santa Barbara Metropolitan Transit District
Invitation for Bids for Janitorial Services
Detailed Bid Results

Bid Line Item Description	Environment Control			Master Clean			Pacific Building Maint			RMS Landscape			ServiceMaster of SB		
	Year 1	Year 2	Year 3	Year 1	Year 2	Year 3	Year 1	Year 2	Year 3	Year 1	Year 2	Year 3	Year 1	Year 2	Year 3
	11/08-10/09	11/09-10/10	11/10-10/11	11/08-10/09	11/09-10/10	11/10-10/11	11/08-10/09	11/09-10/10	11/10-10/11	11/08-10/09	11/09-10/10	11/10-10/11	11/08-10/09	11/09-10/10	11/10-10/11
Monthly Fee for Services & Cleaning Supplies	\$ 4,995	\$ 5,195	\$ 5,295	\$ 7,995	\$ 8,235	\$ 8,480	\$ 7,295	\$ 7,659	\$ 8,041	\$ 16,000	\$ 16,000	\$ 16,000	\$ 4,952	\$ 4,952	\$ 4,952
Consumable Supplies Management Fee	10%	10%	10%	5%	5%	5%	15%	15%	15%	10%	10%	10%	8%	8%	8%
Estimated Monthly Cost of Consumable Supplies	\$ 2,100	\$ 2,225	\$ 2,360	\$ 2,100	\$ 2,225	\$ 2,360	\$ 2,100	\$ 2,225	\$ 2,360	\$ 2,100	\$ 2,225	\$ 2,360	\$ 2,100	\$ 2,225	\$ 2,360
Estimated Mo Fee for Consumables Management	\$ 210	\$ 223	\$ 236	\$ 105	\$ 111	\$ 118	\$ 315	\$ 334	\$ 354	\$ 210	\$ 223	\$ 236	\$ 168	\$ 178	\$ 189
Hourly Labor Rate for Graffiti Removal Services	\$ 29	\$ 30	\$ 31	\$ 18	\$ 18	\$ 18	\$ 25	\$ 26	\$ 27	\$ 30	\$ 30	\$ 30	\$ 30	\$ 30	\$ 30
Estimated Monthly Hours of Graffiti Removal	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
Estimated Monthly Fee for Graffiti Removal	\$ 290	\$ 300	\$ 310	\$ 180	\$ 180	\$ 180	\$ 250	\$ 260	\$ 270	\$ 300	\$ 300	\$ 300	\$ 300	\$ 300	\$ 300
Hourly Labor Rate for Emergency Services	\$ 35	\$ 36	\$ 37	\$ 25	\$ 25	\$ 25	\$ 72	\$ 76	\$ 80	\$ 30	\$ 30	\$ 30	\$ 35	\$ 35	\$ 35
Estimated Monthly Hours of Emergency Services	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Estimated Monthly Fee for Emergency Services	\$ 175	\$ 180	\$ 185	\$ 125	\$ 125	\$ 125	\$ 360	\$ 380	\$ 400	\$ 150	\$ 150	\$ 150	\$ 175	\$ 175	\$ 175
Estimated Total Monthly Billing Amount	\$ 5,670	\$ 5,898	\$ 6,026	\$ 8,405	\$ 8,651	\$ 8,903	\$ 8,220	\$ 8,633	\$ 9,065	\$ 16,660	\$ 16,673	\$ 16,686	\$ 5,595	\$ 5,605	\$ 5,616
Number of Months in Year	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
Total Annual Payments for Each Year	\$ 68,040	\$ 70,776	\$ 72,312	\$ 100,860	\$ 103,812	\$ 106,836	\$ 98,640	\$ 103,596	\$ 108,780	\$ 199,920	\$ 200,076	\$ 200,232	\$ 67,140	\$ 67,260	\$ 67,392
Present Value Factor (4% discount rate)	0.9909	0.9715	0.9525	0.9909	0.9715	0.9525	0.9909	0.9715	0.9525	0.9909	0.9715	0.9525	0.9909	0.9715	0.9525
Present Value of Annual Payments for Each Year	\$ 67,421	\$ 68,759	\$ 68,877	\$ 99,942	\$ 100,853	\$ 101,761	\$ 97,742	\$ 100,644	\$ 103,613	\$ 198,101	\$ 194,374	\$ 190,721	\$ 66,529	\$ 65,343	\$ 64,191
Present Value of Total Payments	\$205.057			\$302.556			\$301.999			\$583.196			\$196.063		

To: Chair Britton
Members of the Board of Directors
From: Sherrie Fisher, General Manager
Date: 10/16/08
Subject: Administrative Update

As required by the Federal Transit Administration FTA, staff submitted September monthly Safety & Security Reports and Ridership Reports for MTD, Easy Lift, and Clean Air Express to the National Transit Database (NTD). Additionally, staff continues to compile FY 2008 MTD system data in order to submit the NTD Annual Report by the end of October, as required by the FTA. The NTD is the official government source for transit data, including that used in determining apportionments.

In December 2007, the Coastal Express Policy Advisory Committee approved a fare increase for the Coastal Express service from \$2.00 to \$3.00, and an increase in the monthly pass from \$75.00 to \$110.00. This has not been implemented. Thus at the October 16th SBCAG Board meeting, SBCAG staff will request SBCAG's Board to approve a letter from the Chair to the Executive Director of the VCTC regarding the timetable for VCTC to implement the approved fare increase.

On October 9th, Steve Maas and I met with staff of the City of Goleta and Santa Barbara County Association of Governments (SBCAG) to discuss a request from Caltrans and Amtrak to assist in funding a project to enlarge the turnaround at the Goleta Amtrak station. MTD, Goleta, and SBCAG did not support providing funding at this time.

Staff, with the assistance and support of the Student Senate, held four 3-hour sessions on campus this week taking questions and providing information to SBCC students regarding the vote for an increase to the student per-semester bus fee. The voting began on Tuesday and will continue through Friday.

The Finance Committee is meeting this week to review staff recommendations pertaining to Medicare supplement retiree insurance, fleet, flood and earthquake insurance. Staff also provided the committee with a recommendation regarding cash management procedures.

Staff is currently working on the renewal application for the Directors and Officers insurance renewal. This policy renews on January 3, 2009 and will be brought to the Board for approval at an upcoming meeting.

