



AGENDA

MEETING OF THE
DEVELOPMENT COMMITTEE
OF THE
SANTA BARBARA METROPOLITAN TRANSIT DISTRICT
A PUBLIC AGENCY
MONDAY, DECEMBER 1, 2014
9:00 A.M.

SANTA BARBARA MTD CONFERENCE ROOM
550 OLIVE STREET (UPSTAIRS), SANTA BARBARA, CA 93101

1. **CALL TO ORDER**
2. **ROLL CALL OF THE DEVELOPMENT COMMITTEE**
Chuck McQuary, Committee Chair; Dave Davis, Director; Bill Shelor, Director
3. **REPORT REGARDING POSTING OF AGENDA**
4. **APPROVAL OF PRIOR MINUTES (ATTACHMENT- ACTION MAY BE TAKEN)**
The Board will be asked to waive the reading of and approve the draft minutes for the committee meeting of October 22, 2014.
5. **PUBLIC COMMENT**
Members of the public may address the Committee on items within the jurisdiction of the Committee that are not scheduled for public hearing. The time allotted per speaker will be at the discretion of the Committee Chair. **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.**
6. **FY 2015 STRATEGIC PRIORITIES & FY 2014 REVIEW - (INFORMATIONAL)**
Receive report on MTD's current strategic priorities and FY 2014 performance related to the Strategic Plan: 2013-2017.
7. **MTD'S MCI OVER-THE-ROAD COACHES- (INFORMATIONAL)**
The Committee will receive an update regarding the future disposition of MTD's five MCI over-the-road coaches once the Coastal Express Limited service is discontinued in June 2015.
8. **OTHER**
9. **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.



MINUTES

**MEETING OF THE
DEVELOPMENT COMMITTEE
OF THE**

**SANTA BARBARA METROPOLITAN TRANSIT DISTRICT
A PUBLIC AGENCY**

WEDNESDAY, OCTOBER 22, 2014

9:00 A.M.

SANTA BARBARA MTD CONFERENCE ROOM

550 OLIVE STREET (UPSTAIRS), SANTA BARBARA, CA 93101

- 1. CALL TO ORDER**
Committee Chair McQuary called the meeting to order at 9:00 a.m.
- 2. ROLL CALL OF THE DEVELOPMENT COMMITTEE**
Committee Chair McQuary reported that all members were present.
- 3. REPORT REGARDING POSTING OF AGENDA**
Natasha Garduno, Executive Assistant, reported that the agenda was posted on Friday, October 17th at MTD's Administrative office, mailed and emailed to those on the agenda list, and posted on MTD's website.
- 4. APPROVAL OF PRIOR MINUTES (ATTACHMENT- ACTION MAY BE TAKEN)**
Director Davis moved to waive the reading of and approve the draft minutes for the committee meeting of October 6, 2014. Director Shelor seconded the motion. The motion passed unanimously.
- 5. PUBLIC COMMENT**
None was made.
- 6. FY 2013-14 REVIEW OF MTD STRATEGIC PLAN: 2013-2017 - (INFORMATIONAL)**
Staff presented the committee with an update of the Strategic Plan results to date. The committee provided guidance to staff on how to report the information to the Board.
- 7. OTHER**
The committee requested that staff bring information to the full Board in regards to air conditioning on buses.
- 8. ADJOURNMENT**
Director Davis moved to adjourn the meeting at 9:55 a.m. Director Shelor seconded the motion. The motion passed unanimously.



DEVELOPMENT COMMITTEE REPORT

MEETING DATE: DECEMBER 1, 2014 **AGENDA ITEM #:** 6

TYPE: INFORMATIONAL

PREPARED BY: STEVE MAAS

Signature

REVIEWED BY: GENERAL MANAGER

GM Signature

SUBJECT: **FY 2015 Strategic Priorities & FY 2014 Review**

RECOMMENDATION:

Receive report on MTD's current strategic priorities and FY 2014 performance related to the *Strategic Plan: 2013 – 2017*.

