



AGENDA

Meeting

of the

BOARD OF DIRECTORS

of the

SANTA BARBARA METROPOLITAN TRANSIT DISTRICT

A Public Agency

Tuesday, November 14, 2017

8:30 AM

John G. Britton 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), Bill Shelor (Secretary), Olivia Rodriguez (Director), Dick Weinberg (Director), David Tabor (Director), Paula Perotte (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 meetings of October 17 and October 24, 2017.

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

The Board will be asked to review the cash report of October 10, 2017 through October 23, 2017 as well as the report from October 24, 2017 through November 7, 2017.

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 that includes both a description of the subject you wish to address and, if applicable, the agenda item number for which you would like to comment. Additional public comment will be allowed during each agenda item, including closed session items. Forms are available at www.sbmtd.com and at MTD Administrative offices.

7. DRAFT SINGLE AUDIT REPORT - (ATTACHMENT - INFORMATIONAL)

McGowan Guntermann, will present the Draft Single Audit Report to the Board for the fiscal year that ended June 30, 2017.

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8. **RENEWAL OF STAFF MEDICAL AND DENTAL INSURANCE EFFECTIVE JANUARY 1, 2018 - (ATTACHMENT - ACTION MAY BE TAKEN)**
Staff recommends the Board of Directors authorize the General Manager to renew the staff health insurance for the 2018 calendar year: medical with Blue Shield and dental through Guardian.
9. **D&O / EPL /FIDUCIARY INSURANCE - (ATTACHMENT - ACTION MAY BE TAKEN)**
Staff will provide a progress update on the insurance renewals effective January 3, 2018 for Directors and Officers Insurance (D&O) along with Employment Practices Liability Insurance (EPLI) and Fiduciary Liability Insurance.
10. **FIRST QUARTER PERFORMANCE INDICATOR REPORT - (ATTACHMENT- INFORMATIONAL)**
Staff will present the Quarterly Performance Indicator Report for the period beginning July 1, 2017 and ending September 30, 2017.
11. **FIRST QUARTER FINANCIAL REPORT - (ATTACHMENT - INFORMATIONAL)**
Staff will report on the financial results for the three months ending September 30, 2017.
12. **GENERAL MANAGER'S REPORT UPDATE - (ATTACHMENT - INFORMATIONAL)**
 - a) Hiring
 - b) Transit Center
 - c) BYD Fleet
 - d) Community Survey
 - e) Senate Bill 1
13. **OTHER BUSINESS AND COMMITTEE REPORTS - (INFORMATIONAL)**
The Board will report on other related public transit issues and committee meetings.
14. **EMPLOYEE PERFORMANCE REVIEW - (ACTION MAY BE TAKEN – CLOSED SESSION)**
The Board will meet in closed session pursuant to Government Code § 54956.9(a).
15. **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.

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MINUTES

MEETING

of the

BOARD OF DIRECTORS

of the

SANTA BARBARA METROPOLITAN TRANSIT DISTRICT

A Public Agency

Tuesday, October 17, 2017

6:00 PM

Carpinteria City Hall

5775 Carpinteria Avenue, Carpinteria, CA 93013

1. CALL TO ORDER

2. ROLL CALL OF THE BOARD OF DIRECTORS

Chair Davis reported all members were present with the exception of Director Perotte.

3. REPORT REGARDING POSTING OF AGENDA

Rachel Brichan, Executive Assistant and Board Clerk, reported that the agenda was posted on Friday, October 13, 2017 at MTD's administrative office, mailed and emailed to those on the agenda list, and posted on MTD's website.

4. APPROVAL OF PRIOR MINUTES – (ATTACHMENT – ACTION MAY BE TAKEN)

Secretary Shelor moved to correct the minutes from the October 3, 2017 meeting. Director Rodriguez seconded the motion. It passed unanimously.

5. PUBLIC COMMENT

None were made.

6. COMMUNITY LISTENING SESSION – (NO ACTION WILL BE TAKEN)

Community listening is for the board to update the public on recent improvements and future work plans of MTD. It is seeking general input about how MTD is progressing. General Manager Jerry Estrada recognized Hillary Blackerby, Marketing and Community Relations Manager, for her outstanding marketing and public outreach efforts. Results have been quantifiable and her hard work is much appreciated.

Ms. Blackerby introduced Ms. Viviana Marsano, Spanish interpreter to offer any member of the public in need this option for participating in the Community Listening Session.

A PowerPoint presentation was given outlining recent rollouts, highlighting the MTD bus-tracking app for both Android and Apple mobile devices as well as a text feature for non-smartphones to receive the same real-time information. Over 25 years ago the Santa Barbara Downtown Waterfront shuttle fleet started the trend of electric powered public transit. Fourteen new electric shuttles have now been procured from BYD bus manufacturing. The pilot shuttle bus arrived in September. Its efficiency was noted by the remaining 35% charge after traveling 137 miles; its capacity from the extended length of eight feet.

Service changes went into effect on August 21, 2017. These included adding Global Positioning Systems (GPS) to all buses. With just 30 days of data, MTD's planning department was able to identify those lines with better schedule adherence and will implement changes to make next year's on-time performance better.

Although the footprint will not increase, in 2018 the MTD Transit Center located at 1020 Chapala Street downtown will be completely renovated including the interior, each bench outside, its driveways and all landscaping.

Each bus (with the exception of the shuttles) now has a new fare box. The capabilities are extensive and will be introduced in various phases. These include student identification card integration, reloadable payment cards for the public, and mobile phone fare payment options.

Q1 2018 will introduce a new interactive website to the public.

Ms. Isabelle Isaac is a local Carpinteria resident and longtime patron of the Santa Barbara Metropolitan Transit District bus system. She strongly suggested that the drivers have more consistent training in customer service, specifically how to deescalate difficult situations. Ms. Isaac also shared concerns around specific bus stops she frequents regarding their safety and cleanliness in addition to the Transit Center located on Chapala Street.

General Manager Jerry Estrada thanked her for her feedback and reassured her that the cleaning crew frequency of the bathrooms at the Transit Center had been increased from three times a day to four times a day to accommodate the recent increased need.

Sherrie Fisher is a Carpinteria resident and the former General Manager of the Santa Barbara Metropolitan District. She thanked the staff for taking such good care of the system and recognize how difficult it can be to retain great drivers.

The Board and Mr. Estrada thanked all participants for their valuable feedback.

7. ADJOURNMENT

Chair Davis thanked all in attendance and moved to adjourn the meeting at 7:21pm. The motion was seconded by Director Tabor.

COMMUNITY LISTENING SESSION - ATTACHMENT

What is working well at MTD?

- Employees
- 20 & 21 accuracy on time consistently
- Overall outstanding efforts by female drivers specifically
- Planning system
- Public outreach/listening sessions
- Technology implementation
- Open communication for complaints/concerns/incidents
- Availability/Commitment of staff

What needs improvement at MTD?

- Compensation for roadwork
- Cleanliness at transit center/bus stops/methadone clinic area
- Safer lighting at bus stops and transit center
- Lambert/Padero access
- Expanded service in Carpinteria

Feedback on 2017 – 2018 work plan proposals

- Regular conflict resolution training
- Easier way to identify drivers
- Consistent spacing for line(s) 20 and 21X
- Seaside shuttle vs. regular bus education for public
- Combatting continued construction issues
- Expanded area of service 93013
- Public awareness of MTD benefits

What does your ideal Santa Barbara transit system look like?

- Easier access/frequency
- 192 Hwy route south of 93018
- Stops near trailheads/parks
- Pacifica Graduate School access
- Mass communication of Tracker App
- All electric buses/noise control

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MINUTES

MEETING

of the

BOARD OF DIRECTORS

of the

SANTA BARBARA METROPOLITAN TRANSIT DISTRICT

A Public Agency

Tuesday, October 24, 2017

6:00 PM

Goleta City Hall

130 Cremona Drive Suite B, Goleta, CA 93117

1. CALL TO ORDER

2. ROLL CALL OF THE BOARD OF DIRECTORS

Chair Davis reported all members were present.

3. REPORT REGARDING POSTING OF AGENDA

Rachel Brichan, Executive Assistant and Board Clerk, reported that the agenda was posted on Friday, October 20, 2017 at MTD's administrative office, mailed and emailed to those on the agenda list, and posted on MTD's website.

4. PUBLIC COMMENT

None were made.

5. COMMUNITY LISTENING SESSION – (NO ACTION WILL BE TAKEN)

Chair Davis stated that community listening sessions are a chance for the board and staff to update the public on recent improvements and future work plans of MTD, and to seek general input about how MTD is progressing. General Manager Jerry Estrada recognized Hillary Blackerby, Marketing and Community Relations Manager, for her outstanding marketing and public outreach efforts. Results have been quantifiable and her hard work is much appreciated.

Ms. Blackerby introduced Ms. Viviana Marsano, Spanish interpreter to offer her service to any member of the public in need of this option for participating in the Community Listening Session.

A PowerPoint presentation was given outlining recent rollouts, highlighting the MTD bus-tracking app for both Android and Apple mobile devices as well as a text feature for non-smartphones to receive the same real-time information. Over 25 years ago the Santa Barbara Downtown Waterfront Shuttle fleet started the trend of electric powered public transit. Fourteen new electric vehicles have now been ordered from BYD bus manufacturing. The pilot shuttle bus arrived in September. Its efficiency was noted by the remaining 35% charge after traveling 137 miles, and its passenger capacity from the extended length of 30 feet.

Service changes went into effect on August 21, 2017. These included adding Global Positioning Systems (GPS) to all buses. With just 30 days of data, MTD's planning department was able to identify those lines with better schedule adherence and will implement changes to make next year's on-time performance better.

Although the footprint will not increase, in 2018 the MTD Transit Center located at 1020 Chapala Street downtown will be completely renovated including the interior, each bench outside, its driveways and all landscaping.

Each bus (with the exception of the shuttles) now has a new fare box. The capabilities are extensive and will be introduced in various phases. These include student identification card integration, reloadable payment cards for the public, and mobile phone fare payment options.

Q1 2018 will introduce a new interactive website to the public.

Jennifer Smith, a local Goleta resident and a University of California at Santa Barbara (UCSB) staff member and alumni, came to learn more about transportation between campus and downtown Santa Barbara. She expressed both the desire to use the bus and for MTD to increase the frequency of “express” lines.

A dedicated passenger that utilizes the monthly bus pass program to facilitate all of her transportation did not wish to give her name, but added to the discussion with concerns about bus stop safety and her appreciation of the recent improvements implemented throughout the last year.

A letter was received from the Friends of the Goleta Library requesting that a bus stop be added in front of their building. Mr. Estrada said it would be taken under consideration. He also confirmed that the regular October 31, 2017 meeting would be cancelled, with regular meetings resuming on November 14th.

The Board and Mr. Estrada thanked all participants for their valuable feedback and staff for their hard work organizing the three October Community Listening Sessions.

6. ADJOURNMENT

Chair Davis thanked all in attendance and moved to adjourn the meeting at 7:11pm. The motion was seconded by Director Perrotte and passed unanimously.

COMMUNITY LISTENING SESSION - ATTACHMENT

What is working well at MTD?

- Friendly drivers
- Tracker App
- Good reputation for on time service and accountability
- Mobility features of app

What needs improvement at MTD?

- Line #6 running later with increased frequency
- Eliminate smoking at stops
- Better navigation inside app
- Access to bus stops
- Valet parking at Creekside Inn on Hollister blocking access to passengers.
- Response time to complaints

Feedback on 2017 – 2018 work plan proposals

- Line #10 changes

What does your ideal Santa Barbara transit system look like?

- Standardized fare boxes on all buses/shuttles
- Complete safety at stops
- Extra seating that accommodates all
- Expanded shuttle service within 93117
- Similar system to “light rail” (dedicated lanes)
- Crosswalk between MTD’s Transit Center and Ralph’s Grocery store on Chapala

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Santa Barbara Metropolitan Transit District
Cash Report
Board Meeting of October 31, 2017
For the Period October 10, 2017 through October 23, 2017

MONEY MARKET

Beginning Balance October 10, 2017 **\$7,999,486.78**

Passenger Fares	139,525.20
Accounts Receivable	52,249.36
Prepays & Advertising	16,546.10
Miscellaneous Income	<u>2,075.79</u>
Total Deposits	210,396.45

Workers' Comp	135.10
Garn/Escrow Transfers	(11,809.96)
401(k)/Pension Transfer	(36,850.51)
Payroll Taxes	(164,682.99)
Payroll	(344,778.89)
Accounts Payable	<u>(481,100.25)</u>
Total Disbursements	(1,039,087.50)

Ending Balance **\$7,170,795.73**

CASH INVESTMENTS

LAIF Account	\$6,393,323.29
Money Market Account	<u>7,170,795.73</u>

Total Cash Balance **\$13,564,119.02**

SELF INSURED LIABILITY ACCOUNTS

WC / Liability Reserves	(\$3,795,577.67)
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Working Capital **\$9,768,541.35**

Santa Barbara Metropolitan Transit District
Accounts Payable

Check #	Date	Company	Description	Amount	Voids
116386	10/13/2017	ABC BUS COMPANIES INC	BUS PARTS	560.84	
116387	10/13/2017	APPLEONE EMPLOYMENT SERVIC	CONTRACT EMPLOYMENT	889.60	
116388	10/13/2017	ASBURY ENVIRONMENTAL	WASTE OIL RECYCLER	85.00	
116389	10/13/2017	B2B PRINTING SERVICES INC.	OFFICE SUPPLIES	123.70	
116390	10/13/2017	JOSE BAUTISTA	AD MOUNTING/DISMOUNTING	800.00	
116391	10/13/2017	CALIFORNIA ELECTRIC SUPPLY, I	SHOP/B&G SUPPLIES	35.73	
116392	10/13/2017	CARQUEST AUTO PARTS	BUS PARTS & SUPPLIES	23.32	
116393	10/13/2017	CITY OF SANTA BARBARA	SUPERSTOPS - PERMIT FEES	80.00	
116394	10/13/2017	CELTIS VENTURES, INC.	MARKETING SERVICES	11,377.73	
116395	10/13/2017	CENTRAL COAST CIRCULATION, L	BUS BOOK DISTRIBUTION	575.00	
116396	10/13/2017	CINTAS CORPORATION	FIRST AID SUPPLIES	289.52	
116397	10/13/2017	CIO SOLUTIONS, LP	IT SERVICES	600.00	
116398	10/13/2017	COAST TRUCK PARTS	BUS PARTS	1,427.56	
116399	10/13/2017	COX COMMUNICATIONS, CORP.	INTERNET & CABLE TV	388.36	
116400	10/13/2017	CUMMINS PACIFIC, LLC	BUS PARTS & REPAIRS	2,141.09	
116401	10/13/2017	CA STATE BOE, MOTOR CARRIER	QTRLY USER FUEL TAX	1,518.05	
116402	10/13/2017	CA. STATE BOARD OF EQUALIZAT	UNDERGROUND STORAGE TANK FEE	3,031.32	
116403	10/13/2017	DAVID DAVIS JR.	DIRECTOR FEES	180.00	
116404	10/13/2017	DAVID SILVA FLOORING INSTALL	BUS FLOOR REPAIRS	1,500.00	
116405	10/13/2017	STATE OF CALIFORNIA	PAYROLL RELATED	100.00	
116406	10/13/2017	FRONTIER CALIFORNIA INC.	TELEPHONES	96.98	
116407	10/13/2017	GENFARE, A DIVISION OF SPX COR	TVM UPDATE	49,503.86	
116408	10/13/2017	GIBBS INTERNATIONAL INC	BUS PARTS	738.42	
116409	10/13/2017	GILLIG LLC	BUS PARTS	4,096.41	
116410	10/13/2017	ROBIN GONZALEZ	PR RELATED	250.00	
116411	10/13/2017	GUARDIAN-APPLETON (DENTAL I	DENTAL INSURANCE	4,058.43	
116412	10/13/2017	GUARDIAN-APPLETON (LIFE INS)	LIFE INSURANCE	572.44	
116413	10/13/2017	H.G. MAKELIM CO., INC.	BUS PARTS	4,184.28	
116414	10/13/2017	HOME IMPROVEMENT CTR.	SHOP/B&G SUPPLIES	29.18	
116415	10/13/2017	INTELLICORP RECORD INC.	PRE-EMPLOYMENT CHECK	26.70	
116416	10/13/2017	IRON HORSE AUTO BODY OF SB D	SERVICE VEHICLE REPAIRS	1,795.05	
116417	10/13/2017	JANICARE DBA	JANITORIAL SERVICES	3,929.00	
116418	10/13/2017	LAWSON PRODUCTS INC	SHOP SUPPLIES	323.22	
116419	10/13/2017	MANSFIELD OIL CO.- GAINESVILL	DIESEL FUEL	17,494.09	
116420	10/13/2017	MC CORMIX CORP. (OIL)	LUBRICANTS	953.19	
116421	10/13/2017	MCGOWAN GUNTERMANN	ANNUAL AUDIT	6,245.00	
116422	10/13/2017	CHUCK MCQUARY	DIRECTOR FEES	60.00	
116423	10/13/2017	KENNETH B. MILLS	PROCUREMENT SERVICES	2,046.00	

Check #	Date	Company	Description	Amount	Voids
116424	10/13/2017	MURPHY ELECTRIC MAINTENANC	ELECTRICAL REPAIRS/INSTALLATION	132.35	
116425	10/13/2017	MOHAWK MFG. AND SUPPLY CO.	BUS PARTS	140.88	
116426	10/13/2017	MCI SERVICE PARTS, INC.	BUS PARTS	196.15	
116427	10/13/2017	NEWEGG, INC	IT EQUIPMENT & SUPPLIES	662.19	
116428	10/13/2017	NOOZHAWK DBA	OUTREACH AD CAMPAIGN	2,873.00	
116429	10/13/2017	PREVOST CAR INC.- CREDIT DEPT.	BUS PARTS	946.94	
116430	10/13/2017	ANN BRADY OTTIERI	PAYROLL RELATED	554.00	
116431	10/13/2017	PAULA A. PEROTTE	DIRECTOR FEES	60.00	
116432	10/13/2017	PERFECT PATTERN DIFFERENTIAL	OVERHAULED TRANSFERS	1,312.04	
116433	10/13/2017	PERRY LINCOLN MERCURY MAZD	SERVICE VEHICLE PARTS / REPAIRS	54.50	
116434	10/13/2017	POWERSTRIDE BATTERY CO.	EV BATTERIES	296.70	
116435	10/13/2017	PROFORMA COLOR PRESS DBA	SAFETY VESTS	2,241.45	
116436	10/13/2017	OLIVIA RODRIGUEZ	DIRECTOR FEES	60.00	
116437	10/13/2017	SB COUNTY FEDERAL CREDIT UNI	PAYROLL DEDUCTION	510.00	
116438	10/13/2017	SILVAS OIL CO., INC.	LUBRICANTS	493.76	
116439	10/13/2017	SPECIAL DISTRICT RISK MGMT	MEDICAL HEALTH INSURANCE	42,862.00	
116440	10/13/2017	SANTA BARBARA SHERIFF'S DEPT	PAYROLL RELATED	75.00	
116441	10/13/2017	SANTA BARBARA TROPHY	DRIVER NAME PLATES	20.69	
116442	10/13/2017	WILLIAM JOHN SHELOR	DIRECTOR FEES	120.00	
116443	10/13/2017	SM TIRE, CORP.	BUS TIRE MOUNTING	249.50	
116444	10/13/2017	SMART & FINAL	OFFICE/MEETING SUPPLIES	154.78	
116445	10/13/2017	SO. CAL. EDISON CO.	UTILITIES	1,506.05	
116446	10/13/2017	STAPLES CONTRACT & COMMERC	OFFICE SUPPLIES	29.55	
116447	10/13/2017	STATE BOARD OF EQUALIZATION	PAYROLL RELATED	250.00	
116448	10/13/2017	SB CITY OF-REFUSE/WATER	UTILITIES	1,476.21	
116449	10/13/2017	THE MEDCENTER	MEDICAL EXAMS	1,304.00	
116450	10/13/2017	TILFORD WELDING DBA	VENDOR BUS REPAIRS	40.00	
116451	10/13/2017	TEAMSTERS PENSION TRUST	UNION PENSION	97,960.61	
116452	10/13/2017	TEAMSTERS UNION LOCAL NO. 18	UNION DUES	11,357.54	
116453	10/13/2017	U.S. BANK CORP. PAYMENT SYSTE	CREDIT CARD PURCHASES	1,392.80	
116454	10/13/2017	VALLEY POWER SYSTEMS, INC.	BUS PARTS	230.17	
116455	10/13/2017	VERIZON WIRELESS	WIRELESS PHONES & AIM CELLULAR	2,194.13	
116456	10/13/2017	WAXIE SANITARY SUPPLY DBA	JANITORIAL SUPPLIES	574.84	
116457	10/13/2017	RAVEN WHITEHAWK	REIMBURSEMENTS	53.00	
116458	10/13/2017	WORKER'S COMPENSATION ADMI	PROFESSIONAL SERVICES	14,248.75	
116459	10/19/2017	ABC BUS COMPANIES INC	BUS PARTS	398.51	
116460	10/19/2017	AMERICAN MOVING PARTS, LLC	BUS PARTS	1,167.47	
116461	10/19/2017	HENRY ANDREWS	RETIREE HEALTH REIMBURSEMENT	266.06	
116462	10/19/2017	BIG BRAND TIRES, BRANDCO BILL	SERVICE VEHICLE MAINTENANCE	85.99	
116463	10/19/2017	ROBERT BURNHAM	RETIREE HEALTH REIMBURSEMENT	285.00	
116464	10/19/2017	GILBERT CALLES	RETIREE HEALTH REIMBURSEMENT	92.00	

Check #	Date	Company	Description	Amount	Voids
116465	10/19/2017	CARQUEST AUTO PARTS	BUS PARTS & SUPPLIES	131.16	
116466	10/19/2017	CELTIS VENTURES, INC.	MARKETING SERVICES	1,662.50	
116467	10/19/2017	STAN CISOWSKI	RETIREE HEALTH REIMBURSEMENT	235.22	
116468	10/19/2017	CLEVER DEVICES LTD	AIM CONTRACT INSTALLMENT	18,603.34	
116469	10/19/2017	CUMMINS PACIFIC, LLC	BUS PARTS & REPAIRS	6,020.84	
116470	10/19/2017	CURTIS, NANCY	RETIREE HEALTH REIMBURSEMENT	154.15	
116471	10/19/2017	EASY LIFT TRANSPORTATION, INC	ADA SUBSIDY	72,421.50	
116472	10/19/2017	EHLEN SPIESS & HAIGHT, INC.	STRUCTURAL ENGINEERING	3,600.00	
116473	10/19/2017	SHERRIE FISHER	RETIREE HEALTH REIMBURSEMENT	808.80	
116474	10/19/2017	MELVIN FOUNTAIN	RETIREE HEALTH REIMBURSEMENT	92.00	
116475	10/19/2017	FRONTIER CALIFORNIA INC.	TELEPHONES	1,998.02	
116476	10/19/2017	GIBBS INTERNATIONAL INC	BUS PARTS	787.27	
116477	10/19/2017	GILLIG LLC	BUS PARTS	3,936.57	
116478	10/19/2017	GARY GLEASON	RETIREE HEALTH REIMBURSEMENT	247.95	
116479	10/19/2017	GRAINGER, INC.	SHOP/B&G SUPPLIES	49.43	
116480	10/19/2017	GRAYBAR ELECTRIC COMPANY, I	REPAIRS & SUPPLIES T1 BLDG/GRDS	18.80	
116481	10/19/2017	RYAN GRIPP	REIMBURSEMENTS	112.35	
116482	10/19/2017	JIM HAGGERTY	RETIREE HEALTH REIMBURSEMENT	253.04	
116483	10/19/2017	ALI HABIBI	RETIREE HEALTH REIMBURSEMENT	243.56	
116484	10/19/2017	HOME IMPROVEMENT CTR.	SHOP/B&G SUPPLIES	125.33	
116485	10/19/2017	INTEGRATED SOFTWARE SYSTEM	WEB SITE CONSULTING	137.50	
116486	10/19/2017	JAY DANIEL ROBERTSON	RETIREE HEALTH REIMBURSEMENT	256.64	
116487	10/19/2017	JANICARE DBA	JANITORIAL SERVICES	40.87	
116488	10/19/2017	J n L GLASS INC.	REPLACE BUS WINDOWS	979.81	
116489	10/19/2017	LOUIS JONES	RETIREE HEALTH REIMBURSEMENT	46.00	
116490	10/19/2017	LMA ARCHITECTS, CORP.	ARCHITECTURAL SERVICES	1,722.17	
116491	10/19/2017	LOUIS MANDEVILLE	RETIREE HEALTH REIMBURSEMENT	256.64	
116492	10/19/2017	MANSFIELD OIL CO.- GAINESVILL	DIESEL FUEL	18,050.89	
116493	10/19/2017	MC CORMIX CORP. (GAS)	FUEL-SERVICE VEHICLES	2,066.30	
116494	10/19/2017	MCMASTER-CARR SUPPLY CO.	SHOP/B&G SUPPLIES	104.33	
116495	10/19/2017	MIKE CUEVAS GARDENING SERVI	LANDSCAPE MAINTENANCE SERVICE	695.00	
116496	10/19/2017	NATIONAL INTERSTATE INS INC.	LIABILITY INSURANCE	24,088.54	
116497	10/19/2017	NU-COOL REDI GREEN, INC	COOLANTS & SHOP SUPPLIES	551.41	
116498	10/19/2017	PREVOST CAR INC.- CREDIT DEPT.	BUS PARTS	10.97	
116499	10/19/2017	O'CONNOR PEST CONTROL DBA	FUMIGATION	77.00	
116500	10/19/2017	CAREY POINDEXTER	RETIREE HEALTH REIMBURSEMENT	282.34	
116501	10/19/2017	PORT SUPPLY DBA	BUS PARTS	23.68	
116502	10/19/2017	PREMIER AUTO FINISH DBA	BUS REPAIRS	154.07	
116503	10/19/2017	REPUBLIC ELEVATOR, INC	ELEVATOR MAINTENANCE	158.58	
116504	10/19/2017	SAFEGUARD DBA	OFFICE SUPPLIES	239.57	V
116505	10/19/2017	SM TIRE, CORP.	BUS TIRE MOUNTING	180.50	

Check #	Date	Company	Description	Amount	Voids
116506	10/19/2017	SO. CAL. EDISON CO.	UTILITIES	5,215.45	
116507	10/19/2017	SOCALGAS	UTILITIES	89.56	
116508	10/19/2017	SOUTHWEST LIFT & EQUIPMENT, I	LIFT REPAIRS & SUPPLIES	184.03	
116509	10/19/2017	STAPLES CONTRACT & COMMERC	OFFICE SUPPLIES	253.76	
116510	10/19/2017	DAVID T. TABOR	DIRECTOR FEES	120.00	
116511	10/19/2017	TANK TEAM INC.	TANK TESTS	123.00	
116512	10/19/2017	TEAMSTERS PENSION TRUST	UNION PENSION	154.94	
116513	10/19/2017	J.C. M. AND ASSOCIATES INC.	UNIFORMS	643.93	
116514	10/19/2017	VALLEY POWER SYSTEMS, INC.	BUS PARTS	163.64	
116515	10/19/2017	WAXIE SANITARY SUPPLY DBA	JANITORIAL SUPPLIES	811.43	
116516	10/19/2017	YELLOW (YRC) TRANSPORTATION	FREIGHT CHARGES	292.41	
116517	10/19/2017	ALEXANDER YOUNG	RETIREE HEALTH REIMBURSEMENT	244.67	
116518	10/19/2017	SAFEGUARD DBA	OFFICE SUPPLIES	239.57	
116519	10/19/2017	TEAMSTERS PENSION TRUST	UNION PENSION	121.11	
				481,339.82	
Current Cash Report Voided Checks:				239.57	
Prior Cash Report Voided Checks:				0.00	
Grand Total:				\$481,100.25	

Santa Barbara Metropolitan Transit District
Cash Receipts of Accounts Receivable

Date	Company	Description	Amount
10/10/2017	City of SB Creeks Division	Advertising on Buses	300.00
10/11/2017	KCSB - FM	Advertising on Buses	498.00
10/11/2017	SB County Public Health (BA)	Advertising on Buses	660.00
10/12/2017	Montecito Bank & Trust	Advertising on Buses	2,272.00
10/13/2017	Jim Haggerty	Retiree - Vision	12.20
10/16/2017	Godzilla Graphics	Advertising on Buses	7,236.00
10/17/2017	Blue Line Media LLC	Advertising on Buses	265.60
10/17/2017	UCSB Bookstore	Passes/Passport Sales	17,525.00
10/18/2017	County of Santa Barbara	Passes/Token Sales	981.00
10/20/2017	United Way, Santa Barbara County	Advertising on Buses	3,150.00
10/23/2017	City of S.B. Waterfront Department	Waterfront Shuttle-Cruise Ship 9/23/17	2,754.76
10/23/2017	City of S.B. Waterfront Department	Waterfront Shuttle-Cruise Ship 9/25/17	3,224.32
10/23/2017	City of S.B. Waterfront Department	Waterfront Shuttle-Cruise Ship 9/27/17	2,310.24
10/23/2017	City of S.B. Waterfront Department	Waterfront Shuttle-Cruise Ship 9/30/17	2,310.24
10/23/2017	City of S.B. Waterfront Department	Waterfront Shuttle-Cruise Ship 10/2/17	4,138.40
10/23/2017	City of SB Creeks Division	Advertising on Buses	300.00
10/23/2017	Department of Rehabilitation	Passes/Passports Sales	520.00
10/23/2017	KCSB - FM	Advertising on Buses	498.00
10/23/2017	Santa Barbara Airport	Advertising on Buses	1,760.00
10/23/2017	True Media LLC	Advertising on Buses	1,533.60
Total Accounts Receivable Paid During Period			\$52,249.36

Santa Barbara Metropolitan Transit District
Cash Report
Board Meeting of November 14, 2017
For the Period October 24, 2017 through November 6, 2017

MONEY MARKET

Beginning Balance October 24, 2017 **\$7,170,795.73**

SB-325 (LTF)	535,018.04
Accounts Receivable	394,121.85
Measure A Transfer	143,449.74
Passenger Fares	117,288.04
Property Tax Revenue	61,248.64
Miscellaneous Income	35.67
Total Deposits	1,251,161.98

Garn/Escrow Transfers	(855.25)
401(k)/Pension Transfer	(34,562.63)
Payroll Taxes	(162,622.76)
Accounts Payable	(193,473.28)
Payroll	(355,291.96)
Total Disbursements	(746,805.88)

Ending Balance **\$7,675,151.83**

CASH INVESTMENTS

LAIF Account	\$6,393,323.29
Money Market Account	7,675,151.83

Total Cash Balance **\$14,068,475.12**

SELF INSURED LIABILITY ACCOUNTS

WC / Liability Reserves	(\$3,795,577.67)
-------------------------	------------------

Working Capital **\$10,272,897.45**

Santa Barbara Metropolitan Transit District
Cash Receipts of Accounts Receivable

Date	Company	Description	Amount
10/25/2017	Federal Transit Administration	FTA Capital Assistance FY18 Q1	12,889.00
10/25/2017	MacDonald Media	Advertising on Buses	16,383.60
10/25/2017	S.Lombardi & Associates of SLO	Advertising on Buses	2,885.40
10/30/2017	Godzilla Graphics	Advertising on Buses	7,236.00
10/30/2017	Goleta Valley Chamber of Commerce	Advertising on Buses	1,956.00
10/31/2017	SB School District	Passes/Token Sales	412.50
10/31/2017	UCSB - Contract Fares	Contract Fares Fall '17	326,543.10
10/31/2017	United Way, Santa Barbara County	Advertising on Buses	3,150.00
11/2/2017	ASTI Holding Company, LLC	Overpass Property Lease Nov '17	16,070.25
11/6/2017	UCSB - Parking Services-7001	Passes/Passports Sales	6,596.00
Total Accounts Receivable Paid During Period			\$394,121.85

Santa Barbara Metropolitan Transit District
Accounts Payable

Check #	Date	Company	Description	Amount	Voids
114908	3/23/2017	VENTURA COUNTY OVERHEAD D	B&G REPAIRS & SUPPLIES	150.00	V
115361	6/1/2017	CELTIS VENTURES, INC.	MARKETING SERVICES	1,092.50	V
116520	10/27/2017	ACTION TREE CARE DBA	B&G REPAIRS & SUPPLIES	1,000.00	
116521	10/27/2017	APPLEONE EMPLOYMENT SERVIC	CONTRACT EMPLOYMENT	889.60	
116522	10/27/2017	BIG BRAND TIRES, BRANDCO BILL	SERVICE VEHICLE MAINTENANCE	2,109.22	
116523	10/27/2017	BLACK GOLD INDUSTRIES, CORP	HAZMAT DISPOSAL	1,069.50	
116524	10/27/2017	HILLARY BLACKERBY	REIMBURSEMENT	192.00	
116525	10/27/2017	CARQUEST AUTO PARTS	BUS PARTS & SUPPLIES	20.52	
116526	10/27/2017	CENTRAL CITY ABS, INC.	BUS SUPPLIES	150.63	
116527	10/27/2017	COASTAL VIEW NEWS DBA	MEDIA AD	248.00	
116528	10/27/2017	CINTAS CORPORATION	FIRST AID SUPPLIES	181.81	
116529	10/27/2017	COAST TRUCK PARTS	BUS PARTS	1,447.26	
116530	10/27/2017	COX COMMUNICATIONS, CORP.	INTERNET & CABLE TV	118.58	
116531	10/27/2017	CUMMINS PACIFIC, LLC	BUS PARTS & REPAIRS	6,583.55	
116532	10/27/2017	CA STATE OF BOARD OF EQUALIZ	SALES/CONSUMER USE TAX	348.00	
116533	10/27/2017	DAVID SILVA FLOORING INSTALL	BUS FLOOR REPAIRS	1,650.00	
116534	10/27/2017	DIVERSIFIED TRANSPORTATION S	FREIGHT CHARGES	201.12	
116535	10/27/2017	DOCUPRODUCTS CORPORATION	COPIER MAINTENANCE/SUPPLIES	238.55	
116536	10/27/2017	ERGOMETRICS, INC.	DRIVER TEST SCORING	27.00	
116537	10/27/2017	JERRY ESTRADA	REIMBURSEMENT	256.00	
116538	10/27/2017	FEDEX dba	FREIGHT CHARGES	193.87	
116539	10/27/2017	STATE OF CALIFORNIA	PAYROLL RELATED	100.00	
116540	10/27/2017	GIBBS INTERNATIONAL INC	BUS PARTS	1,066.74	
116541	10/27/2017	GILLIG LLC	BUS PARTS	259.51	
116542	10/27/2017	ROBIN GONZALEZ	PR RELATED	250.00	
116543	10/27/2017	GOODYEAR TIRE & RUBBER CO	LEASED TIRES	12,491.48	
116544	10/27/2017	RYAN GRIPP	REIMBURSEMENTS	112.35	
116545	10/27/2017	JILL GRISHAM	REIMBURSEMENT	75.00	
116546	10/27/2017	HOME IMPROVEMENT CTR.	SHOP/B&G SUPPLIES	29.86	
116547	10/27/2017	JOY EQUIPMENT PROTECTION, IN	SERVICING FIRE EXTINGUISHERS	375.58	
116548	10/27/2017	STEVE MAAS	REIMBURSEMENT	192.00	
116549	10/27/2017	MANSFIELD OIL CO.- GAINESVILL	DIESEL FUEL	18,072.24	
116550	10/27/2017	MC CORMIX CORP. (OIL)	LUBRICANTS	3,766.49	
116551	10/27/2017	MC CORMIX CORP. (GAS)	FUEL-SERVICE VEHICLES	2,446.33	
116552	10/27/2017	MCI SERVICE PARTS, INC.	BUS PARTS	12.87	
116553	10/27/2017	NATIONAL DRIVE	PAYROLL DEDUCTION	60.00	
116554	10/27/2017	PREVOST CAR INC.- CREDIT DEPT.	BUS PARTS	1,245.39	
116555	10/27/2017	OLD COAST LANDSCAPE, INC.	BUS STOP FIXTURE INSTALLATIONS	2,100.00	