In preparation of Halloween, members of the Operations department attended the Halloween Planning meeting at UCSB today. This relates to proposed street closures in Isla Vista and other Halloween night issues including bus service. Halloween falls on a Friday this year.

At the request of a resident at the Sandpiper Mobile Home Park in Carpinteria, forwarded by Director McQuary, MTD staff is reviewing the southbound bus stop serving that location.

The procurement for Janitorial services is complete; the staff recommendation will be placed on this agenda.

Staff is finalizing work on an electric vehicle replacement bid, as well as a fuel supplier solicitation.

This Saturday, students and faculty of California Polytechnic State University (Cal Poly) will take their annual tour of MTD's facility, operations and electric vehicles program. Thank you in advance to MTD's Materials Manager, Steve Hahn and Supervisor, Lincoln Russell, who will assist with the tour.

Staff is finalizing the art work for the effect of the fare increase on passes as well as a new Day Pass, with the intent of making them available for sale by December 1, 2008 and effective January 1, 2009.

The State recently informed MTD that a second round of PTMISEA Prop 1B Transit Capital investment funds will be available for allocation this year. Once the exact amount is identified staff will make a recommendation to the Board regarding which capital project to allocate the funds.

Congratulations to new driver trainees, Lesley Rush and Harley Coates who have completed their training. They are expected to begin their service on October 20th. Also welcome new driver trainee, Christopher Trevino. Mr. Trevino began his training on October 14th. Additionally, the Human Resources department is monitoring our current staffing levels to adjust the number of drivers as needed.

Bus #401 had been taken to Gibbs International for diagnosis as possible warranty of unusual crankcase blowby from a newly overhauled engine. The engine short block assembly was purchased from Gibbs. The bus has since been running with no blow-by detected.

Engine oil sampling reports indicate Buses #413 (high copper) and #428 (high sodium and silicon) are coming due for engine overhauls.

Bus #711 had been taken to GEM Equipment for transmission warranty diagnosis. The problem was found to be a faulty terminal connection in an external wiring harness.

The Alber BCT2000 battery test data module has been returned to Alber for calibration. A problem was found in two of the circuit boards. This was not unexpected since recently the tester was showing some unusual voltage readings at the start of test sequences. Discussions are underway to get the repairs covered under the warranty.

Gibbs International has informed MTD maintenance staff that only three more short blocks will be available from International. These have typically been purchased, and injectors and a rebuilt head were installed at MTD to complete the rebuilt engine. The heads were rebuilt by another vendor and injectors purchased from a third vendor. In the future only long block assemblies which include the head and injectors will be produced by International. Maintenance staff has inquired into how the pricing will compare to our previous method cost.

Additional tint film has been installed on the window glass at the Transit Center.

While providing weekend service (upon passenger request only) last Sunday, an MTD bus got stuck just outside the **Botanic Garden**. Although normally, MTD receives notice in a timely fashion the information related to this road work at the Botanic Garden exit was missing. The driver was able to enter the Garden around the cones, but got stuck on the high road crown due to the need to maneuver around cones upon leaving. With help from MTD's Maintenance department and a very kind gentleman with a tractor there was no damaged caused to the roadway or the bus. Unfortunately, this delayed traffic in the neighborhood. Fortunately it was handled safely by all concerned.

Ultimately whatever happens here at MTD is my responsibility as General Manager. **The neighborhood has my personal apologies and I would welcome a conversation with anyone who remains concerned (Sherrie Fisher, General Manager sfisher@sbmtd.gov or 805 963-3364 ex 248).**

MTD Report to Santa Barbara on City-Assisted Services

**Monthly Report
September 2008**

Prepared by the

Santa Barbara Metropolitan Transit District
Strategic Planning



October 14, 2008

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MTD Report to Santa Barbara on City-Assisted Services September 2008 Monthly Report

The City of Santa Barbara provides funding to the Santa Barbara Metropolitan Transit District (MTD) to support several MTD bus routes. This report, prepared pursuant to Agreements No. 22,278, No. 22,829, and No. 22,831, provides the City with data regarding MTD shuttle services in Santa Barbara, MTD South Coast Transit Priorities routes supported by the City, and core MTD routes assisted by the City through the Enhanced Transit Program.

MTD RIDERSHIP & REVENUE HOURS

Table 1 presents the ridership of each City-assisted MTD route for September 2008 and for fiscal year (FY) 2009 to date. (The MTD fiscal year runs from July 1 through June 30.) The table also presents ridership for the corresponding periods of the previous fiscal year, as well as the percent change in ridership over the previous year.

TABLE 1
MTD Routes Assisted by Santa Barbara - Ridership

Line	Current Month		Fiscal Year to Date		Percent Change	
	FY 2009 Sep 2008	FY 2008 Sep 2007	FY 2009 Jul-Sep	FY 2008 Jul-Sep	Current Month	FY To Date
Shuttle Services						
DWE - State Street	37,374	37,319	157,927	146,314	0.1%	7.9%
DWE - East Beach	6,375	6,230	34,770	32,380	2.3%	7.4%
DWE - West Beach	2,537	2,418	13,614	13,257	4.9%	2.7%
<i>Downtown-Waterfront Total</i>	<i>46,286</i>	<i>45,967</i>	<i>206,311</i>	<i>191,951</i>	<i>0.7%</i>	<i>7.5%</i>
Wharf Woody	1,108	2,593	3,682	8,010	-57.3%	-54.0%
Carrillo Commuter Lot	1,851	1,459	5,276	4,699	26.9%	12.3%
South Coast Transit Priorities						
Crosstown Shuttle	13,694	12,247	39,348	41,512	11.8%	-5.2%
4 - Mesa/SBCC	13,219	8,791	38,012	29,159	50.4%	30.4%
Enhanced Transit Program						
1 - Westside	51,420	43,286	149,672	128,530	18.8%	16.4%
2 - Eastside	69,127	64,194	201,873	187,320	7.7%	7.8%
<i>Lines 1 & 2 Total</i>	<i>120,547</i>	<i>107,480</i>	<i>351,545</i>	<i>315,850</i>	<i>12.2%</i>	<i>11.3%</i>
6 - State/Hollister/Goleta	74,544	69,361	221,227	206,937	7.5%	6.9%
11 - State/Hollister/UCSB	88,186	79,344	289,731	246,704	11.1%	17.4%
<i>Lines 6 & 11 Total</i>	<i>162,730</i>	<i>148,705</i>	<i>510,958</i>	<i>453,641</i>	<i>9.4%</i>	<i>12.6%</i>
3 - Oak Park	31,261	28,227	92,586	82,853	10.7%	11.7%

Source: Santa Barbara Metropolitan Transit District.