DISCUSSION:

The Santa Barbara Metropolitan Transit District (MTD) *Strategic Plan: 2013-2017* represents the collaboration of the MTD Board of Directors and staff to develop a long-term vision and identify strategic priorities to focus MTD resources and energies. The current strategic priorities are:

- MTD Real Property
- Special Pass Programs & Fare Structure
- Unfunded Liabilities & Working Capital Reserves
- General Manager Succession & Transition
- Implementation of the AVL & ITS System

These are discussed in the *FY 2015 Strategic Plan Priorities* document (attached). Appendix B of the document provides an analysis of MTD's FY 2014 performance related to the Strategic Plan.

ATTACHMENTS:

- FY 2015 Strategic Plan Priorities

**Santa Barbara
Metropolitan Transit District
FY 2015 Strategic Plan Priorities**

Prepared by the

Santa Barbara Metropolitan Transit District



November 20, 2014

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Santa Barbara Metropolitan Transit District FY 2015 Strategic Plan Priorities

The Santa Barbara Metropolitan Transit District (MTD) *Strategic Plan: 2013-2017* represents the collaboration of the MTD Board of Directors and staff to develop a long-term vision and identify strategic priorities to focus MTD resources and energies. One element utilized in the preparation of the Strategic Plan was an analysis of MTD's Strengths, Weaknesses, Opportunities, and Threats (or "SWOT" analysis), conducted on November 30, 2010 (see Appendix A). The results of that analysis continue to assist staff and the board in identifying strategic priorities. The current priorities are:

- MTD Real Property
- Special Pass Programs & Fare Structure
- Unfunded Liabilities & Working Capital Reserves
- General Manager Succession & Transition
- Implementation of the AVL & ITS System

Each of these priorities is discussed below.

MTD REAL PROPERTY

MTD has current and/or upcoming challenges and opportunities related to each of the properties owned by the District.

Olive Street Property

With the arrival of the articulated buses, the associated canopy construction work, the coming service expansion associated with the new UCSB agreement, and other potential service expansions, space constraints at the Olive Street facility are a major concern. Staff is working on short-term measures to alleviate these concerns, such as renting storage space during construction activities, implementing new parking protocols, and considering inducements for employees to utilize alternative transportation to work. Staff and the board will continue to pursue potential long-term solutions.

Transit Center Property

The current project to rehabilitate the Transit Center is also a short-term solution. The Transit Center was designed and built when MTD was a much smaller system. It was not designed to accommodate a transit system of the size of today's MTD. Ideally, for a long-term solution, MTD would increase the size of

the Transit Center property and design and build a new structure. Staff and the board will continue to examine possible long-term solutions.

Overpass Property

MTD currently leases the Overpass Road property to a private company. The lease extends through April 2019, with two five-year options. In the future, MTD may once again require the use of this property as a secondary bus yard and maintenance facility. Staff will keep the board informed of developments related to the property.

Calle Real Property

As part of the Goleta Valley Community Plan, Santa Barbara County is currently considering a change to the zoning of MTD's Calle Real property that would allow residential development of the property. Staff is continuing to stay abreast of developments in this process, and will keep the board informed.

SPECIAL PASS PROGRAMS & FARE STRUCTURE

Several issues related to farebox revenue are included in MTD's current strategic priorities.

Smart Card Technology

MTD has long planned to implement "smart card" technology, once funding was identified and available. Staff has recently applied for \$1.0 million from the Proposition 1B Public Transportation Modernization, Improvement, and Service Enhancement Account (PTMISEA) fund. If awarded by the California Transportation Commission, these funds will allow the program to begin.

The smart card program will be designed to allow integration with UCSB and SBCC technology. Smart cards will also provide riders with additional fare-payment options, which will increase the attractiveness of MTD's transit service. This technology will potentially allow riders to transfer between MTD and other transit agencies without the requirement to purchase several different fare media.