Check #	Date	Company	Description	Amount	Voids
116556	10/27/2017	ANN BRADY OTTIERI	PAYROLL RELATED	277.00	
116557	10/27/2017	PETTY CASH - GOMEZ, LILLY	MISC. PURCHASES	497.50	
116558	10/27/2017	POWERSTRIDE BATTERY CO.	EV BATTERIES	1,374.15	
116559	10/27/2017	SB COUNTY FEDERAL CREDIT UNI	PAYROLL DEDUCTION	310.00	
116560	10/27/2017	SB CHAPTER AMERICAN INSTITUT	SPONSORSHIP	500.00	
116561	10/27/2017	SILVAS OIL CO., INC.	LUBRICANTS	455.78	
116562	10/27/2017	SANTA BARBARA SHERIFF'S DEPT	PAYROLL RELATED	75.00	
116563	10/27/2017	SANTA BARBARA ELECTRONICS S	BUS PARTS, IT & SHOP SUPPLIES	139.37	
116564	10/27/2017	SM TIRE, CORP.	BUS TIRE MOUNTING	421.00	
116565	10/27/2017	SOAP MAN DISTRIBUTIN DBA	CLEANING SUPPLIES	127.68	
116566	10/27/2017	SOUTHWEST LIFT & EQUIPMENT, I	LIFT REPAIRS & SUPPLIES	755.56	
116567	10/27/2017	STATE BOARD OF EQUALIZATION	PAYROLL RELATED	250.00	
116568	10/27/2017	SB CITY OF-REFUSE/WATER	UTILITIES	686.73	
116569	10/27/2017	SUPER BEE RESCUE AND REMOVA	BEE REMOVAL SERVICE	150.00	
116570	10/27/2017	TEAMSTERS UNION LOCAL NO. 18	UNION DUES	913.16	
116571	10/27/2017	TOYOTA OF SANTA BARBARA, CO	SERVICE VEHICLE PARTS	1,235.07	
116572	10/27/2017	TREAS.TAX COLLECTOR,Harry E. H	PROPERTY TAXES - OVERPASS SITE	456.62	
116573	10/27/2017	UNITED WAY OF SB	PAYROLL DEDUCTION	68.00	
116574	10/27/2017	VALLEY POWER SYSTEMS, INC.	BUS PARTS	91.28	
116575	10/27/2017	VERIZON WIRELESS	WIRELESS PHONES & AIM CELLULAR	835.10	
116576	10/27/2017	VISIT SANTA BARBARA	MEMBERSHIP DUES	35.00	
116577	10/27/2017	VW CONSULTING DBA	MISC SERVICES	800.00	
116578	10/27/2017	WAXIE SANITARY SUPPLY DBA	JANITORIAL SUPPLIES	428.31	
116579	10/27/2017	YACO SCHOLARSHIP FUND	PAYROLL DEDUCTION	53.00	
116580	11/2/2017	ABC BUS COMPANIES INC	BUS PARTS	49.73	
116581	11/2/2017	AQUA-FLO	BUS WASH SUPPLIES	52.37	
116582	11/2/2017	ALTRO USA INC	SHOP SUPPLIES	310.39	
116583	11/2/2017	ASBURY ENVIRONMENTAL	WASTE OIL RECYCLER	85.00	
116584	11/2/2017	BIG BRAND TIRES, BRANDCO BILL	SERVICE VEHICLE MAINTENANCE	427.39	
116585	11/2/2017	BUENA TOOL, INC.	SHOP/B&G SUPPLIES	132.70	
116586	11/2/2017	CARQUEST AUTO PARTS	BUS PARTS & SUPPLIES	76.37	
116587	11/2/2017	EDUARDO CERVANTES	DMV/VTT RENEWAL	53.00	
116588	11/2/2017	CENTRAL COAST CIRCULATION, L	BUS BOOK DISTRIBUTION	575.00	
116589	11/2/2017	CUMMINS PACIFIC, LLC	BUS PARTS & REPAIRS	40.85	
116590	11/2/2017	DENMUN OFFICE SOLUTIONS DB	IT CONTRACT SERVICES	3,910.00	
116591	11/2/2017	FTI SERVICES, INC.	IT SUPPORT SERVICES	1,111.50	
116592	11/2/2017	GENFARE, A DIVISION OF SPX COR	FAREBOX REPAIRS & PARTS	482.77	
116593	11/2/2017	GIBBS INTERNATIONAL INC	BUS PARTS	591.95	
116594	11/2/2017	GILLIG LLC	BUS PARTS	5,236.19	
116595	11/2/2017	GLOBAL EQUIPMENT COMPANY	B&G REPAIRS & SUPPLIES	3,075.43	
116596	11/2/2017	GOODYEAR TIRE & RUBBER CO	LEASED TIRES	1,172.20	

Check #	Date	Company	Description	Amount	VOIDS
116597	11/2/2017	GUARDIAN-APPLETON (DENTAL I	DENTAL INSURANCE	4,001.97	
116598	11/2/2017	GUARDIAN-APPLETON (LIFE INS)	LIFE INSURANCE	562.88	
116599	11/2/2017	H.G. MAKELIM CO., INC.	BUS PARTS	0.00	V
116600	11/2/2017	H.G. MAKELIM CO., INC.	BUS PARTS	11,982.17	
116601	11/2/2017	HI-LINE ELECTRIC COMPANY, INC	BUS PARTS	893.85	
116602	11/2/2017	HOME IMPROVEMENT CTR.	SHOP/B&G SUPPLIES	167.73	
116603	11/2/2017	JANEK CORP	BUS PARTS	1,831.75	
116604	11/2/2017	J n L GLASS INC.	REPLACE BUS WINDOWS	979.81	
116605	11/2/2017	KAISER HAZMAT & CONST. SAFET	TRAINING COURSES	120.00	
116606	11/2/2017	LARA'S AUTO REPAIR DBA	BUS REPAIRS	264.61	
116607	11/2/2017	MANSFIELD OIL CO.- GAINESVILL	DIESEL FUEL	52,674.13	
116608	11/2/2017	MC CORMIX CORP. (OIL)	LUBRICANTS	1,886.38	
116609	11/2/2017	MEDICAL EYE SERVICES, INC.	VISION INSURANCE	390.40	
116610	11/2/2017	MISSION LINEN SUPPLY, INC	UNIFORM & LINEN SERVICE	5,058.73	
116611	11/2/2017	MURPHY ELECTRIC MAINTENANC	ELECTRICAL REPAIRS/INSTALLATION	942.27	
116612	11/2/2017	NU-COOL REDI GREEN, INC	COOLANTS & SHOP SUPPLIES	381.17	
116613	11/2/2017	PREVOST CAR INC.- CREDIT DEPT.	BUS PARTS	447.16	
116614	11/2/2017	O'REILLY AUTO PARTS DBA	BUS PARTS	6.45	
116615	11/2/2017	SANTA BARBARA FASTENERS, INC	SHOP SUPPLIES	28.22	
116616	11/2/2017	SANTA BARBARA SCREEN & SHAD	SHADES FOR FAREBOX OFFICE	552.83	
116617	11/2/2017	SM TIRE, CORP.	BUS TIRE MOUNTING	120.50	
116618	11/2/2017	SO. CAL. EDISON CO.	UTILITIES	5,863.19	
116619	11/2/2017	SOUTHWEST LIFT & EQUIPMENT, I	LIFT REPAIRS & SUPPLIES	1,808.60	
116620	11/2/2017	STAPLES CONTRACT & COMMERC	OFFICE SUPPLIES	714.09	
116621	11/2/2017	STAPLES CREDIT PLAN	OFFICE & COMPUTER SUPPLIES	142.02	
116622	11/2/2017	SB CITY OF-REFUSE/WATER	UTILITIES	3,115.84	
116623	11/2/2017	THE COUNTRY MEAT MARKET IN	VETERAN'S DAY BBQ	3,307.53	
116624	11/2/2017	UNITED PARCEL SERVICE, INC.	FREIGHT CHARGES	434.06	
116625	11/2/2017	J.C. M. AND ASSOCIATES INC.	UNIFORMS	787.49	
116626	11/2/2017	U.S. BANK CORP. PAYMENT SYSTE	CREDIT CARD PURCHASES	4,929.57	
116627	11/2/2017	WAXIE SANITARY SUPPLY DBA	JANITORIAL SUPPLIES	1,205.68	
116628	11/2/2017	WAYNE'S TIRE INC.	VEHICLE TIRES	1,215.50	
				194,715.78	
Current Cash Report Voided Checks:				0.00	
Prior Cash Report Voided Checks:				1,242.50	
Grand Total:				\$193,473.28	

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BOARD OF DIRECTORS REPORT

MEETING DATE: NOVEMBER 14, 2017

AGENDA ITEM #7

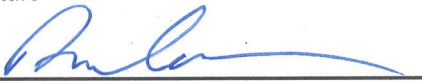
DEPARTMENT: FINANCE

TYPE: INFORMATIONAL

PREPARED BY: BRAD DAVIS


Signature

REVIEWED BY: ASSISTANT GENERAL MANAGER


Signature

SUBJECT: DRAFT SINGLE AUDIT REPORT FOR FISCAL YEAR 2016-17

DISCUSSION:

Attached are the draft audited financial statements and compliance reports for the fiscal year ended June 30, 2017. Together, these comprise the Single Audit Report. The report will be presented to the Board by Scott Davis from McGowan Guntermann, engaged by the Board to perform the audit.

Although considered a draft at the time of this writing, no further changes to Single Audit Report are anticipated. There are a few required minor items to be completed before it can be considered final. The expectation is that it will be final by the time of the meeting.

Also included is the Board communication letter provided by McGowan Guntermann. This letter addresses several topics including management accounting estimate policies and the audit process such as any misstatements or difficulties encountered.

ATTACHMENT(S):

1. Auditor's Board Communication Letter
2. Financial Statements and Required Supplementary Information for years ended June 30, 2017 and June 30, 2016
3. Compliance Reports for year ended June 30, 2017

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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

Communication with Those Charged with Governance

November XX, 2017

Board of Directors
Santa Barbara Metropolitan Transit District
550 Olive Street
Santa Barbara, CA 93101

Dear Board Members:

We have audited the financial statements of Santa Barbara Metropolitan Transit District for the year ended June 30, 2017, and have issued our report thereon dated November XX, 2017. Professional standards require that we provide you with information about our responsibilities under generally accepted auditing standards and *Government Auditing Standards* and the *Uniform Guidance* as well as certain information related to the planned scope and timing of our audit. We have communicated such information in our engagement letter to you dated May 5, 2017. Professional standards require that we provide you with the following information related to our audit.

Significant Audit Findings

Qualitative Aspects of Accounting Practices

Management is responsible for the selection and use of appropriate accounting policies. The significant accounting policies used by the District are described in Note 2 to the financial statements. We noted no transactions entered into by the governmental unit during the year for which there is a lack of authoritative guidance or consensus.

Accounting estimates are an integral part of the financial statements prepared by management and are based on management's knowledge and experience about past and current events and assumptions about future events. Certain accounting estimates are particularly sensitive because of their significance to the financial statements and because of the possibility that future events affecting them may differ significantly from those expected. The most sensitive estimates affecting the financial statements were:

- Management's estimate of the lives of fixed assets is based on past history as well as the lives prescribed by the Federal Transportation Administration.
- Management's estimate of legal liability reserves is based on past history as well as values estimated by legal counsel.

Qualitative Aspects of Accounting Practices - continued

- The estimate of the accrued post-employment health benefits and workers compensation reserve is prepared by the actuaries.

We evaluated the key factors and assumptions used to develop these estimates in determining that they are reasonable in relation to the financial statements taken as a whole.

Difficulties Encountered in Performing the Audit

We encountered no significant difficulties in dealing with management in performing and completing our audit.

Corrected and Uncorrected Misstatements

Professional standards require us to accumulate all known and likely misstatements identified during the audit, other than those that are trivial, and communicate them to the appropriate level of management. Management has corrected all such misstatements. In addition, none of the misstatements detected as a result of audit procedures and corrected by management were material, either individually or in the aggregate, to the financial statements taken as a whole.

Disagreements with Management

For purposes of this letter, professional standards define a disagreement with management as a financial accounting, reporting, or auditing matter, whether or not resolved to our satisfaction, that could be significant to the financial statements or the auditor's report. We are pleased to report that no such disagreements arose during the course of our audit.

Management Representations

We have received certain representations from management that are included in the management representation letter dated December 9, 2016.

Management Consultations with Other Independent Accountants

In some cases, management may decide to consult with other accountants about auditing and accounting matters, similar to obtaining a "second opinion" on certain situations. If a consultation involves application of an accounting principle to the governmental unit's financial statements or a determination of the type of auditor's opinion that may be expressed on those statements, our professional standards require the consulting accountant to check with us to determine that the consultant has all the relevant facts. To our knowledge, there were no such consultations with other accountants.

Other Audit Findings or Issues

We generally discuss a variety of matters, including the application of accounting principles and auditing standards, with management each year prior to retention as the governmental unit's auditors. However, these discussions occurred in the normal course of our professional relationship and our responses were not a condition to our retention.

Other Matters

With respect to the supplementary information accompanying the financial statements, we made certain inquiries of management and evaluated the form, content, and methods of preparing the information to determine that the information complies with accounting principles generally accepted in the United States of America, the method of preparing it has not changed from the prior period, and the information is appropriate and complete in relation to our audit of the financial statements. We compared and reconciled the supplementary information to the underlying accounting records used to prepare the financial statements or to the financial statements themselves.

We would like to thank the District team for their assistance during the audit.

This information is intended solely for the use of the Board of Directors and management of Santa Barbara Metropolitan Transit District and should not be used by anyone other than these specified parties.

McGOWAN GUNTERMANN

Scott Davis, CPA
Audit Partner

**SANTA BARBARA
METROPOLITAN TRANSIT DISTRICT
FINANCIAL STATEMENTS AND
REQUIRED SUPPLEMENTARY INFORMATION
JUNE 30, 2017 AND 2016**

SANTA BARBARA METROPOLITAN TRANSIT DISTRICT

June 30, 2017 and 2016

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CERTIFIED PUBLIC ACCOUNTANTS AND CONSULTANTS

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INDEPENDENT AUDITOR'S REPORT

Board of Directors
Santa Barbara Metropolitan Transit District
Santa Barbara, California

We have audited the accompanying financial statements as listed in the preceding table of contents of the Santa Barbara Metropolitan Transit District (District) as of and for the years ended June 30, 2017 and 2016, and the related notes to the financial statements, which collectively comprise the District's basic financial statements as listed in the table of contents.

Management's Responsibility for the Financial Statements

Management is responsible for the preparation and fair presentation of these financial statements in accordance with accounting principles generally accepted in the United States of America; this includes the design, implementation, and maintenance of internal control relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error.

Auditor's Responsibility

Our responsibility is to express opinions on these financial statements based on our audit. We conducted our audit in accordance with auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States. Those standards require that we plan and perform the audit to obtain reasonable assurance about whether the financial statements are free from material misstatement.

An audit involves performing procedures to obtain audit evidence about the amounts and disclosures in the financial statements. The procedures selected depend on the auditor's judgment, including the assessment of the risks of material misstatement of the financial statements, whether due to fraud or error. In making those risk assessments, the auditor considers internal control relevant to the entity's preparation and fair presentation of the financial statements in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the entity's internal control. Accordingly, we express no such opinion. An audit also includes evaluating the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluating the overall presentation of the financial statements.

We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinion.

Opinion

In our opinion the financial statements referred to above present fairly, in all material respects, the financial position of the Santa Barbara Metropolitan Transit District as of June 30, 2017 and 2016, and the respective changes in financial position and cash flows thereof for the years then ended in accordance with accounting principles generally accepted in the United States of America.

Other Matters

Required Supplementary Information

Accounting principles generally accepted in the United States of America require that the management's discussion and analysis on pages 3 - 12 and the schedule of funding progress of other postemployment healthcare plan and schedule of required contributions for defined benefit pension plan on page 34, be presented to supplement the 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. We have applied certain limited procedures to the required supplementary information in accordance with auditing standards generally accepted in the United States of America, which consisted of inquiries of management about 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 do 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.

Report on Other Legal and Regulatory Requirements

In accordance with *Government Auditing Standards*, we have also issued our report dated November XX, 2017, on our consideration of the District's internal control over financial reporting and on our tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements and other matters. The purpose of that report is to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the District's internal control over financial reporting and compliance.

November XX, 2017
Santa Barbara, California

SANTA BARBARA METROPOLITAN TRANSIT DISTRICT

MANAGEMENT'S DISCUSSION AND ANALYSIS FOR FISCAL YEAR 2016-17

This *Management's Discussion and Analysis for Fiscal Year 2016-17* provides a narrative and analytical overview of the financial activities of the Santa Barbara Metropolitan Transit District (District). It is an important element of this audit report meant to provide greater understanding and insight into the financial statements. The District's basic financial statements are prepared using proprietary (enterprise) fund accounting, the same basis of accounting used by private-sector business entities. The District operates under one enterprise fund. Under this method of accounting, an economic resources measurement focus and an accrual basis of accounting is used. Revenue is recorded when earned and expenses are recorded when incurred.

Financial Reports

There are four basic financial statements included in this audit report for the fiscal year ended June 30, 2017. These are followed by notes to the financial statements. A separate document, which is an integral part of this financial audit, provides certain supplementary information required by state and federal laws and regulations, and the Government Accounting Standards Board (GASB). The financial statements include the following:

- The *Statements of Net Position* presents information on the District's assets and liabilities, with the difference between the two reported as net position.
- The *Statements of Revenue, Expenses and Changes in Net Position* reports the District's operating and capital revenue less operating expenses to determine the change in net position. It reconciles with the ending net position shown on the *Statements of Net Position*.
- The *Statement of Expenses* provides a more detailed breakdown of the operating costs included in the *Statements of Revenue, Expenses and Changes in Net Position*.
- The *Statements of Cash Flows* reports cash and cash equivalent activities resulting from operating activities, non-capital financing activities, capital and related financing activities, and investing activities. The net result of these activities, added to the start of the year cash balance, agrees with the year-end cash and cash equivalents balance.

Financial Summary

The net position of the District at June 30, 2017, which measures the amount that the District's assets exceeded its liabilities, was \$44.7 million. This represents less than a 1% decrease from the net position at June 30, 2016. The District's net position change takes into account the results of both operational and capital activities for the year. With revenue dedicated to operations of \$25.1 million and total operating expenditures for the provision of public transit of \$24.9 million (before depreciation expense), there was just over a \$233,000 operating surplus in FY 16-17. Capital activities were comprised of asset acquisitions and disposals as well as the annual depreciation charges of the assets. The net increase in the value of the District's capital assets during the year was \$2.0 million. This brief overview will be discussed and analyzed in the balance of this report.

Statements of Net Position

The District's financial condition as measured by its assets and liabilities remained stable. Assets and liabilities decreased by similar amounts relative to FY 15-16 accounting for the slight change in the District's net position. The following table is a condensed version of the *Statements of Net Position* included on page 13 of this audit report.

SANTA BARBARA METROPOLITAN TRANSIT DISTRICT

MANAGEMENT'S DISCUSSION AND ANALYSIS FOR FISCAL YEAR 2016-17

Statements of Net Position

(thousands of dollars)

<u>Assets</u>	<u>2016-17</u>	<u>2015-16</u>	<u>Change</u>
Current Assets	\$19,476	\$21,467	-9%
Non-Current Assets	1,072	3,413	-69%
Capital Assets (net)	32,553	30,576	6%
Total Assets	<u>\$53,101</u>	<u>\$55,456</u>	-4%
<u>Liabilities</u>			
Current Liabilities	\$2,424	\$3,580	-32%
Non-Current Liabilities	<u>5,995</u>	<u>7,064</u>	-15%
Total Liabilities	<u>\$8,419</u>	<u>\$10,644</u>	-21%
<u>Net Position</u>			
Invested in Capital Assets	\$32,553	\$30,576	6%
Restricted	1,072	3,413	-69%
Unrestricted	<u>11,057</u>	<u>10,823</u>	2%
Total Net Position	<u>\$44,682</u>	<u>\$44,812</u>	0%
Total Liabilities & Net Position	<u>\$53,101</u>	<u>\$55,456</u>	-4%

Assets – The \$53.1 million in total District assets at June 30, 2017, represents a 4% decrease from the prior year. Current assets, comprised mainly of cash and receivables, declined by \$2.0 million for funding capital improvements as well as to begin pre-funding the District's OPEB liability. Other current assets—including prepaid expenses, trade receivables, and the bus parts inventory—remained relatively unchanged.

The non-current assets of \$1.1 million are limited to operating and capital grant funds received in advance. Although the funds are held in cash, which is typically part of current assets, GASB requires that advanced grant monies be segregated. Non-current assets decreased nearly 70% from FY 15-16 due to the expenditure of the advance funds for the intended purposes, primarily capital acquisitions. This is reflected in the corresponding increase in the third asset category: the District's capital assets, which grew by \$2.0 million to over \$32 million.

Liabilities – Overall District liabilities of \$8.4 million at year-end represents a 21% reduction from the prior fiscal year. Current liabilities at the end of the prior year were an aberration reflecting the accrual of a \$1.1 million capital project invoice. With payment of the invoice early in FY 16-17, current liabilities—composed of trade and payroll payables—were reduced to a more typical level.

Long-term liabilities of \$6.0 million represented a \$1.1 million decrease from the previous fiscal year. This is mainly the result of funding the newly established OPEB trust to prefund future retiree health contributions. Reserves for estimated future workers' compensation and liability payouts were also reduced by a combined \$250,000. This stems mostly from settling long-term claims, many at less than their reserve levels. Long-term liabilities also include earned but unused vacation pay and vested sick time payable upon retirement.

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MANAGEMENT'S DISCUSSION AND ANALYSIS FOR FISCAL YEAR 2016-17

Net Position – The net position of the District decreased by less than 1% to \$44.7 million during the latest fiscal year. The basis of this change is addressed here as well as in the section on the *Statements of Revenues, Expenses, and Changes in Net Position*. The emphasis in this section is on the three net position categories: capital assets, restricted net position, and unrestricted net position. The capital asset investments of the District—made up of its buses, operating and passenger facilities, equipment, and projects in progress—stood at \$32.6 million at June 30, 2017, a net increase of \$2.0 million. This change is made up of three components: the year's asset acquisitions of \$5.4 million; asset disposals of \$3.1 million; and a \$300,000 increase in the accumulated depreciation of the assets (depreciation represents the expensing of a portion of a capital asset each year of its useful life rather than expensing it all in the year of purchase). The details of the acquisitions are included in the Capital Assets section below.

Restricted net position corresponds to the portion of District cash and investments assets that are dedicated towards specific future purposes. Specifically, the \$1.1 million in restricted net position is equal to and offsets the advance grant funds received that make up the previously discussed non-current assets. It includes approximately \$1.0 million in State of California Proposition 1B funds and \$101,000 from UCSB. The Prop 1B advance is slated for the ongoing AIM and smart card projects. The UCSB funding represents a portion of the financial support for the Line 28 that has been set aside as a sinking fund for future capital asset upgrades or replacements associated with that specific service. The District's restricted net position decreased by \$2.3 million from FY 15-16 in order to fund capital projects in FY 16-17.

The District's unrestricted net position of \$11.1 million is the portion of the net position that is not invested in fixed assets or designated for a specific use. As with restricted net position, it is offset by cash and investments which in this case are part of current assets. The year-end level is a \$233,000 increase from the prior year, which corresponds to the year's operating surplus. Unrestricted net position is composed of the District's original non-capital assets at formation in 1969 and the aggregate of annual surpluses and deficits since that time. In fiscal year 15-16, the Board of Directors adopted a Cash Reserves Policy that formally designated the unrestricted net position as reserve funds. These funds include a Working Capital reserve for day-to-day cash flow requirements, an Appropriated reserve for unanticipated budget needs, an Emergency reserve for extraordinary losses, and a Capital reserve for funding future capital acquisitions.

Statements of Revenues, Expenses and Changes in Net Position

The *Statements of Revenues, Expenses and Changes in Net Position* differs from the traditional operating budget reported to the Board in that it also includes capital revenue and depreciation expense. The emphasis of the statement is to show how all revenues and expenses lead to the change in net position for the year. As stated at the outset, the result of operations alone was a \$233,000 surplus. This surplus combined with new capital revenue and less the annual depreciation expense netted to the \$130,000 decrease in the District's net position for the year ended June 30, 2017. The change represents less than 0.3% of \$44.7 million year ending net position. On the following page is a condensed and modified version of the *Statements of Revenues, Expenses and Changes in Net Position* financial statement that is found on page 14 of this audit report.

SANTA BARBARA METROPOLITAN TRANSIT DISTRICT

MANAGEMENT'S DISCUSSION AND ANALYSIS FOR FISCAL YEAR 2016-17

Statements of Revenues, Expenses & Change in Net Position

(thousands of dollars)

<u>Revenues</u>	<u>2016-17</u>	<u>2015-16</u>	<u>Change</u>
Fare Revenue	\$7,205	\$7,562	-5%
TDA Sales Tax Revenue	8,750	7,375	19%
Federal Grants	5,187	5,484	-5%
Measure A Sales Tax Revenue	3,665	3,642	1%
Property Tax Revenue	1,164	1,095	6%
Miscellaneous Grants	1,528	1,027	49%
Non-Transportation Income	542	570	-5%
Total Revenues	<u>\$28,041</u>	<u>\$26,754</u>	5%
<u>Expenses</u>			
Route Operations	\$15,325	\$14,347	7%
Vehicle Maintenance	5,135	4,959	4%
Passenger Accommodations	1,435	1,522	-6%
General Overhead	3,008	3,044	-1%
Capital Asset Depreciation	3,268	3,346	-2%
Total Expenses	<u>\$28,171</u>	<u>\$27,219</u>	3%
Change in Net Position	(\$130)	(\$464)	-72%
Beginning of Year Net Position	<u>44,812</u>	<u>45,277</u>	-1%
End of Year Net Position	<u>\$44,682</u>	<u>\$44,812</u>	0%

Revenues – Fare revenue of \$7.2 million for FY 16-17 year was \$357,000 or 5% less than received in the prior year. This decrease continues a multiyear trend that corresponds to the ongoing fall in ridership, which was down 7% for the year. Both cash fares and pass sales fell 8%, although this is a noteworthy improvement from the 14% decrease in the prior year. Aggregate contract fares from the City of Santa Barbara, UCSB, and SBCC were nearly unchanged from FY 15-16 levels. Contract fares make up 43% of total fare revenue, up from 38% five years ago.

Transportation Development Act (TDA) sales tax revenue totaled \$8.8 million for the fiscal year and was made up of SB325 Local Transportation Fund (LTF) to support operations (\$7.6 million) and SB620 State Transit Assistance (STA) used for capital purchases (\$1.2 million). The \$7.4 million in TDA funds received in the prior year was limited to LTF used for operations. The LTF revenue generated by sales tax in FY 16-17 grew by 2.4% from the prior year.

Federal assistance of \$5.2 million included both FTA Section 5307 formula operating assistance (\$5.1 million) and Section 5309 capital assistance (\$121,000), the latter used to fund Transit Center renovation design work. Federal operating assistance was up 1.6% from the prior year.

Measure A sales tax revenue of \$3.7 million included both operating and capital income. The \$2 million dedicated to operations was a slight increase over FY 15-16. The capital portion included \$100,000 which was passed on to Easy Lift for the purchase of two new paratransit vans.

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Miscellaneous grant revenue of \$1.5 million grew nearly 50% relative to FY 15-16. The increase represents UCSB funding of the new Line 28 as well as Prop 1B advance payments for the AVL and smart card projects. Property tax was up 6% to nearly \$1.2 million, a sign of continuing local real estate turnover and price appreciation.

Expenses – Total expenses of \$28.2 million included \$24.9 in operating expenditures and \$3.3 million for depreciation of the District's capital assets. Excluding depreciation, operating expenses were 4% greater than those incurred in FY 15-16. The increase is discussed below.

Route Operations costs grew by 7% to \$15.3 million due for the most part to the 4% growth in the service level and contractual wage and fringe benefit increases: 2% for wages and 6% for health benefit increases for represented employees. Route Operations also includes the \$100,000 expense for the Easy Lift vans discussed above under Revenues. Risk-related costs encompassing liability and workers' compensation claims were nearly unchanged from last year although the estimated liability for future payouts was reduced as discussed in the Liabilities section above.

District expenses for Vehicle Maintenance of \$5.1 million rose by 4% relative to the prior year. The increase was mainly made up of mechanic hires bringing the District closer to full employment for this skilled position; the filling of the maintenance manager position which had been vacant most of the prior year; and scheduled wage and fringe benefit growth. A 9% decrease in fuel costs resulting from a full year of the substantially lower contract price was offset by a corresponding rise in bus parts expenditures stemming from maintaining an older fleet as well as the write-off of obsolete inventory.

The Passenger Accommodations function incorporates planning, marketing, passenger facilities, and fare revenue collection. As a whole, the \$1.4 million in expenditures was down 6% from FY 15-16. Enhanced marketing activities got underway midway through the year increasing such costs by 35% compared to last year. However, these were more than offset by the shifting of some driver supervision labor from passenger facilities to dispatch, safety, and training; and reduced farebox maintenance outlays due to replacement of the 17-year-old fare collection equipment.

General Overhead expenditures of \$3 million represented a 1.2% decrease from FY 15-16. While there were nominal increases for general administrative wage and fringe benefit costs, outlays for professional services were noticeably down. This resulted from reduced use of temporary employees because vacant staff positions were filled; lower audit costs due to the lack of the biannual OPEB actuarial valuation (such expense will again take place in FY17-18); and atypical facilities maintenance costs in FY15-16 in preparation for the anticipated heavy El Niño rains.

Budget Analysis

Operating results in the aggregate were in line with the budget. Both revenue and expenditures were within a half a percent of the approved levels. With income slightly exceeding expenses, the end result was the \$233,000 surplus which represents less than 1% of budget. This compares to the \$126,000 surplus that had been projected in the midyear budget revision.

SANTA BARBARA METROPOLITAN TRANSIT DISTRICT

MANAGEMENT'S DISCUSSION AND ANALYSIS FOR FISCAL YEAR 2016-17

FY 16-17 Operating Budget Variance

(thousands of dollars)

<u>Revenues</u>	<u>Actual</u>	<u>Budget</u>	<u>Change</u>
Fare Revenue	\$7,205	\$7,224	0%
LTF Sales Tax Revenue	7,556	7,460	1%
Federal Operating Assistance	5,066	5,082	0%
Measure A Sales Tax Revenue	2,041	2,014	1%
Property Tax Revenue	1,164	1,111	5%
Miscellaneous Grants	1,277	1,414	-10%
Non-Transportation Income	827	846	-2%
Total Revenues	<u>\$25,136</u>	<u>\$25,151</u>	0%
<u>Expenses</u>			
Route Operations	\$15,325	\$15,336	0%
Vehicle Maintenance	5,135	5,277	-3%
Passenger Accommodations	1,435	1,594	-10%
General Overhead	3,008	2,818	7%
Total Expenses	<u>\$24,903</u>	<u>\$25,025</u>	0%
Operating Surplus	<u>\$233</u>	<u>\$126</u>	

Operating Revenue Budget – Fare revenue was on budget at \$7.2 million and comprised 29% of the total operating revenue budget. The budget parity held true for both cash/pass revenue and contract fares. The District's three primary operating subsidies—LTF sale tax revenue, federal operating assistance, and Measure A sales tax revenue—were all within 1% of anticipated levels. Property tax revenue exceeded expectations by 5% due to the continuing strong real estate market. Advertising revenue of \$563,000 came in 6% less than the budget projection. This resulted mainly from the expiration of a large contract that the customer chose not to renew.

Operating Expense Budget – Total operating expenses of \$24.9 million were just under the \$25.0 million budget. Route Operations expenditures as a whole matched the budget although it was composed of offsetting effects. While headway was made in filling open driver positions, there were fewer employees than budgeted which resulted in lower direct fringe benefit costs for health insurance, and vacation and holiday pay. While workers' compensation costs were similar to the prior year, they were significantly over budget reflecting the expectation that full driver employment would be attained reducing the negative effects of the need for prolonged overtime.

Vehicle Maintenance costs were under budget by 3%. As in the prior year, the principal reason was unfilled mechanic positions. Also contributing to the underspending was the departure of the Manager of Maintenance part way through the year. The position remains unfilled at this time. Fuel costs were also less than estimated. Countering these variances somewhat was the cost of bus parts, which was 10% more than projected as discussed in the comparison to prior year expenses.

Passenger Accommodations costs in FY 16-17 were 10% under budget due to the same reasons as in the prior year: the reallocation of supervisorial shifts and reduced farebox maintenance outlays.

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In the case of promotion and passenger information, whereas costs exceeded the prior year amount, relative to the budget such expenses were less than anticipated as such activities did not begin in earnest until the latter half of the fiscal year.

Expenditures for General Overhead were 7% over budget. The majority of the deviation is from the \$204,000 expense associated with annual OPEB cost for the year. The District has not typically budgeted this cost and shows it net of the operating results. Additionally, there was uncertainty of the amount due to the planned prefunding of OPEB (this topic will be discussed below). Excluding this effect, General Overhead costs were within \$10,000 of the \$2.8 million budget.

Other Post-Employment Benefits

Since the inception of retiree health benefits, they have been funded on a pay-as-you-go basis meaning only the current year actual cost of the benefit is paid out. However, over time as more employees become eligible for the benefit and the number of retirees receiving it increases, the future obligation for the benefit continues to grow. In FY 16-17, the District began prefunding this OPEB liability with the deposit of \$1.0 million in an irrevocable trust dedicated to the payment of future payouts. An additional benefit to setting aside the funds is the ability to earn investment income to further increase the prefunded balance. The OPEB liability, which stood at \$3.1 million at the start of FY 16-17, was reduced by the prefunding amount. The Board's approval of the prefunding does not currently extend beyond the initial contribution. Additional prefunding would, in addition to having more funds set aside, create a larger base available to earn investment income. Such additional trust income would directly reduce future operating costs. The Board Finance Committee has directed staff to explore the financial capacity to further fund the trust.

Capital Assets

The bulk of the FY 16-17 capital expenditures of \$5.4 million were comprised of the replacement of the District's electronic farebox collection system (\$1.6 million), the acquisition of three 40-foot diesel replacement buses (\$1.5 million), completion of the Olive Terminal canopy refurbishment project (\$680,000), and continuance of the AIM project implementation (\$590,000). Capital funding sources utilized this year included a mix of Prop 1B (45%), Measure A (28%), and STA (22%) funds.

Capital Acquisitions (thousands of dollars)

<u>Asset Category</u>	<u>2016-17</u>	<u>2015-16</u>
Intelligent Transportation Systems	\$2,234	\$2,429
Revenue Vehicles	1,692	2,449
Operating Facilities	949	343
Passenger Facilities	259	104
Other Equipment	150	81
Land Development	146	20
Total Capital Acquisitions	<u>\$5,430</u>	<u>\$5,426</u>

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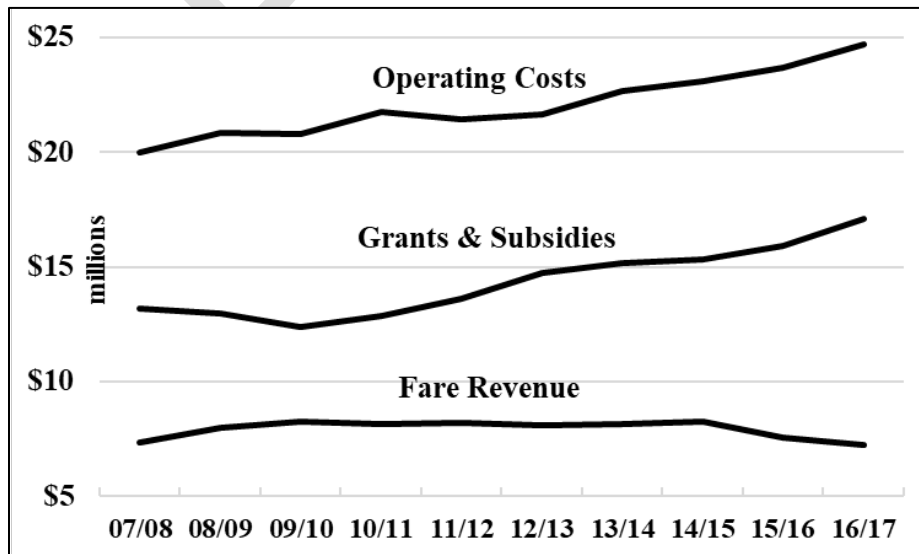
MANAGEMENT’S DISCUSSION AND ANALYSIS FOR FISCAL YEAR 2016-17

Financial Outlook

The financial condition of the District remains healthy despite the continued fall in fare revenue. With the operating surplus in FY 16-17, operating and capital reserves were able to be increased by 2% to \$11.0 million. The financial outlook for FY 17-18 and beyond depends upon a number of factors and uncertainties which are discussed below.