Table 2 shows the number of revenue hours that MTD operated on each City-assisted route in September 2008 and for fiscal year 2009 to date, along with corresponding data from the previous fiscal year for comparison. The table also presents ridership per revenue hour for each route for the current month and the corresponding month of the previous fiscal year.

TABLE 2
MTD Routes Assisted by Santa Barbara - Revenue Hours

Line	Current Month		Fiscal Year to Date		Riders per Hour	
	FY 2009 Sep 2008	FY 2008 Sep 2007	FY 2009 Jul-Sep	FY 2008 Jul-Sep	FY 2009 Sep 2008	FY 2008 Sep 2007
Shuttle Services						
DWE - State Street	837	917	3,359	3,206	44.7	40.7
DWE - East Beach	166	186	904	920	38.4	33.5
DWE - West Beach	83	89	414	420	30.6	27.2
<i>Downtown-Waterfront Total</i>	<i>1,086</i>	<i>1,192</i>	<i>4,677</i>	<i>4,546</i>	<i>42.6</i>	<i>38.6</i>
Wharf Woody	67	88	217	224	16.5	29.5
Carrillo Commuter Lot	101	94	308	312	18.3	15.5
South Coast Transit Priorities						
Crosstown Shuttle	615	561	1,882	1,813	22.3	21.8
4 - Mesa/SBCC	352	278	993	873	37.6	31.6
Enhanced Transit Program						
1 - Westside	813	767	2,452	2,381	63.2	56.4
2 - Eastside	1,372	1,291	4,146	4,039	50.4	49.7
<i>Lines 1 & 2 Total</i>	<i>2,185</i>	<i>2,058</i>	<i>6,598</i>	<i>6,420</i>	<i>55.2</i>	<i>52.2</i>
6 - State/Hollister/Goleta	1,518	1,486	4,594	4,480	49.1	46.7
11 - State/Hollister/UCSB	1,967	1,933	6,092	5,927	44.8	41.0
<i>Lines 6 & 11 Total</i>	<i>3,485</i>	<i>3,419</i>	<i>10,686</i>	<i>10,407</i>	<i>46.7</i>	<i>43.5</i>
3 - Oak Park	955	887	2,918	2,691	32.7	31.8

Source: Santa Barbara Metropolitan Transit District.

Shuttle Services

The City provides a fare-buydown subsidy to MTD for clean and quiet 22-ft. electric shuttle services to meet downtown Santa Barbara traffic-reduction goals:

- *Downtown-Waterfront Shuttle.* The Downtown service operates along State Street from Sola Street to Cabrillo Boulevard, and the Waterfront service operates along Cabrillo Boulevard from the harbor to the zoo. The one-way fare is \$0.25. Transfers between State Street and the Waterfront are free.
- *Wharf Woody.* Seasonal service from Memorial Day weekend through October, on weekends and holidays only, from the Chase Palm Park parking lot along Cabrillo Boulevard onto Stearns Wharf, with stops at the visitor's center and the Dolphin Fountain. The Wharf Woody is free for all riders.
- *Carrillo Lot Shuttle.* This weekday peak-period service is subsidized by the City as an incentive to attract downtown employees to park in the commuter lot. The service is free for commuter lot parkers, and \$0.25 for other riders.

Downtown-Waterfront Shuttle & Wharf Woody

As shown in Table 1, total ridership on the Downtown-Waterfront Shuttle increased from 45,967 passengers in September 2007 to 46,286 in September 2008, representing a 0.7 percent increase. Ridership increased along both State Street and the waterfront. September 2008 had 21 weekday service days and 9 weekend service days, while September 2007 had 19 weekday service days and 11 weekend service days. It is worth noting that ridership increased slightly even though there were two fewer weekend days in September 2008.

Table 2 shows that total revenue hours operated on the Downtown-Waterfront Shuttle decreased from 1,192 hours in September 2007 to 1,086 in September 2008, for an 8.9 percent decrease, reflecting fewer weekend days. Riders per hour increased from 38.6 in September 2007 to 42.6 in September 2008. The service generated \$10,226.50 in fare revenue in September 2008, compared to \$10,030.50 in September 2007.

The Wharf Woody operates only on weekend service days. Table 1 shows that Wharf Woody ridership decreased from 2,593 riders in September 2007 to 1,108 riders in September 2008. A portion of the decrease is due to two fewer days of service in September 2008. Because boarding passengers do not activate the farebox, MTD monitors the service to ensure that data is entered for all riders.

Downtown-Waterfront Shuttle & Wharf Woody Ten-Year Trend

Tables 3A, 3B, and 3C present ten-year combined Downtown-Waterfront Shuttle and Wharf Woody trends in ridership, revenue hours, and passengers per revenue hour, respectively. The tables show that, over the entire ten-year period, annual ridership has decreased while annual revenue hours have remained relatively constant. However, the most recent few years have shown less variation in ridership.

The primary market for the Downtown-Waterfront Shuttle and the Wharf Woody differs somewhat from that for a typical public transportation service. In general terms, the primary market for these shuttle services is tourists and local residents who are shopping, dining, sightseeing, or enjoying other recreational activities downtown and on the waterfront. Thus, shuttle ridership is heavily dependent on the convenience of the service and on the number of persons spending leisure time in these areas. Some factors affecting ridership on these services are discussed below.

Traffic Congestion

The time required to complete a trip on the Downtown-Waterfront Shuttle has increased over time as traffic congestion has worsened. A round trip on the State Street portion of the service (i.e., from the Dolphin Fountain to Sola Street and back to the Dolphin Fountain), for example, formerly required from 30 to 35 minutes, depending on the season and the time of day. Now, a round trip requires up to 45 minutes at peak times.

