



AGENDA

MEETING OF THE
DEVELOPMENT COMMITTEE
OF THE

SANTA BARBARA METROPOLITAN TRANSIT DISTRICT
A PUBLIC AGENCY

MONDAY, JANUARY 5, 2015
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 December 1, 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. **CAP-AND-TRADE GRANT FUNDING FOR SERVICE ENHANCEMENT - (ACTION)**
The Committee will review service enhancement options and provide direction to staff regarding proposals for the Cap-and-Trade Low Carbon Transit Operations Program.
7. **DRAFT "SHORT RANGE TRANSIT PLAN: FY 2015 to FY 2019" - (INFORMATIONAL)**
The Committee will review the Draft "Short Range Transit Plan: FY 2015 to FY 2019" (SRTP) and provide comments and direction to staff.
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
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

Committee Chair McQuary called the meeting to order at 9:05 a.m.

2. ROLL CALL OF THE DEVELOPMENT COMMITTEE

Committee Chair McQuary reported that all members were present.

3. REPORT REGARDING POSTING OF AGENDA

Lilly Gomez, Administrative Assistant, reported that the agenda was posted on Wednesday, November 26, 2014 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 22, 2014. Director Shelor seconded the motion. The motion passed unanimously.

5. PUBLIC COMMENT

Mr. Burt Handy spoke under public comment regarding his observations of solar panels at a few bus shelters that are not receiving adequate sunlight during the day for the LED lighting to be able to turn on in the evening.

6. FY 2015 STRATEGIC PRIORITIES & FY 2014 REVIEW - (INFORMATIONAL)

Mr. Steve Maas, Manager of Government Relations and Compliance reviewed MTD's current strategic priorities and FY 2014 performance related to the Strategic Plan: 2013-2017. The committee requested that the item be taken to the full Board for review.

7. MTD'S MCI OVER-THE-ROAD COACHES- (INFORMATIONAL)

Staff provided the Committee with 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. Staff informed the Committee that SBCAG has expressed an interest in potentially asking MTD to transfer the buses to the City of Lompoc for the Clean Air Express bus service. MTD staff is now waiting for final word from SBCAG on this item.

8. OTHER

No other items were discussed.

9. ADJOURNMENT

Director Davis moved to adjourn the meeting at 9:48 p.m. Director Shelor seconded the motion. The motion passed unanimously.



DEVELOPMENT COMMITTEE REPORT

MEETING DATE: JANUARY 5, 2015

AGENDA ITEM #: 6

TYPE: ACTION

PREPARED BY: CYNTHIA BOCHE

Signature

REVIEWED BY: GENERAL MANAGER

GM Signature

SUBJECT: Cap-and-Trade Grant Funding for Service Enhancement

RECOMMENDATION:

Review service enhancement options and provide direction to staff regarding proposals for the Cap-and-Trade Low Carbon Transit Operations Program.

DISCUSSION:

A new Cap-and-Trade program, the Low Carbon Transit Operations Program (LCTOP), is administered by Caltrans and provides formula funds to transit agencies and Regional Transportation Planning Agencies (such as SBCAG) throughout the State for transit projects. The current first-year cycle is on a very short timeline, with proposals due to SBCAG by February 2. Therefore, if MTD is to submit a project, the Board must approve it no later than the January 20 meeting.

LCTOP funds are allocated in two portions, using the State Transit Assistance (STA) formula. One portion is based on farebox revenue and goes directly to transit agencies. The other portion is determined by population and goes to Regional Transportation Planning Agencies (such as SBCAG) for allocation to transit agencies. As there is some uncertainty about the interpretation of Caltrans' *Guidelines* for the program, it is yet to be determined how the SBCAG share will be allocated within the County.

Depending on how the language is ultimately interpreted and on the SBCAG Board decision, staff is assuming the MTD portion of the funding will total between \$40,000 and \$110,000 for the first year, with probable increases in future years. The funds are to be used for *new or enhanced* service that will reduce greenhouse gas emissions.

The new funds are expected to be available for approved projects by June 30, 2015, but staff recommends incorporating Cap-and-Trade service enhancements with annual service changes in August.

Project Selection

Staff has prepared a list of service enhancements (attached) that would be expected to perform well, generating enough ridership to demonstrate significant greenhouse gas emission reductions.

From the list, staff recommends applying for funds to restore every-10-minute morning peak service on the east/west Lines 1 & 2. This service previously operated from March 2007 through August 2011, with good ridership results. Other recommended service enhancements from the list include additional weekend service on Lines 1 & 2, and further enhancements to the Crosstown Shuttle (also east/west). Because of the current level of uncertainty about the amount of funding available this first year of the program, MTD may broadly request funds for enhanced east/west service. Other options shown in the attached table include adding a bus to Line 11 (State/Hollister corridor between Santa Barbara, UCSB, and the Camino Real Marketplace) in the evenings to provide more-regular 30-minute service until midnight on weekdays, and improving weekend service on Lines 20 and 21x between Santa Barbara and Carpinteria.

Note that the costs of several of the options listed in the table exceed the maximum \$110,000 expected first-year allocation of LCTOP funds. Staff believes it may be possible to “bank” the first-year allocation and combine it with the second-year allocation to fund these enhancements. In this case, the enhanced service would be initiated in August 2016. Staff expects that in following years the annual allocation will increase substantially and will be sufficient to fund the enhancements.

ATTACHMENT:

- 2015 Cap-and-Trade Priorities

2015 Cap-and-Trade Priorities

Line(s)	Proposed New Service	Current Service	Net Estimated Annual	
			Additional Revenue Hours	Operating Cost (@ \$117.76 per hour)
1 & 2	<u>Weekdays:</u> Restore 10-minute service from 7:00 AM to 9:00 AM (total of 9 buses)	15-minute headways (6 buses)	1,500	\$ 176,640
	<u>Saturdays:</u> 15-minute service from 6:00 AM to 6:00 PM (total of 6 buses)	19-25 minutes (4-5 buses)	997	\$ 117,407
11	<u>Weekdays:</u> 30-minute service from 7:30 PM - 12:00 AM (total of 4 buses)	currently 40- to 45-minute headways (irregular)	1,250	\$ 147,200
20 & 21x	<u>Saturdays:</u> Eliminate 21x and run 3 buses all day on Line 20 for 40-minute service (total of 3 buses)	currently 2 buses at 60-minute headways + occasional 21x	672	\$ 79,135
	<u>Sundays:</u> Add a bus on Line 20 for 40-minute service (total of 3 buses)	60-minute headways (2 buses)	812	\$ 95,621
	<u>Weekends:</u> Extend Line 20 service to 11:00 PM (1 bus, ½ - 1 extra trip)	ends at 10:40 on Saturdays and 9:30 on Sundays	148	\$ 17,428
37 (Crosstown Shuttle)	<u>Weekdays:</u> Restore second bus 9:00 AM - 2:00 PM for 23-minute headways (total of 2 buses)	47-minute headways (1 bus)	1,188	\$ 139,899
	<u>Saturdays:</u> Add new service with 23-minute headways (2 buses x 8 hours each)	no service	896	\$ 105,513



DEVELOPMENT COMMITTEE REPORT

MEETING DATE: JANUARY 5, 2014 **AGENDA ITEM #:** 7

TYPE: INFORMATIONAL

PREPARED BY: STEVE MAAS

Signature

REVIEWED BY: GENERAL MANAGER

GM Signature

SUBJECT: Draft "Short Range Transit Plan: FY 2015 to FY 2019"

RECOMMENDATION:

Review the Draft "Short Range Transit Plan: FY 2015 to FY 2019" (SRTP) and provide comments and direction to staff.

DISCUSSION:

The SRTP provides an in-depth look at current transit services, and identifies the resources that are currently expected to be available during the five-year planning period. The five-year plan in the SRTP is financially-constrained. In other words, it includes only projects that MTD expects to implement given the resources that are currently expected to be available. The SRTP is not a long-range planning document, but it is intended to dovetail closely with MTD's Strategic Plan.

Although the SRTP is financially constrained, it also identifies potential service enhancements and capital projects that could be implemented if additional resources are secured. This provides the groundwork in the event that such resources become available. These potential projects are identified in the document, but are not included in the five-year plan. The SRTP also includes potential service reductions that could be implemented if current resources were reduced.

The SRTP is a commonly-referenced document in California. Various agencies, including the California Department of Transportation (Caltrans) and the Santa Barbara County Association of Governments (SBCAG), expect that a transit agency will have a current SRTP when applying for funds. Though not strictly required by the Federal Transit Administration (FTA), the SRTP is in compliance with an FTA requirement that an applicant for funds demonstrates the capacity to carry out the proposed project.

Following any changes that result from this review by the Development Committee and future review by the MTD Board, staff will provide staff of SBCAG and local

jurisdictions an opportunity to review the Draft SRTP. Following that review, staff will bring a Final Draft back to the Board with a recommendation for Board adoption.

ATTACHMENTS:

- Draft *Short Range Transit Plan: FY 2015 to FY 2019*

Draft

Short Range Transit Plan FY 2015 to FY 2019



Prepared by the

Santa Barbara Metropolitan Transit District
550 Olive Street, Santa Barbara, CA 93101
(805) 963-3364 • www.sbmtd.gov



December 29, 2014

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Executive Summary

The Santa Barbara Metropolitan Transit District (MTD) serves an area of approximately 52 square miles comprising the South Coast of Santa Barbara County. MTD operates transit service on 27 fixed-route bus lines. MTD also currently operates a commuter service that brings employees from outside of the service area into the South Coast, but that service is planned for termination in June 2015. MTD contracts with Easy Lift Transportation, Inc., a local non-profit organization, for Americans with Disabilities Act (ADA) demand-responsive paratransit service.

This Short Range Transit Plan (SRTP) update includes an assessment of the strengths and weaknesses of the existing service, and a forecast of future service and financial needs. The SRTP includes an assessment of the performance of existing services, including ridership levels, productivity, and on-time performance. Overall, MTD provides a high level of service, and the ridership indicates that the service is well-utilized. A brief summary of strategic priorities and service recommendations follows.

STRATEGIC PRIORITIES

MTD's *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. As part of the annual Strategic Plan review, priorities are reviewed and updated as appropriate. Current strategic priorities include:

- MTD Real Property.
 - MTD has current and/or upcoming challenges and opportunities related to each of the properties owned by the District.
- Special Pass Programs & Fare Structure.
 - Several issues related to farebox revenue are included in MTD's current strategic priorities.
- Unfunded Liabilities & Working Capital Reserves
 - Staff continues to work to identify the necessary resources to fully fund MTD's currently-unfunded liabilities.
- General Manager Succession & Transition.
 - The General Manager will develop organizational changes to address foreseeable needs related to the implementation of new technology.
- Implementation of the Automatic Vehicle Location System.
 - MTD is beginning implementation of an Automatic Vehicle Location (AVL) project that includes several components.

SERVICE RECOMMENDATIONS

Base Service

The current five-year plan assumes a *status quo* base service level for the five-year planning period. That is, it is assumed that base service hours will be stable and service changes will be limited to reallocation of current resources (with the exception of the programmed service enhancements below).

Programmed Service Enhancements

University of California, Santa Barbara

MTD and the University of California, Santa Barbara (UCSB) have recently signed an agreement whereby UCSB will fund MTD transit enhancements in conjunction with additional housing that UCSB intends to build near the existing Santa Catalina housing (the San Joaquin project). The agreement will fund enhancements to two existing MTD routes (Lines 12x and 24x) and one new route (to be called Line 38).

Low Carbon Transit Operations Program

The State of California “cap-and-trade” program to reduce greenhouse gases provides funding for several programs. One of these, the Low Carbon Transit Operations Program (LCTOP), provides funds for new or expanded transit service. MTD expects to receive funding annually from the LCTOP. Staff has tentatively recommended that MTD use these funds to improve A.M. peak period frequency on Lines 1 & 2 from every 15 minutes to every 10 minutes.

FIVE -YEAR PLAN SUMMARY TABLE

Forecasts of ridership, revenue hours, and operating expense for the five-year planning period are presented below.

MTD Five-Year Plan Summary (All Figures in Thousands)

Line Item	Fiscal Year				
	2015	2016	2017	2018	2019
Operating Characteristic					
Ridership (Boardings)	7,549.2	7,705.2	7,914.1	8,085.3	8,223.5
Revenue Hours of Service	207.6	211.3	217.7	218.8	218.8
Operating Expense	\$23,930.5	\$25,138.7	\$26,936.3	\$27,964.5	\$28,963.0

Source: Santa Barbara Metropolitan Transit District.

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Chapter 1: Introduction

PURPOSES OF THE SHORT RANGE TRANSIT PLAN

This document, the *Short Range Transit Plan: FY 2015 to FY 2019* (SRTP) of the Santa Barbara Metropolitan Transit District (MTD), provides an in-depth look at current transit services, and identifies where transit resources will be focused during the next five years to efficiently and effectively meet the public's needs. The SRTP serves various purposes, as discussed below. The SRTP is a financially-constrained, five-year programming document. It is not intended to function as a strategic planning document (see *MTD Strategic Plan: 2013 - 2017*). If you have questions regarding any information in this document, please contact Steve Maas at (805) 963-3364 or smaas@sbmtd.gov.

Federal, State, & Local Agency Compliance

Though not specifically required, the SRTP is in compliance with a Federal Transit Administration (FTA) requirement that all applicants for FTA funds demonstrate the legal, financial, and technical capacity to carry out the proposed project. The SRTP is also commonly referenced by state and local government agencies. The SRTP includes a financial plan covering a five-year period commencing with the current fiscal year (the MTD fiscal year runs from July 1 through June 30). The planning period encompasses MTD fiscal years 2014 through 2018, the five-year period that began July 1, 2013, and ends June 30, 2018.

The SRTP is financially constrained. In other words, the only programmed projects included in the five-year plan are those that MTD expects to implement given the resources that are currently expected to be available. The SRTP also includes analyses of projects that MTD does not currently expect to have the resources to implement within the next five years, in order to provide the groundwork in the event that additional resources become available. These projects are not programmed and are not included in the five-year plan.

The SRTP reflects MTD's focus on two main areas:

- The delivery of safe, efficient, and effective transit service that meets the needs of persons who depend on public transit for their transportation.
- Within available resources, the development of transit service that offers a feasible alternative to driving for persons with mobility options.

Public Information Resource

It is important that the public have the opportunity to understand the operation of MTD, and of the financial realities facing the agency. Without the understanding and support of the public, including the elected officials that represent the local jurisdictions, MTD would have difficulty implementing the projects outlined in this document.

Thus, the SRTP includes a detailed discussion of the service currently provided by MTD. This allows the public to gain an understanding of the manner in which MTD makes the most efficient and effective use possible of the public resources entrusted to the agency. Chapters 5 and 6 of the SRTP include discussions of the funding sources available for public transit service, and of the amounts projected to be available to MTD. This allows interested members of the public to gain an understanding of the financial outlook for local public transit.

Input for Regional Plans

MTD has a responsibility to provide input on a variety of regional planning documents dealing with transportation issues. Some are prepared by the area's Metropolitan Planning Organization (MPO), the Santa Barbara County Association of Governments (SBCAG). These include the Regional Transportation Plan - Sustainable Communities Strategy (RTP-SCS) and the Federal Transportation Improvement Program (FTIP), which are regional planning and programming documents required by the federal and/or state governments. In addition MTD provides input to planning and programming documents prepared by local jurisdictions. It is the intent of MTD that the SRTP be fully in agreement with these documents, to the extent feasible.

Content of the SRTP

The SRTP opens with a description of MTD and of the District's service area (Chapter 1). Next, the SRTP presents and reviews the current transportation services provided by MTD, and provides a detailed analysis of MTD's performance in fiscal year 2013, which ended June 30, 2013 (Chapter 2). This is followed by analyses of a range of service, capital, and financial alternatives (Chapters 3 through 5). The document concludes with the short-range transit plan that will guide the agency over the five-year planning period (Chapter 6).

MTD BACKGROUND & ORGANIZATIONAL STRUCTURE

MTD is a public agency, a special district created following passage of a ballot measure. The legislative authority for the formation, organization, responsibilities, and powers of MTD are found in the California Public Utilities Code (Section 95000 *et seq.*), "The Santa Barbara Metropolitan Transit District Act of 1965." As cited in the Act, MTD was established "... in order to meet the public transit problem of the area... [and] to develop a single transit system to protect the public interest and welfare."

In the more than 40 years of its existence, MTD has grown from a small system operating 12 buses to a nationally-recognized leader in operating efficiency and transit innovation. In FY 2013, MTD carried nearly 7.8 million passengers while providing nearly 200,000 revenue hours and more than 2.5 million revenue miles of service. MTD currently has a fleet of 107 revenue vehicles and operates 87 vehicles

at peak. The FTA recognizes Santa Barbara as a small transit-intensive city, in acknowledgement that MTD provides an unusually high level of transit service for a small city and that area residents utilize the service accordingly.

