



AGENDA

Meeting

of the

BOARD OF DIRECTORS

of the

SANTA BARBARA METROPOLITAN TRANSIT DISTRICT

A Public Agency

Tuesday, May 12, 2015

8:30 A.M.

Santa Barbara MTD Auditorium

550 Olive Street, Santa Barbara, CA 93101

1. CALL TO ORDER

2. ROLL CALL OF THE BOARD OF DIRECTORS

Dave Davis, Chair; Chuck McQuary, Vice Chair; Olivia Rodriguez, Secretary; Dick Weinberg, Director; Bill Shelor, Director; David Tabor, Director; Roger Aceves, Director

3. REPORT REGARDING POSTING OF AGENDA

CONSENT CALENDAR

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 meeting of April 28, 2015.

5. CASH REPORT-(ATTACHMENTS-ACTION MAY BE TAKEN)

The Board will be asked to review the cash report for the period of April 21, 2015 through May 4, 2015.

THIS CONCLUDES THE CONSENT CALENDAR

6. PUBLIC COMMENT

Members of the public may address the Board on items within jurisdiction of the Board that are not scheduled for public hearing. The time allotted per speaker will be at the discretion of the Board Chair. If you wish to address the Board under this item number, please complete and deliver to the MTD Board Clerk, a "Request to Speak" form including a description of the subject you wish to address. Additional public comment will be allowed during each agenda item, including closed session items. Please fill out the Request to Speak form and indicate the agenda item number that you wish to comment on.

7. PROPOSED FINAL SERVICE PLAN FOR AUGUST 2015- (ATTACHMENT-ACTION MAY BE TAKEN)

Review and approve the Final Service Plan for August 2015.

8. MTD FY 2016-FY 2018 DRAFT OVERALL DBE GOAL-(ACTION MAY BE TAKEN)

Review MTD's FY 2016 - FY 2018 Draft "Overall Goal for Disadvantaged Business Enterprise Participation in Federal Transit Administration Assisted Programs," provide comments to staff, and approve the release of the draft goal for public review.

9. QUARTERLY STAFF REPORTS-(ATTACHMENT- INFORMATIONAL)

The Board will review quarterly reports for the period of January 1, 2015 through March 31, 2015.

10. SINGLE AUDIT ENGAGEMENT LETTER-(ATTACHMENT-INFORMATIONAL)

Staff recommends the following:

- That the Board accept the Engagement Letter submitted by McGowan Guntermann for professional audit services.
- That Aon Hewitt be hired for fiscal year 2014-15 OPEB Actuarial Study if MTD's pending solicitation for such services does not result in a contract award for the fiscal year indicated.

11. QUARTERLY FINANCE UPDATE FOR THE NINE-MONTH PERIOD ENDING MARCH 31, 2015-(ATTACHMENT-ACTION MAY BE TAKEN)

Staff will present the Quarterly Finance Update for the nine-month period ending March 31, 2015.

12. GENERAL MANAGER'S REPORT UPDATE-(INFORMATIONAL)

- a) SB Ordinance Committee
- b) Three-bike bike racks

13. OTHER BUSINESS AND COMMITTEE REPORTS-(ACTION MAY BE TAKEN)

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

14. ADJOURNMENT

AMERICAN 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

BOARD OF DIRECTORS

of the

SANTA BARBARA METROPOLITAN TRANSIT DISTRICT

A Public Agency

Tuesday, April 28, 2015

8:30am

Santa Barbara MTD Auditorium

550 Olive Street, Santa Barbara, CA 93101

1. CALL TO ORDER

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

2. ROLL CALL OF THE BOARD OF DIRECTORS

Chair Davis reported that all members were present with the exception of Director Shelor and Director Rodriguez.

3. REPORT REGARDING POSTING OF AGENDA

Natasha Garduno, Executive Assistant, reported that the agenda was posted on Friday, April 24, 2015 at MTD's Administrative office, mailed and emailed to those on the agenda list, and posted on MTD's website.

AT THIS POINT DIRECTOR SHELOR JOINED THE MEETING AT 8:33 A.M.

CONSENT CALENDAR

4. & 5. APPROVAL OF PRIOR MINUTES AND CASH REPORTS-(ATTACHMENT-ACTION MAY BE TAKEN)

Director Tabor moved to waive the reading of and approve the draft minutes for the meeting of March 17, 2015 and the cash reports of March 24, 2015 through April 6, 2015 and April 7, 2015 through April 20, 2015. Director McQuary seconded the motion. The motion passed unanimously.

THIS CONCLUDES THE CONSENT CALENDAR

6. PUBLIC COMMENT

None was made.

7. PROPOSED FINAL SERVICE PLAN FOR AUGUST 2015- (ATTACHMENT-ACTION MAY BE TAKEN)

George Amoon, Planning Manager provided the Board with a presentation that reviewed the Final Service Plan for August 2015. Following the presentation the Board took public comment from Ms. Sherrie Fisher and Mr. Howard Green.

Ms. Fisher shared her experiences with riding bus line #20 and encouraged the Board and staff to reduce the current headways on this line from 1 hour to 30 minutes. Mr. Howard Green shared a sample brochure with the Board that included a sample public comment form insert. This would allow riders to provide feedback to staff and on a quarterly basis staff can summarize the responses.

After a brief discussion about the proposed final service plan and the issue with line #20 that Ms. Fisher brought to the Board's attention Chair Davis moved to table the item to the next meeting to

allow staff to bring back more information to the Board about whether or not the headways can be reduced. Director Tabor seconded the motion. The motion passed unanimously.

8. COMMERCIAL INSURANCE RENEWAL-(ACTION MAY BE TAKEN)

General Manager Estrada shared that staff recommends that the Board renew the blanket commercial insurance policy with West American Insurance Company for 2015. The renewal reflects a slight increase of 1.18% (\$177) to last year's premium. Director Tabor moved to approve staff's recommendation. Director Weinberg seconded the motion. The motion passed unanimously.

9. COMMERCIAL EARTHQUAKE INSURANCE RENEWAL-(ACTION MAY BE TAKEN)

General Manager Estrada shared staff's recommendation to renew the commercial earthquake insurance policy at the 5% deductible rate with Rockhill Insurance Company. After a brief discussion Director Aceves moved to approve the recommendation by staff. Director Tabor seconded the motion. The motion passed unanimously.

10. GENERAL MANAGER'S REPORT UPDATE-(INFORMATIONAL)

General Manager Estrada shared that Earth Day was successful once again. Mr. Estrada wanted to thank Nancy Alexander, Lilly Gomez, Jeff Woolever, and Steve Hahn for volunteering for the event and shared that the articulated bus at the event was also a big success. Members of the public were happy to see the vehicle and what it represents to our fleet.

Ms. Alexander has also started the ball rolling on the annual art contest for grades K-12 students. Staff will bring the winning results back to the Board in the following month.

The annual project for wooden benches that MTD does with Carpinteria Beautiful is underway. The benches are taken to them and they are painted by young members of the community which has become a tradition and something that is very unique to Carpinteria.

General Manager Estrada provided the Board with background on the PEPRA issue and shared that MTD's attorney recently prepared and submitted a response to the U.S. Department of Labor (USDOL) regarding its processing of the District's annual 5307 Federal Transit Administration grant application for operating assistance. MTD hopes that this letter will clarify things with the Department of Labor. The Teamsters Union Local 186 also wrote a letter of support for MTD's grant application and asked that it be approved. Mr. Estrada shared that staff will keep the Board apprised on this matter.

Brad Davis, Assistant General Manager, provided the Board with an update on the Superstops project. Mr. Davis shared that the invitation for bids for the Superstops has been issued and went out a couple of weeks ago. The process is moving along and staff is hopeful that it will have a contract award to bring to the Board for consideration in late May. Under this schedule staff would expect to hopefully have the project completed by the end of the calendar year assuming that it is approved.

11. OTHER BUSINESS AND COMMITTEE REPORTS-(ACTION MAY BE TAKEN)

Vice Chair McQuary reported that the Development Committee had recently met with staff to review the proposed final service plan for August 2015.

RELATED TO EACH CLOSED SESSION; PUBLIC COMMENT WILL BE ALLOWED RELATED TO THE CLOSED SESSION ITEM(S) BEFORE THE RECESS

12. RECESS TO CLOSED SESSION-CONFERENCE WITH LEGAL COUNSEL-EXISTING LITIGATION-(SECTION 54956.9)-(ACTION MAY BE TAKEN)

The Board met in closed session pursuant to Government Code § Section 54956.9
One case: Anna Martinez vs. Santa Barbara MTD

Upon returning from closed session Chair Davis reported that no action was taken.

13. ADJOURNMENT

Director Aceves moved to adjourn the meeting at 10:00 a.m. Director Shelor seconded the motion. The motion passed unanimously.

Santa Barbara Metropolitan Transit District
Cash Report
Board Meeting of May 12, 2015
For the Period April 21, 2015 through May 4, 2015

MONEY MARKET

Beginning Balance April 21, 2015 **\$7,855,945.80**

| | |
|------------------------------|-------------|
| Accounts Receivable | 884,893.70 |
| SB-325 (LTF) | 454,545.87 |
| Property Tax Revenue | 363,910.94 |
| Prop 1B Transfers | 239,553.58 |
| Passenger Fares | 152,311.67 |
| UCSB Fares | 93,433.08 |
| Advertising/Prepaid Deposits | 93,433.08 |
| Miscellaneous/Asset Sales | 1,309.29 |
| Measure "A" | <u>2.70</u> |

Total Deposits **2,283,393.91**

| | |
|-----------------------|---------------------|
| Bank/CC Fees | .00 |
| ACH Garn/Escrow | (4,020.10) |
| ACH Pensions Transfer | (33,793.08) |
| ACH Tax Deposit | (137,332.97) |
| Payroll Transfer | (311,145.71) |
| Operations Transfer | <u>(475,829.66)</u> |

Total Disbursements **(962,121.52)**

Ending Balance **\$9,177,218.19**

CASH INVESTMENTS

| | |
|----------------------|---------------------|
| LAIF Account | \$3,337,999.04 |
| Money Market Account | <u>9,177,218.19</u> |

Total Cash Balance **\$12,515,217.23**

SELF INSURED LIABILITY ACCOUNTS

| | |
|-------------------------|------------------|
| WC / Liability Reserves | (\$4,121,206.04) |
|-------------------------|------------------|

Working Capital **\$8,394,011.19**

**Santa Barbara Metropolitan Transit District
Accounts Payable**

| Check # | Date | Company | Description | Amount | Voids |
|---------|-----------|--------------------------------|-----------------------------|-----------|-------|
| 106141 | 3/7/2014 | EDWARD EASTON | DIRECTOR FEES | 120.00 | V |
| 109362 | 4/23/2015 | ABC BUS COMPANIES INC | BUS PARTS | 1,050.03 | |
| 109363 | 4/23/2015 | ROGER ACEVES | DIRECTOR FEES | 180.00 | |
| 109364 | 4/23/2015 | B2B SERVICES DBA | OFFICE SUPPLIES | 156.60 | |
| 109365 | 4/23/2015 | BNS ELECTRONICS, INC. | SANTA YNEZ SITE RENTAL | 269.27 | |
| 109366 | 4/23/2015 | BUENA TOOL, INC. | SHOP/B&G SUPPLIES | 10.80 | |
| 109367 | 4/23/2015 | BUYNAK, FAUVER, ARCHBALD&S | LEGAL COUNSEL | 5,069.35 | |
| 109368 | 4/23/2015 | CALB USA INC. | LFP BATTERIES | 88,568.80 | |
| 109369 | 4/23/2015 | CARQUEST AUTO PARTS | BUS PARTS & SUPPLIES | 164.50 | |
| 109370 | 4/23/2015 | CENTRAL COAST CIRCULATION, L | BUS BOOK DISTRIBUTION | 575.00 | |
| 109371 | 4/23/2015 | COMMUNITY RADIO, INC. | GIB. SITE RENTAL | 242.03 | |
| 109372 | 4/23/2015 | CINTAS CORPORATION NO. 2 | FIRST AID SUPPLIES | 130.73 | |
| 109373 | 4/23/2015 | COAST TRUCK PARTS | BUS PARTS | 245.68 | |
| 109374 | 4/23/2015 | CUMMINS PACIFIC, LLC | BUS PARTS | 2,452.28 | |
| 109375 | 4/23/2015 | DEPARTMENT OF MOTOR VEHICL | VEHICLE REGISTRATION | 206.00 | |
| 109376 | 4/23/2015 | DAVID DAVIS JR. | DIRECTOR FEES | 180.00 | |
| 109377 | 4/23/2015 | EASY LIFT TRANSPORTATION, IN | ADA SUBSIDY | 52,422.00 | |
| 109378 | 4/23/2015 | ERGOMETRICS, INC. | DRIVER TEST SCORING | 25.00 | |
| 109379 | 4/23/2015 | FLORES AUTO BODY & PAINT D | BUS REPAIRS | 4,455.88 | |
| 109380 | 4/23/2015 | GENFARE, A DIVISION OF SPX CO | FAREBOX REPAIRS & PARTS | 1,396.20 | |
| 109381 | 4/23/2015 | GIBBS INTERNATIONAL INC | BUS PARTS | 702.31 | |
| 109382 | 4/23/2015 | GILLIG LLC | BUS PARTS | 3,409.36 | |
| 109383 | 4/23/2015 | HAYWARD LUMBER | SHOP SUPPLIES | 36.63 | |
| 109384 | 4/23/2015 | H.G. MAKELIM CO., INC. | BUS PARTS | 3,329.43 | |
| 109385 | 4/23/2015 | HOME IMPROVEMENT CTR. | SHOP/B&G SUPPLIES | 31.97 | |
| 109386 | 4/23/2015 | IPC (USA), INC. | BUS FUEL | 24,624.06 | |
| 109387 | 4/23/2015 | J n L GLASS INC. | REPLACE BUS WINDOWS | 265.45 | |
| 109388 | 4/23/2015 | MARBORG INDUSTRIES (INC) | UTILITIES & RENTAL FEES | 169.80 | |
| 109389 | 4/23/2015 | CHUCK MCQUARY | DIRECTOR FEES | 180.00 | |
| 109390 | 4/23/2015 | MOHAWK MFG. AND SUPPLY CO. | BUS PARTS | 45.47 | |
| 109391 | 4/23/2015 | NATIONAL AUTO BODY & PAINT I | EV REPAINTING | 13,992.00 | |
| 109392 | 4/23/2015 | NEW FLYER INDUSTRIES CANADA | BUS PARTS | 237.34 | |
| 109393 | 4/23/2015 | PREVOST CAR INC.- CREDIT DEPT. | BUS PARTS | 2,270.58 | |
| 109394 | 4/23/2015 | PETTY CASH - CARBAJAL, NATAS | MISC. PURCHASES | 275.10 | |
| 109395 | 4/23/2015 | PITNEY BOWES INC | POSTAGE METER QTRLY CHARGES | 145.81 | |
| 109396 | 4/23/2015 | PORT SUPPLY DBA | BUS PARTS | 77.72 | |
| 109397 | 4/23/2015 | REPUBLIC ELEVATOR, INC | ELEVATOR MAINTENANCE | 153.20 | |
| 109398 | 4/23/2015 | REGIONAL GOVERNMENT SERVIC | HR MANAGER RECRUITMENT | 4,581.50 | |

| Check # | Date | Company | Description | Amount | Voids |
|---------|-----------|-------------------------------|------------------------------|-----------|-------|
| 109399 | 4/23/2015 | ROGERS, SHEFFIELD & CAMPBELL | LEGAL COUNSEL | 39,286.09 | |
| 109400 | 4/23/2015 | OLIVIA RODRIGUEZ | DIRECTOR FEES | 180.00 | |
| 109401 | 4/23/2015 | SB LOCKSMITHS, INC. | B&G REPAIR & SUPPLIES | 165.00 | |
| 109402 | 4/23/2015 | SANTA BARBARA NEWSPRESS | D BUS SCHEDULE BOOKLETS | 56.32 | |
| 109403 | 4/23/2015 | SILVAS OIL CO., INC. | LUBRICANTS | 353.42 | |
| 109404 | 4/23/2015 | SMITTY'S TOWING SERVICE | D TOWING SERVICES | 8,500.00 | |
| 109405 | 4/23/2015 | WILLIAM JOHN SHELOR | DIRECTOR FEES | 180.00 | |
| 109406 | 4/23/2015 | SM TIRE, CORP. | BUS TIRE MOUNTING | 480.95 | |
| 109407 | 4/23/2015 | SMARDAN-HATCHER CO., INC | B&G REPAIRS & SUPPLIES | 2.68 | |
| 109408 | 4/23/2015 | SIGNS BY KEN, INC | EV RELETTERING | 474.00 | |
| 109409 | 4/23/2015 | SMART & FINAL | OFFICE/MEETING SUPPLIES | 18.36 | |
| 109410 | 4/23/2015 | SO. CAL. EDISON CO. | UTILITIES | 3,219.55 | |
| 109411 | 4/23/2015 | THE GAS COMPANY DBA | UTILITIES | 156.82 | |
| 109412 | 4/23/2015 | SOUTHWEST LIFT & EQUIPMENT, | LIFT REPAIRS & SUPPLIES | 3,058.92 | |
| 109413 | 4/23/2015 | STAPLES INC. & SUBSIDIARIES | OFFICE SUPPLIES | 610.12 | |
| 109414 | 4/23/2015 | TELCOM, INC. | VENTURA REPEATER SERVICES | 1,000.00 | |
| 109415 | 4/23/2015 | THE MEDCENTER | MEDICAL EXAMS | 2,730.00 | |
| 109416 | 4/23/2015 | DAVID T. TABOR | DIRECTOR FEES | 180.00 | |
| 109417 | 4/23/2015 | TANK TEAM INC. | TANK TESTS | 246.00 | |
| 109418 | 4/23/2015 | TEAMSTERS MISC SECURITY TRU | UNION MEDICAL/DENTAL | 8,268.00 | |
| 109419 | 4/23/2015 | UNITED PARCEL SERVICE, INC. | FREIGHT CHARGES | 798.81 | |
| 109420 | 4/23/2015 | INTERSTATE CAPITAL CORPORAT | UNIFORMS | 2,852.44 | |
| 109421 | 4/23/2015 | VALLEY POWER SYSTEMS, INC. | BUS PARTS | 57.30 | |
| 109422 | 4/23/2015 | VERIZON CALIFORNIA | TELEPHONES | 1,897.07 | |
| 109423 | 4/23/2015 | VOLT MANAGEMENT CORP. | CONTRACT EMPLOYMENT | 2,310.00 | |
| 109424 | 4/23/2015 | WAXIE SANITARY SUPPLY DBA | JANITORIAL SUPPLIES | 196.21 | |
| 109425 | 4/23/2015 | RICHARD WEINBERG | DIRECTOR FEES | 180.00 | |
| 109426 | 4/23/2015 | CA STATE OF BOARD OF EQUALIZ | SALES/CONSUMER USE TAX | 2,341.00 | |
| 109427 | 5/1/2015 | ABC BUS COMPANIES INC | BUS PARTS | 754.10 | |
| 109428 | 5/1/2015 | ACCONTEMPS DBA | CONTRACT EMPLOYMENT | 1,448.40 | |
| 109429 | 5/1/2015 | ROGER ACEVES | DIRECTOR FEES | 60.00 | |
| 109430 | 5/1/2015 | BILL ADAMS | DMV/VTT REIMBURSEMENT | 52.00 | |
| 109431 | 5/1/2015 | HENRY ANDREWS | RETIREE HEALTH REIMBURSEMENT | 261.18 | |
| 109432 | 5/1/2015 | ASBURY ENVIRONMENTAL SERVI | WASTE OIL RECYCLER | 140.00 | |
| 109433 | 5/1/2015 | AXLE TECH INTERNATIONAL | D BUS PARTS | 309.96 | |
| 109434 | 5/1/2015 | B2B SERVICES DBA | OFFICE SUPPLIES | 63.20 | |
| 109435 | 5/1/2015 | BANK OF AMERICA, N.A. | CREDIT CARD PURCHASES | 1,930.03 | |
| 109436 | 5/1/2015 | BERENDSEN FLUID POWER, INC. | BUS PARTS | 392.96 | |
| 109437 | 5/1/2015 | BIG BRAND TIRES, BRANDCO BILL | SERVICE VEHICLE MAINTENANCE | 51.21 | |
| 109438 | 5/1/2015 | BIG GREEN CLEANING CO. DBA | JANITORIAL SERV./SUPPLIES | 54.33 | |
| 109439 | 5/1/2015 | BLACKBIRD ARCHITECTS INC. | SUPERSTOP PROJECT | 1,181.25 | |

| Check # | Date | Company | Description | Amount | Voids |
|---------|----------|-------------------------------|------------------------------|-----------|-------|
| 109440 | 5/1/2015 | GILBERT CALLES | RETIREE HEALTH REIMBURSEMENT | 90.00 | |
| 109441 | 5/1/2015 | CARQUEST AUTO PARTS | BUS PARTS & SUPPLIES | 110.98 | |
| 109442 | 5/1/2015 | CENTRAL CITY ABS, INC. | BUS SUPPLIES | 140.89 | |
| 109443 | 5/1/2015 | STAN CISOWSKI | RETIREE HEALTH REIMBURSEMENT | 203.20 | |
| 109444 | 5/1/2015 | CINTAS CORPORATION NO. 2 | FIRST AID SUPPLIES | 447.18 | |
| 109445 | 5/1/2015 | COAST TRUCK PARTS | BUS PARTS | 187.75 | |
| 109446 | 5/1/2015 | COX COMMUNICATIONS, CORP. | INTERNET & CABLE TV | 98.00 | |
| 109447 | 5/1/2015 | CUMMINS PACIFIC, LLC | BUS PARTS | 3,232.31 | |
| 109448 | 5/1/2015 | COUNTY OF S.B.PUBLIC WORKS D | WASTE DISPOSAL | 99.00 | |
| 109449 | 5/1/2015 | DAVID DAVIS JR. | DIRECTOR FEES | 120.00 | |
| 109450 | 5/1/2015 | D.B ROBERTS CO DBA | BUS PARTS | 65.70 | |
| 109451 | 5/1/2015 | MARY DEAIL | PAYROLL RELATED | 106.15 | |
| 109452 | 5/1/2015 | ALICIA DIEHL | RETIREE HEALTH REIMBURSEMENT | 90.00 | |
| 109453 | 5/1/2015 | DOCUPRODUCTS CORPORATION | COPIER MAINTENANCE/SUPPLIES | 153.86 | |
| 109454 | 5/1/2015 | DONS INDUSTRIAL SUPPLY DBA | BUS PARTS/SHOP SUPPLIES | 254.09 | |
| 109455 | 5/1/2015 | DOWNTOWN ORGANIZATION, INC | TC MAINTENANCE | 450.00 | |
| 109456 | 5/1/2015 | EDWARD EASTON | DIRECTOR FEES | 120.00 | |
| 109457 | 5/1/2015 | SHERRIE FISHER | RETIREE HEALTH REIMBURSEMENT | 430.44 | |
| 109458 | 5/1/2015 | FLORES AUTO BODY & PAINT D | BUS REPAIRS | 2,441.88 | |
| 109459 | 5/1/2015 | MELVIN FOUNTAIN | RETIREE HEALTH REIMBURSEMENT | 90.00 | |
| 109460 | 5/1/2015 | STATE OF CALIFORNIA | PAYROLL RELATED | 150.00 | |
| 109461 | 5/1/2015 | GIBBS INTERNATIONAL INC | BUS PARTS | 1,598.05 | |
| 109462 | 5/1/2015 | GILLIG LLC | BUS PARTS | 6,573.11 | |
| 109463 | 5/1/2015 | GARY GLEASON | RETIREE HEALTH REIMBURSEMENT | 247.95 | |
| 109464 | 5/1/2015 | GOODYEAR TIRE & RUBBER CO | LEASED TIRES | 13,458.87 | |
| 109465 | 5/1/2015 | GRAINGER, INC. | SHOP/B&G SUPPLIES | 19.43 | |
| 109466 | 5/1/2015 | JIM HAGGERTY | RETIREE HEALTH REIMBURSEMENT | 200.80 | |
| 109467 | 5/1/2015 | ALI HABIBI | RETIREE HEALTH REIMBURSEMENT | 285.00 | |
| 109468 | 5/1/2015 | H&H WHOLESALE PARTS | BUS PARTS & SHOP SUPPLIES | 445.95 | |
| 109469 | 5/1/2015 | H.G. MAKELIM CO., INC. | BUS PARTS | 631.80 | |
| 109470 | 5/1/2015 | HOME IMPROVEMENT CTR. | SHOP/B&G SUPPLIES | 113.35 | |
| 109471 | 5/1/2015 | HR AUTOGLASS DBA | BUS PARTS/REPAIRS | 380.00 | |
| 109472 | 5/1/2015 | INTERCON TECHNOLOGIES DBA | EV/CHARGER REPAIRS | 204.00 | |
| 109473 | 5/1/2015 | IPC (USA), INC. | BUS FUEL | 98,707.47 | |
| 109474 | 5/1/2015 | JERRY'S PLUMBING & HEATING, I | PLUMBING REPAIRS | 560.00 | |
| 109475 | 5/1/2015 | JOSE JIMENEZ MARIN | DMV/VTT REIMBURSEMENT | 10.00 | |
| 109476 | 5/1/2015 | JOY EQUIPMENT PROTECTION, IN | SERVICING FIRE EXTINGUISHERS | 86.40 | |
| 109477 | 5/1/2015 | KIMBALL MIDWEST | SHOP SUPPLIES | 460.84 | |
| 109478 | 5/1/2015 | LUMINATOR MASS TRANSIT | BUS PARTS | 6,470.18 | |
| 109479 | 5/1/2015 | MARBORG INDUSTRIES (INC) | UTILITIES & RENTAL FEES | 169.80 | |
| 109480 | 5/1/2015 | MC CORMIX CORP. (OIL) | LUBRICANTS | 2,699.78 | |

| Check # | Date | Company | Description | Amount | Voids |
|---------|----------|--------------------------------|---------------------------------|----------|-------|
| 109481 | 5/1/2015 | MC CORMIX CORP. (GAS) | FUEL-SERVICE VEHICLES | 1,896.10 | |
| 109482 | 5/1/2015 | MCMASTER-CARR SUPPLY CO. | SHOP/B&G SUPPLIES | 55.69 | |
| 109483 | 5/1/2015 | CHUCK MCQUARY | DIRECTOR FEES | 120.00 | |
| 109484 | 5/1/2015 | MURPHY ELECTRIC MAINTENANC | ELECTRICAL REPAIRS/INSTALLATION | 530.31 | |
| 109485 | 5/1/2015 | MOHAWK MFG. AND SUPPLY CO. | BUS PARTS | 664.76 | |
| 109486 | 5/1/2015 | MCI SERVICE PARTS, INC. | BUS PARTS | 64.30 | |
| 109487 | 5/1/2015 | NEW FLYER INDUSTRIES CANADA | BUS PARTS | 451.76 | |
| 109488 | 5/1/2015 | NU-COOL REDI GREEN, INC | COOLANTS & SHOP SUPPLIES | 444.42 | |
| 109489 | 5/1/2015 | PREVOST CAR INC.- CREDIT DEPT. | BUS PARTS | 4,306.29 | |
| 109490 | 5/1/2015 | OR DEPT OF JUSTICE | PAYROLL RELATED | 38.36 | |
| 109491 | 5/1/2015 | ANN BRADY OTTIERI | PAYROLL RELATED | 277.00 | |
| 109492 | 5/1/2015 | PERRY LINCOLN MERCURY MAZD | SERVICE VEHICLE PARTS / REPAIRS | 52.62 | |
| 109493 | 5/1/2015 | PETTY CASH- HAHN, STEVE | MISC SHOP NEEDS | 175.58 | |
| 109494 | 5/1/2015 | RAYNE OF SANTA BARBARA INC. | UTILITIES | 64.26 | |
| 109495 | 5/1/2015 | RICON CORPORATION | BUS PARTS | 45.61 | |
| 109496 | 5/1/2015 | AL ROMERO SR. | RETIREE HEALTH REIMBURSEMENT | 90.00 | |
| 109497 | 5/1/2015 | SB COUNTY FEDERAL CREDIT UNI | PAYROLL DEDUCTION | 1,360.00 | |
| 109498 | 5/1/2015 | SB LOCKSMITHS, INC. | B&G REPAIR & SUPPLIES | 582.41 | |
| 109499 | 5/1/2015 | SANTA BARBARA NEWSPRESS D | BUS SCHEDULE BOOKLETS | 9,971.46 | |
| 109500 | 5/1/2015 | SILVAS OIL CO., INC. | LUBRICANTS | 322.46 | |
| 109501 | 5/1/2015 | KAREN SEELEY | PAYROLL RELATED | 75.69 | |
| 109502 | 5/1/2015 | SANTA BARBARA SHERIFF'S DEPT | PAYROLL RELATED | 75.00 | |
| 109503 | 5/1/2015 | WILLIAM JOHN SHELOR | DIRECTOR FEES | 120.00 | |
| 109504 | 5/1/2015 | SM TIRE, CORP. | BUS TIRE MOUNTING | 169.00 | |
| 109505 | 5/1/2015 | SIGNS BY KEN, INC | EV RELETTERING | 195.00 | |
| 109506 | 5/1/2015 | STAPLES INC. & SUBSIDIARIES | OFFICE SUPPLIES | 261.31 | |
| 109507 | 5/1/2015 | SUHR, CLARENCE | REIMBURSEMENT | 3,705.00 | |
| 109508 | 5/1/2015 | STEWART'S DE-ROOTING & PLUM | PLUMBING REPAIRS | 392.88 | |
| 109509 | 5/1/2015 | STONE ELECTRONICS COMPANY | CHARGER DATA METERS | 132.70 | |
| 109510 | 5/1/2015 | SB CITY OF-REFUSE/WATER | UTILITIES | 627.90 | |
| 109511 | 5/1/2015 | TILFORD WELDING DBA | VENDOR BUS REPAIRS | 70.00 | |
| 109512 | 5/1/2015 | DAVID T. TABOR | DIRECTOR FEES | 60.00 | |
| 109513 | 5/1/2015 | TEAMSTERS UNION LOCAL NO. 18 | UNION DUES | 311.52 | |
| 109514 | 5/1/2015 | U.S. DEPARTMENT OF EDUCATIO | PAYROLL RELATED | 169.37 | |
| 109515 | 5/1/2015 | VALLEY POWER SYSTEMS, INC. | BUS PARTS | 1,806.81 | |
| 109516 | 5/1/2015 | VENTURA COUNTY OVERHEAD D | B&G REPAIRS & SUPPLIES | 125.00 | |
| 109517 | 5/1/2015 | VERIZON WIRELESS | WIRELESS PHONES | 768.41 | |
| 109518 | 5/1/2015 | VOLT MANAGEMENT CORP. | CONTRACT EMPLOYMENT | 2,310.00 | |
| 109519 | 5/1/2015 | WAXIE SANITARY SUPPLY DBA | JANITORIAL SUPPLIES | 1,241.34 | |
| 109520 | 5/1/2015 | RICHARD WEINBERG | DIRECTOR FEES | 60.00 | |
| 109521 | 5/1/2015 | ALEXANDER YOUNG | RETIREE HEALTH REIMBURSEMENT | 529.57 | |

| Check # | Date | Company | Description | Amount | Voids |
|---------|------|---------|------------------------------------|----------------------------|-------|
| | | | | <u>475,949.66</u> | |
| | | | Current Cash Report Voided Checks: | 0.00 | |
| | | | Prior Cash Report Voided Checks: | <u>120.00</u> | |
| | | | Grand Total: | <u>\$475,829.66</u> | |