TABLE 3A: Downtown-Waterfront Shuttle & Wharf Woody Ridership

Month	Fiscal Year										
	1998-99	1999-00	2000-01	2001-02	2002-03	2003-04	2004-05	2005-06	2006-07	2007-08	2008-09
Jul.	97,054	103,154	102,022	103,187	79,353	88,387	81,585	78,272	78,365	78,662	78,662
Aug.	108,564	101,002	97,951	88,542	80,333	90,333	78,769	72,589	70,112	72,739	83,937
Sep.	71,624	65,910	71,657	61,243	50,144	51,220	51,179	47,508	50,268	48,560	47,394
Oct.	60,367	60,582	53,844	39,240	41,717	48,541	41,015	40,451	38,633	40,884	
Nov.	48,566	48,765	39,560	30,184	36,240	35,899	32,307	34,528	32,372	33,210	
Dec.	49,594	51,678	46,700	31,026	33,443	31,832	30,376	31,672	30,473	30,298	
Jan.	53,226	44,209	44,252	28,609	38,051	36,212	28,900	33,439	30,698	28,370	
Feb.	45,960	44,036	29,607	29,717	34,602	33,550	28,036	34,767	30,898	30,575	
Mar.	50,564	52,424	44,327	32,254	44,913	40,149	36,855	34,382	35,999	41,274	
Apr.	48,764	64,209	54,134	32,374	41,557	40,577	38,992	37,411	37,436	38,653	
May	59,245	60,669	53,860	38,683	44,617	44,931	45,329	43,778	44,554	44,116	
Jun.	66,486	65,894	74,342	55,262	59,577	55,334	61,238	58,199	61,318	64,776	
Total	760,014	762,532	712,256	570,321	584,547	596,965	554,581	546,996	541,126	552,117	

TABLE 3B: Downtown-Waterfront Shuttle & Wharf Woody Revenue Hours

Month	Fiscal Year										
	1998-99	1999-00	2000-01	2001-02	2002-03	2003-04	2004-05	2005-06	2006-07	2007-08	2008-09
Jul.	1,494	1,702	1,920	2,057	2,035	2,036	2,002	1,866	1,665	1,754	1,856
Aug.	1,589	1,697	1,840	2,058	2,030	2,051	1,952	1,766	1,679	1,737	1,885
Sep.	1,308	1,370	1,395	1,282	1,362	1,292	1,297	1,286	1,253	1,280	1,153
Oct.	1,276	1,280	1,286	1,169	1,320	1,282	1,217	1,219	1,186	1,183	
Nov.	1,192	1,090	1,098	974	1,128	1,114	1,062	1,058	1,044	1,070	
Dec.	1,379	1,261	1,427	1,141	1,150	1,123	1,084	1,082	1,067	1,105	
Jan.	1,269	1,128	1,130	1,018	1,168	1,176	1,146	1,140	1,119	1,128	
Feb.	1,129	1,110	1,085	994	1,062	1,102	1,026	1,035	1,011	1,043	
Mar.	1,094	1,108	1,145	1,047	1,187	1,128	1,119	1,133	1,113	1,121	
Apr.	1,147	1,192	1,324	1,067	1,183	1,067	1,114	1,109	1,079	1,062	
May	1,240	1,268	1,613	1,206	1,379	1,214	1,251	1,215	1,256	1,328	
Jun.	1,343	1,390	1,705	1,534	1,590	1,717	1,711	1,490	1,750	1,776	
Total	15,460	15,596	16,968	15,547	16,594	16,302	15,981	15,399	15,222	15,587	

TABLE 3C: Downtown-Waterfront Shuttle & Wharf Woody Passengers per Hour

Month	Fiscal Year										
	1998-99	1999-00	2000-01	2001-02	2002-03	2003-04	2004-05	2005-06	2006-07	2007-08	2008-09
Jul.	65.0	60.6	53.1	50.2	39.0	43.4	40.8	41.9	47.1	44.8	42.4
Aug.	68.3	59.5	53.2	43.0	39.6	44.0	40.4	41.1	41.8	41.9	44.5
Sep.	54.8	48.1	51.4	47.8	36.8	39.6	39.5	36.9	40.1	37.9	41.1
Oct.	47.3	47.3	41.9	33.6	31.6	37.9	33.7	33.2	32.6	34.6	
Nov.	40.7	44.7	36.0	31.0	32.1	32.2	30.4	32.6	31.0	31.0	
Dec.	36.0	41.0	32.7	27.2	29.1	28.3	28.0	29.3	28.6	27.4	
Jan.	41.9	39.2	39.2	28.1	32.6	30.8	25.2	29.3	27.4	25.2	
Feb.	40.7	39.7	27.3	29.9	32.6	30.4	27.3	33.6	30.6	29.3	
Mar.	46.2	47.3	38.7	30.8	37.8	35.6	32.9	30.3	32.3	36.8	
Apr.	42.5	53.9	40.9	30.3	35.1	38.0	35.0	33.7	34.7	36.4	
May	47.8	47.8	33.4	32.1	32.4	37.0	36.2	36.0	35.5	33.2	
Jun.	49.5	47.4	43.6	36.0	37.5	32.2	35.8	39.1	35.0	36.5	
Avg.	49.2	48.9	42.0	36.7	35.2	36.6	34.7	35.5	35.5	35.4	

Source: Santa Barbara Metropolitan Transit District.

Because MTD operates the same number of vehicles and approximately the same number of revenue hours annually, the number of trips provided during a typical day has decreased due to the increase in congestion and in the time required for each trip. Thus, over the ten-year period, the travel time has increased and the frequency of service has decreased. These factors make the service less appealing, and undoubtedly account for some of the decrease in riders over time.