Figure 1 presents the current organization chart for MTD. As the chart shows, an appointed Board of Directors of seven members governs MTD. Two members are appointed by the Santa Barbara County Board of Supervisors, two by the Santa Barbara City Council, one by the Goleta City Council, and one by the Carpinteria City Council. These six Board members appoint the seventh member. The Board of Directors appoints the General Manager, who has full charge of the acquisition, construction, maintenance, and operation of MTD's facilities, and of the administration of MTD's business affairs. In total, a staff of more than 200 drivers, mechanics and administrative personnel operate and oversee MTD's transit service.

MTD STRATEGIC PLAN

The MTD Board of Directors and staff worked together to develop the Strategic Plan, a dynamic document that will change as appropriate to reflect new priorities, accomplishments, input, and information. The purpose of a Strategic Plan is to reflect the goals and values of an organization and to provide direction on issues and projects of importance to the Board and the community.

The Strategic Plan allows MTD to respond proactively to trends that are expected to impact our ability to meet the public transportation needs of residents of, and visitors to, the South Coast of Santa Barbara County. The *MTD Strategic Plan: 2013-2017*, adopted by the Board of Directors in November 2012, includes the following mission statement and goals.

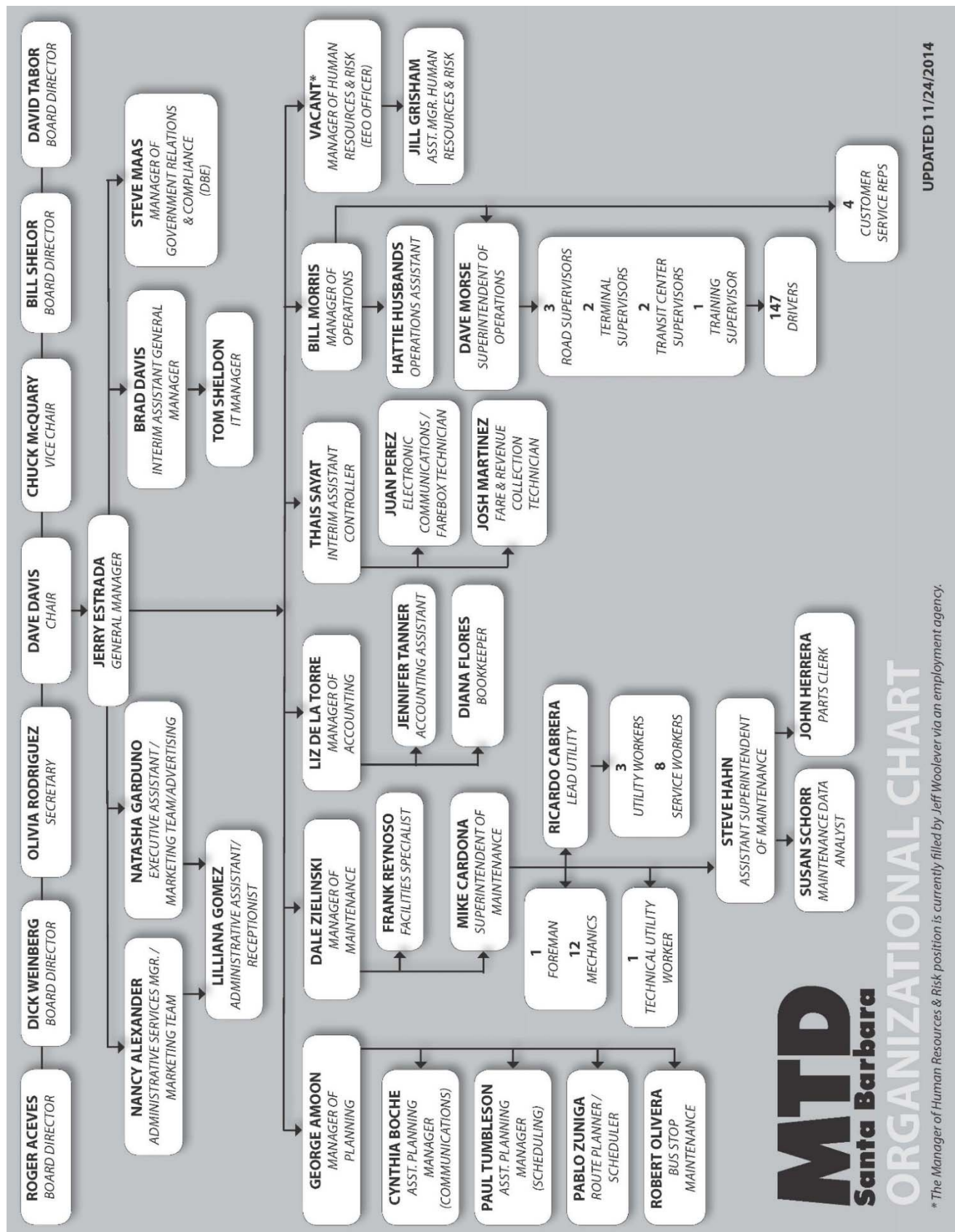
Mission Statement & Goals

The mission of MTD is to enhance the personal mobility of South Coast residents and visitors by offering safe, clean, reliable, courteous, accessible, environmentally responsible, and cost-effective transit service throughout the district.

The following goals provide the direction to fulfill the mission statement and meet the needs of the public:

- Provide High Quality Public Transit Service
- Maintain a Fair & Effective Fare Policy
- Responsible & Efficient Stewardship of Public Funds
- Professional, Knowledgeable & Courteous Public Servants
- Productive Community & Government Outreach Activities
- Practical and Environmentally Prudent Fleet, Facility & Real Property Management Practices

FIGURE 1: Santa Barbara Metropolitan Transit District (MTD) Organization Chart



MTD SERVICE AREA CHARACTERISTICS

Geographic Description

The MTD service area, shown in Figure 2, covers approximately 52 square miles along the southern coast of Santa Barbara County, commonly referred to as the South Coast. The South Coast runs east and west, between the Pacific Ocean to the south and the Santa Ynez Mountains and the Los Padres National Forest to the north.

MTD's service area runs from the Ventura County border in the east, to the western end of Goleta at Winchester Canyon. The service area includes the cities of Santa Barbara, Carpinteria, and Goleta, and the unincorporated communities of Isla Vista, Montecito, and Summerland. The University of California at Santa Barbara (UCSB), Santa Barbara City College (SBCC), and the Santa Barbara Municipal Airport are also included within the district.

FIGURE 2: MTD Service Area



Demographic Data

Table 1 presents demographic data for the South Coast. The 2000 data and 2010 population are from the U.S. Census. The remaining data are forecasts developed by the Santa Barbara County Association of Governments (SBCAG), the Metropolitan Planning Organization (MPO) and Regional Transportation Planning Agency (RTPA) for Santa Barbara County.

TABLE 1: Demographic Data for the South Coast of Santa Barbara County

South Coast	Year			Change 2000-2010		Change 2010-2020	
	2000	2010	2020	Numeric	Percent	Numeric	Percent
Population	201,002	202,167	211,300	1,165	0.6%	9,133	4.5%
Households	73,726	73,701	79,079	-25	0.0%	5,378	7.3%
Workers	94,817	97,223	101,730	2,406	2.5%	4,507	4.6%
Employment	108,207	115,094	122,496	6,887	6.4%	7,402	6.4%

Sources: U.S. Census, American Community Survey, and SBCAG *Regional Growth Forecast 2005-2040*.

As the table shows, the 2000 Census reported 201,002 persons residing in the South Coast of Santa Barbara County. According to the 2010 Census, total South Coast population grew slightly to 202,167 persons (with an estimated 199,668 of these within MTD's district boundaries). SBCAG has forecast that the South Coast population will grow to 211,300 by 2020.

SBCAG estimated that between the years 2000 and 2010, resident workers in the South Coast increased by 2.5 percent while employment increased by 6.4 percent. SBCAG further forecasts that from 2010 to 2020, resident workers will increase by 4.6 percent and employment will increase by 6.4 percent. These data suggest that growth in employment opportunities in the South Coast will be greater than growth in resident workers. Because of this imbalance, an increasing number of persons who are employed in the South Coast will likely live outside of the area. This, in turn, will lead to a further increase in the number of persons commuting into the South Coast.

Traffic congestion throughout the South Coast is increasing because of this increase in commuter travel, as well as because of population growth, easily available parking, and new development projects. Several of Santa Barbara's key intersections are already at, or near, unacceptable traffic levels. Additionally, Highway 101 from Santa Barbara to Carpinteria is heavily impacted by peak-period traffic, reflecting commuters from Ventura County and Carpinteria to Santa Barbara and Goleta. Commuter traffic from northern Santa Barbara County to Goleta and Santa Barbara is also increasing.

Recent City of Santa Barbara reports include discussions of estimated transit ridership within the City, increased traffic congestion at interchanges due to the upcoming freeway widening between Carpinteria and Santa Barbara, and potential increases in transit frequency if additional funding becomes available.

Increased congestion causes an increase in the cost to MTD of maintaining existing transit service. Because each bus trip takes longer to complete, additional buses and hours are required to maintain the same level of service.

While increased traffic congestion causes problems and requires action to mitigate, it is important to keep in mind that increased traffic congestion can also be a byproduct of increased economic activity. A portion of the additional funds generated by the additional economic activity can be utilized to provide the required traffic mitigation. Transit enhancements have the potential to mitigate a significant number of trips.

Transit-Dependent Populations

Table 2 presents data from the 2008-2012 American Community Survey (ACS) for the Santa Barbara urbanized area regarding the number of persons in various segments of the population that typically are more likely than the general population to depend on public transportation for their mobility needs.

For MTD's service area population, the ACS reported:

- 14.2 percent aged 65 and over.
- 9.1 percent persons with disabilities.
- 15.2 percent below the poverty level.
- 79.4 percent of households have two or fewer vehicles available.

Statewide in California, in comparison, the ACS reported that:

- 11.5 percent of the population were aged 65 and over.
- 9.9 percent were persons with disabilities.
- 15.3 were below the poverty level.
- 77.4 percent of households had two or fewer vehicles available.

TABLE 2: Demographic Profile of the Santa Barbara Urbanized Area

Line Item	Santa Barbara Urbanized Area		California Total	
	Number	Percent	Number	Percent
Total Population	197,252	n/a	37,325,068	n/a
Aged 14 and Under	27,604	14.0%	7,624,984	20.4%
Aged 65 and Over	28,104	14.2%	4,300,506	11.5%
Persons with Disabilities	18,029	9.1%	3,693,528	9.9%
Persons Below Poverty Level	29,982	15.2%	5,710,735	15.3%
Total Occupied Housing Units	70,876	n/a	12,466,331	n/a
With No Vehicles Available	5,362	7.6%	964,955	7.7%
With 1 Vehicle Available	25,533	36.0%	4,002,915	32.1%
With 2 Vehicles Available	25,357	35.8%	4,679,680	37.5%
With 3 or More Vehicles Available	14,624	20.6%	2,818,781	22.6%

Source: MTD staff compilation of data from the 2008-2012 American Community Survey.

Major Trip Generators

Major South Coast trip destinations (trip generators) include the central business districts, other commercial areas of each community in the South Coast, the Santa Barbara Municipal Airport, UCSB, SBCC, primary and secondary schools, major health-related facilities (including two hospitals, various medical centers, and the County Social Services complex), and significant recreational and entertainment facilities. MTD serves all of these facilities.

SOUTH COAST TRANSPORTATION OPTIONS

A variety of transportation options are available in the South Coast, and many are briefly described below. The mobility and accessibility provided by a variety

of options are critical to the quality of life of the residents of the area. Access to social services and medical services, employment opportunities, educational resources, and basic necessities are topics of universal concern.

Fixed-Route Transit Service

MTD provides public transportation in the South Coast with fixed-route, fixed-schedule service every day except Thanksgiving Day and Christmas Day. The MTD service is described in detail in Chapter 2.

Demand-Response Transit Service

Demand-response or paratransit service refers to transit services that are "door-to-door" or "curb-to-curb" between the passenger's origin and destination. In the South Coast, Easy Lift Transportation, Inc. (Easy Lift), a private non-profit company, is the primary paratransit service provider (there are also a number of social service agencies that provide demand-response service to their clients).

The Americans with Disabilities Act (ADA) requires transit agencies to provide paratransit service as a complement to the fixed-route service, to residents of their service area who are unable to use the fixed-route bus service. Easy Lift operates the curb-to-curb complementary paratransit service for MTD under a Memorandum of Understanding, as described in Chapter 2.

Interregional Transit Service

Coastal Express Limited

MTD began operation of the Coastal Express Limited ("Limited") on August 29, 2011. The Limited is a commuter bus service that provides four round trips each weekday between Ventura and the South Coast of Santa Barbara County. (The Limited does not run on weekends or major holidays.) The four 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 eight one-way trips (four round trips) per weekday.

The Limited is funded by fare revenue and by the California Department of Transportation (Caltrans). The Caltrans funds flow through SBCAG and the City of Santa Barbara. The service is operated under the terms of a Memorandum of Understanding (MOU) between MTD and SBCAG. Under the terms of the MOU, the SBCAG Board is the policy board for the Limited. Thus, SBCAG sets the fare and has final say over service planning. In FY 2014, the Limited provided 45,707 one-way passenger trips. A 30-day pass costs \$120, a 10-ride pass costs \$35, and a single one-way fare costs \$4.00.

The Limited is planned for elimination in June 2015. The VISTA Coastal Express described below will be expanded to replace the Coastal Express Limited service.

VISTA Coastal Express

Service from and to the south of MTD's service area on the VISTA Coastal Express between Oxnard and Ventura and the South Coast was initiated in 2001 under a joint agreement between SBCAG and the Ventura County Transportation Commission (VCTC). VCTC, which serves as Ventura County's Regional Transportation Planning Agency, administers the service and contracts with a private operator. SBCAG provides a portion of the subsidy required for the service.

The VISTA Coastal Express operates throughout the day, providing 27 northbound and 29 southbound trips on weekdays, and 9 northbound and 9 southbound trips on weekends. It provided 272,913 passenger trips in FY 2013 (FY 2014 ridership is not available). Currently, a monthly pass for the Coastal Express costs \$105 and a single one-way fare costs \$3.00, with discounts for seniors and persons with disabilities. MTD allows VISTA Coastal Express passengers to transfer to MTD routes for a discounted fare of \$1.00.

Clean Air Express

The City of Lompoc currently administers the Clean Air Express, which provides peak-hour commuter transit service between the cities of Santa Maria and Lompoc in north Santa Barbara County and the South Coast. Lompoc contracts with a private operator to operate the service.

The Clean Air Express operates 12 round trips daily, five originating in Santa Maria and seven in Lompoc, and provided 216,932 passenger trips in FY 2013 (FY 2014 ridership is not available). A monthly pass for the Clean Air Express costs \$150, a book of ten single-ride tickets costs \$50, and a single one-way fare costs \$7.00.

City of Lompoc Transit (COLT)

COLT provides bus service between Mission Plaza in Lompoc and the MTD Transit Center. The service provides one round trip on Tuesdays and Thursdays, leaving Lompoc at 8:30 A.M. and leaving the MTD Transit Center at 3:30 P.M.

SMOOTH

SMOOTH (the Santa Maria Organization of Transportation Helpers) operates a bus service to South Coast health care facilities for medical appointments only. The bus provides three round trips per week (one each on Monday, Tuesday, and Thursday) between several North County communities (Santa Maria, Guadalupe, Lompoc, Solvang, and Santa Ynez) and medical facilities in the Santa Barbara and Goleta area.

Rail Passenger Service

Amtrak operates rail passenger service in the South Coast. Amtrak service includes the Pacific Surfliner, which is subsidized and administered by the California Department of Transportation (Caltrans). Administration of the Pacific Surfliner is expected to transfer to the Los Angeles-San Diego-San Luis Obispo Rail Corridor Agency (LOSSAN), a Joint Powers Agreement (JPA), by June 2015. The Pacific Surfliner serves Carpinteria, Santa Barbara, and Goleta with six northbound and six southbound trips daily between Los Angeles and Goleta. Some of the trips extend to San Diego to the south and/or to San Luis Obispo to the north.

Amtrak operates and administers the Coast Starlight, with one train daily in each direction between Los Angeles and Seattle. In the South Coast, the Coast Starlight stops only at the Santa Barbara station.

MTD serves the Santa Barbara station with the Downtown-Waterfront Shuttle, and the Carpinteria station with the Seaside Shuttle. The Goleta station is not directly served by MTD. However, the station is within walking distance of MTD Lines 6 and 12x that travel on Hollister Avenue.

Air Service

The Santa Barbara Municipal Airport is the only commercial airport in the MTD service area. MTD's Line 11 serves the airport with 30-minute headways to UCSB and Santa Barbara (20-minute headways during weekday A.M. and P.M. peak periods). Lines 6 and 12x provide service to the additional air service facilities near the airport on Hollister Avenue.

Other Transportation Providers

Many private transportation options are available in the South Coast of Santa Barbara County, including:

- *Greyhound Lines, Inc.* Provides intercity service from Santa Barbara north and south along U.S. Highway 101.
- *Santa Barbara Trolley Company.* Provides gasoline-powered, rubber-tire "trolley" tours in Santa Barbara.
- *Santa Barbara Transportation Corporation, Inc.* Operates school buses and transit buses in Central and Southern California.
- *The Land Shark.* A Hydra Terra amphibious tour vehicle that provides land and sea tours of Santa Barbara.
- *Santa Barbara Airbus.* Provides intercity airport shuttle service from Santa Barbara, Goleta and Carpinteria to Los Angeles International Airport, and also provides various charter and group services.