Fare Revenue – Although overall fare revenue was down 5% for the year, this does represent an improvement from the 9% decrease in the previous fiscal year. As the multiyear ridership reduction is a phenomenon that runs statewide and beyond, its root causes—whether lower gas prices, systemic changes in personal preferences, etc.—are not under District control. Nonetheless, the District is continuing efforts to attract new and former passengers through service improvements, easily accessible route and bus arrival information, improved vehicle cleanliness and appearance, air conditioning on buses, and expanded promotional and outreach efforts to the community. On a positive note, recent results in both ridership and fare revenue suggest that the declines may be bottoming out. While too soon to tell now, midyear results for FY 17-18 will provide more solid information on the potential turnaround.

Last year’s analysis discussed the steady growth in operating costs over time from general wage and price increases while fare revenue remained relatively level with the fare structure last adjusted in 2009. The situation has been exacerbated by the recent fare revenue decrease. This is seen in the District’s farebox ratio, which measures the percent of operating costs covered by fare revenue. Fluctuating between 35% and 39% through FY 14-15, the indicator decreased to 32% in FY 15-16 and dipped below 30% for the first time in FY 16-17. At odds with these results are several consecutive years of operating surpluses. These have been made possible by strong growth in revenue from grants and subsidies that have made up the difference in addition to expenses coming in under budget. However, many of these increases are dependent upon continued economic growth (e.g., TDA) and state/local operating subsidies (e.g., LCTOP and UCSB) that cannot be relied upon to continue in the long term. Nevertheless, the better than expected results in FY 16-17 do allow for delaying consideration of raising fares or cutting service in the near term.



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Senate Bill 1 – In April 2017, Governor Brown signed Senate Bill 1, the Road Repair and Accountability Act of 2017. SB1 increases taxes and fees to raise \$52.4 billion in new revenues over ten years to be used towards deferred maintenance on highways, streets, and roads; and to improve transportation facilities and public transit. The District will receive SB1 revenue primarily through the State Transit Assistance account, which is funded through taxes on diesel fuel which are increasing. The District traditionally uses STA funds for capital projects although it is eligible to be used as operating revenue. The amount of new revenue for the District from SB1 could be substantial, within two years potentially exceeding \$2 million annually. How the funds will be used is dependent upon the District's future financial condition. Of particular consequence will be whether or to what extent projected operating deficits in the Five-Year Forecast come to fruition. Additionally, the increased funding could be short lived as there are well supported efforts under way to repeal the bill through an initiative on the November 2018 ballot.

Other various factors potentially affecting the District's future financial condition include:

- In FY 16-17, LTF sales tax revenue increased 2.4% and is forecasted to rise 2.1% in FY 17-18. While this represents a slowdown from the 5% average growth over the five preceding years, the economic expansion—including sales tax-generating spending—continues to increase at a steady pace. Most economic forecasts do not predict a recession in the next few years. Nonetheless, as the U.S. economic expansion is now the third longest on record, the District remains cautious about the continued expansion of this key revenue source. Such concern extends to Measure A local sales tax funding as well.
- The five-year federal transportation bill, the Fixing America's Surface Transportation Act (FAST Act) took effect in FY 15-16. The FAST Act includes 1% to 2% increases in Section 5307 formula funding. The portion of such funds devoted to the Small Transit-Intensive Cities, which MTD typically qualifies for, is scheduled to increase by 10% in the last two years of the bill. This would increase the District's overall FTA operating funds by 4%, approximately 200,000, in each of those years. As the FAST Act funding is subject to the annual appropriations process, the actual level received could vary considerably.
- The current collective bargaining agreement with the Teamsters was reached in July 2016 covering the three-year period from FY 16-17 through FY 18-19. It includes annual wage increases ranging between 2% and 2.25% and health benefit growth of 6.3% each year.
- STA and Measure A capital funds allocated to the District each year are held by the Santa Barbara County Auditor-Controller until needed and are not included in the District's financial statements. As of June 30, 2017, accumulated STA funds totaled \$9.2 million whereas all Measure A capital fund allocations were expended by the end of FY 16-17.
- As previously indicated, the District held \$1.1 million in advance California Prop 1B bond capital funds at the end of FY 16-17. The majority of such funds is allocated to the Transit Center Renovation. This major source of capital funds since 2009 is winding down and no further funds had been expected. However, an additional \$310,000 has been made available to the District, although it is still subject to bond funding. If approved, which is likely, the additional capital revenue will be used for Terminal 1 facility safety improvements and as part of the local share for the ongoing electric bus acquisition.

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- As reported last year, the FTA announced the award of \$5.7 million in discretionary funding to the District for the replacement of the remaining 1998 Nova 40' buses. Recommendations for the award of both diesel and electric buses acquisition contracts will be brought to the Board in FY 17-18.
- Production of the 14 BYD 30-foot electric buses replacing the 22-foot battery-electric shuttle fleet is in progress. The acquisition includes the outright purchase of eight of the buses and the lease of the remaining six. The lease agreement was used due to uncertainty regarding the future need for all 14 vehicles in addition to a tighter capital funding outlook at the time. Annual lease payments of \$343,000 will be capitalized and not affect operating costs. The lease includes an option to buy the buses after two years for \$362,000 per vehicle although they can be acquired sooner with a prepayment penalty. The District is analyzing the financial consequences of the early exercise of the option.
- The District replaced its 17-year-old electronic fareboxes at a cost of \$1.6 million in FY 16-17. While the project had been scheduled to take place over several years, an analysis carried out for the ongoing smart card project concluded that the immediate purchase of Genfare Fast Fare fareboxes with integrated smart card readers would provide a more efficient path to completing both projects while saving \$1.2 million.
- Exploration continued on the potential development of the District's 19 acres of real property on Calle Real east of Turnpike Road. Resources in FY 16-17 were concentrated on clarifying the water rights of the property. In October 2017, the District awarded a professional services contract to provide permit processing and project management services for the potential residential development of the property.

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STATEMENTS OF NET POSITION

June 30, 2017 and 2016

ASSETS

	<u>2017</u>	<u>2016</u>
CURRENT ASSETS		
Cash and investments	\$ 13,506,281	\$ 18,018,176
Grants receivable	4,385,917	1,714,252
Other receivable	182,933	179,717
Materials and supplies inventories	1,185,017	1,273,875
Other current assets	<u>214,706</u>	<u>281,341</u>
Total Current Assets	<u>19,474,854</u>	<u>21,467,361</u>
NON-CURRENT ASSETS		
Cash restricted for capital support	1,072,509	3,412,805
Capital assets:		
Tangible transit operating property	72,003,280	69,720,313
Less: Accumulated depreciation	<u>(39,449,829)</u>	<u>(39,144,165)</u>
Capital Assets, net	<u>32,553,451</u>	<u>30,576,148</u>
Total Non-Current Assets	<u>33,625,960</u>	<u>33,988,953</u>
TOTAL ASSETS	<u><u>\$ 53,100,814</u></u>	<u><u>\$ 55,456,314</u></u>

LIABILITIES AND NET POSITION

CURRENT LIABILITIES		
Accounts payable	396,492	\$ 546,366
Accrued payroll including compensated absences	976,924	922,264
Accrued expenses	<u>1,050,165</u>	<u>2,111,051</u>
Total Current Liabilities	<u>2,423,581</u>	<u>3,579,681</u>
NON-CURRENT LIABILITIES		
Compensated absences payable	784,496	806,689
Accrued damage, injury, and employee claims	2,924,149	3,175,476
Accrued other post employment benefits	<u>2,286,000</u>	<u>3,082,000</u>
Total Non-Current Liabilities	<u>5,994,645</u>	<u>7,064,165</u>
Total Liabilities	8,418,226	10,643,846
NET POSITION		
Invested in capital assets	32,553,451	30,576,148
Restricted	1,072,509	3,412,805
Unrestricted	<u>11,056,628</u>	<u>10,823,515</u>
TOTAL NET POSITION	<u>44,682,588</u>	<u>44,812,468</u>
TOTAL LIABILITIES AND NET POSITION	<u><u>\$ 53,100,814</u></u>	<u><u>\$ 55,456,314</u></u>

The accompanying notes are an integral part of these basic financial statements.

SANTA BARBARA METROPOLITAN TRANSIT DISTRICT

STATEMENTS OF REVENUE, EXPENSES, AND CHANGES IN NET POSITION
For the Years Ended June 30, 2017 and 2016

	<u>2017</u>	<u>2016</u>
OPERATING REVENUE, NOT INCLUDING LOCAL AND FEDERAL ASSISTANCE		
Passenger fares	\$ 7,205,296	\$ 7,562,308
OPERATING EXPENSES		
Vehicle operations	15,325,341	14,347,432
Vehicle maintenance	5,135,127	4,959,457
Passenger facilities	1,434,538	1,521,887
General overhead	2,744,569	2,793,067
Postemployment health care benefits (Notes 15 - 16)	<u>263,133</u>	<u>250,597</u>
Total before Depreciation	24,902,708	23,872,440
Depreciation	<u>3,268,571</u>	<u>3,346,133</u>
Total Expenses	<u>28,171,279</u>	<u>27,218,573</u>
OPERATING LOSS	<u>(20,965,983)</u>	<u>(19,656,265)</u>
NON-OPERATING REVENUE		
Non-transportation revenue, including interest, advertising, rent and miscellaneous	727,635	853,501
Taxes levied by Santa Barbara County for Transit District	1,163,728	1,094,851
Transportation Development Act funding and allocations	8,749,611	7,375,456
Federal grants	5,186,651	5,483,636
Proposition 1B grants	330,223	236,179
Measure A grants	3,665,155	3,641,789
Miscellaneous grants	1,197,693	790,491
Loss on disposal of assets	<u>(184,593)</u>	<u>(283,721)</u>
Total Non-Operating Revenue	<u>20,836,103</u>	<u>19,192,182</u>
CHANGE IN NET POSITION	(129,880)	(464,083)
BEGINNING OF YEAR NET POSITION	<u>44,812,468</u>	<u>45,276,551</u>
END OF YEAR NET POSITION	<u>\$ 44,682,588</u>	<u>\$ 44,812,468</u>

The accompanying notes are an integral part of these basic financial statements.

SANTA BARBARA METROPOLITAN TRANSIT DISTRICT

STATEMENTS OF EXPENSES
For the Years Ended June 30, 2017 and 2016

	<u>2017</u>	<u>2016</u>
LABOR		
Operators' wages	\$ 7,280,899	\$ 6,657,725
Other salaries and wages	<u>4,158,252</u>	<u>3,931,677</u>
Total Labor	<u>11,439,151</u>	<u>10,589,402</u>
 FRINGE BENEFITS		
Payroll taxes	1,016,530	946,380
Retirement plans	1,341,470	1,304,279
Health and welfare (Notes 15 and 16)	3,001,814	2,872,435
Workers compensation	858,252	798,577
Sick pay	245,428	330,253
Holiday pay	386,250	389,694
Vacation pay	769,571	800,423
Other paid absences	109,381	104,550
Uniforms and tool allowances	<u>68,772</u>	<u>47,734</u>
Total Fringe Benefits	<u>7,797,468</u>	<u>7,594,325</u>
 SERVICES		
Professional and technical including directors' fees	589,753	419,118
Outside services	97,914	92,420
Contract maintenance services	372,455	473,622
Promotion and printing	<u>186,964</u>	<u>114,179</u>
Total Services	<u>1,247,086</u>	<u>1,099,339</u>
 MATERIALS AND SUPPLIES		
Fuels and lubricants	1,530,123	1,703,254
Tires and tubes	162,044	149,171
Bus parts	782,915	618,953
Other materials and supplies	185,139	219,336
Electric bus power	<u>64,656</u>	<u>77,482</u>
Total Material and Supplies	<u>2,724,877</u>	<u>2,768,196</u>
 UTILITIES AND TELEPHONE	<u>211,382</u>	<u>200,339</u>
CASUALTY AND LIABILITY COSTS	<u>349,552</u>	<u>591,898</u>
PURCHASED TRANSPORTATION	<u>951,100</u>	<u>825,511</u>
MISCELLANEOUS EXPENSES		
Dues and subscriptions	52,997	46,048
Travel, meetings and training	31,209	62,925
Purchased media	2,500	-
Other miscellaneous expenses	<u>95,386</u>	<u>94,457</u>
Total Miscellaneous Expenses	<u>182,092</u>	<u>203,430</u>
 Total Expenses before Depreciation	24,902,708	23,872,440
 DEPRECIATION	<u>3,268,571</u>	<u>3,346,133</u>
 TOTAL EXPENSES	<u>\$ 28,171,279</u>	<u>\$ 27,218,573</u>

The accompanying notes are an integral part of these basic financial statements.

SANTA BARBARA METROPOLITAN TRANSIT DISTRICT

STATEMENTS OF CASH FLOWS For the Years Ended June 30, 2017 and 2016

	<u>2017</u>	<u>2016</u>
CASH FLOWS FROM OPERATIONS		
Receipts from transit customers	7,202,464	7,572,283
Payments to suppliers and vendors	(7,060,981)	(4,603,102)
Payments to employees/benefits	<u>(20,000,066)</u>	<u>(17,716,287)</u>
NET CASH USED BY OPERATING ACTIVITIES	<u>(19,858,583)</u>	<u>(14,747,106)</u>
CASH FLOWS FROM NONCAPITAL FINANCING ACTIVITIES		
Operating grants received	13,727,179	16,509,453
Non-transportation revenue, including advertising, rental and miscellaneous	600,793	812,605
Taxes levied by Santa Barbara County	<u>1,163,728</u>	<u>1,094,851</u>
NET CASH PROVIDED BY NONCAPITAL FINANCING ACTIVITIES	<u>15,491,700</u>	<u>18,416,909</u>
CASH FLOWS FROM CAPITAL AND RELATED FINANCING ACTIVITIES		
Acquisition of property and equipment	(5,430,467)	(5,427,033)
State of California Prop 1B grant advance	330,223	236,179
State of California LCTOP grant advance	-	413,082
UCSB grant advance	101,334	-
Federal, state and local capital grants received	<u>2,487,034</u>	<u>1,171,415</u>
NET CASH PROVIDED (USED) BY CAPITAL AND RELATED FINANCING ACTIVITIES	<u>(2,511,876)</u>	<u>(3,606,357)</u>
CASH FLOWS FROM INVESTING ACTIVITIES		
Interest earned	<u>26,568</u>	<u>32,570</u>
NET CASH PROVIDED BY INVESTING ACTIVITIES	<u>26,568</u>	<u>32,570</u>
NET INCREASE IN CASH AND EQUIVALENTS	(6,852,191)	96,016
CASH AND EQUIVALENTS BEGINNING OF YEAR	<u>21,430,981</u>	<u>21,334,965</u>
END OF YEAR	<u>\$ 14,578,790</u>	<u>\$ 21,430,981</u>
Cash and equivalents	\$ 13,506,281	\$ 18,018,176
Cash restricted for capital support	<u>1,072,509</u>	<u>3,412,805</u>
TOTAL CASH AND EQUIVALENTS	<u>\$ 14,578,790</u>	<u>\$ 21,430,981</u>

The accompanying notes are an integral part of these basic financial statements.

SANTA BARBARA METROPOLITAN TRANSIT DISTRICT

STATEMENTS OF CASH FLOWS (CONTINUED)

For the Years Ended June 30, 2017 and 2016

	<u>2017</u>	<u>2016</u>
Reconciliation of operating loss to net cash used by operating activities		
Operating loss	\$ (20,965,983)	\$ (19,656,265)
Charges to cost of service not requiring current expenditure of cash:		
Depreciation	3,268,571	3,346,133
Loss on disposal of assets	184,593	283,721
Changes in:		
Other receivable - excluding grants	(3,216)	21,693
Materials and supplies inventories	88,858	(97,221)
Other current assets	66,635	(74,982)
Accounts payable and accrued expenses net of capital acquisitions	(1,428,521)	1,117,011
Compensated absences payable	(22,193)	94,149
Accrued damage, injury, and employee claims	(251,327)	28,655
Accrued other post employment benefits	<u>(796,000)</u>	<u>190,000</u>
 NET CASH USED BY OPERATING ACTIVITIES	 <u>\$ (19,858,583)</u>	 <u>\$ (14,747,106)</u>

The accompanying notes are an integral part of these basic financial statements.

SANTA BARBARA METROPOLITAN TRANSIT DISTRICT

**STATEMENT OF FIDUCIARY NET POSITION
POSTEMPLOYMENT BENEFITS TRUST FUNDS
June 30, 2017**

ASSETS

ASSETS

Cash and investments	<u>\$ 994,744</u>
TOTAL ASSETS	

NET POSITION

Restricted for Postemployment Benefits	<u>994,744</u>
TOTAL NET POSITION	<u>994,744</u>

The accompanying notes are an integral part of these basic financial statements.

SANTA BARBARA METROPOLITAN TRANSIT DISTRICT

**STATEMENTS OF CHANGES IN FIDUCIARY NET POSITION
POSTEMPLOYMENT BENEFITS TRUST FUNDS
For the Period Ended June 30, 2017**

ADDITIONS	
Employer contributions	\$ 1,000,000
Investment loss	<u>(5,256)</u>
CHANGE IN NET POSITION	994,744
BEGINNING OF YEAR NET POSITION	<u>-</u>
END OF YEAR NET POSITION	<u><u>\$ 994,744</u></u>

The accompanying notes are an integral part of these basic financial statements.

SANTA BARBARA METROPOLITAN TRANSIT DISTRICT

NOTES TO FINANCIAL STATEMENTS

Note 1 – REPORTING ENTITY

The Santa Barbara Metropolitan Transit District, a government entity, was formed under the terms of the Santa Barbara Metropolitan Transit District Act for 1965, Part 9, of the California Public Utilities Code amended in 1967. The District provides local public transportation services to the metropolitan Santa Barbara area which encompasses the outlying communities of Goleta, Montecito and Carpinteria.

In accordance with the requirements of Governmental Accounting Standards Board, the financial statements must present the District (the primary government) and its component units. Pursuant to this criterion, no component units were identified for inclusion in the accompanying financial statements.

Note 2 – SIGNIFICANT ACCOUNTING POLICIES

The accompanying financial statements have been prepared using the economic resources measurement focus and the accrual basis of accounting and reflect transactions on behalf of the District, the reporting entity. The District accounts for its operations as an enterprise fund. Operating revenues and expenses result from providing transportation services. All other revenues and expenses are reported as nonoperating revenues and expenses. The accounting records of the District are subject to the uniform accounting system for transit districts as set forth by the Federal Transit Administration (FTA) and the California State Controller's Office.

Taxes, including homeowners' property tax relief, are remitted from the County Tax Collector. Property taxes are assessed and collected each fiscal year according to the following property tax calendar:

Lien Date	January 1	
Levy Date	July 1 to June 30	
Due Date	November 1	(1st installment)
	February 1	(2nd installment)
Delinquent Date	December 10	(1st installment)
	April 10	(2nd installment)

Under California Law, property taxes are assessed and collected by the counties up to 1% of assessed value, plus other increases approved by the voters. The property taxes go into a pool, and are then allocated to the District based on complex formulas prescribed by state statutes.

SANTA BARBARA METROPOLITAN TRANSIT DISTRICT

NOTES TO FINANCIAL STATEMENTS

Note 2 – SIGNIFICANT ACCOUNTING POLICIES (continued)

The District receives capital grants from certain governmental agencies to be used for various purposes connected with the planning, modernization, and expansion of transportation facilities and equipment. The amounts recorded as capital grant revenue and advances in fiscal 2017 and 2016 were \$5,430,467 and \$5,425,714, respectively.

For purposes of the statement of cash flows, the District considers all highly-liquid investments with a maturity of three months or less when purchased to be cash equivalents.

The District participates in an investment pool managed by the State of California titled Local Agency Investment Fund (LAIF) which has invested a portion of the pool funds in structured notes and asset-back securities. LAIF's investments are subject to credit risk with the full faith and credit of the State of California collateralizing these investments. In addition, these structured notes and asset-backed securities are subject to market risk and to change in interest rates. The reported value of the pool is the same as the fair value of the pool shares.

In accordance with GASB Statement No. 72, *Fair Value Measurement and Application*, defines fair value, establishes a framework for measuring fair value and establishes disclosures about fair value measurement. Investments, unless otherwise specified, are recorded at fair value in the Statements of Net Position, are categorized based upon the level of judgment associated with the inputs used to measure their fair value. Levels of inputs are as follows:

- Level 1: Inputs are unadjusted, quoted prices for identical assets and liabilities in active markets at the measurement date
- Level 2: Inputs, other than quoted prices included in Level 1, which are observable for the asset or liability through corroboration with market data at the measurement date
- Level 3: Unobservable inputs that reflect management's best estimate of what market participants would use in pricing the asset or liability at the measurement date

Capital assets are stated at cost, less accumulated depreciation computed on the straight-line method over the following lives:

Buildings	20 to 40 years
Buses and equipment	3 to 12 years
Office and shop equipment	5 to 10 years
Automotive equipment	3 to 5 years

The inventories are composed of bus parts, fuels and lubricants and are valued at cost on a weighted-average basis.

SANTA BARBARA METROPOLITAN TRANSIT DISTRICT

NOTES TO FINANCIAL STATEMENTS

Note 2 – SIGNIFICANT ACCOUNTING POLICIES (continued)

The District accrues for vested vacation pay when it is earned by employees. The amount of vested vacation pay accrued as of June 30, 2017 and 2016 was \$874,313 and \$838,772, respectively.

When both restricted and unrestricted resources are available for use, it is the District's policy to use restricted resources first, and then unrestricted resources as they are needed.

Certain reclassifications have been made to the prior year's financial statements to conform to the 2017 presentation.

In addition to assets, the statement of net position will sometimes report a separate section for deferred outflows of resources. This separate financial statement element, deferred outflows of resources represents a consumption of net position that applies to a future period(s) and so will not be recognized as an outflow of resources (expense/expenditure) until then.

In addition to liabilities, the statement of net position will sometimes report a separate section for deferred inflows of resources. This separate financial statement element, deferred inflows of resources represents an acquisition of net position that applies to a future period(s) and so will not be recognized as an inflow of resources (revenue) until that time.

The preparation of financial statements in conformity with accounting principles generally accepted in the United States of America requires management to make estimates and assumptions that affect the reported amounts of assets and liabilities and disclosure of contingent assets and liabilities at the date of the financial statements and the reported amounts of revenues and expenses during the reporting period. Actual results could differ from those estimates.

Implementation of Governmental Accounting Standards Board Statements

During fiscal year ended June 30, 2016, the District implemented the following new GASB Pronouncements:

GASB Statement No.72 – In February 2015, GASB issued Statement No. 72, *Fair Value Measurement and Application*, which provides guidance for determining a fair value measurement for financial reporting purposes. This statement also provides guidance for applying fair value to certain investments and disclosure related to all fair value measurements.

SANTA BARBARA METROPOLITAN TRANSIT DISTRICT

NOTES TO FINANCIAL STATEMENTS

Note 2 – SIGNIFICANT ACCOUNTING POLICIES (continued)

GASB Statement No.76 – In June 2015, GASB issued Statement No. 76, *The Hierarchy of Generally Accepted Accounting Principles for State and Local Governments*. This statement reduces the generally accepted accounting principles (GAAP) hierarchy to two categories of authoritative GAAP from the four categories under GASB Statement No. 55, *The Hierarchy of Generally Accepted Accounting Principles for State and Local Governments*. The first category of authoritative GAAP consists of GASB Statements of Governmental Accounting Standards. The second category comprises GASB Technical Bulletins and Implementation Guides, as well as guidance from the American Institute of Certified Public Accountants that is cleared by the GASB.

Upcoming Government Accounting Standards Implementation:

GASB Statement No.75 – In Jun 2015, GASB issued Statement No. 75, *Accounting and Financial Reporting for Postemployment Benefits Other than Pensions*. This statement applies to government employers who provide OPEB to their employees and for governments that finance OPEB for employees of other governments. This statement basically parallels GASB Statement 68 and replaces GASB Statement 45. Application of this statement is effective for the District's fiscal year ending June 30, 2018. The District has not completed its assessment of the effects of implementing this standard on the District's financial position.

GASB Statement No. 82 – In December 2015, GASB issued Statement No. 82, *Pension Issues – An Amendment of GASB Statement Nos. 67, 68 and 73*. This statement clarifies that payments that are made by an employer to satisfy contribution requirements that are identified by the pension plan terms as plan member contribution requirements should be classified as plan member contributions for purposes of Statement 67 and as employee contributions for purposes of Statement 68. It also requires that an employer's expense and expenditures for those amounts be recognized in the period for which the contributions is assessed and classified in the same manner as the employer classifies similar compensation other than pensions)for example, as salaries and wages or as fringe benefits). Application of this statement is effect for the District's fiscal year ending June 30, 2018. The District has not completed its assessment of the effects of implementing this standard on the District's financial position.

SANTA BARBARA METROPOLITAN TRANSIT DISTRICT

NOTES TO FINANCIAL STATEMENTS

Note 3 – CASH AND INVESTMENTS

Cash and investments are reported in the accompanying statements of net position as follows:

	<u>2017,</u>	<u>2016</u>
Cash and cash equivalents	\$13,607,615	\$18,018,176
Cash and cash equivalents restricted for capital support	<u>1,182,027</u>	<u>3,412,805</u>
Total cash and investments	<u>\$14,789,642</u>	<u>\$21,430,981</u>

Cash, cash equivalents, and investments consisted as follows on June 30, 2017 and 2016:

	Measure- ment Input	Fair <u>2017</u>	Value <u>2016</u>
Cash and cash equivalents			
Demand deposits	N/A	\$11,410,057	\$18,076,419
Local Agency Investment Fund (LAIF)	Level 2	<u>3,379,585</u>	<u>3,354,562</u>
Total cash, cash equivalents, and investments		<u>\$14,789,642</u>	<u>\$21,430,981</u>

The District does not have a formal investment policy that limits its ability to invest its funds.

Demand Deposits

As of June 30, 2017, the carrying amount of demand deposits was \$11,410,057 and the bank balance was \$14,539,829 compared to \$18,076,419 and \$17,587,288 at June 30, 2016, of which the total amount was collateralized or insured with securities held by the pledging financial institutions in the District's name as discussed under Custodial Credit Risk.

Certain cash accounts are pooled and swept nightly to a concentration account.

Local Agency Investment Funds

The District is a voluntary participant in an investment pool managed by the State of California titled Local Agency Investment Fund (LAIF) which has invested a portion of the pooled funds in Structured Notes and Asset-Backed Securities. LAIF's investments are subject to credit risk with the full faith and credit of the State of California collateralizing these investments. In addition, these Structured Notes and Asset-Backed Securities are subject to market risk as to the change in interest rates.

SANTA BARBARA METROPOLITAN TRANSIT DISTRICT

NOTES TO FINANCIAL STATEMENTS

Note 3 – CASH AND INVESTMENTS - continued

Local Agency Investment Funds - continued

The investments include the following:

- Structured Notes – Debt securities (other than asset-backed securities) whose cash flow characteristics (coupon rate, redemption amount, or stated maturity) depend upon one or more indices and/or that have embedded forwards or options. They are issued by corporations and by government-sponsored enterprises.
- Asset-Backed Securities – Entitle their purchaser to receive a share of the cash flows from a pool of assets such as principal and interest repayments from a pool of mortgages (such as CMO's), small business loans or credit card receivables.

LAIF is overseen by the Local Investment Advisory Board, which consists of five members, in accordance with State statute.

The District had \$3,379,585 and \$3,354,562 invested in LAIF, at June 30, 2017 and 2016, respectively. They were invested in the pooled investment funds in structured notes and asset-backed securities at 2.89% and 2.81% at June 30, 2017 and 2016, respectively. The LAIF fair value factor of 0.998940671 and 1.000621222 at June 30, 2017 and 2016 was used to calculate the fair value of the investments in LAIF. The financial statements for LAIF are available at <http://www.treasurer.ca.gov/pmia-laif/laif.asp>

Custodial Credit Risk

Custodial credit risk for deposits is the risk that in the event of a bank failure, the District will not be able to recover its deposits or will not be able to recover collateral securities that are in the possession of an outside party. The California Government Code does not contain legal or policy requirements that would limit the District's exposure to custodial credit risk for deposits, except that the California Government Code requires that a financial institution secure deposits made by state or local government units by pledging securities in an undivided collateral pool held by a depository regulated under state law.

The market value of the pledged securities in the collateral pool must equal at least 110% of the total amount deposited by the public agencies. California law also allows financial institutions to secure District deposits by pledging first trust deed mortgage notes having a value of 150% of the secured public deposits. All of the District's funds are held in two financial institutions, Union Bank (Bank) and the State of California's Local Agency Investment Fund (LAIF). All of these funds are insured or collateralized. The Bank funds are collateralized by the Bank's trust department but not in the District's name.

Restricted Uses of Cash

As of June 30, 2017, the District had \$956,743 of Prop 1B-PTMISEA cash restricted for use in Transit Center projects and \$14,432 of Prop1B-TSC cash restricted for use in the

SANTA BARBARA METROPOLITAN TRANSIT DISTRICT

NOTES TO FINANCIAL STATEMENTS

AIM project. The District also had \$101,334 of UCSB cash restricted for future capital asset replacements or upgrades associated with Line 28 service.

Note 4 – RECEIVABLES

Grants receivable at June 30, 2017 and 2016, are summarized as follows:

	<u>2017</u>	<u>2016</u>
Federal Transit Administration	\$2,266,318	\$ 79,918
State Transit Assistance Fund (SB 620)	1,193,622	-
Other grants	<u>925,977</u>	<u>1,634,334</u>
	<u>\$4,385,917</u>	<u>\$ 1,714,252</u>
Other receivables are as follows		
Trade receivables	<u>\$182,933</u>	<u>\$ 179,717</u>

Note 5 – CAPITAL ASSETS

Changes in transit operating property during the years ended June 30, 2017 and 2016 are as follows:

	<u>Beginning of Year</u>	<u>Additions</u>	<u>Reclassifi cation</u>	<u>Disposals</u>	<u>End of Year</u>
<u>June 30, 2017</u>					
Capital assets not depreciated					
Land	\$ 5,596,296	\$ -	\$ -	\$ -	\$ 5,596,296
Work in process	3,789,598	1,913,154	(117,562)	(222,332)	5,362,858
Capital assets depreciated					
Buildings	12,973,238	90,324	57,518	(1,673)	13,119,407
Buses	42,707,117	2,993,677	60,044	(2,956,584)	42,804,254
Other equipment	<u>4,654,061</u>	<u>533,312</u>	<u>-</u>	<u>(66,911)</u>	<u>5,120,462</u>
	<u>\$ 69,720,310</u>	<u>\$ 5,530,467</u>	<u>\$ -</u>	<u>\$ (3,247,500)</u>	<u>\$ 72,003,277</u>
<u>June 30, 2016</u>					
Capital assets not depreciated					
Land	\$ 5,596,296	\$ -	\$ -	\$ -	\$ 5,596,296
Work in process	1,104,192	2,874,006	(187,280)	(1,319)	3,789,598
Capital assets depreciated					
Buildings	12,929,560	43,678	-	-	12,973,238
Buses	42,253,858	2,424,929	187,280	(2,158,951)	42,707,117
Other equipment	<u>4,580,729</u>	<u>84,420</u>	<u>-</u>	<u>(11,088)</u>	<u>4,654,061</u>
	<u>\$ 66,464,635</u>	<u>\$ 5,427,033</u>	<u>\$ -</u>	<u>\$ (2,171,358)</u>	<u>\$ 69,720,310</u>

SANTA BARBARA METROPOLITAN TRANSIT DISTRICT

NOTES TO FINANCIAL STATEMENTS

Note 6 – NET POSITION

The majority of unrestricted net position represents excess Transportation Development Act revenue received. Pursuant to Section 6634 of the California Administrative Code - Transportation Development Act, a transit claimant is precluded from receiving monies from the Local Transportation Fund and State Transit Assistance Fund in an amount which exceed that claimant's capital and operating costs, less the required fares, local support, and the amount received during the year from a city or county to which the operator provides service beyond its boundaries. The District receives notification of its TDA allocation for the next fiscal year in February of the preceding year. The District's fiscal year extends from July to June. The District is required to submit its claim for the subsequent year by April 1st. As such, the claim is based on the District's draft budget for the coming year. As a result, actual operating expenditures and capital acquisitions tend to vary resulting in the aforementioned unrestricted net position. The funds provide working capital (cash flow) to the District throughout the year and act as a reserve for any unexpected events.

Restricted net position represents the advancement of grant funding for capital acquisitions. Grant sources are State of California, Prop 1B and UCSB (see note 3).

Capital Contributions

The District receives grants from the Federal Transit Administration (FTA), State, and local transportation funds for the acquisition of buses and other equipment and improvements. Capital contributions are recorded as revenues and the cost of the related assets are included in property and equipment. Depreciation on assets acquired with capital grant funds is included in the Statement of Revenues, Expenses and Changes in Net Position.

Capital contributions for the years ended June 30 were as follows:

	<u>2017</u>	<u>2016</u>
Federal grants	\$ 120,804	\$ 498,692
State grants (Prop 1B)	2,582,156	3,289,193
Local assistance – sales tax	2,717,789	1,634,334
Miscellaneous grants	<u>9,717</u>	<u>3,495</u>
Net grants received	<u>\$5,430,467</u>	<u>\$5,425,714</u>

SANTA BARBARA METROPOLITAN TRANSIT DISTRICT

NOTES TO FINANCIAL STATEMENTS

Note 7 – TRANSPORTATION DEVELOPMENT ACT FUNDING AND ALLOCATIONS

Transportation development act funding and allocations for the year ended June 30:

	<u>2017</u>	<u>2016</u>
Funding		
Local Transportation Fund (SB 325)	\$7,555,989	\$7,375,456
State Transit Assistance Fund (SB 620)	<u>1,193,622</u>	<u>-</u>
	<u>\$8,749,611</u>	<u>\$7,375,456</u>
Usage		
Operations	\$7,555,989	\$7,375,456
Capital projects	<u>1,193,622</u>	<u>-</u>
	<u>\$8,749,611</u>	<u>\$7,375,456</u>

Note 8 – FEDERAL GRANTS AND REIMBURSEMENTS

Federal grants and reimbursements for the year ended June 30:

	<u>2017</u>	<u>2016</u>
FTA		
Operating grants	\$5,065,847	\$4,984,944
Capital grants	<u>120,804</u>	<u>498,692</u>
Total	<u>\$5,186,651</u>	<u>\$5,483,636</u>

Note 9 – CHANGE IN COMPENSATED ABSENCES

Employees annually accrue compensated absence time, consisting of vacation and sick time dependent on job classification and tenure ranging from 80 hours to 320 hours per year. Accrued compensated absences for vacation in fiscal years ending June 30, 2017 and 2016, were \$874,313 and \$838,772 respectively. The current portion is expected to be used within one year. Accrued sick pay vested in fiscal years ending June 30, 2017 and 2016 were \$446,860 and \$481,069 respectively.