SBCC & UCSB Student Pass Programs

MTD agreements with Santa Barbara City College (SBCC) and the University of California, Santa Barbara (UCSB) allow students to ride MTD buses with a mandatory prepaid unlimited-ride pass. Staff continues to strive to ensure that the average fare from these programs is consistent with the lowest fare available to the general public (i.e., \$1.15 per trip).

For FY 2014, the estimated average fare for UCSB students was right on track, at \$1.16. The estimated FY 2014 average fare of SBCC students was \$0.85.

With the SBCC per-student fee increase that began in summer 2014, the average is expected to be higher in FY 2015. Even so, a further fee increase will likely be necessary to achieve an average fare of \$1.15 from SBCC students.

General Fare Policy

Historically, MTD has revised its general fare structure every several years. The most-recent fare structure revision was implemented in January 2009. The board has set a goal for MTD to achieve a 40 percent fare ratio. The California Transportation Development Act requires MTD to have a fare ratio of a minimum of 30.3 percent.

UNFUNDED LIABILITIES & WORKING CAPITAL RESERVES

Staff continues to work to identify the necessary resources to fully fund MTD's currently-unfunded liabilities. These include MTD's retiree health insurance benefits and self-insured retention programs. In conjunction with these efforts, staff will develop a "Working Capital Reserve Policy" for consideration by the board.

GENERAL MANAGER SUCCESSION & TRANSITION

With MTD's new General Manager selected, the next priority to complete the transition is to address the Controller and Assistant General Manager responsibilities. Interim duties have been assigned to existing staff members to ensure the agency continues to function smoothly. The General Manager will present, as a part of the annual budget revision process in early February, recommended organizational changes to address the transition and foreseeable needs related to the implementation of new technology. In a related matter, the process to fill the vacant position of Human Resource and Risk Manager will be initiated in January.

IMPLEMENTATION OF THE AVL & ITS SYSTEM

As approved by the board at their meeting of July 8, 2014, MTD is beginning implementation of an Automatic Vehicle Location (AVL) and Intelligent Transportation System (ITS) project that includes several components:

- Bus Time-of-Arrival Information
- Schedule Adherence & Reporting
- Automated Bus Stop Announcements
- Automated Passenger Counting
- Vehicle Health Monitoring
- Computer-Aided Dispatch

- Onboard Security Cameras

Complete implementation of these very complex systems will take some time, and is currently a major focus of several staff members. Once the systems are fully implemented, it is expected that additional staff resources will be required to take full advantage of the benefits the systems will offer.

MTD REVIEW OF STRATEGIC PLAN FOR FY 2014

A FY 2014 review of MTD's performance related to the Strategic Plan is attached as Appendix B.

Appendix A



Santa Barbara Metropolitan Transit District Issues Analysis Matrix

	STRENGTHS	WEAKNESSES
INTERNAL	Professional Employees Technical Expertise Staff's Ability to Forecast Well-Run & Respected Community Support / Local Agency Support MTD is the South Coast Regional Transit Provider Political Exclusivity Fleet Diversity Makeup of Current Fleet (Age) Fiscal Philosophy Transit Center Ridership / Farebox Ratio MTD-Owned Real Estate Work With Agency Planning Departments	Transit Center is Aging MTD Does Not Have SBCAG Membership Lack of Federal or State Lobbyist Passenger Information (Receiving & Sending) Lack of Funding Source for Expansion Internal Communication MTD's "Cost of Doing Business"
	OPPORTUNITIES	CHALLENGES
EXTERNAL	Linear Nature of Service Area UCSB - LRDP Measure A Interregional Service SBCAG Board Membership Local Agency Land-Use Decisions Fuel Census Results / FTA Policy Development Impact Fees (Potential for) Information Superhighway Social Media Employers (Transit Benefits) Transit Center - Interagency Agreements Increased Local Service Operating Subsidy SB 375 - Regional Transportation Plan (RTP)	Linear Nature of Service Area UCSB - LRDP Measure A Interregional Service SBCAG Board Membership Local Agency Land-Use Decisions Fuel Census Results / FTA Policy Development Impact Fees (Lack of) Economy / Federal, State, & Regional Budgets Temptation to Change Fiscal Philosophy Recent Ridership Decrease Excessive Overloads Rail Dollars / TDA Losing Control of Transit Planning Natural Disasters & Terrorism Shifting Public Priorities Aging Demographics

The MTD Issues Analysis resulting in this matrix was conducted November 30, 2010.