- *SuperRide Airport Shuttle*. Provides door-to-door shuttle service to the Santa Barbara airport.
- *Santa Barbara Water Taxi*. Provides water taxi service between Stearns Wharf and Santa Barbara Harbor.
- *Taxicab Companies*. There are more than 20 taxicab companies operating in the South Coast of Santa Barbara County.
- *Uber & Lyft*. These services, which are similar to taxicab services, use the GPS capability of the rider's mobile phone to detect the rider's location and connects him or her with the nearest available driver.
- *Zip Car*. Short-term car rentals are available through Zip Car.

Chapter 2: MTD Current Conditions

SERVICE DESCRIPTION

Fixed-Route Service

MTD provides public transportation for the South Coast of Santa Barbara County with fixed-route, fixed-schedule service. Current MTD routes are shown in Table 3. MTD service operates every day except Thanksgiving Day and Christmas Day. Maps and schedules for each route are available at www.sbmtd.gov.

TABLE 3: Santa Barbara Metropolitan Transit District (MTD) Routes

Line	Name	Description	Days	Type
1	West Santa Barbara	Westside to Downtown SB via San Andres & Carrillo	Daily	Trunk
2	East Santa Barbara	Eastside to Downtown SB via Milpas & Anapamu	Daily	Trunk
3	Oak Park	Downtown SB to Cottage Hospital, Oak Park & La Cumbre	Daily	Local
4	Mesa/SBCC	Downtown SB to Mesa via Carrillo & Cliff	Weekday	Local
5	Mesa/La Cumbre	Downtown SB to Mesa, Hidden Valley & La Cumbre	Daily	Local
6	Goleta	Downtown SB to Camino Real via State & Hollister	Daily	Trunk
7	County Health/Fairview	Downtown SB to La Cumbre & Fairview Ctr via Calle Real	Daily	Trunk
8	County Health	Downtown SB to La Cumbre & Turnpike via Calle Real	Daily	Trunk
9	Calle Real/Old Town	Old Town Goleta to Calle Real via Patterson & Fairview	Daily	Local
10	Cathedral Oaks	La Cumbre to Camino Real via Cathedral Oaks	Weekday	Local
11	UCSB	Downtown SB to Camino Real via State, Hollister & UCSB	Daily	Trunk
12x	Goleta Express	Downtown SB to Goleta & Camino Real via 101	Daily	Express
14	Montecito	Downtown SB to Montecito via Milpas & Coast Village	Wkdy/Sat	Local
15x	SBCC/UCSB Express	Mesa & SBCC to UCSB & Isla Vista via US 101	Weekday	Express
16	SBCC	Downtown SB to SBCC via Cabrillo & Loma Alta	Weekday	Local
17	Westside/SBCC	Downtown SB to SBCC via San Pascual & Cliff	Daily	Local
20	Carpinteria	Downtown SB to Carpinteria via Milpas & Summerland	Daily	Trunk
21x	Carpinteria Express	Downtown SB to Carpinteria via Highway 101	Wkdy/Sat	Express
23	Winchester Canyon	Camino Real Marketplace to Winchester Canyon	Daily	Local
24x	UCSB Express	Downtown SB to UCSB, Isla Vista, & Camino Real via 101	Daily	Express
25	Ellwood	Camino Real Marketplace to Elwood	Daily	Local
27	Isla Vista Shuttle	UCSB to Isla Vista & Camino Real	Daily	Local
30	Downtown-Waterfront Shuttle	Cabrillo Blvd. to Sola Street via State Street	Daily	Shuttle
31		State Street to Zoo via Cabrillo Blvd.		
32		State Street to Harbor via Cabrillo Blvd.		
36	Seaside Shuttle	Linden to Carpinteria Residential Loop	Daily	Local
37	Crosstown Shuttle	Westside & Eastside to Downtown SB	Weekday	Local
86	Coastal Express Limited	Ventura to Santa Barbara - Peak Period Only	Weekday Peak Only	Inter regional
87		Ventura to Santa Barbara - Peak Period Only		
88		Ventura to Goleta - Peak Period Only		
89		Ventura to Goleta - Peak Period Only		
2000s - Booster Services		Public Transportation Tripper Service To & From Schools	Weekday	Booster

Source: Santa Barbara Metropolitan Transit District.

MTD provides effective and cost-efficient public transportation service for persons who are transit-dependent (e.g., elderly persons, persons with disabilities, and persons with no automobile available), as well as for riders with mobility options (sometimes referred to as “choice” riders).

MTD does not operate school bus service. MTD boosts existing service to area schools at certain times of day due to increased demand for transportation to and from those locations. The school districts do not reimburse MTD for this booster service (i.e., tripper service), which is open to the public and utilizes existing MTD bus stops and routing. MTD also does not operate charter service.

MTD provides more than 2.0 million rides annually to University of California, Santa Barbara (UCSB) and Santa Barbara City College (SBCC) students. Additionally, MTD ridership by foreign students temporarily residing in the service area continues to grow.

All MTD buses and shuttles are wheelchair accessible, and MTD service meets all requirements of the Americans with Disabilities Act (ADA). MTD has installed front-loaded bicycle racks that can transport two bicycles on all diesel and hybrid buses (bicycle racks are not available on MTD's electric shuttles). Following a recent change in state law that allows bicycle racks to extend further from the front of a 40-foot or shorter bus, MTD intends to pursue grant funding to replace the two-bike racks with new three-bike racks.

Demand-Response Service

MTD does not directly operate demand-response service. However, MTD contracts with Easy Lift Transportation, Inc. (Easy Lift), a private non-profit agency, to operate the paratransit service that the Americans with Disabilities Act (ADA) requires MTD to provide as a complement to MTD's fixed-route service for persons who are unable to utilize the fixed-route service. The ADA paratransit service is described later in this chapter.

FARE STRUCTURE

The current MTD fare structure is presented in Table 4. As shown, MTD accepts cash fares, tokens, 10-ride passes, unlimited 30-day passes, and unlimited calendar-day passes. In addition, UCSB and SBCC students receive unlimited-ride passes. The price of these passes is included in the students' registration fee.

The MTD adult cash fare is \$1.75 for a one-way trip. Transfers to complete a one-way trip are free. MTD offers reduced cash fares of \$0.85 to elderly persons (age 62 and up), persons with disabilities, and Medicare card holders. The reduced fares are not available on the peak-hour-only regional Coastal Express Limited commuter service. MTD provides free service to children 45 inches and under (a maximum of three children per fare-paying adult).

There is a \$0.50 fare on the Downtown-Waterfront Shuttle (\$0.25 for elderly persons and persons with disabilities), due to a fare buy-down subsidy from the City of Santa Barbara. The Seaside Shuttle in Carpinteria also offers the \$0.50 / \$0.25 fare. As shown, the one-way cash fare for all riders on the Coastal Express Limited peak-hour commuter service is \$4.00. Easy Lift charges a \$3.50 one-way fare for the ADA complementary paratransit service.

TABLE 4: MTD Fare Structure

One-Way Fares	
<u>Regular Services</u>	
Basic Adult Fare	\$1.75 (cash or token)
Seniors (age 62 and over)	\$0.85
Persons with Disabilities	\$0.85
Medicare Cardholders	\$0.85
Children (45 inches or less in height)	Free (max. 3 children per adult)
Transfers (to complete one-way trip)	Free
<u>Other Services</u>	
Downtown-Waterfront Shuttle	\$0.50 / \$0.25
Seaside Shuttle	\$0.50 / \$0.25
Coastal Express Limited	\$4.00
ADA Complementary Paratransit	\$3.50 (service operated by Easy Lift)
10-Ride Pass	
Adult	\$11.50
Youth (K-12)	\$8.25
Seniors (age 62 and over)	\$5.50
Persons with Disabilities	\$5.50
Medicare Cardholders	\$5.50
Coastal Express Limited	\$35.00
ADA Complementary Paratransit	\$32.50 (service operated by Easy Lift)
Unlimited 30-Day Pass	
Adult	\$52.00
Youth (K-12)	\$42.00
Seniors (age 62 and over)	\$20.00
Persons with Disabilities	\$20.00
Medicare Cardholders	\$20.00
Coastal Express Limited	\$120.00
ADA Complementary Paratransit	Not Available
Unlimited Calendar-Day Pass (for Regular Services & Shuttles)	
All Passengers	\$6.00
Other Pass Programs	
UCSB & SBCC Students	Prepaid unlimited-ride pass
Brooks College Students	\$1.75 per Trip (billed to College)
MyRide Pass (City of Santa Barbara)	\$1.75 per Trip (billed to City)

Source: Santa Barbara Metropolitan Transit District.

OPERATING CHARACTERISTICS

This section presents a variety of data regarding the service provided by MTD. The tables and figures in this section do not include data for the ADA paratransit service operated for MTD by Easy Lift. ADA paratransit data are presented separately later in this chapter.

Ten-Year System Data

Table 5 presents MTD systemwide passengers, revenue hours, and revenue miles for the ten most recent completed fiscal years (FY 2005 through FY 2014). The table also includes two common performance indicators for each year, passengers per revenue hour and passengers per revenue mile. There has been significant growth in both the service provided (i.e., revenue hours and revenue miles) and in the service consumed (i.e., passengers) over the ten-year period, although the totals have decreased somewhat in the most recent years.

TABLE 5: MTD Operating Characteristics by Year - FY 2005 to FY 2014

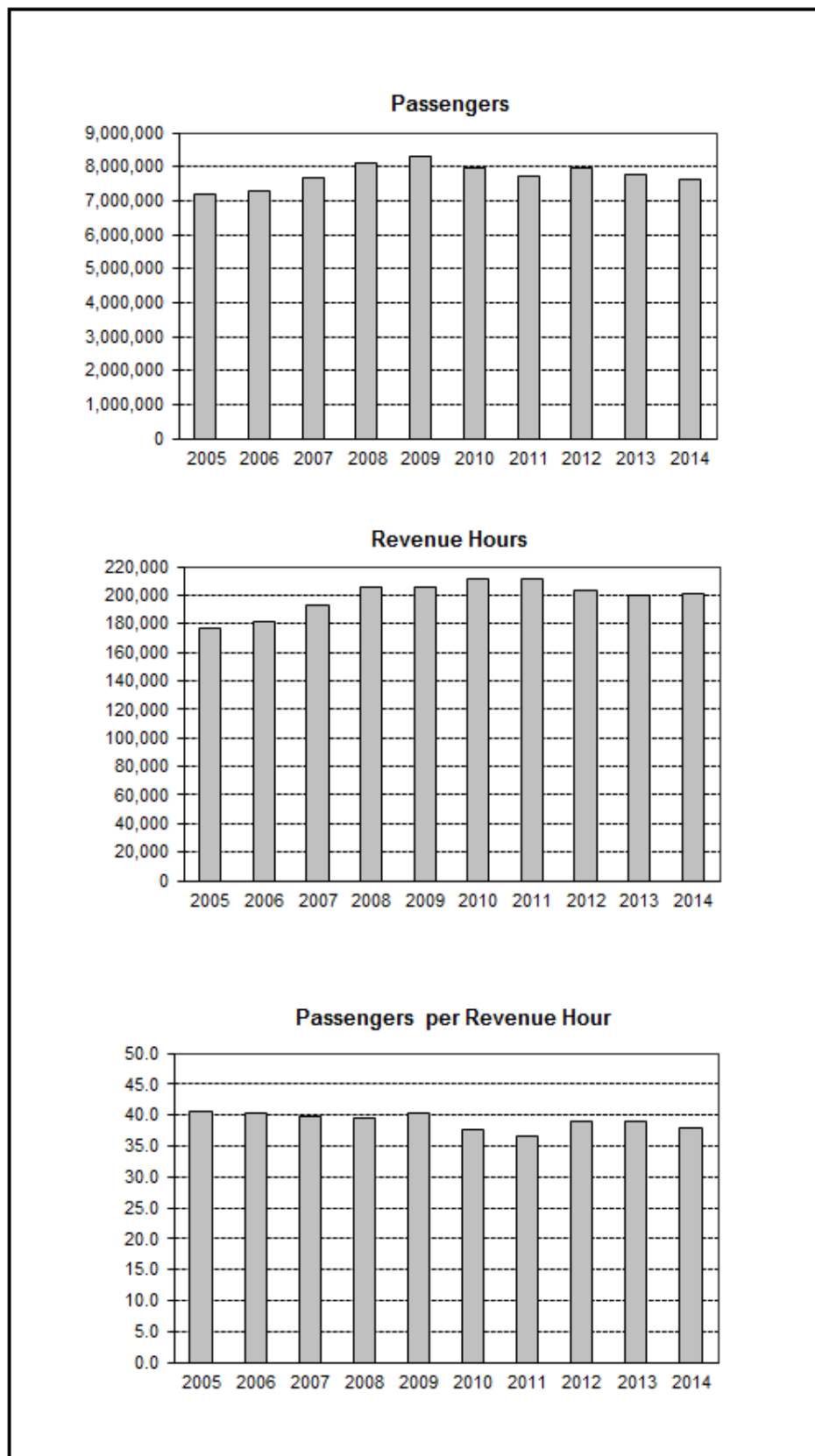
Fiscal Year ¹	Operating Characteristics			Performance Indicators	
	Passengers (Boardings)	Revenue Hours	Revenue Miles	Passengers per Rev. Hour	Passengers per Rev. Mile
2004-05	7,169,752	177,270	2,320,404	40.4	3.1
2005-06	7,305,879	181,157	2,443,622	40.3	3.0
2006-07	7,654,659	192,777	2,492,318	39.7	3.1
2007-08	8,104,611	205,206	2,609,500	39.5	3.1
2008-09	8,293,076	206,013	2,626,546	40.3	3.2
2009-10	7,963,116	211,489	2,668,660	37.7	3.0
2010-11	7,712,698	211,010	2,630,106	36.6	2.9
2011-12	7,948,409	203,655	2,583,523	39.0	3.1
2012-13	7,774,329	199,448	2,513,126	39.0	3.1
2013-14	7,623,845	201,084	2,556,502	37.9	3.0

Note 1: The Santa Barbara MTD fiscal year runs from July 1 through June 30.

Source: Santa Barbara Metropolitan Transit District.

Figure 3 presents the passenger and revenue hour data from the table in a graphical format. The figure also includes average annual passengers per revenue hour for the period.

FIGURE 3: MTD Annual Operating Characteristics - FY 2005 to FY 2014



Source: Santa Barbara Metropolitan Transit District.

FY 2014 & FY 2013 System Data

Table 6 shows MTD average daily passengers, revenue hours, and revenue miles by day type in FY 2014 and FY 2013. The table presents average daily data. During the summer, service is reduced on several routes that primarily serve educational facilities and increased on the Downtown-Waterfront Shuttle. As shown, in FY 2014 MTD provided 644 revenue hours and 8,372 revenue miles of service on an average weekday, and carried an average of 25,337 passengers per weekday.

TABLE 6: MTD Operating Characteristics by Day Type - FY 2014 & FY 2013

Day Type	FY 2014 Daily Average ¹			FY 2013 Daily Average ¹		
	Passengers	Rev. Hours	Rev. Miles	Passengers	Rev. Hours	Rev. Miles
Weekday	25,337	644	8,372	25,904	641	8,257
Saturday	13,296	388	4,604	13,613	383	4,522
Sunday	9,835	327	3,692	9,964	321	3,595
Average	21,002	554	7,043	21,417	549	6,923

Note 1: Passengers and service by day type varies seasonally; the table presents average daily data.

Source: Santa Barbara Metropolitan Transit District.

Table 7 presents systemwide passengers by fare category for FY 2014 and FY 2013, and shows the numerical and percentage change in each category. Total ridership decreased by 1.9 percent from FY 2013 to FY 2014, representing a decrease of approximately 150,000 riders.

TABLE 7: MTD Passenger Profile - FY 2014 & FY 2013

Passenger Profile	Total		Change	
	FY 2014	FY 2013	Number	Percent
Full Fare - Cash ¹	1,354,572	1,388,467	(33,895)	-2.4%
Full Fare - Prepay ²	1,381,936	1,400,614	(18,678)	-1.3%
Senior & Disabled - Cash	230,802	210,065	20,737	9.9%
Senior & Disabled - Prepay ³	691,095	688,383	2,712	0.4%
K-12 Students ⁴	736,683	676,799	59,884	8.8%
UCSB Students	956,408	980,545	(24,137)	-2.5%
SBCC Students	1,108,255	1,185,587	(77,332)	-6.5%
Transfers	676,363	713,416	(37,053)	-5.2%
Free	210,383	239,979	(29,596)	-12.3%
Shuttle Fare	277,348	290,474	(13,126)	-4.5%
Total	7,623,845	7,774,329	(150,484)	-1.9%

Note 1: "Full Fare -Cash" includes tokens, City of Santa Barbara MyRide, and Brooks College.