SANTA BARBARA METROPOLITAN TRANSIT DISTRICT

NOTES TO FINANCIAL STATEMENTS

Note 9 – CHANGE IN COMPENSATED ABSENCES (continued)

The changes in accrued vacation pay were as follows:

	<u>2017</u>	<u>2016</u>
Beginning balance	\$ 838,772	\$ 809,713
Additions	708,045	701,257
Payments	<u>(672,504)</u>	<u>(672,198)</u>
Ending balance	874,313	838,772
Current portion	<u>458,141</u>	<u>435,716</u>
Noncurrent portion	<u>\$ 416,172</u>	<u>\$ 403,056</u>

Accrued sick pay is summarized as follows:

	<u>2017</u>	<u>2016</u>
Total accrued sick pay	\$1,411,865	\$1,464,328
Amount of sick pay not vested, in accordance with the union agreement and District policy	<u>(965,005)</u>	<u>(983,259)</u>
Total accrued sick pay vested and included in accrued payroll	<u>\$ 446,860</u>	<u>\$ 481,069</u>

Note 10 – RETIREMENT PLANS

Two employee groups are covered, with expenses as follows:

<u>Employee Group</u>	<u>Plan names</u>	<u>2017</u>	<u>2016</u>
1. Union	Teamsters Union	\$1,105,477	\$1,092,739
2. Non-Union	Profit-Sharing and Salary Deferral Plan	<u>235,994</u>	<u>211,540</u>
		<u>\$1,341,471</u>	<u>\$1,304,279</u>

TEAMSTERS PENSION PLAN

This plan covers union employees and is a "cost sharing" defined benefit plan. The District had the following statistics:

Total union labor	\$11,456,849	\$10,616,607
Required work hour contribution (up to 173.33 hours per month)	\$3.33	\$3.29
Total pension hours	331,529	331,487
Accrued pension	\$94,263	\$90,331

SANTA BARBARA METROPOLITAN TRANSIT DISTRICT

NOTES TO FINANCIAL STATEMENTS

Note 10 – RETIREMENT PLANS (continued)

Western Conference of Teamsters Pension Trust administers the cost-sharing pension plan for those District employees covered by the collective bargaining agreement. As noted above, this is a defined benefit plan in which pension benefits are based on a set formula so that an employee's future benefit can be determined by the formula. Pension benefits in general are paid as monthly benefits over a participant's lifetime. The Western Conference Teamsters Pension Trust (Plan) has the authority to establish and/or amend the plan and its benefits. Based on the most recent actuarial certification the Plan is in the "green zone" for 2017, meaning the Plan is in good financial position. Additional information such as the Plan's financial reports can be found at www.wctpension.org/site-index. In the event an employer withdraws from the pension plan, the employer's withdrawal liability is based on the employer's share of the unfunded vested benefits of the multiemployer pension plan.

The period of coverage for the existing collective bargaining agreement between the District and Teamsters Union-Local 186 is July 1, 2016 through June 30, 2019. In 2017 there were 170 employees covered under the Plan. The collective bargaining agreement is the basis for determining the District's employer's required contribution as well as any changes/amendments. In 2017, the employer's required contribution was approximately \$1.1 million. Based on the agreement, there are no minimum contributions required for future periods. For fiscal year 2017 the pension payable was \$94,263 since the payment for June 2017 occurred after the fiscal year end.

PROFIT-SHARING AND SALARY DEFERRAL PLAN

Effective July 1, 1985, the District established the above-named retirement plans for employees not covered by the union plan. The plans are administered by the District, which contracts the administration to NFP Retirement.

The District contributes to the Profit-Sharing and Salary Deferral Plan an amount equal to 3% and 7%, respectively, of the compensation for all eligible participants. Contributions by the District to the Salary Deferral Plan are fully vested at the time of contribution. Contributions by the District to the Profit-Sharing Plan are vested ratably over a four-year period. The District is not obligated to make contributions to the Profit-Sharing Plan however its contributions must be regular and continuing in order for the Plan to receive favorable tax treatment under Internal Revenue Code Section 401(k).

The District's contributions for fiscal year 2017 were based upon a payroll of \$2,359,941 for non-union employees. The District contributed \$235,994 (10% of covered payroll) and covered employees contributed \$246,874.

The District's contributions for fiscal year 2016 were based upon a payroll of \$2,115,399 for non-union employees. The District contributed \$211,540 (10% of covered payroll) and covered employees contributed \$265,550.

SANTA BARBARA METROPOLITAN TRANSIT DISTRICT

NOTES TO FINANCIAL STATEMENTS

Note 11 – RISK MANAGEMENT

The District is exposed to various risks of losses related to injuries to employees and the public, damage to and destruction of assets, and errors and omissions.

The District has Self-Insured Retention policies with general liability coverage of \$10 million on any one claim, including self-insured amounts per claim as follows:

April 1, 2002 to March 31, 2018 \$250,000

April 1, 2001 to March 31, 2002 \$100,000

April 1, 1995 to March 31, 2001 \$250,000

The District has elected to self-insure its obligations for workers' compensation claims. On January 1, 2005, the District joined CSAC Excess Insurance Authority with a self-insurance retention of \$500,000 and a limit of \$5 million on any one claim. Claim amounts exceeding \$5 million are covered statutorily by the state of California. For calendar year 2004, the District was self-insured to \$1.5 million with a \$10 million limit on any one claim. In 2003, the District carried workers' compensation insurance in excess of \$500,000 with a \$5 million limit on any one claim.

There have been no significant reductions in insurance coverage. Settlement amounts have not exceeded insurance coverage for the current year or the four years prior.

Expenditures and claims are recognized when it is probable that a loss has occurred and the amount of the loss can be reasonably estimated. In determining claims, events that might create claims, but for which none have been reported, are considered. The District's insurance adjusters and attorneys help to determine the amount of actual or potential claims against the District. An analysis of claims activities for general liability and workers' compensation liability is presented below:

	<u>2017</u>	<u>2016</u>
Claims liability – beginning of year	\$ 3,987,142	\$ 3,915,422
Claims and changes in estimates	488,929	768,939
Actual claim payments	<u>(745,773)</u>	<u>(697,219)</u>
Claims liability – end of year	<u>\$ 3,730,298</u>	<u>\$ 3,987,142</u>

Note 12 – COMMITMENTS

Paratransit Service – Easy Lift

For fiscal year 2018, the District has agreed to provide Easy Lift a subsidy of \$869,058 for the paratransit services. The amount can be adjusted by mutual consent if the District requests an adjustment in the amount of paratransit service to be provided. If for any reason, Easy Lift failed to provide the required ADA paratransit service, the District would continue to be responsible for the service under Federal law. The District would be required to implement a replacement service on very short notice, at a cost that would likely exceed the current subsidy.

SANTA BARBARA METROPOLITAN TRANSIT DISTRICT

NOTES TO FINANCIAL STATEMENTS

Note 12 – COMMITMENTS (continued)

The District is required under Federal law, the Americans with Disabilities Act of 1990 (ADA), to ensure that complementary paratransit service is available wherever and whenever the District provides fixed-route bus service. The District complies with this requirement by partially subsidizing the paratransit service provided by Easy Lift Transportation. The District signed a contract with Easy Lift in March 2003, which was amended in April, 2016, for these services. Either party can terminate this agreement within 120 days of year end.

Bus Tire Lease

The District has a contract with the Goodyear Tire & Rubber Company (Goodyear) to furnish the District with a sufficient quantity of tires to keep all vehicles fully equipped and to provide a reserve supply, at a maximum level determined by Goodyear, as spare stock inventory to be mounted on rims and kept in the District's garage for use in case of emergency. The District provides Goodyear with mileage for each vehicle in its fleet on a monthly basis and is billed in accordance with its agreement. Both parties have the option to terminate this agreement with 30-days' notice. The rates per tire increase by an agreed-upon percentage annually.

For fiscal year end June 30, 2017, the rates paid by the District for contractual amounts are as follows:

Gilligs	\$0.045244
Gilligs	\$0.059019
Novas/Gilligs	\$0.061967
Novas – Articulated	\$0.082622

Note 13 – CONTINGENCIES

Federal Grant Contracts

The terms of the federal grant contracts require the District to, in part, utilize the equipment and facilities for the purposes specified in the grant agreement, maintain these items in operation for a specified time period, which normally approximates the useful life of the equipment, and to comply with the Equal Employment Opportunity and Affirmative Action programs required by the Transportation Equity Act for the 21st Century. Failure to comply with these terms may jeopardize future funding and require the Authority to refund a portion of these grants to the Federal Department of Transportation. In management's opinion, no events have occurred that would result in the termination of these grants or require the refund of a significant amount of funds received under these grants.

SANTA BARBARA METROPOLITAN TRANSIT DISTRICT

NOTES TO FINANCIAL STATEMENTS

Note 14 – DEFINED BENEFIT POST-EMPLOYMENT HEALTH BENEFIT PLAN

Plan Descriptions

The District provides “other” post-employment health benefits (OPEB) in the form of monthly reimbursement towards the retiree's health plan premium for eligible union retirees, and eligible staff retirees and their spouses of amounts not to exceed \$285 per month. The authorities under which benefit provisions are established or may be amended are the collective bargaining agreement for union employees and the District Board of Directors for non-union employees.

Funding Policy and Annual OPEB Cost

The Plan has been funded on a pay-as-you-go basis since inception. During fiscal year 2017, the District joined the California Employers Retirement Benefit Trust (CERBT) to begin prefunding its OPEB obligation. CERBT is an irrevocable Section 115 trust fund dedicated to prefunding OPEB for all eligible California public agencies and is managed by CalPERS. The District contributed \$1,000,000 to CERBT in June 2017. Current policy does not obligate the District to further fund its OPEB obligation and it will continue on a pay-as-you-go basis. The District's annual other post-employment benefit cost (expense) for the Plan is calculated based on the annual required contribution (ARC) of the employer, an amount actuarially determined in accordance with the parameters of GASB Statement 45 through fiscal year 2017 and GASB 75 beginning in fiscal year 2018. The ARC represents the normal cost and amortization of unfunded actuarial liabilities over 30 years. The District's annual OPEB cost for fiscal year 2017 and related information are as follows:

	<u>2017</u>	<u>2016</u>
ARC	\$ 242,000	\$ 231,000
Interest on net OPEB obligation	154,000	145,000
Adjustment to ARC	<u>(133,000)</u>	<u>(125,000)</u>
Annual OPEB cost	263,000	251,000
Contributions made	<u>(1,059,000)</u>	<u>(61,000)</u>
Increase in net OPEB obligation	(796,000)	190,000
Net OPEB obligation beginning of year	<u>3,082,000</u>	<u>2,892,000</u>
Net OPEB obligation end of year	<u>\$ 2,286,000</u>	<u>\$ 3,082,000</u>

The District's annual OPEB cost, the percentage of annual OPEB cost contributed to the plan, and the net OPEB obligation, were as follows:

Year	Annual		% of OPEB	
<u>Ended</u>	<u>Cost</u>	<u>Actual</u>	<u>Cost</u>	<u>Net OPEB</u>
		<u>Contribution</u>	<u>Contributed</u>	<u>Obligation</u>
6/30/15	217,000	68,000	31.3%	2,892,000
6/30/16	251,000	61,000	24.3%	3,082,000
6/30/17	263,000	1,059,000	402.7%	2,286,000

SANTA BARBARA METROPOLITAN TRANSIT DISTRICT

NOTES TO FINANCIAL STATEMENTS

Note 14 - DEFINED BENEFIT POST-EMPLOYMENT HEALTH BENEFIT PLAN (continued)

Funded Status and Funding Progress

The funded status of the Plan as of June 30, 2017 and 2016 was as follows:

	<u>2017</u>	<u>2016</u>
Actuarial accrued liability (a)	\$2,286,000	\$3,082,000
Actuarial value of plan assets (b)	<u>995,000</u>	<u>-</u>
Unfunded actuarial accrued liability (funding excess) (a)- (b)	<u>\$1,291,000</u>	<u>\$3,082,000</u>
Funded ratio (b) / (a)	43.5%	0%
Covered payroll (c)	\$13,526,964	\$13,294,729
Unfunded actuarial accrued liability (funding excess) as a percentage of covered payroll $[(a)-(b)]/(c)$	9.5%	23.2%

Actuarial valuations involve estimates of the value of reported amounts and assumptions about the probability of events in the future. Amounts determined regarding the funded status of the plan and the annual required contributions of the employer are subject to continual revision as actual results are compared to past expectations and new estimates are made about the future. The required schedule of funding progress presented as required supplementary information provides multiyear trend information that shows whether the actuarial value of plan assets is increasing or decreasing over time relative to the actuarial accrued liability for benefits.

Actuarial Methods and Assumptions

Projections of benefits are based on the substantive plan (the Plan as understood by the employer and plan members) and include the types of benefits in force at the valuation date and the pattern of sharing benefit costs between the District and the plan members to that point. Actuarial calculations reflect a long-term perspective and employ methods and assumptions that are designed to reduce short-term volatility in actuarial accrued liabilities and the actuarial value of assets. Significant methods and assumptions were as follows:

Actuarial valuation date	6/30/2017
Actuarial cost method	Entry Age
Amortization method	Level percentage of pay
Remaining amortization period	Open 30 years

Actuarial assumptions:

Investment rate of return	6.7%
Projected salary increase	3.0%
Healthcare inflation rate	
Initial	4.5 to 16.1%,
Ultimate, # of years	4.5% after 8 years

REQUIRED SUPPLEMENTARY INFORMATION
(Unaudited)

DRAFT

SANTA BARBARA METROPOLITAN TRANSIT DISTRICT

Required Supplementary Information

Schedule of Funding Progress of Post-Employment Healthcare Plan

The following Schedule of Funding Progress shows the recent history of the actuarial value of assets, actuarial accrued liability, their relationship, and the relationship of the unfunded actuarial accrued liability to payroll. The interest rate is 5% and the salary scale is 3.25% for all periods. (Amounts in thousands of dollars)

Type of Valuation	Actuarial Valuation Date	Actuarial Value of Assets	Actuarial Accrued Liability	Unfunded Actuarial Accrued Liability	Funded Ratio	Annual Covered Payroll	UAAL as a % of Covered Payroll
Actual	7/1/2009	\$0	\$11,166	\$11,166	0%	\$10,617	105.2%
Actual	7/1/2011	\$0	\$10,725	\$10,725	0%	\$ 9,902	108.3%
Actual	7/1/2013	\$0	\$ 2,592	\$ 2,592	0%	\$10,111	25.6%
Actual	7/1/2015	\$0	\$ 3,232	\$ 3,232	0%	\$12,557	25.7%
Actual	7/1/2017	\$995	\$ 2,286	\$ 1,291	43.5%	\$13,527	9.5%

Actuarial review and analysis of OPEB liability and funding status is performed every two years or annually if there are significant changes in the plan. The next scheduled actuarial study for the District is in 2019.

Schedule of Employer's Required Contributions - Defined Benefit Plan

The following Schedule of Employer's Required Contributions shows the ten most recent fiscal years information for the defined benefit pension plan.

Fiscal Year	Required contribution
2016-17	\$1,105,477
2015-16	\$1,092,739
2014-15	\$1,128,590
2013-14	\$1,062,278
2012-13	\$1,043,945
2011-12	\$1,041,606
2010-11	\$1,090,285
2009-10	\$1,092,886
2008-09	\$1,008,728
2007-08	\$934,047

The factors that significantly affect trends in the amounts reported for the required contributions include a change in the size of the population covered by the benefit terms or changes in required contribution rates.

**SANTA BARBARA
METROPOLITAN TRANSIT DISTRICT**

COMPLIANCE REPORTS

JUNE 30, 2017

DRAFT

SANTA BARBARA METROPOLITAN TRANSIT DISTRICT

JUNE 30, 2017

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Independent Auditor's Report on Internal Control
over Financial Reporting and on Compliance and
Other Matters Based on an Audit of Financial
Statements Performed in Accordance with
Government Auditing Standards

Board of Directors
Santa Barbara Metropolitan Transit District

We have audited, in accordance with the auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States, the financial statements of Santa Barbara Metropolitan Transit District (the District) as of and for the year ended June 30, 2017, and the related notes to the financial statements, which collectively comprise the District's financial statements, and have issued our report thereon dated November XX, 2017.

Internal Control over Financial Reporting

In planning and performing our audit of the financial statements, we considered the District's internal control over financial reporting (internal control) to determine the audit procedures that are appropriate in the circumstances for the purpose of expressing our opinions on the financial statements, but not for the purpose of expressing an opinion on the effectiveness of the District's internal control. Accordingly, we do not express an opinion on the effectiveness of the District's internal control.

A *deficiency in internal control* exists when the design or operation of a control does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, misstatements on a timely basis. A material weakness is a deficiency, or a combination of deficiencies, in internal control, such that there is a reasonable possibility that a material misstatement of the entity's financial statements will not be prevented, or detected and corrected on a timely basis. A *significant deficiency* is a deficiency, or a combination of deficiencies, in internal control that is less severe than a material weakness, yet important enough to merit attention by those charged with governance.

Our consideration of internal control was for the limited purpose described in the first paragraph of this section and was not designed to identify all deficiencies in internal control that might be material weaknesses or, significant deficiencies. Given these limitations, during our audit we did not identify any deficiencies in internal control that we consider to be material weaknesses. However, material weaknesses may exist that have not been identified.

Compliance and Other Matters

As part of obtaining reasonable assurance about whether the District's financial statements are free from material misstatement, we performed tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements, noncompliance with which could have a direct and material effect on the determination of financial statement amounts. However, providing an opinion on compliance with those provisions was not an objective of our audit, and accordingly, we do not express such an opinion. The results of our tests disclosed instances of noncompliance or other matters that are required to be reported under *Government Auditing Standards* and which are described in the accompanying schedule of findings and questioned costs as 2017-1 and 2017-2.

The District's Response to Findings

The District's response to the findings identified in our audit is described in the accompanying schedule of findings and questioned costs. The District's response was not subjected to the auditing procedures applied in the audit of the financial statements and, accordingly, we express no opinion on it.

Purpose of this Report

The purpose of this report is solely to describe the scope of our 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. This report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the entity's internal control and compliance. Accordingly, this communication is not suitable for any other purpose.

November XX, 2017
Santa Barbara, California

Independent Auditor's Report on State Compliance

Board of Directors
Santa Barbara Metropolitan Transit District

Report on Compliance with Transportation Development Act Requirements

We have audited the Santa Barbara Metropolitan Transit District's (the District) compliance with Transportation Development Act (TDA) requirements that funds allocated to and received by the District were expended in conformance with applicable statutes, rules, and regulations of the TDA and the allocation instructions and resolutions of the Santa Barbara County Association of Governments as required by Section 6667 of Title 21, Division 3, Chapter 2, Article 5.5 of the California Code of Regulations during the year ended June 30, 2017.

Management's Responsibility

Management is responsible for compliance with the requirements of laws, regulations, contracts, and grants applicable to the applicable statutes, rules, and regulations of the TDA.

Auditor's Responsibility

Our responsibility is to express an opinion on each of the District's compliance requirements referred to in Section 6667, which requires that for a transit claimant, the independent auditor will perform at least the following tasks:

- (a) Determine whether the claimant was an entity eligible to receive the funds allocated to it,
- (b) Determine whether the claimant is maintaining its accounts and records on an enterprise fund basis and is otherwise in compliance with the uniform system of accounts and records adopted by the State Controller, pursuant to Public Utilities Code section 99234,
- (c) Determine whether the funds received by the claimant pursuant to the Act were expended in conformance with those sections of the Act specifying the qualifying purposes, including Public Utilities Code sections 99262 and 99263 for operators receiving funds under article 4, sections 99275, 99275.5 and 99277 for article 4.5 claimants, and section 99400(c), (d), and (e) for article 8 claimants for service provided under contract, and section 99405(d) for transportation services provided by cities and countries with populations of less than 5,000,
- (d) Determine whether the funds received by the claimants pursuant to the Act were expended in conformance with the applicable rules, regulations, and procedures of the transportation-planning agency and in compliance with the allocation instructions and resolutions,
- (e) Determine whether interest earned on funds received by the claimant, pursuant to the Act were expended only for those purposes for which the funds were allocated in accordance with Public Utilities Code sections 99234.1, 99301, 99301.5, 99301.6,

- (f) Verify the amount of the claimant's operating cost for the fiscal year, the amount of fare revenues required to meet the ratios specified in sections 6633.2 and 6633.5 and the amount of the sum of fare revenues and local support required to meet the ratios specified in the section 6633.2,
- (g) Verify the amount of the claimant's actual fare revenues for the fiscal year,
- (h) Verify the amount of the claimant's actual local support for the fiscal year,
- (i) Verify the amount of the claimants was eligible to receive under the Act during the fiscal year in accordance with sections 6634 and 6649,
- (j) Verify, if applicable, the amount of the operator's expenditure limitation in accordance with section 6633.1,
- (k) In the case of an operator, determine whether the operator's employee retirement system or private pension plan is in conformance with the provisions of Public Utilities Code sections 99271, 99272, 99273,
- (l) In the case of an operator, determine whether the operator has had a certification by the Department of the California Highway Patrol verifying that the operator is in compliance with section 1808.1 of the Vehicle Code, as required in Public Utilities Code section 99251,
- (m) In the case of an operator, verify, if applicable, its State Transit Assistance eligibility pursuant to Public Utilities Code section 99314.6 or 99314.7, and
- (n) In the case of a claimant for community transit services, determine whether it is in compliance with Public Utilities Code sections 99155 and 99155.5. Compliance with the requirements referred to above is the responsibility of the District's management. Our responsibility is to express an opinion on the District's compliance based on our audit.

Opinion on Transportation Development Act Compliance

In our opinion, the District complied, in all material respects, with the compliance requirements referred to above that are applicable to the District for the year ended June 30, 2017.

Purpose of this Report

The purpose of this report on compliance is solely to describe the scope of our testing of compliance and the results of that testing based on the requirements of the TDA. Accordingly, this report is not suitable for any other purpose.

Report on Public Transportation Modernization Improvement and Service Enhancement Account

Also, as part of our audit, we performed tests of compliance to determine whether certain state funds were received and expended in accordance with the applicable bond act and state accounting requirements.

In November 2006, California Voters passed a bond measure enacting the Highway Safety, Traffic Reduction, Air Quality and Port Security Bond Act of 2006 (Proposition 1B). Of the \$19.925 billion of state general obligation bonds authorized, \$4 billion was set aside by the State as instructed by the statute as the Public Transportation Modernization Improvement and Service Enhancement Account (PTMISEA).

Additionally, section 8879.23 (h) directs that \$1 billion dollars be deposited in the Transit System Safety, Security and Disaster Response Account. This section further directs that \$100 million dollars be made available upon appropriation by the legislature to entities for eligible transit system safety, security and disaster response projects (OHS). These funds are available to the California Department of Transportation for intercity rail projects and to transit operations in California for rehabilitation, safety or modernization improvements, capital service enhancements or expansions, new capital projects, bus rapid transit improvements or for rolling stock procurement, rehabilitation or replacement.

As of June 30, 2017, all Proposition 1B funds received and expended were verified in the course of our current and previous audits as follows:

	<u>PTMISEA</u>	<u>OHS</u>	<u>Total</u>
Unexpended proceeds July 1, 2016	\$ 4,081,038	\$ -	\$ 4,081,038
For the year ended June 30, 2017:			
Proceeds received	-	330,223	330,223
Interest earned	291	6	297
Expenditures	<u>(3,111,081)</u>	<u>(223,888)</u>	<u>(3,334,969)</u>
Unexpended proceeds – yearend	<u>\$ 970,248</u>	<u>\$ 106,341</u>	<u>\$ 1,076,589</u>

Purpose of this Report

The purpose of this report is solely to describe the scope of our testing of compliance and the results of that testing, and not to provide an opinion on the effectiveness of the District's compliance with the applicable bond act and state accounting requirements.

November XX, 2017
Santa Barbara, California

Independent Auditor's Report on Compliance for
Each Major Program and on Internal Control over
Compliance Required by the Uniform Guidance

Board of Directors
Santa Barbara Metropolitan Transit District

Report on Compliance for Each Major Federal Program

We have audited the Santa Barbara Metropolitan Transit District's (the District) compliance with the types of compliance requirements described in the *OMB Supplement* that could have a direct and material effect on each of the District's major federal programs for the year ended June 30, 2017. The District's major federal programs are identified in the summary of auditor's results section of the accompanying schedule of findings and questioned costs.

Management's Responsibility

Management is responsible for compliance with federal statutes, regulations, and the terms and conditions of its federal awards applicable to its federal programs.

Auditor's Responsibility

Our responsibility is to express an opinion on compliance for each of the District's major federal programs based on our audit of the types of compliance requirements referred to above. We conducted our audit of compliance in accordance with auditing standards generally accepted in the United States of America; the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States; and the audit requirements of Title 2 U.S. *Code of Federal Regulations* Part 200, *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards* (Uniform Guidance). Those standards and the Uniform Guidance require that we plan and perform the audit to obtain reasonable assurance about whether noncompliance with the types of compliance requirements referred to above that could have a direct and material effect on a major federal program occurred. An audit includes examining, on a test basis, evidence about the District's compliance with those requirements and performing such other procedures as we considered necessary in the circumstances.

We believe that our audit provides a reasonable basis for our opinion on compliance for each major federal program. However, our audit does not provide a legal determination of the District's compliance.

Opinion on Each Major Federal Program

In our opinion, the District complied, in all material respects, with the types of compliance requirements referred to above that could have a direct and material effect on each of its major federal programs for the year ended June 30, 2017.

Other Matters

The results of our auditing procedures disclosed instances of noncompliance, which are required to be reported in accordance with the Uniform Guidance and which are described in the accompanying schedule of findings and questioned costs as 2017-1 and 2017-2. Our opinion on each major federal program is not modified with respect to these matters.

The District's response to the noncompliance findings identified in our audit is described in the accompanying schedule of findings and questioned costs. The District's response was not subjected to the auditing procedures applied in the audit of compliance and, accordingly, we express no opinion on the response.

Report on Internal Control over Compliance

Management of the District is responsible for establishing and maintaining effective internal control over compliance with the types of compliance requirements referred to above. In planning and performing our audit of compliance, we considered the District's internal control over compliance with the types of requirements that could have a direct and material effect on each major federal program to determine the auditing procedures that are appropriate in the circumstances for the purpose of expressing an opinion on compliance for each major federal program and to test and report on internal control over compliance in accordance with the Uniform Guidance, but not for the purpose of expressing an opinion on the effectiveness of internal control over compliance. Accordingly, we do not express an opinion on the effectiveness of the District's internal control over compliance.

A deficiency in internal control over compliance exists when the design or operation of a control over compliance does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, noncompliance with a type of compliance requirement of a federal program on a timely basis. A material weakness in internal control over compliance is a deficiency, or combination of deficiencies, in internal control over compliance, such that there is a reasonable possibility that material noncompliance with a type of compliance requirement of a federal program will not be prevented, or detected and corrected, on a timely basis. A significant deficiency in internal control over compliance is a deficiency, or a combination of deficiencies, in internal control over compliance with a type of compliance requirement of a federal program that is less severe than a material weakness in internal control over compliance, yet important enough to merit attention by those charged with governance.

Our consideration of internal control over compliance was for the limited purpose described in the first paragraph of this section and was not designed to identify all deficiencies in internal control over compliance that might be material weaknesses or significant deficiencies and therefore, material weaknesses or significant deficiencies may exist that were not identified. We identified certain deficiencies in internal control over compliance, as described in the accompanying schedule of findings and questioned costs as item 2017-1 and 2017-2 that we consider to be significant deficiencies.

Purpose of this Report

The purpose of this report on internal control over 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 Uniform Guidance. Accordingly, this report is not suitable for any other purpose.

Report on Schedule of Expenditures of Federal Awards Required by the Uniform Guidance

We have audited the financial statements of the District as of and for the year ended June 30, 2017, and the related notes to the financial statements, which collectively comprise the District's basic financial statements. We issued our report thereon dated November XX, 2017, which contained an unmodified opinion on those financial statements. Our audit was conducted for the purpose of forming opinions on the financial statements that collectively comprise the basic financial statements. The accompanying schedule of expenditures of federal awards is presented for purposes of additional analysis as required by Title 2 U.S. Code of Federal Regulations (CFR) Part 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards. Such information is the responsibility of management and was derived from and relates directly to the underlying accounting and other records used to prepare the basic financial statements. The information has been subjected to the auditing procedures applied in the 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 basic financial statements or to the basic financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America. In our opinion, the schedule of expenditures of federal awards is fairly stated in all material respects in relation to the basic financial statements as a whole.

November XX, 2017
Santa Barbara, California

SANTA BARBARA METROPOLITAN TRANSIT DISTRICT

SCHEDULE OF EXPENDITURES OF FEDERAL AWARDS

For the Year Ended June 30, 2017

FEDERAL GRANTOR/PROGRAM TITLE	FEDERAL CFDA NUMBER	PASS THROUGH NUMBER	FEDERAL EXPENDITURES
U.S. DEPARTMENT OF TRANSPORTATION – Federal Transit Administration Federal Transit Cluster			
Operating Grant	20.507	CA-2017-015-01	\$ 5,065,847
Capital Grant	20.507	CA-04-068-02	<u>120,804</u>
TOTAL EXPENDITURES OF FEDERAL AWARDS			<u>\$ 5,186,651</u>

NOTES TO THE SCHEDULE OF EXPENDITURES OF FEDERAL AWARDS

For the Year Ended June 30, 2017

Note 1 - BASIS OF PRESENTATION

The accompanying schedule of expenditures of Federal awards includes the Federal award activity of the District, under programs of the federal government for the year ended June 30, 2017, in accordance with the requirements of Title 2 U.S. Code of Federal Regulations Part 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal awards (Uniform Guidance). Because the Schedule presents only a selected portion of the operations of the District, it is not intended to and does not present the financial position, changes in net assets, or cash flows of the District.

Note 2 - SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

Expenditures reported on the schedule are reported on the accrual basis of accounting. Such expenditures are recognized following the cost principles contained in the Uniform Guidance*, wherein certain types of expenditures are not allowed or are limited as a reimbursement. The District has not elected to use the 10 percent de minimus indirect cost rate as allowed under Uniform Guidance.

*Such expenditures are recognized following the cost principles contained in Title 2 U. S. Code of Federal Regulations Part 200, Uniform Administrative Requirements, Cost Principles and Audit Requirements for Federal Awards, wherein certain types of expenditures are not allowed or are limited as to reimbursement.

SANTA BARBARA METROPOLITAN TRANSIT DISTRICT

SCHEDULE OF FINDINGS AND QUESTIONED COSTS

For the Year Ended June 30, 2017

Section I—Summary of Auditor's Results

Financial Statements

Type of auditor's report issued: **Unmodified**

Internal control over financial reporting:

Material weakness identified? **No**

Significant deficiencies identified that are not considered to be material weaknesses? **None reported**

No instances of noncompliance material to financial statements were disclosed by the audit.

Federal Awards

Internal control over major programs:

Material weakness identified? **No**

Significant deficiencies identified that are not considered to be material weaknesses? **Yes**

Type of auditor's report issued on compliance for major programs: **Unmodified**

Any audit findings disclosed that are required to be reported in accordance with Uniform Guidance? **Yes**

Identification of major programs:

<u>CFDA Number</u>	<u>Name of Federal Program or Cluster</u>	<u>Expenditures</u>
20.507	U.S. DEPARTMENT OF TRANSPORTATION Federal Transit Cluster	<u>\$ 5,186,651</u>

Dollar threshold used to distinguish between type A and type B programs: **\$750,000**

Auditee qualified as low-risk auditee? **Yes**

SANTA BARBARA METROPOLITAN TRANSIT DISTRICT

SCHEDULE OF FINDINGS AND QUESTIONED COSTS

For the Year Ended June 30, 2017

Section II—Federal Award Findings and Questioned Costs

2017-1

U.S. DEPARTMENT OF TRANSPORTATION

CFDA

Award
number

Operating Grant

20.507 CA-2017-015-01

Criteria — Conduct 80% of vehicle preventative maintenance on schedule.

Condition – Preventive maintenance must be performed on FTA-funded vehicles according to the manufacturer's recommendation, and the grantee must conduct at least 80 percent of these preventive maintenance intervals on time according to FTA C. 5010.1E. A sample of three buses conducted for the District's 2017 Triennial Review indicated 31 percent were completed on time.

Cause – The preventive maintenance deficiency was limited to bus oil change frequency. Recent difficulty in maintaining budgeted number of mechanic positions necessitated temporarily increasing the bus manufacturer's oil change interval.

Effect – There was potential failure to maintain vehicles in good operating condition.

Recommendation – The District must submit to the FTA procedures for completing preventive maintenance inspections on time and a monthly report on its preventive maintenance results until the data demonstrate it has conducted at least 80 percent of its preventive maintenance on time for three consecutive months.

View of Responsible Official – The FTA reviewer randomly selected 3 of 66 FTA-funded diesel and hybrid buses for inspection. The District has since submitted data to the FTA that included all 66 FTA-funded buses reflecting three consecutive months of compliance with FTA requirements. The finding was closed by the FTA on October 3, 2017.

See corrective action letter on a separate page.

SANTA BARBARA METROPOLITAN TRANSIT DISTRICT

SCHEDULE OF FINDINGS AND QUESTIONED COSTS

For the Year Ended June 30, 2017

Section II—Federal Award Findings and Questioned Costs

2017-2

U.S. DEPARTMENT OF TRANSPORTATION

CFDA Award
number

Operating Grant

20.507 CA-2017-015-01

Criteria – Maximum 20 percent bus spare ratio

Condition – The number of spare buses in the active fleet for recipients operating 50 or more fixed-route revenue vehicles should not exceed 20 percent of the number of vehicles operated in maximum fixed-route service according to FTA C. 5010.1E. The District had 106 revenue service vehicles during the year ended June 30, 2017. The number of vehicles required for maximum service was 87, which gave the District 19 spare vehicles. This resulted in a spare ratio of 22 percent, which is above the FTA's threshold of 20 percent.

Cause – The District held two buses causing the spare ratio to exceed 20% in anticipation of being asked by the Metropolitan Planning Organization (MPO) to implement a "last mile" service for planned commuter rail service. This service would utilize two buses during the peak period which would result in a spare ratio below 20%.

Effect – Less efficient use of federally-funded revenue vehicles.

Recommendation – Subsequent to the site visit, the District submitted to the FTA Region IX Office a plan for reducing the spare ratio to 20 percent. The plan included a spreadsheet listing for each bus type; the number of buses, the number of buses to be disposed of, the number of buses to be added, the projected peak requirement, and the projected spare ratio. The plan demonstrated that the spare ratio would not exceed 20 percent by August 2017. This deficiency was marked closed with issuance of the Final Report.

View of Responsible Official - The District monitors its spare ratio on a regular basis. The District opted to keep two buses slated for retirement due to uncertainty concerning the need and timing of the new service.

See corrective action letter on a separate page.

SANTA BARBARA METROPOLITAN TRANSIT DISTRICT

STATUS OF PRIOR YEAR FINDINGS AND QUESTIONED COSTS
For the Year Ended June 30, 2017

Section III—Federal Award Findings and Questioned Costs

NO FINDINGS FOR THE YEAR ENDED JUNE 30, 2016

DRAFT

November X, 2017

Subject: Corrective Action Letter in Response to Findings in Single Audit
Compliance Report for the Fiscal Year Ended June 30, 2017

Finding 2017-1: Preventive Maintenance

The District was directed to submit to the FTA procedures for completing preventive maintenance inspections on time and a monthly report on its preventive maintenance results until the data demonstrated it had conducted at least 80 percent of its preventive maintenance on time for three consecutive months.

The District has submitted to the FTA maintenance procedures that address the timely completion of inspections; and monthly reports that included all FTA-funded buses reflecting three consecutive months of compliance with FTA requirements. The finding was closed by the FTA on October 3, 2017, and the corrective action is considered completed.

Finding 2017-2: Spare Ratio

Subsequent to the site visit, the District submitted to the FTA a plan for reducing the spare ratio to 20 percent. The plan included a spreadsheet for each bus type; the number of buses, the number of buses to be disposed of, the number of buses to be added, the projected peak requirement, and the projected spare ratio. The plan showed that the spare ratio would not exceed 20 percent by August 2017.

This deficiency was marked closed with issuance of the Final Report on June 30, 2017. The District monitors its spare ratio on a regular basis to ensure compliance with the spare ratio and the corrective action is considered completed.

Bradley P. Davis
Assistant General Manager/Controller

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BOARD OF DIRECTORS REPORT

MEETING DATE: NOVEMBER 14, 2017

AGENDA ITEM #8

DEPARTMENT: HUMAN RESOURCES

TYPE: ACTION

PREPARED BY: MARY GREGG

Signature

REVIEWED BY: ASSISTANT GENERAL MANAGER

Signature

SUBJECT: Renewal of Staff Medical and Dental Insurance effective January 1, 2018.

RECOMMENDATION:

Staff recommends the Board of Directors authorize the General Manager to renew for the 2018 policy year the Staff Dental and Life insurance with Guardian, and the Medical insurance with Blue Shield with the provision for Kaiser as an additional option for the following policy year 2019.