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

| Date | Company | Description | Amount |
|---|-------------------------------------|---|---------------------|
| 4/13/2015 | Montecito Bank & Trust | Advertising on Buses | 4,244.00 |
| 4/21/2015 | City of S.B. Waterfront Department | Waterfront Shuttle Service-Cruise Ship 4/1 | 4,243.28 |
| 4/21/2015 | City of S.B. Waterfront Department | Waterfront Shuttle Service-Cruise Ship 3/25 | 4,243.28 |
| 4/21/2015 | City of SB Creeks Division | Advertising on Buses | 1,220.00 |
| 4/21/2015 | Department of Rehabilitation | Passes/Passports Sales | 472.00 |
| 4/21/2015 | Department of Rehabilitation | Passes/Passports Sales | 372.00 |
| 4/21/2015 | Santa Barbara Airport | Advertising on Buses | 1,218.00 |
| 4/21/2015 | UCSB - Parking Services-7001 | Passes/Passports Sales | 240.00 |
| 4/21/2015 | UCSB - Parking Services-7001 | Passes/Passports Sales | 8,092.00 |
| 4/22/2015 | Ernesto Cervantes | Dental Cobra | 280.04 |
| 4/22/2015 | Ernesto Cervantes | Dental Cobra | -280.04 |
| 4/24/2015 | City of S.B. Waterfront Department | Waterfront Shuttle Service-Cruise Ship 4/10 | 4,243.28 |
| 4/24/2015 | City of S.B. Waterfront Department | Waterfront Shuttle Service-Cruise Ship 4/8 | 4,243.28 |
| 4/24/2015 | Department of Rehabilitation | Passes/Passports Sales | 164.00 |
| 4/24/2015 | Measure A, Section 3 LSTI | Measure "A" Funds | 741,112.30 |
| 4/29/2015 | Santa Barbara Veterans Day Marathon | Special Event- Marathon Nov.2014 | 949.92 |
| 4/29/2015 | UCSB - Parking Services-7001 | Passes/Passports Sales | 120.00 |
| 4/29/2015 | UCSB - Parking Services-7001 | Passes/Passports Sales | 7,936.00 |
| 5/1/2015 | County of Santa Barbara | Passes/Token Sales | 1,344.00 |
| 5/1/2015 | Gem Faire, Inc | Advertising on Buses | 2,760.00 |
| 5/4/2015 | City of S.B. Waterfront Department | Waterfront Shuttle Service-Cruise Ship 4/17 | 4,243.28 |
| 5/4/2015 | UCSB - Contract Fares | Contract Fares - April 2014 | 93,433.08 |
| Total Accounts Receivable Paid During Period | | | \$884,893.70 |



BOARD OF DIRECTORS REPORT

MEETING DATE: MAY 12, 2015

AGENDA ITEM #: 7

TYPE: ACTION

PREPARED BY: GEORGE AMOON

Signature

REVIEWED BY: GENERAL MANAGER

GM Signature

SUBJECT: Proposed Final Service Plan for August 2015

RECOMMENDATION:

Review and approve Final Service Plan for August 2015.

DISCUSSION:

Background

The proposed final service plan was presented to the Board of Directors on April 28th with a recommendation for approval¹. As part of the public input process, a member of the public commented that the one-hour frequency on Line 20 during the mid-day Mondays through Saturdays is too infrequent, causing the buses during those times to be too crowded. This led to the individual's request for 30-minute service during the mid-day Mondays through Saturdays, effective August 2015. The Board then directed staff to assess the request and return to the Board with a response.

While staff is supportive of the idea of improving the frequency of service between Santa Barbara and Carpinteria during the mid-day, it does not recommend this service increase as part of the August 2015 service plan for the following reasons:

- The Service Plan for August 2015 was prepared with the objective of adding services that were funded by specific grants or via contractual commitments from other entities such as UCSB. Base service hours were recommended to remain mostly flat with prior year levels. During the draft budget presentation, staff indicated that a significant increase, \$190,000 annually, in funding to Easy Lift associated with Americans with Disabilities Act (ADA) paratransit service would be necessary next year. The uncertainty currently surrounding future ADA

¹ The staff report for the April 28th Board meeting is attached for prior reference of the recommended service plan.

paratransit service funding needs gives staff reason to refrain from recommending expansion of base service levels this August.

- As noted in the response to comments attached to the April 28th staff report and discussed during the Board meeting, staff intends to conduct a comprehensive analysis of Lines 20 and 21x as part of the work plan for the August 2016 service plan. This will include a thorough review of potentially more frequent service on these lines based on an adequate number of surveys, data review, communication with drivers, and outreach with the public.
- The comprehensive analysis will also need to include a review of potentially staggering the similar schedules of Lines 14 and 20 along Milpas Street and providing better connectivity to other lines at the Transit Center per public comments. The expedited nature of this preliminary analysis did not allow a review of these items.
- The aforementioned changes would require creating revised schedules for Lines 20 and 21x. Therefore, if the Board decides to approve adding service to Line 20 as part of the August 2015 changes, it should be noted that the public will need to become familiar with the revised Lines 20 and 21x schedules in August 2015 as well as another revised schedule in August 2016. This could cause confusion among passengers.

Lines 20 and 21x Assessment:

Staff surveyed the Line 20 and 21x on April 29th and 30th. Staff also conducted a data analysis of past ridership and discussed the public comment with Line 20 drivers and supervisors. Staff considered the following:

Weekdays:

- Add five trips each direction between 9:45 AM and 1:45 PM during weekdays.
- Add one trip at 5:50 PM from the Transit Center to Carpinteria during weekdays to provide better timed connection from Line 12x/24x at the Transit Center.

Weekends:

- Add 11 trips each direction between 8:45 AM and 6:45 PM on Saturdays. Overall schedule revised to allow for consistent 30-minute service. Although the request from the member of the public indicated 30-minute service mid-day, the data indicates significant passenger loads in the morning and later in the afternoons/evenings. Also, eliminate all of the four Line 21x round trips on Saturdays in order to provide for the regular 30-minute Line 20 service.

Based on this expedited analysis, the amount of hours to provide 30-minute service during the mid-day weekdays and an additional trip at 5:50pm would result in an increase of approximately 2,100 hours annually. Providing similar frequency on Saturdays throughout the entire day would result in an increase of approximately 1,000 hours.

ATTACHMENT:

- April 28 Proposed Final Service Plan Staff Report plus Attachments



BOARD OF DIRECTORS REPORT

MEETING DATE: APRIL 28, 2015

AGENDA ITEM #: 7

TYPE: ACTION

PREPARED BY: GEORGE AMOON

Signature

REVIEWED BY: GENERAL MANAGER

GM Signature

SUBJECT: Proposed Final Service Plan for August 2015

RECOMMENDATION:

Review and approve Final Service Plan for August 2015.

DISCUSSION:

Background

The proposed service changes were presented to the Board of Directors on March 17th. They were based on input throughout the year from the public and MTD drivers, data review and extensive field observations.

Public comment received appeared to support the recommendation by staff to improve schedule adherence issues on certain lines at the expense of losing a few trips. Improve timing of connections between lines, increase frequency of service and request for steady late night service were also consistent comments received throughout the process. Attachment 2 summarizes the input provided by the public with comments by staff as noted. The summary was presented to the Development Committee on April 21st.

Lines 1 and 2 (interlined):

Weekdays:

Deploy three additional buses during the weekday morning peak hours to restore 10-minute headways. Lines 1 and 2 operated on 10-minute headways from March 2007 through August 2011, but the service was reduced to the present level in 2011 due to budget constraints. Morning peak ridership on Lines 1 and 2 was significantly higher when the service was more frequent and it is anticipated that the improved service will again generate positive ridership results.

This additional service will be funded by the Low Carbon Transit Operations Cap and Trade Grant Program. Due to limited grant funding for this first year of the grant program, the service will begin with the November 30 bid rather than with the other service changes as part of the August 24 bid. For FY 2015-16, there will be an increase of 1,007 revenue hours. Program funding in future years is expected to increase to sufficiently fund the additional 708 revenue hours required to operate a full year of the enhanced service.

The bus books will be re-printed in mid-November and will include and highlight this service change.

Weekends:

Add six minutes per trip before 10:00 AM on Saturdays and Sundays to improve schedule adherence due to increasing traffic congestion. The added time per trip will result in the reduction of 3 round trips each weekend day. Currently, there are 41 trips on Saturday and 30 trips on Sunday. As a result of this change, schedule adherence will improve and there will be fewer missed trips. For FY 2015-16, there will be a net increase of approximately 23 revenue hours.

Lines 24x/12x (interlined):

As part of the agreement signed by MTD and UCSB approximately a year ago, UCSB agreed to fund increased service on Lines 24x and 12x to offset the impact of the 1,000 bed San Joaquin student housing project currently under construction near the Storke/El Colegio Road intersection.

- The most notable change proposed is Line 24x with consistent 35 minute headways from 7:00pm until approximately 11:00pm seven days a week year around.
- Weekday frequency on Line 24x before 7:00 PM is proposed to remain a consistent 30 minute headway year round. Line 12x schedule is not proposed to be changed during the weekdays.
- Saturday and Sunday will be identical schedules on both lines with service beginning one half hour earlier with 1 hour headways most of the day except between 11:00 AM and 4:00 PM in which 30 minute headways are proposed. Although frequency of Line 24x/12x is proposed at one hour headways during those other times, the two lines will be departing the Transit Center and Isla Vista/UCSB every half hour due to its interlined nature.

This revised proposal would total an increase of 2,527 hours for FY 2015-16 with subsequent full years of service requiring an increase of 2,973 hours per year which is within the agreement total. Staff is currently coordinating with UCSB staff with regard to this revised proposal.

Although this proposed enhanced service is not to the extent as outlined in the agreement, it meets the objectives by providing service later into the night and more

frequent service overall particularly during higher demand times. The Development Committee emphasized maintaining the hours within the 3,311 hours stated in the agreement.

Lines 23/25 (interlined):

Add five minutes to a morning peak trip and to late afternoon trips during the weekdays to improve schedule adherence due to increasing traffic congestion particularly at the Storke/Hollister Avenue intersection. The additional time will decrease the frequency from 30 to 35 minutes (or from 1 hour to 1 hour 10 minutes in one direction) and will result in a reduction of 2 single trips in one direction (or 4 trips in either direction) out of an average of 14 trips per weekday. However, the trips to be removed are targeted for the late morning and early afternoon when ridership is low. Overall, schedule adherence will be improved which in turn will allow for more reliable connections to other lines at the Storke/Hollister intersection stops. For FY 2015-16, there will be a net decrease of approximately 60 revenue hours.

Coastal Express Limited:

While MTD operates the service, this interregional weekday commute service from Ventura to Santa Barbara and Goleta is administered by SBCAG staff and entirely funded by Caltrans through South Coast Highway 101 widening mitigation funds. Because this funding is expected to be expended by June 2015, the service will be discontinued on June 12, 2015. This will result in a reduction of 2,040 annual revenue hours. SBCAG staff coordinated with VISTA which provides similar commute service through the Coastal Express to replace the Coastal Express Limited service.

Line 15x:

Add five minutes to each trip in the mornings and add eight minutes to each trip in the afternoons and evenings year around to improve schedule adherence due to increasing traffic congestion mainly on Highway 101. The additional time will increase the frequency by two to three minutes and will result in the reduction in either direction of 4 trips Monday through Thursdays and 2 trips on Fridays when SBCC is in full session and 1 trip during the Limited Schedule (i.e., Summer and other breaks). For FY 2015-16, there will be a net decrease of approximately 49 revenue hours.

As part of the work plan for this calendar year for the August 2016 service changes, staff will be reviewing potentially re-routing the Line 15x that would not include traveling on Meigs Road and Carrillo Street over the Carrillo Hill in order to gain travel time as a result of increasing traffic congestion. Current re-route options include: (1) a one way direction all day from Highway 101 southbound to Castillo Street to Shoreline Drive to Loma Alta Drive to Cliff Drive to Castillo Street to Highway 101 northbound, (2) Las Positas Road and Cliff Drive and (3) SBCC West Campus as the turn around.

Budget:

Based on MTD's original FY 2014-15 adopted budget, which planned for 204,810 revenue hours, this FY 2015-16 proposal of 210,163 revenue hours represents an increase of 5,353 revenue hours (2.6 percent), as shown below. However, much of this apparent increase (3,250 revenue hours) is due to an amendment to the FY 2014-15 budget that authorized the extension of Line 3 to serve the new Sansum facility on Foothill Road. Thus, as shown below, the amended FY 2014-15 budget planned for 208,060 revenue hours.

| FY 2014-15 Revenue Hours Budget | | FY 2015-16 Revenue Hours Budget | |
|---------------------------------|-------------------------------|---------------------------------|-------------------------|
| Original | Revised (Line 3 Extension) | Proposed | Change from Original |
| 204,810 | 208,060 | 210,163 | 2.6% (5,353 hrs) |

The FY 2015-16 proposal represents an increase of 2,103 revenue hours (1.0% increase) over the amended FY 2014-15 budget. The proposed service changes resulting in this net increase are shown below.

| | <u>Hours</u> |
|--|--------------|
| - Lines 1/2 weekday service enhancement beginning November 30, 2015 (funded by pending Cap and Trade Grant) | 1,007 |
| - Lines 24x/12x service enhancement (funded by UCSB) | 2,527 |
| - CEL service to be eliminated on June 12, 2015 (funded by Caltrans) | -2,040 |
| - Service adjustments | -86 |
| - Additional hours for leap year weekday | <u>695</u> |
| Net Change | 2,103 |

ATTACHMENT:

- Draft August 2015 Service Plan Proposal Table
- Summary of Public Input from Community Meetings

SUMMARY OF SERVICE CHANGES

April 22, 2015

DRAFT

to take effect August 24, 2015

| Line | Route | Issue | Draft Proposal | Estimated Additional Hours for FY 15-16 |
|--|--|--|--|---|
| 1 and 2 (interlined) | Santa Barbara Westside - Transit Center - Santa Barbara Eastside | Restore 10 minute frequency during 6:30 AM - 8:30 AM weekday peak hours with funding from Low Carbon Transit Operations Cap and Trade grant program (LCTOP). Significant lateness during weekend due to increasing traffic congestion. Current frequency ranges between 20 and 25 minutes on average. | Add three additional buses during the weekday AM peak hours to restore 10 minute frequency beginning on November 30, 2015 (due to grant funding limitation). Add 6 minutes per trip before 10:00am. Results in the reduction of 3 round trips out of 41 trips on Saturday and 30 trips on Sunday. | 1,007 (funded in part by pending LCTOP grant) 23 |
| 24x and 12x (interlined) | Transit Center - Isla Vista - UCSB - Goleta | Significant increase in UCSB students as a result of UCSB San Joaquin housing project proposed near Storke/El Colegio Road intersection. | Line 24x: Extend service to approximately 11:00 PM seven days a week year around. Increase frequency to a consistent 30 minutes between 11:00 AM and 4:00 PM on weekends and to a consistent 35 minute frequency after 7:00 PM on weekends year around. Begin service one half hour earlier on weekends Line 12x: Increase frequency to a consistent 30 minutes between 11:00 and 4:00 PM on weekends and to extend service one half hour earlier and to approximately 7:30 PM on weekends year around. | 2,527 (funded by UCSB) |
| 23/25 (interlined) | Circulates within Ellwood/El Encanto Heights neighborhoods north and south of Highway 101 in Goleta. | Lateness of AM peak hour trip and late afternoon trips due to traffic congestion during the weekdays. Current frequency is generally 30 minutes in either direction or 1 hour in one direction. | Add five minutes to an AM peak trip and late afternoon trips. This will decrease the frequency to 35 minutes in either direction or 1 hour 10 minutes in one direction. Results in the reduction of 2 single trips in one direction (or 4 trips in either direction) out of an average of 14 trips per weekday during the late AM and early PM when ridership is low. | (60) |
| 15x | SBCC - Isla Vista | Lateness of AM trips and at times significant with PM trips due to increasing traffic congestion particularly on Highway 101. Current frequency ranges from 15 to 30 minutes. | Add five minutes to each trip in the mornings and add eight minutes to each trip in the afternoons and evenings year around. This will decrease the frequency by two to three minutes and will result in the reduction in either direction of 4 trips Monday through Thursdays and 2 trips on Fridays when SBCC is in full session and 1 trip during the Limited Schedule. | (49) |
| Coastal Express Limited | Ventura - Santa Barbara/Goleta | Caltrans Highway 101 widening mitigation funding for the service will be expended by June 2015. | Discontinue service. SBCAG staff coordinated with VISTA to replace the Coastal Express Limited service. | (2,040) (funded by Caltrans) |
| Additional hours for leap year weekday | | | | 695 |
| Total | | | | 2,103 Approx. 1.0% increase |

Attachment 2 – Public Comments from Community Input Meetings:

Community meetings on the draft service changes were recently held in Santa Barbara (two meetings), Caprinteria, Goleta, and Isla Vista as well as at SBCC Student Senate and Santa Barbara Car Free meetings. The following provides a summary of the comments with responses by staff noted and is categorized as follows: 1) part of August 2015 service changes, (2) to be reviewed under work plan for August 2016 service changes, (3) additional items to be considered by Planning Department staff, and (4) bus stop and other comments.

Part of current August 2015 service changes:

- Add later service to Lines 3 and 7 for Schott and Wake Center night classes or have a deadhead trip back to the yard include a stop at the two Adult Ed centers to pick up passengers for late night classes.

Response: Planning staff reviewed different deadheads returning to the yard and only one deadhead could provide service as a Line 7 booster trip Monday through Friday beginning at the Calle Real/Turnpike bus stop located near the Wake Center at 9:30 PM and head toward the Transit Center. It would require an additional 30 hours for FY 15-16. Although some classes end at 9:30 PM which is when the bus would depart, approximately three quarters of them end at 8:30 PM and 9:00 PM.

For the Schott Center, staff has conducted a quick assessment of the service available to serve this need and is not prepared to recommend a change at this time. Staff will seek input from Schott Center administration regarding potential demand for this service to assist in potentially supporting the request in the future.

- Line 15x can be late in the afternoons.

Response: Schedule adjustment is proposed to improve schedule adherence.

- Support for less bus trips if it will assist in providing better schedule adherence.

Response: Schedule adjustments proposed for Lines 1, 2, 15x, 23 and 25 to improve schedule adherence. A few less trips per day will result.

- Additional frequency on weekends.

Response: Increased weekend frequency proposed as part of the Line 24x/12x enhancements funded by UCSB.

To be reviewed under work plan for August 2016 service changes:

- Line 20 with one hour frequency can be difficult to plan on using a bus. Need 30 minute frequency all day. Buses are too crowded for such a long distance to stand.

Response: Surveys will be conducted. Additional service will involve additional hours/cost.

- Stagger Line 14 and Line 20 schedules so they are more separate on Milpas Street

Response: Line 14 is interlined with Lines 5 and 10 therefore need to review how it would affect those lines. Also need to review schedules where Lines 14 and 20 travel along the same roadway such as along Coast Village Road. Creating more separation of trips on Milpas Street will affect the Line 20 schedule in Carpinteria therefore that will need to be reviewed as well.

- Better timed connection needed between Line 12x and Line 20. A passenger leaving work in Goleta to catch Line 12x at 5:20 PM, arrives at Transit Center at 5:50pm and next Line 20 is 6:15 PM to reach destination in Toro Canyon area.

Response: Schedules will be reviewed.

- Inquiry about service at Santa Barbara train station with retimed service.

Response: In coordination with SBCAG as the lead agency, potential for additional service will be reviewed for the AM commute hour when the State Street shuttle is currently not in service.

- New line from Santa Barbara lower eastside to SBCC and Mesa along Cabrillo Blvd, Shoreline Drive and Cliff Drive.

Response: Surveys will be conducted focusing on number of transfers at Transit Center between lower eastside and lines serving SBCC/Mesa.

- Could the Line 2 wait an extra minute at Trader Joe's instead of at the Milpas/Montecito Street stop.

Response: Line 2 schedule will be reviewed.

- It can take hours using the bus to get from western Goleta to Garden/Cota stop.

Response: Schedules will be reviewed.

Other comments noted:

- Additional service to Santa Barbara Airbus stops

Response: There is currently a stop close by at Cabrillo and Los Ninos which is serviced by Lines 14 and 20. The Santa Barbara Airbus Facility at 720 Technology Drive in Goleta is 0.6 miles from the closest bus stop at Hollister and Pine Avenue. Due to timing, MTD is unable to detour a route closer to the that facility.

- Include a Line 5 stop at the Line 16 stop at West Campus turn around during Summer since Line 16 service does not exist during Summer.

Response: SBCC Summer enrollment is much less than during the school year. A stop for Lines 4 and 5 exists near the West Campus entrance which is less distance than from many classrooms on the main campus to the main campus bus stop which is served by transit year around.

- Later service to Santa Barbara Bowl on Friday nights and weekend

Response: Line 2 serving the Bowl will be reviewed as well as transferring to other lines that would be needed at the Transit Center.

- Adjust Line 11 schedule at UCSB to align with UCSB campus events

Response: Will be reviewed.

- Extend Line 6 on Hollister beyond Storke Road to serve University Village near Pacific Oaks Road.

Response: Will be reviewed.

- Re-route Crosstown Shuttle from Montecito Street to Alisos Street, Mason Street, Wilson Street, Yanonali Street, Voluntario Street and return to Montecito Street.

Response: Small neighborhood streets and many turns would not be suitable for transit bus. Additional time per trip would need to be added to accommodate the additional routing.

- Add service to Mission for opening ceremonies for Old Spanish Days

Response: Service was provided years ago and ridership was low so the service was discontinued.

- Install bike racks to hold three bikes on buses.

Response: State law was recently amended to allow the additional length for a three bus rack to be used on transit buses. MTD intends on seeking grants for such racks as opportunities arise.

Bus stops and other comments - all suggestions will be reviewed by Planning Department staff:

- Add a bench for both directions at Goleta Beach stops
- Add a shelter at Via Real and Bailard Avenue stop
- Add a shelter at Hollister at Magnolia Shopping Center stop.
- Replace bench on Cabrillo at Milpas Street in front of hotel
- Add a stop on Milpas Street at Tri-County Produce as part of the City of Santa Barbara sidewalk project along that location.

- Add a stop on State outbound at Los Olivos to avoid walking a block from Pueblo to reach the Mission,
- Add a shelter at Vons on Coast Village Road
- Schedules posted on poles can be difficult to see at night.
- Turn down volume when handicap ramps are deployed
- Paint top of palm tree green at cement palm tree stop at State and La Cumbre stop.
Response: The cement palm tree is considered artwork. MTD is not permitted to change the color.
- Expiration dates on passes can be difficult to see.
- Print draft schedules for August changes for public input
- Provide a 7 day pass.
- Extend transfers to two hours.
- Various compliments and complaints related to customer service
- Inquiry of frequency of boosters on routes



BOARD OF DIRECTORS REPORT

MEETING DATE: MAY 12, 2015 **AGENDA ITEM #:** 8

TYPE: ACTION ITEM

PREPARED BY: STEVE MAAS

Signature

REVIEWED BY: GENERAL MANAGER

GM Signature

SUBJECT: **MTD FY 2016 – FY 2018 Draft Overall DBE Goal**

RECOMMENDATION:

Review MTD's FY 2016 - FY 2018 Draft "Overall Goal for Disadvantaged Business Enterprise Participation in Federal Transit Administration Assisted Programs," provide comments to staff, and approve the release of the draft goal for public review.

DISCUSSION:

MTD is required to submit an overall goal for Disadvantaged Business Enterprise (DBE) participation to the Federal Transit Administration (FTA) every three years. For FY 2016 - FY 2018, based on the analysis detailed in the attached report, staff proposes a goal for DBE participation of 2.9 percent of the FTA assistance that is available for contracting.

As recommended by FTA, the goal is based on the most recent information available regarding the total number of firms and the number of certified DBE firms that are available as potential contractors for various categories of work. The total number of firms is determined based on US Census County Business Patterns, categorized by North American Industry Classification System codes (NAICS Codes). The number of certified DBE firms is determined using the California Unified Certification Program (CUCP) to find certified DBE firms in the same NAICS categories.

The draft DBE goal will next undergo a 30-day period of availability for public review. Following this review period, staff will bring the goal back to the Board in July for final approval. The DBE goal must be submitted to FTA by August 1, 2015.

ATTACHMENT:

- MTD's FY 2016 - FY 2018 Draft "Overall Goal for DBE Participation in Federal Transit Administration Assisted Programs."

DRAFT
FY 2016 – FY 2018 Triennial

**Overall Goal for
Disadvantaged Business Enterprise
Participation in Federal Transit Administration
Assisted Programs**

Prepared by the

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



April 29, 2015

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DRAFT

Disadvantaged Business Enterprise (DBE)

FY 2016 – FY 2018 Triennial Overall DBE Goal for FTA-Assisted Programs

The Santa Barbara Metropolitan Transit District (MTD) has prepared this FY 2016 – FY 2018 triennial overall Disadvantaged Business Enterprise (DBE) goal for Federal Transit Administration (FTA)-assisted programs in compliance with Code of Federal Regulations (CFR) Title 49--Transportation, Subtitle A--Office of the Secretary of Transportation, Part 26--Participation By Disadvantaged Business Enterprises In Department Of Transportation Financial Assistance Programs, Subpart C--Goals, Good Faith Efforts, and Counting, Section 26.45--How do recipients set overall goals.

MTD anticipates undertaking the following projects in FY 2016:

| Project | Total Cost | FTA Share |
|--|--------------|-------------|
| <i>Total Operating Expenses</i> | \$25,280,361 | \$4,914,368 |
| <u>Capital Projects (Excluding Revenue Vehicles)</u> | | |
| Superstop Project | \$251,990 | \$233,777 |
| Transit Center Expansion Project | \$1,550,000 | \$250,223 |
| Other Capital Projects | \$3,920,837 | \$0 |
| <i>Total Capital (Excluding Revenue Vehicles)</i> | \$5,722,827 | \$484,000 |

In FY 2016 MTD anticipates the use of FTA funds for operating expenses and for two capital projects (enhanced bus stops, called "Superstops," and a Transit Center expansion project). MTD does not anticipate the use of FTA funds for any other capital projects that are applicable to the overall DBE annual goal. (MTD also anticipates the use of FTA funds for revenue vehicle purchases in FY 2016. Pursuant to FTA regulations, transit revenue vehicle purchases are not included in this calculation of MTD's overall DBE annual goal.)