Note 2: "Full Fare - Prepay" includes adult 10-ride and 30-day passes.

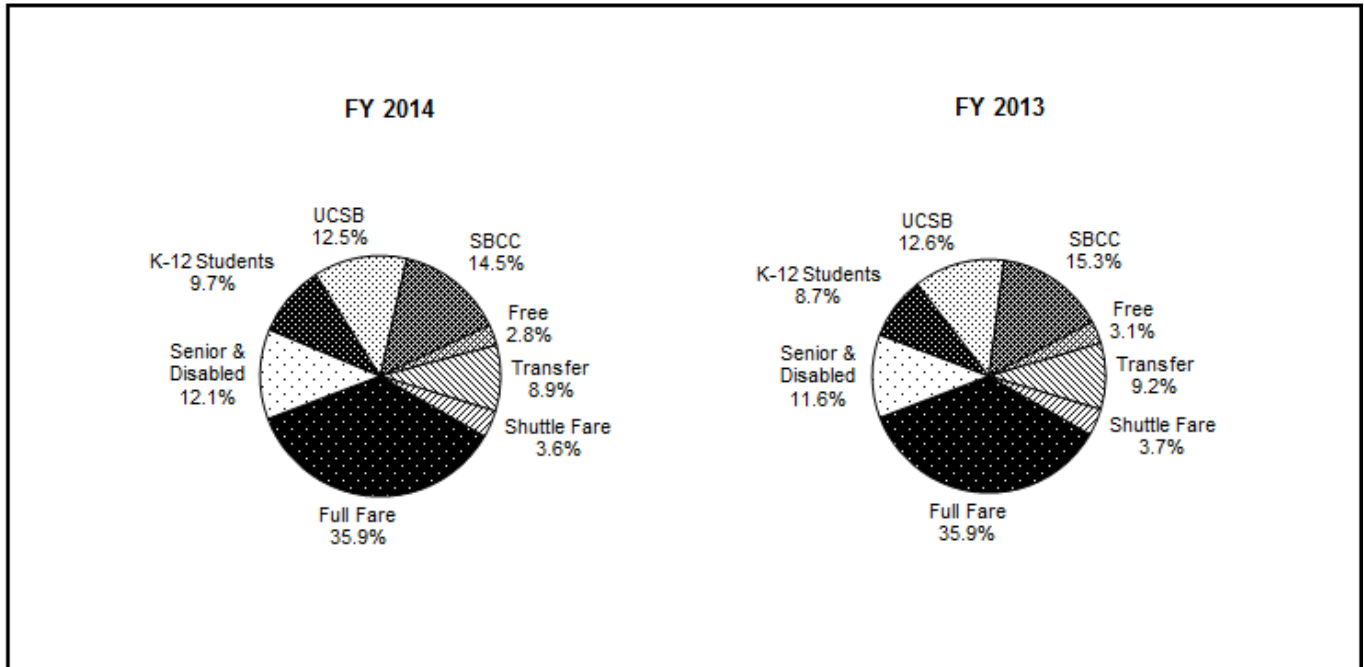
Note 3: "Senior & Disabled - Prepay" includes senior & disabled 10-ride and 30-day passes.

Note 4: "K-12 Students" includes 10-ride and 30-day passes. Student cash fares are included in "Full Fare."

Source: Santa Barbara Metropolitan Transit District.

Figure 4 presents the passenger profile data as percentages of total ridership. "Full fare" passengers comprised 35.9 percent of the total in both FY 2014 and FY 2013. Note that in the figure, the "full fare" and "senior & disabled" categories includes all riders who fall under these categories (i.e., those who pay their fare with cash and those who use discounted 10-ride or 30-day passes). Note also that "K-12 Students" includes 10-ride and 30-day passes, but K-12 cash fares (which are not discounted) are included in "Full Fare."

FIGURE 4: MTD Passenger Profile by Percentage: FY 2014 & FY 2013

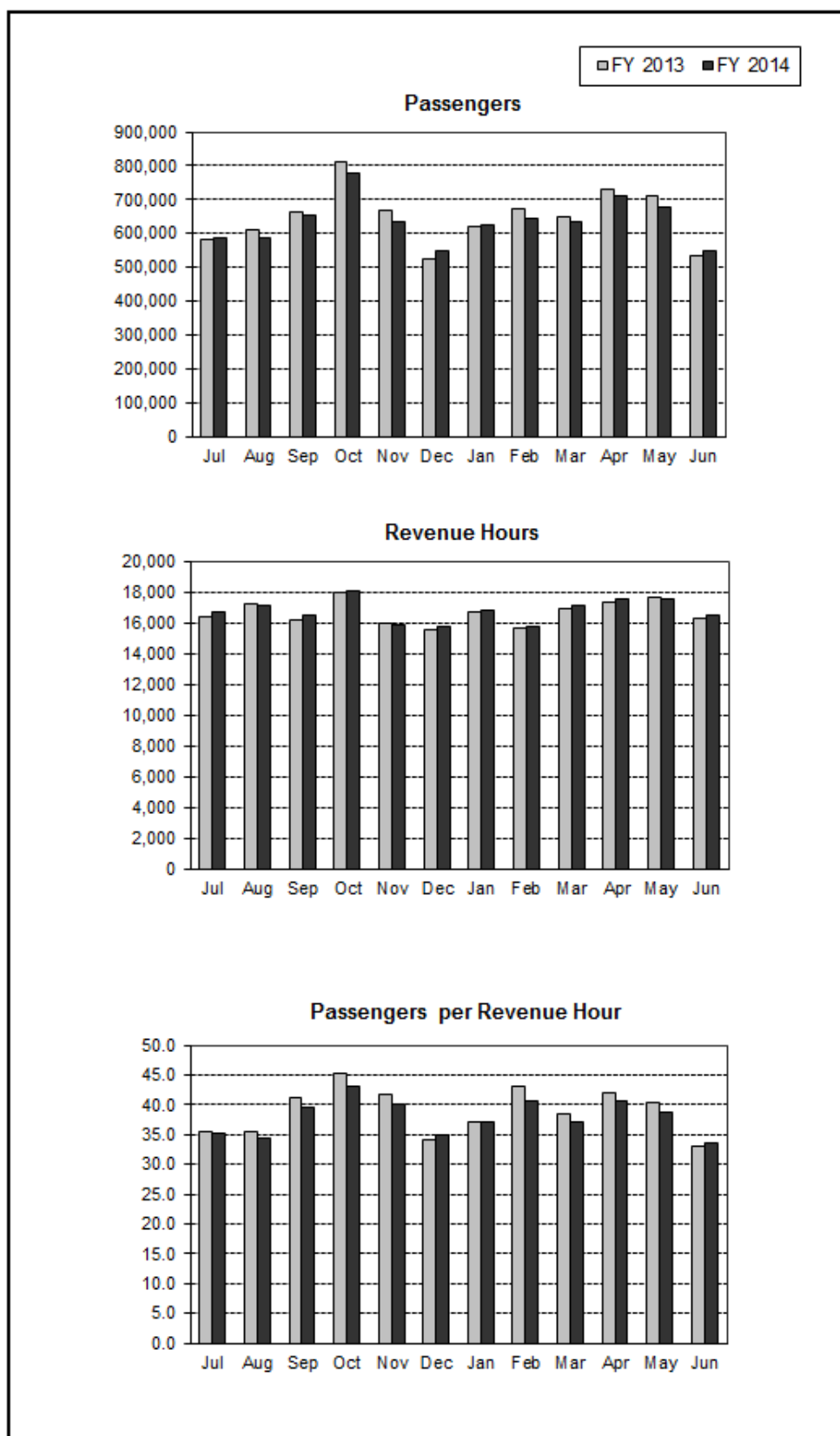


Source: Santa Barbara Metropolitan Transit District.

Figure 5 presents MTD systemwide passengers, revenue hours, and passengers per revenue hour by month for FY 2014 and FY 2013. The variation by month within a given fiscal year reflects variation in demand (and, thus, in the level of service provided) and variation in the number and type of service days per month. The variation in the monthly pattern by year is limited, as can be seen when comparing a given month of one fiscal year to the corresponding month of the other.

Table 8 shows passengers, revenue hours, and passengers per revenue hour by route for FY 2014 and FY 2013. (MTD's "Route Analysis: FY 2014" includes a detailed look at the performance of each route during the two fiscal years.)

FIGURE 5: MTD Operating Characteristics by Month: FY 2014 & FY 2013



Source: Santa Barbara Metropolitan Transit District.

TABLE 8: MTD Operating Characteristics by Route - FY 2014 & FY 2013

Line	Name	Passengers		Revenue Hours		Riders per Hour	
		FY 2014	FY 2013	FY 2014	FY 2013	FY 2014	FY 2013
1	West Santa Barbara	414,313	441,169	10,833	10,550	38.2	41.8
2	East Santa Barbara	670,075	677,847	14,242	14,365	47.0	47.2
3	Oak Park	237,118	252,980	7,910	7,894	30.0	32.0
4	Mesa/SBCC	167,041	168,382	4,636	4,608	36.0	36.5
5	Mesa/La Cumbre	209,168	208,131	6,999	6,990	29.9	29.8
6	State/Hollister/Goleta	724,629	732,843	19,343	19,443	37.5	37.7
7	Calle Real/Fairview	157,977	155,258	5,040	4,999	31.3	31.1
8	Calle Real/Turnpike	128,317	126,630	3,726	3,718	34.4	34.1
9	Calle Real/Old Town	36,820	38,917	2,542	2,488	14.5	15.6
10	Cathedral Oaks	29,438	27,202	1,548	1,542	19.0	17.6
11	State/Hollister/UCSB	1,249,297	1,226,705	30,951	29,762	40.4	41.2
12x	Goleta Express	288,114	301,674	6,346	6,141	45.4	49.1
14	Montecito	109,441	111,226	5,032	5,018	21.7	22.2
15x	SBCC/UCSB Express	345,185	350,198	7,014	6,289	49.2	55.7
16	SBCC	138,017	151,825	1,672	1,645	82.5	92.3
17	Westside/SBCC	212,937	228,182	3,239	3,213	65.7	71.0
20	Carpinteria	363,650	368,123	13,479	13,466	27.0	27.3
21x	Carpinteria Express	109,432	118,545	4,328	4,311	25.3	27.5
22	Old Mission	23,821	23,230	1,611	1,668	14.8	13.9
23	Winchester Canyon	81,765	101,103	3,342	3,882	24.5	26.0
24x	UCSB Express	684,985	704,733	10,432	9,907	65.7	71.1
25	Ellwood	57,372	64,935	1,528	1,975	37.5	32.9
27	Isla Vista Shuttle	302,277	305,186	6,775	6,774	44.6	45.1
30	Downtown-Waterfront Shuttle	336,183	341,891	11,555	11,535	29.1	29.6
31		55,442	57,623	2,566	2,606	21.6	22.1
32		29,629	24,413	1,312	1,231	22.6	19.8
36	Seaside Shuttle	70,662	70,652	4,234	4,234	16.7	16.7
37	Crosstown Shuttle	85,295	93,089	4,088	4,072	20.9	22.9
86	Coastal Express Limited	15,270	14,375	432	430	35.3	33.4
87		7,230	5,902	513	451	14.1	13.1
88		13,200	11,303	528	508	25.0	22.3
89		10,007	8,410	528	508	19.0	16.6
2000s - Booster Services		259,738	261,607	2,760	2,806	94.1	93.2
Miscellaneous		0	40	0	0	n/a	n/a
Total		7,623,845	7,774,329	201,084	199,029	37.9	39.1

Source: Santa Barbara Metropolitan Transit District.

FINANCIAL DATA

This section presents a variety of data regarding MTD revenues and expenses for FY 2014 and FY 2013. The operating revenue and expense data includes the MTD subsidy to Easy Lift for ADA paratransit service. However, ADA paratransit fare revenue is not included in the data. (See Table 12 for data regarding the ADA paratransit service.)

Revenues

Table 9 presents MTD operating revenue by source for FY 2014 and FY 2013. (The various sources of revenue are discussed in Chapter 5.) The table shows that total operating revenue increased by 1.0 percent from FY 2013 to FY 2014.

TABLE 9: MTD Operating Revenue - FY 2014 & FY 2013

Line Item	FY 2014	FY 2013	Change	
	Audited	Audited	Amount	Percent
<u>Operating Revenue</u>				
Farebox Revenue	\$8,127,765	\$8,082,232	\$45,533	0.6%
Non-Transportation Revenue	\$825,217	\$748,942	\$76,275	10.2%
FTA - Section 5307	\$4,943,999	\$4,825,078	\$118,921	2.5%
FTA - CMAQ	\$0	\$28,928	(\$28,928)	n/a
TDA - LTF ¹	\$5,849,583	\$5,968,485	(\$118,902)	-2.0%
Property Tax Revenue	\$985,328	\$1,080,069	(\$94,741)	-8.8%
Measure A	\$1,890,866	\$1,795,800	\$95,066	5.3%
Local Operating Assistance	\$202,483	\$68,232	\$134,251	196.8%
<i>Total Operating Revenue</i>	<i>\$22,825,241</i>	<i>\$22,597,766</i>	<i>\$227,475</i>	<i>1.0%</i>

Note 1: The California Transportation Development Act (TDA) provides two sources of transit revenue, the Local Transportation Fund (LTF) and State Transit Assistance (STA). MTD utilizes the TDA-LTF to balance operating revenues with operating expenses.

Source: Santa Barbara Metropolitan Transit District.

The amount of California Transportation Development Act - Local Transportation Fund (TDA - LTF) subsidy that MTD applies to operations fluctuates annually based on the amount required to balance MTD's operating revenues with its operating expenses.

Expenses

Table 10 presents MTD operating expense (not including depreciation) by category for FY 2014 and FY 2013. In FY 2013, changes to MTD's retiree healthcare program resulted in a one-time adjustment credit of approximately \$2.0 million in Other Post Retirement Benefits (OPEB) expenses. This one-time credit is not reflected in the table.

TABLE 10: MTD Operating Expense - FY 2014 & FY 2013

Line Item	FY 2014	FY 2013	Change	
	Audited	Audited	Amount	Percent
<u>Operating Expense</u>				
Route Operations	\$13,026,263	\$12,442,301	\$583,962	4.7%
Vehicle Maintenance	\$5,692,759	\$5,435,227	\$257,532	4.7%
Passenger Accommodations	\$1,350,017	\$1,360,992	(\$10,975)	-0.8%
General Overhead	\$2,548,228	\$2,326,246	\$221,982	9.5%
OPEB - Retiree Healthcare ¹	\$207,974	\$1,033,000	(\$825,026)	-79.9%
<i>Total Operating Expense²</i>	<i>\$22,825,241</i>	<i>\$22,597,766</i>	<i>\$227,475</i>	<i>1.0%</i>

Note 1: FY 2013 does not include the one-time OPEB adjustment credit of approximately \$2.0 million.

Note 2: Does not include depreciation.

Source: Santa Barbara Metropolitan Transit District.

PERFORMANCE INDICATORS

Table 11 presents a variety of MTD operating data and performance indicators for FY 2014 and FY 2013. The table also indicates the percent change in each item. These data, and similar data for each individual MTD route, are analyzed each year in the *Route Analysis* and *Service Evaluation* documents, as discussed in the “Annual Service Planning Outline” section below.

As discussed above, system ridership (boardings) decreased by 1.9 percent from FY 2013 to FY 2014, while revenue hours and revenue miles of service slightly increased. This resulted in small decreases in passengers per revenue hour and per revenue mile. MTD’s operating cost per revenue hour increased slightly, from \$113.30 in FY 2013 to \$113.51 in FY 2014 (representing a 0.2 percent increase).

ADA COMPLEMENTARY PARATRANSIT SERVICE

As mentioned above, MTD does not directly operate the complementary paratransit service required under federal law, the Americans with Disabilities Act (ADA). MTD contracts with Easy Lift Transportation, Inc., a private non-profit company, to operate the service. Persons with disabilities who cannot use the fixed-route service are eligible to ride the paratransit service.

The FTA requires MTD to ensure that the ADA paratransit service complies with all regulations. The service must be comparable to the fixed-route service, including the area covered and the days and hours of operation. The ADA limits the fare for a one-way paratransit trip to twice the base adult fare for the fixed-route service (the Easy Lift fare is currently \$3.50, twice the MTD base adult fare of \$1.75). The agreement between MTD and Easy Lift facilitates MTD oversight of the Easy Lift service. To allow MTD to ensure that all ADA paratransit requirements and other federal and state requirements are fulfilled, the agreement requires Easy Lift to submit monthly, quarterly, and annual reports.