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Appendix B

Review of *Strategic Plan: 2013-2017* for FY 2014

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Santa Barbara Metropolitan Transit District
Review of Strategic Plan: 2013-2017 for FY 2014

GOAL 1: Provide High Quality Public Transit Service	
Tracking Success	Result
<p>At least 95% of all MTD revenue trips shall depart no more than 5 minutes late.</p> <p><i>Waiting for FY 2014 on-time performance data. The AVL system will allow enhanced tracking of on-time performance when implemented.</i></p>	Pending
<p>At least 98% of all MTD scheduled revenue trips shall be completed.</p> <p><i>The AVL system will allow enhanced tracking of missed trips when implemented.</i></p>	99.97%
<p>The MTD shall limit annual passenger transfers to 20% of total annual ridership.</p> <p><i>Total ridership by categories that do not register transfers (UCSB and SBCC students, MyRide and Brooks pass users, and 30-day pass users) was excluded in calculating the transfer rate.</i></p>	17.6%
<p>MTD diesel-powered revenue vehicles shall travel a minimum of 8,000 vehicle miles between all mechanical system failures requiring a vehicle exchange.</p> <p><i>In order to enhance the comparability of MTD's fleet to a typical public transit fleet, battery-electric shuttle roadcalls are not included.</i></p>	8,921
<p>MTD revenue vehicles shall travel a minimum of 300,000 revenue miles between reportable safety incidents (January - December, 2013).</p> <p><i>Calendar year rather than fiscal year is used due to the availability of data from the National Transit Database.</i></p>	1,266,133
Action Items	
<p>1. Establish standard to determine balance of community need and lifeline service within available revenue.</p> <p><i>Development of a draft standard for Board review has been delayed.</i></p>	
<p>2. Sustain and enhance employee safety programs.</p> <p><i>MTD conducts in-service ride-alongs (typically 150 to 200 per year), as-needed meetings of the Safety Committee (typically 5 to 10 per year), and quarterly VTT sessions. Safety Awards are given out annually.</i></p>	
<p>3. Continue analyzing ridership trends and addressing the trends via service changes.</p> <p><i>Each year Planning staff and others conduct extensive research and public outreach to gather input on needed or desired service changes. Beginning this year, staff provides the board with an early update of service plan results in September. Staff is developing an annual report that will be presented to the board each year.</i></p>	
<p>4. Continue to increase ridership, improve customer service, and enhance security.</p> <p><i>Total ridership decreased by 1.9%. Customer service is enhanced through various methods, including VTT sessions and meetings with various rider groups to hear their needs. Various projects to enhance security have been implemented or are underway, including the backup generators and security cameras on buses.</i></p>	
<p>5. Continue progress in improving bus stops throughout the district.</p> <p><i>New shelters were installed through Santa Barbara CDBG funds and development projects. Staff continued to clean and maintain bus stops on an ongoing basis. Staff began a project to rehabilitate older wooden shelters with an assessment of all the wooden shelters.</i></p>	
<p>6. Deliver capital projects such as the AVL/GPS system, security cameras, the backup generator, and bus replacements as soon as practicable.</p> <p><i>The backup generator project is complete. The AVL and security camera project is underway. Several buses were purchased in FY 2014.</i></p>	
<p>7. Develop a revised passenger transfer performance measure.</p> <p><i>Staff revised the method of calculating the rate of transfers to exclude fare categories that do not register transfers.</i></p>	