MTD anticipates that 24.3 percent of the agency's operating expenses will be available for contracting opportunities. Thus, 24.3 percent of the FTA share of operating expenses is anticipated to be available for contracting opportunities, for a total of \$1,194,191 in FTA operating funds available for contracting. The FTA share of capital funds, which totals \$484,000 (not including revenue vehicle purchases), is also anticipated to be available for contracting. Thus, in FY 2016, the total of FTA funds anticipated to be available for contracting is \$1,678,191.

DRAFT

| Line Item | FTA Share |
|--|--------------------|
| FTA Share of Total Operating Expense | \$4,914,368 |
| Percent of Oper. Exp. Available for Contracts | 24.3% |
| <i>FTA Share of Oper. Exp. Available for Contracts</i> | <i>\$1,194,191</i> |
| <i>FTA Share of Capital Exp. Available for Contracts</i> | <i>\$484,000</i> |
| Total FTA Share Available for Contracts | \$1,678,191 |

MTD calculated a base figure for the relative availability of DBE firms, pursuant to CFR 49, Section 26.45(c)(1). The table below presents the most recent information available regarding the total number of firms available as potential contractors for various categories of service (based on the US Census County Business Patterns North American Industry Classification System codes, or NAICS Codes), and the number of certified DBE firms that are potentially available in the same categories (from the California Unified Certification Program, or CUCP).

As is shown, this results in a base figure that 2.9 percent of all available firms are certified by the CUCP as DBE firms. Based on past experience of DBE participation, MTD believes that no adjustments to the calculated base figure are appropriate. MTD does not possess any other type of evidence, outside of past experience, to use as a basis for adjustment of the calculated base figure.

Based on the FTA operating and capital funds available for contracts and the figure of 2.9 percent for the availability of DBE contractors, MTD anticipates that, absent the effects of discrimination, \$49,045 in contracts would be awarded to DBE firms (2.9 percent of \$1,678,191).

MTD's overall FY 2016 - FY 2018 triennial goal for DBE participation in FTA-assisted programs of 2.9 percent is available for all CUCP-certified DBEs on a Race Neutral basis.

If appropriate, MTD may adjust the three-year overall goal during the three-year period to which it applies, in order to reflect changed circumstances. If so, MTD will submit such an adjustment to the FTA for review and approval.

DRAFT

MTD Total Firms & DBE Firms

| NAICS 2012 | Description | Number of Firms ¹ | | Percent |
|---------------|---|------------------------------|---------------|-------------|
| | | Total (2012) | DBE (2015) | DBE |
| 441310 | Automotive Parts & Accessories Stores | 981 | 4 | 0.4% |
| 441320 | Tire Dealers | 605 | 0 | 0.0% |
| 443142 | Electronics Stores | 1,778 | 0 | 0.0% |
| 444130 | Hardware Stores | 321 | 1 | 0.3% |
| 453210 | Office Supplies & Stationery Stores | 324 | 4 | 1.2% |
| 454310 | Fuel Dealers | 45 | 0 | 0.0% |
| 485991 | Special Needs Transportation | 127 | 6 | 4.7% |
| 517110 | Wired Telecommunications Carriers | 1,025 | 6 | 0.6% |
| 517210 | Wireless Telecommunications Carriers (except Satellite) | 333 | 0 | 0.0% |
| 522110 | Commercial Banking | 2,518 | 0 | 0.0% |
| 524210 | Insurance Agencies & Brokerages | 4,572 | 18 | 0.4% |
| 524291 | Claims Adjusting | 114 | 11 | 9.6% |
| 524292 | Third Party Admin. of Insurance & Pension Funds | 163 | 2 | 1.2% |
| 541110 | Offices of Lawyers | 8,378 | 24 | 0.3% |
| 541430 | Graphic Design Services | 1,068 | 95 | 8.9% |
| 541611 | Admin. Management Consulting Services | 2,686 | 409 | 15.2% |
| 541850 | Outdoor Advertising | 114 | 27 | 23.7% |
| 541860 | Direct Mail Advertising | 125 | 21 | 16.8% |
| 541890 | Other Services Related to Advertising | 301 | 40 | 13.3% |
| 561311 | Employment Placement Agencies | 450 | 3 | 0.7% |
| 561439 | Other Business Service Centers (including Copy Shops) | 310 | 10 | 3.2% |
| 561499 | All Other Business Support Services | 128 | 40 | 31.3% |
| 561720 | Janitorial Services | 1,401 | 41 | 2.9% |
| 561730 | Landscaping | 1,961 | 20 | 1.0% |
| 561790 | Other Services to Buildings & Dwellings | 387 | 17 | 4.4% |
| 611420 | Computer Training | 54 | 33 | 61.1% |
| 611430 | Professional & Management Development Training | 213 | 85 | 39.9% |
| 621999 | All Other Misc. Ambulatory Health Care Services | 124 | 1 | 0.8% |
| 811121 | Automotive Body, Paint, & Interior Repair & Maint. | 1,399 | 3 | 0.2% |
| 811122 | Automotive Glass Replacement Shops | 141 | 0 | 0.0% |
| 811212 | Computer & Office Machine Repair & Maintenance | 207 | 18 | 8.7% |
| 811213 | Communication Equipment Repair & Maintenance | 39 | 6 | 15.4% |
| 812331 | Linen Supply | 46 | 3 | 6.5% |
| | Total/Base Figure | 32,438 | 948 | 2.9% |

Note 1: Total firms from County Business Patterns (US Census Bureau). DBE firms from CA UCP (Caltrans).

DRAFT

| Line Item | Value |
|------------------------------------|-------------|
| FTA Funds Available for Contracts | \$1,678,191 |
| DBE Percentage Goal (Race Neutral) | 2.9% |
| DBE Monetary Goal | \$49,045 |

MTD
Santa Barbara

Quarterly Reports

FY 2014-15

For the Nine-month Period Ending March 31, 2015

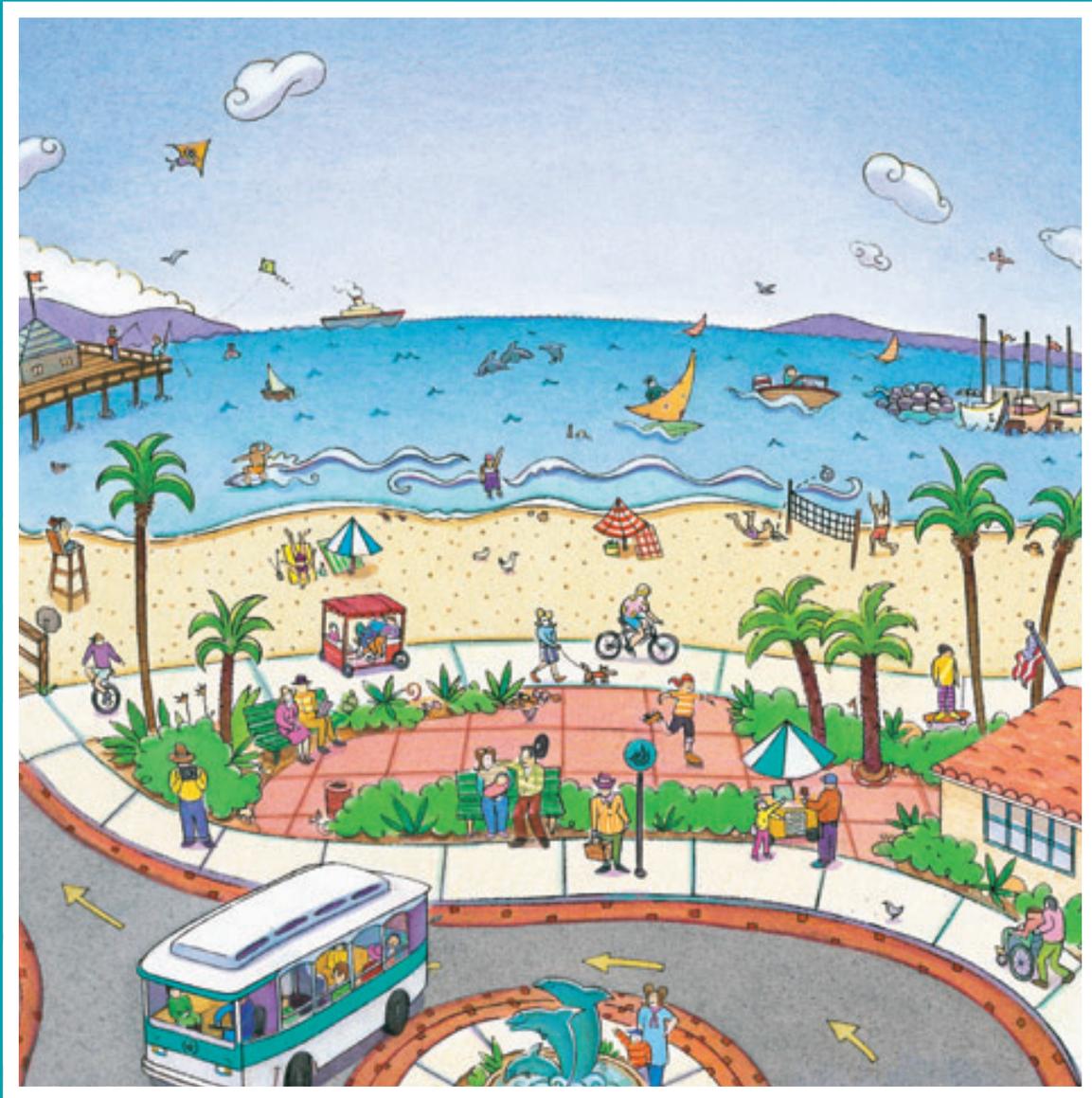


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Summary

Fiscal Year 2014-15

For the Nine-month Period Ending March 31, 2015

Planning Department

At 5,661,602 passengers for the fiscal year to date, ridership is slightly below the total for the first three quarters of last year – a difference of 23,482, or -0.4%. For the third quarter, ridership increased 1.6% from 1,899,608 to 1,903,832. Free riders and transfer passengers continue to account for a significant portion of the year to date ridership decrease. Excepting those categories, passenger counts increased 2.2% for the third quarter and 0.3% for the first nine months of the year.

As shown in the table below, there were the same number of weekday, Saturday, and Sunday service days in both the third quarter and in the first nine months of the year. There were, however, differences in the number of school days, which have a significant impact on ridership. For both the third quarter and the year to date, UCSB was in session one more day and SBCC was in session eight more days than last year. The secondary schools were in session four more class days in the third quarter this year, but there were the same number of class days as last year for the year to date.

2014-15

| Qtr | Week | Sat | Sun | UCSB | SBCC | Secondary |
|-----|------|-----|-----|------|------|-----------|
| 1 | 64 | 13 | 15 | 0 | 26 | 24 |
| 2 | 60 | 15 | 15 | 54 | 50 | 52 |
| 3 | 61 | 15 | 14 | 55 | 47 | 57 |
| YTD | 185 | 43 | 44 | 109 | 123 | 133 |

2013-14

| Qtr | Week | Sat | Sun | UCSB | SBCC | Secondary |
|-----|------|-----|-----|------|------|-----------|
| 1 | 64 | 13 | 15 | 3 | 25 | 25 |
| 2 | 60 | 15 | 15 | 51 | 51 | 55 |
| 3 | 61 | 15 | 14 | 54 | 39 | 53 |
| YTD | 185 | 43 | 44 | 108 | 115 | 133 |

UCSB ridership has increased 6.3% per class day so far this fiscal year and increased 10.2% per class day for the third quarter, while SBCC ridership has decreased 8.9% per class day for the year to date and decreased 12.8% per class day for the third quarter. Youth pass usage has increased 3.5% for the year so far, but booster ridership decreased 1.9% over the same time period. Non-student ridership has decreased 1.2% for the year and 1.0% for the third quarter.

August Service Changes:

The Planning Department continues to monitor the effects of the August 2014 service changes:

- Ridership on the Crosstown Shuttle has increased 25% (15,700 passengers) for the year to date, but some of this additional ridership may be passengers who were previously using Lines 1 & 2, which together carried about 11,000 fewer passengers for the first nine months of the year (-1%).
- An additional bus was deployed on Lines 1 & 2 with the August changes. Each round trip of the interlined routes is now allocated 90 minutes, while in FY 2013-14 the round-trip time was 75 minutes. The extra bus made it possible to maintain existing headways while allowing more time to complete each trip. Fewer trips have been missed and the incidence of overloaded or too-crowded buses has been reduced.

- As discussed in more detail below, ridership has significantly increased on both Line 15x and Line 16 since the service changes implemented in August.
- Ridership has increased 8% on the Seaside Shuttle since one trip was eliminated to allow more time for the remaining evening trips, which enables better on-time performance.

Articulated Buses

Since the larger-capacity articulated buses were deployed on Line 15x in January, five fewer booster trips to SBCC per morning have been necessary – a cost-savings for the District. The new buses carry more passengers per trip, but there were significantly fewer instances of overcrowding on Line 15x in the third quarter this year compared to last year.

Cruise Ships

Eight cruise ships visited Santa Barbara during the third quarter last year, but there were only half that many this year, which likely accounts for the decrease in Downtown-Waterfront Shuttle ridership.

Other

Relatively low gas prices over the past several months may have affected overall bus ridership as well. Since their peak in May 2014, gas prices fell more than 40% to bottom out in January. As of the end of March, prices were still below the average for the past five years. This would logically be more of a factor on longer trips, such as the Coastal Express Limited, and in fact, ridership on those four interregional routes decreased about 5% for both the year to date and for the third quarter. Coastal Express Limited passengers may also be preparing for the termination of that service by changing their commute modes before they are required to do so.

UCSB & SBCC

UCSB and SBCC students together comprise nearly a third of MTD ridership. The discussion below highlights some aspects of student ridership patterns, which Planning staff will continue to monitor.

Generally, SBCC ridership is more widely distributed across the MTD system than UCSB ridership, partly because most UCSB students live on campus or in Isla Vista, while SBCC students reside throughout the district. As shown in the table below, the portion of weekday SBCC ridership on Mesa Lines 4, 5, 15x, 16, & 17 has increased from 59% to 62% from last year, while the proportion of students riding all other routes decreased. There appears to have been a shift in SBCC ridership from Lines 4, 5, 11, 17, & 24x to Lines 15x and 16 since evening service was added on Line 15x and afternoon frequency was increased on Line 16 in August 2014, and since the articulated buses were deployed on Line 15x in January. The 2% reduction in SBCC ridership on Lines 11 & 24x may indicate that students are no longer finding it necessary to transfer. (This would partially account for the overall decrease in ridership because SBCC students are not issued transfers, they simply show their student ID with a current valid sticker to ride the bus). SBCC student ridership patterns on weekends are quite different from weekdays, with only 21% of students riding Mesa Lines and the rest spread throughout the system.

**Distribution of SBCC Ridership
July - March**

| SBCC 2014-15 | Weekday | | Weekend | | Total | |
|--------------------------------|---------|------|---------|------|---------|------|
| | # | % | # | % | # | % |
| Mesa Lines - 4, 5, 15x, 16, 17 | 468,502 | 62% | 18,649 | 21% | 487,151 | 58% |
| Lines 11 & 24x | 85,957 | 11% | 29,916 | 34% | 115,873 | 14% |
| All Other Lines | 198,470 | 26% | 38,204 | 44% | 236,674 | 28% |
| Total | 752,929 | 100% | 86,769 | 100% | 839,698 | 100% |

| SBCC 2013-14 | Weekday | | Weekend | | Total | |
|--------------------------------|---------|------|---------|------|---------|------|
| | # | % | # | % | # | % |
| Mesa Lines - 4, 5, 15x, 16, 17 | 457,950 | 59% | 18,143 | 20% | 476,093 | 55% |
| Lines 11 & 24x | 97,944 | 13% | 31,371 | 35% | 129,315 | 15% |
| All Other Lines | 217,079 | 28% | 39,634 | 44% | 256,713 | 30% |
| Total | 772,973 | 100% | 89,148 | 100% | 862,121 | 100% |

UCSB student ridership tends to be more concentrated, with more than 90% of students traveling on routes serving Isla Vista (11, 15x, 24x, & 27), and only a small difference in ridership distribution between weekdays and weekend days. While there have been moderate increases in UCSB ridership on Lines 11, 24x, and 27, UCSB ridership on Line 15x increased 40% since that route was re-routed to travel only along El Colegio rather than through residential Isla Vista as it used to do.

**Distribution of UCSB Ridership
July - March**

| UCSB 2014-15 | Weekday | | Weekend | | Total | |
|-------------------------------------|---------|------|---------|------|---------|------|
| | # | % | # | % | # | % |
| Isla Vista Lines - 11, 15x, 24x, 27 | 565,740 | 93% | 105,581 | 87% | 671,321 | 92% |
| Lines 6 & 12x | 20,772 | 3% | 10,186 | 8% | 30,958 | 4% |
| All Other Lines | 24,486 | 4% | 4,917 | 4% | 29,403 | 4% |
| Total | 610,998 | 100% | 120,684 | 100% | 731,682 | 100% |

| UCSB 2013-14 | Weekday | | Weekend | | Total | |
|-------------------------------------|---------|------|---------|------|---------|------|
| | # | % | # | % | # | % |
| Isla Vista Lines - 11, 15x, 24x, 27 | 519,445 | 92% | 102,083 | 87% | 621,528 | 91% |
| Lines 6 & 12x | 19,158 | 3% | 10,262 | 9% | 29,420 | 4% |
| All Other Lines | 25,424 | 5% | 5,546 | 5% | 30,970 | 5% |
| Total | 564,027 | 100% | 117,891 | 100% | 681,918 | 100% |

Planning staff will continue to monitor the system and evaluate route performance. Staff looks forward to the implementation of the AVL system, which will enable the Planning Department to better understand ridership trends and to fine tune the service adjustment process.

Operations Department

The Operations Department tracks on-time bus departures from the Olive Street terminal (a bus leaving no more than five minutes past its scheduled time is considered on-time). MTD achieved 99.9 percent on-time departures from the terminal year-to-date through the third quarter of FY 2015, with 39 of 26,272 bus departures leaving the terminal more than five minutes late. (MTD achieved 99.8 percent on-time departures from the terminal year-to-date through the third quarter of FY 2014.) The majority of the late departures are related to minor issues discovered by the driver during the mandatory “pre-op” inspection, which are corrected in a few minutes. The number of late departures is kept to a minimum by MTD’s policy that Supervisors will cover runs if a driver is late, until such time as the Supervisor can be relieved.

The Operations Department also tracks passenger complaints and compliments. MTD has an adopted standard that passenger complaints shall average no more than one complaint per 10,000 MTD passenger boardings (the Board has asked staff to consider recommending a revision to this standard as part of the upcoming *MTD Strategic Plan* update). MTD did significantly better than this standard, with one complaint per 29,642 boardings year-to-date in FY 2015. (The average year-to-date in FY 2014 was one complaint per 30,897 boardings.)

Maintenance Department

The Maintenance Department tracks mechanical system failures (“roadcalls”) from both a passenger-convenience perspective and a system-efficiency perspective. MTD has two adopted standards related to roadcalls: 1) MTD diesel-powered revenue vehicles shall travel a minimum of 8,000 vehicle miles between all mechanical system failures (passenger convenience); and 2) MTD diesel-powered revenue vehicles shall travel a minimum of 10,000 vehicle miles between major mechanical system failures (system efficiency). MTD performed better than the standard for major mechanical failures year-to-date through the third quarter of FY 2015, with 12,169 miles between major failures, but performed below the standard for all mechanical failures, with 7,376 miles between all failures.

The Maintenance Department also tracks the cost per mile to operate MTD’s various bus fleets. Year-to-date through the third quarter of FY 2015, the average cost per mile for the electric shuttle fleet decreased from \$1.18 in FY 2014 to \$1.09 in FY 2015. The cost per mile for MTD’s 40-foot and 29-foot fleets, and the MCI coaches, decreased year-to-date through the third quarter of FY 2015 compared to FY 2014. This was the first quarter that included MTD’s three 60-ft. buses.

Human Resources/Risk Department

The HR/Risk Department reports MTD employee turnover by quarter. The turnover rate among drivers and mechanics during the third quarter of FY 2015 increased compared to the third quarter of FY 2014.

HR/Risk also reports workers’ compensation claims and liability claims by quarter. A comparison of the third quarter of FY 2015 to the same period of FY 2014 shows that workers’ compensation claims that included lost time increased from 1 to 2, while claims with no lost time was unchanged with 1 in both periods. The number of liability claims reportable to the National Transit Database (NTD) increased from 0 in the third quarter of FY 2014 and 1 during the third quarter of FY 2015, while liability claims reportable to MTD (but not to the NTD) decreased from 7 to 3.

Planning

Ridership by Fare Category (January – March 2015)

| Fare Categories | Quarter | | | YTD | | |
|-------------------------------|------------------|------------------|-------------|------------------|------------------|--------------|
| | Jan 15 - Mar 15 | Jan 14 - Mar 14 | % Change | FY 2014-2015 | FY 2013- 2014 | % Change |
| General Fare | 268,747 | 278,775 | -3.6% | 862,240 | 899,811 | -4.2% |
| Transfers | 158,654 | 160,766 | -1.3% | 490,157 | 506,419 | -3.2% |
| Full Fare Prepaid (1) | 324,140 | 334,142 | -3.0% | 1,044,023 | 1,018,591 | 2.5% |
| Santa Barbara City College | 297,265 | 282,877 | 5.1% | 839,698 | 862,122 | -2.6% |
| Senior & Disabled Prepaid (2) | 171,913 | 166,794 | 3.1% | 519,904 | 515,393 | 0.9% |
| Shuttle (DWE & Seaside) | 51,875 | 54,740 | -5.2% | 196,987 | 203,491 | -3.2% |
| UC Santa Barbara | 319,153 | 289,676 | 10.2% | 731,682 | 681,918 | 7.3% |
| Youth Prepaid (3) | 213,680 | 196,295 | 8.9% | 567,810 | 548,861 | 3.5% |
| Free | 43,278 | 47,606 | -9.1% | 135,692 | 159,340 | -14.8% |
| My Ride / Brooks | 25,708 | 25,440 | 1.1% | 92,601 | 91,702 | 1.0% |
| Senior | 38,044 | 43,992 | -13.5% | 125,982 | 136,676 | -7.8% |
| Persons with Disabilities | 11,392 | 11,155 | 2.1% | 33,487 | 36,084 | -7.2% |
| Tokens | 6,983 | 7,350 | -5.0% | 21,339 | 24,676 | -13.5% |
| Total | 1,930,832 | 1,899,608 | 1.6% | 5,661,602 | 5,685,084 | -0.4% |

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

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

(3) Includes K-12 Youth 10-ride and unlimited 30-day Passport use.

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

Revenue Hours and Revenue Miles (January – March 2015)

| Metrics | Quarter | | | YTD | | |
|-----------------------------|-----------------|-----------------|---------|--------------|---------------|----------|
| | Jan 15 - Mar 15 | Jan 14 - Mar 14 | %Change | FY 2014-2015 | FY 2013- 2014 | % Change |
| Passengers | 1,930,832 | 1,899,608 | 1.6% | 5,661,602 | 5,685,084 | -0.4% |
| Revenue Hours | 51,649 | 49,631 | 4.1% | 153,945 | 149,582 | 2.9% |
| Passengers per Revenue Hour | 37.4 | 38.3 | -2.3% | 36.8 | 38.0 | -3.2% |
| Miles | 643,498 | 635,402 | 1.3% | 1,929,303 | 1,902,546 | 1.4% |
| Passengers per Mile | 3.0 | 3.0 | 0.4% | 2.9 | 3.0 | -1.8% |

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

Planning

MTD System Ridership (January – March 2015)

| LINE | Quarter | | | YTD | | |
|-------------------------------------|------------------|------------------|-------------|------------------|------------------|--------------|
| | Jan 15 - Mar 15 | Jan 14 - Mar 14 | % Change | FY 2014-2015 | FY 2013-2014 | % Change |
| 1 West Santa Barbara | 103,961 | 99,936 | 4.0% | 309,598 | 311,419 | -0.6% |
| 2 East Santa Barbara | 165,914 | 164,640 | 0.8% | 493,373 | 502,786 | -1.9% |
| 3 Oak Park | 60,916 | 56,201 | 8.4% | 178,610 | 177,489 | 0.6% |
| 4 Mesa / SBCC | 39,949 | 41,636 | -4.1% | 117,138 | 125,310 | -6.5% |
| 5 Mesa / La Cumbre | 48,048 | 50,700 | -5.2% | 144,838 | 157,730 | -8.2% |
| 6 Goleta | 179,727 | 178,371 | 0.8% | 538,920 | 543,910 | -0.9% |
| 7 County Health / Fairview | 38,720 | 38,975 | -0.7% | 114,552 | 117,808 | -2.8% |
| 8 County Health | 28,565 | 30,321 | -5.8% | 91,208 | 96,503 | -5.5% |
| 9 Calle Real / Old Town Shuttle | 9,373 | 8,892 | 5.4% | 27,640 | 28,084 | -1.6% |
| 10 Cathedral Oaks | 8,570 | 7,977 | 7.4% | 24,396 | 21,363 | 14.2% |
| 11 UCSB | 324,089 | 318,034 | 1.9% | 933,536 | 926,051 | 0.8% |
| 12x Goleta Express | 68,057 | 69,773 | -2.5% | 210,372 | 216,499 | -2.8% |
| 14 Montecito | 26,512 | 26,623 | -0.4% | 78,461 | 82,955 | -5.4% |
| 15x SBCC / UCSB Express | 104,949 | 86,375 | 21.5% | 298,339 | 268,378 | 11.2% |
| 16 City College Shuttle | 49,801 | 36,093 | 38.0% | 130,858 | 105,479 | 24.1% |
| 17 Lower West / SBCC | 50,335 | 52,297 | -3.8% | 150,002 | 160,309 | -6.4% |
| 20 Carpinteria | 84,706 | 88,713 | -4.5% | 264,039 | 274,354 | -3.8% |
| 21x Carpinteria Express | 25,919 | 27,243 | -4.9% | 78,998 | 81,547 | -3.1% |
| 22 Old Mission | - | 5,572 | -100.0% | 3,172 | 17,273 | -81.6% |
| 23 Winchester Canyon | 19,112 | 20,513 | -6.8% | 57,738 | 61,544 | -6.2% |
| 24x UCSB Express | 168,394 | 178,082 | -5.4% | 494,482 | 498,586 | -0.8% |
| 25 Ellwood | 14,979 | 14,406 | 4.0% | 42,750 | 42,632 | 0.3% |
| 27 Isla Vista Shuttle | 103,583 | 94,017 | 10.2% | 234,656 | 214,649 | 9.3% |
| 36 Seaside Shuttle | 18,158 | 16,682 | 8.8% | 55,689 | 51,530 | 8.1% |
| 37 Crosstown Shuttle | 27,508 | 20,342 | 35.2% | 78,737 | 63,037 | 24.9% |
| Booster Services | 79,406 | 74,136 | 7.1% | 190,866 | 194,502 | -1.9% |
| System Subtotal | 1,849,251 | 1,806,550 | 2.4% | 5,342,968 | 5,341,727 | 0.0% |
| <i>Downtown Waterfront Shuttles</i> | | | | | | |
| 30 Downtown Shuttle | 58,438 | 66,359 | -11.9% | 229,249 | 248,186 | -7.6% |
| 31 East Beach Waterfront Shuttle | 7,442 | 9,259 | -19.6% | 36,004 | 40,896 | -12.0% |
| 32 West Beach Waterfront Shuttle | 5,442 | 6,595 | -17.5% | 21,419 | 20,367 | 5.2% |
| <i>Coastal Express Limited</i> | | | | | | |
| 86,87 Limited - Santa Barbara | 5,311 | 5,242 | 1.3% | 16,002 | 16,857 | -5.1% |
| 88,89 Limited - Goleta | 4,948 | 5,603 | -11.7% | 15,960 | 17,051 | -6.4% |
| <i>Unknown</i> | | | | | | |
| | - | - | 0.0% | - | - | 0.0% |
| System Total | 1,930,832 | 1,899,608 | 1.6% | 5,661,602 | 5,685,084 | -0.4% |
| <i>Related Routes</i> | | | | | | |
| 20, 21x Carpinteria | 110,625 | 115,956 | -4.6% | 343,037 | 355,901 | -3.6% |
| 1, 2, 37 East/West & Crosstown | 297,383 | 284,918 | 4.4% | 881,708 | 877,242 | 0.5% |
| 4, 5, 15x, 16, 17 Mesa Lines | 293,082 | 267,101 | 9.7% | 841,175 | 817,206 | 2.9% |
| 6, 11 State/Hollister | 503,816 | 496,405 | 1.5% | 1,472,456 | 1,469,961 | 0.2% |
| 7, 8, 9 Calle Real/Fairview | 76,658 | 78,188 | -2.0% | 233,400 | 242,395 | -3.7% |