TABLE 11: MTD Systemwide Data - FY 2014 & FY 2013

Line Item			
<u>Operating Data</u>			
Ridership	7,623,845	7,774,329	-1.9%
One-Way Bus Trips	447,603	445,186	0.5%
Peak Vehicles	87.00	87.00	0.0%
Revenue Hours	201,084	199,448	0.8%
Revenue Miles	2,556,502	2,513,126	1.7%
Deadhead Hours	24,603	23,395	5.2%
Deadhead Miles	392,373	396,173	-1.0%
Passenger Miles	36,724,271	34,714,243	5.8%
Breakdowns	484	534	-9.4%
<u>Cost</u>			
Operating Cost	\$22,825,241	\$22,597,766	1.0%
Depreciation	\$3,271,993	\$3,137,385	4.3%
<i>Fully-Allocated Cost</i>	<i>\$26,097,234</i>	<i>\$25,735,151</i>	<i>1.4%</i>
<u>Operating Revenue</u>			
Farebox Revenue	\$8,127,765	\$8,082,232	0.6%
Local Operating Assistance	\$1,981,645	\$1,876,957	5.6%
<i>Total Operating Revenue</i>	<i>\$10,109,410</i>	<i>\$9,959,189</i>	<i>1.5%</i>
MTD Subsidy (Note 1)	\$15,987,824	\$15,775,962	1.3%
<u>Performance Indicators</u>			
Passengers per Trip	17.0	17.5	-2.5%
Passengers per Revenue Hour	37.9	39.0	-2.7%
Passengers per Revenue Mile	3.0	3.1	-3.6%
Revenue Miles per Revenue Hour	12.7	12.6	0.9%
Revenue Hours per Peak Vehicle	2,311	2,293	0.8%
Revenue Miles per Peak Vehicle	29,385	28,887	1.7%
Revenue Miles Between Breakdowns	5,282	4,706	12.2%
Operating Cost per Revenue Hour	\$113.51	\$113.30	0.2%
Operating Cost per Revenue Mile	\$8.93	\$8.99	-0.7%
Operating Cost per Passenger	\$2.99	\$2.91	3.0%
Operating Cost per One-Way Trip	\$50.99	\$50.76	0.5%
Fully-Allocated Cost per Rev. Hour	\$129.78	\$129.03	0.6%
Fully-Allocated Cost per Rev. Mile	\$10.21	\$10.24	-0.3%
Fully-Allocated Cost per Passenger	\$3.42	\$3.31	3.4%
Fully-Allocated Cost per One-Way Trip	\$58.30	\$57.81	0.9%
MTD Subsidy per Revenue Hour	\$79.51	\$79.10	0.5%
MTD Subsidy per Passenger	\$2.10	\$2.03	3.3%
Fare per Passenger	\$1.07	\$1.04	2.5%
Farebox Ratio (Note 2)	35.6%	35.8%	-0.4%

Note 1: "MTD Subsidy" is the difference between fully-allocated cost and total operating revenue.

Note 2: "Farebox Ratio" is the percent of operating cost (not including depreciation) recovered through the farebox.

Source: Santa Barbara Metropolitan Transit District.

As shown in Table 12, MTD provided a subsidy of \$624,268 to Easy Lift in FY 2014. Easy Lift also retains the fare revenue paid by ADA paratransit passengers, which totaled \$179,508 in FY 2014.

TABLE 12: ADA Paratransit Service - FY 2014 & FY 2013

Easy Lift ADA Service for MTD ¹	FY 2014	FY 2013
<u>Operating Characteristics</u>		
<i>Service Data</i>		
Passengers (One-Way Trips)	54,439	51,412
Revenue Hours	24,188	25,003
Revenue Miles	311,248	367,404
Peak Vehicles	18	18
<i>Financial Data²</i>		
MTD Administrative Cost	\$4,692	\$4,556
MTD Operating Subsidy	\$624,268	\$574,411
Fare Revenue ³	\$179,508	\$169,690
<i>Total Cost to MTD</i>	<i>\$808,468</i>	<i>\$748,657</i>
<u>Performance Indicators</u>		
Passengers per Revenue Hour	2.3	2.1
Passengers per Revenue Mile	0.17	0.14

Note 1: Service provided by Easy Lift Transportation, Inc. for MTD.

Note 2: Includes only the cost to MTD, does not include other sources of Easy Lift revenue.

Note 3: Fare revenue is retained by Easy Lift and is not included in MTD fare revenue.

Source: Santa Barbara Metropolitan Transit District.

In addition to the MTD subsidy and fare revenue, Easy Lift receives state TDA funds as the Consolidated Transportation Service Agency (CTSA) for the South Coast, a Measure A local sales tax allocation from SBCAG, funding from local jurisdictions, and grants from private charitable foundations. These non-MTD funds are not included in the table.

Table 12 also provides an overview of the ADA paratransit service for FY 2014 and FY 2013. As is shown, the number of one-way passenger trips provided by Easy Lift increased from FY 2013 to FY 2014. The average number of passengers transported per revenue hour and per revenue mile also increased.

CAPITAL ASSETS

This section describes the capital assets of MTD. This includes revenue vehicles, operation facilities, passenger facilities, management information systems, and miscellaneous assets.

Revenue Vehicles

Revenue Vehicle Fleet

MTD currently has a fleet of 109 revenue vehicles (15 hybrid diesel-electric 40-ft. transit buses, 53 clean-burning diesel 40-ft. transit buses, 3 hybrid diesel-electric 29-ft. transit buses, 14 clean-burning diesel 29-ft. transit buses, 5 clean-burning diesel over-the-road coaches, and 19 electric shuttles), and operates 91 vehicles at peak. The makeup of the fleet is shown in Table 13. MTD is currently procuring three 60-ft. articulated diesel buses for use on express routes, and expects to put these buses into service early on 2015.

TABLE 13: MTD Revenue Vehicles

Make	Type	Year	Power	Length (feet)	Number in Fleet	Rider Seats	Age (years)
MCI	Coach	2004	Diesel	45	2	57	10
MCI	Coach	2004	Diesel	40	3	49	10
Nova	Urban Transit	2000	Diesel	40	2	36	14
Nova	Urban Transit	1998	Diesel	40	16	38	16
Gillig	Urban Transit	2004	Diesel	40	15	37	10
Gillig	Urban Transit	2011	Diesel	40	7	37	3
Gillig	Urban Transit	2013	Diesel	40	13	37	1
Gillig	Urban Transit	2007	Hybrid	40	8	37	7
Gillig	Urban Transit	2011	Hybrid	40	7	37	3
Gillig	Local	2004	Diesel	29	11	26	10
Gillig	Local	2006	Diesel	29	3	26	8
Gillig	Local	2009	Hybrid	29	3	28	5
Various	Shuttle	1992	Electric	22	6	18	22
E-Bus	Shuttle	2000	Electric	22	4	18	14
E-Bus	Shuttle	2001	Electric	22	9	18	13
Total/Avg.					109	33	9.6

Source: Santa Barbara Metropolitan Transit District.

The over-the-road coaches are used for interregional peak-hour commuter services. The 40-ft diesel and hybrid urban transit buses, typical of heavy-duty transit buses throughout the nation, meet the needs of heavily-used trunk and express lines. The 29-ft. diesel and hybrid buses primarily operate on routes that circulate through neighborhoods. The 22-ft. electric shuttles generally operate on routes through downtown business districts and areas popular with tourists.

Vehicle Preventive Maintenance Program

MTD's preventive maintenance program comprises several elements, including daily inspections and inspections based on accumulated mileage. The program is designed to maximize vehicle performance and minimize vehicle breakdowns. As

with all fleet maintenance programs, unscheduled or failure maintenance is a part of the process. The purpose of preventive maintenance is to minimize such occurrences. However, to replace all vehicular parts and components prior to failure is simply not a cost- or time- efficient maintenance philosophy. Rather, there is a balance to such efforts that takes into account labor and financial limitations.

Daily Inspections

The bus driver performs the daily inspection, through a required "pre-op inspection" and observations noted during vehicle operation. Safety-related conditions are inspected and repaired immediately. Any defects found are written on the defect card provided in each bus. Maintenance personnel collect the defect cards as the buses return to the yard. All noted defects are reviewed, entered into the fleet maintenance database, and either repaired immediately or deferred to a more appropriate time.

Mileage-Based Inspections

The mileage based inspection of each vehicle is conducted according to vehicle type and service use. For battery-electric shuttles, the intervals are 700 or 900 miles. Diesel buses are inspected at every 2,700, 3,000 or 4,000 vehicle miles traveled. This typically falls between 15 and 21 days. This preventive maintenance interval includes 39 inspection items. Repairs are carried out as warranted by the inspection.

Preventive Maintenance

The preventive maintenance (PM) is more action-oriented. This maintenance is conducted every 3,000, 8,000, or 10,000 miles, depending on bus type. All key filters, fluids, and lubricants are replaced according to OEM specifications. Also minor vehicular defects noted during the daily or mileage inspections are deferred until the preventive maintenance is performed.

Operations Facility

MTD carries out administrative, dispatch, operations, and maintenance functions at the Olive Street Terminal, located at 550 Olive Street, Santa Barbara. The facility also provides parking for all MTD buses and for employee vehicles. Funding was obtained to expand the property by an additional 3.3 acres, and to reconstruct the facility. Construction began in 1999 and was completed in 2003. The operations facility project comprised several components, including:

- A new two-story 14,000 sq.-ft. administrative office building.
- The addition of two maintenance bays and remodeling of existing bays.
- A remodeled maintenance management and parts department.
- A new service and refueling island.
- A new bus washing system.
- Additional bus storage.

Passenger Facilities

Passenger facilities include buildings, locations, and equipment that assist the passenger in utilizing mass transit. MTD passenger facilities include the downtown Santa Barbara Transit Center, and approximately 725 bus stops located along MTD transit routes.

Transit Center

The MTD Transit Center is located in Santa Barbara on a 15,700 sq.-ft. property at 1020 Chapala Street, between Carrillo Street and Figueroa Street. The location, one block west of State Street, is in the core of downtown Santa Barbara. MTD owns the land and building. The location of the Transit Center in the heart of Santa Barbara's central business district makes the facility an ideal location for the primary hub and transfer point of MTD service. Currently, approximately two-thirds of MTD's routes and several of the school booster ("tripper") routes serve the Transit Center.

The Transit Center building serves a number of purposes. Foremost is the provision of a convenient and comfortable location for passengers to await the arrival of their bus. Both the inside and outside of the structure are used to this end, providing seating as well as covered shelter from inclement weather. The Transit Center is also the major point for transfers between MTD routes. MTD personnel provide route information and trip planning, and sell passes and tokens to the public. This is also the location where telephone requests for schedule information are routed. Other services include public restrooms, change machines, fare media vending machines, and public telephones. The Transit Center also includes driver restrooms and an enclosed work area for a driver supervisor and transit advisors.

The Transit Center opened in 1974 when MTD operated 12 vehicles. With MTD's fleet of 109 vehicles today, the facility is not ideal for current operational needs. MTD will soon begin a project to rehabilitate the Transit Center as a short-term solution. Ideally, for a long-term solution, MTD would increase the size of the Transit Center property and design and build a new structure.

Bus Stops

The MTD system includes approximately 800 bus stops located throughout the South Coast along MTD routes. All bus stops identify the routes serving the stop, more than half have a bench, and many are equipped with a shelter. Some provide schedule information, including a map of the routes that serve the stop. MTD bus stops are the only locations where passengers are allowed to board and alight from MTD buses. Where feasible, stops are placed no more than one-quarter mile apart. In some high-density areas, bus stops are placed more closely.

Bus stop locations and design are determined in consultation with the public works department of the political jurisdiction in which it is located (Santa Barbara County, Santa Barbara, Carpinteria, Goleta, or UCSB). This is necessary because MTD bus stops utilize public streets and sidewalks, and MTD does not own the land upon which the stops are positioned (except for the Transit Center, as discussed above). Factors in the positioning decision include safety, wheelchair accessibility and other ADA considerations, and passenger convenience.

MTD staff periodically evaluates ridership data from passenger surveys to determine which stops warrant improvements. MTD works with various local jurisdictions, groups, and individuals to identify and receive grants to implement bus stop improvements. In addition, some individuals and businesses maintain bus stops located in front of their property.

Other Properties

Overpass Property

The Overpass property is located at 5353 Overpass Road in the City of Goleta. The buildings and land (a 65,000 sq.-ft. parcel) are owned by MTD. The site formerly served as MTD's primary dispatch and bus storage location. MTD intends to retain the property to allow for future use as a secondary dispatch and bus storage location to accommodate expected growth. MTD received approval from FTA to lease the property, and is currently leasing it to a local company for storage.

Calle Real Property

MTD purchased 20 acres of undeveloped land in the mid-1980s with the intent of relocating all facilities to the location. (At that time, the current Olive Street location had not yet been expanded, and the existing Olive Street site was not sufficient for the agency's needs.) The property is located along Calle Real, just north of Highway 101 and east of Turnpike Road in unincorporated Santa Barbara County. Opposition to the development of a bus facility developed among residents adjacent to the site, and MTD halted efforts to develop the site as a bus facility. Currently, MTD is examining the possibility of residential development of the property. MTD is awaiting the results of the ongoing Goleta Valley Community Plan (GVCP) process. The property was zoned residential when MTD purchased it, but the County later changed the zoning to agriculture. The GVCP is considering a change in the zoning of the property back to residential.

Non-Revenue Vehicles

MTD owns several non-revenue vehicles for business activities. The non-revenue vehicle fleet includes 18 vehicles for driver supervision and relief and

general staff purposes, and 5 pickups and trucks for maintenance purposes. MTD also owns 3 electric Think Neighbor vehicles for errands around central Santa Barbara.

Radio System

MTD employs a standard two-way radio system for communications between vehicles, facilities, and employees. The radio system is new, and is fully compliant with current Federal Communications Commission (FCC) requirements. The system includes a radio in each bus, shuttle, and non-revenue vehicle, dispatch consoles at the Operations Facility and the Transit Center, handheld radio units, and the base station located in the hills above Santa Barbara. The radios in all diesel buses include an internal and external PA system, meeting ADA requirements. The control consoles are equipped to respond to emergency buttons on the radios in the event of problems on the bus.

Management Information Systems

MTD has implemented several advanced management information systems, including:

- Computer Network
 - MTD purchased hardware and software to implement an integrated computer network. This has improved communications within MTD, and provided a more efficient and effective means of monitoring, evaluating, and managing system operations.
- Electronic Fareboxes
 - In 2000, MTD upgraded all revenue vehicles with GFI Odyssey electronic fareboxes. This improvement allowed MTD to offer magnetic-strip passes and automated transfers to riders, and improved the collection and analysis of fare revenue and ridership data.
- Fleet Management Software
 - In October 2004, MTD implemented new fleet management software to improve the agency's maintenance and parts efficiency.
- Scheduling/Run-Cutting/Bid/Dispatch Software
 - Beginning in November 2004, MTD implemented new Microsoft Windows-based software for scheduling, run-cutting, bidding, and dispatching. The new software has improved the cost-efficiency of scheduling and run-cutting, and has improved the ability of MTD to efficiently manage the driver bid process and vehicle dispatching.
- Automatic Vehicle Location (AVL) System
 - MTD is currently beginning the implementation of new intelligent transportation systems (ITS), including an AVL system to provide real-time bus arrival information to passengers and to improve supervisory

capabilities; and video surveillance systems in all revenue vehicles for enhanced security. MTD expects to complete project implementation within approximately 18 months.

SERVICE PLANNING PROCESS

MTD strives to provide a safe, reliable, effective, and cost-efficient public transit system for everyone residing within the MTD boundaries. This includes those who depend on public transit for their transportation, as well as those who have other mobility options but choose to ride public transit. With these needs, it is necessary to optimize the use of the limited resources available. Accordingly, MTD annually carries out a detailed service planning and evaluation process. The process includes guidelines for developing routes and schedules, and presents a comprehensive way of evaluating the relative effectiveness of each route. Further, it provides the MTD Board of Directors with information needed to establish priorities in the allocation of district resources. Various regulations, constraints and market conditions shape the planning process, as discussed below.

Considerations in the Service Planning Process

MTD Annual Budget

The MTD Accounting Department initiates the annual process by establishing a revenue-hour budget for the operation of the system for the coming fiscal year. The MTD Maintenance Department determines the number of vehicles it can provide and keep in service. The Planning Department then establishes the service schedule based on the number of hours and vehicles available.

Government Agency Regulations and Coordination

The MTD route planning process complies with Federal Transit Administration (FTA) requirements for public input, by ensuring that interested members of the public have an opportunity to express their concerns regarding potential changes to the transit service. The planning process also complies with similar requirements of the California Transportation Development Act (TDA).

MTD Board or staff representatives participate as voting members of several SBCAG committees, including the South Coast Subregional Planning Committee, the Santa Barbara County Transit Advisory Council (SBCTAC), and the Technical Transportation Advisory Committee (TTAC). MTD coordinates with SBCAG and local jurisdictions on planning efforts that have the potential to impact MTD services.

Local Agency Agreements

MTD has agreements with local jurisdictions and government agencies related to funding provided to MTD by the jurisdictions for services as described in the agreements. These agreements are consulted as necessary in the annual planning process. For example, the agreement recently signed between MTD and UCSB (discussed below in Chapter 3) will result in enhancements to MTD Lines 12x & 24x, and the implementation of a new Line 38.

Demographic Changes

Shifts in population as a result of new residential developments and/or new commercial business parks are considered when developing service plans, in keeping with MTD's adopted Strategic Plan. MTD works with local jurisdictions to be made aware of planned developments that may require changes to transit service.