**Santa Barbara Metropolitan Transit District
Review of Strategic Plan: 2013-2017 for FY 2014**

GOAL 2: Maintain a Fair & Effective Fare Policy		
Tracking Success	Result	
<p>MTD shall maintain at least a 40% farebox recovery ratio over any 3-year period. (FY 2012, FY 2013, FY 2014)</p> <p><i>The ratio has been below the goal for several years.</i></p>	36.1%	
<p>MTD shall strive to maintain special pass program fees similar to the adult 10-ride pass fare.</p> <p><i>The calculations are based on student ridership reduced by 15% to estimate transfers. (In previous years, we reduced ridership by 10%. The change reflects an updated analysis of general public transfers.) Under this transfer assumption, the UCSB fee achieved the goal. The recent increase to the SBCC student fee will help. With the current fee, the estimated FY 2015 average fare from SBCC students is approximately \$1.00 (assuming flat enrollment, three-year average ridership, and a 15% transfer rate). A further SBCC student fee increase appears to be necessary to achieve the goal.</i></p>	UCSB	SBCC
	\$1.16	\$0.85
Action Items		
<p>1. Assess fare revenue by category in annual budget document.</p> <p><i>Forecasts and a discussion of fare revenue by category is included in the adopted budget.</i></p>		
<p>2. Include analysis of fare payment trends in financial forecast.</p> <p><i>A forecast of fare trends is included in the adopted budget.</i></p>		
<p>3. Maintain special pass program fees that are consistent with the general fare policy.</p> <p><i>Staff is coordinating with SBCC to propose state legislation that will increase the cap on student fees for transit service.</i></p>		

Santa Barbara Metropolitan Transit District
Review of Strategic Plan: 2013-2017 for FY 2014

GOAL 3: Responsible & Efficient Stewardship of Public Funds		
Tracking Success	Result	
Track budgeted growth in cost per service hour versus change in the Consumer Price Index. <i>The budgeted cost per service hour for FY 2015 is slightly less than the hourly cost for FY 2014.</i>	Cost/Hr	CPI
	-0.46%	0.77%
Implement recommended changes in practice and/or policy pertaining to the annual audit and triennial reviews. <i>*Except for the Short Range Transit Plan update recommended by the Transportation Development Act auditor, which is under development.</i>	Completed*	
The MTD system shall carry an average of not less than 36 passengers per revenue hour for any 3-year period. (FY 2012, FY 2013, FY 2014) <i>MTD continues to carry more than 36 passengers per revenue hour on average.</i>	38.6	
The MTD system shall carry an average of not less than 2.5 passengers per revenue mile for any 3-year period. (FY 2012, FY 2013, FY 2014) <i>MTD continues to carry more than 2.5 passengers per revenue mile on average.</i>	3.0	
Projected operating reserves versus the minimum reserve balance approved by the Board will be included in the annual operating budget. <i>Management will propose a revision of this measure that is inclusive of fully funding OPEB and Workers' Compensation.</i>	In Development	
Report to Board on progress regarding additional capital and operating funding opportunities. <i>Staff has implemented a log of potential funding opportunities.</i>	Ongoing	
Action Items		
1. Ensure a transparent and timely implementation of auditor and/or reviewer's recommendations resulting from state, federal and local audits and reviews. <i>The development of a Short Range Transit Plan update is underway, as recommended by the Transportation Development Act auditor.</i>		
2. Board members and appropriate staff shall continue to complete periodic ethics training. <i>Biennial ethics training was completed in 2014.</i>		
3. Continue to provide quarterly financial updates to the board of directors, including comparisons versus budget and prior year results. <i>The Board received financial updates following each quarter of FY 2014.</i>		
4. Continue to address unfunded liabilities through structural changes, including retiree health care costs and others. <i>Management will propose a revision of this action item that is inclusive of fully funding OPEB and Workers' Compensation.</i>		
5. Develop an orientation process for new Board members, including financial and fiduciary orientation. <i>The orientation process is in development.</i>		
6. Staff will annually project operating reserves versus the reserve balance. <i>The FY 2014 budget adopted by the includes a projection of operating reserves and the reserve balance.</i>		
7. Staff will continue to pursue all practical capital and operating funding opportunities. <i>Staff has implemented a log of potential funding opportunities.</i>		