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

Planning

MTD Passengers per Revenue Hour (January – March 2015)

| LINE | Quarter | | | YTD | | | |
|-------------------------------------|-----------------|-----------------|--------------|--------------|--------------|--------------|--|
| | Jan 15 - Mar 15 | Jan 14 - Mar 14 | %Change | FY 2014-2015 | FY 2013-2014 | % Change | |
| 1 West Santa Barbara | 37.6 | 37.3 | 0.6% | 37.3 | 38.5 | -3.2% | |
| 2 East Santa Barbara | 39.4 | 46.9 | -16.0% | 40.1 | 47.3 | -15.3% | |
| 3 Oak Park | 23.8 | 28.8 | -17.4% | 27.0 | 30.1 | -10.1% | |
| 4 Mesa / SBCC | 34.9 | 36.4 | -4.0% | 33.8 | 36.2 | -6.6% | |
| 5 Mesa / La Cumbre | 27.7 | 29.3 | -5.3% | 27.7 | 30.2 | -8.2% | |
| 6 Goleta | 37.5 | 37.2 | 0.8% | 37.3 | 37.6 | -0.9% | |
| 7 County Health / Fairview | 30.6 | 31.5 | -2.7% | 29.8 | 31.4 | -5.2% | |
| 8 County Health | 31.2 | 33.1 | -5.7% | 32.8 | 34.7 | -5.5% | |
| 9 Calle Real / Old Town Shuttle | 14.8 | 14.1 | 5.5% | 14.5 | 14.8 | -2.2% | |
| 10 Cathedral Oaks | 22.6 | 21.0 | 7.4% | 21.2 | 18.6 | 14.0% | |
| 11 UCSB | 42.3 | 41.5 | 1.9% | 40.3 | 40.0 | 0.8% | |
| 12x Goleta Express | 43.1 | 44.2 | -2.6% | 43.9 | 45.7 | -3.9% | |
| 14 Montecito | 21.2 | 21.3 | -0.4% | 20.9 | 22.1 | -5.4% | |
| 15x SBCC / UCSB Express | 51.4 | 49.5 | 3.7% | 49.2 | 51.7 | -4.9% | |
| 16 City College Shuttle | 65.9 | 84.2 | -21.7% | 66.0 | 84.4 | -21.8% | |
| 17 Lower West / SBCC | 63.0 | 65.5 | -3.8% | 62.1 | 66.4 | -6.6% | |
| 20 Carpinteria | 25.3 | 26.6 | -5.0% | 26.1 | 27.2 | -3.9% | |
| 21x Carpinteria Express | 24.3 | 25.5 | -4.6% | 24.5 | 25.3 | -3.0% | |
| 22 Old Mission | 0.0 | 13.9 | -100.0% | 13.0 | 14.3 | -8.9% | |
| 23 Winchester Canyon | 23.2 | 24.8 | -6.5% | 23.1 | 24.6 | -6.0% | |
| 24x UCSB Express | 67.4 | 66.1 | 2.0% | 66.5 | 64.3 | 3.4% | |
| 25 Ellwood | 39.1 | 38.1 | 2.6% | 37.0 | 37.3 | -0.8% | |
| 27 Isla Vista Shuttle | 55.1 | 50.5 | 9.0% | 47.7 | 43.9 | 8.9% | |
| 36 Seaside Shuttle | 17.3 | 16.0 | 8.5% | 17.6 | 16.3 | 8.0% | |
| 37 Crosstown Shuttle | 18.4 | 20.3 | -9.6% | 18.6 | 20.8 | -10.5% | |
| Booster Services | 92.0 | 93.4 | -1.5% | 91.8 | 95.6 | -4.1% | |
| System Subtotal | 38.6 | 39.4 | -2.1% | 37.8 | 39.0 | -3.1% | |
| <i>Downtown Waterfront Shuttles</i> | | | | | | | |
| 30 Downtown Shuttle | 23.4 | 26.2 | -10.9% | 27.4 | 29.4 | -7.1% | |
| 31 East Beach Waterfront Shuttle | 15.2 | 18.9 | -19.5% | 19.7 | 22.1 | -10.7% | |
| 32 West Beach Waterfront Shuttle | 21.3 | 23.7 | -10.1% | 23.2 | 22.4 | 3.5% | |
| <i>Coastal Express Limited</i> | | | | | | | |
| 86,87 Limited - Santa Barbara | 22.6 | 22.3 | 1.3% | 22.5 | 24.1 | -6.9% | |
| 88,89 Limited - Goleta | 19.0 | 21.5 | -11.7% | 20.2 | 21.8 | -7.2% | |
| <i>Unknown</i> | | | | | | | |
| | 0.0 | 0.0 | 0.0% | 0.0 | 0.0 | 0.0% | |
| System Total | 37.4 | 38.3 | -2.3% | 36.8 | 38.0 | -3.2% | |
| <i>Related Routes</i> | | | | | | | |
| 20, 21x Carpinteria | 25.0 | 26.3 | -4.9% | 25.8 | 26.7 | -3.7% | |
| 1, 2, 37 East/West & Crosstown | 35.1 | 39.6 | -11.5% | 35.5 | 40.3 | -12.0% | |
| 4, 5, 15x, 16, 17 Mesa Lines | 45.3 | 45.7 | -0.9% | 43.9 | 46.6 | -5.8% | |
| 6, 11 State/Hollister | 40.4 | 39.9 | 1.5% | 39.1 | 39.1 | 0.2% | |
| 7, 8, 9 Calle Real | 27.3 | 28.1 | -2.9% | 27.4 | 28.8 | -4.9% | |

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

Planning

MTD 'At Capacity' Loads* (January – March 2015)

| LINE | Quarter | | | Year to Date | | |
|-------------------------------------|-----------------|-----------------|----------|--------------|--------------|----------|
| | Jan 15 - Mar 15 | Jan 14 - Mar 14 | % Change | FY 2014-2015 | FY 2013-2014 | % Change |
| 1 West Santa Barbara | 7 | 19 | -63.2% | 28 | 71 | -60.6% |
| 2 East Santa Barbara | 33 | 58 | -43.1% | 97 | 209 | -53.6% |
| 3 Oak Park | 13 | 27 | -51.9% | 27 | 50 | -46.0% |
| 4 Mesa / SBCC | 5 | 6 | -16.7% | 19 | 10 | 90.0% |
| 5 Mesa / La Cumbre | 1 | 46 | -97.8% | 42 | 153 | -72.5% |
| 6 Goleta | 76 | 42 | 81.0% | 245 | 198 | 23.7% |
| 7 County Health / Fairview | 8 | 35 | -77.1% | 90 | 199 | -54.8% |
| 8 County Health | 1 | 6 | -83.3% | 2 | 59 | -96.6% |
| 9 Calle Real / Old Town Shuttle | - | - | 0.0% | 2 | 1 | 100.0% |
| 10 Cathedral Oaks | 2 | 3 | -33.3% | 7 | 6 | 16.7% |
| 11 UCSB | 213 | 262 | -18.7% | 683 | 811 | -15.8% |
| 12x Goleta Express | 24 | 23 | 4.3% | 109 | 129 | -15.5% |
| 14 Montecito | 1 | 4 | -75.0% | 7 | 20 | -65.0% |
| 15x SBCC / UCSB Express | 30 | 204 | -85.3% | 479 | 607 | -21.1% |
| 16 City College Shuttle | 76 | 19 | 300.0% | 133 | 164 | -18.9% |
| 17 Lower West / SBCC | 9 | 24 | -62.5% | 42 | 74 | -43.2% |
| 20 Carpinteria | 49 | 30 | 63.3% | 124 | 74 | 67.6% |
| 21x Carpinteria Express | 14 | 23 | -39.1% | 23 | 51 | -54.9% |
| 22 Old Mission | - | 1 | -100.0% | - | 1 | -100.0% |
| 23 Winchester Canyon | 1 | 1 | 0.0% | 8 | 30 | -73.3% |
| 24x UCSB Express | 271 | 192 | 41.1% | 830 | 658 | 26.1% |
| 25 Ellwood | - | - | 0.0% | 2 | 1 | 100.0% |
| 27 Isla Vista Shuttle | 66 | 85 | -22.4% | 196 | 149 | 31.5% |
| 36 Seaside Shuttle | 6 | 1 | 500.0% | 15 | 5 | 200.0% |
| 37 Crosstown Shuttle | 3 | 7 | -57.1% | 8 | 9 | -11.1% |
| Booster Services | 144 | 77 | 87.0% | 352 | 169 | 108.3% |
| System Subtotal | 1,053 | 1,195 | -11.9% | 3,570 | 3,908 | -8.6% |
| <i>Downtown Waterfront Shuttles</i> | | | | | | |
| 30 Downtown Shuttle | 129 | 129 | 0.0% | 491 | 476 | 3.2% |
| 31 East Beach Waterfront Shuttle | - | 3 | -100.0% | 8 | 11 | -27.3% |
| 32 West Beach Waterfront Shuttle | 6 | 13 | -53.8% | 26 | 16 | 62.5% |
| <i>Coastal Express Limited</i> | | | | | | |
| 86,87 Limited - Santa Barbara | - | - | 0.0% | - | - | 0.0% |
| 88,89 Limited - Goleta | - | - | 0.0% | - | - | 0.0% |
| <i>Related Routes</i> | | | | | | |
| 20, 21x Carpinteria | 63 | 53 | 18.9% | 147 | 125 | 17.6% |
| 1, 2, 37 East/West & Crosstown | 43 | 84 | -48.8% | 133 | 289 | -54.0% |
| 4, 5, 15x, 16, 17 Mesa Lines | 121 | 299 | -59.5% | 715 | 1,008 | -29.1% |
| 6, 11 State/Hollister | 289 | 304 | -4.9% | 928 | 1,009 | -8.0% |
| 7, 8, 9 Calle Real, Fairview | 9 | 41 | -78.0% | 94 | 259 | -63.7% |
| <i>Unknown/Miscellaneous</i> | | | | | | |
| | 1 | 1 | 100.0% | 8 | 1 | 100.0% |
| System Total | 1,189 | 1,341 | -11.3% | 4,103 | 4,412 | -7.0% |

* Classified as a 30-foot vehicle with 10 or more standees, or a 40-foot vehicle with 20 or more standees.

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

Planning

MTD 'Too Full to Board' Loads* (January – March 2015)

| LINE | Quarter | | | Year to Date | | |
|-------------------------------------|-----------------|-----------------|----------|--------------|--------------|----------|
| | Jan 15 - Mar 15 | Jan 14 - Mar 14 | % Change | FY 2014-2015 | FY 2013-2014 | % Change |
| 1 West Santa Barbara | 2 | 6 | -66.7% | 9 | 29 | -69.0% |
| 2 East Santa Barbara | 24 | 13 | 84.6% | 58 | 79 | -26.6% |
| 3 Oak Park | 8 | 5 | 60.0% | 20 | 9 | 122.2% |
| 4 Mesa / SBCC | 6 | 4 | 50.0% | 11 | 12 | -8.3% |
| 5 Mesa / La Cumbre | 5 | 41 | -87.8% | 42 | 105 | -60.0% |
| 6 Goleta | 50 | 49 | 2.0% | 158 | 152 | 3.9% |
| 7 County Health / Fairview | 3 | 18 | -83.3% | 27 | 74 | -63.5% |
| 8 County Health | - | - | 0.0% | 5 | 2 | 150.0% |
| 9 Calle Real / Old Town Shuttle | - | - | 0.0% | 1 | 1 | 0.0% |
| 10 Cathedral Oaks | 1 | - | 100.0% | 8 | - | 100.0% |
| 11 UCSB | 220 | 207 | 6.3% | 573 | 536 | 6.9% |
| 12x Goleta Express | 8 | 12 | -33.3% | 41 | 56 | -26.8% |
| 14 Montecito | 1 | 4 | -75.0% | 5 | 6 | -16.7% |
| 15x SBCC / UCSB Express | 50 | 233 | -78.5% | 619 | 801 | -22.7% |
| 16 City College Shuttle | 57 | 71 | -19.7% | 99 | 142 | -30.3% |
| 17 Lower West / SBCC | 14 | 18 | -22.2% | 37 | 62 | -40.3% |
| 20 Carpinteria | 17 | 3 | 466.7% | 68 | 25 | 172.0% |
| 21x Carpinteria Express | 6 | 21 | -71.4% | 35 | 21 | 66.7% |
| 22 Old Mission | - | 1 | -100.0% | - | 1 | -100.0% |
| 23 Winchester Canyon | 1 | - | 100.0% | 3 | 23 | -87.0% |
| 24x UCSB Express | 305 | 217 | 40.6% | 818 | 663 | 23.4% |
| 25 Ellwood | - | - | 0.0% | 2 | 2 | 0.0% |
| 27 Isla Vista Shuttle | 118 | 121 | -2.5% | 255 | 230 | 10.9% |
| 36 Seaside Shuttle | 22 | - | 100.0% | 28 | 1 | 2700.0% |
| 37 Crosstown Shuttle | 2 | 8 | -75.0% | 5 | 15 | -66.7% |
| Booster Services | 89 | 66 | 34.8% | 230 | 241 | -4.6% |
| System Subtotal | 1,009 | 1,118 | -9.7% | 3,157 | 3,288 | -4.0% |
| <i>Downtown Waterfront Shuttles</i> | | | | | | |
| 30 Downtown Shuttle | 173 | 166 | 4.2% | 757 | 889 | -14.8% |
| 31 East Beach Waterfront Shuttle | 2 | 12 | -83.3% | 25 | 57 | -56.1% |
| 32 West Beach Waterfront Shuttle | 6 | 15 | -60.0% | 29 | 27 | 7.4% |
| <i>Coastal Express Limited</i> | | | | | | |
| 86,87 Limited - Santa Barbara | - | - | 0.0% | 1 | - | 100.0% |
| 88,89 Limited - Goleta | - | - | 0.0% | 1 | - | 100.0% |
| <i>Related Routes</i> | | | | | | |
| 20, 21x Carpinteria | 23 | 24 | -4.2% | 103 | 46 | 123.9% |
| 1, 2, 37 East/West & Cross town | 28 | 27 | 3.7% | 72 | 123 | -41.5% |
| 4, 5, 15x, 16, 17 Mesa Lines | 132 | 367 | -64.0% | 808 | 1,122 | -28.0% |
| 6, 11 State/Hollister | 270 | 256 | 5.5% | 731 | 688 | 6.3% |
| 7, 8, 9 Calle Real, Fairview | 3 | 18 | -83.3% | 33 | 77 | -57.1% |
| <i>Unknown/Miscellaneous</i> | | | | | | |
| | 3 | 3 | 100.0% | 7 | 8 | -12.5% |
| System Total | 1,193 | 1,314 | -9.2% | 3,977 | 4,269 | -6.8% |

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

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

Planning

MTD Bicycles Carried (January – March 2015)

| LINE | Quarter | | | Year to Date | | |
|---|-----------------|-----------------|--------------|---------------|---------------|--------------|
| | Jan 15 - Mar 15 | Jan 14 - Mar 14 | % Change | FY 2014-2015 | FY 2013-2014 | % Change |
| 1 West Santa Barbara | 702 | 635 | 10.6% | 1,947 | 2,083 | -6.5% |
| 2 East Santa Barbara | 1,907 | 1,555 | 22.6% | 5,535 | 5,173 | 7.0% |
| 3 Oak Park | 591 | 473 | 24.9% | 1,818 | 1,553 | 17.1% |
| 4 Mesa / SBCC | 522 | 632 | -17.4% | 1,836 | 1,745 | 5.2% |
| 5 Mesa / La Cumbre | 723 | 1,014 | -28.7% | 2,467 | 3,255 | -24.2% |
| 6 Goleta | 3,967 | 4,393 | -9.7% | 12,725 | 13,624 | -6.6% |
| 7 County Health / Fairview | 734 | 788 | -6.9% | 2,206 | 2,512 | -12.2% |
| 8 County Health | 538 | 634 | -15.1% | 1,762 | 1,935 | -8.9% |
| 9 Calle Real / Old Town Shuttle | 119 | 117 | 1.7% | 327 | 345 | -5.2% |
| 10 Cathedral Oaks | 195 | 263 | -25.9% | 576 | 543 | 6.1% |
| 11 UCSB | 6,420 | 6,962 | -7.8% | 19,926 | 20,591 | -3.2% |
| 12x Goleta Express | 2,243 | 2,019 | 11.1% | 6,715 | 6,440 | 4.3% |
| 14 Montecito | 458 | 524 | -12.6% | 1,367 | 1,507 | -9.3% |
| 15x SBCC / UCSB Express | 1,122 | 957 | 17.2% | 3,364 | 3,212 | 4.7% |
| 16 City College Shuttle | 503 | 399 | 26.1% | 1,282 | 1,058 | 21.2% |
| 17 Lower West / SBCC | 408 | 377 | 8.2% | 1,379 | 1,122 | 22.9% |
| 20 Carpinteria | 2,091 | 1,859 | 12.5% | 6,253 | 5,868 | 6.6% |
| 21x Carpinteria Express | 770 | 792 | -2.8% | 2,211 | 2,106 | 5.0% |
| 22 Old Mission | 2 | 246 | -99.2% | 103 | 541 | -81.0% |
| 23 Winchester Canyon | 333 | 336 | -0.9% | 892 | 1,059 | -15.8% |
| 24x UCSB Express | 3,498 | 3,267 | 7.1% | 10,111 | 10,475 | -3.5% |
| 25 Ellwood | 240 | 293 | -18.1% | 764 | 994 | -23.1% |
| 27 Isla Vista Shuttle | 1,030 | 737 | 39.8% | 2,181 | 1,793 | 21.6% |
| 36 Seaside Shuttle ¹ | - | - | N/A | - | - | N/A |
| 37 Crosstown Shuttle ¹ | - | - | N/A | - | - | N/A |
| Booster Services | 82 | 85 | -3.5% | 281 | 169 | 66.3% |
| System Subtotal | 29,198 | 29,357 | -0.5% | 88,028 | 89,703 | -1.9% |
| Waterfront Shuttles ¹ | | | | | | |
| 30 State Street Shuttle | - | - | N/A | - | - | N/A |
| 31 East Beach Waterfront Shuttle | - | - | N/A | - | - | N/A |
| 32 West Beach Waterfront Shuttle | - | - | N/A | - | - | N/A |
| Express Limited | | | | | | |
| 86, 87 Limited - Santa Barbara | 24 | 27 | -11.1% | 51 | 130 | -60.8% |
| 88, 89 Limited - Goleta | 156 | 50 | 212.0% | 554 | 174 | 218.4% |
| Feeder Routes | | | | | | |
| 20, 21x Carpinteria | 2,861 | 2,651 | 7.9% | 8,464 | 7,974 | 6.1% |
| 1, 2, 3, 7 East/West & Crosstown | 2,609 | 2,190 | 19.1% | 7,482 | 7,256 | 3.1% |
| 4, 5, 15x, 16, 17 Mesa Lines | 3,278 | 3,379 | -3.0% | 10,328 | 10,392 | -0.6% |
| 6, 11 State/Hollister | 10,387 | 11,355 | -8.5% | 32,651 | 34,215 | -4.6% |
| 7, 8, 9 Calle Real/Fairview | 1,391 | 1,539 | -9.6% | 4,295 | 4,792 | -10.4% |
| Miscellaneous | | | | | | |
| | 49 | 38 | 28.9% | 160 | 142 | 12.7% |
| System Total | 29,427 | 29,472 | -0.2% | 88,793 | 90,149 | -1.5% |

¹ MTD electric shuttles cannot carry bicycles.

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

Planning

MTD Wheelchairs Boarded (January – March 2015)

| LINE | Quarter | | | Year to Date | | |
|-------------------------------------|-----------------|-----------------|-------------|---------------|---------------|-------------|
| | Jan 15 - Mar 15 | Jan 14 - Mar 14 | % Change | FY 2014-2015 | FY 2013-2014 | % Change |
| 1 West Santa Barbara | 340 | 214 | 58.9% | 1,061 | 698 | 52.0% |
| 2 East Santa Barbara | 507 | 419 | 21.0% | 1,759 | 1,387 | 26.8% |
| 3 Oak Park | 370 | 383 | -3.4% | 1,174 | 1,151 | 2.0% |
| 4 Mesa / SBCC | 83 | 29 | 186.2% | 314 | 66 | 375.8% |
| 5 Mesa / La Cumbre | 189 | 282 | -33.0% | 780 | 857 | -9.0% |
| 6 Goleta | 564 | 619 | -8.9% | 1,899 | 1,795 | 5.8% |
| 7 County Health / Fairview | 270 | 270 | 0.0% | 701 | 919 | -23.7% |
| 8 County Health | 201 | 212 | -5.2% | 566 | 691 | -18.1% |
| 9 Calle Real / Old Town Shuttle | 41 | 45 | -8.9% | 144 | 125 | 15.2% |
| 10 Cathedral Oaks | 5 | 2 | 150.0% | 14 | 9 | 55.6% |
| 11 UCSB | 605 | 768 | -21.2% | 2,219 | 2,275 | -2.5% |
| 12x Goleta Express | 255 | 196 | 30.1% | 731 | 573 | 27.6% |
| 14 Montecito | 89 | 102 | -12.7% | 244 | 286 | -14.7% |
| 15x SBCC / UCSB Express | 4 | 4 | 0.0% | 26 | 33 | -21.2% |
| 16 City College Shuttle | 117 | 98 | 19.4% | 278 | 178 | 56.2% |
| 17 Lower West / SBCC | 83 | 57 | 45.6% | 236 | 167 | 41.3% |
| 20 Carpinteria | 411 | 270 | 52.2% | 1,077 | 1,137 | -5.3% |
| 21x Carpinteria Express | 87 | 117 | -25.6% | 256 | 308 | -16.9% |
| 22 Old Mission | - | 4 | -100.0% | - | 14 | -100.0% |
| 23 Winchester Canyon | 34 | 36 | -5.6% | 117 | 148 | -20.9% |
| 24x UCSB Express | 105 | 55 | 90.9% | 244 | 197 | 23.9% |
| 25 Ellwood | 69 | 82 | -15.9% | 171 | 242 | -29.3% |
| 27 Isla Vista Shuttle | 16 | 27 | -40.7% | 58 | 74 | -21.6% |
| 36 Seaside Shuttle | 20 | 4 | 400.0% | 53 | 19 | 178.9% |
| 37 Crosstown Shuttle | 23 | 14 | 64.3% | 66 | 70 | -5.7% |
| Booster Services | 2 | 2 | 0.0% | 8 | 5 | 60.0% |
| System Subtotal | 4,490 | 4,311 | 4.2% | 14,196 | 13,424 | 5.8% |
| <i>Downtown Waterfront Shuttles</i> | | | | | | |
| 30 State Street Shuttle | 154 | 194 | -20.6% | 490 | 685 | -28.5% |
| 31 East Beach Waterfront Shuttle | 35 | 28 | 25.0% | 66 | 110 | -40.0% |
| 32 West Beach Waterfront Shuttle | 7 | 18 | -61.1% | 38 | 47 | -19.1% |
| <i>Coastal Express Limited</i> | | | | | | |
| 86, 87 Limited - Santa Barbara | - | - | 0.0% | 1 | - | 100.0% |
| 88, 89 Limited - Goleta | 1 | - | 0.0% | 5 | - | 100.0% |
| <i>Related Routes</i> | | | | | | |
| 20, 21x Carpinteria | 498 | 387 | 28.7% | 1,333 | 1,445 | -7.8% |
| 1, 2, 37 East/West & Crosstown | 870 | 647 | 34.5% | 2,886 | 2,155 | 33.9% |
| 4, 5, 15x, 16, 17 Mesa Lines | 476 | 470 | 1.3% | 1,634 | 1,301 | 25.6% |
| 6, 11 State/Hollister | 1,169 | 1,387 | -15.7% | 4,118 | 4,070 | 1.2% |
| 7, 8, 9 Calle Real/Fairview | 512 | 527 | -2.8% | 1,411 | 1,735 | -18.7% |
| <i>Unknown/Miscellaneous</i> | | | | | | |
| | 6 | 5 | 20.0% | 14 | 16 | -12.5% |
| System Total | 4,693 | 4,556 | 3.0% | 14,810 | 14,282 | 3.7% |

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

Transit Operations

AM/PM Startup for January, February, March

| Starts (from terminal) | FY 2014-2015 | | | | FY 2013-2014 | | | |
|---------------------------|--------------|--|--|------------------------------|--------------|--|--|------------------------------|
| | Total Trips | Missed/ Late Starts (missing driver) | Missed/ Late Starts (operations error) | Late Starts (bus failure) | Total Trips | Missed/ Late Starts (missing driver) | Missed/ Late Starts (operations error) | Late Starts (bus failure) |
| Weekday AM | 4,880 | 4(1) | 2(3) | 3(2) | 4,632 | 0 | 1(3) | 7(2) |
| Weekday PM | 2,318 | 0 | 0 | 1(2) | 2,421 | 0 | 1(3) | 0 |
| Saturday | 720 | 0 | 1(3) | 0 | 675 | 0 | 0 | 1(2) |
| Sunday | 602 | 0 | 1(3) | 1(2) | 574 | 0 | 0 | 7(2) |
| Quarter Totals | 8,520 | 4 | 4 | 4 | 8,302 | 0 | 2 | 15 |

AM/PM Startup YTD

| Starts (from terminal) | FY 2014-2015 | | | | FY 2013-2014 | | | |
|---------------------------|---------------|--|--|------------------------------|---------------|--|--|------------------------------|
| | Total | Missed/ Late Starts (missing driver) | Missed/ Late Starts (operations error) | Late Starts (bus failure) | Total | Missed/ Late Starts (missing driver) | Missed/ Late Starts (operations error) | Late Starts (bus failure) |
| Weekday AM | 15,278 | 6(1) | 3(3) | 13(2) | 14,231 | 4 | 2 | 24 |
| Weekday PM | 7,130 | 0 | 1(3) | 3(2) | 7,346 | 0 | 3 | 2 |
| Saturday | 2008 | 3(1) | 1(3) | 1(2) | 1959 | 0 | 0 | 3 |
| Sunday | 1856 | 0 | 1(3) | 7(2) | 1733 | 1 | 1 | 11 |
| YTD Totals | 26,272 | 9 | 6 | 24 | 25,269 | 5 | 6 | 40 |

(1) Driver minimally late

(2) Minor maintenance problems requiring repair prior to leaving for start of service.

(3) Incidents/accidents

Transit Operations

Complaints (January, February, March 2015)

| Month | Passenger Relations | Driving Observations | Schedule/Policy | Missed Passengers | Complaints | Total Monthly per Passenger Boarding Jan. - March 2015 | Total Monthly per Passenger Boarding Jan. - March 2014 | Compliments |
|---------------|---------------------|----------------------|-----------------|-------------------|------------|--|--|-------------|
| January | 2 | 5 | 1 | 1 | 9 | 1/70,973 | 1/36,634 | 0 |
| February | 9 | 4 | 0 | 1 | 14 | 1/45,457 | 1/58,404 | 0 |
| March | 23 | 14 | 14 | 0 | 51 | 1/12,856 | 1/37,315 | 1 |
| Quarter Total | 34 | 23 | 15 | 2 | 74 | 1/26,092 | 1/42,213 | 1 |

| | Complaints | Compliments |
|----------------------|------------|-------------|
| Current FY 14-15 YTD | 191 | 40 |
| Prior FY 13-14 YTD | 184 | 22 |

Definitions:

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

Driving Observations: Concerns regarding driving safety.

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

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

Compliments: Documented praise of MTD Employee's actions.