DISCUSSION:

Insurance coverage under these policies is for MTD employees not represented by a Collective Bargaining Agreement. Staff dental and life insurance provider is Guardian through Brown & Brown Insurance Services. Staff medical insurance is a Blue Shield HMO plan brokered by Alliant through Special District Risk Management Authority (SDRMA) Health Benefits, which provides public agencies competitive rates for the small group market through a pooled program with California State Association of Counties Excess Insurance Authority (CSAC-EIA). New to the program is an offering through Kaiser Permanente HMO that MTD will have an option to offer employees living in Ventura County at rates that fall just below the Blue Shield HMO plan with services that mirror it.

FINANCIAL:

The 2018 budget estimated an 8% increase for health insurance. Quotes for the renewal rates came in under budget: dental at 0% and medical at 2.7%. Life insurance was relatively flat, with a total annual increase of \$531 for the entire policy, equal to approximately \$13 per employee.

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DENTAL

Brown & Brown has negotiated a one year rate pass with Guardian for 2018, as was also the case in 2017. In 2016, due to rising costs associated with health care reform, and fees associated with the Affordable Care Act, MTD experienced a 7% increase. Guardian has an ongoing commitment to MTD to hold rates flat when possible, as they did for the period 2011-2015.

Quote	Actual		
2018	2017	2016	2015
0%	0%	7%	0%

BASIC LIFE

MTD provides \$50,000 Basic Term Life Guarantee Issue coverage for all eligible full time Staff employees, which also includes Accidental Death and Dismemberment (AD&D) coverage.

Quote	Actual		
2018	2017	2016	2015
\$0.390/\$1000	\$0.360/\$1000	\$0.360/\$1000	\$0.360/\$1000

VOLUNTARY LIFE

Voluntary Term Life is a new opt-in program option for employees who would like to elect higher life insurance coverage with the current basic life program, and for those who are interested in coverage for a spouse and child(ren). Minimum participation of 10 employees is required. Cost for the additional insurance, if elected, would be covered 100% by the employee and is a post-tax deduction. Rates are age rated with a 2 year rate guarantee. Coverage election for the employee is up to \$500,000, spouse of up to \$250,000, and per child of up to \$10,000, not to exceed 100% of employee's amount.

MEDICAL

The overall CSAC-EIA pooled renewal for 2018 was 3.61%; well below trend for California. When SDRMA's rates were adjusted by region and by plan, the HMO plan rates resulted in a to 2.7% increase (the PPO plan, which MTD does not offer, was increased by 4.4%).

Quote	Actual		
2018	2017	2016	2015
2.7%	-9%	10.3%	7.6%

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BOARD OF DIRECTORS REPORT

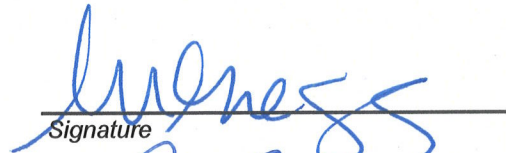
MEETING DATE: NOVEMBER 14, 2017

AGENDA ITEM #9

DEPARTMENT: RISK

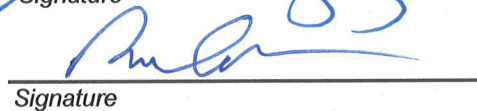
TYPE: INFORMATIONAL

PREPARED BY: MARY GREGG



Signature

REVIEWED BY: ASSISTANT GENERAL MANAGER



Signature

SUBJECT: Directors and Officers (D&O) Insurance / Employment Practices Liability/
Fiduciary Liability

DISCUSSION:

Staff will provide the Board with a progress update on the insurance renewals effective January 3, 2018 for the following policies:

- Public Officials / Directors and Officers Insurance (D&O)
- Employment Practices Liability Insurance (EPLI)
- Fiduciary Liability Insurance

Formal rate quotes for all three policies will be presented to MTD by Brown and Brown Insurance later in November and by Staff to the Board in December with recommendation to approve binding coverage. Underwriter analysis has been provided in advance of the rate quotes and indicate anticipation of flat pricing, with no meaningful changes in rates.

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BOARD OF DIRECTORS REPORT

MEETING DATE: NOVEMBER 14, 2017

AGENDA ITEM #10

DEPARTMENT: MULTIPLE

TYPE: INFORMATIONAL

PREPARED BY: RACHEL BRICHAN



Signature

REVIEWED BY: ASSISTANT GENERAL MANAGER



Signature

SUBJECT: FIRST QUARTER PERFORMANCE INDICATOR REPORT

DISCUSSION: Staff will present the Quarterly Performance Indicator Report for the period beginning July 1, 2017 and ending September 30, 2017.

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QUARTERLY REPORT

Fiscal Year 2017-18

July 1, 2017-September 30, 2017

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Ridership Summary Fiscal Year 2017-18

For the three month period ending September 30, 2017

Planning Department

With 1,467,198 passengers for the first quarter of Fiscal Year 2017-2018, ridership is below that for the first quarter of last year by 41,365, or -2.7%. There was one less weekday, one additional Saturday and the same number of Sundays in the first quarter of FY 18 compared to FY 17. On average per day type for the first quarter of the fiscal year, ridership decreased by 3% per weekday and 1% per Saturday and increased 4% per Sunday year to date.

According to ridership data prepared by the American Public Transportation Association (APTA), the ongoing ridership decrease remains consistent with that experienced by other transit agencies statewide. As reported in recent ridership reports, this is likely attributed to lower gas prices, increased vehicle registrations and driver licenses and decreased SBCC Fall semester enrollment (-5.0%). There was also the microburst weather event on Sunday, September 3 of Labor Day weekend which had a notable negative impact on ridership particularly on the downtown waterfront shuttles. Overall ridership on that day was 12% less (approximately 1,000 passengers) than the Sunday of Labor Day weekend last year.

Fall 2017 Service Changes:

The focus of the service changes implemented in August 2017 was schedule adherence on Lines 6, 11, 12x, 14, 15x, 20, 21x, 23, 24x, and 25. Given that service changes occur approximately mid way through the initial quarter of the fiscal year, ridership levels include before and after the changes were implemented. Thus far, all of these lines show a decrease in passengers per hour (pph) which is consistent with the system as a whole.¹ The exception is Line 20 which shows a 1.5% pph increase.

UCSB, SBCC & Secondary Schools:

Combined UCSB and SBCC student ridership for the first quarter of the year was 18% of total ridership which is similar to the first quarter of last fiscal year at 19%. Combined UCSB and SBCC ridership decreased 6.3% (17,996 passengers) for the first quarter compared to last year due to reasons discussed below.

¹ Given the differing number of weekdays and Saturdays between the fiscal year quarters, comparisons focus on passengers per hour.

UCSB was in session five less Fall quarter days and five additional Summer Session days the first quarter of this fiscal year compared to the first quarter of last fiscal year. The Fall quarter began on September 28 so there were only two Fall quarter days in session this first quarter. As expected, there was a decrease in overall UCSB ridership versus other recent fiscal year quarters.

Given that the UCSB San Joaquin Apartments is now at full occupancy, additional Line 28 buses to boost the service during the morning and early afternoon were deployed at the onset of the quarter to offset the additional demand. In turn, Line 28 ridership in particular increased. A booster will continue to be used permitting available drivers and/or buses. Fully funded by UCSB, Line 28 service began on August 22, 2016.

SBCC Summer Session and Fall Semester days were the same this first quarter as they were the first quarter of last fiscal year. With the 5.0% decrease in SBCC Fall semester enrollment and 3.6% decrease in Summer Session II enrollment, ridership decreased at 8.8% (14,513 SBCC passengers). The enrollment decrease probably eases the SBCC parking situation, which might reduce the incentive for students to reach the campus without an automobile.

There were two additional Santa Barbara Unified School District class days this first quarter than the first quarter of last year yet booster ridership decreased 5.5%. It could be due to enrollment changes as well as a different Summer School schedules for San Marcos and Dos Pueblos High Schools this quarter.

Cruise Ships:

There were four cruise ship visits to Santa Barbara in the first quarter of 2016. All four were large vessels and required a full complement of additional shuttles (4 units per visit). There were four cruise ship visits to Santa Barbara in the first quarter of 2017. One vessel was smaller and only required 2 extra shuttles, two vessels were medium and required 3 extra shuttles while only one vessel was large and required a full complement of four additional shuttles. Note that passengers paying Senior fare are counted by the fare box as 'Senior' and not as 'Shuttle' passengers – thus the increase in Senior ridership.

Planning

Ridership by Fare Category (July – September 2017)

Fare Categories	Quarter			YTD		
	Jul 17 - Sep 17	Jul 16 - Sep 16	% Change	FY 2017-2018	FY2016- 2017	% Change
General Fare	253,967	262,110	-3.1%	253,967	262,110	-3.1%
Transfers	150,924	145,027	4.1%	150,924	145,027	4.1%
Full Fare Prepaid (1)	269,195	277,209	-2.9%	269,195	277,209	-2.9%
Santa Barbara City College	150,494	165,007	-8.8%	150,494	165,007	-8.8%
Senior & Disabled Prepaid (2)	176,413	171,920	2.6%	176,413	171,920	2.6%
Shuttle (DWE & Seaside)	81,324	81,773	-0.5%	81,324	81,773	-0.5%
UC Santa Barbara	117,347	120,830	-2.9%	117,347	120,830	-2.9%
Youth Prepaid (3)	139,883	149,798	-6.6%	139,883	149,798	-6.6%
Free	36,408	36,151	0.7%	36,408	36,151	0.7%
My Ride / Brooks	26,487	28,693	-7.7%	26,487	28,693	-7.7%
Senior	49,265	53,729	-8.3%	49,265	53,729	-8.3%
Persons with Disabilities	9,258	10,027	-7.7%	9,258	10,027	-7.7%
Tokens	6,233	6,289	-0.9%	6,233	6,289	-0.9%
Total	1,467,198	1,508,563	-2.7%	1,467,198	1,508,563	-2.7%

(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 (July – September 2017)

Metrics	Quarter			YTD		
	Jul 17 - Sep 17	Jul 16 - Sep 16	%Change	FY 2017-2018	FY2016- 2017	% Change
Passengers	1,467,198	1,508,563	-2.7%	1,467,198	1,508,563	-2.7%
Revenue Hours	54,442	52,588	3.5%	54,442	52,588	3.5%
Passengers per Revenue Hour	26.9	28.7	-6.1%	26.9	28.7	-6.1%
Miles	651,396	629,227	3.5%	651,396	629,227	3.5%
Passengers per Mile	2.3	2.4	-6.1%	2.3	2.4	-6.1%

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

Planning

MTD System Ridership (July – September 2017)

		Quarter			YTD		
LINE		Jul 17 - Sep 17	Jul 16 - Sep 16	% Change	FY 2017-2018	FY 2016-2017	% Change
1	West Santa Barbara	87,177	88,868	-1.9%	87,177	88,868	-1.9%
2	East Santa Barbara	135,472	134,372	0.8%	135,472	134,372	0.8%
3	Oak Park	52,556	49,683	5.8%	52,556	49,683	5.8%
4	Mesa / SBCC	31,728	33,072	-4.1%	31,728	33,072	-4.1%
5	Mesa / La Cumbre	32,323	36,596	-11.7%	32,323	36,596	-11.7%
6	Goleta	146,757	152,263	-3.6%	146,757	152,263	-3.6%
7	County Health / Fairview	70,957	48,780	45.5%	70,957	48,780	45.5%
8	County Health	-	13,743	-100.0%	-	13,743	-100.0%
9	Calle Real / Old Town Shuttle	-	4,257	-100.0%	-	4,257	-100.0%
10	Cathedral Oaks	4,412	5,229	-15.6%	4,412	5,229	-15.6%
11	UCSB	211,249	219,084	-3.6%	211,249	219,084	-3.6%
12x	Goleta Express	53,207	61,128	-13.0%	53,207	61,128	-13.0%
14	Montecito	22,022	22,559	-2.4%	22,022	22,559	-2.4%
15x	SBCC / UCSB Express	46,625	54,004	-13.7%	46,625	54,004	-13.7%
16	City College Shuttle	17,836	19,586	-8.9%	17,836	19,586	-8.9%
17	Lower West / SBCC	38,795	40,055	-3.1%	38,795	40,055	-3.1%
20	Carpinteria	76,920	76,937	0.0%	76,920	76,937	0.0%
21x	Carpinteria Express	20,411	21,982	-7.1%	20,411	21,982	-7.1%
23	Winchester Canyon	11,443	15,608	-26.7%	11,443	15,608	-26.7%
24x	UCSB Express	126,982	135,517	-6.3%	126,982	135,517	-6.3%
25	Ellwood	16,204	13,264	22.2%	16,204	13,264	22.2%
27	Isla Vista Shuttle	28,259	30,299	-6.7%	28,259	30,299	-6.7%
28	UCSB Shuttle	36,343	22,778	59.6%	36,343	22,778	59.6%
36	Seaside Shuttle	16,199	20,097	-19.4%	16,199	20,097	-19.4%
37	Crosstown Shuttle	24,243	23,363	3.8%	24,243	23,363	3.8%
	Booster Services	38,527	40,790	-5.5%	38,527	40,790	-5.5%
System Subtotal		1,346,647	1,383,914	-2.7%	1,346,647	1,383,914	-2.7%
<i>Downtown Waterfront Shuttles</i>							
30	Downtown Shuttle	94,909	101,522	-6.5%	94,909	101,522	-6.5%
31	East Beach Waterfront Shuttle	16,930	16,298	3.9%	16,930	16,298	3.9%
32	West Beach Waterfront Shuttle	8,712	6,829	27.6%	8,712	6,829	27.6%
<i>Unknown</i>							
		-	-	0.0%	-	-	0.0%
System Total		1,467,198	1,508,563	-2.7%	1,467,198	1,508,563	-2.7%
<i>Related Routes</i>							
20, 21x Carpinteria		97,331	98,919	-1.6%	97,331	98,919	-1.6%
1, 2, 37 East/West & Crosstown		246,892	246,603	0.1%	246,892	246,603	0.1%
4, 5, 15x, 16, 17 Mesa Lines		167,307	183,313	-8.7%	167,307	183,313	-8.7%
6, 11 State/Hollister		358,006	371,347	-3.6%	358,006	371,347	-3.6%
7, 8, 9 Calle Real/Fairview		70,957	66,780	6.3%	70,957	66,780	6.3%

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

MTD Passengers per Revenue Hour (July – September 2017)

LINE		Quarter			YTD		
		Jul 17 - Sep 17	Jul 16 - Sep 16	% Change	FY 2017-2018	FY2016- 2017	% Change
1	West Santa Barbara	30.3	30.0	0.8%	30.3	30.0	0.8%
2	East Santa Barbara	29.9	28.6	4.4%	29.9	28.6	4.4%
3	Oak Park	21.8	18.7	16.2%	21.8	18.7	16.2%
4	Mesa / SBCC	27.0	28.0	-3.4%	27.0	28.0	-3.4%
5	Mesa / La Cumbre	18.2	20.6	-11.3%	18.2	20.6	-11.3%
6	Goleta	30.2	31.7	-4.8%	30.2	31.7	-4.8%
7	County Health / Fairview	18.4	19.7	-6.8%	18.4	19.7	-6.8%
8	County Health	-	26.0	-100.0%	-	26.0	-100.0%
9	Calle Real / Old Town Shuttle	-	11.7	-100.0%	-	11.7	-100.0%
10	Cathedral Oaks	10.1	13.1	-23.0%	10.1	13.1	-23.0%
11	UCSB	27.8	28.3	-1.8%	27.8	28.3	-1.8%
12x	Goleta Express	29.1	33.9	-14.1%	29.1	33.9	-14.1%
14	Montecito	17.3	17.6	-1.8%	17.3	17.6	-1.8%
15x	SBCC / UCSB Express	29.1	33.1	-12.0%	29.1	33.1	-12.0%
16	City College Shuttle	38.4	42.2	-8.9%	38.4	42.2	-8.9%
17	Lower West / SBCC	47.3	48.4	-2.3%	47.3	48.4	-2.3%
20	Carpinteria	21.8	21.4	1.5%	21.8	21.4	1.5%
21x	Carpinteria Express	20.9	21.5	-2.9%	20.9	21.5	-2.9%
23	Winchester Canyon	19.0	20.4	-7.1%	40.5	20.4	98.6%
24x	UCSB Express	40.5	43.3	-6.4%	25.5	43.3	-41.1%
25	Elwood	25.5	27.4	-7.1%	23.8	27.4	-13.4%
27	Isla Vista Shuttle	23.8	23.8	-0.4%	24.6	23.8	3.0%
28	UCSB Shuttle	24.6	30.7	-20.1%	28.3	30.7	-8.0%
36	Seaside Shuttle	15.0	18.7	-19.5%	15.0	18.7	-19.5%
37	Crosstown Shuttle	15.7	14.9	5.6%	15.7	14.9	5.6%
	Booster Services	81.4	87.4	-6.8%	81.4	87.4	-6.8%
System Subtotal		26.8	27.8	-3.6%	26.8	27.8	-3.6%
<i>Downtown Waterfront Shuttles</i>							
30	Downtown Shuttle	28.3	29.5	-4.0%	28.3	29.5	-4.0%
31	East Beach Waterfront Shuttle	19.4	18.4	5.6%	19.4	18.4	5.6%
32	West Beach Waterfront Shuttle	22.1	17.2	28.1%	22.1	17.2	28.1%
<i>Unknown</i>							
		-	-	0.0%	-	-	0.0%
System Total		26.8	27.7	-3.4%	26.8	27.7	-3.4%
<i>Related Routes</i>							
20, 21x Carpinteria		21.6	21.4	0.5%	21.6	21.4	0.5%
1, 2, 37 East/West & Crosstown		27.6	26.7	3.1%	27.6	26.7	3.1%
4, 5, 15x, 16, 17 Mesa Lines		28.7	31.1	-7.9%	28.7	31.1	-7.9%
6, 11 State/Hollister		28.7	29.6	-3.0%	28.7	29.6	-3.0%
7, 8, 9 Calle Real		18.4	19.8	-7.4%	18.4	19.8	-7.4%

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

Planning

MTD “At Capacity” Loads * (July – September 2017)

		Quarter			YTD		
LINE		Jul 17 - Sep 17	Jul 16 - Sep 16	% Change	FY 2017-2018	FY2016- 2017	% Change
1	West Santa Barbara	17	4	325.0%	17	4	325.0%
2	East Santa Barbara	27	11	145.5%	27	11	145.5%
3	Oak Park	1	9	-88.9%	1	9	-88.9%
4	Mesa / SBCC	4	1	300.0%	4	1	300.0%
5	Mesa / La Cumbre	9	14	-35.7%	9	14	-35.7%
6	Goleta	88	92	-4.3%	88	92	-4.3%
7	County Health / Fairview	-	4	-100.0%	-	4	-100.0%
8	County Health	-	1	-100.0%	-	1	-100.0%
9	Calle Real / Old Town Shuttle	-	-	0.0%	-	-	0.0%
10	Cathedral Oaks	1	-	100.0%	1	-	100.0%
11	UCSB	54	53	1.9%	54	53	1.9%
12x	Goleta Express	43	18	138.9%	43	18	138.9%
14	Montecito	5	3	66.7%	5	3	66.7%
15x	SBCC / UCSB Express	27	35	-22.9%	27	35	-22.9%
16	City College Shuttle	9	10	-10.0%	9	10	-10.0%
17	Lower West / SBCC	4	11	-63.6%	4	11	-63.6%
20	Carpinteria	5	11	-54.5%	5	11	-54.5%
21x	Carpinteria Express	1	5	-80.0%	1	5	-80.0%
23	Winchester Canyon	-	1	-100.0%	-	1	-100.0%
24x	UCSB Express	99	96	3.1%	99	96	3.1%
25	Elwood	-	1	-100.0%	-	1	-100.0%
27	Isla Vista Shuttle	5	4	25.0%	5	4	25.0%
28	UCSB Shuttle	9	-	100.0%	9	-	100.0%
36	Seaside Shuttle	1	5	-80.0%	1	5	-80.0%
37	Crosstown Shuttle	-	-	0.0%	-	-	0.0%
	Booster Services	38	39	-2.6%	38	39	-2.6%
System Subtotal		447	428	4.4%	447	428	4.4%
<i>Downtown Waterfront Shuttles</i>							
30	Downtown Shuttle	53	63	-15.9%	53	63	-15.9%
31	East Beach Waterfront Shuttle	7	4	75.0%	7	4	75.0%
32	West Beach Waterfront Shuttle	-	-	0	-	-	0.0%
<i>Related Routes</i>							
20, 21x	Carpinteria	6	16	-62.5%	6	16	-62.5%
1, 2, 37	East/West & Crosstown	44	15	193.3%	44	15	193.3%
4, 5, 15x, 16, 17	Mesa Lines	53	71	-25.4%	53	71	-25.4%
6, 11	State/Hollister	142	145	-2.1%	142	145	-2.1%
7, 8, 9	Calle Real, Fairview	-	5	-100.0%	-	5	-100.0%
<i>Unknown/Miscellaneous</i>							
		-	20	100.0%	-	20	100.0%
System Total		507	515	-1.6%	507	515	-1.6%

* 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 * (July – September 2017)

LINE		Quarter			YTD		
		Jul 17 - Sep 17	Jul 16 - Sep 16	% Change	FY 2017-2018	FY2016- 2017	% Change
1	West Santa Barbara	-	4	-100.0%	-	4	-100.0%
2	East Santa Barbara	9	6	50.0%	9	6	50.0%
3	Oak Park	-	3	-100.0%	-	3	-100.0%
4	Mesa / SBCC	-	1	-100.0%	-	1	100.0%
5	Mesa / La Cumbre	6	1	500.0%	6	1	500.0%
6	Goleta	19	32	-40.6%	12	32	-62.5%
7	County Health / Fairview	2	2	0.0%	2	2	0.0%
8	County Health	-	-	0.0%	-	-	0.0%
9	Calle Real / Old Town Shuttle	-	-	0.0%	-	-	0.0%
10	Cathedral Oaks	1	-	100.0%	1	-	0.0%
11	UCSB	21	28	-25.0%	18	28	-35.7%
12x	Goleta Express	34	18	88.9%	31	18	72.2%
14	Montecito	2	3	-33.3%	2	3	100.0%
15x	SBCC / UCSB Express	19	28	-32.1%	16	28	-42.9%
16	City College Shuttle	3	3	0.0%	3	3	0.0%
17	Lower West / SBCC	-	6	-100.0%	-	6	-100.0%
20	Carpinteria	1	4	-75.0%	1	4	-75.0%
21x	Carpinteria Express	-	-	0.0%	-	-	0.0%
23	Winchester Canyon	1	1	0.0%	1	1	100.0%
24x	UCSB Express	132	116	13.8%	109	116	-6.0%
25	Elwood	-	1	-100.0%	-	1	100.0%
27	Isla Vista Shuttle	4	15	-73.3%	4	15	-73.3%
28	UCSB Shuttle	10	-	100.0%	34	-	100.0%
36	Seaside Shuttle	-	10	-100.0%	-	10	-100.0%
37	Crosstown Shuttle	-	1	-100.0%	-	1	-100.0%
	Booster Services	32	19	68.4%	28	19	47.4%
	System Subtotal	296	302	-2.0%	277	302	-8.3%
<i>Downtown Waterfront Shuttles</i>							
30	Downtown Shuttle	282	318	-11.3%	282	318	-11.3%
31	East Beach Waterfront Shuttle	1	11	-90.9%	1	11	-90.9%
32	West Beach Waterfront Shuttle	4	1	300.0%	4	1	300.0%
<i>Related Routes</i>							
20, 21x	Carpinteria	1	4	-75.0%	1	4	-75.0%
1, 2, 37	East/West & Crosstown	9	11	-18.2%	9	11	-18.2%
4, 5, 15x, 16, 17	Mesa Lines	28	39	-28.2%	25	39	-35.9%
6, 11	State/Hollister	40	60	-33.3%	30	60	-50.0%
7, 8, 9	Calle Real, Fairview	2	2	0.0%	2	2	0.0%
<i>Unknown/Miscellaneous</i>							
		-	38	-100.0%	-	38	-100.0%
	System Total	583	670	-13.0%	564	670	-15.8%

* 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 (July – September 2017)

		Quarter			YTD		
LINE		Jul 17 - Sep 17	Jul 16 - Sep 16	% Change	FY 2017 - 2018	FY2016 - 2017	% Change
1	West Santa Barbara	517	633	-18.3%	517	633	-18.3%
2	East Santa Barbara	1,385	1,494	-7.3%	1,384	1,494	-7.4%
3	Oak Park	472	412	14.6%	472	412	14.6%
4	Mesa / SBCC	516	539	-4.3%	516	539	-4.3%
5	Mesa / La Cumbre	826	812	1.7%	826	812	1.7%
6	Goleta	3,498	3,949	-11.4%	3,502	3,949	-11.3%
7	County Health / Fairview	1,746	1,222	42.9%	1,746	1,222	42.9%
8	County Health	-	330	-100.0%	-	330	-100.0%
9	Calle Real / Old Town Shuttle	-	51	-100.0%	-	51	-100.0%
10	Cathedral Oaks	128	146	-12.3%	128	146	-12.3%
11	UCSB	4,964	5,392	-7.9%	4,972	5,392	-7.8%
12x	Goleta Express	1,984	2,164	-8.3%	1,983	2,164	-8.4%
14	Montecito	431	472	-8.7%	431	472	-8.7%
15x	SBCC / UCSB Express	819	788	3.9%	820	788	4.1%
16	City College Shuttle	151	174	-13.2%	151	174	-13.2%
17	Lower West / SBCC	270	404	-33.2%	270	404	-33.2%
20	Carpinteria	2,105	1,860	13.2%	2,110	1,860	13.4%
21x	Carpinteria Express	629	675	-6.8%	629	675	-6.8%
23	Winchester Canyon	170	300	-43.3%	170	300	-43.3%
24x	UCSB Express	2,817	3,441	-18.1%	2,808	3,441	-18.4%
25	Ellwood	258	218	18.3%	259	218	18.8%
27	Isla Vista Shuttle	206	307	-32.9%	206	307	-32.9%
28	UCSB Shuttle	338	-	100.0%	338	-	100.0%
36	Seaside Shuttle ¹	-	-	0.0%	-	-	0.0%
37	Crosstown Shuttle ¹	76	-	0.0%	76	-	0.0%
	Booster Services	32	42	-23.8%	32	42	-23.8%
System Subtotal		24,338	25,825	-5.8%	24,346	25,825	-5.7%
Downtown 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
Related Routes							
20, 21x Carpinteria		2,734	2,535	7.9%	2,739	2,535	8.0%
1,2,37 East/West & Crosstown		1,978	2,127	-7.0%	1,977	2,127	-7.1%
4, 5, 15x, 16, 17 Mesa Lines		2,582	2,717	-5.0%	2,583	2,717	-4.9%
6,11 State/Hollister		8,462	9,341	-9.4%	8,474	9,341	-9.3%
7, 8, 9 Calle Real/Fairview		1,746	1,603	8.9%	1,746	1,603	8.9%
Unknown/Miscellaneous							
		2	509	-99.6%	2	509	-99.6%
System Total		24,340	26,334	-7.6%	24,348	26,334	-7.5%

¹ MTD electric shuttles cannot carry bicycles.

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

Planning

MTD Wheelchairs Boarded (July – September 2017)

		Quarter			YTD		
LINE		Jul 17 - Sep 17	Jul 16 - Sep 16	% Change	FY 2017-2018	FY2016- 2017	% Change
1	West Santa Barbara	506	365	38.6%	506	365	38.6%
2	East Santa Barbara	761	525	45.0%	761	525	45.0%
3	Oak Park	287	410	-30.0%	287	410	-30.0%
4	Mesa / SBCC	49	43	14.0%	49	43	14.0%
5	Mesa / La Cumbre	190	196	-3.1%	190	196	-3.1%
6	Goleta	614	526	16.7%	614	526	16.7%
7	County Health / Fairview	599	432	38.7%	599	432	38.7%
8	County Health	-	86	-100.0%	-	86	-100.0%
9	Calle Real / Old Town Shuttle	-	33	-100.0%	-	33	-100.0%
10	Cathedral Oaks	3	5	-40.0%	3	5	-40.0%
11	UCSB	697	623	11.9%	697	623	11.9%
12x	Goleta Express	191	190	0.5%	191	190	0.5%
14	Montecito	95	71	33.8%	95	71	33.8%
15x	SBCC / UCSB Express	37	60	-38.3%	37	60	-38.3%
16	City College Shuttle	52	75	-30.7%	52	75	-30.7%
17	Lower West / SBCC	57	72	-20.8%	57	72	-20.8%
20	Carpinteria	435	249	74.7%	435	249	74.7%
21x	Carpinteria Express	81	73	11.0%	81	73	11.0%
23	Winchester Canyon	7	17	-58.8%	7	17	-58.8%
24x	UCSB Express	161	137	17.5%	161	137	17.5%
25	Elwood	19	15	26.7%	19	15	26.7%
27	Isla Vista Shuttle	11	7	57.1%	11	7	57.1%
28	UCSB Shuttle	23	-	100.0%	23	-	100.0%
36	Seaside Shuttle	13	22	-40.9%	13	22	-40.9%
37	Crosstown Shuttle	48	35	37.1%	48	35	37.1%
	Booster Services	4	1	100.0%	4	1	100.0%
System Subtotal		4,940	4,268	15.7%	4,940	4,268	15.7%
Downtown Waterfront Shuttles							
30	State Street Shuttle	174	245	-29.0%	174	245	-29.0%
31	East Beach Waterfront Shuttle	24	34	-29.4%	24	34	-29.4%
32	West Beach Waterfront Shuttle	12	7	71.4%	12	7	71.4%
Related Routes							
20, 21x	Carpinteria	516	322	60.2%	516	322	60.2%
1, 2, 37	East/West & Crosstown	1,315	925	42.2%	1,315	925	42.2%
4, 5, 15x, 16, 17	Mesa Lines	385	446	-13.7%	385	446	-13.7%
6, 11	State/Hollister	1,311	1,149	14.1%	1,311	1,149	14.1%
7, 8, 9	Calle Real/Fairview	599	551	8.7%	599	551	8.7%
Unknown/Miscellaneous							
		1	26	-96.2%	1	26	-96.2%
System Total		5,151	4,580	12.5%	5,151	4,580	12.5%

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

Planning

Ridership by Fare Category (July – September 2017)

Fare Categories	Quarter			YTD		
	Jul 17 - Sep 17	Jul 16 - Sep 16	% Change	FY 2017-2018	FY2016- 2017	% Change
General Fare	253,967	262,110	-3.1%	253,967	262,110	-3.1%
Transfers	150,924	145,027	4.1%	150,924	145,027	4.1%
Full Fare Prepaid (1)	269,195	277,209	-2.9%	269,195	277,209	-2.9%
Santa Barbara City College	150,494	165,007	-8.8%	150,494	165,007	-8.8%
Senior & Disabled Prepaid (2)	176,413	171,920	2.6%	176,413	171,920	2.6%
Shuttle (DWE & Seaside)	81,324	81,773	-0.5%	81,324	81,773	-0.5%
UC Santa Barbara	117,347	120,830	-2.9%	117,347	120,830	-2.9%
Youth Prepaid (3)	139,883	149,798	-6.6%	139,883	149,798	-6.6%
Free	36,408	36,151	0.7%	36,408	36,151	0.7%
My Ride / Brooks	26,487	28,693	-7.7%	26,487	28,693	-7.7%
Senior	49,265	53,729	-8.3%	49,265	53,729	-8.3%
Persons with Disabilities	9,258	10,027	-7.7%	9,258	10,027	-7.7%
Tokens	6,233	6,289	-0.9%	6,233	6,289	-0.9%
Total	1,467,198	1,508,563	-2.7%	1,467,198	1,508,563	-2.7%

(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 (July – September 2017)

Metrics	Quarter			YTD		
	Jul 17 - Sep 17	Jul 16 - Sep 16	%Change	FY 2017-2018	FY2016- 2017	% Change
Passengers	1,467,198	1,508,563	-2.7%	1,467,198	1,508,563	-2.7%
Revenue Hours	54,442	52,588	3.5%	54,442	52,588	3.5%
Passengers per Revenue Hour	26.9	28.7	-6.1%	26.9	28.7	-6.1%
Miles	651,396	629,227	3.5%	651,396	629,227	3.5%
Passengers per Mile	2.3	2.4	-6.1%	2.3	2.4	-6.1%

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

Planning

MTD System Ridership (July – September 2017)

		Quarter			YTD		
LINE		Jul 17 - Sep 17	Jul 16 - Sep 16	% Change	FY 2017-2018	FY 2016- 2017	% Change
1	West Santa Barbara	87,177	88,868	-1.9%	87,177	88,868	-1.9%
2	East Santa Barbara	135,472	134,372	0.8%	135,472	134,372	0.8%
3	Oak Park	52,556	49,683	5.8%	52,556	49,683	5.8%
4	Mesa / SBCC	31,728	33,072	-4.1%	31,728	33,072	-4.1%
5	Mesa / La Cumbre	32,323	36,596	-11.7%	32,323	36,596	-11.7%
6	Goleta	146,757	152,263	-3.6%	146,757	152,263	-3.6%
7	County Health / Fairview	70,957	48,780	45.5%	70,957	48,780	45.5%
8	County Health	-	13,743	-100.0%	-	13,743	-100.0%
9	Calle Real / Old Town Shuttle	-	4,257	-100.0%	-	4,257	-100.0%
10	Cathedral Oaks	4,412	5,229	-15.6%	4,412	5,229	-15.6%
11	UCSB	211,249	219,084	-3.6%	211,249	219,084	-3.6%
12x	Goleta Express	53,207	61,128	-13.0%	53,207	61,128	-13.0%
14	Montecito	22,022	22,559	-2.4%	22,022	22,559	-2.4%
15x	SBCC / UCSB Express	46,625	54,004	-13.7%	46,625	54,004	-13.7%
16	City College Shuttle	17,836	19,586	-8.9%	17,836	19,586	-8.9%
17	Lower West / SBCC	38,795	40,055	-3.1%	38,795	40,055	-3.1%
20	Carpinteria	76,920	76,937	0.0%	76,920	76,937	0.0%
21x	Carpinteria Express	20,411	21,982	-7.1%	20,411	21,982	-7.1%
23	Winchester Canyon	11,443	15,608	-26.7%	11,443	15,608	-26.7%
24x	UCSB Express	126,982	135,517	-6.3%	126,982	135,517	-6.3%
25	Ellwood	16,204	13,264	22.2%	16,204	13,264	22.2%
27	Isla Vista Shuttle	28,259	30,299	-6.7%	28,259	30,299	-6.7%
28	UCSB Shuttle	36,343	22,778	59.6%	36,343	22,778	59.6%
36	Seaside Shuttle	16,199	20,097	-19.4%	16,199	20,097	-19.4%
37	Crosstown Shuttle	24,243	23,363	3.8%	24,243	23,363	3.8%
	Booster Services	38,527	40,790	-5.5%	38,527	40,790	-5.5%
System Subtotal		1,346,647	1,383,914	-2.7%	1,346,647	1,383,914	-2.7%
<i>Downtown Waterfront Shuttles</i>							
30	Downtown Shuttle	94,909	101,522	-6.5%	94,909	101,522	-6.5%
31	East Beach Waterfront Shuttle	16,930	16,298	3.9%	16,930	16,298	3.9%
32	West Beach Waterfront Shuttle	8,712	6,829	27.6%	8,712	6,829	27.6%
<i>Unknown</i>							
		-	-	0.0%	-	-	0.0%
System Total		1,467,198	1,508,563	-2.7%	1,467,198	1,508,563	-2.7%
<i>Related Routes</i>							
20, 21x	Carpinteria	97,331	98,919	-1.6%	97,331	98,919	-1.6%
1, 2, 37	East/West & Crosstown	246,892	246,603	0.1%	246,892	246,603	0.1%
4, 5, 15x, 16, 17	Mesa Lines	167,307	183,313	-8.7%	167,307	183,313	-8.7%
6, 11	State/Hollister	358,006	371,347	-3.6%	358,006	371,347	-3.6%
7, 8, 9	Calle Real/Fairview	70,957	66,780	6.3%	70,957	66,780	6.3%

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

MTD Passengers per Revenue Hour (July – September 2017)