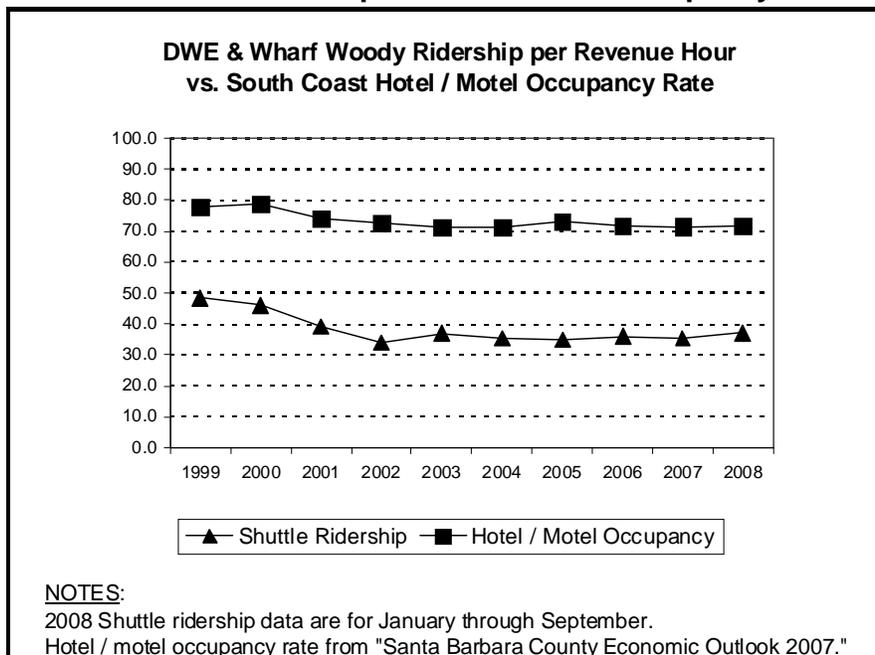
Service Disruptions due to State Street Pedestrian Improvements

Between 1999 and 2007, the City Redevelopment Agency installed new brick sidewalks, updated street furniture, and enhanced landscaping on State Street between Gutierrez and Victoria Streets. These improvements, which were constructed in four phases, improved pedestrian amenities and helped to revitalize the State Street corridor. However, closures of portions of State Street during construction of the improvements required the Downtown-Waterfront Shuttle to detour to Chapala and Anacapa Streets. The State Street service was much less convenient during these detours, which likely contributed to the general decrease in ridership during the 10-year period.

Tourism

The Downtown-Waterfront Shuttle (DWE) and the Wharf Woody are quite popular with tourists, and a change in the number of visitors to Santa Barbara's downtown and waterfront areas has a major impact on ridership. Annual lodging occupancy rates, shown in Figure 1, are a good indicator of annual changes in the number of tourists visiting the area.

FIGURE 1
Calendar Years 1999 Through 2008
Shuttle Ridership & Hotel / Motel Occupancy



Source: Santa Barbara Metropolitan Transit District.

The figure presents average annual South Coast hotel / motel occupancy rates for the period from 1999 to 2008 from the *Santa Barbara County Economic Outlook 2007* (Table 20, p. 186), and average annual combined Downtown-Waterfront Shuttle and Wharf Woody ridership per revenue hour for the same period. (In order to match the occupancy data, shuttle ridership and revenue hour data used to calculate ridership per hour for this discussion are for calendar years rather than fiscal years.)

As the figure shows, the two measures have similar trend lines. By far the greatest decrease in both ridership and hotel / motel occupancy occurred between 2000 and 2002, following the terrorist attacks of September 11, 2001. A comparison of month-by-month ridership (Table 3A) reveals that for 12 of the 13 months beginning September 2001, ridership significantly decreased compared to the same month of the previous year. It is difficult to determine the extent to which 9/11 continues to affect tourism and ridership. However, neither the occupancy rate nor shuttle ridership has returned to pre-9/11 levels.

The factors discussed above (increased traffic congestion, service disruptions, and decreased tourism following 9/11) have undoubtedly contributed to the general decrease in ridership on the Downtown-Waterfront Shuttle and the Wharf Woody over the ten-year period. MTD staff will continue marketing efforts to increase ridership on the services.

Downtown-Waterfront Shuttle Marketing & Public Information

- Passenger information cards with detachable perforated pocket-sized schedules are distributed at 36 locations along the route, including lodging establishments and the Visitors' Center.
- MTD staff attends Cabrillo Boulevard and State Street hotel staff meetings to conduct individualized marketing regarding the Downtown-Waterfront Shuttle.
- Food & Home Magazine features the shuttle in their regular article, "A Perfect Day in Downtown Santa Barbara."
- The shuttle route is featured in all "Santa Barbara Car Free" collateral. Flyers are available on all Amtrak Surfliner trains.
- The "Santa Barbara Car Free" brochure for the MTD's Line 22 service to "Santa Barbara's Highlights" features the Downtown-Waterfront Shuttle as a connection from the beach to Line 22.
- The Downtown-Waterfront Shuttle route is featured on the map in the explore section of Santa Barbara Seasons magazine.
- Partnership website links are provided by "Santa Barbara Car Free," Amtrak, the Santa Barbara Conference & Visitors Bureau and Film Commission, and the Downtown Organization.
- The Downtown-Waterfront Shuttle route is featured in the "Cultural Arts" brochure produced by the Downtown Organization.
- All Downtown-Waterfront Shuttle vehicles display City of Santa Barbara seals.

- Amtrak passengers can request two free MTD transfers from the conductor.
- MTD is an active member of the Santa Barbara Conference & Visitors Bureau and Film Commission, and works with the Bureau to publicize the shuttle.

Carrillo Commuter Lot Shuttle

The Carrillo Lot Shuttle operates on weekday service days only, and operated on 21 weekdays in September 2008 and 19 weekdays in September 2007. As shown in Table 1, ridership increased from 1,459 passengers in September 2007 to 1,851 in September 2008. The service transported an average of 15.5 passengers per revenue hour in September 2007, and increased to 18.3 in September 2008.

The Carrillo commuter parking lot is generally not filled to capacity and often has as many as 20 to 30 spaces free. MTD staff will continue to monitor the performance of the service and will continue discussions with City Parking staff regarding the monthly variability in ridership.

South Coast Transit Priorities

MTD implemented two new routes within the City of Santa Barbara as part of the South Coast Transit Priorities (SCTP):

- *Crosstown Shuttle*. Utilizes clean and quiet 22-ft. electric shuttles to connect the Eastside via Cota Street and the Westside via Micheltorena Street with downtown Santa Barbara. Also serves the Cota Commuter Lot.
- *Line 4 – Mesa/SBCC (formerly called Mesa Loop)*. Utilizes biodiesel in clean-burning 29-ft. buses to connect downtown Santa Barbara and the Mesa via Carrillo Street and Cliff Drive. Also serves Santa Barbara City College.