**** No significant trending comparing previous fiscal year or quarters. Complaint ratios fall well within District standard of 1/10,000, and improved over previous quarter.**

Transit Operations



Fleet Facts

| EV Fleet | Number in Fleet | Battery Type | Traction |
|-----------------------------------|-----------------|--------------|----------|
| EV's 3 -11 | 6 | Lead Acid | DC Drive |
| EV's 13, 15 – 17 & 20 – 21, 26-28 | 9 | Ni-Cad | AC Drive |
| EV's 12, 14, 18 & 19 | 4 | LiFePO4 | AC Drive |

Fleet Consumption Statistics

Third Quarter Fiscal Year 2015 (March 31, 2015)

| Miles | KWH | MPK | Parts | Labor | Cost per Mile |
|--------|--------|------|----------|---------|---------------|
| 43,360 | 68,237 | 0.64 | \$16,394 | \$7,606 | \$0.91 |

Third Quarter Fiscal Year 2014 (March 31, 2014)

| Miles | KWH | MPK | Parts | Labor | Cost per Mile |
|--------|--------|------|----------|----------|---------------|
| 41,265 | 65,084 | 0.63 | \$18,890 | \$12,525 | \$1.11 |

Fiscal Year 2015 to Date (March 31, 2015)

| Miles | KWH | MPK | Parts | Labor | Cost per Mile |
|---------|---------|------|----------|----------|---------------|
| 137,728 | 214,275 | 0.64 | \$77,383 | \$24,534 | \$1.09 |

Fiscal Year 2014 to Date (March 31, 2014)

| Miles | KWH | MPK | Parts | Labor | Cost per Mile |
|---------|---------|------|----------|----------|---------------|
| 131,182 | 204,362 | 0.64 | \$67,389 | \$41,700 | \$1.18 |

Transit Operations



Nova 400 Series Fleet Facts

| Diesel Fleet | Number in Fleet | Engine | Transmission |
|------------------|-----------------|-----------------------------------|---------------|
| 1998 Nova LFS 40 | 15 | Detroit Diesel Series 40 inline 6 | Allison B400R |
| 2000 Nova LFS 40 | 2 | Detroit Diesel Series 40 inline 6 | Allison B400R |

Fleet Consumption Statistics

Third Quarter Fiscal Year 2015 (March 31, 2015)

| Miles | MPG | Fuel/Oil | Parts | Labor | Cost per Mile |
|--------|------|----------|----------|---------|---------------|
| 85,431 | 4.49 | \$58,705 | \$13,524 | \$7,875 | \$0.94 |

Third Quarter Fiscal Year 2014 (March 31, 2014) See NOTE below

| Miles | MPG | Fuel/Oil | Parts | Labor | Cost per Mile |
|--------|------|----------|----------|----------|---------------|
| 91,439 | 4.41 | \$66,091 | \$34,561 | \$20,175 | \$1.32 |

Fiscal Year 2015 to Date (March 31, 2015)

| Miles | MPG | Fuel/Oil | Parts | Labor | Cost per Mile |
|---------|------|-----------|----------|----------|---------------|
| 258,593 | 4.53 | \$177,956 | \$63,218 | \$33,278 | \$1.06 |

Fiscal Year 2014 to Date (March 31, 2014) Ten (10) buses retired YTD

| Miles | MPG | Fuel/Oil | Parts | Labor | Cost per Mile |
|---------|------|-----------|----------|----------|---------------|
| 409,517 | 4.27 | \$316,413 | \$81,741 | \$63,479 | \$1.13 |

NOTE: One of eleven (11) buses retired in FY 2014 Q2 was reactivated this Quarter

Transit Operations



Gillig 700 Series Fleet Facts

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

Fleet Consumption Statistics

Third Quarter Fiscal Year 20154 (March 31, 2015)

| Miles | MPG | Fuel/Oil | Parts | Labor | Cost per Mile |
|---------|------|----------|----------|----------|---------------|
| 102,754 | 4.64 | \$67,321 | \$25,761 | \$12,524 | \$1.03 |

Third Quarter Fiscal Year 2014 (March 31, 2014)

| Miles | MPG | Fuel/Oil | Parts | Labor | Cost per Mile |
|---------|------|----------|----------|----------|---------------|
| 103,030 | 4.60 | \$71,355 | \$30,741 | \$15,952 | \$1.15 |

Fiscal Year 2015 to Date (March 31, 2015)

| Miles | MPG | Fuel/Oil | Parts | Labor | Cost per Mile |
|---------|------|-----------|----------|----------|---------------|
| 292,058 | 4.66 | \$195,070 | \$78,094 | \$38,491 | \$1.07 |

Fiscal Year 2014 to Date (March 31, 2014)

| Miles | MPG | Fuel/Oil | Parts | Labor | Cost per Mile |
|---------|------|-----------|-----------|----------|---------------|
| 304,219 | 4.60 | \$217,694 | \$107,302 | \$48,526 | \$1.23 |

Transit Operations



Gillig 700 Hybrid Series Fleet Facts

| Diesel Fleet | Number in Fleet | Engine | Transmission |
|--------------------------|-----------------|----------------------|--------------|
| 2009 Gillig Hybrid LF 29 | 3 | Cummins ISB Inline 6 | Allison EP40 |

Fleet Consumption Statistics

Third Quarter Fiscal Year 2015 (March 31, 2015)

| Miles | MPG | Fuel/Oil | Parts | Labor | Cost per Mile |
|-------|------|----------|-------|-------|---------------|
| 8,322 | 5.19 | \$4,881 | \$397 | \$884 | \$0.74 |

Third Quarter Fiscal Year 2014 (March 31, 2014)

| Miles | MPG | Fuel/Oil | Parts | Labor | Cost per Mile |
|--------|------|----------|---------|---------|---------------|
| 11,049 | 5.24 | \$6,671 | \$5,761 | \$2,862 | \$1.38 |

Fiscal Year 2015 to Date (March 31, 2015)

| Miles | MPG | Fuel/Oil | Parts | Labor | Cost per Mile |
|--------|------|----------|---------|---------|---------------|
| 28,799 | 5.26 | \$17,622 | \$3,337 | \$3,780 | \$0.86 |

Fiscal Year 2014 to Date (March 31, 2014)

| Miles | MPG | Fuel/Oil | Parts | Labor | Cost per Mile |
|--------|------|----------|----------|---------|---------------|
| 36,688 | 5.25 | \$23,233 | \$11,721 | \$7,844 | \$1.17 |

Transit Operations



Fleet Facts

| Diesel Fleet | Number in Fleet | Engine Type | Transmission |
|-------------------|-----------------|-----------------------------------|---------------|
| 2004 Gillig LF 40 | 15 | Detroit Diesel Series 50 inline 4 | Allison B400R |
| 2011 Gillig LF 40 | 7 | Cummins ISL | Allison B400R |
| 2013 Gillig LF 40 | 13 | Cummins ISL | Allison B400R |

Fleet Consumption Statistics

Third Quarter Fiscal Year 2014 (March 31, 2014) Two new buses added this Qtr

| Miles | MPG | Fuel/Oil | Parts | Labor | Cost per Mile |
|---------|------|-----------|----------|----------|---------------|
| 317,929 | 4.43 | \$221,169 | \$68,013 | \$31,710 | \$1.01 |

Third Quarter Fiscal Year 2014 (March 31, 2014) Two new buses added this Qtr

| Miles | MPG | Fuel/Oil | Parts | Labor | Cost per Mile |
|---------|------|-----------|----------|----------|---------------|
| 347,949 | 4.54 | \$245,845 | \$45,230 | \$32,978 | \$0.93 |

Fiscal Year 2014 to Date (March 31, 2014) Thirteen (13) new buses added YTD

| Miles | MPG | Fuel/Oil | Parts | Labor | Cost per Mile |
|-----------|------|-----------|-----------|----------|---------------|
| 1,034,454 | 4.52 | \$718,025 | \$152,747 | \$95,908 | \$0.93 |

Fiscal Year 2014 to Date (March 31, 2014) Thirteen (13) new buses added YTD

| Miles | MPG | Fuel/Oil | Parts | Labor | Cost per Mile |
|---------|------|-----------|-----------|----------|---------------|
| 838,868 | 4.48 | \$619,106 | \$148,692 | \$92,060 | \$1.03 |

Transit Operations



Gillig 900 Hybrid Series Fleet Facts

| Diesel Fleet | Number in Fleet | Engine | Transmission |
|--------------------------|-----------------|----------------------|--------------|
| 2007 Gillig Hybrid LF 40 | 8 | Cummins ISB Inline 6 | Allison EP40 |
| 2011 Gillig Hybrid LF 40 | 7 | Cummins ISB Inline 6 | Allison EP40 |

Fleet Consumption Statistics

Third Quarter Fiscal Year 2015 (March 31, 2015)

| Miles | MPG | Fuel/Oil | Parts | Labor | Cost per Mile |
|---------|------|----------|----------|----------|---------------|
| 148,108 | 5.30 | \$85,163 | \$15,246 | \$10,229 | \$0.75 |

Third Quarter Fiscal Year 2014 (March 31, 2014)

| Miles | MPG | Fuel/Oil | Parts | Labor | Cost per Mile |
|---------|------|----------|----------|----------|---------------|
| 130,779 | 5.37 | \$77,540 | \$16,118 | \$12,755 | \$0.81 |

Fiscal Year 2015 to Date (March 31, 2015)

| Miles | MPG | Fuel/Oil | Parts | Labor | Cost per Mile |
|---------|------|-----------|----------|----------|---------------|
| 420,036 | 5.22 | \$251,799 | \$57,355 | \$36,408 | \$0.82 |

Fiscal Year 2014 to Date (March 31, 2014)

| Miles | MPG | Fuel/Oil | Parts | Labor | Cost per Mile |
|---------|------|-----------|----------|----------|---------------|
| 429,826 | 5.32 | \$266,789 | \$62,608 | \$47,578 | \$0.88 |

Transit Operations



MCI 800 Series Fleet Facts

| Diesel Fleet | Number in Fleet | Engine | Transmission |
|-------------------|-----------------|-----------------------------------|--------------|
| 2004 MCI D4000 40 | 3 | Detroit Diesel Series 60 inline 6 | Allison B500 |
| 2004 MCI D4500 45 | 2 | Detroit Diesel Series 60 inline 6 | Allison B500 |

Fleet Consumption Statistics

Third Quarter Fiscal Year 2015 (March 31, 2015)

| Miles | MPG | Fuel/Oil | Parts | Labor | Cost per Mile |
|--------|------|----------|---------|---------|---------------|
| 25,702 | 4.51 | \$17,130 | \$1,779 | \$2,632 | \$0.84 |

Third Quarter Fiscal Year 2014 (March 31, 2014)

| Miles | MPG | Fuel/Oil | Parts | Labor | Cost per Mile |
|--------|------|----------|---------|---------|---------------|
| 25,177 | 4.73 | \$16,617 | \$4,409 | \$4,272 | \$1.00 |

Fiscal Year 2015 to Date (March 31, 2015)

| Miles | MPG | Fuel/Oil | Parts | Labor | Cost per Mile |
|--------|------|----------|----------|---------|---------------|
| 76,886 | 4.56 | \$51,814 | \$13,738 | \$9,760 | \$0.98 |

Fiscal Year 2014 to Date (March 31, 2014)

| Miles | MPG | Fuel/Oil | Parts | Labor | Cost per Mile |
|--------|------|----------|----------|----------|---------------|
| 76,830 | 4.62 | \$54,506 | \$12,776 | \$11,264 | \$1.02 |

Transit Operations



Nova 1000 Series Artic Fleet Facts

| Diesel Fleet | Number in Fleet | Engine | Transmission |
|--------------|-----------------|-------------|---------------|
| 2014 | 3 | Cummins ISL | Allison B500R |

Fleet Consumption Statistics

Third Quarter Fiscal Year 2014 (March 31, 2014) See NOTE below

| Miles | MPG | Fuel/Oil | Parts | Labor | Cost per Mile |
|--------|------|----------|---------|---------|---------------|
| 43,005 | 5.40 | \$23,873 | \$3,200 | \$1,153 | \$0.66 |

Third Quarter Fiscal Year 2013 (March 31, 2013) Not in Service

| Miles | MPG | Fuel/Oil | Parts | Labor | Cost per Mile |
|-------|-----|----------|-------|-------|---------------|
| 0 | 0 | \$0 | \$0 | \$0 | NA |

Fiscal Year 2014 to Date (March 31, 2014) See NOTE below

| Miles | MPG | Fuel/Oil | Parts | Labor | Cost per Mile |
|--------|------|----------|---------|---------|---------------|
| 43,005 | 5.40 | \$23,873 | \$3,200 | \$1,153 | \$0.66 |

Fiscal Year 2013 to Date (March 31, 2013) Not in Service

| Miles | MPG | Fuel/Oil | Parts | Labor | Cost per Mile |
|-------|-----|----------|-------|-------|---------------|
| 0 | 0 | \$0 | \$0 | \$0 | \$0 |

NOTE: Placed in service January 2015

Santa Barbara Metropolitan Transit District
FY 2015 National Transit Database Roadcalls ("Mechanical System Failures") - Third Quarter

| Fleet | Fiscal Year | All Mechanical System Failures | Major Mechanical System Failures | Accumulated Miles | Miles between <u>All</u> Mechanical System Failures | Miles between <u>Major</u> Mechanical System Failures |
|------------------------------|------------------|--------------------------------|----------------------------------|-------------------|---|---|
| Electric Vehicles (EVs) | 2014/2015 | 50 | 46 | 43,360 | 867 | 943 |
| | 2013/2014 | 31 | 26 | 41,265 | 1,331 | 1,587 |
| 400 Nova 40 ft | 2014/2015 | 10 | 6 | 85,431 | 8,543 | 14,239 |
| | 2013/2014 | 9 | 2 | 91,439 | 10,160 | 45,720 |
| 600 Gillig 40 ft | 2014/2015 | 48 | 28 | 317,929 | 6,624 | 11,355 |
| | 2013/2014 | 28 | 15 | 347,949 | 12,427 | 23,197 |
| 700 Gillig 29 ft | 2014/2015 | 25 | 18 | 102,754 | 4,110 | 5,709 |
| | 2013/2014 | 18 | 11 | 103,030 | 5,724 | 9,366 |
| 700 Gillig 29 ft Hybrid | 2014/2015 | 0 | 0 | 8,322 | None this Qtr | None this Qtr |
| | 2013/2014 | 4 | 3 | 11,049 | 2,762 | 3,683 |
| 800 MCI 45 & 40 ft | 2014/2015 | 1 | 1 | 25,702 | 25,702 | 25,702 |
| | 2013/2014 | 0 | 0 | 25,177 | None this Qtr | None this Qtr |
| 900 Gillig 40 ft Hybrid | 2014/2015 | 15 | 8 | 148,108 | 9,874 | 18,514 |
| | 2013/2014 | 2 | 0 | 130,779 | 65,390 | None this Qtr |
| 1000 Nova 60 ft Artic | 2014/2015 | 4 | 0 | 43,005 | 10,751 | None this Qtr |
| | 2013/2014 | 0 | 0 | 0 | Not in Service | Not in Service |
| System Total - Excluding EVs | 2014/2015 | 103 | 61 | 731,251 | 7,100 | 11,988 |
| | 2013/2014 | 61 | 31 | 709,423 | 11,630 | 22,885 |
| System Total - All Vehicles | 2014/2015 | 153 | 107 | 774,611 | 5,063 | 7,239 |
| | 2013/2014 | 92 | 57 | 750,688 | 8,160 | 13,170 |

Santa Barbara Metropolitan Transit District
FY 2015 National Transit Database Roadcalls ("Mechanical System Failures") - Third Quarter YTD

| Fleet | Fiscal Year | All Mechanical System Failures | Major Mechanical System Failures | Accumulated Miles | Miles between <u>All</u> Mechanical System Failures | Miles between <u>Major</u> Mechanical System Failures |
|------------------------------|------------------|--------------------------------|----------------------------------|-------------------|---|---|
| Electric Vehicles (EVs) | 2014/2015 | 129 | 117 | 137,728 | 1,068 | 1,177 |
| | 2013/2014 | 143 | 126 | 131,182 | 917 | 1,041 |
| 400 Nova 40 ft | 2014/2015 | 38 | 24 | 258,593 | 6,805 | 10,775 |
| | 2013/2014 | 49 | 27 | 409,517 | 8,357 | 15,167 |
| 600 Gillig 40 ft | 2014/2015 | 121 | 73 | 1,034,454 | 8,549 | 14,171 |
| | 2013/2014 | 80 | 56 | 838,868 | 10,486 | 14,980 |
| 700 Gillig 29 ft | 2014/2015 | 83 | 54 | 292,058 | 3,519 | 5,408 |
| | 2013/2014 | 65 | 42 | 304,219 | 4,680 | 7,243 |
| 700 Gillig 29 ft Hybrid | 2014/2015 | 3 | 1 | 28,799 | 9,600 | 28,799 |
| | 2013/2014 | 6 | 4 | 36,688 | 6,115 | 9,172 |
| 800 MCI 45 & 40 ft | 2014/2015 | 2 | 2 | 76,886 | None YTD | None YTD |
| | 2013/2014 | 0 | 0 | 76,830 | None YTD | None YTD |
| 900 Gillig 40 ft Hybrid | 2014/2015 | 41 | 23 | 420,036 | 10,245 | 18,262 |
| | 2013/2014 | 40 | 22 | 429,826 | 10,746 | 19,538 |
| 1000 Nova 60 ft Artic | 2014/2015 | 4 | 0 | 43,006 | 10,752 | None YTD |
| | 2013/2014 | 0 | 0 | 0 | Not in Service | Not in Service |
| System Total - Excluding EVs | 2014/2015 | 292 | 177 | 2,153,832 | 7,376 | 12,169 |
| | 2013/2014 | 240 | 151 | 2,095,948 | 8,733 | 13,880 |
| System Total - All Vehicles | 2014/2015 | 421 | 294 | 2,291,560 | 5,443 | 7,794 |
| | 2013/2014 | 383 | 277 | 2,227,130 | 5,815 | 8,040 |

Management & Administration

January through March 2015

Workers' Compensation Claims

| Workers' Compensation Claims (employee injury) | Temporary Disability (lost time) | No Lost time (first aid only) |
|---|---|--|
| January - March 2012 | 2 | 2 |
| January - March 2013 | 5 | 4 |
| January - March 2014 | 1 | 1 |
| January - March 2015 | 2 | 1 |

Liability Claims

| Liability Claims (bus accidents) | Reportable to National Transit Data Base | Reportable to MTD |
|---|---|--------------------------|
| January - March 2012 | 0 | 9 |
| January - March 2013 | 0 | 5 |
| January - March 2014 | 0 | 7 |
| January - March 2015 | 1 | 3 |

Management & Administration

January through March - Department vs. Total Population

| MTD Turnover Rate FY 2012- FY 2015 | Fourth Quarter FY 2012 | Fourth Quarter FY 2013 | Fourth Quarter FY 2014 | Fourth Quarter FY 2015 |
|------------------------------------|------------------------|------------------------|------------------------|------------------------|
| Staff | 0.0% | 0.0% | 0.0% | 0% |
| Drivers | 2.0% | 1.0% | 1.0% | 2% |
| Service Workers | 0.0% | 0.0% | 0.0% | 0% |
| Mechanics | 0.0% | 0.0% | 0.0% | 1% |

4 Driver Terminations from Jan to Mar 2015

1 Mechanic Retirement Jan to Mar 2015

Marketing-Advertising Sales

January through March 2015

**Current: 3rd Quarter 2014
Advertising Revenue**

| |
|--------------------|
| Net Revenue |
| \$108,186.05 |

**Current: 3rd Quarter 2015
Advertising Revenue**

| |
|--------------------|
| Net Revenue |
| \$99,510.60 |

*2013 Total Advertising Revenue: \$470,607.20

*2014 Total Advertising Revenue:\$518,689.45

*2015 Total Advertising Revenue sold to date: \$456,260.90

Transit Finance

Compliance Report for Quarter Ending March 31, 2015

As a recipient of Federal funds from the Federal Transit Administration (FTA), the Santa Barbara Metropolitan Transit District (MTD) is subject to a number of rules and regulations. This report describes actions taken between January 1 and March 31, 2015, to address these requirements.

MTD Compliance Actions

Submitted MTD's FY 2014 National Transit Database Annual Report to FTA, as required

Submitted MTD monthly National Transit Database Safety and Security reports to FTA, as required.

Submitted MTD monthly National Transit Database Ridership reports to FTA, as required.

Submitted Milestone Progress Reports and Federal Financial Reports for MTD's FTA grants as required.

Submitted grant applications for two California cap-and-trade programs, the Low Carbon Transit Operations Program and the Transit and Intercity Rail Capital Program.

Submitted calendar year 2014 drug & alcohol testing data to the Federal Transit Administration, as required.

Board adopted the *Short Range Transit Plan: FY 2015 to FY 2019*.

Submitted semi-annual progress reports for Proposition 1B grants from the Public Transportation Modernization, Improvement, and Service Enhancement Account and the Transit Security Program.

Participated in webinars with the California Transit Association regarding the federal Department of Labor and the California Public Employees' Pension Reform Act of 2012.

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

ROGER ACEVES
BOARD DIRECTOR

DICK WEINBERG
BOARD DIRECTOR

OLIVIA RODRIGUEZ
SECRETARY

DAVE DAVIS
CHAIR

CHUCK McQUARY
VICE CHAIR

BILL SHELOR
BOARD DIRECTOR

DAVID TABOR
BOARD DIRECTOR

JERRY ESTRADA
GENERAL MANAGER

NATASHA GARDUNO
EXECUTIVE ASSISTANT
ADVERTISING COORDINATOR

LILLIANA GOMEZ
ADMINISTRATIVE ASSISTANT

ORGANIZATIONAL CHART

BRAD DAVIS
ASSISTANT GM
FINANCE & ADMINISTRATION

DALE ZIELINSKI
MANAGER OF
MAINTENANCE

BILL MORRIS
MANAGER OF OPERATIONS

STEVE MAAS
MANAGER OF GOVERNMENT
RELATIONS & COMPLIANCE
(DBE OFFICER)

GEORGE AMOON
MANAGER
OF
PLANNING

VACANT
MANAGER OF HR &
RISK
(EEO OFFICER)

LIZ DE LA TORRE
MANAGER OF ACCOUNTING

DIANA FLORES
BOOKKEEPER

JENNIFER TANNER
ACCOUNTING ASSISTANT

THAIS SAYAT
ASSISTANT CONTROLLER

JUAN PEREZ
FAREBOX TECHNICIAN - LEAD

JOSH MARTINEZ
FAREBOX TECHNICIAN

TOM SHELDON
IT MANAGER

PABLO ZUNIGA
IT SUPPORT SPECIALIST

VACANT
PROCUREMENT SPECIALIST

MIKE CARDONA
SUPERINTENDENT
OF
MAINTENANCE

1
FOREMAN
12
MECHANICS

FRANK REYNOSO
FACILITIES SPECIALIST

STEVE HAHN
ASSIST. SUPT.
OF MAINTENANCE

SUSAN SCHORR
MAINT. DATA ANALYST -
OPERATIONS ASSISTANT

JOHN HERRERA
PARTS CLERK

UTILITY WORKERS (1) TECH, (1) LEAD, (3) FT SERVICE WORKERS: (8)

DAVE MORSE
SUPERINTENDENT
OF
OPERATIONS

VACANT
ADMINISTRATIVE
ASSISTANT -
OPERATIONS

**(4) CUSTOMER
SERVICE
REPRESENTATIVES**

3
ROAD SUPERVISORS

2
TERMINAL
SUPERVISORS

2
TRANSIT CENTER
SUPERVISORS

1
TRAINING
SUPERVISOR

147
DRIVERS

VACANT
MANAGER OF MARKETING

NANCY ALEXANDER
CUSTOMER & PUBLIC OUT-
REACH ADMINISTRATOR

CYNTHIA BOCHE
ASST. PLANNING
MANAGER
(COMMUNICATIONS)

ROBERT OLIVERA
BUS STOP
MAINTENANCE

PAUL TUMBLESON
ASST. PLANNING
MANAGER
(SCHEDULING)

VACANT
SENIOR SCHEDULER

JILL GRISHAM
ASSISTANT MANAGER OF
HR & RISK

MTD

Santa Barbara

Updated: 4/13/2015

BOARD OF DIRECTORS REPORT

MEETING DATE: MAY 12, 2015

AGENDA ITEM #: 10

TYPE: ACTION

PREPARED BY: THAIS SAYAT

Signature

REVIEWED BY: GENERAL MANAGER

GM Signature

SUBJECT: Single Audit for Fiscal Year Ending June 30, 2015

RECOMMENDATION:

Staff recommends the following:

- That the Board accept the Engagement Letter submitted by McGowan Guntermann for professional audit services.
- That Aon Hewitt be hired for fiscal year 2014-15 OPEB Actuarial Study if MTD's pending solicitation for such services does not result in a contract award for the fiscal year indicated.

DISCUSSION:

The Santa Barbara Metropolitan Transit District (MTD) has received the annual engagement letter from McGowan Guntermann to provide professional auditing services. The services required are intended to certify MTD's financial statements and to provide the Board with a review of the District's financial position as well as its management practices.

McGowan Guntermann has performed these services for the District for a number of years. MTD solicited proposals for these services a number of years ago and the Board determined that it was in the best interest of the District to maintain the existing relationship. McGowan Guntermann has estimated that the cost to conduct the annual Single Audit will be equal to last year's amount of \$42,000 plus an estimated additional fee of \$5,000 to address GASB Statement 68. Accounting and Financial Reporting for Pensions.

¹Post Retirement Benefits - GASB 68

The primary objective of Statement 68 is to improve accounting and financial reporting by state and local governments for pensions. It also improves information provided by state and local governmental employers about financial support for pensions that is provided by other entities. The Statement establishes standards for measuring and recognizing liabilities, deferred outflows of resources, and deferred inflows of resources, and expense/expenditures. For defined benefit pensions, this Statement identifies the

¹ Reference: http://www.gasb.org/jsp/GASB/Pronouncement_C/GASBSummaryPage&cid=1176160219492

methods and assumptions that should be used to project benefit payments, discount projected benefit payments to their actuarial present value, and attribute that present value to periods of employee service.

Post Retirement Benefits - GASB 45

MTD is required to have an actuarial study conducted every two years to address Governmental Accounting Standards Board – Statement 45 (Post Retirement Benefits).

The liabilities and annual costs for MTD's promises to retirees are calculated in an actuarial valuation in accordance with Governmental Accounting Standards Board (GASB) Statement 45, which was initially adopted by the District for the fiscal year ending June 30, 2009.



CERTIFIED PUBLIC ACCOUNTANTS AND CONSULTANTS

111 E. Victoria Street 2nd Floor, Santa Barbara, CA 93101, (805) 962-9175, Fax: (805) 962-8925, www.mcgowan.com

May 2, 2015

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

Dear Jerry:

This letter is to confirm our understanding of the terms and objectives of our engagement and to clarify the nature and limitations of our services to Santa Barbara Metropolitan Transit District (the District). You should read it carefully in its entirety.

We will audit the financial statements of the District as of the year ended June 30, 2015. Also, the document we submit to you will include the schedule of expenditures of federal awards that will be subjected to the auditing procedures applied in our audit of the financial statements.

Enclosed are the following attachments expanding on issues related to the above services and firm policies:

Audit - pages 3 - 10

Timeframe, Billing and Fee Policies - page 11

If your needs change during the year, the nature of our services can be adjusted appropriately. This agreement may be altered by either party with advanced written notice.

If you have any questions, please call me. If this agreement fairly sets forth your understanding, please sign the "acknowledgment copy" of this letter and return it all to us.

Jerry Estrada, General Manager
Santa Barbara Metropolitan Transit District
May 2, 2015
Page 2

We appreciate the opportunity to serve you.

McGOWAN GUNTERMANN



Scott Davis, CPA

I have carefully read this agreement and APPROVE:

SANTA BARBARA METROPOLITAN TRANSIT DISTRICT

Jerry Estrada, General Manager

Date

Board Member, Title

Date

Jerry Estrada, General Manager
Santa Barbara Metropolitan Transit District
May 2, 2015
Page 3

Audit Objectives

The objective of our audit is the expression of an opinion as to whether your financial statements are fairly presented, in all material respects, in conformity with generally accepted accounting principles and to report on the fairness of the supplementary information referred to in the second paragraph when considered in relation to the financial statements taken as a whole. The objective also includes reporting on -

- Internal control related to the financial statements and compliance with laws, regulations, and the provisions of contracts or grant agreements, noncompliance with which could have a material effect on the financial statements in accordance with *Government Auditing Standards*
- State Compliance on Transportation Development Act Requirements
- Internal control related to major programs and an opinion (or disclaimer of opinion) on compliance with laws, regulations, and the provisions of contracts or grant agreements that could have a direct and material effect on each major program in accordance with the Single Audit Act Amendments of 1996 and OMB Circular A-133, *Audits of States, Local Governments, and Non-Profit Organizations*

The *Government Auditing Standards* report on internal control over financial reporting and on compliance and other matters will include a paragraph that states (1) that the purpose of the report is solely to describe the scope of testing of internal control and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the entity's internal control or on compliance, and (2) that the report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the entity's internal control and compliance. The State Compliance report will state that the purpose of the report on compliance is solely to describe the scope of our testing of internal control over compliance and the results of that testing based on the requirements of the TDA. The OMB Circular A-133 report on internal control over compliance will include a paragraph that states that the purpose of the report on internal control over compliance is solely to describe the scope of testing of internal control over compliance and the results of that testing based on the requirements of OMB Circular A-133. All three reports will state that the report is not suitable for any other purpose.