		Quarter			YTD		
LINE		Jul 17 - Sep 17	Jul 16 - Sep 16	% Change	FY 2017-2018	FY2016- 2017	% Change
1	West Santa Barbara	30.3	30.0	0.8%	30.3	30.0	0.8%
2	East Santa Barbara	29.9	28.6	4.4%	29.9	28.6	4.4%
3	Oak Park	21.8	18.7	16.2%	21.8	18.7	16.2%
4	Mesa / SBCC	27.0	28.0	-3.4%	27.0	28.0	-3.4%
5	Mesa / La Cumbre	18.2	20.6	-11.3%	18.2	20.6	-11.3%
6	Goleta	30.2	31.7	-4.8%	30.2	31.7	-4.8%
7	County Health / Fairview	18.4	19.7	-6.8%	18.4	19.7	-6.8%
8	County Health	-	26.0	-100.0%	-	26.0	-100.0%
9	Calle Real / Old Town Shuttle	-	11.7	-100.0%	-	11.7	-100.0%
10	Cathedral Oaks	10.1	13.1	-23.0%	10.1	13.1	-23.0%
11	UCSB	27.8	28.3	-1.8%	27.8	28.3	-1.8%
12x	Goleta Express	29.1	33.9	-14.1%	29.1	33.9	-14.1%
14	Montecito	17.3	17.6	-1.8%	17.3	17.6	-1.8%
15x	SBCC / UCSB Express	29.1	33.1	-12.0%	29.1	33.1	-12.0%
16	City College Shuttle	38.4	42.2	-8.9%	38.4	42.2	-8.9%
17	Lower West / SBCC	47.3	48.4	-2.3%	47.3	48.4	-2.3%
20	Carpinteria	21.8	21.4	1.5%	21.8	21.4	1.5%
21x	Carpinteria Express	20.9	21.5	-2.9%	20.9	21.5	-2.9%
23	Winchester Canyon	19.0	20.4	-7.1%	40.5	20.4	98.6%
24x	UCSB Express	40.5	43.3	-6.4%	25.5	43.3	-41.1%
25	Elwood	25.5	27.4	-7.1%	23.8	27.4	-13.4%
27	Isla Vista Shuttle	23.8	23.8	-0.4%	24.6	23.8	3.0%
28	UCSB Shuttle	24.6	30.7	-20.1%	28.3	30.7	-8.0%
36	Seaside Shuttle	15.0	18.7	-19.5%	15.0	18.7	-19.5%
37	Crosstown Shuttle	15.7	14.9	5.6%	15.7	14.9	5.6%
	Booster Services	81.4	87.4	-6.8%	81.4	87.4	-6.8%
System Subtotal		26.8	27.8	-3.6%	26.8	27.8	-3.6%
<i>Downtown Waterfront Shuttles</i>							
30	Downtown Shuttle	28.3	29.5	-4.0%	28.3	29.5	-4.0%
31	East Beach Waterfront Shuttle	19.4	18.4	5.6%	19.4	18.4	5.6%
32	West Beach Waterfront Shuttle	22.1	17.2	28.1%	22.1	17.2	28.1%
<i>Unknown</i>							
		-	-	0.0%	-	-	0.0%
System Total		26.8	27.7	-3.4%	26.8	27.7	-3.4%
<i>Related Routes</i>							
20, 21x Carpinteria		21.6	21.4	0.5%	21.6	21.4	0.5%
1, 2, 37 East/West & Crosstown		27.6	26.7	3.1%	27.6	26.7	3.1%
4, 5, 15x, 16, 17 Mesa Lines		28.7	31.1	-7.9%	28.7	31.1	-7.9%
6, 11 State/Hollister		28.7	29.6	-3.0%	28.7	29.6	-3.0%
7, 8, 9 Calle Real		18.4	19.8	-7.4%	18.4	19.8	-7.4%

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

Planning

MTD “At Capacity” Loads * (July – September 2017)

		Quarter			YTD		
LINE		Jul 17 - Sep 17	Jul 16 - Sep 16	% Change	FY 2017-2018	FY2016- 2017	% Change
1	West Santa Barbara	17	4	325.0%	17	4	325.0%
2	East Santa Barbara	27	11	145.5%	27	11	145.5%
3	Oak Park	1	9	-88.9%	1	9	-88.9%
4	Mesa / SBCC	4	1	300.0%	4	1	300.0%
5	Mesa / La Cumbre	9	14	-35.7%	9	14	-35.7%
6	Goleta	88	92	-4.3%	88	92	-4.3%
7	County Health / Fairview	-	4	-100.0%	-	4	-100.0%
8	County Health	-	1	-100.0%	-	1	-100.0%
9	Calle Real / Old Town Shuttle	-	-	0.0%	-	-	0.0%
10	Cathedral Oaks	1	-	100.0%	1	-	100.0%
11	UCSB	54	53	1.9%	54	53	1.9%
12x	Goleta Express	43	18	138.9%	43	18	138.9%
14	Montecito	5	3	66.7%	5	3	66.7%
15x	SBCC / UCSB Express	27	35	-22.9%	27	35	-22.9%
16	City College Shuttle	9	10	-10.0%	9	10	-10.0%
17	Lower West / SBCC	4	11	-63.6%	4	11	-63.6%
20	Carpinteria	5	11	-54.5%	5	11	-54.5%
21x	Carpinteria Express	1	5	-80.0%	1	5	-80.0%
23	Winchester Canyon	-	1	-100.0%	-	1	-100.0%
24x	UCSB Express	99	96	3.1%	99	96	3.1%
25	Elwood	-	1	-100.0%	-	1	-100.0%
27	Isla Vista Shuttle	5	4	25.0%	5	4	25.0%
28	UCSB Shuttle	9	-	100.0%	9	-	100.0%
36	Seaside Shuttle	1	5	-80.0%	1	5	-80.0%
37	Crosstown Shuttle	-	-	0.0%	-	-	0.0%
	Booster Services	38	39	-2.6%	38	39	-2.6%
System Subtotal		447	428	4.4%	447	428	4.4%
<i>Downtown Waterfront Shuttles</i>							
30	Downtown Shuttle	53	63	-15.9%	53	63	-15.9%
31	East Beach Waterfront Shuttle	7	4	75.0%	7	4	75.0%
32	West Beach Waterfront Shuttle	-	-	0	-	-	0.0%
<i>Related Routes</i>							
20, 21x	Carpinteria	6	16	-62.5%	6	16	-62.5%
1, 2, 37	East/West & Crosstown	44	15	193.3%	44	15	193.3%
4, 5, 15x, 16, 17	Mesa Lines	53	71	-25.4%	53	71	-25.4%
6, 11	State/Hollister	142	145	-2.1%	142	145	-2.1%
7, 8, 9	Calle Real, Fairview	-	5	-100.0%	-	5	-100.0%
<i>Unknown/Miscellaneous</i>							
		-	20	100.0%	-	20	100.0%
System Total		507	515	-1.6%	507	515	-1.6%

* 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 * (July – September 2017)

LINE		Quarter			YTD		
		Jul 17 - Sep 17	Jul 16 - Sep 16	% Change	FY 2017-2018	FY2016- 2017	% Change
1	West Santa Barbara	-	4	-100.0%	-	4	-100.0%
2	East Santa Barbara	9	6	50.0%	9	6	50.0%
3	Oak Park	-	3	-100.0%	-	3	-100.0%
4	Mesa / SBCC	-	1	-100.0%	-	1	100.0%
5	Mesa / La Cumbre	6	1	500.0%	6	1	500.0%
6	Goleta	19	32	-40.6%	12	32	-62.5%
7	County Health / Fairview	2	2	0.0%	2	2	0.0%
8	County Health	-	-	0.0%	-	-	0.0%
9	Calle Real / Old Town Shuttle	-	-	0.0%	-	-	0.0%
10	Cathedral Oaks	1	-	100.0%	1	-	0.0%
11	UCSB	21	28	-25.0%	18	28	-35.7%
12x	Goleta Express	34	18	88.9%	31	18	72.2%
14	Montecito	2	3	-33.3%	2	3	100.0%
15x	SBCC / UCSB Express	19	28	-32.1%	16	28	-42.9%
16	City College Shuttle	3	3	0.0%	3	3	0.0%
17	Lower West / SBCC	-	6	-100.0%	-	6	-100.0%
20	Carpinteria	1	4	-75.0%	1	4	-75.0%
21x	Carpinteria Express	-	-	0.0%	-	-	0.0%
23	Winchester Canyon	1	1	0.0%	1	1	100.0%
24x	UCSB Express	132	116	13.8%	109	116	-6.0%
25	Elwood	-	1	-100.0%	-	1	100.0%
27	Isla Vista Shuttle	4	15	-73.3%	4	15	-73.3%
28	UCSB Shuttle	10	-	100.0%	34	-	100.0%
36	Seaside Shuttle	-	10	-100.0%	-	10	-100.0%
37	Crosstown Shuttle	-	1	-100.0%	-	1	-100.0%
	Booster Services	32	19	68.4%	28	19	47.4%
System Subtotal		296	302	-2.0%	277	302	-8.3%
<i>Downtown Waterfront Shuttles</i>							
30	Downtown Shuttle	282	318	-11.3%	282	318	-11.3%
31	East Beach Waterfront Shuttle	1	11	-90.9%	1	11	-90.9%
32	West Beach Waterfront Shuttle	4	1	300.0%	4	1	300.0%
<i>Related Routes</i>							
20, 21x	Carpinteria	1	4	-75.0%	1	4	-75.0%
1, 2, 37	East/West & Crosstown	9	11	-18.2%	9	11	-18.2%
4, 5, 15x, 16, 17	Mesa Lines	28	39	-28.2%	25	39	-35.9%
6, 11	State/Hollister	40	60	-33.3%	30	60	-50.0%
7, 8, 9	Calle Real, Fairview	2	2	0.0%	2	2	0.0%
<i>Unknown/Miscellaneous</i>							
		-	38	-100.0%	-	38	-100.0%
System Total		583	670	-13.0%	564	670	-15.8%

* 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 (July – September 2017)

		Quarter			YTD		
LINE		Jul 17 - Sep 17	Jul 16 - Sep 16	% Change	FY 2017 - 2018	FY2016 - 2017	% Change
1	West Santa Barbara	517	633	-18.3%	517	633	-18.3%
2	East Santa Barbara	1,385	1,494	-7.3%	1,384	1,494	-7.4%
3	Oak Park	472	412	14.6%	472	412	14.6%
4	Mesa / SBCC	516	539	-4.3%	516	539	-4.3%
5	Mesa / La Cumbre	826	812	1.7%	826	812	1.7%
6	Goleta	3,498	3,949	-11.4%	3,502	3,949	-11.3%
7	County Health / Fairview	1,746	1,222	42.9%	1,746	1,222	42.9%
8	County Health	-	330	-100.0%	-	330	-100.0%
9	Calle Real / Old Town Shuttle	-	51	-100.0%	-	51	-100.0%
10	Cathedral Oaks	128	146	-12.3%	128	146	-12.3%
11	UCSB	4,964	5,392	-7.9%	4,972	5,392	-7.8%
12x	Goleta Express	1,984	2,164	-8.3%	1,983	2,164	-8.4%
14	Montecito	431	472	-8.7%	431	472	-8.7%
15x	SBCC / UCSB Express	819	788	3.9%	820	788	4.1%
16	City College Shuttle	151	174	-13.2%	151	174	-13.2%
17	Lower West / SBCC	270	404	-33.2%	270	404	-33.2%
20	Carpinteria	2,105	1,860	13.2%	2,110	1,860	13.4%
21x	Carpinteria Express	629	675	-6.8%	629	675	-6.8%
23	Winchester Canyon	170	300	-43.3%	170	300	-43.3%
24x	UCSB Express	2,817	3,441	-18.1%	2,808	3,441	-18.4%
25	Ellwood	258	218	18.3%	259	218	18.8%
27	Isla Vista Shuttle	206	307	-32.9%	206	307	-32.9%
28	UCSB Shuttle	338	-	100.0%	338	-	100.0%
36	Seaside Shuttle ¹	-	-	0.0%	-	-	0.0%
37	Crosstown Shuttle ¹	76	-	0.0%	76	-	0.0%
	Booster Services	32	42	-23.8%	32	42	-23.8%
System Subtotal		24,338	25,825	-5.8%	24,346	25,825	-5.7%
Downtown 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
Related Routes							
20, 21x Carpinteria		2,734	2,535	7.9%	2,739	2,535	8.0%
1,2,37 East/West & Crosstown		1,978	2,127	-7.0%	1,977	2,127	-7.1%
4, 5, 15x, 16, 17 Mesa Lines		2,582	2,717	-5.0%	2,583	2,717	-4.9%
6,11 State/Hollister		8,462	9,341	-9.4%	8,474	9,341	-9.3%
7, 8, 9 Calle Real/Fairview		1,746	1,603	8.9%	1,746	1,603	8.9%
Unknown/Miscellaneous							
		2	509	-99.6%	2	509	-99.6%
System Total		24,340	26,334	-7.6%	24,348	26,334	-7.5%

¹ MTD electric shuttles cannot carry bicycles.

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

Planning

MTD Wheelchairs Boarded (July – September 2017)

		Quarter			YTD		
LINE		Jul 17 - Sep 17	Jul 16 - Sep 16	% Change	FY 2017-2018	FY2016- 2017	% Change
1	West Santa Barbara	506	365	38.6%	506	365	38.6%
2	East Santa Barbara	761	525	45.0%	761	525	45.0%
3	Oak Park	287	410	-30.0%	287	410	-30.0%
4	Mesa / SBCC	49	43	14.0%	49	43	14.0%
5	Mesa / La Cumbre	190	196	-3.1%	190	196	-3.1%
6	Goleta	614	526	16.7%	614	526	16.7%
7	County Health / Fairview	599	432	38.7%	599	432	38.7%
8	County Health	-	86	-100.0%	-	86	-100.0%
9	Calle Real / Old Town Shuttle	-	33	-100.0%	-	33	-100.0%
10	Cathedral Oaks	3	5	-40.0%	3	5	-40.0%
11	UCSB	697	623	11.9%	697	623	11.9%
12x	Goleta Express	191	190	0.5%	191	190	0.5%
14	Montecito	95	71	33.8%	95	71	33.8%
15x	SBCC / UCSB Express	37	60	-38.3%	37	60	-38.3%
16	City College Shuttle	52	75	-30.7%	52	75	-30.7%
17	Lower West / SBCC	57	72	-20.8%	57	72	-20.8%
20	Carpinteria	435	249	74.7%	435	249	74.7%
21x	Carpinteria Express	81	73	11.0%	81	73	11.0%
23	Winchester Canyon	7	17	-58.8%	7	17	-58.8%
24x	UCSB Express	161	137	17.5%	161	137	17.5%
25	Elwood	19	15	26.7%	19	15	26.7%
27	Isla Vista Shuttle	11	7	57.1%	11	7	57.1%
28	UCSB Shuttle	23	-	100.0%	23	-	100.0%
36	Seaside Shuttle	13	22	-40.9%	13	22	-40.9%
37	Crosstown Shuttle	48	35	37.1%	48	35	37.1%
	Booster Services	4	1	100.0%	4	1	100.0%
System Subtotal		4,940	4,268	15.7%	4,940	4,268	15.7%
Downtown Waterfront Shuttles							
30	State Street Shuttle	174	245	-29.0%	174	245	-29.0%
31	East Beach Waterfront Shuttle	24	34	-29.4%	24	34	-29.4%
32	West Beach Waterfront Shuttle	12	7	71.4%	12	7	71.4%
Related Routes							
20, 21x	Carpinteria	516	322	60.2%	516	322	60.2%
1, 2, 37	East/West & Crosstown	1,315	925	42.2%	1,315	925	42.2%
4, 5, 15x, 16, 17	Mesa Lines	385	446	-13.7%	385	446	-13.7%
6, 11	State/Hollister	1,311	1,149	14.1%	1,311	1,149	14.1%
7, 8, 9	Calle Real/Fairview	599	551	8.7%	599	551	8.7%
Unknown/Miscellaneous							
		1	26	-96.2%	1	26	-96.2%
System Total		5,151	4,580	12.5%	5,151	4,580	12.5%

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

Customer Service

FY 2018 1st Quarter Complaints & Compliments

Category	July	August	September	1st Quarter		Fiscal Year- YTD	
				2017	2018	2017	2018
Passenger Relations	5	5	7	21	17	21	17
Driving Observations	3	0	2	19	5	19	5
Schedule/ Policy	3	3	6	6	12	6	12
Missed Passengers	1	3	4	9	8	9	8
Total Complaints	12	11	19	55	42	55	42
Passenger Boardings per Complaint	38,058	45,087	27,082	27,432	34,933	27,432	34,933
Compliments	1	4	3	11	8	11	8

Definitions:

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

Driving Observations: Concerns regarding driving safety.

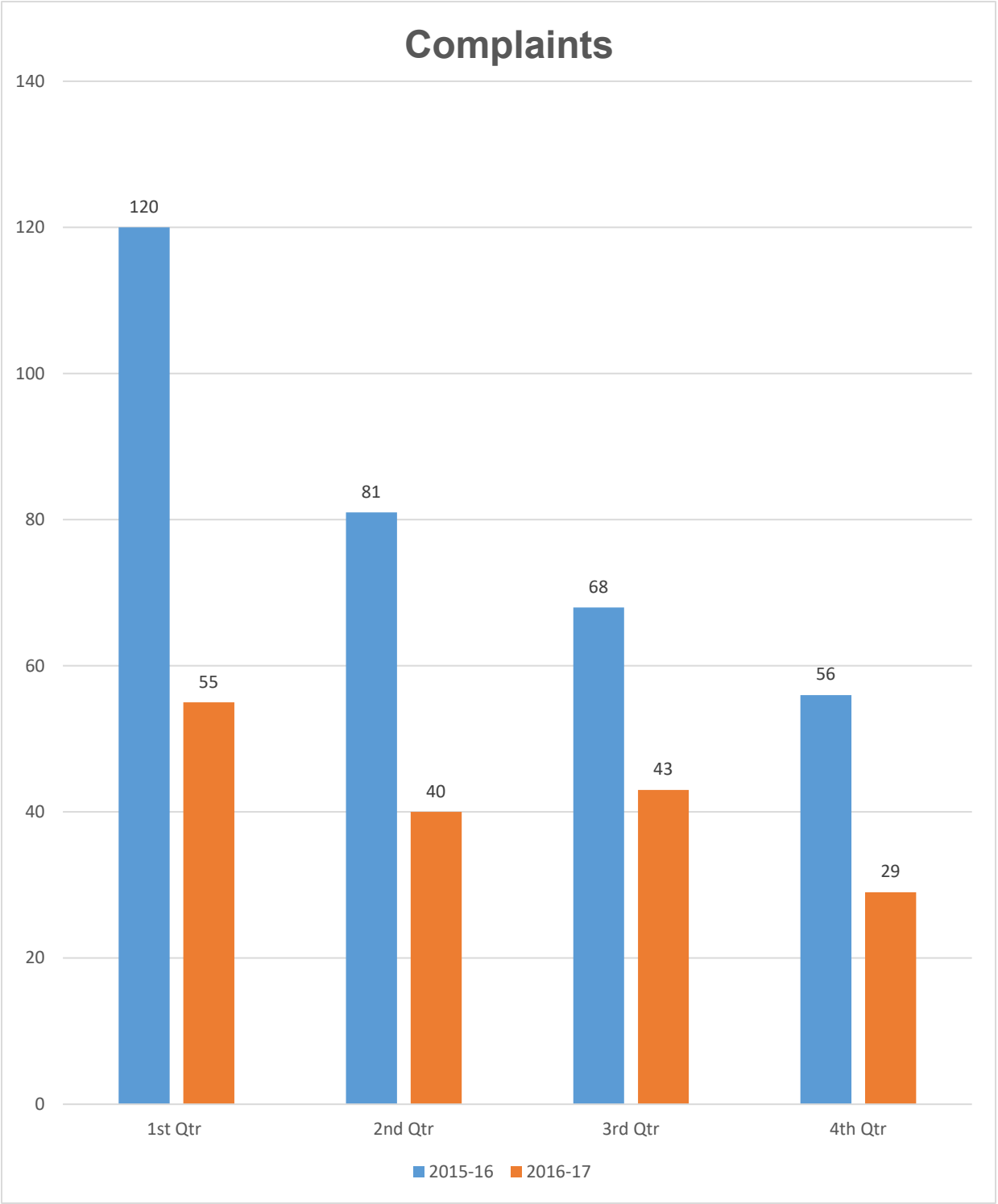
Schedule/Policy: Missed trips, frequency of service, transfer policy, etc.

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

Compliments: Documented praise of MTD Employee's actions.

MTD Performance Standard:

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



FLEET MAINTENANCE

Novas						
	Miles	MPG	Fuel/Oil	Parts	Labor	Cost per Mile
Jul-16	25693	4.56	11182	12614	6475	1.18
Aug-16	28180	4.51	11780	2894	4039	0.66
Sep-16	32028	4.45	13540	14644	6547	1.08
	85901	4.51	36502	30152	17061	0.973333333
Gillig 40s						
	Miles	MPG	Fuel/Oil	Parts	Labor	Cost per Mile
Jul-16	108339	4.55	46188	12696	15114	0.68
Aug-16	117281	4.59	50811	35636	19903	0.91
Sep-16	129453	4.68	53405	31952	17186	0.79
	355,073.00	4.61	150,404	80,284	52,203	0.793333333
Gillig 29						
	Miles	MPG	Fuel/Oil	Parts	Labor	Cost per Mile
Jul-16	32535	4.93	12984	16799	5251	1.08
Aug-16	32407	4.95	12155	6129	4530	0.7
Sep-16	30851	4.87	11985	3665	3736	0.63
	95,793	4.92	37,124	26,593	13,517	\$0.80
Gillig 29 HY						
	Miles	MPG	Fuel/Oil	Parts	Labor	Cost per Mile
Jul-16	5082	4.7	2135	498	712	0.66
Aug-16	5908	4.62	2380	367	505	0.55
Sep-16	2725	4.6	1140	44	316	0.55
	13,715	4.64	\$ 5,655	909	1,533	\$0.59
Gillig 40 HY						
	Miles	MPG	Fuel/Oil	Parts	Labor	Cost per Mile
Jul-16	40338	4.91	15651	7180	5976	0.71
Aug-16	46311	4.96	18280	21024	9503	1.05
Sep-16	43,473	4.94	16921	3372	4861	0.58
	130,122	4.94	\$ 50,852	31,576	20,340	\$0.78
Nova Artic						
	Miles	MPG	Fuel/Oil	Parts	Labor	Cost per Mile
Jul-16	5907	4.19	2552	321	718	0.61
Aug-16	10921	4.53	5102	1762	1532	0.77
Sep-16	12,865	4.74	4908	362	1260	0.51
	29,693	4.49	\$ 12,562	2,445	3,510	\$0.63
EV's						
	Miles	KWH	MPK	Parts	Labor	Cost per Mile
Jul-16	13639	19071	0.72	6429	4032	1.08
Aug-16	13284	19110	0.7	5676	5110	1.14
Sep-16	12,906	18129	0.71	5514	3257	0.99
	39,829	56,310	0.71	17,619	12,399	\$1.07

Transit Operations



Nova 1000 Series Artic Fleet Facts

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

Fleet Consumption Statistics

First Quarter Fiscal Year 2018 (Sept. 30, 2017)					
Miles	MPG	Fuel/Oil	Parts	Labor	Cost per Mile
26,292	4.58	12,076	1,578	2,871	.73
First Quarter Fiscal Year 2017 (Sept. 30, 2016)					
Miles	MPG	Fuel/Oil	Parts	Labor	Cost per Mile
29,693	4.49	\$12,562	\$2,445	\$3,510	\$0.63
Fiscal Year to Date 2018 (Sept. 30, 2017)					
Miles	MPG	Fuel/Oil	Parts	Labor	Cost per Mile
26,292	4.58	12,076	1,578	2,871	.73
Fiscal Year to Date 2017 (Sept. 30, 2016)					
Miles	MPG	Fuel/Oil	Parts	Labor	Cost per Mile
29,693	4.49	\$12,562	\$2,445	\$3,510	\$0.63

Note: FY17 Fuel/Oil amounts are reflective of \$1.81 per gallon contract pricing for diesel fuel. The FY18 Fuel/Oil amounts are reflective of \$1.97 per gallon contract pricing.

Transit Operations



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

First Quarter Fiscal Year 2018 (Sept. 30, 2018)					
Miles	MPG	Fuel/Oil	Parts	Labor	Cost per Mile
94,858	4.86	\$ 41,862	46,707	\$19,001	\$1.12
First Quarter Fiscal Year 2017 (Sept. 30, 2017)					
Miles	MPG	Fuel/Oil	Parts	Labor	Cost per Mile
130,122	4.94	\$ 50,852	\$31,576	\$20,340	\$0.78
Fiscal Year 2018 to Date (Sept. 30, 2017)					
Miles	MPG	Fuel/Oil	Parts	Labor	Cost per Mile
94,858	4.86	\$ 41,862	\$46,707	\$19,001	1.12
Fiscal Year 2017to Date (Sept. 30, 2016)					
Miles	MPG	Fuel/Oil	Parts	Labor	Cost per Mile
130,122	4.94	\$50,852	\$31,576	\$20,340	\$0.78

*FY2017 Parts include repowering of 908 new engine

Note: FY16 Fuel/Oil amounts are reflective of \$1.81 per gallon contract pricing for diesel fuel. The FY17 Fuel/Oil amounts are reflective of \$1.97 per gallon contract pricing.

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

First Quarter Fiscal Year 2018 (Sept. 30, 2017)					
Miles	MPG	Fuel/Oil	Parts	Labor	Cost per Mile
12579	4.42	5870	1002	1331	.66

First Quarter Fiscal Year 2017 (Sept. 30, 2016)					
Miles	MPG	Fuel/Oil	Parts	Labor	Cost per Mile
13,715	4.64	\$5,655	\$909	\$1,533	\$0.59

Fiscal Year 2018 to Date (Sept. 30, 2017)					
Miles	MPG	Fuel/Oil	Parts	Labor	Cost per Mile
12579	4.42	5870	1002	1331	.66

Fiscal Year 2017 to Date (Sept. 30, 2016)					
Miles	MPG	Fuel/Oil	Parts	Labor	Cost per Mile
13,715	4.64	\$5,655	\$909	\$1,533	\$0.59

Note: FY18 Fuel/Oil amounts are reflective of \$1.97 per gallon contract pricing for diesel fuel. The FY17 Fuel/Oil amounts are reflective of \$1.81 per gallon contract pricing.

Transit Operations



Fleet Facts

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

Fleet Consumption Statistics

First Quarter Fiscal Year 2018 (Sept. 30, 2017)					
Miles	MPG	Fuel/Oil	Parts	Labor	Cost per Mile
86,535	4.97	36,591	38,525	18,113	..07

First Quarter Fiscal Year 2017 (Sept. 30, 2016)					
Miles	MPG	Fuel/Oil	Parts	Labor	Cost per Mile
95,793	4.92	\$37,124	\$26,593	\$13,517	\$0.80

Fiscal Year 2018 to Date (Sept. 30, 2017)					
Miles	MPG	Fuel/Oil	Parts	Labor	Cost per Mile
86,535	4.97	36,591	38,525	18,113	1.07

Fiscal Year 2017 to Date (Sept. 30, 2016)					
Miles	MPG	Fuel/Oil	Parts	Labor	Cost per Mile
95,793	4.92	\$37,124	\$26,593	\$13,517	\$0.80

Note: FY18 Fuel/Oil amounts are reflective of \$1.97 per gallon contract pricing for diesel fuel. The FY17 Fuel/Oil amounts are reflective of \$1.81 per gallon contract pricing.

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
2016 Gillig LF 40	5	Cummins ISL	Allison B400R
2017 Gillig LF 40	3	Cummins ISL	Allison B400R

Fleet Consumption Statistics

First Quarter Fiscal Year 2018 (Sept. 30, 2017)

Miles	MPG	Fuel/Oil	Parts	Labor	Cost per Mile
428,129	4.70	195,053	66,575	59,299	.75

First Quarter Fiscal Year 2017 (Sept. 30, 2016)

Miles	MPG	Fuel/Oil	Parts	Labor	Cost per Mile
355,073	4.61	\$150,404	\$80,284	\$52,203	\$0.79

Fiscal Year 2018 to Date (Sept. 30, 2017)

Miles	MPG	Fuel/Oil	Parts	Labor	Cost per Mile
428,129	4.70	195,053	66,575	59,299	.75

Fiscal Year 2017 to Date (Sept. 30, 2016)

Miles	MPG	Fuel/Oil	Parts	Labor	Cost per Mile
355,073	4.61	\$150,404	\$80,284	\$52,203	\$0.79

Transit Operations



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

First Quarter Fiscal Year 2018 (Sept. 30, 2017)

Miles	MPG	Fuel/Oil	Parts	Labor	Cost per Mile
71,912	4.43	34,636	32,519	15,605	1.15

First Quarter Fiscal Year 2017 (Sept. 30, 2016)

Miles	MPG	Fuel/Oil	Parts	Labor	Cost per Mile
85,901	4.51	\$36,502	\$30,152	\$17,061	\$0.97

Fiscal Year 2018 to Date (Sept. 30, 2017)

Miles	MPG	Fuel/Oil	Parts	Labor	Cost per Mile
71,912	4.43	34,636	32,519	15,605	1.15

Fiscal Year 2017 to Date (Sept. 30, 2016)

Miles	MPG	Fuel/Oil	Parts	Labor	Cost per Mile
85,901	4.51	\$36,502	\$30,152	\$17,061	\$0.97

Note: FY18 Fuel/Oil amounts are reflective of \$1.97 per gallon contract pricing for diesel fuel. The FY17 Fuel/Oil amounts are reflective of \$1.81 per gallon contract pricing.

Transit Operations



Fleet Facts

EV Fleet	Number in Fleet	Battery Type	Traction
EV's 13, 16,17, 26-29	7	Ni-Cad	AC Drive
EV's 12, 14,15,18,19,20 and 21	7	LiFePO4	AC Drive

Fleet Consumption Statistics

First Quarter Fiscal Year 2018 (Sept. 30, 2017)

Miles	KWH	MPK	Parts	Labor	Cost per Mile
39,029	56,436	.69	22,837	8,795	1.13

First Quarter Fiscal Year 2017 (Sept. 30, 2016)

Miles	KWH	MPK	Parts	Labor	Cost per Mile
39,829	56,310	0.71	\$17,619	\$12,399	\$1.07

Fiscal Year 2018 to Date (Sept. 30, 2017)

Miles	KWH	MPK	Parts	Labor	Cost per Mile
39,029	56,436	0.69	22,837	8,795	1.13

Fiscal Year 2017 to Date (Sept. 30, 2016)

Miles	KWH	MPK	Parts	Labor	Cost per Mile
39,829	56,310	0.71	\$17,619	\$12,399	\$1.07

Vehicle Consumption Report For July, 2017

98/00 NOVA FLEET																				
Month-to-Date										Fiscal Year-to-Date										
Bus	Miles	Fuel	MPG	Oil	MPQ	Fuel/Lube	Parts	Labor	CPM	Miles	Fuel	MPG	Oil	MPQ	Fuel/Lube	Parts	Labor	FCM	RCM	TCM
401	264	84	3.16	-	-	448	588	585	6.14	264	84	3.16	-	-	448	588	585	1.70	4.44	6.14
402	2,310	506	4.56	-	-	997	0	143	0.49	2,310	506	4.56	-	-	997	0	143	0.43	0.06	0.49
404	2,262	490	4.62	-	-	988	7	129	0.50	2,262	490	4.62	-	-	988	7	129	0.44	0.06	0.50
407	1,504	360	4.18	-	-	708	124	159	0.66	1,504	360	4.18	-	-	708	124	159	0.47	0.19	0.66
409	1,749	400	4.37	-	-	788	344	231	0.78	1,749	400	4.37	-	-	788	344	231	0.45	0.33	0.78
410	1,887	409	4.62	-	-	804	0	94	0.48	1,887	409	4.62	-	-	804	0	94	0.43	0.05	0.48
411	1,531	331	4.63	-	-	651	0	0	0.43	1,531	331	4.63	-	-	651	0	0	0.43	0.00	0.43
413	1,372	311	4.41	-	-	612	319	100	0.75	1,372	311	4.41	-	-	612	319	100	0.45	0.31	0.75
414	0	0	0.00	-	-	0	18,974	2,347	0.00	0	0	0.00	-	-	0	18,974	2,347	0.00	0.00	0.00
418	1,743	388	4.49	-	-	866	218	508	0.91	1,743	388	4.49	-	-	866	218	508	0.50	0.42	0.91
420	2,141	482	4.44	-	-	1,024	162	175	0.64	2,141	482	4.44	-	-	1,024	162	175	0.48	0.16	0.64
422	880	220	3.99	-	-	434	0	0	0.49	880	220	3.99	-	-	434	0	0	0.49	0.00	0.49
426	221	89	2.49	-	-	175	0	30	0.92	221	89	2.49	-	-	175	0	30	0.79	0.13	0.92
427	1,605	365	4.40	-	-	838	393	317	0.96	1,605	365	4.40	-	-	838	393	317	0.52	0.44	0.96
431	1,627	350	4.64	-	-	690	0	0	0.42	1,627	350	4.64	-	-	690	0	0	0.42	0.00	0.42
433	1,305	307	4.24	-	-	605	0	0	0.46	1,305	307	4.24	-	-	605	0	0	0.46	0.00	0.46
22,401	5,092	4.40	-	-		\$10,627	\$21,128	\$4,818	\$1.63	22,401	5,092	4.40	-	-	\$10,627	\$21,128	\$4,818	\$0.47	\$1.16	\$1.63

2004 GILLIG 40' FLEET																				
Month-to-Date										Fiscal Year-to-Date										
Bus	Miles	Fuel	MPG	Oil	MPQ	Fuel/Lube	Parts	Labor	CPM	Miles	Fuel	MPG	Oil	MPQ	Fuel/Lube	Parts	Labor	FCM	RCM	TCM
600	2,622	600	4.37	-	-	1,298	1,543	508	1.28	2,622	600	4.37	-	-	1,298	1,543	508	0.49	0.78	1.28
601	3,058	698	4.38	-	-	1,491	105	213	0.59	3,058	698	4.38	-	-	1,491	105	213	0.49	0.10	0.59
602	3,916	824	4.75	-	-	1,855	205	513	0.66	3,916	824	4.75	-	-	1,855	205	513	0.47	0.18	0.66
603	2,430	570	4.26	-	-	1,240	117	224	0.65	2,430	570	4.26	-	-	1,240	117	224	0.51	0.14	0.65
604	2,635	668	3.94	-	-	1,413	24	186	0.62	2,635	668	3.94	-	-	1,413	24	186	0.54	0.08	0.62
605	949	243	3.90	-	-	673	1,012	676	2.49	949	243	3.90	-	-	673	1,012	676	0.71	1.78	2.49
606	2,591	618	4.19	-	-	1,334	1,027	976	1.29	2,591	618	4.19	-	-	1,334	1,027	976	0.51	0.77	1.29
607	1,910	526	3.63	-	-	1,137	235	529	1.00	1,910	526	3.63	-	-	1,137	235	529	0.60	0.40	1.00
609	2,511	607	4.14	-	-	1,304	48	254	0.64	2,511	607	4.14	-	-	1,304	48	254	0.52	0.12	0.64
610	3,538	784	4.51	-	-	1,641	195	410	0.63	3,538	784	4.51	-	-	1,641	195	410	0.46	0.17	0.63
611	3,543	807	4.39	-	-	1,705	281	490	0.70	3,543	807	4.39	-	-	1,705	281	490	0.48	0.22	0.70
612	407	85	4.77	-	-	467	10,702	2,570	33.76	407	85	4.77	-	-	467	10,702	2,570	1.15	32.61	33.76
613	3,014	727	4.15	-	-	1,807	675	743	1.07	3,014	727	4.15	-	-	1,807	675	743	0.60	0.47	1.07
614	2,739	684	4.00	-	-	1,464	615	520	0.95	2,739	684	4.00	-	-	1,464	615	520	0.53	0.41	0.95
615	1,620	331	4.89	-	-	651	1,852	1,253	2.32	1,620	331	4.89	-	-	651	1,852	1,253	0.40	1.92	2.32
616	3,033	667	4.55	-	-	1,412	367	399	0.72	3,033	667	4.55	-	-	1,412	367	399	0.47	0.25	0.72
617	3,922	869	4.51	-	-	1,710	0	171	0.48	3,922	869	4.51	-	-	1,710	0	171	0.44	0.04	0.48
618	4,178	899	4.65	-	-	1,768	27	140	0.46	4,178	899	4.65	-	-	1,768	27	140	0.42	0.04	0.46
619	4,245	918	4.63	-	-	1,908	495	418	0.66	4,245	918	4.63	-	-	1,908	495	418	0.45	0.22	0.66
620	4,685	981	4.77	-	-	2,029	85	338	0.52	4,685	981	4.77	-	-	2,029	85	338	0.43	0.09	0.52
621	4,356	940	4.63	-	-	1,972	194	455	0.60	4,356	940	4.63	-	-	1,972	194	455	0.45	0.15	0.60
622	4,299	867	4.96	-	-	2,049	513	429	0.70	4,299	867	4.96	-	-	2,049	513	429	0.48	0.22	0.70
623	1,322	286	4.63	-	-	787	133	783	1.29	1,322	286	4.63	-	-	787	133	783	0.60	0.69	1.29