The SCTP was initially funded with a federal Congestion Mitigation and Air Quality Improvement (CMAQ) grant awarded to MTD. The City is currently subsidizing the operation of the Crosstown Shuttle, and has agreed to subsidize operation of Line 4 when the CMAQ funds end, beginning March 2010. The City has also provided MTD with capital assistance for new buses for Line 4, and has agreed to provide capital assistance for new vehicles for the Crosstown Shuttle.

Beginning in May 2007, MTD uses a biodiesel blend in all diesel-powered buses. Biodiesel is a renewable fuel manufactured from vegetable oils, animal fats, or recycled cooking oils. There are a number of benefits from the use of biodiesel, including reduced dependence on imported oil, improved engine lubricity, and reductions in particulate matter, hydrocarbon, carbon monoxide, and greenhouse gas emissions. As of March 2008, MTD is using B20 fuel, a blend of 20 percent biodiesel and 80 percent petrodiesel.

The increasing cost of fuel has a major impact on MTD. The average cost to MTD for a gallon of fuel was \$3.39 in September 2008, compared to an average of \$2.26 in September 2007. This represents a 50.1 percent increase in cost.

Crosstown Shuttle

Following implementation of the Enhanced Transit Program in March 2007 (described below), Crosstown Shuttle ridership decreased compared to the previous year. This was to be expected, as the Crosstown Shuttle is a complementary service to Lines 1 & 2 and the enhanced peak-period service on those lines attracted some riders that previously rode the Crosstown Shuttle. Ridership on Lines 1 & 2 and the Crosstown Shuttle combined increased 12.1 percent for the month.

Table 1 shows that ridership on the Crosstown Shuttle increased from 12,247 riders in September 2007 to 13,694 riders in September 2008. The Crosstown Shuttle operates on weekday service days only, and operated on 21 weekdays in September 2008 and 19 weekdays in September 2007. Much of the increase in ridership is the result of two additional service days in September 2008.

In recent years, MTD has increased the number of revenue hours operated on the Crosstown Shuttle to compensate for the additional time needed to complete a trip due to increased traffic congestion. Although the additional revenue hours increased the cost to MTD, MTD does not bill the City for the additional hours. As can be seen in Table 2, total revenue hours increased from 561 in September 2007 to 615 in September 2008. This is due to an increase in the number of weekdays. The average number of passengers per hour increased slightly, from 21.8 in September 2007 to 22.3 in September 2008. This suggests that a portion of the increased ridership was due to factors other than the additional weekdays.

Tables 4A, 4B, and 4C present monthly ridership, revenue hours, and passengers per hour for the Crosstown Shuttle since the implementation of the service in late July 2001.

Line 4 – Mesa/SBCC

This route was called the Mesa Loop until a name change on August 25, 2008. MTD implemented Line 4 – Mesa/SBCC as a stand-alone route in March 2007. (MTD implemented a small-scale version of the service in September 2003, incorporated into Line 5 - Mesa/La Cumbre, which provided a limited number of short "express" Line 5 weekday peak period trips between downtown and the Mesa.)

Line 4 operates only on weekday service days, and operated on two more days in September 2008 than in September 2007. Line 4 carried 13,219 passengers in September 2008, compared to 8,791 passengers in September 2007, for a 50.4 percent increase. The route carried an average of 37.6 riders per revenue hour in September 2008, compared to 31.6 in September 2007. Line 4 continues to perform even more effectively than expected. MTD had forecast that the line would carry an average of 28 passengers per hour by the end of the three-year CMAQ pilot program.

TABLE 4A: Crosstown Shuttle Ridership

Month	Fiscal Year							
	2001-02	2002-03	2003-04	2004-05	2005-06	2006-07	2007-08	2008-09
Jul.	155	11,614	13,591	13,156	12,944	14,188	13,883	12,878
Aug.	3,542	11,536	13,420	13,103	14,749	16,169	15,382	12,776
Sep.	3,800	11,649	14,531	13,978	14,273	13,907	12,247	13,694
Oct.	5,089	13,795	14,958	14,538	14,152	15,911	14,801	
Nov.	3,968	11,355	11,088	14,459	13,648	13,625	12,657	
Dec.	4,490	11,469	12,387	13,286	13,301	12,086	10,298	
Jan.	7,389	12,626	12,123	13,078	13,367	13,231	11,125	
Feb.	7,899	11,712	11,347	13,084	12,930	12,503	11,496	
Mar.	9,544	13,514	13,229	16,241	14,662	14,369	12,457	
Apr.	10,579	14,228	13,030	14,508	12,727	13,312	13,457	
May	11,644	14,440	12,532	15,330	15,169	15,052	13,212	
Jun.	9,947	13,219	12,137	14,788	15,378	13,651	12,271	
Total	78,046	151,157	154,373	169,549	167,300	168,004	153,286	

TABLE 4B: Crosstown Shuttle Revenue Hours

Month	Fiscal Year							
	2001-02	2002-03	2003-04	2004-05	2005-06	2006-07	2007-08	2008-09
Jul.	47	538	536	536	488	557	595	649
Aug.	541	538	512	537	567	647	658	618
Sep.	448	488	512	512	559	591	561	615
Oct.	561	561	561	512	560	649	679	
Nov.	511	463	439	488	533	591	590	
Dec.	526	512	536	536	586	587	591	
Jan.	593	536	512	488	559	620	620	
Feb.	489	463	463	463	506	561	590	
Mar.	512	512	561	561	613	649	621	
Apr.	537	537	536	512	535	620	649	
May	536	512	488	512	588	650	620	
Jun.	489	513	537	538	589	620	619	
Total	5,790	6,173	6,193	6,195	6,683	7,342	7,393	