Annual Service Planning Outline

The following outline describes the annual process that MTD staff follows in developing a service plan for the coming fiscal year, based on the annual budget as described above. As is shown, the extensive process includes the collection and analysis of a variety of quantitative and qualitative data.

MTD Staff Conducts Data Collection & Service Planning

- Qualitative Data
 - Public input
 - ✓ Passenger comments
 - ✓ E-mail and phone communications
 - ✓ Public meetings
 - ✓ Advocacy groups
 - Minority & Limited English Proficient (LEP) populations
 - Low-Income populations
 - Persons with disabilities
 - Bicyclist & pedestrian groups
 - MTD employee input
 - ✓ Drivers / supervisors / Transit Center staff comments
 - ✓ Staff ride-alongs
 - ✓ Time point checks
 - ✓ Schedule adherence checks

- Agency input
 - ✓ California Department of Transportation (Caltrans)
 - ✓ Santa Barbara County Association of Governments (SBCAG)
 - ✓ Santa Barbara County
 - ✓ Cities of Santa Barbara, Goleta, & Carpinteria
 - ✓ Other agencies, including:
 - Santa Barbara County Air Pollution Control District (APCD)
 - University of California, Santa Barbara (UCSB)
 - Santa Barbara City College (SBCC)
 - School Districts
 - International Language Schools
- Quantitative Data
 - Ridership surveys
 - ✓ Various lines as needed
 - Annual Route Analysis
 - ✓ Compare each route to system average and to previous year
 - Annual Service Evaluation
 - ✓ Ridership measure (riders per hour or trip)
 - ✓ Economic measure (subsidy per passenger)
 - ✓ Routes in fourth quartile require recommendation to MTD Board
 - Standard transit industry methodologies
 - ✓ Transit elasticities
 - ✓ Demographic analysis

MTD Staff Provides Recommendations to MTD Board

- MTD Board:
 - Board holds one or more public hearings
 - ✓ Information is available in both English and Spanish
 - ✓ Spanish-speaking translators are available
 - Board considers staff recommendations
 - Board considers relationship to the adopted Strategic Plan
 - Board considers input from public hearings & other public comments
 - Board adopts annual service plan

PUBLIC INFORMATION

It is essential that MTD provide information to the general public to ensure that the transit service is as convenient and easy to use as possible within available resources and restraints. Effective means of communication are necessary to provide the information. The dissemination of route and schedule information is of critical important, but it is also necessary to provide the community with clear information about fares, upcoming service changes, and general knowledge about MTD. This information is made available through various means.

Printed Information

- Annual "Schedule Guide"
 - Includes schedules, maps, and bus stops for all routes
 - Various related information (e.g., fares, holiday service)
- The MTD website (www.sbmtd.gov)
 - General MTD information
 - Schedules and maps for all routes
- Information posted at bus stops
 - Each stop has sign with the MTD logo and route number(s)
 - Some stops include schedules and "wayfinder" information
- Information posted on buses
- Passenger newsletters and flyers
- Press releases
- Printed media advertisements, when resources allow

Verbal Communication

- Transit Center advisors
- Staff response to telephone calls and e-mails from the public
- Interaction between MTD drivers and passengers
- Public meetings regarding potential service changes
- Television and radio advertisements, when resources allow

MARKETING PROGRAM

The MTD marketing program strives to increase MTD's visibility and ridership by publicizing the agency's identity as a reliable and efficient transportation choice on the South Coast. The strategy to achieve this mission is to heighten public awareness of MTD as a safe, effective, and cost-efficient bus system that

provides a positive rider experience. This is accomplished by identifying opportunities for repeated exposure to targeted audiences through focused marketing programs, the media, and community relations. The marketing program also incorporates individualized marketing to likely transit users.

Service Change Information

The MTD Marketing and Planning departments coordinate to carry out a promotional plan to notify passengers of the service changes planned for the year. The service plan is finalized on a schedule that allows time to communicate the changes to riders prior to implementation. This allows riders to make arrangements as necessary based on the changes.

Rider communication includes rider newsletters, transit cards on the buses, on-board flyers, public meetings, press releases, print ad displays, and the MTD Website. Bus drivers also play an important role in communicating this information to riders, as well as providing important feedback to staff from the riders.

Elementary School Outreach Program

The MTD school educational program, referred to as the Elementary School Outreach Program (ESOP), includes separate presentations for kindergarten through third grade, and fourth through sixth grade. Both presentations are free, and are available to all elementary schools within MTD's service area.

The younger grades learn about riding the bus, where the bus can take you, who owns the buses, and safety rules. A short bus trip ends the lesson. A coloring book, a letter to the parents, and a Parent Pass good for a free bus ride are distributed to each child. The children also are given an "I learned about the bus today" sticker.

The presentation for older grades focuses on the positive impacts of public buses, and environmental issues associated with the electric shuttles. The students receive an advanced activity book, along with a Parent Pass and letter to their parents. The program is successful in making future riders aware of MTD, and is well-received by local elementary schools.

Outreach Program for Senior Citizens

MTD offers reduced price passes to seniors, and gives presentations at senior housing facilities. These presentations provide a brief history of public transit in the area, and describe the steps to riding the bus. MTD also annually participates in the YMCA Senior Health Fair.

Shuttle Decorations

The Downtown-Waterfront Shuttle "toppers" decorate the shuttles on several holidays throughout the year. These decorations add to the appeal of the small, clean, and quiet electric shuttles, which have become a trademark of Santa Barbara.

Chapter 3: MTD Service Alternatives

SHORTCOMINGS OF EXISTING MTD SERVICE

Requests for MTD service expansions continue to increase at a rate greater than the available funding. Additional sources of capital and operating funding would be required to meet all of the requests for expanded service.

In some respects, excess demand for services is a problem any business is fortunate to have. However, the lack of sufficient funding to increase service is a serious problem for MTD. Overcrowded buses generate complaints from parents and riders. Potential transit passengers with other mobility options, sometimes called “choice riders,” continue to drive automobiles because capacity overloads and infrequent service prevent transit from being an attractive option for their mobility needs.

Increased traffic congestion (as discussed in Chapter 1) and increased demand requires MTD to provide unscheduled booster service to reduce overloads and accommodate passenger needs. Trunk lines, including Line 2 in Santa Barbara and Lines 6 & 11 on the State/Hollister corridor, and lines serving students, such as Line 15x from Isla Vista to SBCC and Line 27 from Isla Vista to UCSB, have high numbers of overloads. This unscheduled booster service requires the addition of piece-meal service to existing driver runs, causing driver overtime costs and increasing unproductive deadhead travel time.

This additional unscheduled booster service does not solve the problem of overloads, it only responds to the most severe demands. Passengers continue to be turned away due to full buses, and riders often must stand for the length of their trip. Additional buses and increased service would enable the efficient and cost-effective enhancement of heavily-used routes to meet demand and reduce overloads.

LIFELINE TRANSIT SERVICE

As a publicly funded agency, MTD has requirements under Title VI of the 1964 Civil Rights Act, as well as Environmental Justice regulations, to provide equal access to the benefits of federally-funded programs (see the Appendix for a discussion of these requirements). In meeting these requirements, MTD may serve some areas due to the transit dependency of the residents, even though the service does not meet the minimum thresholds otherwise set for MTD transit service.

These “lifeline” services specifically address the needs of those that most depend on transit. Measures such as household income and auto ownership levels can be used as surrogate data to estimate the transit dependency of an area. Routes

that serve a catchment area with a high level of transit-dependent residents can be given extra consideration in the service planning process.

PROGRAMMED SERVICE ENHANCEMENTS

These programmed service enhancements are included in MTD's five-year plan in Chapter 6.

MTD - UCSB Service Agreement

MTD and the University of California, Santa Barbara (UCSB) have recently signed an agreement whereby UCSB will fund MTD transit enhancements in conjunction with additional housing that UCSB intends to build near the existing Santa Catalina housing (the San Joaquin project). The agreement will fund enhancements to two existing MTD routes (Lines 12x and 24x) and one new route (Line 38).

Line 24x is proposed for enhancement to provide later service (until approximately 11:00 P.M.) seven days a week, year-round, and more frequent service overall. Service may be adjusted as demand dictates (e.g., on non-class days and during the summer). Line 12x, which is interlined with Line 24x until evening, will become more frequent throughout the day on weekends and will operate later into the evening on Sundays. The enhanced service will provide necessary increased capacity for travel for employment, essential needs, and leisure destinations for UCSB students, faculty, staff, and family members, as well as other members of the community. These Line 12x and 24x enhancements are tentatively scheduled for implementation in August 2015.

The new Line 38 will provide service in both directions between UCSB's North Hall traffic circle and Camino Real Marketplace, primarily traveling along El Colegio Road and Storke Road. Service on the new Line 38 is planned to run year-round, with reduced weekday service during the summer. Line 38 is tentatively planned for implementation in August 2016.

Low Carbon Transit Operations Program

California has established a market-based "cap-and-trade" program to reduce greenhouse gases (GHGs) from multiple sources. Cap-and-trade sets a limit or cap on GHGs and minimizes the compliance costs of achieving GHG reduction. Trading creates incentives to reduce GHGs below allowable levels through investments in clean technologies. With a carbon market, a price on carbon is established for GHGs.

Cap-and-trade provides funding for several programs to assist efforts to reduce GHGs. One of these is the Low Carbon Transit Operations Program (LCTOP). This program is administered by Caltrans and provides funds for new or expanded transit service. Allocations are determined using the State Transit Assistance (STA) formula. The LCTOP provides formula funds directly to transit

agencies, as well as to Regional Transportation Planning Agencies (such as SBCAG) for allocation to transit agencies.

MTD expects to receive funding annually from the LCTOP, with potentially up to \$110,000 for FY 2015 (the first year of the program). Staff has tentatively recommended that MTD use these funds to improve A.M. peak period frequency on Lines 1 & 2 from every 15 minutes to every 10 minutes.

POTENTIAL TRAFFIC MITIGATION ENHANCEMENT WITH TARGETED FUNDING

Commuter Rail “Last Mile” Bus Service

There is interest in the South Coast in the implementation of commuter rail service connecting the area to Ventura County. MTD staff recognizes that there are significant financial and logistical hurdles to the implementation of such service, and potential commuter rail service is presented as a discussion item only. MTD staff has not fully analyzed the costs and benefits of this alternative. If the South Coast community wishes to pursue a rail commuter system, a thorough analysis of these costs and benefits would be recommended.

In the event that rail service were to be implemented, it is likely that ongoing operating and capital funding would have to be provided to MTD to provide distribution and collection service between South Coast rail stations and commuters' final destinations. The *101 In Motion* process included a preliminary estimation of the costs of such a service.

To attract riders with mobility options, a commuter rail service must include a distribution service that meets the A.M. trains at the train stations and delivers the riders to their destinations with minimal delay. Similarly, for the P.M. return trips, the collector service must transport the riders to the rail stations expeditiously, and must be timed to arrive at the station no more than a few minutes before the scheduled train departure time. Thus, an attractive distribution and collection service would require dedicated shuttles for each rail station, serving each train arrival and departure.

If commuter rail service is to be implemented, MTD will analyze the costs and benefits of collection and distribution service in conjunction with a commuter rail implementation plan. This potential enhancement is not included in MTD's five-year plan in Chapter 6.

SERVICE ENHANCEMENTS WITH ADDITIONAL UNRESTRICTED FUNDING

As described above, current MTD core services have shortcomings. These are primarily related to passenger overloads at peak times, and to schedule adherence issues due to increasing traffic congestion. In addition, the demand for transit service will almost certainly increase over time, due both to new development and to an expected shift in travel preference away from the single-

occupant vehicle and toward public transit. With additional unrestricted funding, MTD could alleviate these current shortcomings and respond to future increased demand with enhancements to core services. These enhancements would also aid the local agencies in meeting their traffic mitigation goals.

Table 14 presents a summary analysis of several potential core service enhancements that MTD staff would recommend for implementation if additional unrestricted funding were available to MTD. These potential enhancements are also included as “Illustrative Projects” in SBCAG’s *2040 Regional Transportation Plan* (RTP). Each of these enhancements would contribute to MTD’s provision of reliable, convenient, effective, and cost-efficient public transit service for those who depend on public transit, as well as for those who have other mobility options but choose to ride public transit.

These unfunded potential enhancements are not included in MTD’s five-year plan in Chapter 6. Each enhancement would require a new ongoing annual source of operating subsidy, in addition to the funds currently received by MTD. In addition to the operating subsidy, several of the enhancements would require the purchase of additional vehicles. MTD is not expecting substantial increases in funding from the federal government¹. Thus, it is likely that any additional funding would come from local sources such as the agreement with UCSB described above, or from new state sources such as cap-and-trade.

EMERGENCY SERVICE REDUCTION PLAN

The current financial forecast presented in Chapter 6 assumes a *status quo* service level (plus the programmed enhancements discussed above) for the five-year planning period. However, it is prudent to consider a contingency plan for implementation if MTD were to experience a substantial decrease in resources.

A reduction in the resources available to MTD would require a proportional reduction in transit service. MTD has recently conducted a study of the possible effects of a major reduction in financial resources, necessitating a 30 percent reduction in service.

A potential plan for such a reduction is presented in Figure 6. The figure is not intended to show exactly the service reductions that would be implemented if MTD were to experience such a major decrease in resources. Rather, the figure shows an example of the magnitude of service cuts that such a substantial loss of resources would require.

¹However, it is possible that the County may once again qualify for federal funding from the Congestion Mitigation and Air Quality Improvement program, or CMAQ (described in Chapter 5). If so, this would be a potential source of MTD funding.

TABLE 14: MTD Enhancements with Additional Unrestricted Revenue

Project	Line	Service Enhancement	Estimated Annual Increase		Estimated Additional Buses	
			Revenue Hours	Operating Cost ¹	Number	Cost
Santa Barbara	1 & 2	<u>Weekdays</u> : 10-minute service from 6:00 AM to 6:00 PM	7,070	\$832,548	3.6	\$1,620,000
		<u>Weekdays</u> : 30-minute service from 6:00 PM to 9:00 PM	663	\$78,073	0.3	\$135,000
		<u>Weekdays</u> : 40-minute service from 9:00 PM to 12:00 AM	442	\$52,049	0.2	\$90,000
		<u>Weekends</u> : 20-minute service from 6:00 AM to 6:00 PM	1,557	\$183,349	0.8	\$360,000
		<u>Weekends</u> : 40-minute service from 6:00 PM to 12:00 AM	389	\$45,808	0.2	\$90,000
		<u>Weekdays</u> : 20-minute service from 6:00 AM to 6:00 PM	3,539	\$416,745	1.8	\$810,000
Goleta	3	<u>Weekdays</u> : 30-minute service from 6:00 PM to 8:00 PM	393	\$46,279	0.2	\$90,000
		<u>Weekends</u> : 30-minute service from 7:00 AM to 8:00 PM	1,126	\$132,595	0.6	\$270,000
		<u>Weekdays</u> : 20-minute service from 7:00 AM to 9:00 PM	8,616	\$1,014,601	4.3	\$1,935,000
		<u>Weekends</u> : 20-minute service from 9:00 AM to 7:00 PM	2,711	\$319,241	1.4	\$630,000
		<u>Every day</u> : Enhance service from downtown Carpinteria to Bailard area	5,808	\$683,937	2.9	\$1,305,000
		<u>Every day</u> : 20-minute service from 6:00 AM to 6:00 PM	10,620	\$1,250,588	5.3	\$2,385,000
Regional	6	<u>Every day</u> : 20-minute service from 6:00 AM to 6:00 PM	32,899	\$3,874,114	16.5	\$7,425,000
		<u>Every day</u> : 30-minute service from 6:00 PM to 12:00 AM	6,854	\$807,112	3.4	\$1,530,000
		<u>Every day</u> : 30-minute service from 6:00 AM to 6:00 PM	6,784	\$798,869	3.4	\$1,530,000
		<u>Every day</u> : 60-minute service from 6:00 PM to 12:00 AM	1,696	\$199,717	0.9	\$405,000
		<u>Weekdays</u> : 60-minute service from 7:30 PM to 10:30 PM	756	\$89,025	0.4	\$180,000
		<u>Monday through Thursday</u> : 15-minute service 7:00 AM to 6:00 PM	2,221	\$261,540	1.1	\$495,000
SBCC	15x	<u>Monday through Thursday</u> : 30-minute service 6:00 PM to 10:00 PM	404	\$47,574	0.2	\$90,000
		<u>Monday through Thursday</u> : 6 additional boosters to be placed as needed	303	\$35,681	0.2	\$90,000
		<u>Weekdays</u> : 15-minute service 7:00 AM to 6:00 PM	1,748	\$205,841	0.9	\$405,000
		<u>Weekdays</u> : 15-minute service from 7:00 AM to 7:00 PM	8,033	\$945,948	4.0	\$1,800,000
		<u>Weekdays</u> : 30-minute service from 7:00 PM to 12:00 AM	1,339	\$157,678	0.7	\$315,000
		<u>Saturday</u> : 30-minute service from 7:00 AM to 12:00 AM	975	\$114,814	0.5	\$225,000
UCSB	24x	<u>Sunday</u> : 30-minute service from 9:00 AM to 12:00 AM	909	\$107,042	0.5	\$225,000
		<u>Every day</u> : 15-minute service from 7:00 AM to 10:00 PM	9,563	\$1,126,118	4.8	\$2,160,000
		<u>Every day</u> : 15-minute service from 7:00 AM to 10:00 PM	16,335	\$1,923,574	8.2	\$3,690,000
		<u>Every day</u> : 30-minute service to SB train/bus station 6:00 AM to 11:00 PM	6,171	\$726,683	3.1	\$1,395,000
		<u>Every day</u> : 30-minute service to airport from 5:00 AM to 10:00 PM	11,616	\$1,367,875	5.8	\$2,610,000
		TOTAL	151,540	\$17,845,017	76	\$34,290,000
Interregional	New UCSB Shuttle					
Airport	Amtrak/Greyhound					
	New Express					

Note 1: MTD's FY 2015 budgeted systemwide average hourly operating cost (not including depreciation) totals \$117.76.