Vehicle Consumption Report

For July, 2017

2004 GILLIG 40' FLEET																				
Month-to-Date										Fiscal Year-to-Date										
Bus	Miles	Fuel	MPG	Oil	MPQ	Fuel/Lube	Parts	Labor	CPM	Miles	Fuel	MPG	Oil	MPQ	Fuel/Lube	Parts	Labor	FCM	RCM	TCM
624	4,636	916	5.06	-	-	2,018	104	293	0.52	4,636	916	5.06	-	-	2,018	104	293	0.44	0.09	0.52
625	4,490	870	5.16	-	-	1,814	146	390	0.52	4,490	870	5.16	-	-	1,814	146	390	0.40	0.12	0.52
626	3,786	777	4.87	-	-	1,596	1,001	678	0.87	3,786	777	4.87	-	-	1,596	1,001	678	0.42	0.44	0.87
627	267	40	6.68	-	-	79	1,806	152	7.63	267	40	6.68	-	-	79	1,806	152	0.29	7.33	7.63
628	3,172	629	5.04	-	-	1,239	30	538	0.57	3,172	629	5.04	-	-	1,239	30	538	0.39	0.18	0.57
629	1,991	412	4.84	-	-	1,028	270	319	0.81	1,991	412	4.84	-	-	1,028	270	319	0.52	0.30	0.81
630	3,181	664	4.79	-	-	1,611	505	423	0.80	3,181	664	4.79	-	-	1,611	505	423	0.51	0.29	0.80
631	4,485	893	5.02	-	-	1,756	0	143	0.42	4,485	893	5.02	-	-	1,756	0	143	0.39	0.03	0.42
632	4,574	923	4.96	-	-	1,914	74	229	0.48	4,574	923	4.96	-	-	1,914	74	229	0.42	0.07	0.48
633	4,335	883	4.91	-	-	1,839	243	434	0.58	4,335	883	4.91	-	-	1,839	243	434	0.42	0.16	0.58
634	3,058	615	4.97	-	-	1,312	486	837	0.86	3,058	615	4.97	-	-	1,312	486	837	0.43	0.43	0.86
635	3,777	727	5.20	-	-	1,532	1,008	367	0.77	3,777	727	5.20	-	-	1,532	1,008	367	0.41	0.36	0.77
636	4,802	960	5.00	-	-	1,991	79	157	0.46	4,802	960	5.00	-	-	1,991	79	157	0.41	0.05	0.46
637	2,917	766	3.81	-	-	1,506	99	256	0.64	2,917	766	3.81	-	-	1,506	99	256	0.52	0.12	0.64
638	4,271	884	4.83	-	-	1,738	146	216	0.49	4,271	884	4.83	-	-	1,738	146	216	0.41	0.08	0.49
639	5,254	1,060	4.96	-	-	2,187	91	197	0.47	5,254	1,060	4.96	-	-	2,187	91	197	0.42	0.05	0.47
640	4,970	982	5.06	-	-	2,034	79	311	0.49	4,970	982	5.06	-	-	2,034	79	311	0.41	0.08	0.49
641	4,084	832	4.91	-	-	1,740	91	240	0.51	4,084	832	4.91	-	-	1,740	91	240	0.43	0.08	0.51
642	3,382	724	4.67	-	-	1,527	205	398	0.63	3,382	724	4.67	-	-	1,527	205	398	0.45	0.18	0.63
138,955	29,756	4.67	-	-		\$63,573	\$26,914	\$19,776	\$0.79	138,955	29,756	4.67	-	-	\$63,573	\$26,914	\$19,776	\$0.46	\$0.34	\$0.79

2004 GILLIG 29' FLEET																				
Month-to-Date										Fiscal Year-to-Date										
Bus	Miles	Fuel	MPG	Oil	MPQ	Fuel/Lube	Parts	Labor	CPM	Miles	Fuel	MPG	Oil	MPQ	Fuel/Lube	Parts	Labor	FCM	RCM	TCM
700	1,762	372	4.74	-	-	802	84	752	0.93	1,762	372	4.74	-	-	802	84	752	0.46	0.47	0.93
701	2,380	496	4.80	-	-	1,077	555	560	0.92	2,380	496	4.80	-	-	1,077	555	560	0.45	0.47	0.92
702	2,438	490	4.97	-	-	1,043	442	652	0.88	2,438	490	4.97	-	-	1,043	442	652	0.43	0.45	0.88
703	2,860	568	5.04	-	-	1,117	158	478	0.61	2,860	568	5.04	-	-	1,117	158	478	0.39	0.22	0.61
704	2,783	513	5.42	-	-	1,010	6	144	0.42	2,783	513	5.42	-	-	1,010	6	144	0.36	0.05	0.42
705	3,037	599	5.07	-	-	1,178	1,094	929	1.05	3,037	599	5.07	-	-	1,178	1,094	929	0.39	0.67	1.05
706	3,429	675	5.08	-	-	1,580	167	353	0.61	3,429	675	5.08	-	-	1,580	167	353	0.46	0.15	0.61
707	2,411	487	4.95	-	-	958	276	67	0.54	2,411	487	4.95	-	-	958	276	67	0.40	0.14	0.54
708	0	0	0.00	-	-	0	0	609	0.00	0	0	0.00	-	-	0	0	609	0.00	0.00	0.00
709	0	0	0.00	-	-	0	203	0	0.00	0	0	0.00	-	-	0	203	0	0.00	0.00	0.00
710	1,923	370	5.20	-	-	939	1,380	970	1.71	1,923	370	5.20	-	-	939	1,380	970	0.49	1.22	1.71
711	2,705	524	5.16	-	-	1,031	446	344	0.67	2,705	524	5.16	-	-	1,031	446	344	0.38	0.29	0.67
712	3,205	657	4.88	-	-	1,292	50	111	0.45	3,205	657	4.88	-	-	1,292	50	111	0.40	0.05	0.45
713	540	113	4.77	-	-	222	19	251	0.91	540	113	4.77	-	-	222	19	251	0.41	0.50	0.91
29,473	5,863	5.03	-	-		\$12,250	\$4,880	\$6,220	\$0.79	29,473	5,863	5.03	-	-	\$12,250	\$4,880	\$6,220	\$0.42	\$0.38	\$0.79

Vehicle Consumption Report For July, 2017

2009 GILLIG 29` HYBRID FLEET																				
Month-to-Date										Fiscal Year-to-Date										
Bus	Miles	Fuel	MPG	Oil	MPQ	Fuel/Lube	Parts	Labor	CPM	Miles	Fuel	MPG	Oil	MPQ	Fuel/Lube	Parts	Labor	FCM	RCM	TCM
715	1,614	351	4.59	-	-	762	28	157	0.59	1,614	351	4.59	-	-	762	28	157	0.47	0.11	0.59
716	1,264	274	4.62	-	-	617	44	180	0.66	1,264	274	4.62	-	-	617	44	180	0.49	0.18	0.66
717	1,699	431	3.95	-	-	847	0	199	0.62	1,699	431	3.95	-	-	847	0	199	0.50	0.12	0.62
	4,577	1,056	4.34	-	-	\$2,226	\$72	\$535	\$0.62	4,577	1,056	4.34	-	-	\$2,226	\$72	\$535	\$0.49	\$0.13	\$0.62

2007 GILLIG HYBRID																				
Month-to-Date										Fiscal Year-to-Date										
Bus	Miles	Fuel	MPG	Oil	MPQ	Fuel/Lube	Parts	Labor	CPM	Miles	Fuel	MPG	Oil	MPQ	Fuel/Lube	Parts	Labor	FCM	RCM	TCM
900	0	0	0.00	-	-	0	0	0	0.00	0	0	0.00	-	-	0	0	0	0.00	0.00	0.00
901	2,672	556	4.80	-	-	1,249	67	428	0.65	2,672	556	4.80	-	-	1,249	67	428	0.47	0.19	0.65
902	2,665	535	4.98	-	-	1,128	112	359	0.60	2,665	535	4.98	-	-	1,128	112	359	0.42	0.18	0.60
903	2,403	533	4.50	-	-	1,121	193	468	0.74	2,403	533	4.50	-	-	1,121	193	468	0.47	0.27	0.74
904	2,966	600	4.94	-	-	1,278	100	357	0.59	2,966	600	4.94	-	-	1,278	100	357	0.43	0.15	0.59
905	0	0	0.00	-	-	0	0	0	0.00	0	0	0.00	-	-	0	0	0	0.00	0.00	0.00
906	3,015	593	5.08	-	-	1,168	67	414	0.55	3,015	593	5.08	-	-	1,168	67	414	0.39	0.16	0.55
907	5,188	1,020	5.09	-	-	2,105	44	297	0.47	5,188	1,020	5.09	-	-	2,105	44	297	0.41	0.07	0.47
908	928	218	4.27	-	-	428	3,364	896	5.05	928	218	4.27	-	-	428	3,364	896	0.46	4.59	5.05
909	1,656	321	5.17	-	-	630	10	492	0.68	1,656	321	5.17	-	-	630	10	492	0.38	0.30	0.68
910	2,730	524	5.21	-	-	1,110	127	413	0.60	2,730	524	5.21	-	-	1,110	127	413	0.41	0.20	0.60
912	747	135	5.54	-	-	264	0	0	0.35	747	135	5.54	-	-	264	0	0	0.35	0.00	0.35
913	2,089	471	4.44	-	-	1,294	442	322	0.99	2,089	471	4.44	-	-	1,294	442	322	0.62	0.37	0.99
914	571	134	4.25	-	-	264	13	102	0.66	571	134	4.25	-	-	264	13	102	0.46	0.20	0.66
915	2,031	453	4.48	-	-	892	112	550	0.77	2,031	453	4.48	-	-	892	112	550	0.44	0.33	0.77
	29,661	6,094	4.87	-	-	\$12,932	\$4,648	\$5,098	\$0.76	29,661	6,094	4.87	-	-	\$12,932	\$4,648	\$5,098	\$0.44	\$0.33	\$0.76

2014 NOVA ARTIC																				
Month-to-Date										Fiscal Year-to-Date										
Bus	Miles	Fuel	MPG	Oil	MPQ	Fuel/Lube	Parts	Labor	CPM	Miles	Fuel	MPG	Oil	MPQ	Fuel/Lube	Parts	Labor	FCM	RCM	TCM
1001	1,024	251	4.08	-	-	494	2	413	0.89	1,024	251	4.08	-	-	494	2	413	0.48	0.41	0.89
1002	1,316	322	4.08	-	-	928	301	257	1.13	1,316	322	4.08	-	-	928	301	257	0.71	0.42	1.13
1003	1,197	288	4.16	-	-	831	230	458	1.27	1,197	288	4.16	-	-	831	230	458	0.69	0.57	1.27
	3,537	861	4.11	-	-	\$2,253	\$533	\$1,128	\$1.11	3,537	861	4.11	-	-	\$2,253	\$533	\$1,128	\$0.64	\$0.47	\$1.11

DIESEL FLEET SUBTOTAL																				
Month-to-Date										Fiscal Year-to-Date										
Miles	Fuel	MPG	Oil	MPQ	Fuel/Lubed	Parts	Labor	CPM		Miles	Fuel	MPG	Oil	MPQ	Fuel/Lube	Parts	Labor	FCM	RCM	TCM
228,604	48,721	4.69	-	-	\$103,861	\$58,176	\$37,575	\$0.87		228,604	48,721	4.69	-	159	\$103,861	\$58,176	\$37,575	\$0.45	\$0.42	\$0.87

Vehicle Consumption Report

For July, 2017

00/01 EBUS SHUTTLES																					
Month-to-Date										Fiscal Year-to-Date											
Bus	Miles	kWh	MPK	Oil	MPQ	Fuel/Lube	Parts	Labor	CPM	Miles	kWh	MPK	Oil	MPQ	Fuel/Lube	Parts	Labor	FCM	RCM	TCM	
12	1,645	1,768	0.93	-	-	395	602	501	0.91	1,645	1,768	0.93	-	-	395	602	501	0.24	0.67	0.91	
13	1,616	1,937	0.83	-	-	433	516	264	0.75	1,616	1,937	0.83	-	-	433	516	264	0.27	0.48	0.75	
14	728	923	0.79	-	-	206	22	14	0.33	728	923	0.79	-	-	206	22	14	0.28	0.05	0.33	
15	831	1,056	0.79	-	-	236	0	153	0.47	831	1,056	0.79	-	-	236	0	153	0.28	0.18	0.47	
16	657	1,507	0.44	-	-	337	354	422	1.69	657	1,507	0.44	-	-	337	354	422	0.51	1.18	1.69	
17	674	1,344	0.50	-	-	300	508	290	1.63	674	1,344	0.50	-	-	300	508	290	0.45	1.18	1.63	
18	811	1,091	0.74	-	-	244	7	72	0.40	811	1,091	0.74	-	-	244	7	72	0.30	0.10	0.40	
20	778	933	0.83	-	-	208	61	327	0.77	778	933	0.83	-	-	208	61	327	0.27	0.50	0.77	
21	1,531	1,465	1.05	-	-	327	0	176	0.33	1,531	1,465	1.05	-	-	327	0	176	0.21	0.11	0.33	
26	690	1,768	0.39	-	-	395	0	74	0.68	690	1,768	0.39	-	-	395	0	74	0.57	0.11	0.68	
27	759	1,819	0.42	-	-	406	0	72	0.63	759	1,819	0.42	-	-	406	0	72	0.54	0.09	0.63	
28	861	1,546	0.56	-	-	345	0	72	0.48	861	1,546	0.56	-	-	345	0	72	0.40	0.08	0.48	
29	1,535	2,052	0.75	-	-	458	30	133	0.40	1,535	2,052	0.75	-	-	458	30	133	0.30	0.11	0.40	
13,116		19,209	0.68	-	-	\$4,289	\$2,098	\$2,570	\$0.68	13,116	19,209	0.68	-	-	\$4,289	\$2,098	\$2,570	\$0.33	\$0.36	\$0.68	

ELECTRIC FLEET SUBTOTAL																			
Month-to-Date									Fiscal Year-to-Date										
Miles	kWh	MPK	Oil	MPQ	Fuel/Lubed	Parts	Labor	CPM	Miles	kWh	MPK	Oil	MPQ	Fuel/Lube	Parts	Labor	FCM	RCM	TCM
13,116	19,209	0.68	-	-	\$4,289	\$2,098	\$2,570	\$0.68	13,116	19,209	0.68	-	-	\$4,289	\$2,098	\$2,570	\$0.33	\$0.36	\$0.68

Vehicle Consumption Report
For July, 2017

<i>Grand Totals for all Fleets</i>											
<i>Month-to-Date</i>					<i>Fiscal Year-to-Date</i>						
Miles	Fuel/Lube	Parts	Labor	CPM	Miles	Fuel/Lube	Parts	Labor	FCM	RCM	TCM
241,720	\$108,150	\$60,274	\$40,145	\$0.86	241,720	\$108,150	\$60,274	\$40,145	\$0.45	\$0.42	\$0.86

Vehicle Consumption Report

For August, 2017

98/00 NOVA FLEET																				
Month-to-Date										Fiscal Year-to-Date										
Bus	Miles	Fuel	MPG	Oil	MPQ	Fuel/Lube	Parts	Labor	CPM	Miles	Fuel	MPG	Oil	MPQ	Fuel/Lube	Parts	Labor	FCM	RCM	TCM
401	525	141	3.73	-	-	277	621	207	2.10	789	224	3.52	-	-	725	1,209	792	0.92	2.54	3.46
402	2,790	621	4.49	-	-	1,224	0	258	0.53	5,100	1,128	4.52	-	-	2,221	0	401	0.44	0.08	0.51
404	2,370	504	4.70	-	-	993	147	134	0.54	4,632	994	4.66	-	-	1,981	154	263	0.43	0.09	0.52
407	1,930	417	4.62	-	-	1,384	674	1,048	1.61	3,434	777	4.42	-	-	2,092	799	1,207	0.61	0.58	1.19
409	2,422	516	4.69	-	-	1,133	263	378	0.73	4,171	916	4.55	-	-	1,921	607	608	0.46	0.29	0.75
410	999	246	4.06	-	-	702	582	326	1.61	2,886	655	4.41	-	-	1,506	582	420	0.52	0.35	0.87
411	1,936	445	4.35	-	-	876	45	306	0.63	3,467	775	4.47	-	-	1,527	45	306	0.44	0.10	0.54
413	1,202	297	4.05	-	-	584	814	222	1.35	2,574	607	4.24	-	-	1,197	1,133	322	0.46	0.56	1.03
414	629	160	3.94	-	-	676	1,549	1,806	6.41	629	160	3.94	-	-	676	20,524	4,153	1.07	39.23	40.31
416	0	0	0.00	-	-	0	4,617	1,167	0.00	0	0	0.00	-	-	0	4,617	1,167	0.00	0.00	0.00
418	2,240	508	4.41	-	-	1,001	18	103	0.50	3,983	896	4.44	-	-	1,867	236	611	0.47	0.21	0.68
420	2,544	535	4.76	-	-	1,054	15	228	0.51	4,685	1,017	4.61	-	-	2,078	177	404	0.44	0.12	0.57
422	1,543	334	4.63	-	-	657	0	177	0.54	2,423	554	4.37	-	-	1,091	0	177	0.45	0.07	0.52
426	162	59	2.73	-	-	441	464	561	9.05	383	148	2.59	-	-	615	464	591	1.61	2.75	4.36
427	2,145	489	4.39	-	-	1,061	21	186	0.59	3,750	853	4.39	-	-	1,898	414	502	0.51	0.24	0.75
431	1,577	334	4.72	-	-	758	91	214	0.67	3,204	684	4.68	-	-	1,448	91	214	0.45	0.10	0.55
433	1,536	343	4.48	-	-	676	44	205	0.60	2,841	651	4.37	-	-	1,281	44	205	0.45	0.09	0.54
	26,550	5,949	4.46	-	-	\$13,497	\$9,966	\$7,525	\$1.17	48,951	11,041	4.43	-	-	\$24,124	\$31,094	\$12,343	\$0.49	\$0.89	\$1.38

Vehicle Consumption Report For August, 2017

2004 GILLIG 40' FLEET																				
Month-to-Date										Fiscal Year-to-Date										
Bus	Miles	Fuel	MPG	Oil	MPQ	Fuel/Lube	Parts	Labor	CPM	Miles	Fuel	MPG	Oil	MPQ	Fuel/Lube	Parts	Labor	FCM	RCM	TCM
600	2,019	509	3.97	-	-	1,118	1,327	422	1.42	4,641	1,109	4.18	-	-	2,416	2,871	930	0.52	0.82	1.34
601	2,823	653	4.33	-	-	1,389	178	288	0.66	5,881	1,351	4.35	-	-	2,880	283	501	0.49	0.13	0.62
602	3,057	692	4.42	-	-	1,463	221	354	0.67	6,973	1,515	4.60	-	-	3,318	426	868	0.48	0.19	0.66
603	3,288	742	4.43	-	-	1,575	51	164	0.54	5,718	1,312	4.36	-	-	2,815	167	388	0.49	0.10	0.59
604	3,243	778	4.17	-	-	1,628	797	394	0.87	5,878	1,446	4.06	-	-	3,041	821	579	0.52	0.24	0.76
605	404	113	3.57	-	-	223	0	14	0.59	1,353	356	3.80	-	-	896	1,012	690	0.66	1.26	1.92
606	2,228	530	4.21	-	-	1,409	611	950	1.33	4,819	1,148	4.20	-	-	2,743	1,638	1,925	0.57	0.74	1.31
607	2,078	551	3.77	-	-	1,085	1,979	328	1.63	3,988	1,077	3.70	-	-	2,222	2,214	858	0.56	0.77	1.33
609	1,993	487	4.09	-	-	1,094	2,856	917	2.44	4,504	1,094	4.12	-	-	2,397	2,905	1,171	0.53	0.90	1.44
610	2,937	682	4.30	-	-	1,459	913	857	1.10	6,475	1,466	4.42	-	-	3,099	1,108	1,266	0.48	0.37	0.85
611	2,346	671	3.50	-	-	1,425	20	403	0.79	5,889	1,477	3.99	-	-	3,129	301	894	0.53	0.20	0.73
612	2,724	626	4.35	-	-	1,348	3,554	806	2.10	3,131	711	4.40	-	-	1,815	14,256	3,377	0.58	5.63	6.21
613	2,804	668	4.20	-	-	1,315	3,641	1,265	2.22	5,818	1,394	4.17	-	-	3,122	4,316	2,008	0.54	1.09	1.62
614	2,009	493	4.08	-	-	1,204	543	1,029	1.38	4,748	1,177	4.03	-	-	2,668	1,159	1,549	0.56	0.57	1.13
615	4,047	900	4.50	-	-	1,773	401	368	0.63	5,667	1,231	4.60	-	-	2,424	2,254	1,621	0.43	0.68	1.11
616	4,440	972	4.57	-	-	1,914	0	243	0.49	7,473	1,638	4.56	-	-	3,326	367	641	0.45	0.13	0.58
617	4,025	874	4.61	-	-	1,811	51	243	0.52	7,947	1,743	4.56	-	-	3,521	51	415	0.44	0.06	0.50
618	3,077	669	4.60	-	-	1,541	1,755	1,142	1.44	7,255	1,567	4.63	-	-	3,308	1,782	1,282	0.46	0.42	0.88
619	4,215	910	4.63	-	-	1,793	21	233	0.49	8,460	1,828	4.63	-	-	3,701	516	651	0.44	0.14	0.58
620	3,649	808	4.51	-	-	1,592	95	440	0.58	8,334	1,790	4.66	-	-	3,621	181	778	0.43	0.12	0.55
621	3,053	689	4.43	-	-	1,446	666	975	1.01	7,409	1,629	4.55	-	-	3,418	860	1,430	0.46	0.31	0.77
622	4,044	792	5.11	-	-	1,627	47	512	0.54	8,343	1,658	5.03	-	-	3,676	560	941	0.44	0.18	0.62
623	3,781	761	4.97	-	-	1,568	1,614	579	0.99	5,103	1,047	4.87	-	-	2,354	1,747	1,363	0.46	0.61	1.07
624	4,488	866	5.18	-	-	1,707	263	228	0.49	9,124	1,782	5.12	-	-	3,725	367	522	0.41	0.10	0.51
625	4,237	860	4.93	-	-	1,987	74	360	0.57	8,727	1,730	5.04	-	-	3,801	220	750	0.44	0.11	0.55
626	4,765	928	5.14	-	-	1,917	117	189	0.47	8,551	1,705	5.02	-	-	3,514	1,118	867	0.41	0.23	0.64
627	4,254	871	4.88	-	-	1,716	170	1,170	0.72	4,521	911	4.96	-	-	1,795	1,976	1,322	0.40	0.73	1.13
628	4,895	941	5.20	-	-	1,944	91	500	0.52	8,067	1,571	5.14	-	-	3,183	121	1,038	0.39	0.14	0.54
629	3,606	701	5.14	-	-	1,382	0	187	0.44	5,597	1,113	5.03	-	-	2,409	270	506	0.43	0.14	0.57
630	4,807	970	4.96	-	-	2,017	74	570	0.55	7,988	1,634	4.89	-	-	3,628	579	993	0.45	0.20	0.65
631	2,461	478	5.15	-	-	1,027	74	214	0.53	6,946	1,371	5.07	-	-	2,783	74	357	0.40	0.06	0.46
632	3,470	691	5.02	-	-	1,663	358	529	0.74	8,044	1,614	4.98	-	-	3,577	433	759	0.44	0.15	0.59
633	4,069	791	5.14	-	-	1,559	389	333	0.56	8,404	1,675	5.02	-	-	3,398	632	767	0.40	0.17	0.57
634	2,706	529	5.11	-	-	1,043	6	278	0.49	5,764	1,144	5.04	-	-	2,355	493	1,115	0.41	0.28	0.69
635	4,856	903	5.38	-	-	2,056	375	483	0.60	8,633	1,629	5.30	-	-	3,588	1,384	850	0.42	0.26	0.67
636	4,399	858	5.13	-	-	1,787	284	501	0.58	9,201	1,818	5.06	-	-	3,778	362	658	0.41	0.11	0.52
637	1,250	378	3.31	-	-	744	0	152	0.72	4,167	1,143	3.65	-	-	2,250	99	407	0.54	0.12	0.66
638	4,570	964	4.74	-	-	2,002	0	251	0.49	8,841	1,848	4.78	-	-	3,740	146	467	0.42	0.07	0.49
639	5,490	1,142	4.81	-	-	2,250	42	118	0.44	10,744	2,202	4.88	-	-	4,437	134	315	0.41	0.04	0.45
640	4,677	967	4.84	-	-	2,094	81	295	0.53	9,647	1,948	4.95	-	-	4,128	160	606	0.43	0.08	0.51
641	5,073	1,022	4.96	-	-	2,203	81	221	0.49	9,157	1,854	4.94	-	-	3,944	173	461	0.43	0.07	0.50
642	4,357	935	4.66	-	-	2,031	74	251	0.54	7,739	1,659	4.67	-	-	3,558	279	649	0.46	0.12	0.58
146,714	31,361	4.68	-	-		\$65,929	\$23,898	\$19,761	\$0.75	285,669	61,117	4.67	-	-	\$129,501	\$50,812	\$39,536	\$0.45	\$0.32	\$0.77

Vehicle Consumption Report For August, 2017

2004 GILLIG 29' FLEET																				
Month-to-Date										Fiscal Year-to-Date										
Bus	Miles	Fuel	MPG	Oil	MPQ	Fuel/Lube	Parts	Labor	CPM	Miles	Fuel	MPG	Oil	MPQ	Fuel/Lube	Parts	Labor	FCM	RCM	TCM
700	3,682	777	4.74	-	-	1,632	105	501	0.61	5,444	1,148	4.74	-	-	2,434	189	1,253	0.45	0.26	0.71
701	2,596	520	4.99	-	-	1,024	172	668	0.72	4,976	1,015	4.90	-	-	2,101	727	1,228	0.42	0.39	0.82
702	3,158	635	4.97	-	-	1,320	94	171	0.50	5,596	1,126	4.97	-	-	2,363	536	823	0.42	0.24	0.67
703	1,168	234	4.99	-	-	461	3,580	524	3.91	4,028	802	5.02	-	-	1,578	3,738	1,002	0.39	1.18	1.57
704	1,790	336	5.32	-	-	802	288	456	0.86	4,573	850	5.38	-	-	1,812	294	599	0.40	0.20	0.59
705	3,079	616	5.00	-	-	1,357	55	524	0.63	6,116	1,214	5.04	-	-	2,536	1,149	1,454	0.41	0.43	0.84
706	3,010	587	5.13	-	-	1,156	2,136	244	1.17	6,439	1,262	5.10	-	-	2,736	2,302	596	0.42	0.45	0.88
707	2,608	545	4.79	-	-	1,073	376	614	0.79	5,019	1,031	4.87	-	-	2,031	652	681	0.40	0.27	0.67
708	0	0	0.00	-	-	0	14,187	1,530	0.00	0	0	0.00	-	-	0	14,187	2,139	0.00	0.00	0.00
709	0	0	0.00	-	-	70	39	396	0.00	0	0	0.00	-	-	70	241	396	0.00	0.00	0.00
710	2,448	474	5.16	-	-	935	0	0	0.38	4,371	844	5.18	-	-	1,874	1,380	970	0.43	0.54	0.97
711	3,047	595	5.13	-	-	1,253	241	30	0.50	5,752	1,119	5.14	-	-	2,284	687	374	0.40	0.18	0.58
712	2,370	488	4.86	-	-	1,022	1,160	593	1.17	5,575	1,144	4.87	-	-	2,315	1,210	704	0.42	0.34	0.76
713	981	246	3.99	-	-	484	0	0	0.49	1,521	359	4.24	-	-	706	19	251	0.46	0.18	0.64
29,937										59,410	11,914	4.99	-	-	\$24,838	\$27,311	\$12,472	\$0.42	\$0.67	\$1.09

2009 GILLIG 29' HYBRID FLEET																				
Month-to-Date										Fiscal Year-to-Date										
Bus	Miles	Fuel	MPG	Oil	MPQ	Fuel/Lube	Parts	Labor	CPM	Miles	Fuel	MPG	Oil	MPQ	Fuel/Lube	Parts	Labor	FCM	RCM	TCM
715	1,942	415	4.67	-	-	818	0	0	0.42	3,556	767	4.64	-	-	1,580	28	157	0.44	0.05	0.50
716	1,405	309	4.55	-	-	608	851	177	1.16	2,669	582	4.58	-	-	1,225	895	357	0.46	0.47	0.93
717	1,885	476	3.96	-	-	938	4	45	0.52	3,584	907	3.95	-	-	1,785	4	244	0.50	0.07	0.57
5,232										9,809	2,256	4.35	-	-	\$4,591	\$927	\$758	\$0.47	\$0.17	\$0.64

Vehicle Consumption Report For August, 2017

2007 GILLIG HYBRID																				
Month-to-Date										Fiscal Year-to-Date										
Bus	Miles	Fuel	MPG	Oil	MPQ	Fuel/Lube	Parts	Labor	CPM	Miles	Fuel	MPG	Oil	MPQ	Fuel/Lube	Parts	Labor	FCM	RCM	TCM
900	2,756	558	4.94	-	-	1,100	1,800	171	1.11	2,756	558	4.94	-	-	1,100	1,800	171	0.40	0.72	1.11
901	2,858	587	4.87	-	-	1,233	605	563	0.84	5,530	1,144	4.84	-	-	2,482	672	991	0.45	0.30	0.75
902	2,818	589	4.79	-	-	1,255	28	200	0.53	5,483	1,123	4.88	-	-	2,383	140	559	0.43	0.13	0.56
903	2,621	603	4.35	-	-	1,411	882	887	1.21	5,024	1,136	4.42	-	-	2,532	1,075	1,355	0.50	0.48	0.99
904	2,401	499	4.81	-	-	983	712	588	0.95	5,367	1,099	4.88	-	-	2,261	813	945	0.42	0.33	0.75
905	0	0	0.00	-	-	0	0	0	0.00	0	0	0.00	-	-	0	0	0	0.00	0.00	0.00
906	2,899	571	5.08	-	-	1,214	204	372	0.62	5,914	1,164	5.08	-	-	2,382	271	786	0.40	0.18	0.58
907	4,770	972	4.91	-	-	1,915	21	229	0.45	9,958	1,992	5.00	-	-	4,021	64	526	0.40	0.06	0.46
908	0	0	0.00	-	-	0	0	271	0.00	928	218	4.27	-	-	428	3,364	1,167	0.46	4.88	5.34
909	2,084	406	5.13	-	-	800	345	425	0.75	3,740	727	5.15	-	-	1,430	355	917	0.38	0.34	0.72
910	2,433	461	5.28	-	-	908	560	559	0.83	5,163	985	5.24	-	-	2,018	687	972	0.39	0.32	0.71
912	966	195	4.95	-	-	485	51	370	0.94	1,713	330	5.19	-	-	750	51	370	0.44	0.25	0.68
913	3,629	766	4.74	-	-	1,616	272	243	0.59	5,718	1,236	4.62	-	-	2,910	714	565	0.51	0.22	0.73
914	663	203	3.27	-	-	399	2,017	1,727	6.25	1,234	337	3.66	-	-	663	2,029	1,829	0.54	3.13	3.66
915	1,956	399	4.90	-	-	995	446	816	1.15	3,987	853	4.68	-	-	1,888	558	1,366	0.47	0.48	0.96
32,854	6,809	4.83	-	-		\$14,314	\$7,944	\$7,421	\$0.90	62,515	12,902	4.85	-	-	\$27,246	\$12,592	\$12,519	\$0.44	\$0.40	\$0.84

2014 NOVA ARTIC																				
Month-to-Date										Fiscal Year-to-Date										
Bus	Miles	Fuel	MPG	Oil	MPQ	Fuel/Lube	Parts	Labor	CPM	Miles	Fuel	MPG	Oil	MPQ	Fuel/Lube	Parts	Labor	FCM	RCM	TCM
1001	3,798	830	4.57	-	-	1,636	0	0	0.43	4,822	1,081	4.46	-	-	2,130	2	413	0.44	0.09	0.53
1002	2,728	575	4.75	-	-	1,132	0	0	0.42	4,044	897	4.51	-	-	2,060	301	257	0.51	0.14	0.65
1003	3,377	711	4.75	-	-	1,401	168	312	0.56	4,574	999	4.58	-	-	2,232	398	770	0.49	0.26	0.74
9,903	2,116	4.68	-	-		\$4,169	\$168	\$312	\$0.47	13,440	2,977	4.51	-	-	\$6,422	\$702	\$1,441	\$0.48	\$0.16	\$0.64

DIESEL FLEET SUBTOTAL																				
Month-to-Date										Fiscal Year-to-Date										
Miles	Fuel	MPG	Oil	MPQ	Fuel/Lube	Parts	Labor	CPM		Miles	Fuel	MPG	Oil	MPQ	Fuel/Lube	Parts	Labor	FCM	RCM	TCM
251,190	53,487	4.70	-	-	\$112,862	\$65,263	\$41,494	\$0.87		479,794	102,208	4.69	-	172	\$216,722	\$123,439	\$79,068	\$0.45	\$0.42	\$0.87

Vehicle Consumption Report For August, 2017

00/01 EBUS SHUTTLES																					
Month-to-Date										Fiscal Year-to-Date											
Bus	Miles	kWh	MPK	Oil	MPQ	Fuel/Lube	Parts	Labor	CPM	Miles	kWh	MPK	Oil	MPQ	Fuel/Lube	Parts	Labor	FCM	RCM	TCM	
12	1,591	1,632	0.97	-	-	364	2,156	513	1.91	3,236	3,400	0.95	-	-	759	2,758	1,013	0.23	1.17	1.40	
13	1,706	1,932	0.88	-	-	431	129	233	0.47	3,322	3,869	0.86	-	-	864	645	497	0.26	0.34	0.60	
14	791	987	0.80	-	-	220	5	162	0.49	1,519	1,910	0.80	-	-	427	27	177	0.28	0.13	0.42	
15	1,037	1,312	0.79	-	-	293	3,025	251	3.44	1,868	2,368	0.79	-	-	529	3,025	404	0.28	1.84	2.12	
16	758	1,781	0.43	-	-	398	408	160	1.27	1,415	3,288	0.43	-	-	734	762	583	0.52	0.95	1.47	
17	772	1,424	0.54	-	-	318	34	118	0.61	1,446	2,768	0.52	-	-	618	542	408	0.43	0.66	1.08	
18	34	0	0.00	-	-	0	0	74	2.17	845	1,091	0.77	-	-	244	7	146	0.29	0.18	0.47	
20	992	1,153	0.86	-	-	258	282	72	0.62	1,770	2,086	0.85	-	-	466	343	399	0.26	0.42	0.68	
21	1,266	1,353	0.94	-	-	302	140	160	0.48	2,797	2,818	0.99	-	-	629	140	335	0.22	0.17	0.39	
26	759	1,688	0.45	-	-	377	8,968	484	12.95	1,449	3,456	0.42	-	-	772	8,968	558	0.53	6.57	7.11	
27	756	1,694	0.45	-	-	378	518	349	1.65	1,515	3,513	0.43	-	-	784	518	421	0.52	0.62	1.14	
28	1,015	1,583	0.64	-	-	353	0	160	0.51	1,876	3,129	0.60	-	-	699	0	232	0.37	0.12	0.50	
29	1,508	2,167	0.70	-	-	484	690	469	1.09	3,043	4,219	0.72	-	-	942	720	602	0.31	0.43	0.74	
12,985		18,706	0.69	-	-	\$4,177	\$16,357	\$3,204	\$1.83	26,101	37,915	0.69	-	-	\$8,466	\$18,455	\$5,774	\$0.32	\$0.93	\$1.25	