**Santa Barbara Metropolitan Transit District
Review of Strategic Plan: 2013-2017 for FY 2014**

GOAL 4: Professional, Knowledgeable & Courteous Public Servants	
Tracking Success	Result
<p>Report to Board regarding survey results.</p> <p style="text-align: center;"><i>Staff conducted, and reported to the board, several on-off surveys of riders as part of the service evaluation process prior to the current service plan.</i></p>	On-Off Surveys
<p>Passenger complaints shall average no more than 1 complaint per 10,000 MTD passenger boardings.</p> <p style="text-align: center;"><i>MTD received, on average, one complaint per 31,899 boardings. Staff records and responds to complaints.</i></p>	31,899
Action Items	
<p>1. Continue customer service training for all employees that interact with the public.</p> <p style="text-align: center;"><i>VTT sessions include customer service training. Retraining is provided as needed, based on complaints and staff observations. Management holds quarterly meetings with Supervisors and with Customer Service Representatives.</i></p>	
<p>2. Continue to encourage staff to take advantage of training opportunities to stay abreast of industry practice.</p> <p style="text-align: center;"><i>Training opportunities including mechanic workshops, staff workshops, conferences, and other types of training.</i></p>	
<p>3. Recognizing the limited time frame to the retirement of the current General Manager, create a succession plan during FY 2013 that includes cross-training and education, thus assisting current staff members to become eligible for consideration for promotion within the district.</p> <p style="text-align: center;"><i>Elements of this action item are in process, including internal reorganization. Staff will propose revisions to this item.</i></p>	
<p>4. Conduct surveys (e.g., customer satisfaction, origin/destination, etc.) to track MTD service.</p> <p style="text-align: center;"><i>In FY 2014, staff conducted a number of on-off surveys on various routes to determine the greatest need for service enhancements. Staff will integrate surveys into the work program.</i></p>	
<p>5. Develop an objective evaluation system and create a policy of performance-based salary increases for staff members.</p> <p style="text-align: center;"><i>This action item is in development, and will require board input and consultation with legal counsel.</i></p>	

Santa Barbara Metropolitan Transit District
Review of Strategic Plan: 2013-2017 for FY 2014

GOAL 5: Productive Community & Government Outreach Activities	
Tracking Success	Result
<p>Annual report for the public.</p> <p style="text-align: center;"><i>In FY 2014, the FY 2013 Annual Report was completed and circulated.</i></p>	Completed
<p>City and county policy board presentations.</p> <p style="text-align: center;"><i>Policy board presentations are scheduled as conditions dictate. In FY 2014, former General Manager Sherrie Fisher presented updates to the City Councils and the Board of Supervisors.</i></p>	Ongoing
<p>Participate in Chamber and other business and community events, and work with communities and stakeholders on relevant development projects.</p> <p style="text-align: center;"><i>Staff participated in many such events, including events held by the Goleta and Santa Barbara Chambers, the Downtown Organization, and others.</i></p>	Ongoing
Action Items	
<p>1. Participate in local and regional bus and rail transit planning with the goal of recognition by all of the necessity of including public transit in the planning process.</p> <p style="text-align: center;"><i>Staff continues to work with various agencies as appropriate to ensure that the importance of funding MTD public transit service is recognized.</i></p>	
<p>1.A. Stay involved in SBCAG discussions, to ensure the coordination of land use and transit needs in the South Coast.</p> <p style="text-align: center;"><i>MTD is a voting member of, and active participant in, three SBCAG committees that discuss and debate land use and transportation issues.</i></p>	
<p>1.B. Continue to monitor Measure A funding and keep the Board apprised.</p> <p style="text-align: center;"><i>MTD is a voting member of, and active participant in, three SBCAG committees that discuss and debate Measure A issues. (Staff may propose eliminating this measure from future Strategic Plans.)</i></p>	
<p>1.C. Stay involved in emerging South Coast general plans.</p> <p style="text-align: center;"><i>Staff continues to review and discuss general plans of South Coast agencies, including UCSB's Long Range Development Plan and Santa Barbara's General Plan.</i></p>	
<p>1.D. Work with UCSB to create and implement a "Transit Plan" related to the UCSB Long Range Development Plan and the resulting impact on MTD service.</p> <p style="text-align: center;"><i>In February 2014, MTD and UCSB signed an agreement committing UCSB to provide funding for MTD transit enhancements. Staff will continue to work with UCSB.</i></p>	
<p>1.E. Continue to encourage UCSB, SBCC, and local school districts to accept their responsibility for the costs of transportation service for their students and campus.</p> <p style="text-align: center;"><i>MTD and UCSB signed a transit services agreement in February 2014. SBCC students agreed to an increase in the student transportation (public transit) fee.</i></p>	
<p>1.F. Plan to enhance MTD's Transit Center and work with all relevant agencies.</p> <p style="text-align: center;"><i>MTD is moving forward with improvements to the Transit Center with a combination of federal, state, and local funds.</i></p>	
<p>2. Work with community members and monitor the county process and decision regarding MTD's Calle Real property to change the zoning back to residential.</p> <p style="text-align: center;"><i>Staff has continued to monitor the County process, and recently coordinated with legal counsel to submit comments on the draft EIR for the project.</i></p>	