Jerry Estrada, General Manager
Santa Barbara Metropolitan Transit District
May 2, 2015
Page 4

Audit Objectives (continued)

Our audit will be conducted in accordance with generally accepted auditing standards; the standards for financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States; the Single Audit Act Amendments of 1996; and the provisions of OMB Circular A-133, and will include tests of accounting records, a determination of major program(s) in accordance with Circular A-133, and other procedures we consider necessary to enable us to express such an opinion and to render the required reports. If our opinion on the financial statements or the Single Audit compliance opinion is other than unqualified, we will fully discuss the reasons with you in advance. If, for any reason, we are unable to complete the audit or are unable to form or have not formed an opinion, we may decline to express an opinion or to issue a report as a result of this engagement.

Management Responsibilities

Management is responsible for the basic financial statements and all accompanying information as well as all representations contained therein. As part of the audit, we will prepare a draft of your financial statements and related notes. You are responsible for making all management decisions and performing all management functions relating to the financial statements and related notes and for accepting full responsibility for such decisions. You will be required to acknowledge in the management representation letter that you have reviewed and approved the financial statements and related notes prior to their issuance and have accepted responsibility for them. Further, you are required to designate an individual with suitable skill, knowledge, or experience to oversee any nonaudit services we provide and for evaluating the adequacy and results of those services and accepting responsibility for them.

Management is responsible for establishing and maintaining effective internal controls, including internal controls over compliance, and for evaluating and monitoring ongoing activities, to help ensure that appropriate goals and objectives are met and that there is reasonable assurance that government programs are administered in compliance with compliance requirements. You are also responsible for the selection and application of accounting principles; for the fair presentation in the financial statements of the respective financial position of the governmental activities, the business-type activities, the aggregate discretely presented component units, each major fund, and the aggregate remaining fund information of the District and the respective changes in financial position and, where applicable, cash flows in conformity with U.S. generally accepted accounting principles; and for compliance with applicable laws and regulations and the provisions of contracts and grant agreements.

Jerry Estrada, General Manager
Santa Barbara Metropolitan Transit District
May 2, 2015
Page 5

Management Responsibilities (continued)

Management is also responsible for making all financial records and related information available to us and for the accuracy and completeness of that information. Your responsibilities include adjusting the financial statements to correct material misstatements and for confirming to us in the representation letter that the effects of any uncorrected misstatements aggregated by us during the current engagement and pertaining to the latest period presented are immaterial, both individually and in the aggregate, to the financial statements taken as a whole.

You are responsible for the design and implementation of programs and controls to prevent and detect fraud, and for informing us about all known or suspected fraud affecting the government involving (1) management, (2) employees who have significant roles in internal control, and (3) others where the fraud could have a material effect on the financial statements. Your responsibilities include informing us of your knowledge of any allegations of fraud or suspected fraud affecting the government received in communications from employees, former employees, grantors, regulators, or others. In addition, you are responsible for identifying and ensuring that the government complies with applicable laws, regulations, contracts, agreements, and grants. Management is also responsible for taking timely and appropriate steps to remedy fraud and noncompliance with provisions of laws, regulations, contracts, and grant agreements, or abuse that we report. Additionally, as required by OMB Circular A-133, it is management's responsibility to follow up and take corrective action on reported audit findings and to prepare a summary schedule of prior audit findings and a corrective action plan.

You are responsible for preparation of the schedule of expenditures of federal awards in conformity with OMB Circular A-133. You agree to include our report on the schedule of expenditures of federal awards in any document that contains and indicates that we have reported on the schedule of expenditures of federal awards. You also agree to include the audited financial statements with any presentation of the schedule of expenditures of federal awards that includes our report thereon OR make the audited financial statements readily available to intended users of the schedule of expenditures of federal awards. Your responsibilities include acknowledging to us in the written representation letter that (1) you are responsible for presentation of the schedule of expenditures of federal awards in accordance with OMB Circular A-133; (2) you believe the schedule of expenditures of federal awards, including its form and content, is fairly presented in accordance with OMB Circular A-133; (3) the methods of measurement or presentation have not changed from those used in the prior period and (4) you have disclosed to us any significant assumptions.

Jerry Estrada, General Manager
Santa Barbara Metropolitan Transit District
May 2, 2015
Page 6

Management Responsibilities (continued)

You are also responsible for the preparation of the other supplementary information, which we have been engaged to report on, in conformity with U.S. generally accepted accounting principles. You agree to include our report on the supplementary information in any document that contains and indicates that we have reported on the supplementary information. You also agree to include the audited financial statements with any presentation of the supplementary information that includes our report thereon OR make the audited financial statements readily available to users of the supplementary information no later than the date the supplementary information is issued with our report thereon. Your responsibilities include acknowledging to us in the written representation letter that (1) you are responsible for presentation of the supplementary information in accordance with GAAP; (2) you believe the supplementary information, including its form and content, is fairly presented in accordance with GAAP; (3) the methods of measurement or presentation have not changed from those used in the prior period (or, if they have changed, the reasons for such changes); and (4) you have disclosed to us any significant assumptions or interpretations underlying the measurement or presentation of the supplementary information.

Management is responsible for establishing and maintaining a process for tracking the status of audit findings and recommendations. Management is also responsible for identifying for us previous financial audits, attestation engagements, performance audits, or other studies related to the objectives discussed in the Audit Objectives section of this letter. This responsibility includes relaying to us corrective actions taken to address significant findings and recommendations resulting from those audits, attestation engagements, performance audits, or studies. You are also responsible for providing management's views on our current findings, conclusions, and recommendations, as well as your planned corrective actions, for the report, and for the timing and format for providing that information.

Audit Procedures - General

An audit includes examining, on a test basis, evidence supporting the amounts and disclosures in the financial statements; therefore, our audit will involve judgment about the number of transactions to be examined and the areas to be tested. We will plan and perform the audit to obtain reasonable rather than absolute assurance about whether the financial statements are free of material misstatement, whether from (1) errors, (2) fraudulent financial reporting, (3) misappropriation of assets, or (4) violations of laws or governmental regulations that are attributable to the entity or to acts by management or employees acting on behalf of the entity. Because the determination of abuse is subjective, *Government Auditing Standards* do not expect auditors to provide reasonable assurance of detecting abuse.

Jerry Estrada, General Manager
Santa Barbara Metropolitan Transit District
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Audit Procedures – General (continued)

Because an audit is designed to provide reasonable, but not absolute assurance and because we will not perform a detailed examination of all transactions, there is a risk that material misstatements may exist and not be detected by us. In addition, an audit is not designed to detect immaterial misstatements or violations of laws or governmental regulations that do not have a direct and material effect on the financial statements. However, we will inform you of any material errors and any fraudulent financial reporting or misappropriation of assets that come to our attention. We will also inform you of any violations of laws or governmental regulations that come to our attention, unless clearly inconsequential. We will include such matter in the reports required for a Single Audit. Our responsibility as auditors is limited to the period covered by our audit and does not extend to later periods for which we are not engaged as auditors.

Our procedures will include tests of documentary evidence supporting the transactions recorded in the accounts, and may include tests of the physical existence of inventories, and direct confirmation of receivables and certain other assets and liabilities by correspondence with selected individuals, funding sources, creditors, and financial institutions. We will request written representations from your attorneys as part of the engagement, and they may bill you for responding to this inquiry. At the conclusion of our audit, we will require certain written representations from you about your responsibilities for the financial statements; schedule of expenditures of federal awards; federal award programs; compliance with laws, regulations, contracts, and grant agreements; and other responsibilities required by generally accepted auditing standards.

Audit Procedures - Internal Controls

Our audit will include obtaining an understanding of the entity and its environment, including internal control, sufficient to assess the risks of material misstatement of the financial statements and to design the nature, timing, and extent of further audit procedures. Tests of controls may be performed to test the effectiveness of certain controls that we consider relevant to preventing and detecting errors and fraud that are material to the financial statements and to preventing and detecting misstatements resulting from illegal acts and other noncompliance matters that have a direct and material effect on the financial statements. Our tests, if performed, will be less in scope than would be necessary to render an opinion on internal control and, accordingly, no opinion will be expressed in our report on internal control issued pursuant to *Government Auditing Standards*.

Jerry Estrada, General Manager
Santa Barbara Metropolitan Transit District
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Audit Procedures - Internal Controls (continued)

As required by OMB Circular A-133, we will perform tests of controls over compliance to evaluate the effectiveness of the design and operation of controls that we consider relevant to preventing or detecting material noncompliance with compliance requirements applicable to each major federal award program. However, our tests will be less in scope than would be necessary to render an opinion on those controls and, accordingly, no opinion will be expressed in our report on internal control issued pursuant to OMB Circular A-133.

An audit is not designed to provide assurance on internal control or to identify significant deficiencies. However, during the audit, we will communicate to management and those charged with governance internal control related matters that are required to be communicated under AICPA professional standards and *Government Auditing Standards*, and OMB Circular A-133.

Audit Procedures - Compliance

As part of obtaining reasonable assurance about whether the financial statements are free of material misstatement, we will perform tests of the District's compliance with the provisions of applicable laws, regulations, contracts, agreements, and grants. However, the objective of our audit will not be to provide an opinion on overall compliance and we will not express such an opinion in our report on compliance issued pursuant to *Government Auditing Standards*.

OMB Circular A-133 requires that we also plan and perform the audit to obtain reasonable assurance about whether the auditee has complied with applicable laws and regulations and the provisions of contracts and grant agreements applicable to major programs. Our procedures will consist of tests of transactions and other applicable procedures described in the OMB Circular A-133 Compliance Supplement for the types of compliance requirements that could have a direct and material effect on each of the District's major programs. The purpose of these procedures will be to express an opinion on the District's compliance with requirements applicable to each of its major programs in our report on compliance issued pursuant to OMB Circular A-133.

Jerry Estrada, General Manager
Santa Barbara Metropolitan Transit District
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Audit Administration and Other

We understand that your employees will prepare all confirmations we request and will locate documentation selected by us for testing. At the conclusion of the engagement, we will complete the appropriate sections of and sign the Data Collection Form that summarizes our audit findings. We will provide copies of our reports to the Santa Barbara Metropolitan Transit District; however, it is management's responsibility to submit the reporting package (including financial statements, schedule of expenditures of federal awards, summary schedule of prior audit findings, auditors' reports, and a corrective action plan) along with the Data Collection Form to the designated federal clearinghouse and, if appropriate, to pass-through entities. The Data Collection Form and the reporting package must be submitted within the earlier of thirty days after receipt of the auditors' reports or nine months after the end of the audit period, unless a longer period is agreed to in advance by the cognizant or oversight agency for audits.

The audit documentation for this engagement is the property of McGowan Guntermann and constitutes confidential information. However, pursuant to authority given by law or regulation, we may be requested to make certain audit documentation available to the Federal Transit Administration or its designee, a federal agency providing direct or indirect funding, or the U.S. Government Accountability Office for purposes of a quality review of the audit, to resolve audit findings, or to carry out oversight responsibilities. We will notify you of any such request. If requested, access to such audit documentation will be provided under the supervision of McGowan Guntermann personnel. Furthermore, upon request, we may provide copies of selected audit documentation to the aforementioned parties. These parties may intend, or decide, to distribute the copies or information contained therein to others, including other governmental agencies.

The audit documentation for this engagement will be retained for seven years after the date the auditor's report is issued or for any additional period requested by the Federal Transit Administration or your pass through entities. If we are aware that a federal awarding agency, pass-through entity, or auditee is contesting an audit finding, we will contact the party(ies) contesting the audit finding for guidance prior to destroying the audit documentation. Upon the expiration of the seven-year period you agree that we shall be free to destroy (shred) our files unless we receive written notice from you. We do not keep any original client records.

Government Auditing Standards require that we provide you with a copy of our most recent quality control review report, which we have provided for you previously.

Audit Administration and Other (continued)

Accounting standards generally accepted in the United States of America provide for certain required supplementary information (RSI), such as management's discussion and analysis (MD&A) and the Schedule of Funding Progress of Postemployment Healthcare Plan, to supplement the District's basic financial statements. Such information, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board who considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economic, or historical context. As part of our engagement, we will apply certain limited procedures to the District's RSI in accordance with auditing standards generally accepted in the United States of America. These limited procedures will consist of inquiries of management regarding the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We will not express an opinion or provide any assurance on the information because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance. The MD&A and Schedule of Funding Progress of Postemployment Healthcare Plan are required by generally accepted accounting principles and will be subjected to certain limited procedures, but will not be audited.

We have also been engaged to report on supplementary information other than RSI that accompanies the District's financial statements, which is the schedule of expenditures of federal awards. We will subject this supplementary information to the auditing procedures applied in our audit of the financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the financial statements or to the financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America and will provide an opinion on it in relation to the financial statements as a whole.

Statement No. 68 Accounting and Financial Reporting for Pensions—an amendment of GASB Statement No. 27 – is effective for June 30, 2015. This will have a significant impact on the District's financial statements, and will impact the audit requiring additional time. The source of the information needed to complete this is unclear at this time, as we are not clear if the Teamsters Pension Trust will be providing the necessary actuarial data for the accounting, or if an outside party will be involved for it.

Scott Davis is the engagement partner and is responsible for supervising the engagement and signing the report or authorizing another individual to sign it.

Jerry Estrada, General Manager
Santa Barbara Metropolitan Transit District
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Timeframe

We expect to begin preliminary testing in late June, 2015. If we receive the items we will request by August 3, 2015, we plan to begin our audit on August 6, 2015. After your approval of the draft financial statements, we will issue the final report within three days. .

Billing and Fee Policies

Our fees for these services will be based upon the time taken, costs incurred including computer costs, and the difficulty of the work. Based on our estimate, the audit fee will be \$42,000. The additional fees required for the audit due to the requirements of GASB 68, as explained on the previous page, are challenging to quantify, but we estimate approximately \$5,000 at this time.

We will bill you on a semimonthly basis as our efforts are incurred. Our bills are due when you receive them.

If any dispute arises among the parties hereto, the parties agree first to try in good faith to settle the dispute by mediation administered by the American Arbitration Association (AAA) under its rules for professional accounting and related services disputes, before resorting to litigation. Costs of any mediation proceeding shall be shared equally by all parties. Client and accountant both agree that any dispute over fees charged by the accountant to the client will be submitted for resolution by arbitration in accordance with the AAA rules for professional accounting and related services disputes. Such arbitration shall be binding and final. In agreeing to arbitration, we both acknowledge that in the event of a dispute over fees, each of us is giving up the right to have the dispute decided in a court of law before a judge or jury and instead we are accepting the use of arbitration for resolution.

BOARD OF DIRECTORS REPORT

MEETING DATE: May 12, 2015

AGENDA ITEM #: 11

TYPE: Informational

PREPARED BY: Thais Sayat

Signature

REVIEWED BY: General Manager

GM Signature

SUBJECT: Quarterly Finance Update for the Nine-month Period Ending March 31, 2015

DISCUSSION:

Staff is satisfied with the financial results for the third quarter of the current fiscal year. Operating revenue exceeded the budget by \$58,095, less than 1%, while expenses were \$615,764 or less than 4% under budget.

Revenue, Expense, and Performance Report

As reflected on page 1, the Farebox Ratio for the nine-month period decreased by 1.89% from 36.2% to 35.5%. MTD is required to maintain a 30.3% farebox ratio.

Operating cost per hour is \$114.48, a 1.59% increase over prior year. This is attributable, in large part, to 4.6% growth in operating expenses primarily associated to employee wage and health insurance costs.

Total passengers decreased from prior year by 23,460 or less than 1%. The cost per passenger is \$3.11, a 4.99% increase over prior year. This trend was due to the decrease in passengers and the growth in operating expenses. The number of passengers per revenue hour decreased by 3.2% from 38.01% to 36.78%.

Capital Budget

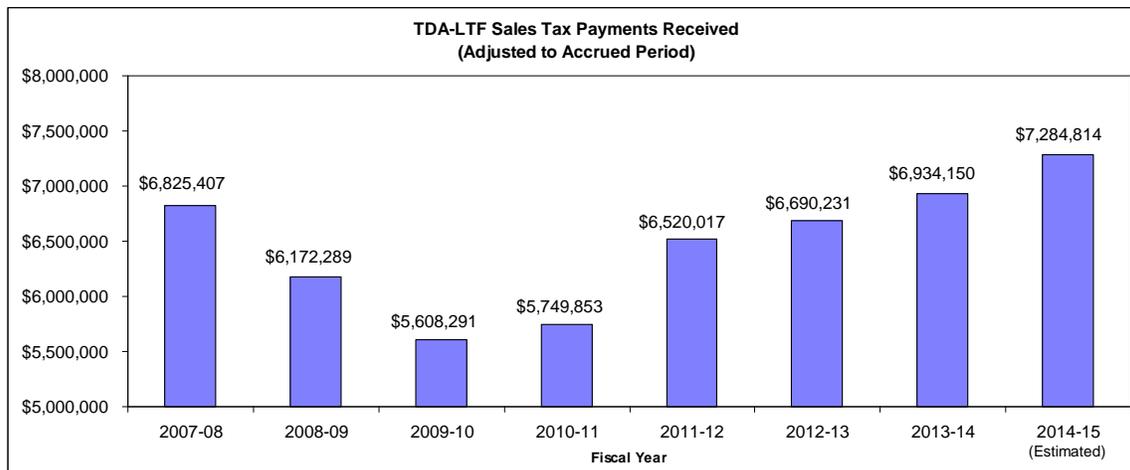
As MTD progressed into the third quarter, increased capital activity was noticeable. Three articulated buses were purchased and MTD received a reimbursement from SBCAG via MTD's allocation of State Transit Assistance (TDA) and Measure A – Capital Replacement funds. The third quarter reimbursement was approximately \$2,200,000.

Also in this quarter, a reimbursement from MTD's Prop 1B Capital Assistance Fund for approximately \$141,000 was received for expenditures pertaining to the AIM project. An additional reimbursement of approximately \$239,000 is expected within the next 30 days.

Revenue Variance Report

The Revenue Variance Report on page 4, indicates that total revenue was above budget for the quarter ending March 31, 2015 by \$58,095 or less than 1%. Non Operating revenue was above budget by 1.1% or approximately \$92,000, while Operating revenue was under budget by less than 1% or approximately \$34,000. The positive outcome of Tickets & Tokens and Contract Fares offset the under performing Regular Cash Fares which was under budget by 2.5% or approximately \$48,000. While Regular Cash Fares were below budget, Regular Fare-Tokens were above budget by 40.6% or approximately \$12,000.

Sales tax revenues are closely monitored and were above budget by 1.2% or approximately \$87,000 for the nine-month period. SB325 Local Transportation Fund (LTF) and Measure A sales tax revenue surpassed the budget by approximately \$62,000 and \$ 21,500 respectively. These revenues had the most impact on the overall revenue coming in above budget. The graph below represents the current fiscal year estimate for LTF monies and also displays the past several years actual monies received.



Operating revenue to date has increased by 1.5% or approximately \$208,000 versus prior year results. Contract Fares and sales tax revenue were the major components for this.

Operating Expenditures

The Operating Expenditures on page 5, came in under budget by 3.4% or approximately \$615,764 for quarter ending March 31, 2015. MTD as a whole, experienced lower than anticipated Wages & Benefits and Fuel & Lubes costs compared to the budgeted amounts. While MTD's Self Insured Workers Compensation continued on its desirable trend of coming in under budget, Liability had a substantial change which will be discussed further in this report.

As reflected in the table below, wages and benefits were under budget by approximately \$382,000 or 3%. This was a major reason why MTD was under budget. Drivers' wages and benefits were under budget by approximately \$232,000, while Mechanics' were under budget by approximately \$141,000. MTD is still in the process of bringing on board new drivers and to fill mechanic vacancies. On the administrative side, MTD experienced a higher volume than normal of staff on leave of absences. This affected several departments. The budget estimated some health insurance increases for the quarter, but when the actual increases came to fruition, it was not as large as initially anticipated. In comparing prior year's wages and benefits with the current year, there was an increase of approximately \$485,000 which was based on the collective bargaining agreement and rising insurance costs as well as management transitions that occurred during this year.

**SANTA BARBARA METROPOLITAN TRANSIT DISTRICT
OPERATING EXPENDITURES : WAGES AND BENEFITS
For the 9 Months Ending March 31, 2015**

| | ACTUAL | BUDGET | VAR (\$) | PRIOR | VAR (\$) |
|---------------------------------|--------------------------|--------------------------|-------------------------|--------------------------|-----------------------|
| ROUTE OPERATIONS | | | | | |
| DRIVERS | 7,688,711 | 7,920,941 | (232,229) | 7,337,214 | 351,497 |
| DISPATCH & SUPERVISION | 423,604 | 416,172 | 7,432 | 389,387 | 34,216 |
| HIRING & TRAINING | 260,721 | 244,330 | 16,390 | 215,759 | 44,961 |
| RISK & SAFETY | 373,303 | 380,597 | (7,294) | 371,187 | 2,114 |
| ROUTE OPERATIONS TOTAL | <u>8,746,339</u> | <u>8,962,040</u> | <u>(215,701)</u> | <u>8,313,547</u> | <u>432,788</u> |
| VEHICLE MAINTENANCE | | | | | |
| MECHANICS | 759,179 | 900,170 | (140,991) | 814,003 | (54,823) |
| CLEANERS & FUELERS | 582,794 | 573,994 | 8,804 | 569,261 | 13,534 |
| SHOP SUPERVISION | 441,134 | 443,296 | (2,161) | 407,183 | 33,954 |
| VEHICLE MAINTENANCE TOTAL | <u>1,783,107</u> | <u>1,917,460</u> | <u>(134,348)</u> | <u>1,790,447</u> | <u>(7,335)</u> |
| PASSENGER FACILITIES | | | | | |
| PASSENGER FACILITIES | 441,176 | 400,714 | 40,462 | 405,879 | 35,299 |
| TRANSIT DEVELOPMENT | 257,836 | 266,740 | (8,904) | 244,510 | 13,327 |
| PROMOTION & INFORMATION | 94,761 | 99,286 | (4,527) | 47,114 | 47,645 |
| FARE REVENUE COLLECTION | 137,069 | 146,375 | (9,306) | 143,246 | (6,175) |
| PASSENGER FACILITIES TOTAL | <u>930,842</u> | <u>913,115</u> | <u>17,725</u> | <u>840,749</u> | <u>90,096</u> |
| GENERAL OVERHEAD | | | | | |
| FINANCE | 327,128 | 347,445 | (20,317) | 427,041 | (99,911) |
| PERSONNEL | 41,982 | 49,964 | (7,981) | 79,656 | (37,674) |
| OPERATING FACILITIES | 61,449 | 61,853 | (403) | 54,773 | 6,676 |
| DISTRICT ADMINISTRATION | 676,642 | 697,479 | (20,835) | 575,958 | 100,687 |
| GENERAL OVERHEAD TOTAL | <u>1,107,201</u> | <u>1,156,741</u> | <u>(49,536)</u> | <u>1,137,428</u> | <u>(30,222)</u> |
| TOTAL WAGES AND BENEFITS | <u>12,567,489</u> | <u>12,949,356</u> | <u>(381,860)</u> | <u>12,082,171</u> | <u>485,327</u> |

Self Insured Liability & Workers Compensation as a whole was slightly over budget by approximately \$13,000 as reflected below. It is important to note that MTD's liability costs came in over budget by approximately \$351,000 due to a substantial occurrence this quarter that caused reserve balance to escalate.

MTD's Workers Compensation costs came in under budget by approximately \$338,000.

**SANTA BARBARA METROPOLITAN TRANSIT DISTRICT
OPERATING EXPENDITURES : SELF INSURED LIABILITY & WORKERS COMPENSATION
For the 9 Months Ending March 31, 2015**

| | ACTUAL | BUDGET | VAR (\$) | PRIOR | VAR (\$) |
|---|------------------|------------------|----------------|----------------|----------------|
| Liability: | | | | | |
| Liability - Professional Services | 120,581 | 118,267 | 2,314 | 71,689 | 48,892 |
| Liability Insurance | 177,007 | 203,070 | (26,063) | 187,900 | (10,893) |
| Liability CY Payouts | 6,422 | 22,500 | (16,078) | 21,816 | (15,394) |
| Liability CY Reserves | 11,002 | 22,500 | (11,498) | 12,852 | (1,850) |
| Liability PY Payouts | 8,677 | 37,500 | (28,823) | 41,501 | (32,825) |
| Change in PY Liability Reserves | 393,451 | (37,500) | 430,950 | (16,195) | 409,645 |
| Liability | 717,140 | 366,337 | 350,802 | 319,563 | 397,575 |
| Combined Workers Compensation (RO & VM): | | | | | |
| WC Professional Services (RO & VM) | 215,023 | 157,056 | 57,966 | 137,363 | 77,659 |
| WC Insurance (RO & VM) | 61,884 | 57,882 | 4,003 | 55,143 | 6,741 |
| WC CY Incident Payouts (RO & VM) | 23,786 | 120,000 | (96,214) | 107,362 | (83,577) |
| WC CY Incident Reserves (RO & VM) | 254,260 | 206,250 | 48,010 | 301,804 | (47,544) |
| WC PY Incidents Payouts (RO & VM) | 211,898 | 300,000 | (88,102) | 170,315 | 41,583 |
| Change In WC PY Incident Reserves (RO & VM) | (321,057) | (57,464) | (263,593) | (100,301) | (220,757) |
| Combined Workers Compensation (RO & VM): | 445,794 | 783,724 | (337,930) | 671,686 | (225,895) |
| Total Liability & | | | | | |
| Combined Workers Compensation (RO & VM): | 1,162,934 | 1,150,061 | 12,872 | 991,249 | 171,680 |

Another notable area contributing to coming in under budget was Fuel and Lubes. This came in under budget by approximately \$87,000. In comparing this year to prior year, there was a \$37,000 decrease in costs.

In summary, the performance for the nine-month period was satisfactorily with revenue exceeding budget and expenses coming in under budget.