TABLE 4C: Crosstown Shuttle Passengers per Hour

Month	Fiscal Year							
	2001-02	2002-03	2003-04	2004-05	2005-06	2006-07	2007-08	2008-09
Jul.	3.3	21.6	25.4	24.5	26.5	25.5	23.3	19.8
Aug.	6.5	21.4	26.2	24.4	26.0	25.0	23.4	20.7
Sep.	8.5	23.9	28.4	27.3	25.5	23.5	21.8	22.3
Oct.	9.1	24.6	26.7	28.4	25.3	24.5	21.8	
Nov.	7.8	24.5	25.3	29.6	25.6	23.1	21.5	
Dec.	8.5	22.4	23.1	24.8	22.7	20.6	17.4	
Jan.	12.5	23.6	23.7	26.8	23.9	21.3	17.9	
Feb.	16.2	25.3	24.5	28.3	25.6	22.3	19.5	
Mar.	18.6	26.4	23.6	29.0	23.9	22.1	20.1	
Apr.	19.7	26.5	24.3	28.3	23.8	21.5	20.7	
May	21.7	28.2	25.7	29.9	25.8	23.2	21.3	
Jun.	20.3	25.8	22.6	27.5	26.1	22.0	19.8	
Avg.	13.5	24.5	24.9	27.4	25.0	22.9	20.7	

Source: Santa Barbara Metropolitan Transit District.

Enhanced Transit Program

During ongoing service evaluations, MTD staff identified various routes with a number of trips that were carrying excessive passenger loads. Bus drivers were often forced to leave passengers at the bus stop because the bus was too full to board. Beginning in March 2007, the City assisted MTD with funding to enhance service on several core MTD routes to alleviate these overloads:

- *Line 1 - Westside & Line 2 - Eastside.* Utilizes B20 biodiesel in clean-burning 40-ft. hybrid diesel-electric buses for enhanced peak-period service to downtown Santa Barbara. Line 1 connects the upper Westside to the San Andres corridor, west Carrillo Street, and downtown. Line 2 connects the lower Eastside to the Milpas Street corridor, east Anapamu Street, and downtown.
- *Line 6 - State/Hollister/Goleta & Line 11 - State/Hollister/UCSB.* Utilizes B20 biodiesel in clean-burning 40-ft. buses for enhanced peak-period service from downtown Santa Barbara to the Eastern Goleta Valley, the City of Goleta, and the University of California at Santa Barbara (UCSB). Both routes follow State Street from downtown Santa Barbara to Hollister Avenue at Fairview. Line 6 continues along Hollister Avenue to Camino Real Marketplace, while Line 11 turns south on Fairview Avenue and travels to the airport and UCSB. (Santa Barbara County, Goleta, and UCSB also provide financial assistance to MTD for the Line 6 & 11 enhancement.)
- *Line 3 - Oak Park.* Utilizes B20 biodiesel in clean-burning 29-ft. buses for enhanced weekday service connecting downtown Santa Barbara to Santa Barbara Cottage Hospital, upper State Street, and La Cumbre Plaza, via Bath and Castillo Streets, the Samarkand area, and Las Positas Road.

Line 1 - Westside & Line 2 - Eastside

Lines 1 & 2 were enhanced to provide service every 10 minutes during weekday morning and afternoon peak periods (compared to the previous schedule of every 15 minutes). Note that the enhancement was implemented in March 2007, and September is the seventh month to compare the enhanced service to the enhanced service.

As shown in Table 1, total combined ridership on Lines 1 & 2 increased from 107,480 passengers in September 2007 to 120,547 in September 2008, for a 12.2 percent increase. A portion of the increase is due to additional weekdays in September 2008. Table 2 shows a 6.2 percent increase in combined revenue hours, from 2,058 in September 2007 to 2,185 in September 2008. The average number of riders per revenue hour increased from 52.2 in September 2007 to 55.2 in September 2008.

In addition to utilizing a B20 biodiesel blend (as discussed under South Coast Transit Priorities above), most of the buses operated on Lines 1 & 2 are hybrid diesel-electric vehicles. These buses are quieter, use less fuel, and produce fewer pollutants than other diesel buses.

Line 6 - State/Hollister/Goleta & Line 11 - State/Hollister/UCSB

Lines 6 & 11 were enhanced to provide alternating service every 10 minutes during weekday morning and afternoon peak periods, from downtown Santa Barbara to Hollister at Fairview (compared to the previous schedule of every 15 minutes). Line 6 continuing to Camino Real Marketplace and Line 11 continuing to the airport and UCSB now run every 20 minutes during weekday peak periods (compared to the previous schedule of every 30 minutes). As with Lines 1 & 2, note that the enhancement was implemented in March 2007 and September is the seventh month to compare the enhanced service to the enhanced service.

Table 1 shows that total combined ridership on Lines 6 & 11 increased from 148,705 in September 2007 to 162,730 in September 2008, for a 9.4 percent increase. Again, a portion of the increase is due to additional weekdays in September 2008. Table 2 shows that combined Lines 6 & 11 revenue hours increased from 3,419 in September 2007 to 3,485 in September 2008. The average number of riders per revenue hour increased from 43.5 in September 2007 to 46.7 in September 2008.

Line 3 - Oak Park

Line 3 was enhanced to run every 20 minutes all day long on weekdays (compared to the previous schedule of every 30 minutes). Again, September is the seventh month to compare the enhanced service to the enhanced service.

As shown in Table 1, ridership on Line 3 increased from 28,227 passengers in September 2007 to 31,261 in September 2008, representing a 10.7 percent increase. The additional weekdays in September 2008 account for much of the increase. Line 3 revenue hours increased from 887 hours in September 2007 to 955 hours in September 2008. The average number of riders per revenue hour increased slightly, from 31.8 in September 2007 to 32.7 in September 2008.

Crosstown Shuttle, Mesa Loop & Line 1 & 2 Enhancement

Traffic Mitigation

**Quarter Ending
September 30, 2008**

Prepared by the

Santa Barbara Metropolitan Transit District
Strategic Planning



October 14, 2008



Traffic Mitigation Quarter Ending September 30, 2008

The Santa Barbara Metropolitan Transit District (MTD), in partnership with the City of Santa Barbara, has implemented several service enhancements in recent years. These enhancements include two new routes, the Crosstown Shuttle and the Mesa Loop, and enhanced peak-period service on Line 1 - Westside and Line 2 - Eastside.

The City is relying on these MTD service enhancements to provide the traffic mitigation required of the City by the Addendum to the Final Mitigated Negative Declaration for the Granada Garage Project (i.e., 985 average daily trips and 229 peak hour trips). The table below presents the ridership of each of these services during each month of the first quarter of fiscal year (FY) 2009.