Santa Barbara Metropolitan Transit District
Review of Strategic Plan: 2013-2017 for FY 2014

GOAL 6: Practical and Environmentally Prudent Fleet, Facility & Real Property Management Practices	
Tracking Success	Result
<p>Report annually to the Board of Directors on MTD's CARB compliance status.</p> <p><i>A report to the board is planned for November 25, 2014.</i></p>	Scheduled
<p>The MTD systemwide spare ratio shall not exceed 20%.</p> <p><i>With the August 2014 service enhancements, MTD's spare ratio is currently just below 20%. (This is a federal requirement rather than a board goal. Thus, staff may propose eliminating this measure from future Strategic Plans.)</i></p>	20.7%
<p>MTD diesel-powered revenue vehicles shall travel a minimum of 10,000 veh. miles between major mechanical system failures requiring vehicle exchanges.</p> <p><i>In order to enhance the comparability of MTD's fleet to a typical public transit fleet, the battery-electric shuttles are not included.</i></p>	13,955
Action Items	
<p>1. Maintain and expand, as feasible, the electric vehicle program.</p> <p><i>MTD continues to pursue all feasible routes to procure new or rehabilitated electric shuttles. MTD is looking into the possible future use of larger electric buses.</i></p>	
<p>2. The MTD revenue vehicle fleet shall comply with California Air Resource Board mandates.</p> <p><i>The MTD fleet continues to comply with all CARB mandates.</i></p>	
<p>3. Seek opportunities to participate in proof-of-concept demonstrations for new technologies, and identify additional stimulus funding that may become available.</p> <p><i>MTD continues to analyze funding opportunities for possible grants to allow the demonstration of advanced technologies, including photovoltaic and Smart Card technology.</i></p>	
<p>4. Pursue the installation of solar electric-generating facilities in the main yard, if feasible.</p> <p><i>MTD is evaluating the possibility of installing solar panels on a portion of the canopy roof.</i></p>	
<p>5. Explore opportunities for operational savings, seating capacity and comfort through diverse transit fleet vehicles.</p> <p><i>The recent order for the articulated buses will provide an opportunity for increased seating capacity and rider comfort, and potentially for operational savings.</i></p>	
<p>6. Create a long-term policy, for the Board's direction, on the future use of the District's real estate assets.</p> <p><i>Staff is awaiting the outcome of the County's Goleta Valley Community Plan Update process regarding the Calle Real site. Staff is considering options to deal with space limitation at Terminal 1. Preliminary plans and cost estimates have been prepared and are under review for the Transit Center rehabilitation project.</i></p>	
<p>7. Develop a graffiti-removal performance measure.</p> <p><i>The ongoing replacement of the Nova bus fleet will assist staff in responding to graffiti vandalism, because replacement of the window guards is quicker on the new buses. The rehabilitation of the Transit Center windows will help in a similar manner.</i></p>	