FIGURE 6: Example of Emergency Service Reduction Plan

Potential Service Reduction Summary

Resumen de posible reducción en servicio



Service Not Affected:
Sin cambio en el servicio:

Service Eliminated:
Servicio eliminado:

Service Reduced:
Servicio reducido:

Legend/Leyenda		
X	No Service	No servicio
§	Limited Service	Servicio limitado
±	Limited service available evenings, summer, & when SBCC is not in session	Servicio limitado disponible por las noches, verano, y cuando SBCC no está en sesión

Reduced Service / Servicio reducido

No.	Destination	Frequency (minutes)			Hours of Operation			Frequency (minutes)			Hours of Operation			No.
		Weekday	Saturday	Sunday	Weekday	Saturday	Sunday	Weekday	Saturday	Sunday	Weekday	Saturday	Sunday	
1/2	Westside / Eastside	10-30	15-45	20-60	5:40a-10:40p	6:10a-10:25p	7:30a-9:00p	15-30	15-45	20-60	5:40a-10:40p	6:10a-10:25p	7:30a-9:00p	1/2
3	Oak Park	30	60	60	6:00a-7:30p	7:00a-7:45p	8:30a-7:00p	§*	§*	§*	7:00a-7:45p	12 trips per day	10 trips per day	3
4	Mesa / SBCC	30-60	60	60	6:45a-9:15p	7:10a-6:30p	9:10a-5:30p	60	X	X	7:10a-6:30p	X	X	4
5	Mesa / La Cumbre	60	60-75	60-75	6:00a-10:45p	7:00a-8:50p	8:45a-6:40p	§*	X	X	7:00a-8:50p	X	X	5
7	Calle Real / Fairview	30-150	150	150	6:00a-10:20p	7:30a-7:15p	7:30a-7:15p	150	X	X	7:30a-7:15p	X	X	7
8	Calle Real / County Health	30-60	150	150	8:00a-5:00p	9:00a-5:30p	9:00a-5:30p	150	150	150	9:00a-5:30p	9:00a-5:30p	9:00a-5:30p	8
9	Calle Real / Old Town Shuttle	§	§	§	7:00a-6:30p	9:10a-6:10p	9:10a-6:10p	§	X	X	8 peak-hour trips per day	X	X	9
10	Cathedral Oaks	§	X	X	6:50a-6:30p	X	X	§	X	X	3 trips per day	X	X	10
12	Goleta Express	30-70	30-60	60	6:00a-7:30p	8:00a-8:45p	8:00a-5:45p	30-60	X	X	8:00a-8:45p	X	X	12
14	Montecito	30-120	60-75	§	6:30a-6:20p	7:45a-6:30p	see schedule	§	§	§	7:00a-9:00a & 4:00p-6:00p	TBD	TBD	14
15	SBCC / UCSB Express	15-30	X	X	7:15a-6:30p±	X	X	20-30	X	X	7:15a-6:30p±	X	X	15
17	Westside/SBCC	35-60	60	60	6:30a-8:50p	7:00a-6:00p	9:00a-5:00p	60	X	X	7:00a-6:00p	X	X	17
21	Carpinteria Express	§	§	X	6:15a-6:50p	§	X	§	X	X	4 peak-hour trips per day	X	X	21
23	Winchester Canyon	60	60	60	5:30a-10:45p	7:30a-10:00p	8:30a-8:00p	60	X	X	7:30a-10:00p	X	X	23
24	UCSB Express	30-75	30-75	60-120	6:25a-10:35p	8:30a-11:30p	8:30a-10:15p	30-75	60-120	60-120	6:25a-10:35p	8:30a-10:15p	8:30a-10:15p	24
25	Ellwood	60	60	60	5:45a-10:45p	8:15a-10:00p	8:30a-8:00p	60	X	X	8:15a-10:00p	X	X	25

* Note: Proposed Hours of Operation are approximate and may be adjusted to accommodate as many passengers as possible. Line 3 would run only between the Transit Center & Hillside House. Las propuestas Horas de Operación son aproximadas y pueden ser ajustables para acomodar lo máximo posible de pasajeros. La línea 3 solo viajará entre el centro de tránsito (Transit Center) y hospital de Cottage. La línea 5 solo viajará entre el centro de tránsito (Transit Center) y Hillside House.

Chapter 4: MTD Capital Alternatives

VEHICLE PROCUREMENTS

Programmed Procurements

Several replacement vehicle procurements are programmed in FY 2015. MTD has budgeted \$7.9 million for these revenue vehicle procurements, which are funded with a combination of federal and state grants, local assistance, and MTD capital funds. These funded procurements are included in Chapter 6 in MTD's five-year plan².

MTD has budgeted a total of \$250,000 over the period from FY 2015 through FY 2019 for service vehicle replacements, including driver relief cars, general-purpose staff cars, and maintenance vehicles. These vehicle procurements are programmed in the five-year planning period in MTD's financial plan in Chapter 6.

Replacement Vehicle Schedule

As discussed in Chapter 2, MTD currently has 109 buses and shuttles in revenue service. With a fleet of this size, MTD has a substantial ongoing need for replacement vehicles. Table 15 presents MTD's current revenue vehicle replacement schedule. As the table shows, this includes 127 vehicles (including current-year programmed procurements) at a total estimated cost of \$77.4 million (in estimated year-of-expenditure dollars). Vehicle replacement needs that are not currently funded are not included in MTD's financial plan in Chapter 6.

Potential Vehicle Procurements for Unfunded Service Enhancements

The unfunded potential service enhancements discussed in the previous chapter would require many expansion vehicles. As shown in Table 14, these service enhancements would require an estimated total of 76 additional expansion revenue vehicles at an estimated cost of \$34.3 million (in FY 2015 dollars). These unfunded potential vehicle procurements are not included in MTD's five-year plan in Chapter 6.

²An additional \$10.4 million in revenue vehicle procurements are planned in the remaining years of the five-year planning period. These planned projects are not funded, and therefore are not included in the five-year plan.

TABLE 15: MTD Revenue Vehicle Replacement Schedule

Fleet Type	Projected			
	Qty	Order Year	Cost per Vehicle ¹	Total Cost ¹
2000 Electric Shuttles (12,13,14)	3	FY 14-15	\$375,000	\$1,125,000
1992 Electric Shuttles (3,4,5,6,8,11)	6	FY 14-15	\$375,000	\$2,250,000
1997 40' Novas	5	FY 14-15	\$468,650	\$2,343,250
1997 40' Novas	12	FY 17-18	\$512,107	\$6,145,278
2001 Electric Shuttles (15-21,26-28)	10	FY 17-18	\$422,066	\$4,220,658
2004 40' Diesels	15	FY 20-21	\$559,593	\$8,393,889
2004 29' Diesels	11	FY 20-21	\$491,950	\$5,411,445
2006 29' Diesels	3	FY 22-23	\$782,864	\$2,348,592
2007 40' Hybrids	8	FY 23-24	\$880,265	\$7,042,122
2009 29" Hybrids	3	FY 25-26	\$855,457	\$2,566,370
2015 Electric Shuttles	9	FY 26-27	\$550,700	\$4,956,301
2015 40' Diesels	5	FY 26-27	\$668,183	\$3,340,914
2011 40' Hybrids	7	FY 27-28	\$990,746	\$6,935,224
2011 40' Diesels	7	FY 27-28	\$688,228	\$4,817,598
2013 40' Diesels	13	FY 29-30	\$730,141	\$9,491,839
2018 Electric Shuttles	10	FY 29-30	\$601,765	\$6,017,649
Total	127			\$77,406,129

Note 1: Costs are in estimated year-of-expenditure dollars.

Source: Santa Barbara Metropolitan Transit District.

PASSENGER FACILITIES

Transit Center Remodel/Rehabilitation

MTD will be carrying out a remodel of the Transit Center, its main passenger transfer facility built over 40 years ago. The remodel will consist of the replacement or upgrade of a number of features and systems, likely including the concrete driveway, the electrical infrastructure, the customer service area, plate glass windows, and interior and exterior lighting. MTD has engaged an architect and engineering team for the project, which is currently in the conceptual design stage.

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.

Bus Stop Upgrades

MTD staff evaluates ridership data from passenger surveys to determine which bus stops warrant improvements. In the event that deficiencies are present, to the extent possible the resources required for corrective action are allocated in MTD's annual budget. MTD has programmed funds for bus stop improvements in each year of the five-year planning period. In addition, MTD works with various local jurisdictions, interest groups, and individuals to identify and receive grants to implement bus stop improvements. MTD is currently in the process of having various wooden shelters repaired.

MTD was awarded a federal Congestion Mitigation and Air Quality Improvement program (CMAQ) grant for the construction of "Superstops" in downtown Santa Barbara. Superstops are bus stops with enhanced amenities that will entice potential transit riders to utilize the service. The CMAQ grant provided \$277,560 for the Superstops, and the City of Santa Barbara provided local match of \$36,070. MTD will provide the remaining funds.

ADDITIONAL CAPITAL PROJECTS

MTD has identified several major capital projects in addition to vehicle procurements and passenger facility improvements. Additional capital projects that are unfunded are not included in MTD's five-year plan in Chapter 6, which includes only projects for which a source of funding has been identified. Table 16 lists these additional funded and unfunded projects, the estimated costs, and the project status.

TABLE 16: MTD Major Capital Improvement Program

Project Description	Projected Cost	Status
Bus Signal Priority (State/Hollister - City of SB)	In Kind	Coordination with City of SB & SBCAG in Progress
Electric Shuttle Replacement (8 buses)	\$3,375,000	Pending FTA Grant Application
Downtown SB - Superstops Project	\$251,990	Estimated Completion: March 2015
Articulated Bus Acquisition (3)	\$2,270,775	Estimated Completion: December 2014
Radio/AVL System	\$3,227,635	Estimated Completion: June 2015
Nova Bus Replacements (17 buses)	\$2,266,475	Estimated Completion: August 2015
Security Cameras on Buses	\$508,202	Option to AVL Project - Funded
Nova Bus Replacements (11 buses)	\$5,283,058	Pending Funding Opportunity
Photovoltaic System	TBD	Project Assessment Scheduled for 2014
Transit Center Remodel/Expansion	\$550,000	Summer 2015
Fare Revenue Collection - Contactless Technology	TBD	Preliminary Project Assessment in Progress
Total (Exclusive of "TBD" Projects)	\$17,733,135	

Source: Santa Barbara Metropolitan Transit District.

Chapter 5: MTD Financial Alternatives

OPERATING REVENUE

Transit agencies such as MTD can generate operating revenue through passenger fares and advertising. These are discussed below. The amount of funds received by MTD from these funding sources is presented in Chapter 6.

Passenger Fares

Passenger fares can be very flexible, and can be reduced for selected populations such as elderly persons, persons with disabilities, students, and children. Currently, as discussed in Chapter 2, the MTD base adult fare is \$1.75. Reduced fares are provided for many populations, and discounted 10-ride and 30-day passes are available for all riders.

MTD has pass programs with UCSB and SBCC, whereby each student pays a fee for each quarter or semester, and, in return, has an unlimited MTD pass for the period. MTD strives to maintain an average fare from these programs that is approximately equal to the discounted 10-ride pass price of \$1.15 per ride.

The question of when to raise fares is a hard one for the transit operator, because an increase in fares will levy an additional burden on riders, and can be expected to lead to a decrease in ridership (although MTD has not typically experienced a significant drop in ridership following a fare increase). The effects of a potential fare increase must be weighed against the ability of the transit operator to maintain existing service or to enhance service without additional revenue.

MTD's Board of Directors has set a goal of a 40 percent farebox ratio (i.e., the percentage of an agency's operating cost that is recovered through the farebox). In addition, the California Transportation Development Act (which provides a substantial subsidy to MTD, as described below) requires MTD to maintain at a minimum a 30.3 percent farebox ratio. Table 17 presents this information, as well as MTD's projected farebox ratio over the next few years (assuming the present fare structure is maintained).

TABLE 17: MTD Farebox Ratio

Line Item	Requirement / Goal		Fiscal Year Forecast			
	TDA Mandate	Board Goal	2015	2016	2017	2018
Fare Ratio	30.3%	40.0%	34.4%	33.7%	32.9%	32.2%

Source: Santa Barbara Metropolitan Transit District.

As is shown, the projected farebox ratio is substantially below the 40 percent goal, and is getting near the TDA mandate of 30.3 percent. If the farebox ratio were to fall below the TDA mandate, MTD would have to ensure that the local operating assistance was sufficient to make up the difference. Otherwise, MTD would risk the loss of a portion of the TDA funding.

Advertising

One modest but important source of funding for MTD transit services is on-vehicle advertising. The largest portion of this potential is for exterior advertising, rather than interior "bus card" advertising. It is within the powers of the Board of Directors to set advertising rates. The Board recently approved an increase in advertising rates, effective January 1, 2015.

TRANSIT SUBSIDY SOURCES

The provision of sustainable and permanent transit subsidy sources sufficient to provide the desired level of service is the primary factor in ensuring that attractive transit service is available. The following discussion provides an overview of these sources. The actual funding expected to be available to MTD from various sources over the next five years is discussed in Chapter 6.

Federal Transit Subsidy Sources

The current Federal transportation funding bill, Moving Ahead for Progress in the 21st Century (MAP-21) will expire at the end of Federal FY 2014 on September 30, 2014. It is uncertain what level of transit funding will be available in a successor bill. Some of the transit funding sources that have been included in recent transportation funding bills are discussed below.

FTA Section 5307 Urbanized Area Formula Program

A mainstay of transit funding for cities across the country is the FTA's Urbanized Area (UZA) Formula Program (Section 5307). These funds are provided to UZAs with populations of 50,000 or more, as identified by the Census Bureau. For smaller UZAs (those with population between 50,000 and 200,000), including the Santa Barbara UZA, these funds can be used for operating assistance, at a maximum 50 percent federal share. MTD relies on the Section 5307 funds apportioned to the Santa Barbara UZA to provide a portion of its annual operating costs.

The crucial importance of this funding source was demonstrated in FY 2013, when union concerns over the impact of California's Public Employees' Pension Reform Act of 2012 (PEPRA) on bargaining rights led to a delay in MTD's receipt of Section 5307 funds. It was feared that the funds would be lost altogether. Staff estimated that such a loss would necessitating approximately a 30 percent

reduction in transit service. Figure 6 in Chapter 3 presented an example of the types of service cuts such a loss of funding would require.

FTA Section 5339 Capital Program

These grants are available for Bus and Bus Facilities. Caltrans is the recipient of funds apportioned to small UZAs such as Santa Barbara. In turn, Caltrans plans to award the funds to grantees in the small UZAs as subrecipients. MTD has applied to Caltrans for FY 2013 Section 5339 funding towards the purchase of two replacement 40-foot buses. Approval from Caltrans to proceed with the purchase is expected soon. (Caltrans has not yet released a call for projects for Section 5339 funds for FY 2014.)

FTA Section 5310 Elderly and Persons with Disabilities Program

FTA funds are also potentially available through the Section 5310 Elderly and Persons with Disabilities Program. These funds are available for both capital and operating expenses. Section 5310 funding was formerly restricted to non-profit organizations. However, local governmental jurisdictions are also eligible for funding under certain circumstances. MTD does not currently receive Section 5310 funding. However, Easy Lift Transportation has received Section 5310 funds for the purchase of vehicles and other items for the provision of MTD's ADA complementary paratransit service.

Congestion Mitigation and Air Quality Improvement

Another source of funding for many transit services across the country has been provided by the Congestion Mitigation and Air Quality Improvement program (CMAQ). This funding is available to metropolitan areas that are not in compliance with federal air quality standards regarding ozone or carbon monoxide. Santa Barbara County is now in attainment of air standards, and is no longer eligible for CMAQ funds. However, it is possible that the County will once again become non-compliant with the air quality standards and will again qualify for these funds. MTD has previously received CMAQ funds, notably for the South Coast Transit Priorities.