For the enhanced service on Lines 1 & 2, beginning in March 2008, the ridership in the table represents the change from the corresponding month of 2006 (prior to implementation of the enhanced service) to the current month.

Fiscal Year 2009 MTD Enhanced Transit Ridership¹

Period	Total Average Daily Ridership (Weekday)				P.M. Peak Hour Average Daily Ridership ²			
	Line 1 & 2	Mesa Loop	Crosstown	Total	Line 1 & 2	Mesa/SBCC	Crosstown	Total
<u>1st Quarter</u>								
Jul 2008	781	640	585	2,006	224	132	123	479
Aug 2008	705	510	608	1,823	170	88	133	391
Sep 2008	707	629	652	1,988	138	53	138	329

Note 1: Line 1 & 2 ridership is the change from the corresponding month prior to implementation of the enhanced service.

Mesa Loop and Crosstown Shuttle ridership is the entire ridership of the new routes.

Note 2: The City of Santa Barbara P.M. Peak Hour is 4:00 - 6:00 P.M.

Source: Santa Barbara Metropolitan Transit District, Strategic Planning.

Seaside Shuttle Operating Characteristics

**Quarter Ending
September 30, 2008**

Prepared by the

Santa Barbara Metropolitan Transit District



October 14, 2008

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Carpinteria Seaside Shuttle Operating Characteristics Quarter Ending September 30, 2008

The Santa Barbara Metropolitan Transit District (MTD) operates the Seaside Shuttle in partnership with the City of Carpinteria. The Seaside Shuttle utilizes clean, quiet, and comfortable 22-foot electric shuttles to provide a convenient option for transportation around Carpinteria. This report presents operating characteristics for the first quarter of fiscal year (FY) 2009, from July 1 through September 30, 2008, and concludes with a graphical month-by-month comparison of FY 2008 data to the first three months of FY 2009.

OPERATING CHARACTERISTICS AND PERFORMANCE INDICATORS

Table 1 presents operating characteristics and performance indicators for the Seaside Shuttle for the first quarter of FY 2009. The table also includes data from the corresponding quarter of FY 2008 for comparison.

**TABLE 1
Carpinteria Seaside Shuttle**

Seaside Shuttle	1st Quarter (Jul 1-Sep 30)	
	FY 2009	FY 2008
Operating Characteristics		
Passengers (One-Way Trips)	28,428	25,873
Revenue Hours	1,330	1,243
Revenue Miles	12,869	13,559
<i>Cost to the MTD</i>		
Operating Cost	\$142,990	\$121,295
<u>Depreciation</u>	<u>\$16,951</u>	<u>\$17,470</u>
<i>Fully-Allocated Cost (Note 1)</i>	<i>\$159,941</i>	<i>\$138,765</i>
<i>Operating Revenue</i>		
Farebox Revenue	\$6,261	\$5,708
<u>Carpinteria Fare Subsidy</u>	<u>\$15,123</u>	<u>\$14,754</u>
<i>Total Operating Revenue</i>	<i>\$21,384</i>	<i>\$20,462</i>
Performance Indicators		
Passengers per Hour	21.4	20.8
Operating Cost per Passenger	\$5.03	\$4.69
Fully-Allocated Cost per Passenger	\$5.63	\$5.36
Farebox Ratio (Note 2)	15.0%	16.9%

Note 1: MTD's budgeted FY 2009 fully-allocated cost per revenue hour (including depreciation) totals \$120.26. The budgeted FY 2008 fully-allocated cost totaled \$111.64.

Note 2: "Farebox Ratio" is the percent of operating cost (not including depreciation) covered through total operating revenue.

Source: Santa Barbara Metropolitan Transit District.

As presented in the table, the Seaside Shuttle provided 28,428 one-way passenger trips during the quarter. This represents an increase of 9.9 percent from the 25,873 passengers transported during the corresponding quarter of FY 2008.

MTD carries out a variety of marketing activities for the Seaside Shuttle. For example, MTD's Seaside Shuttle rack card is currently distributed at many locations, including:

Best Western	Hollyhock Cottage
By The Sea	Mag Pie
Carpinteria Chamber of Commerce	Maikai
Cajun Kitchen	Moon Doggies
Carpinteria City Hall	Peggy's Used Treasures
Carpinteria Library	Rancho Granada
Casitas Hallmark	Reyes Market
Cate School	Reynoldo's Bakery
Clementines	Sandpiper
The Firm	Tyler's Donuts
Dandelion Blues	

In addition, in January 2006 MTD began an advertising campaign in the Coastal View News. MTD has continued this campaign through 2007 and 2008. Carpinteria city hosts distribute transit information to visitors near the Seal Fountain. MTD staff has also conducted individualized marketing at various locations. The marketing team continues to explore new ideas.

The Seaside Shuttle provided 1,330 revenue hours of service during the quarter, compared to 1,243 revenue hours in the corresponding period of the previous year. In FY 2009, the budgeted fully-allocated cost to MTD to operate the service (including depreciation) is \$120.26 per revenue hour. Thus, as shown in Table 1, the fully-allocated cost to MTD during the quarter totaled \$159,941. Operating revenue, as shown in the table, included \$6,261 in farebox revenue and \$15,123 in City of Carpinteria fare buydown subsidy. (Due to the City fare subsidy, the fare charged to riders for the service is reduced to \$0.25 for a one-way trip.)

Table 1 also shows that the Seaside Shuttle carried an average of 21.4 passengers per revenue hour during the quarter, compared to 20.8 during the corresponding quarter of FY 2008. The average operating cost per passenger (not including depreciation) was \$5.03 during the quarter, compared to an average of \$4.69 in the corresponding quarter of FY 2008. The farebox ratio (i.e., the percent of operating cost that is recovered through farebox revenue and Carpinteria fare buydown subsidy) decreased from 16.9 percent in the first quarter of FY 2008 to 15.0 percent in the current quarter. Figure 1 presents monthly Seaside Shuttle data for FY 2008 (beginning July 1, 2007), and for the first three months of FY 2009 (beginning July 1, 2008).

FIGURE 1
FY 2008 and FY 2009
Carpinteria Seaside Shuttle