DEVELOPMENT COMMITTEE REPORT

MEETING DATE: DECEMBER 1, 2014 AGENDA ITEM #: 7

TYPE: INFORMATIONAL

PREPARED BY: STEVE MAAS

Signature

REVIEWED BY: GENERAL MANAGER

GM Signature

SUBJECT: MTD’s MCI Over-the-Road Coaches

RECOMMENDATION:

Receive update regarding the future disposition of MTD’s five MCI over-the-road coaches once the Coastal Express Limited service is discontinued in June 2015.

DISCUSSION:

MTD began operation of the Coastal Express Limited (“Limited”) on August 29, 2011. The Limited is a commuter bus service that operates each weekday-service day between Ventura and the South Coast of Santa Barbara County. The Limited does not run on weekends or major holidays. Four Limited buses leave Ventura in the morning peak period, with two traveling to Santa Barbara and two to Goleta. All four buses return to Ventura in the afternoon peak period. Thus, the service provides four round trips (eight one-way trips) per weekday. The service is operated by MTD under the terms of a Memorandum of Understanding (MOU) between MTD and SBCAG. Under the MOU, SBCAG is the policy board for the service. The Limited is funded by fare revenue, a subsidy provided by the California Department of Transportation (Caltrans), and, potentially, Measure A funds.

MTD plans to end the Limited service in June 2015. SBCAG and the Ventura County Transportation Commission (VCTC) intend to incorporate the service into the VISTA Coastal Express service operated by VCTC.

Staff has not identified a need for the MCI coaches in MTD service following the end of the Limited service, and thus proposes to transfer ownership of, and responsibility for, the coaches to another Federal Transit Administration (FTA) grantee. Staff has spoken with three nearby operators of regional commuter service to assess their interest in acquiring the coaches:

- SBCAG & the City of Lompoc (Clean Air Express)
 - ✓ SBCAG has indicated that they may be interested in all 5 coaches

- VCTC (VISTA Coastal Express)
 - ✓ VCTC has indicated potential interest in 1 coach
- San Luis Obispo Regional Transit Authority (service into Santa Maria)
 - ✓ SLORTA has indicated interest in 3 of the coaches (see attached letter)

MTD would request that the accepting agency or agencies reimburse MTD for the remaining undepreciated local match for the buses, as follows:

- 45-ft. coaches (2 of the 5) = \$7,677.59 each
- 40-ft. coaches (3 of the 5) = \$5,030.17 each

If the board decides to move forward with a transfer of the coaches to another FTA grantee, MTD will be required to receive FTA approval prior to the asset transfer.

ATTACHMENTS:

- Letter from San Luis Obispo Regional Transit Authority



179 Cross Street, Suite A • San Luis Obispo, CA 93401
(805) 781-4472 • fax (805) 781-1291
www.slorta.org

November 11, 2014

Jerry Estrada
General Manager
Santa Barbara Metropolitan Transit District
550 Olive Street
Santa Barbara CA 93101

Re: **SLO RTA Interest in Purchasing MCI Coaches**

Dear Jerry:

Per our telephone discussion yesterday, the San Luis Obispo Regional Transit Authority is interested in purchasing both 2004 MCI 45-foot transit coaches from the Santa Barbara Metropolitan Transit District, and possibly one 2004 MCI 40-foot coach. RTA understands that these coaches may become available in June 2015, and that RTA would be responsible for paying MTD the non-depreciated local match as part of an FTA-approved asset transfer.

We appreciate MTD's willingness to consider our proposal. It should be noted that these MCI vehicles would be used to augment bus services along US-101 within and adjacent to San Luis Obispo County, including the hourly Route 10 service we currently operate into Santa Maria. Please call me if you need additional information.

Sincerely,

Geoff Straw
Executive Director

cc: Steve VanDenburgh, SBCAG
Pete Rodgers, SLOCOG