Regional Surface Transportation Program

The Regional Surface Transportation Program (RSTP) is a Federal Highway Administration (FHWA) funding program. The funds are available for a variety of transportation improvements, including transit capital funding. SBCAG has historically "swapped" these funds to the state, in exchange for an equal amount of state funds. The state funds are not available for transit.

State Transit Subsidy Sources

Transportation Development Act

The Transportation Development Act (TDA) has long been a mainstay of funding for transit programs in California.

Local Transportation Fund

The major portion of TDA funds is provided through the Local Transportation Fund (LTF). These funds are generated by a ¼-cent statewide sales tax, returned to the county of origin. The majority of the funds must be spent for transit purposes, unless a finding is made by the local Regional Transportation Planning Agency (SBCAG for Santa Barbara County) that no unmet transit needs exist that can be reasonably met. If a finding of no unmet needs that are reasonable to meet is made, remaining funds can be spent on roadway construction and maintenance purposes. In the South Coast, LTF funds are used for transit service by MTD, so it is not necessary to make an unmet needs finding. TDA-LTF provides the largest annual subsidy to MTD.

State Transit Assistance

In addition to LTF funding, the TDA includes State Transit Assistance (STA) funds, comprised of a portion of the sales tax on fuel. These funds are available only for transit expenses. MTD uses STA funds for capital purchases.

Cap-and-Trade

As discussed in Chapter 3, California has established a market-based “cap-and-trade” program to reduce greenhouse gases (GHGs) from multiple sources. Cap-and-trade sets a limit or cap on GHGs and minimizes the compliance costs of achieving GHG reduction. Trading creates incentives to reduce GHGs below allowable levels through investments in clean technologies. With a carbon market, a price on carbon is established for GHGs. Cap-and-trade provides funding for several programs to assist efforts to reduce GHGs. MTD expects to receive an allocation of funding annually from one of these programs, the Low-Carbon Transit Operations Program (LCTOP), which provides funds for new or expanded transit service. Other cap-and-trade programs are competitive statewide, and may potentially offer MTD funding opportunities.

Proposition 1B

Californians voted to pass Proposition 1B, which includes funding for public transit. Proposition 1B includes two transit programs.

PTMISEA

One Proposition 1B transit program is the Public Transportation Modernization, Improvement, and Service Enhancement Account (PTMISEA) program. MTD has received funding from this program for several years. The program is nearing its end, and it is unsure if a new, similar program will be implemented.

Transit Security

Another source of Proposition 1B transit funding is the Transit Security Program. MTD has also received funding from this program for several years. This program is also nearing its end.

Local Transit Subsidy Sources

Local Sales Tax

Local transportation sales taxes provide a significant source of revenue for transit service in many areas. The current local sales tax in Santa Barbara County, known as Measure A, includes dedicated sources of transit funding to MTD for both operating and capital expenses. In addition, Easy Lift, the operator of ADA complementary paratransit service for MTD, is a direct recipient of regional Measure A funds. This flexible local sales tax subsidy is of great value, both as a demonstration of local support for public transit and as a source of local match for federal and state funds.

Property Tax

Property tax is an additional source of subsidy for transit services in many areas. As a special district, MTD receives a limited amount of property taxes. In 1992, the state of California enacted legislation that shifted local property tax revenue from local cities, counties and special districts to fund education. Thus, given California property tax laws, the amount of funding that MTD receives from this source is unlikely to increase significantly. MTD did see a small increase in property tax revenue as a result of the dissolution of redevelopment in California.

Other Local Assistance

There are several other possible sources of local transit subsidies. The City of Santa Barbara provides a substantial amount of revenue to MTD annually to support the Downtown-Waterfront Shuttle. SBCAG and Caltrans have provided funding to MTD to operate interregional transit service. MTD's recent agreement with UCSB (discussed above) will provide a substantial new source of funding for expanded service. SBCAG's *2040 Regional Transportation Plan and Sustainable Communities Strategy* (RTP/SCS) may in the future generate additional transit funding to assist in meeting the County's greenhouse gas goal.

Chapter 6: MTD Five-Year Plan

STRATEGIC PLAN PRIORITIES

As discussed in detail in MTD's *FY 2015 Strategic Plan Priorities*, the MTD Board and staff have identified the following strategic priorities to guide MTD in the coming year. Priorities are reexamined annually.

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
 - Space constraints due to construction projects and fleet expansion
- Transit Center Property
 - The facility is outdated and in need of improvement.
- Overpass Property
 - MTD may in the future need this site as a secondary bus yard.
- Calle Real Property
 - The County is considering a change in the zoning of the property to allow residential development.

Special Pass Programs & Fare Structure

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

- Smart Card Technology
 - Staff has recently applied for \$1.0 million in state Proposition 1B funding to begin this project.
- SBCC & UCSB Student Pass Programs
 - Staff strives to ensure that the average fare from these programs is consistent with the lowest fare available to the general public.
- General Fare Policy
 - Historically, MTD has revised its general fare structure every several years. The most recent general fare increase was in January 2009.

Unfunded Liabilities & Working Capital Reserves

Staff continues to work to identify the necessary resources to fully fund MTD's currently-unfunded liabilities.

General Manager Succession & Transition

The General Manager will present recommended organizational changes to address the transition and foreseeable needs related to the implementation of new technology.

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. Complete implementation of these very complex systems will take some time, and is currently a major focus of several staff members.

MARKETING PROGRAM STRATEGY

The strategy of the marketing program is to create a solid and unified MTD identity as a reliable and efficient transportation choice, by heightening public awareness of MTD as a quality bus system that provides a positive rider experience

The marketing of MTD buses and services is multi-layered. The most important marketing communications are directly to passengers and potential passengers, to ensure that they know what bus to take and when it departs. MTD reaches these persons through traditional marketing and electronic communications. Over the next year or two, MTD will be examining its current marketing program to determine if an expanded program is warranted.

SERVICE PLAN & RIDERSHIP FORECAST

The current five-year service plan and ridership forecast is based on the factors discussed in "Chapter 3: MTD Service Alternatives" above. The plan assumes a *status quo* base service level for the five-year planning period. That is, it is assumed that service hours will be stable and service changes will be limited to reallocation of current resources (with the exception of the programmed service enhancements).

However, as can be seen below under "Financial Plan," this assumption of a *status quo* base service level for the five-year planning period currently assumes the use of "Net Assets - Unrestricted" to balance operating revenue with operating expense. This is not sustainable over the long run. Thus, if additional

resources are not identified, it is likely that the assumption of a *status quo* base service level will need to be reexamined.

Forecasts of MTD ridership for the five-year planning period are provided in Table 18. These forecasts assume that MTD is able to maintain the service level in effect as of September 2014, with the addition of the programmed UCSB and cap-and-trade enhancements. In this forecast, it is assumed that the cap-and-trade enhancements and the enhancements to Lines 12x & 24x will be implemented in late August 2015, and the new Line 38 will be implemented in late August 2016.

"Base case" ridership reflects expected ridership assuming a 1.0 percent annual increase. The expected net change in ridership due to the programmed UCSB and cap-and-trade service enhancements is then identified. In total, system-wide ridership is forecast to increase from an estimated FY 2015 figure of 7.5 million passengers to a FY 2019 total forecast of 8.2 million passengers.

TABLE 18: MTD Annual Ridership Five-Year Forecast (All Figures in Thousands)

Service Description	Fiscal Year				
	2015	2016	2017	2018	2019
Base Case ¹	7,549.2	7,624.7	7,700.9	7,778.0	7,855.7
<i>Enhanced Services (Net Change)²</i>					
Lines 12x & 24x (UCSB)	0.0	68.7	116.6	151.4	169.9
New Line 38 (UCSB)	0.0	0.0	76.6	129.9	168.7
<u>Cap-and-Trade Program</u>	<u>0.0</u>	<u>11.8</u>	<u>20.0</u>	<u>26.0</u>	<u>29.2</u>
<i>Subtotal Enhancements</i>	<i>0.0</i>	<i>80.5</i>	<i>213.2</i>	<i>307.3</i>	<i>367.8</i>
Total Forecasted Ridership	7,549.2	7,705.2	7,914.1	8,085.3	8,223.5

Note 1: FY 2015 base case estimated ridership, increased for projected 1.0 percent annual growth.

Note 2: Ridership of enhanced services is the forecast net change in ridership compared to the base case.

Source: Santa Barbara Metropolitan Transit District.

FINANCIAL PLAN

The current five-year operating revenue and expense forecast, as presented in Table 19, assumes that MTD will sustain the existing level of service. However, the table reveals that maintaining the *status quo* in the absence of increases in current funding sources, or the identification of new funding sources, will result in a projected structural imbalance between MTD's operating revenue and operating expense.

This projected structural imbalance can be seen in the use of "Net Assets - Unrestricted" to balance the operating budget, beginning in FY 2016. The projected use of such assets increases substantially during the five-year period, to nearly \$2.0 million in FY 2019. This is not sustainable.

Thus, maintaining a *status quo* base level of service will require the identification of additional operating funding that can be used to fund existing service. Increases in funding from the Federal Section 5307, the State TDA-LTF, or the local Measure A are examples of such sources. Also, the Board could consider changes to the fare structure to generate additional income.

Note that Table 19 does not include the revenue and expense for the new and enhanced UCSB services and the enhanced service that MTD expects to implement with cap-and-trade funds from the LCTOP. The operating expense (and the associated revenue) for these services has been estimated, and is presented in Table 20. It is assumed that these service enhancement revenues and expenses will balance. Thus, implementation of these services is not expected to affect the structural imbalance discussed above.

TABLE 19: MTD Operating Financial Plan (All Figures in Thousands)

Operating Expense & Revenue	Fiscal Year				
	2015	2016	2017	2018	2019
Operating Revenue					
Passenger Fares	\$8,336.3	\$8,419.6	\$8,503.8	\$8,588.9	\$8,674.7
Non-Transportation Income	\$729.0	\$743.6	\$758.5	\$773.7	\$789.1
Local Operating Assistance	\$69.8	\$70.5	\$71.2	\$71.9	\$72.6
Measure A	\$1,859.0	\$1,840.4	\$1,877.2	\$1,914.7	\$1,953.0
TDA - Local Transportation Fund	\$7,027.5	\$7,238.3	\$7,455.5	\$7,679.1	\$7,909.5
Property Tax Revenue	\$965.0	\$994.0	\$1,003.9	\$1,013.9	\$1,024.1
FTA 5307 Operating Assistance	\$4,944.0	\$4,944.0	\$4,944.0	\$4,944.0	\$4,944.0
Net Assets - Unrestricted	\$0.0	\$443.1	\$944.1	\$1,403.6	\$1,965.0
Total Operating Revenue	\$23,930.5	\$24,693.4	\$25,558.1	\$26,389.8	\$27,332.1
Operating Expense					
Route Operations	\$13,728.7	\$14,149.0	\$14,586.9	\$15,043.3	\$15,519.5
Vehicle Maintenance	\$3,647.2	\$3,782.5	\$3,924.2	\$4,072.6	\$4,228.1
Fuel Costs	\$2,254.5	\$2,299.6	\$2,414.5	\$2,462.8	\$2,586.0
Passenger Accommodations	\$1,515.4	\$1,570.2	\$1,627.6	\$1,687.9	\$1,751.1
General Overhead	\$2,784.7	\$2,892.1	\$3,004.8	\$3,123.1	\$3,247.4
Total Operating Expense	\$23,930.5	\$24,693.4	\$25,558.1	\$26,389.8	\$27,332.1

Source: Santa Barbara Metropolitan Transit District.

TABLE 20: MTD Programmed Service Enhancements (All Figures in Thousands)

Operating Expense & Revenue	Fiscal Year				
	2015	2016	2017	2018	2019
Service Enhancements					
Enhanced UCSB Service	\$0.0	\$335.3	\$1,150.6	\$1,339.6	\$1,387.5
Cap-and-Trade Enhancement	\$0.0	\$110.0	\$227.7	\$235.1	\$243.5
Grand Total With Enhancements	\$23,930.5	\$25,138.7	\$26,936.3	\$27,964.5	\$28,963.0

Source: Santa Barbara Metropolitan Transit District.

Table 21 presents five-year forecasts of capital revenue by source and capital expense by project. As is expected, capital expenses (and, thus, capital revenues) fluctuate greatly from year to year. As shown in the table, FY 2015 includes several revenue vehicle procurements, as discussed in Chapter 4. No revenue vehicle procurements are programmed in the remaining years of the planning period. FY 2015 also includes a substantial investment in Intelligent Transportation Systems.

TABLE 21: MTD Capital Financial Plan (All Figures in Thousands)

Line Item	Fiscal Year				
	2015	2016	2017	2018	2019
Capital Revenue					
Measure A - Capital	\$2,204.6	\$845.5	\$871.9	\$899.6	\$937.7
California Proposition 1B	\$3,077.6	\$0.0	\$0.0	\$0.0	\$0.0
TDA - State Transit Assistance	\$6,358.9	\$700.0	\$757.3	\$786.3	\$813.1
Federal Capital Assistance	\$2,796.6	\$0.0	\$0.0	\$0.0	\$0.0
Other Capital Assistance	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Total Capital Revenue	\$14,437.6	\$1,545.5	\$1,629.2	\$1,686.0	\$1,750.8
Capital Projects					
Revenue Vehicle Purchase	\$7,912.3	\$0.0	\$0.0	\$0.0	\$0.0
Revenue Vehicle Rehab.	\$1,119.5	\$1,175.5	\$1,234.2	\$1,296.0	\$1,360.8
Fixed Facilities	\$900.0	\$50.0	\$75.0	\$75.0	\$75.0
Fareboxes & Radios	\$75.0	\$50.0	\$50.0	\$50.0	\$50.0
Service Vehicles	\$0.0	\$65.0	\$65.0	\$60.0	\$60.0
Bus Stops	\$502.0	\$50.0	\$50.0	\$50.0	\$50.0
Shop Equipment	\$88.0	\$60.0	\$60.0	\$60.0	\$60.0
Management Information Systems	\$80.0	\$30.0	\$30.0	\$30.0	\$30.0
Intelligent Transportation Systems	\$3,735.8	\$50.0	\$50.0	\$50.0	\$50.0
Office Furniture & Equipment	\$25.0	\$15.0	\$15.0	\$15.0	\$15.0
Total Capital Projects	\$14,437.6	\$1,545.5	\$1,629.2	\$1,686.0	\$1,750.8

Source: Santa Barbara Metropolitan Transit District.

Table 22 shows a summary of MTD's forecasted ridership, revenue hours, and operating expense under this five-year plan.

TABLE 22: MTD Five-Year Plan Summary (All Figures in Thousands)

Line Item	Fiscal Year				
	2015	2016	2017	2018	2019
Operating Characteristic					
Ridership (Boardings)	7,549.2	7,705.2	7,914.1	8,085.3	8,223.5
Revenue Hours of Service	207.6	211.3	217.7	218.8	218.8
Operating Expense	\$23,930.5	\$25,138.7	\$26,936.3	\$27,964.5	\$28,963.0

Source: Santa Barbara Metropolitan Transit District.

Appendix

TITLE VI OF THE CIVIL RIGHTS ACT & ENVIRONMENTAL JUSTICE

Title VI of the Civil Rights Act of 1964 states that “No person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.” Title VI bars intentional discrimination as well as disparate impact discrimination (i.e., a neutral policy or practice that has a disparate impact on protected groups).

Executive Order 12898 on Environmental Justice, issued by President Clinton in 1994, amplifies Title VI. The Executive Order provides that “each Federal agency shall make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations.”

The U.S. Department of Transportation, Office of the Secretary, issued an Order in 1997 that established procedures for all DOT Operating Administrations to use in complying with Environmental Justice requirements (Federal Register, Vol. 62, No. 72, pp. 18377-81). The DOT Order specifically includes as an adverse effect “the denial of, reduction in, or significant delay in the receipt of, benefits of DOT programs, policies, or activities.”

Two DOT Operating Administrations, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA), issued a joint Memorandum on Title VI and Environmental Justice requirements in metropolitan and state planning in 1999 (Federal Register, Vol. 65, No. 98, pp. 31803-5). Title VI and Environmental Justice both require that any program that receives Federal funding include consideration of the effects of the program on minority and low-income populations. The FHWA/FTA joint Memorandum provides further clarification, and recognizes that broad patterns of transportation investment and impact must be considered. The FTA has recently released extensive guidance on Title VI and Environmental Justice requirements.

Thus, under Title VI and Environmental Justice requirements, the adverse effects of federally-funded transportation projects must not fall disproportionately on minority and low-income populations. In addition, such projects must not deny, reduce, or significantly delay the benefits received from transportation projects by these populations. Accordingly, the allocation of transportation funding in a manner that is heavily concentrated on projects that primarily benefit persons other than minority and low-income populations may raise Title VI and Environmental Justice concerns.

As an independent transit district that receives substantial federal funding, MTD is committed to providing service for persons who depend on public transportation for mobility. MTD is also interested in providing services for persons with mobility options, if such services can be provided without causing a denial, reduction, or significant delay in the benefits received by transit-dependent persons. This commitment requires MTD to seek additional sources of funding when providing service that will primarily benefit riders with mobility options.