Santa Barbara Metropolitan Transit District
Revenue, Expense and Performance Report
For the 9-month Period Ending March 31, 2015

| Category | FY 2014-15 | FY 2013-14 | % Change |
|--|--------------|--------------|----------|
| Passenger Fares (Cash & Discounted Passes) | \$3,944,839 | \$3,937,731 | 0.18% |
| Passenger Fares (Contract Related) | \$2,318,273 | \$2,165,855 | 7.04% |
| Total Passenger Fares: | \$6,263,112 | \$6,103,586 | 2.61% |
| | | | |
| Advertising Revenue | \$365,178 | \$351,869 | 3.78% |
| | | | |
| Total Operating Expense | \$17,622,865 | \$16,855,416 | 4.55% |
| | | | |
| Farebox Ratio | 35.5% | 36.2% | -1.86% |
| Required Farebox Ratio: | 30.3% | | |
| | | | |
| Revenue Hours | 153,943 | 149,581 | 2.92% |
| Revenue Miles | 1,929,305 | 1,902,549 | 1.41% |
| | | | |
| Total Passengers | 5,661,624 | 5,685,084 | -0.41% |
| Cost/Passenger | \$3.11 | \$2.96 | 4.99% |
| Cost/Hour | \$114.48 | \$112.68 | 1.59% |
| Cost/Mile | \$9.13 | \$8.86 | 3.10% |
| Passenger/Hour | 36.78 | 38.01 | -3.23% |
| Passenger/Mile | 2.93 | 2.99 | -1.79% |

Prior Fiscal Years' Farebox Ratios:

| | |
|---------------|-------|
| FYE 6/30/2014 | 35.6% |
| FYE 6/30/2013 | 39.3% |
| FYE 6/30/2012 | 36.6% |
| FYE 6/30/2011 | 35.8% |
| FYE 6/30/2010 | 38.0% |

Santa Barbara Metropolitan Transit District

Operating & Capital Budget Performance For the 9-month Period Ending March 31, 2015

| | ACTUAL FY 2014-15 | BUDGET FY 2014-15 | PRIOR FY 2013-14 |
|--|-----------------------------|-----------------------------|-----------------------------|
| OPERATING REVENUE | | | |
| Passenger Fares | \$6,263,112 | \$6,296,663 | \$6,103,587 |
| Federal Operating Assistance | 0 | 0 | 0 |
| Property Tax Revenue | 579,174 | 540,400 | 554,005 |
| Measure A, Section 3 LSTI | 1,506,629 | 1,502,873 | 1,431,936 |
| Local Operating Assistance | 78,611 | 57,068 | 76,605 |
| Non-Transportation Income | 551,032 | 585,295 | 612,945 |
| Sales Tax Revenue (TDA) | 5,589,245 | 5,527,409 | 5,580,448 |
| Total Operating Revenue | <u>\$14,567,803</u> | <u>\$14,509,708</u> | <u>\$14,359,526</u> |
| OPERATING EXPENSE | | | |
| Route Operations | \$10,406,988 | \$10,587,275 | \$9,827,206 |
| Vehicle Maintenance | 4,089,234 | 4,414,403 | 4,107,786 |
| Passenger Accommodations | 1,149,443 | 1,147,829 | 1,001,273 |
| General Overhead | 2,026,564 | 2,089,121 | 1,919,152 |
| Total Operating Expense | <u>\$17,672,229</u> | <u>\$18,238,628</u> | <u>\$16,855,417</u> |
| Net Gain/Loss - Operating Activities: | <u>(\$3,104,426)</u> | <u>(\$3,728,920)</u> | <u>(\$2,495,891)</u> |
| CAPITAL REVENUE | | | |
| Sales Tax Revenue (TDA) | \$0 | \$0 | \$0 |
| Other Capital Assistance | 0 | 0 | 49,797 |
| Measure A - Capital Replacement Fund | 741,112 | 763,411 | 0 |
| Prop. 1B Capital Assistance Fund | 141,383 | 0 | 4,423,525 |
| State Transit Assistance (TDA) | \$1,482,225 | 1,507,364 | 0 |
| Federal Capital Assistance | 0 | 71,777 | 0 |
| Total Capital Revenue | <u>\$2,364,720</u> | <u>\$2,342,552</u> | <u>\$4,473,322</u> |
| CAPITAL PROJECTS | | | |
| Haley/Calle Real/Fixed Facilities | \$35,507 | \$125,000 | \$30,690 |
| Intelligent Transportation Systems | 420,333 | 293,000 | 114,898 |
| Electric Vehicle Projects | 0 | 0 | 0 |
| Calle Real Development | 0 | 0 | 0 |
| Dispatch & Maintenance Facilities | 0 | 0 | 0 |
| Management Information Systems | 0 | 40,000 | 10,344 |
| Passenger Facilities & Equipment | 30,016 | 175,398 | 80,524 |
| Service Vehicles | 0 | 0 | 918 |
| Buses | 2,226,974 | 2,270,775 | 4,440,490 |
| Buses - Radios/Fareboxes/Bike Racks | 46,805 | 37,500 | 45,715 |
| Revenue Vehicle Improvements | 405,237 | 559,750 | 110,753 |
| Shop Equipment | 48,251 | 44,000 | 13,175 |
| Office Furniture & Equipment | 918 | 12,500 | 0 |
| Total Capital Projects | <u>\$3,214,041</u> | <u>\$3,557,923</u> | <u>\$4,847,507</u> |

SANTA BARBARA METROPOLITAN TRANSIT DISTRICT

BALANCE SHEET

March 31, 2015

ASSETS

CURRENT ASSETS

| | |
|--------------------------------|------------|
| CASH & CASH ITEMS | 15,116,947 |
| RECEIVABLES | 1,688,539 |
| MATERIALS & SUPPLIES INVENTORY | 1,175,531 |
| PREPAYMENTS | 236,768 |

18,217,785

NON-CURRENT ASSETS

| | |
|---------------------------|------------|
| WORK IN PROCESS | 1,049,401 |
| LAND | 5,596,297 |
| FIXED FACILITIES | 12,929,983 |
| BUSES | 42,391,647 |
| NON-REVENUE VEHICLES | 762,621 |
| SHOP EQUIPMENT | 600,495 |
| OFFICE FIXTURES/EQUIPMENT | 2,152,441 |
| BUS STOP EQUIPMENT | 1,077,557 |
| EV RESEARCH & DEVELOPMENT | 0 |
| ACCUMULATED DEPRECIATION | 34,398,095 |

32,162,347

TOTAL ASSETS

\$50,380,133

LIABILITIES

CURRENT LIABILITIES

| | |
|---------------------------|-----------|
| TRADE PAYABLES | 562,631 |
| PAYROLL LIABILITIES | 1,431,146 |
| OTHER CURRENT LIABILITIES | 4,481,393 |

6,475,170

NON-CURRENT LIABILITIES

| | |
|----------------------|-----------|
| TDA DEFERRED CREDITS | 3,081,292 |
|----------------------|-----------|

3,081,292

TOTAL LIABILITIES

\$9,556,462

CAPITAL

FEDERAL CAPITAL

| | |
|----------------|------------|
| FEDERAL GRANTS | 30,730,727 |
|----------------|------------|

30,730,727

TDA & OTHER CAPITAL

| | |
|---------------------|------------|
| TDA & OTHER CAPITAL | 13,148,006 |
|---------------------|------------|

13,148,006

TOTAL CAPITAL

\$43,878,733

YTD NET GAIN (LOSS)

(\$3,055,062)

TOTAL LIABILITIES & CAPITAL

\$50,380,133

SANTA BARBARA METROPOLITAN TRANSIT DISTRICT

REVENUE VARIANCE REPORT

For the 9 Months Ending March 31, 2015

| | <u>ACTUAL</u> | <u>BUDGET</u> | <u>VAR (\$)</u> | <u>PRIOR</u> | <u>VAR (\$)</u> |
|------------------------------------|-----------------------------|-----------------------------|-------------------------|-----------------------------|--------------------------|
| OPERATING REVENUE | | | | | |
| CASH FARES | | | | | |
| Regular Cash Fares | 1,918,781 | 1,967,244 | (48,463) | 1,991,183 | (72,402) |
| | <u>\$ 1,918,781</u> | <u>\$ 1,967,244</u> | <u>(\$ 48,463)</u> | <u>\$ 1,991,183</u> | <u>(\$ 72,402)</u> |
| TICKETS & TOKENS | | | | | |
| One Day Pass Fares | 3,908 | 4,141 | (233) | 3,187 | 721 |
| Adult Ten Ride Pass Fares | 572,027 | 566,257 | 5,771 | 561,626 | 10,402 |
| Youth Ten Ride Pass Fares | 333,173 | 331,959 | 1,214 | 359,944 | (26,771) |
| Senior Ten Ride Pass Fares | 60,090 | 57,752 | 2,338 | 58,639 | 1,452 |
| Mobility 10-Ride Pass Fares | 23,222 | 25,420 | (2,198) | 25,100 | (1,879) |
| Coastal Express Limited 10 Ride Pa | 73,898 | 65,809 | 8,089 | 70,755 | 3,144 |
| Regular Fares - Tokens | 44,395 | 31,583 | 12,812 | 29,304 | 15,091 |
| Adult 30 Days Passports | 536,319 | 556,584 | (20,265) | 483,146 | 53,174 |
| Youth 30 Days Passports | 184,246 | 176,702 | 7,545 | 158,817 | 25,430 |
| Senior 30 Days Passports | 71,316 | 70,541 | 775 | 67,865 | 3,451 |
| Mobility 30 Days Passports | 95,435 | 97,413 | (1,979) | 95,494 | (59) |
| Coastal Express Limited 30 Days Pa | 28,028 | 30,326 | (2,299) | 32,674 | (4,646) |
| | <u>\$ 2,026,058</u> | <u>\$ 2,014,486</u> | <u>\$ 11,571</u> | <u>\$ 1,946,548</u> | <u>\$ 79,509</u> |
| CONTRACT FARES | | | | | |
| Brooks Institute Contract Fares | 1,612 | 2,084 | (473) | 4,743 | (3,131) |
| UCSB Contract Fares | 695,378 | 684,493 | 10,885 | 668,934 | 26,444 |
| City Shuttle Contract Fares | 780,669 | 774,248 | 6,422 | 765,664 | 15,006 |
| Downtown City My Ride Program Co | 31,250 | 41,800 | (10,550) | 32,124 | (874) |
| SBCC Contract Revenue | 745,731 | 760,521 | (14,790) | 617,097 | 128,634 |
| Special Event Fares | 63,633 | 51,787 | 11,846 | 77,294 | (13,661) |
| | <u>\$ 2,318,273</u> | <u>\$ 2,314,933</u> | <u>\$ 3,340</u> | <u>\$ 2,165,855</u> | <u>\$ 152,418</u> |
| OPERATING REVENUE SUBTOTAL | <u>\$ 6,263,112</u> | <u>\$ 6,296,663</u> | <u>(\$ 33,552)</u> | <u>\$ 6,103,587</u> | <u>\$ 159,525</u> |
| NON OPERATING REVENUE | | | | | |
| NON TRANSPORTATION REVENUE | | | | | |
| Advertising On Buses | 365,178 | 375,000 | (9,822) | 351,869 | 13,309 |
| Interest On Investments | 30,662 | 52,500 | (21,838) | 44,637 | (13,975) |
| Gain/(Loss) on Assets Sales | 4,710 | 12,500 | (7,790) | 68,264 | (63,554) |
| Miscellaneous Revenue | 11,739 | 7,500 | 4,239 | 11,799 | (61) |
| Overpass Property Revenue | 138,743 | 137,795 | 949 | 136,376 | 2,368 |
| Prop 1B-OSH | 0 | 0 | 0 | 0 | 0 |
| Prop 1B-PTMISEA | 0 | 0 | 0 | 0 | 0 |
| Property Tax Revenue | 579,174 | 540,400 | 38,774 | 554,005 | 25,169 |
| | <u>\$ 1,130,206</u> | <u>\$ 1,125,695</u> | <u>\$ 4,512</u> | <u>\$ 1,166,950</u> | <u>(\$ 36,744)</u> |
| SALES TAX REVENUE | | | | | |
| SB325 Local Transportation Fund | 5,589,245 | 5,527,409 | 61,835 | 5,580,448 | 8,797 |
| Measure A, Section 3 LSTI | 1,506,629 | 1,502,873 | 3,756 | 1,431,936 | 74,693 |
| Local Operating Assistance | 78,611 | 57,068 | 21,543 | 76,605 | 2,007 |
| | <u>\$ 7,174,485</u> | <u>\$ 7,087,350</u> | <u>\$ 87,135</u> | <u>\$ 7,088,988</u> | <u>\$ 85,496</u> |
| FEDERAL ASSISTANCE | | | | | |
| FTA - Operating Assistance | 0 | 0 | 0 | 0 | 0 |
| | <u>\$ 0</u> | <u>\$ 0</u> | <u>\$ 0</u> | <u>\$ 0</u> | <u>\$ 0</u> |
| NON OPERATING REVENUE | <u>\$ 8,304,691</u> | <u>\$ 8,213,045</u> | <u>\$ 91,646</u> | <u>\$ 8,255,938</u> | <u>\$ 48,753</u> |
| GRAND TOTALS | <u><u>\$ 14,567,803</u></u> | <u><u>\$ 14,509,708</u></u> | <u><u>\$ 58,095</u></u> | <u><u>\$ 14,359,525</u></u> | <u><u>\$ 208,277</u></u> |

SANTA BARBARA METROPOLITAN TRANSIT DISTRICT

OPERATING EXPENDITURES

For the 9 Months Ending March 31, 2015

| | <u>ACTUAL</u> | <u>BUDGET</u> | <u>VAR (\$)</u> | <u>PRIOR</u> | <u>VAR (\$)</u> |
|------------------------------------|-----------------------------|-----------------------------|---------------------------|-----------------------------|--------------------------|
| <i>ROUTE OPERATIONS</i> | | | | | |
| DRIVERS | 7,688,711 | 7,920,941 | (232,229) | 7,337,214 | 351,497 |
| DISPATCH & SUPERVISION | 423,604 | 416,172 | 7,432 | 389,387 | 34,216 |
| HIRING & TRAINING | 281,125 | 267,131 | 13,995 | 234,579 | 46,546 |
| RISK & SAFETY | 1,537,291 | 1,510,149 | 27,142 | 1,397,826 | 139,465 |
| CONTRACTED TRANSPORTATION | 471,798 | 472,883 | (1,085) | 468,198 | 3,600 |
| <i>SUBTOTAL</i> | <u>\$ 10,402,529</u> | <u>\$ 10,587,275</u> | <u>(\$ 184,746)</u> | <u>\$ 9,827,206</u> | <u>\$ 575,324</u> |
| <i>VEHICLE MAINTENANCE</i> | | | | | |
| MECHANICS | 759,179 | 900,170 | (140,991) | 814,003 | (54,823) |
| CLEANERS & FUELERS | 584,632 | 576,415 | 8,217 | 571,979 | 12,653 |
| SHOP SUPERVISION | 446,476 | 450,796 | (4,320) | 410,969 | 35,506 |
| FUEL, LUBRICANTS AND TIRES | 1,765,659 | 1,853,286 | (87,627) | 1,802,497 | (36,838) |
| VEHICLE PARTS AND SUPPLIES | 475,724 | 532,246 | (56,522) | 494,612 | (18,888) |
| OUTSIDE VEHICLE MAINTENANCE | 32,089 | 61,875 | (29,786) | 35,593 | (3,504) |
| RISK AND SAFETY | 16,080 | 39,615 | (23,535) | (21,867) | 37,947 |
| <i>SUBTOTAL</i> | <u>\$ 4,079,839</u> | <u>\$ 4,414,403</u> | <u>(\$ 334,564)</u> | <u>\$ 4,107,786</u> | <u>(\$ 27,947)</u> |
| <i>PASSENGER FACILITIES</i> | | | | | |
| PASSENGER FACILITIES | 490,882 | 455,528 | 35,354 | 458,483 | 32,399 |
| TRANSIT DEVELOPMENT | 258,879 | 283,990 | (25,112) | 247,744 | 11,134 |
| PROMOTION & INFORMATION | 167,887 | 193,186 | (25,299) | 99,413 | 68,475 |
| FARE REVENUE COLLECTION | 214,436 | 215,125 | (689) | 195,634 | 18,802 |
| <i>SUBTOTAL</i> | <u>\$ 1,132,083</u> | <u>\$ 1,147,829</u> | <u>(\$ 15,746)</u> | <u>\$ 1,001,273</u> | <u>\$ 130,811</u> |
| <i>GENERAL OVERHEAD</i> | | | | | |
| FINANCE | 327,128 | 347,445 | (20,317) | 427,040 | (99,912) |
| PERSONNEL | 41,982 | 49,962 | (7,980) | 79,655 | (37,673) |
| OPERATING FACILITIES | 234,181 | 236,772 | (2,590) | 198,408 | 35,773 |
| DISTRICT ADMINISTRATION | 1,237,177 | 1,275,926 | (38,749) | 1,063,233 | 173,944 |
| UTILITIES | 167,945 | 179,016 | (11,071) | 150,815 | 17,130 |
| <i>SUBTOTAL</i> | <u>\$ 2,008,414</u> | <u>\$ 2,089,121</u> | <u>(\$ 80,707)</u> | <u>\$ 1,919,152</u> | <u>\$ 89,262</u> |
| <i>TOTAL OPERATING COST</i> | <u><u>\$ 17,622,865</u></u> | <u><u>\$ 18,238,629</u></u> | <u><u>(\$615,764)</u></u> | <u><u>\$ 16,855,416</u></u> | <u><u>\$ 767,449</u></u> |

SANTA BARBARA METROPOLITAN TRANSIT DISTRICT

ROUTE OPERATIONS

For the 9 Months Ending March 31, 2015

| | <u>ACTUAL</u> | <u>BUDGET</u> | <u>VAR (\$)</u> | <u>PRIOR</u> | <u>VAR (\$)</u> |
|---------------------------------------|---------------------|---------------------|---------------------|---------------------|-------------------|
| DRIVERS | | | | | |
| WAGES | | | | | |
| Scheduled | 4,445,980 | 4,544,060 | (98,079) | 4,323,944 | 122,036 |
| Scheduled OT | 235,828 | 211,432 | 24,396 | 203,376 | 32,452 |
| Unscheduled | 120,305 | 142,228 | (21,923) | 149,733 | (29,428) |
| Driver Light Duty | 4,004 | 18,918 | (14,914) | 0 | 4,004 |
| FRINGE BENEFITS | | | | | |
| FICA - Drivers | 412,551 | 428,965 | (16,414) | 401,984 | 10,567 |
| Pension - Drivers | 672,530 | 638,386 | 34,144 | 622,799 | 49,731 |
| Health Insurance - Drivers | 1,092,166 | 1,142,766 | (50,600) | 919,219 | 172,947 |
| Sick Pay - Drivers | 93,536 | 111,115 | (17,579) | 102,439 | (8,902) |
| Vacation - Drivers | 318,839 | 374,991 | (56,152) | 352,798 | (33,959) |
| Holiday Pay - Drivers | 208,165 | 228,010 | (19,844) | 199,712 | 8,454 |
| Other Pay - Drivers | 27,361 | 14,630 | 12,731 | 11,982 | 15,379 |
| Unemployment Insurance - Drivers | 32,209 | 39,191 | (6,982) | 34,369 | (2,161) |
| Uniforms - Drivers | 25,237 | 26,250 | (1,013) | 14,859 | 10,377 |
| | <u>\$ 7,688,711</u> | <u>\$ 7,920,941</u> | <u>(\$ 232,229)</u> | <u>\$ 7,337,214</u> | <u>\$ 351,497</u> |
| DISPATCH & SUPERVISION | | | | | |
| WAGES | | | | | |
| Supervisors - Dispatch & Supervision | 121,403 | 117,012 | 4,391 | 119,202 | 2,201 |
| Staff - Dispatch & Supervision | 115,679 | 120,036 | (4,357) | 123,263 | (7,584) |
| FRINGE BENEFITS | | | | | |
| FICA - Dispatch & Supervision | 23,569 | 23,272 | 297 | 21,215 | 2,355 |
| Pension - Dispatch & Supervision | 29,722 | 26,808 | 2,914 | 28,128 | 1,594 |
| Health Insurance - Dispatch & Supervi | 58,016 | 58,044 | (28) | 50,351 | 7,664 |
| Sick Pay - Dispatch & Supervision | 20,918 | 6,462 | 14,456 | 4,545 | 16,374 |
| Vacation - Dispatch & Supervision | 26,197 | 24,472 | 1,726 | 19,575 | 6,622 |
| Holiday Pay - Dispatch & Supervision | 11,609 | 13,824 | (2,215) | 11,415 | 194 |
| Other Pay - Dispatch & Supervision | 15,130 | 24,717 | (9,587) | 10,622 | 4,508 |
| Unemployment Insurance - Dispatch & | 1,360 | 1,525 | (165) | 1,071 | 289 |
| | <u>\$ 423,604</u> | <u>\$ 416,172</u> | <u>\$ 7,432</u> | <u>\$ 389,387</u> | <u>\$ 34,216</u> |
| HIRING & TRAINING | | | | | |
| WAGES | | | | | |
| Staff - Hiring & Training | 24,815 | 27,368 | (2,553) | 26,957 | (2,142) |
| Student Drivers | 30,932 | 38,620 | (7,689) | 50,382 | (19,450) |
| Existing Drivers/Supervisors Training | 134,322 | 128,830 | 5,492 | 90,552 | 43,769 |
| FRINGE BENEFITS | | | | | |
| FICA - Hiring & Training | 13,543 | 15,594 | (2,051) | 9,905 | 3,639 |
| Pension - Hiring & Training | 14,027 | 7,628 | 6,399 | 9,986 | 4,041 |
| Health Insurance - Hiring & Training | 20,487 | 16,110 | 4,377 | 13,134 | 7,353 |
| Sick Pay - Hiring & Training | 5,049 | 1,321 | 3,729 | 4,315 | 734 |
| Vacation - Hiring & Training | 9,960 | 3,956 | 6,005 | 5,563 | 4,397 |
| Holiday Pay - Hiring & Training | 5,900 | 3,677 | 2,222 | 4,313 | 1,587 |
| Other Pay - Hiring & Training | 1,133 | 680 | 452 | 295 | 837 |
| Unemployment Insurance - Hiring & Tr | 553 | 546 | 7 | 357 | 196 |

SANTA BARBARA METROPOLITAN TRANSIT DISTRICT

ROUTE OPERATIONS

For the 9 Months Ending March 31, 2015

| | <u>ACTUAL</u> | <u>BUDGET</u> | <u>VAR (\$)</u> | <u>PRIOR</u> | <u>VAR (\$)</u> |
|-------------------------------------|----------------------|----------------------|---------------------|---------------------|-------------------|
| Medical/Driving Exams & DMV Fees (| 18,631 | 16,500 | 2,131 | 16,339 | 2,291 |
| Employment Ads | 1,419 | 300 | 1,119 | 0 | 1,419 |
| Training, Travel & Meetings (RO) | 354 | 6,000 | (5,645) | 2,480 | (2,125) |
| | <u>\$ 281,125</u> | <u>\$ 267,131</u> | <u>\$ 13,995</u> | <u>\$ 234,579</u> | <u>\$ 46,546</u> |
| RISK & SAFETY | | | | | |
| WAGES | | | | | |
| Staff - Risk & Safety | 24,312 | 33,057 | (8,745) | 48,221 | (23,909) |
| Supervisors - Risk & Safety | 210,677 | 216,457 | (5,780) | 188,094 | 22,583 |
| Driver Accident Pay | 1,524 | 1,274 | 251 | 1,360 | 164 |
| FRINGE BENEFITS | | | | | |
| FICA - Risk & Safety | 20,793 | 21,733 | (940) | 20,115 | 678 |
| Pension - Risk & Safety | 25,248 | 26,682 | (1,435) | 25,909 | (662) |
| Health Insurance - Risk & Safety | 36,873 | 44,724 | (7,851) | 39,757 | (2,884) |
| Sick Pay - Risk & Safety | 11,471 | 3,402 | 8,069 | 9,010 | 2,461 |
| Vacation - Risk & Safety | 24,117 | 18,662 | 5,455 | 20,394 | 3,722 |
| Holiday Pay - Risk & Safety | 9,514 | 11,235 | (1,721) | 9,200 | 314 |
| Other Pay - Risk & Safety | 8,214 | 1,883 | 6,331 | 8,175 | 39 |
| Unemployment Insurance - Risk & Saf | 560 | 1,488 | (928) | 952 | (392) |
| LIABILITY COSTS | | | | | |
| Liability - Professional Services | 120,581 | 118,267 | 2,314 | 71,689 | 48,892 |
| Liability Insurance | 177,007 | 203,070 | (26,063) | 187,900 | (10,893) |
| Liability CY Payouts | 6,422 | 22,500 | (16,078) | 21,816 | (15,394) |
| Liability CY Reserves | 11,002 | 22,500 | (11,498) | 12,852 | (1,850) |
| Liability PY Payouts | 8,677 | 37,500 | (28,823) | 41,501 | (32,825) |
| Change in PY Liability Reserves | 393,451 | (37,500) | 430,950 | (16,195) | 409,645 |
| WORKERS COMP COSTS | | | | | |
| WC Professional Services (RO) | 167,075 | 149,203 | 17,871 | 133,866 | 33,208 |
| WC Insurance (RO) | 56,509 | 52,369 | 4,140 | 52,386 | 4,123 |
| WC CY Incident Payouts (RO) | 17,914 | 112,500 | (94,586) | 105,370 | (87,457) |
| WC CY Incident Reserves (RO) | 172,482 | 187,500 | (15,018) | 301,804 | (129,322) |
| WC PY Incidents Payouts (RO) | 202,451 | 281,250 | (78,799) | 165,900 | 36,551 |
| Change In WC PY Incident Reserves (| (186,717) | (38,714) | (148,003) | (65,773) | (120,945) |
| Miscellaneous Risk & Safety | 17,137 | 19,108 | (1,972) | 13,522 | 3,614 |
| CONTRACTED TRANSPORTATION | | | | | |
| Paratransit Subsidy | 471,798 | 472,883 | (1,085) | 468,198 | 3,600 |
| | <u>\$ 2,009,089</u> | <u>\$ 1,983,032</u> | <u>\$ 26,057</u> | <u>\$ 1,866,024</u> | <u>\$ 143,065</u> |
| ROUTE OPERATIONS | <u>\$ 10,402,529</u> | <u>\$ 10,587,275</u> | <u>(\$ 184,746)</u> | <u>\$ 9,827,206</u> | <u>\$ 575,324</u> |

SANTA BARBARA METROPOLITAN TRANSIT DISTRICT

VEHICLE MAINTENANCE

For the 9 Months Ending March 31, 2015

| | <u>ACTUAL</u> | <u>BUDGET</u> | <u>VAR (\$)</u> | <u>PRIOR</u> | <u>VAR (\$)</u> |
|---------------------------------------|-------------------|-------------------|---------------------|-------------------|--------------------|
| MECHANICS | | | | | |
| WAGES | | | | | |
| Mechanics | 457,052 | 521,507 | (64,455) | 504,097 | (47,045) |
| Less Mechanics Labor for Capitalizati | (9,682) | (21,983) | 12,300 | (10,826) | 1,143 |
| Mechanics-Overtime | 17,374 | 19,023 | (1,649) | 14,330 | 3,044 |
| FRINGE BENEFITS | | | | | |
| FICA - Mechanics | 42,079 | 50,897 | (8,818) | 45,012 | (2,933) |
| Pension - Mechanics | 57,617 | 63,553 | (5,935) | 62,674 | (5,057) |
| Health Insurance - Mechanics | 80,599 | 112,487 | (31,887) | 91,385 | (10,786) |
| Sick Pay - Mechanics | 16,514 | 14,650 | 1,863 | 12,114 | 4,399 |
| Vacation - Mechanics | 47,132 | 84,547 | (37,415) | 48,310 | (1,178) |
| Holiday Pay - Mechanics | 22,835 | 29,400 | (6,566) | 25,636 | (2,801) |
| Other Pay - Mechanics | 1,157 | 1,099 | 59 | 939 | 219 |
| Unemployment Insurance - Mechanics | 2,729 | 3,549 | (820) | 3,094 | (365) |
| Uniforms - Mechanics | 11,675 | 9,000 | 2,675 | 9,582 | 2,093 |
| Tool Allowance - Mechanics | 12,099 | 12,441 | (342) | 7,655 | 4,444 |
| | <u>\$ 759,179</u> | <u>\$ 900,170</u> | <u>(\$ 140,991)</u> | <u>\$ 814,003</u> | <u>(\$ 54,823)</u> |
| CLEANERS & FUELERS | | | | | |
| WAGES | | | | | |
| Service Workers - Cleaners & Fuelers | 321,869 | 323,569 | (1,700) | 322,113 | (244) |
| FRINGE BENEFITS | | | | | |
| FICA - Cleaners & Fuelers | 28,183 | 27,510 | 673 | 27,972 | 211 |
| Pension - Cleaners & Fuelers | 52,678 | 49,526 | 3,152 | 53,041 | (363) |
| Health Insurance - Cleaners & Fuelers | 112,138 | 112,487 | (348) | 100,206 | 11,932 |
| Sick Pay - Cleaners & Fuelers | 10,996 | 6,853 | 4,144 | 6,660 | 4,337 |
| Vacation - Cleaners & Fuelers | 30,651 | 22,918 | 7,734 | 34,930 | (4,279) |
| Holiday Pay - Cleaners & Fuelers | 16,304 | 20,801 | (4,497) | 16,206 | 98 |
| Other Pay - Cleaners & Fuelers | 748 | 1,429 | (681) | 343 | 405 |
| Unemployment Insurance - Cleaners | 2,688 | 3,577 | (889) | 2,856 | (168) |
| Uniforms - Cleaners & Fuelers | 6,539 | 5,324 | 1,216 | 4,934 | 1,605 |
| Medical Exams/DMV Fees (VM) | 1,837 | 2,422 | (585) | 2,718 | (881) |
| | <u>\$ 584,632</u> | <u>\$ 576,415</u> | <u>\$ 8,217</u> | <u>\$ 571,979</u> | <u>\$ 12,653</u> |
| SHOP SUPERVISION | | | | | |
| WAGES | | | | | |
| Staff - Maintenance Supervision | 261,967 | 260,333 | 1,634 | 234,436 | 27,531 |
| FRINGE BENEFITS | | | | | |
| FICA - Supervision Vehicle Mainten | 23,078 | 22,707 | 371 | 21,397 | 1,682 |
| Pension - Supervision Vehicle Mainte | 30,282 | 29,682 | 600 | 28,018 | 2,264 |
| Health Insurance - Supervision/Vehicl | 84,673 | 91,216 | (6,542) | 76,420 | 8,254 |
| Sick Pay - Supervision Vehicle Mainte | 5,271 | 3,136 | 2,135 | 9,714 | (4,443) |
| Vacation - Supervision Vehicle Mainte | 19,116 | 19,088 | 28 | 21,304 | (2,188) |
| Holiday Pay - Supervision Vehicle Mai | 13,488 | 13,516 | (28) | 12,782 | 706 |
| Other Pay - Supervision & Vehicle Mai | 2,139 | 2,253 | (114) | 1,922 | 218 |
| Unemployment Insurance - Supervisio | 1,120 | 1,365 | (245) | 1,190 | (70) |

SANTA BARBARA METROPOLITAN TRANSIT DISTRICT

VEHICLE MAINTENANCE

For the 9 Months Ending March 31, 2015

| | <u>ACTUAL</u> | <u>BUDGET</u> | <u>VAR (\$)</u> | <u>PRIOR</u> | <u>VAR (\$)</u> |
|--------------------------------------|---------------------|---------------------|---------------------|---------------------|--------------------|
| Training, Travel & Meetings (VM) | 5,341 | 7,500 | (2,159) | 3,787 | 1,554 |
| FUEL, LUBRICANTS AND TIRES | | | | | |
| Bus Tire Mounting | 5,732 | 7,500 | (1,768) | 6,313 | (581) |
| Fuel and Lubes - Buses | 1,586,396 | 1,669,706 | (83,311) | 1,629,180 | (42,784) |
| Electric Bus Power | 57,397 | 65,700 | (8,303) | 59,840 | (2,443) |
| Lease Cost - Tires Buses | 116,134 | 110,380 | 5,754 | 107,164 | 8,969 |
| VEHICLE PARTS AND SUPPLIES | | | | | |
| Vehicle Parts - Buses | 406,617 | 464,746 | (58,129) | 444,367 | (37,750) |
| Shop Supplies | 57,494 | 45,000 | 12,494 | 39,532 | 17,963 |
| Bus Cleaning Supplies | 7,294 | 15,000 | (7,706) | 7,930 | (636) |
| Hazmat Disposal/Tank Tests | 4,318 | 7,500 | (3,182) | 2,783 | 1,535 |
| OUTSIDE VEHICLE MAINTENANCE | | | | | |
| Vendor Vandalism Repairs | 8,217 | 33,750 | (25,533) | 17,617 | (9,400) |
| Vendor Accident Repairs | 207 | 5,625 | (5,418) | 536 | (329) |
| Less Monies Collected/Accident Colle | (7,593) | (3,750) | (3,843) | (7,393) | (200) |
| Vendor Bus Repairs | 31,258 | 26,250 | 5,008 | 24,832 | 6,426 |
| RISK AND SAFETY | | | | | |
| WC Professional Services (VM) | 47,948 | 7,853 | 40,095 | 3,497 | 44,451 |
| WC Insurance (VM) | 5,375 | 5,513 | (137) | 2,757 | 2,618 |
| WC CY Payouts (VM) | 5,872 | 7,500 | (1,628) | 1,992 | 3,880 |
| WC CY Incident Reserves (VM) | 81,778 | 18,750 | 63,028 | 0 | 81,778 |
| WC PY Incidents Payouts (VM) | 9,447 | 18,750 | (9,303) | 4,415 | 5,032 |
| Change in WC PY Incident Reserves (| (134,340) | (18,750) | (115,590) | (34,528) | (99,812) |
| | <u>\$ 2,736,027</u> | <u>\$ 2,937,818</u> | <u>(\$ 201,790)</u> | <u>\$ 2,721,804</u> | <u>\$ 14,223</u> |
| VEHICLE MAINTENANCE | <u>\$ 4,079,839</u> | <u>\$ 4,414,403</u> | <u>(\$ 334,564)</u> | <u>\$ 4,107,786</u> | <u>(\$ 27,947)</u> |

SANTA BARBARA METROPOLITAN TRANSIT DISTRICT

PASSENGER FACILITIES

For the 9 Months Ending March 31, 2015

| | <u>ACTUAL</u> | <u>BUDGET</u> | <u>VAR (\$)</u> | <u>PRIOR</u> | <u>VAR (\$)</u> |
|--|-------------------|-------------------|--------------------|-------------------|------------------|
| PASSENGER FACILITIES | | | | | |
| WAGES | | | | | |
| Supervisors - Passengers Facilities | 142,835 | 135,100 | 7,735 | 135,067 | 7,768 |
| TC Advisors | 80,047 | 76,821 | 3,226 | 79,433 | 614 |
| Staff - Passenger Facilities (Bus Stop | 31,443 | 28,780 | 2,663 | 31,487 | (44) |
| FRINGE BENEFITS | | | | | |
| FICA - Passenger Facilities | 22,561 | 20,716 | 1,845 | 21,992 | 569 |
| Pension - Passenger Facilities | 19,233 | 18,900 | 333 | 20,257 | (1,023) |
| Health Insurance - Passenger Facilitie | 98,521 | 85,997 | 12,524 | 81,699 | 16,822 |
| Sick Pay - Passenger Facilities | 6,393 | 3,095 | 3,298 | 3,916 | 2,477 |
| Vacation - Passenger Facilities | 22,135 | 14,679 | 7,456 | 16,834 | 5,301 |
| Holiday Pay - Passenger Facilities | 11,545 | 12,741 | (1,196) | 11,820 | (275) |
| Other Pay - Passenger Facilities | 4,287 | 1,713 | 2,574 | 1,464 | 2,823 |
| Unemployment Insurance - Passenger | 2,176 | 2,172 | 4 | 1,910 | 267 |
| BUILDINGS AND GROUNDS | | | | | |
| Property Insurance (PF) | 2,195 | 4,022 | (1,827) | 1,347 | 848 |
| Contract Maint-PF | 36,996 | 35,790 | 1,206 | 38,177 | (1,181) |
| B&G Repairs & Supplies (PF) | 4,636 | 7,500 | (2,864) | 3,880 | 757 |
| Bus Stop Repairs & Supplies | 5,877 | 7,500 | (1,623) | 9,201 | (3,324) |
| | <u>\$ 490,882</u> | <u>\$ 455,528</u> | <u>\$ 35,354</u> | <u>\$ 458,483</u> | <u>\$ 32,399</u> |
| TRANSIT DEVELOPMENT | | | | | |
| WAGES | | | | | |
| Staff - Transit Development | 162,374 | 162,872 | (498) | 161,153 | 1,221 |
| FRINGE BENEFITS | | | | | |
| FICA - Transit Development | 14,173 | 14,129 | 44 | 13,850 | 324 |
| Pension - Transit Development | 18,250 | 18,470 | (220) | 16,714 | 1,535 |
| Health Insurance - Transit Developme | 37,314 | 44,859 | (7,545) | 30,531 | 6,783 |
| Sick Pay - Transit Development | 3,626 | 4,212 | (586) | 2,676 | 950 |
| Vacation - Transit Development | 9,156 | 10,625 | (1,470) | 8,844 | 312 |
| Holiday Pay - Transit Development | 8,583 | 8,527 | 57 | 8,227 | 356 |
| Other Pay - Transit Development | 3,464 | 2,131 | 1,333 | 1,730 | 1,735 |
| Unemployment Insurance - Transit De | 896 | 915 | (19) | 785 | 111 |
| SERVICE PLANNING | | | | | |
| Planning Studies & Surveys | 1,042 | 13,500 | (12,458) | 835 | 208 |
| Training, Travel & Meetings (TD) | 0 | 3,750 | (3,750) | 2,399 | (2,399) |
| | <u>\$ 258,879</u> | <u>\$ 283,990</u> | <u>(\$ 25,112)</u> | <u>\$ 247,744</u> | <u>\$ 11,134</u> |
| PROMOTION & INFORMATION | | | | | |
| WAGES | | | | | |
| Staff - Promotion & Information | 57,348 | 61,297 | (3,949) | 31,049 | 26,299 |
| FRINGE BENEFITS | | | | | |
| FICA - Promotion & Information | 5,218 | 5,333 | (115) | 2,753 | 2,465 |
| Pension - Promotion & Information | 6,303 | 6,971 | (669) | 3,598 | 2,704 |
| Health Insurance - Promotion & Inform | 14,805 | 15,680 | (875) | 4,624 | 10,181 |
| Sick Pay - Promotion & Information | 1,711 | 1,026 | 685 | 465 | 1,246 |
| Vacation - Promotion & Information | 5,199 | 4,768 | 431 | 2,049 | 3,149 |

SANTA BARBARA METROPOLITAN TRANSIT DISTRICT

PASSENGER FACILITIES

For the 9 Months Ending March 31, 2015

| | <u>ACTUAL</u> | <u>BUDGET</u> | <u>VAR (\$)</u> | <u>PRIOR</u> | <u>VAR (\$)</u> |
|---------------------------------------|---------------------|---------------------|--------------------|---------------------|-------------------|
| Holiday Pay - Promotion & Information | 3,053 | 3,237 | (184) | 1,598 | 1,455 |
| Other Pay - Promotion & Information | 900 | 674 | 225 | 823 | 77 |
| Unemployment Insurance - Promotion | 224 | 300 | (76) | 155 | 69 |
| PROMOTIONS | | | | | |
| Media Ad Placement (MA) | 155 | 3,750 | (3,595) | 2,852 | (2,697) |
| Brochures & Publications (BP) | 1,144 | 3,750 | (2,606) | 577 | 567 |
| Promotional Giveaways (PG) | 3,846 | 3,750 | 96 | 1,040 | 2,806 |
| Bus/Shuttle Decorations (BD) | 2,329 | 1,875 | 454 | 0 | 2,329 |
| Training, Travel & Meetings (PI) | 0 | 750 | (750) | (109) | 109 |
| INFORMATION | | | | | |
| Other Promotions (OP) | 4,726 | 3,750 | 976 | 4,563 | 163 |
| Route Schedules & Information (RI) | 60,928 | 76,275 | (15,347) | 43,376 | 17,552 |
| | <u>\$ 167,887</u> | <u>\$ 193,186</u> | <u>(\$ 25,299)</u> | <u>\$ 99,413</u> | <u>\$ 68,475</u> |
| FARE REVENUE COLLECTION | | | | | |
| WAGES | | | | | |
| Staff - Fare Revenue Collection | 62,435 | 76,614 | (14,179) | 78,269 | (15,834) |
| FRINGE BENEFITS | | | | | |
| FICA - Fare Revenue & Collection | 6,280 | 6,858 | (578) | 6,821 | (540) |
| Pension - Fare Revenue Collection | 7,966 | 8,965 | (999) | 8,294 | (328) |
| Health Insurance - Fare Revenue Coll | 38,783 | 39,705 | (922) | 36,758 | 2,025 |
| Sick Pay - Fare Revenue Collection | 7,323 | 2,381 | 4,942 | 1,530 | 5,794 |
| Vacation - Fare Revenue & Collection | 9,671 | 5,760 | 3,911 | 5,511 | 4,160 |
| Holiday Pay - Fare Revenue Collectio | 2,661 | 3,915 | (1,254) | 3,740 | (1,079) |
| Other Pay - Fare Revenue Collection | 1,482 | 1,631 | (149) | 1,847 | (365) |
| Unemployment Insurance - Fare Reve | 468 | 546 | (78) | 476 | (8) |
| Tickets and Transfers | 19,906 | 20,000 | (94) | 12,164 | 7,742 |
| Farebox-TVM-Change Machine Parts | 18,464 | 33,750 | (15,286) | 32,485 | (14,022) |
| Fare Processing | 38,996 | 15,000 | 23,996 | 7,739 | 31,257 |
| | <u>\$ 214,436</u> | <u>\$ 215,125</u> | <u>(\$ 689)</u> | <u>\$ 195,634</u> | <u>\$ 18,802</u> |
| PASSENGER FACILITIES | <u>\$ 1,132,083</u> | <u>\$ 1,147,829</u> | <u>(\$ 15,746)</u> | <u>\$ 1,001,273</u> | <u>\$ 130,811</u> |

SANTA BARBARA METROPOLITAN TRANSIT DISTRICT

GENERAL OVERHEAD

For the 9 Months Ending March 31, 2015

| | <u>ACTUAL</u> | <u>BUDGET</u> | <u>VAR (\$)</u> | <u>PRIOR</u> | <u>VAR (\$)</u> |
|---|-------------------|-------------------|--------------------|-------------------|--------------------|
| FINANCE | | | | | |
| WAGES | | | | | |
| Staff - Accounting | 193,079 | 212,915 | (19,836) | 271,826 | (78,746) |
| FRINGE BENEFITS | | | | | |
| FICA - Accounting | 17,509 | 18,319 | (810) | 22,955 | (5,446) |
| Pension - Accounting | 22,402 | 23,946 | (1,544) | 29,932 | (7,530) |
| Health Insurance - Accounting | 55,208 | 63,370 | (8,162) | 60,657 | (5,449) |
| Sick Pay - Accounting | 5,583 | 4,237 | 1,346 | 3,132 | 2,451 |
| Vacation - Accounting | 18,464 | 15,101 | 3,363 | 21,655 | (3,191) |
| Holiday Pay - Accounting | 10,662 | 7,073 | 3,589 | 13,590 | (2,928) |
| Other Pay - Accounting | 3,258 | 1,310 | 1,948 | 1,963 | 1,295 |
| Unemployment Insurance - Accountin | 963 | 1,174 | (211) | 1,331 | (367) |
| | <u>\$ 327,128</u> | <u>\$ 347,445</u> | <u>(\$ 20,317)</u> | <u>\$ 427,040</u> | <u>(\$ 99,912)</u> |
| PERSONNEL | | | | | |
| WAGES | | | | | |
| Staff - Personnel | 24,312 | 33,174 | (8,862) | 48,221 | (23,908) |
| FRINGE BENEFITS | | | | | |
| FICA - Personnel | 2,591 | 2,659 | (67) | 4,461 | (1,870) |
| Pension - Personnel | 2,965 | 3,476 | (511) | 6,130 | (3,165) |
| Health Insurance - Personnel | 4,514 | 6,437 | (1,923) | 11,742 | (7,229) |
| Sick Pay - Personnel | 0 | 526 | (526) | 957 | (957) |
| Vacation - Personnel | 5,905 | 2,486 | 3,419 | 4,983 | 922 |
| Holiday Pay - Personnel | 1,189 | 802 | 387 | 2,482 | (1,293) |
| Other Pay - Personnel | 394 | 267 | 127 | 442 | (48) |
| Unemployment Insurance - Personnel | 112 | 137 | (25) | 238 | (126) |
| UTILITIES | | | | | |
| Telephone & Data Communication | 31,593 | 34,500 | (2,907) | 27,155 | 4,438 |
| Power, Water, and Trash | 121,447 | 130,500 | (9,053) | 112,603 | 8,844 |
| Two-Way Radios | 14,905 | 14,016 | 889 | 11,057 | 3,848 |
| | <u>\$ 209,927</u> | <u>\$ 228,978</u> | <u>(\$ 19,051)</u> | <u>\$ 230,471</u> | <u>(\$ 20,544)</u> |
| OPERATING FACILITIES | | | | | |
| WAGES | | | | | |
| Staff - Operations/Facilities | 39,070 | 40,325 | (1,255) | 35,957 | 3,113 |
| FRINGE BENEFITS | | | | | |
| FICA - Operating Facilities | 3,487 | 3,477 | 10 | 3,126 | 361 |
| Pension - Operating Facilities & Equip | 4,696 | 4,545 | 151 | 3,935 | 761 |
| Health Insurance - Operating Facilities | 6,993 | 7,760 | (767) | 6,146 | 847 |
| Sick Pay - Operating Facilities & Equip | 1,668 | 626 | 1,043 | 600 | 1,068 |
| Vacation - Operating Facilities & Equip | 3,231 | 2,597 | 635 | 3,000 | 231 |
| Holiday Pay - Operating Facilities & E | 2,080 | 2,077 | 2 | 1,771 | 309 |
| Other Pay - Operating Facilities & Equi | 0 | 173 | (173) | 0 | 0 |
| Unemployment Insurance - Operating | 224 | 273 | (49) | 238 | (14) |
| SERVICE VEHICLES | | | | | |
| Service Vehicle Parts & Repairs | 11,020 | 9,000 | 2,020 | 8,959 | 2,062 |

SANTA BARBARA METROPOLITAN TRANSIT DISTRICT

GENERAL OVERHEAD

For the 9 Months Ending March 31, 2015

| | <u>ACTUAL</u> | <u>BUDGET</u> | <u>VAR (\$)</u> | <u>PRIOR</u> | <u>VAR (\$)</u> |
|--|---------------------|---------------------|--------------------|---------------------|-------------------|
| Fuel - Services Vehicles | 38,031 | 45,000 | (6,969) | 41,767 | (3,736) |
| BUILDINGS & GROUNDS | | | | | |
| Property Insurance (OF) | 35,666 | 36,200 | (534) | 12,125 | 23,541 |
| Contract Maint-OF | 55,808 | 56,220 | (412) | 55,160 | 649 |
| B&G Repairs & Supplies-(OF) | 32,207 | 28,500 | 3,707 | 25,625 | 6,581 |
| | <u>\$ 234,181</u> | <u>\$ 236,772</u> | <u>(\$ 2,590)</u> | <u>\$ 198,408</u> | <u>\$ 35,773</u> |
| DISTRICT ADMINISTRATION | | | | | |
| WAGES | | | | | |
| Staff - District Administration | 324,665 | 355,512 | (30,847) | 320,640 | 4,026 |
| Bus Ad Revenue Placement | 6,659 | 6,429 | 230 | 6,102 | 557 |
| FRINGE BENEFITS | | | | | |
| FICA - District Administration | 34,685 | 30,365 | 4,319 | 26,737 | 7,948 |
| Pension - District Administration | 45,768 | 39,693 | 6,075 | 39,129 | 6,639 |
| Health Insurance - District Administrati | 70,730 | 92,180 | (21,450) | 74,433 | (3,703) |
| Health Insurance - Retiree & Cobra | 50,373 | 66,279 | (15,906) | 42,416 | 7,957 |
| Sick Pay - District Administration | 66,176 | 49,716 | 16,460 | 8,563 | 57,613 |
| Vacation - District Administration | 54,949 | 39,422 | 15,528 | 31,084 | 23,866 |
| Holiday Pay - District Administration | 17,241 | 12,821 | 4,421 | 17,615 | (374) |
| Other Pay - District Administration | 3,736 | 3,206 | 531 | 7,681 | (3,945) |
| Unemployment - District Administratio | 1,660 | 1,856 | (196) | 1,558 | 103 |
| ADMINISTRATIVE SERVICES | | | | | |
| Public Official Insurance | 26,071 | 25,398 | 673 | 20,109 | 5,963 |
| Legal Counsel | 79,739 | 101,250 | (21,511) | 100,295 | (20,556) |
| Pension Administration | 7,115 | 15,000 | (7,885) | 6,223 | 892 |
| Audit - Public Costs | 41,437 | 49,000 | (7,563) | 70,200 | (28,763) |
| Directors Fees | 8,520 | 9,450 | (930) | 7,980 | 540 |
| Office Machines Repair & Maintenanc | 108,140 | 99,711 | 8,429 | 97,245 | 10,895 |
| Miscellaneous Services | 144,762 | 108,074 | 36,688 | 36,720 | 108,042 |
| MISCELLANEOUS EXPENSES | | | | | |
| Training, Conferences & Meetings | 3,704 | 7,500 | (3,796) | 7,260 | (3,556) |
| Bus Ad Revenue Program (BA) | 0 | 1,125 | (1,125) | 106 | (106) |
| Mandated Fees and Permits | 24,531 | 28,913 | (4,382) | 26,980 | (2,450) |
| Overpass Site Service | 77 | 5,625 | (5,548) | 8,680 | (8,603) |
| Office & Computer Supplies | 28,918 | 37,133 | (8,215) | 32,752 | (3,834) |
| Dues & Subscriptions | 34,442 | 32,749 | 1,694 | 32,349 | 2,094 |
| Employee Relations | 16,561 | 13,920 | 2,641 | 15,168 | 1,393 |
| Miscellaneous Expenses | 36,519 | 43,602 | (7,083) | 25,211 | 11,308 |
| | <u>\$ 1,237,177</u> | <u>\$ 1,275,926</u> | <u>(\$ 38,749)</u> | <u>\$ 1,063,233</u> | <u>\$ 173,944</u> |
| GENERAL OVERHEAD | <u>\$ 2,008,414</u> | <u>\$ 2,089,121</u> | <u>(\$ 80,707)</u> | <u>\$ 1,919,152</u> | <u>\$ 89,262</u> |

SANTA BARBARA METROPOLITAN TRANSIT DISTRICT

ASSET ACQUISITION REPORT

For the 9 Months Ending March 31, 2015

| | BEGINNING BALANCE | ENDING BALANCE | CURRENT YEAR ACQUISITION |
|---------------------------------------|----------------------|----------------------|-----------------------------|
| WORK IN PROCESS | | | |
| WIP - Canopy Artic Modifications | 15,120 | 43,184 | 28,064 |
| WIP - Back-up Generator | 0 | 0 | 0 |
| WIP - Bus Refurbishing | 8,249 | 45,112 | 36,863 |
| WIP - AVL | 138,869 | 559,203 | 420,333 |
| WIP - Ticket Vending Machines | 0 | 0 | 0 |
| WIP - Radio Systems | 0 | 0 | 0 |
| WIP - Buses | 0 | 0 | 0 |
| WIP - Calle Real Development | 0 | 0 | 0 |
| WIP - Electric Vehicle Projects | 3,351 | 3,351 | 0 |
| WIP - LFP Battery Acquisition | 48,207 | 243,364 | 195,157 |
| WIP - SuperStop | 76,258 | 83,372 | 7,114 |
| WIP - ITS Projects | 50,450 | 50,450 | 0 |
| WIP - Transit Center Renovation | 16,520 | 21,365 | 4,846 |
| | \$ 357,024 | \$ 1,049,401 | \$ 692,377 |
| LAND | | | |
| Cota Street Land | 3,518,444 | 3,518,444 | 0 |
| Chapala Street Land | 426,986 | 426,986 | 0 |
| Overpass RD. Land | 281,435 | 281,435 | 0 |
| Calle Real Land | 1,369,431 | 1,369,431 | 0 |
| | \$ 5,596,297 | \$ 5,596,297 | \$ 0 |
| FIXED FACILITIES | | | |
| Terminal One Fixed Facilities | 10,523,920 | 10,531,364 | 7,444 |
| TC Fixed Facilities | 676,437 | 677,083 | 645 |
| Overpass Fixed Facilities | 1,721,537 | 1,721,537 | 0 |
| | \$ 12,921,894 | \$ 12,929,983 | \$ 8,089 |
| BUSES | | | |
| Buses | 35,692,559 | 37,919,533 | 2,226,974 |
| Bus Equip-Radios/Fareboxes/Bikeracks | 2,314,962 | 2,361,766 | 46,805 |
| Bus Equip-Drivetrains/Trailer | 1,132,676 | 1,274,176 | 141,500 |
| Bus Equip-Electric Vehicles | 416,058 | 436,808 | 20,749 |
| Bus-Chargin Equipment | 387,333 | 387,333 | 0 |
| Buses-Refurbishing | 1,062 | 12,030 | 10,968 |
| | \$ 39,944,651 | \$ 42,391,647 | \$ 2,446,996 |
| NON-REVENUE VEHICLES | | | |
| Service Vehicles | 762,621 | 762,621 | 0 |
| | \$ 762,621 | \$ 762,621 | \$ 0 |
| SHOP EQUIPMENT | | | |
| Shop Equipment | 552,245 | 600,495 | 48,251 |
| | \$ 552,245 | \$ 600,495 | \$ 48,251 |
| OFFICE FIXTURES/EQUIPMENT | | | |
| Office Furniture & Equipment | 922,966 | 922,966 | 0 |
| Office Business Machines | 759,754 | 760,672 | 918 |
| Fare Revenue Equipment & Miscellane | 468,803 | 468,803 | 0 |
| | \$ 2,151,523 | \$ 2,152,441 | \$ 918 |
| BUS STOP EQUIPMENT | | | |
| Bus Stop Equip-Signs & Poles & Securi | 148,507 | 148,507 | 0 |
| Bus Stop Equip-Benches/Trash Recept | 170,945 | 170,945 | 0 |
| Bus Stop Equip-Shelters | 740,695 | 758,105 | 17,411 |
| | \$ 1,060,146 | \$ 1,077,557 | \$ 17,411 |
| EV RESEARCH & DEVELOPMENT | | | |
| EV Research & Development | 0 | 0 | 0 |
| | \$ 0 | \$ 0 | \$ 0 |
| GRAND TOTAL | \$ 63,346,401 | \$ 66,560,442 | \$ 3,214,041 |

To: MTD Board of Directors
From: Jerry Estrada, General Manager
Date: May 8, 2015
Subject: General Manager's Report

Planning & Administration

Planning staff attended a quarterly City of Goleta utility coordination meeting on April 9th. City of Goleta Public Works staff provided a draft of the Annual Encroachment Permit Policy that would essentially coordinate proposed construction work by all utilities and districts within the City on an annual basis. Staff submitted a comment letter regarding the minor bus stop maintenance duties MTD performs to the well over 100 bus stops that exist within the City limits and looks forward to further coordination with the City staff upon implementation of the policy.

City of Santa Barbara Public Works staff presented their Bicycle Master Plan "Roadshow" to MTD staff on April 30th. Staff is appreciative of the outreach conducted by City staff and looks forward to coordinating with them in its development of the Plan.

At its May 5th meeting, the City of Santa Barbara Ordinance Committee approved forwarding Public Works recommendation to the City Council that the Municipal Code be amended in order for MTD to be named specifically as the sole approved user of bus stops and layover zones. City staff is spearheading this in order to avoid other buses from impacting the ability of MTD buses to load and unload passengers at bus stops in a safe and timely manner. City staff will also be recommending the Transportation Engineer and Public Works Director be granted the authority to establish tour bus loading zones and to issue permits for other buses to use bus stops provided that MTD operations are not hindered, respectively. MTD staff attended the Committee meeting and provided requested input.

On May 4th, staff met with staff of SBCAG, Easy Lift, the County, and the cities of Santa Barbara, Goleta, and Carpinteria to discuss Measure A Easy Lift funding. Questions regarding the use Measure A funds awarded to Easy Lift for specialized paratransit service were discussed. The group requested that Easy Lift and MTD provide additional data regarding the Easy Lift services provided to ADA-eligible riders that are currently funded in part by Measure A.

Later this year, staff intends to apply for funds from the Measure A South Coast Bicycle and Pedestrian Program to purchase three-bike bike racks to replace MTD's current two-bike racks on MTD's 30-foot and 40-foot buses. Staff had considered applying for a grant from the state's Active Transportation Program

(ATP) for this project. However, the ATP minimum request for capital projects is \$250,000, which is greater than the cost of the three-bike rack project.

Staff was recently notified that Caltrans has approved an MTD grant application from the FY 2015 Proposition 1B Public Transportation Modernization, Improvement, and Service Enhancement Account (PTMISEA) for \$1.1 million for bus replacements. This is one of three projects that MTD submitted for the FY 2015 PTMISEA cycle. The other two were \$1.0 million for the Smartcard project and \$1.0 million for the Transit Center project (the latter, if awarded, will free up \$1.0 million in State Transit Assistance (STA) funding that MTD currently plans to spend on the Transit Center project).

Staff will attend a meeting of SBCAG's Technical Transportation Advisory Committee (TTAC) on Thursday, May 7th. MTD is a voting member of the Committee. TTAC will receive updates on the draft Measure A Program of Projects (POP) for FY 2016 through FY 2020 and on SBCAG staffs' planned revisions to the Regional Transportation Plan - Sustainable Communities Strategy (RTP-SCS) technical methodology for the upcoming RTP-SCS update. TTAC will be asked to recommend that the SBCAG Board approve the FY 2014 Measure A Audit Reports.

Following discussions and negotiations, MTD and Lenvik & Minor Architects entered into a contract for the Transit Center Renovation project. The \$144,271 agreement covers architectural and engineering services including the planning review process, construction plans and specifications, and assistance with the contractor solicitation process and project management. The first step is the preparation of preliminary plans for submittal to the City of Santa Barbara Community Development for the planning review process. The plans for the Olive Terminal Canopy Modifications project are still under review by the City's Building & Safety Division.

Operations & Maintenance

Bidding has commenced for our summer schedule, and is proceeding very smoothly, with completion within a couple of weeks. Our newest Operator in Training, Patricia Willis, continues to train and progress nicely. She is expected to be released shortly.

Cruise ships continue to grace our fine city; additional supervision and shuttles were added, as per previous visits, to mitigate the large crowds in the waterfront and downtown area.

The transmission in Gillig #702 has been replaced due to hard shifts and iron in the fluid sample. However, now fault codes are being displayed and troubleshooting is pending.

Gillig #615 and #622 are at Cummins Pacific in Ventura for replacement of the turbocharger actuators. Upon completion of #615 and/or #622 by Cummins Pacific in Ventura, Gillig #633 will be taken to Cummins Pacific also for replacement of the turbocharger actuator.

All ten of the teal and white EV's planned to be repainted by National Auto Body are complete. The two Carp shuttles (EV's 12 and 13) are next to get a repaint and new graphics. Retrieval of the Seaside graphic artwork has been unsuccessful to date and may have to be recreated.

The first CALB of two lithium battery packs is now having the BMS tested and to be followed by Alber discharge testing next week. Assembly of the second pack is underway by Intercon Technologies in their shop in Arizona.

The concrete walkway leading from the Staff parking lot through the green iron gate toward the rear Admin door is being heaved up by tree roots, and consequently the gate hangs up and does not always close properly. The temporary remedy is to grind off steel material at the bottom of the vertical bars. Two other areas of the walkway are also being similarly impacted. Various solutions are being vetted including up to recommending removing the offending trees.