ELECTRIC FLEET SUBTOTAL																			
Month-to-Date									Fiscal Year-to-Date										
Miles	kWh	MPK	Oil	MPQ	Fuel/Lubed	Parts	Labor	CPM	Miles	kWh	MPK	Oil	MPQ	Fuel/Lube	Parts	Labor	FCM	RCM	TCM
12,985	18,706	0.69	-	-	\$4,177	\$16,357	\$3,204	\$1.83	26,101	37,915	0.69	-	-	\$8,466	\$18,455	\$5,774	\$0.32	\$0.93	\$1.25

Vehicle Consumption Report
For August, 2017

<i>Grand Totals for all Fleets</i>											
<i>Month-to-Date</i>					<i>Fiscal Year-to-Date</i>						
Miles	Fuel/Lube	Parts	Labor	CPM	Miles	Fuel/Lube	Parts	Labor	FCM	RCM	TCM
264,175	\$117,038	\$81,619	\$44,697	\$0.92	505,895	\$225,189	\$141,894	\$84,842	\$0.45	\$0.45	\$0.89

Vehicle Consumption Report For September, 2017

98/00 NOVA FLEET																				
Month-to-Date										Fiscal Year-to-Date										
Bus	Miles	Fuel	MPG	Oil	MPQ	Fuel/Lube	Parts	Labor	CPM	Miles	Fuel	MPG	Oil	MPQ	Fuel/Lube	Parts	Labor	FCM	RCM	TCM
401	1,250	290	4.31	-	-	572	0	30	0.48	2,039	515	3.96	-	-	1,297	1,209	822	0.64	1.00	1.63
402	1,626	384	4.24	-	-	858	176	418	0.89	6,726	1,511	4.45	-	-	3,078	176	819	0.46	0.15	0.61
404	1,296	315	4.12	-	-	620	44	196	0.66	5,928	1,309	4.53	-	-	2,601	198	459	0.44	0.11	0.55
407	1,524	350	4.35	-	-	689	6	101	0.52	4,958	1,127	4.40	-	-	2,781	804	1,309	0.56	0.43	0.99
409	1,465	336	4.36	-	-	663	0	0	0.45	5,636	1,253	4.50	-	-	2,584	607	608	0.46	0.22	0.67
410	1,995	444	4.50	-	-	874	0	0	0.44	4,881	1,099	4.44	-	-	2,380	582	420	0.49	0.21	0.69
411	877	211	4.16	-	-	415	629	86	1.29	4,344	986	4.40	-	-	1,942	674	391	0.45	0.25	0.69
413	1,635	343	4.77	-	-	676	0	71	0.46	4,209	950	4.43	-	-	1,872	1,133	393	0.44	0.36	0.81
414	1,063	234	4.54	-	-	461	0	0	0.43	1,692	394	4.30	-	-	1,137	20,524	4,153	0.67	14.58	15.26
416	0	0	0.00	-	-	178	422	1,636	0.00	0	0	0.00	-	-	178	5,039	2,803	0.00	0.00	0.00
418	1,867	435	4.29	-	-	857	3	171	0.55	5,850	1,332	4.39	-	-	2,724	239	782	0.47	0.17	0.64
420	1,775	385	4.61	-	-	758	0	29	0.44	6,460	1,402	4.61	-	-	2,836	177	432	0.44	0.09	0.53
422	1,515	353	4.29	-	-	695	6	45	0.49	3,938	907	4.34	-	-	1,786	6	223	0.45	0.06	0.51
426	550	134	4.12	-	-	263	6	89	0.65	933	282	3.31	-	-	879	470	679	0.94	1.23	2.17
427	643	157	4.11	-	-	309	18	260	0.91	4,393	1,010	4.35	-	-	2,207	432	762	0.50	0.27	0.77
431	2,109	446	4.73	-	-	878	0	86	0.46	5,313	1,130	4.70	-	-	2,326	91	300	0.44	0.07	0.51
433	1,771	379	4.68	-	-	746	115	43	0.51	4,612	1,029	4.48	-	-	2,026	159	248	0.44	0.09	0.53
	22,961	5,194	4.42	-	-	\$10,512	\$1,425	\$3,262	\$0.66	71,912	16,235	4.43	-	-	\$34,636	\$32,519	\$15,604	\$0.48	\$0.67	\$1.15

Vehicle Consumption Report For September, 2017

2004 GILLIG 40' FLEET																				
Month-to-Date										Fiscal Year-to-Date										
Bus	Miles	Fuel	MPG	Oil	MPQ	Fuel/Lube	Parts	Labor	CPM	Miles	Fuel	MPG	Oil	MPQ	Fuel/Lube	Parts	Labor	FCM	RCM	TCM
600	2,851	681	4.19	-	-	1,452	373	360	0.77	7,492	1,790	4.19	-	-	3,868	3,244	1,290	0.52	0.61	1.12
601	3,143	689	4.56	-	-	1,558	932	472	0.94	9,024	2,040	4.42	-	-	4,438	1,216	973	0.49	0.24	0.73
602	3,240	715	4.53	-	-	1,527	850	457	0.87	10,213	2,231	4.58	-	-	4,845	1,276	1,325	0.47	0.25	0.73
603	2,333	553	4.22	-	-	1,471	850	487	1.20	8,051	1,865	4.32	-	-	4,286	1,017	875	0.53	0.24	0.77
604	3,273	807	4.06	-	-	1,781	85	314	0.67	9,151	2,253	4.06	-	-	4,822	906	893	0.53	0.20	0.72
605	0	0	0.00	-	-	0	0	0	0.00	1,353	356	3.80	-	-	896	1,012	690	0.66	1.26	1.92
606	3,299	728	4.53	-	-	1,537	37	251	0.55	8,118	1,876	4.33	-	-	4,280	1,675	2,176	0.53	0.47	1.00
607	2,368	603	3.93	-	-	1,297	82	376	0.74	6,356	1,679	3.78	-	-	3,519	2,296	1,233	0.55	0.56	1.11
609	3,084	712	4.33	-	-	1,512	44	201	0.57	7,588	1,806	4.20	-	-	3,909	2,948	1,372	0.52	0.57	1.08
610	2,820	647	4.36	-	-	1,467	343	331	0.76	9,295	2,114	4.40	-	-	4,566	1,450	1,598	0.49	0.33	0.82
611	1,310	544	2.41	-	-	1,174	156	230	1.19	7,199	2,021	3.56	-	-	4,303	457	1,124	0.60	0.22	0.82
612	3,482	754	4.62	-	-	1,656	342	502	0.72	6,613	1,465	4.51	-	-	3,471	14,597	3,879	0.52	2.79	3.32
613	2,186	548	3.99	-	-	1,316	225	703	1.03	8,004	1,943	4.12	-	-	4,438	4,541	2,711	0.55	0.91	1.46
614	0	0	0.00	-	-	0	0	0	0.00	4,748	1,177	4.03	-	-	2,668	1,159	1,549	0.56	0.57	1.13
615	2,959	670	4.42	-	-	1,421	97	357	0.63	8,626	1,901	4.54	-	-	3,845	2,351	1,978	0.45	0.50	0.95
616	2,577	589	4.37	-	-	1,357	1,152	564	1.19	10,050	2,227	4.51	-	-	4,683	1,519	1,205	0.47	0.27	0.74
617	3,117	683	4.57	-	-	1,412	474	499	0.77	11,064	2,426	4.56	-	-	4,933	525	914	0.45	0.13	0.58
618	3,873	823	4.71	-	-	1,817	168	461	0.63	11,128	2,390	4.66	-	-	5,125	1,950	1,743	0.46	0.33	0.79
619	3,943	858	4.59	-	-	1,793	60	405	0.57	12,403	2,686	4.62	-	-	5,494	576	1,056	0.44	0.13	0.57
620	4,105	865	4.75	-	-	1,876	991	393	0.79	12,439	2,654	4.69	-	-	5,497	1,171	1,171	0.44	0.19	0.63
621	4,116	920	4.47	-	-	1,915	250	506	0.65	11,525	2,549	4.52	-	-	5,333	1,110	1,935	0.46	0.26	0.73
622	4,267	841	5.07	-	-	1,863	387	383	0.62	12,610	2,500	5.04	-	-	5,539	947	1,324	0.44	0.18	0.62
623	4,670	864	5.41	-	-	1,800	80	504	0.51	9,773	1,911	5.11	-	-	4,154	1,827	1,867	0.43	0.38	0.80
624	4,914	913	5.38	-	-	1,900	74	271	0.46	14,038	2,695	5.21	-	-	5,625	442	793	0.40	0.09	0.49
625	4,571	916	4.99	-	-	1,804	94	365	0.50	13,298	2,646	5.03	-	-	5,605	314	1,116	0.42	0.11	0.53
626	3,992	802	4.98	-	-	2,107	505	4,460	1.77	12,543	2,506	5.00	-	-	5,621	1,622	5,327	0.45	0.55	1.00
627	5,288	999	5.29	-	-	2,141	129	272	0.48	9,809	1,910	5.13	-	-	3,936	2,105	1,594	0.40	0.38	0.78
628	4,884	953	5.13	-	-	2,073	1,193	391	0.75	12,951	2,524	5.13	-	-	5,256	1,314	1,429	0.41	0.21	0.62
629	0	0	0.00	-	-	0	0	0	0.00	5,597	1,113	5.03	-	-	2,409	270	506	0.43	0.14	0.57
630	4,165	839	4.97	-	-	1,754	271	492	0.60	12,153	2,473	4.91	-	-	5,382	851	1,485	0.44	0.19	0.64
631	1,983	357	5.55	-	-	703	0	203	0.46	8,929	1,728	5.17	-	-	3,487	74	560	0.39	0.07	0.46
632	1,872	386	4.84	-	-	761	549	75	0.74	9,916	2,000	4.96	-	-	4,338	982	833	0.44	0.18	0.62
633	4,377	851	5.15	-	-	1,980	146	555	0.61	12,781	2,525	5.06	-	-	5,378	777	1,322	0.42	0.16	0.59
634	2,343	468	5.00	-	-	1,227	1,857	818	1.67	8,107	1,613	5.03	-	-	3,582	2,349	1,933	0.44	0.53	0.97
635	4,916	975	5.04	-	-	2,019	47	357	0.49	13,549	2,604	5.20	-	-	5,606	1,431	1,207	0.41	0.19	0.61
636	5,855	1,081	5.42	-	-	2,130	407	236	0.47	15,056	2,899	5.19	-	-	5,908	769	894	0.39	0.11	0.50
637	3,714	871	4.26	-	-	2,136	444	429	0.81	7,881	2,014	3.91	-	-	4,385	543	837	0.56	0.18	0.73
638	3,914	873	4.48	-	-	2,024	346	337	0.69	12,755	2,721	4.69	-	-	5,764	493	804	0.45	0.10	0.55
639	4,254	841	5.06	-	-	1,937	800	672	0.80	14,998	3,043	4.93	-	-	6,374	933	987	0.42	0.13	0.55
640	4,680	905	5.17	-	-	1,872	802	498	0.68	14,327	2,853	5.02	-	-	6,000	962	1,104	0.42	0.14	0.56
641	4,482	890	5.04	-	-	1,855	74	246	0.49	13,639	2,744	4.97	-	-	5,799	247	708	0.43	0.07	0.50
642	5,240	1,030	5.09	-	-	2,127	47	328	0.48	12,979	2,689	4.83	-	-	5,685	327	978	0.44	0.10	0.54
142,460	30,044	4.74	-	-		\$65,551	\$15,763	\$19,762	\$0.71	428,129	91,162	4.70	-	-	\$195,052	\$66,575	\$59,299	\$0.46	\$0.29	\$0.75

Vehicle Consumption Report For September, 2017

2004 GILLIG 29` FLEET																				
Month-to-Date										Fiscal Year-to-Date										
Bus	Miles	Fuel	MPG	Oil	MPQ	Fuel/Lube	Parts	Labor	CPM	Miles	Fuel	MPG	Oil	MPQ	Fuel/Lube	Parts	Labor	FCM	RCM	TCM
700	3,174	704	4.51	-	-	1,458	28	229	0.54	8,618	1,853	4.65	-	-	3,892	217	1,482	0.45	0.20	0.65
701	3,076	618	4.97	-	-	1,391	44	186	0.53	8,052	1,634	4.93	-	-	3,492	771	1,414	0.43	0.27	0.70
702	3,077	585	5.26	-	-	1,289	2,030	602	1.27	8,673	1,711	5.07	-	-	3,652	2,566	1,425	0.42	0.46	0.88
703	1,380	277	4.97	-	-	547	2,214	152	2.11	5,408	1,079	5.01	-	-	2,124	5,952	1,153	0.39	1.31	1.71
704	2,508	490	5.11	-	-	1,028	1,213	693	1.17	7,081	1,340	5.28	-	-	2,840	1,507	1,292	0.40	0.40	0.80
705	1,971	406	4.86	-	-	799	509	294	0.81	8,087	1,620	4.99	-	-	3,335	1,657	1,748	0.41	0.42	0.83
706	2,782	566	4.91	-	-	1,186	28	216	0.51	9,221	1,828	5.04	-	-	3,922	2,330	812	0.43	0.34	0.77
707	2,383	477	5.00	-	-	1,042	222	207	0.62	7,402	1,508	4.91	-	-	3,072	875	888	0.42	0.24	0.65
708	0	0	0.00	-	-	225	1,671	1,833	0.00	0	0	0.00	-	-	225	15,857	3,972	0.00	0.00	0.00
709	0	0	0.00	-	-	0	0	0	0.00	0	0	0.00	-	-	70	241	396	0.00	0.00	0.00
710	1,065	243	4.39	-	-	478	1,988	414	2.70	5,436	1,087	5.00	-	-	2,352	3,369	1,384	0.43	0.87	1.31
711	2,603	512	5.08	-	-	1,009	402	188	0.61	8,355	1,631	5.12	-	-	3,294	1,090	562	0.39	0.20	0.59
712	2,172	424	5.12	-	-	836	843	458	0.98	7,747	1,569	4.94	-	-	3,151	2,053	1,162	0.41	0.41	0.82
713	934	194	4.82	-	-	464	22	171	0.70	2,455	552	4.44	-	-	1,170	40	422	0.48	0.19	0.67
27,125										86,535	17,412	4.97	-	-	\$36,591	\$38,525	\$18,113	\$0.42	\$0.65	\$1.08

2009 GILLIG 29` HYBRID FLEET																				
Month-to-Date										Fiscal Year-to-Date										
Bus	Miles	Fuel	MPG	Oil	MPQ	Fuel/Lube	Parts	Labor	CPM	Miles	Fuel	MPG	Oil	MPQ	Fuel/Lube	Parts	Labor	FCM	RCM	TCM
715	867	183	4.73	-	-	361	15	236	0.71	4,423	950	4.65	-	-	1,942	43	393	0.44	0.10	0.54
716	831	176	4.73	-	-	346	8	86	0.53	3,500	758	4.62	-	-	1,571	903	442	0.45	0.38	0.83
717	1,072	249	4.31	-	-	572	51	251	0.82	4,656	1,156	4.03	-	-	2,358	56	495	0.51	0.12	0.62
2,770										12,579	2,864	4.39	-	-	\$5,870	\$1,001	\$1,331	\$0.47	\$0.19	\$0.65

Vehicle Consumption Report For September, 2017

2007 GILLIG HYBRID																				
Month-to-Date										Fiscal Year-to-Date										
Bus	Miles	Fuel	MPG	Oil	MPQ	Fuel/Lube	Parts	Labor	CPM	Miles	Fuel	MPG	Oil	MPQ	Fuel/Lube	Parts	Labor	FCM	RCM	TCM
900	2,473	537	4.61	-	-	1,495	426	411	0.94	5,229	1,095	4.77	-	-	2,595	2,226	582	0.50	0.54	1.03
901	3,059	616	4.96	-	-	1,214	40	232	0.49	8,589	1,760	4.88	-	-	3,696	712	1,223	0.43	0.23	0.66
902	2,713	555	4.89	-	-	1,094	6	199	0.48	8,196	1,679	4.88	-	-	3,477	145	758	0.42	0.11	0.53
903	2,416	515	4.69	-	-	1,014	148	239	0.58	7,440	1,651	4.51	-	-	3,546	1,223	1,594	0.48	0.38	0.86
904	1,002	243	4.12	-	-	613	209	452	1.27	6,369	1,342	4.75	-	-	2,874	1,022	1,397	0.45	0.38	0.83
905	2,237	444	5.04	-	-	874	2,104	317	1.47	2,237	444	5.04	-	-	874	2,104	317	0.39	1.08	1.47
906	2,596	514	5.05	-	-	1,013	394	607	0.78	8,510	1,678	5.07	-	-	3,395	665	1,394	0.40	0.24	0.64
907	2,461	594	4.14	-	-	1,269	435	266	0.80	12,419	2,587	4.80	-	-	5,290	500	791	0.43	0.10	0.53
908	0	0	0.00	-	-	0	27,077	1,182	0.00	928	218	4.27	-	-	428	30,440	2,350	0.46	35.33	35.80
909	3,169	610	5.19	-	-	1,300	952	441	0.85	6,909	1,337	5.17	-	-	2,731	1,307	1,359	0.40	0.39	0.78
910	397	84	4.75	-	-	475	1,810	1,288	9.00	5,560	1,069	5.20	-	-	2,493	2,497	2,260	0.45	0.86	1.30
912	1,718	338	5.08	-	-	667	0	166	0.48	3,431	668	5.13	-	-	1,416	51	536	0.41	0.17	0.58
913	2,845	602	4.72	-	-	1,288	364	245	0.67	8,563	1,839	4.66	-	-	4,198	1,078	810	0.49	0.22	0.71
914	1,431	393	3.64	-	-	775	151	205	0.79	2,665	731	3.65	-	-	1,438	2,180	2,033	0.54	1.58	2.12
915	3,826	692	5.53	-	-	1,524	0	231	0.46	7,813	1,545	5.06	-	-	3,412	558	1,597	0.44	0.28	0.71
32,343	6,739	4.80	-	-		\$14,616	\$34,115	\$6,482	\$1.71	94,858	19,641	4.83	-	-	\$41,862	\$46,707	\$19,001	\$0.44	\$0.69	\$1.13

2014 NOVA ARTIC																				
Month-to-Date										Fiscal Year-to-Date										
Bus	Miles	Fuel	MPG	Oil	MPQ	Fuel/Lube	Parts	Labor	CPM	Miles	Fuel	MPG	Oil	MPQ	Fuel/Lube	Parts	Labor	FCM	RCM	TCM
1001	6,513	1,318	4.94	-	-	2,953	618	716	0.66	11,335	2,399	4.72	-	-	5,083	620	1,130	0.45	0.15	0.60
1002	1,106	225	4.91	-	-	518	73	269	0.78	5,150	1,122	4.59	-	-	2,578	374	526	0.50	0.17	0.68
1003	5,233	1,056	4.95	-	-	2,183	186	446	0.54	9,807	2,055	4.77	-	-	4,415	584	1,216	0.45	0.18	0.63
12,852	2,599	4.94	-	-		\$5,654	\$877	\$1,431	\$0.62	26,292	5,577	4.71	-	-	\$12,076	\$1,578	\$2,871	\$0.46	\$0.17	\$0.63

DIESEL FLEET SUBTOTAL																				
Month-to-Date										Fiscal Year-to-Date										
Miles	Fuel	MPG	Oil	MPQ	Fuel/Lube	Parts	Labor	CPM		Miles	Fuel	MPG	Oil	MPQ	Fuel/Lube	Parts	Labor	FCM	RCM	TCM
240,511	50,682	4.75	-	-	\$109,365	\$63,467	\$37,150	\$0.87		720,305	152,890	4.71	-	162	\$326,088	\$186,906	\$116,219	\$0.45	\$0.42	\$0.87

Vehicle Consumption Report For September, 2017

00/01 EBUS SHUTTLES																					
Month-to-Date										Fiscal Year-to-Date											
Bus	Miles	kWh	MPK	Oil	MPQ	Fuel/Lube	Parts	Labor	CPM	Miles	kWh	MPK	Oil	MPQ	Fuel/Lube	Parts	Labor	FCM	RCM	TCM	
12	710	583	1.22	-	-	130	70	487	0.97	3,946	3,983	0.99	-	-	889	2,827	1,500	0.23	1.10	1.32	
13	1,539	1,958	0.79	-	-	437	0	145	0.38	4,861	5,827	0.83	-	-	1,301	645	643	0.27	0.26	0.53	
14	1,383	1,522	0.91	-	-	340	30	103	0.34	2,902	3,432	0.85	-	-	766	57	280	0.26	0.12	0.38	
15	1,117	1,272	0.88	-	-	284	1,283	281	1.65	2,985	3,640	0.82	-	-	813	4,308	685	0.27	1.67	1.94	
16	518	1,142	0.45	-	-	255	374	191	1.58	1,933	4,430	0.44	-	-	989	1,136	773	0.51	0.99	1.50	
17	872	1,744	0.50	-	-	389	9	74	0.54	2,318	4,512	0.51	-	-	1,007	551	481	0.43	0.45	0.88	
18	0	0	0.00	-	-	0	0	0	0.00	845	1,091	0.77	-	-	244	7	146	0.29	0.18	0.47	
20	951	1,137	0.84	-	-	254	1,865	910	3.18	2,721	3,223	0.84	-	-	720	2,208	1,309	0.26	1.29	1.56	
21	1,536	1,656	0.93	-	-	370	0	74	0.29	4,333	4,474	0.97	-	-	999	140	409	0.23	0.13	0.36	
26	866	2,008	0.43	-	-	448	30	74	0.64	2,315	5,464	0.42	-	-	1,220	8,999	631	0.53	4.16	4.69	
27	962	2,075	0.46	-	-	463	0	117	0.60	2,477	5,588	0.44	-	-	1,248	518	537	0.50	0.43	0.93	
28	1,106	1,751	0.63	-	-	391	142	74	0.55	2,982	4,880	0.61	-	-	1,090	142	306	0.37	0.15	0.52	
29	1,368	1,673	0.82	-	-	374	579	493	1.06	4,411	5,892	0.75	-	-	1,316	1,299	1,094	0.30	0.54	0.84	
12,928		18,521	0.70	-	-	\$4,136	\$4,382	\$3,021	\$0.89	39,029	56,436	0.69	-	-	\$12,602	\$22,837	\$8,795	\$0.32	\$0.81	\$1.13	

ELECTRIC FLEET SUBTOTAL																			
Month-to-Date									Fiscal Year-to-Date										
Miles	kWh	MPK	Oil	MPQ	Fuel/Lubed	Parts	Labor	CPM	Miles	kWh	MPK	Oil	MPQ	Fuel/Lube	Parts	Labor	FCM	RCM	TCM
12,928	18,521	0.70	-	-	\$4,136	\$4,382	\$3,021	\$0.89	39,029	56,436	0.69	-	-	\$12,602	\$22,837	\$8,795	\$0.32	\$0.81	\$1.13

Vehicle Consumption Report
For September, 2017

<i>Grand Totals for all Fleets</i>											
<i>Month-to-Date</i>					<i>Fiscal Year-to-Date</i>						
Miles	Fuel/Lube	Parts	Labor	CPM	Miles	Fuel/Lube	Parts	Labor	FCM	RCM	TCM
253,439	\$113,501	\$67,850	\$40,171	\$0.87	759,334	\$338,690	\$209,743	\$125,014	\$0.45	\$0.44	\$0.89

Management & Administration

Liability: Reportable to National Transit Database					
Fiscal Year End June 30	2018	2017	2016	2015	2014
1st Quarter: July - September	1	1	1	0	0
Fiscal Year to Date:	1	1	1	0	0
The NTD defines a Reportable Event (Major Incident) as a safety or security event occurring on transit right-of-way, in a transit revenue facility, in a transit maintenance facility, or involving a transit revenue vehicle meeting the following criteria:					
· An evacuation for life safety reasons					
· Estimated property damage equal to or exceeding \$25,000					
· Fatality confirmed within 30 days					
· Immediate transport away from the scene for medical attention, except illnesses requiring transport for medical attention					
· Collisions involving transit vehicles that require towing away of a transit roadway vehicle or other non-transit roadway vehicle					
Workers' Compensation Claims					
Fiscal Year End June 30	2018	2017	2016	2015	2014
1st Quarter: July - September	2	4	6	7	9
Fiscal Year to Date:	2	4	6	7	9

Transit Finance

Compliance Report for Quarter Ending September 30, 2017

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 July 1 and September 30, 2017, to address these requirements.

MTD Compliance Actions

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 MTD triennial Title VI Program update to the FTA, as required.

Submitted semi-annual reports to the California Department of Transportation (Caltrans) for MTD's Proposition 1B grants from the Public Transportation Modernization, Improvement, and Service Enhancement Account (PTMISEA).

Submitted the final report for MTD's FY 2016 allocation of Low Carbon Transit Operations Program (LCTOP) to Caltrans, as required.

Submitted grant application for FTA FY 2017 Section 5339 Competitive Capital Funds.

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.)*

OLIVIA RODRIGUEZ
BOARD DIRECTOR

DAVE TABOR
BOARD DIRECTOR

DICK WEINBERG
BOARD DIRECTOR

DAVE DAVIS
CHAIR

CHUCK MCQUARY
VICE CHAIR

BILL SHELOR
SECRETARY

PAULA PEROTTE
BOARD DIRECTOR

ORGANIZATIONAL CHART

JERRY ESTRADA
GENERAL MANAGER

VACANT
OFFICE ADMINISTRATOR

VACANT
RECEPTIONIST

BRAD DAVIS
AGM / CONTROLLER

(PROCUREMENT OFFICER)

THAIS SAYAT
ASSISTANT CONTROLLER

LIZ DE LA TORRE
ACCOUNTING MANAGER

DIANA FLORES
BOOKKEEPER

CLAIRE PATTERSON
ACCOUNTING ASSISTANT

EVELYN FIGUEROA
CASH HANDLING SPC

TOM SHELTON
IT MANAGER

PABLO ZUNIGA
IT SUPPORT SPECIALIST

JUAN PEREZ
FAREBOX TECHNICIAN II

JOSH MARTINEZ
FAREBOX TECHNICIAN I

BILL MORRIS
OPERATIONS MANAGER

DAVE MORSE
ASSISTANT MANAGER OF
OPERATIONS

MANNY CASTANON
OPERATIONS SAFETY &
TRAINING OFFICER

**OPERATIONS
SUPERVISORS**
12

DRIVERS
147

MIKE CARDONA
ACTING FLEET & FACILITIES
MANAGER

STEVE HAHN
ASSISTANT MANAGER OF
FLEET & FACILITIES

JOHN HERRERA
PARTS CLERK

DAVE MYERS
DATA ANALYST

FRANK REYNOSO
FACILITIES SPECIALIST

**SHIFT
SUPERVISOR**
(1)

MECHANICS
13

UTILITY
5(FT) - 8(PT)

GEORGE AMOON
PLANNING MANAGER

MARK CLYDE
TRANSIT PLANNER

JENNIFER TANNER
ROUTE SCHEDULER

BOB OLIVERA
BUS STOP MAINT

HILLARY BLACKERBY
MARKETING & COMMUNITY
RELATIONS MANAGER

LILLY GOMEZ
MARKETING & COMMU-
NITY RELATIONS COORD.

**CUSTOMER SERVICE
REPRESENTATIVES**

MARY GREGG
HUMAN RESOURCES & RISK
MANAGER

(EEO & SAFETY OFFICER)

**LYNROSE DIMA-
LANTA**
WC & HR SPECIALIST

JILL GRISHAM
RISK & PAYROLL BENEFITS
SPECIALIST

STEVE MAAS
GOVERNMENT RELATIONS &
COMPLIANCE MANAGER

(DBE OFFICER)

RYAN GRIPP
CAPITAL PROJECTS
MANAGER

SANTA BARBARA

MTD

UPDATED: 11/06/2017



BOARD OF DIRECTORS REPORT

MEETING DATE: NOVEMBER 14, 2017

AGENDA ITEM #11

DEPARTMENT: FINANCE

TYPE: INFORMATIONAL

PREPARED BY: THAIS SAYAT



Signature

REVIEWED BY: ASSISTANT GENERAL MANAGER



Signature

SUBJECT: Financial update for quarter ending September 30, 2017.

ATTACHMENT(S): MTD Operating Budget Report for Quarter Ended September 30, 2017.

DISCUSSION: Staff will report on the financial results for the three months ending September 30, 2017.

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OPERATING BUDGET REPORT

FY2017-18 Quarter Ended September 30, 2017

Executive Summary

MTD financial results for the first quarter of fiscal year 2016-17 are reflective of service level increases, continued ridership decreases, and the terms of the collective bargaining agreement which went into effect on July 1. Aggregate income and expenses were in line with the budget. In comparison to the prior year, there was nominal revenue growth with an increase in expenses. Due to the absence of FTA and property tax receipts this quarter, MTD incurred a deficit of \$1.5 million. Federal operating assistance is typically recorded once Congress appropriates the funding.

Operating Budget 3 Months Ending September 30, 2017 (\$ thousands)

	FY 17-18 Actual	FY 17-18 Budget	Var %	FY 16-17 Actual	Var %
<u>REVENUE</u>					
Fare Revenue	\$1,681	\$1,721	-2%	\$1,765	-5%
Sales Tax Revenue	2,517	2,524	0%	2,439	3%
FTA Operating Assistance	0	0	n/a	0	n/a
State & Local Op Assistance	305	303	1%	220	39%
Property Tax Revenue	0	0	n/a	0	n/a
Non-Transportation Income	200	209	-4%	219	-9%
Total Operating Revenue	\$4,703	\$4,757	-1%	\$4,644	1%
<u>EXPENSE</u>					
Route Operations	\$3,907	\$3,834	2%	\$3,758	4%
Vehicle Maintenance	1,245	1,328	-6%	1,235	1%
Passenger Accommodations	396	431	-8%	378	5%
General Overhead	753	745	1%	685	10%
Total Operating Expense	\$6,301	\$6,337	-1%	\$6,055	4%
Surplus/Deficit	<u>(\$1,598)</u>	<u>(\$1,580)</u>		<u>(\$1,411)</u>	

Operating Budget

Operating Revenue – Aggregate income from operations of \$4.7 million was in line with budget expectations and resulted in minimal growth compared to the prior year. Sales tax revenue met budget expectations and exceeded prior year's revenue by 3%.

Operating Revenue Detail
3 Months Ending September 30, 2017
(\$ thousands)

	FY 17-18 Actual	FY 17-18 Budget	Var %	FY 16-17 Actual	Var %
FAREBOX REVENUE					
Cash Fares & Tokens	\$595	\$583	2%	\$617	-3%
Adult Passes	290	328	-12%	341	-15%
Youth Passes	142	146	-2%	151	-6%
Senior Passes	45	41	9%	43	5%
Mobility Passes	38	37	2%	38	-1%
Day Passes	1	1	6%	1	-4%
Downtown-Waterfront Shuttle	259	274	-5%	263	-1%
UCSB Contract Fares	107	106	1%	104	2%
SBCC Contract Fares	181	179	1%	186	-3%
Special Event Fares & Amtrak	15	16	-6%	13	17%
City My Ride Program	7	10	-27%	9	-16%
Subtotal	<u>\$1,681</u>	<u>\$1,721</u>	-2%	<u>\$1,765</u>	-5%
GRANTS & SUBSIDIES					
TDA Sales Tax Revenue	\$1,983	\$2,021	-2%	\$1,929	3%
FTA Formula Assistance	0	0	n/a	0	n/a
Measure A	533	504	6%	510	5%
State & Local Op Assistance	305	303	1%	220	39%
Property Tax Revenue	0	0	n/a	0	n/a
Subtotal	<u>\$2,822</u>	<u>\$2,827</u>	0%	<u>\$2,659</u>	6%
NON-TRANSPORTATION INCOME					
Advertising on Buses	\$133	\$138	-3%	\$163	-18%
Interest on Investments	14	17	-18%	5	159%
Lease & Other Income	53	54	-3%	51	3%
Subtotal	<u>\$200</u>	<u>\$209</u>	-4%	<u>\$219</u>	-9%
Total Operating Revenue	<u><u>\$4,703</u></u>	<u><u>\$4,757</u></u>	-1%	<u><u>\$4,644</u></u>	1%

Cash fares, pass sales, and contract fares comprise fare revenue and in total were close to the budget, but within the group there were deviations. Cash fares surpassed budget expectations this quarter while pass sales were less than anticipated because bulk pass sales made last year did not occur this quarter.

Fare Revenue by Category
3 Months Ending September 30, 2017
(\$ thousands)

	FY 17-18 Actual	FY 17-18 Budget	Var %	FY 16-17 Actual	Var %
Cash Fares	\$595	\$583	2%	\$617	-3%
Pass Fares	517	553	-7%	574	-10%
Contract Fares	569	585	-3%	574	-1%
Total	<u>\$1,681</u>	<u>\$1,721</u>	-2%	<u>\$1,765</u>	-5%

Local Operating Assistance met budget expectations. Assistance from UCSB grew over the prior year by \$120,000 while LCTOP decreased by \$35,000. Since Line 28 began in late August 2016, MTD did not receive UCSB funding for the entire quarter that year. Prior year's LCTOP subsidy was significantly larger because it pertained to line 1 and 2 service enhancements, whereas this year's subsidy covered marketing costs.

This quarter's non-transportation income is derived from bus advertising revenue, interest earned, Overpass property revenue, and miscellaneous revenue. Income was primarily under budget due to interest earnings and bus advertising revenue. The latter is also the main factor resulting in a decrease of non-transportation income compared to the prior year. The reduced revenue resulted from decreased customer marketing needs for bus ads.

Operating Expenses – Aggregate operating expenses of \$6.3 million were on budget for the first quarter and were 4% over the prior year. The main growth factors are the 1.5% service level increase that went into effect late August 2017, contractual wages/fringe benefits increases, and increased diesel fuel costs.

Operating Expense Detail
3 Months Ending September 30, 2017
(\$ thousands)

	FY 17-18 Actual	FY 17-18 Budget	Var %	FY 16-17 Actual	Var %
ROUTE OPERATIONS					
Drivers	\$2,844	\$2,823	1%	\$2,776	2%
Dispatch & Supervision	183	196	-7%	138	33%
Hiring & Training	115	76	51%	58	98%
Risk & Safety	548	522	5%	573	-4%
Transportation Subsidies	217	217	0%	213	2%
Subtotal	\$3,907	\$3,834	2%	\$3,758	4%
VEHICLE MAINTENANCE					
Mechanics	\$289	\$313	-7%	\$272	6%
Cleaners & Fuelers	212	203	5%	201	5%
Supervision	114	143	-21%	137	-17%
Vehicle Consumables	446	438	2%	403	11%
Bus Parts & Supplies	164	205	-20%	205	-20%
Vendor Services	26	14	83%	7	297%
Risk & Safety	(6)	12	-150%	9	-163%
Subtotal	\$1,245	\$1,328	-6%	\$1,235	1%
PASSENGER ACCOMMODATIONS					
Passenger Facilities	\$121	\$132	-9%	\$138	-13%
Transit Development	79	97	-18%	89	-11%
Promotion & Information	130	137	-5%	90	43%
Fare Revenue Collection	66	65	2%	60	11%
Subtotal	\$396	\$431	-8%	\$378	5%
GENERAL OVERHEAD					
Finance	\$160	\$167	-4%	\$150	7%
Personnel	42	42	1%	41	4%
Utilities & Communication	65	55	18%	57	14%
Operating Facilities	97	85	14%	76	27%
District Administration	389	395	-2%	361	8%
Subtotal	\$753	\$745	1%	\$685	10%
Total Operating Cost	\$6,301	\$6,337	-1%	\$6,055	4%

Last year, MTD's diesel fuel price was lower than this year's first quarter price. In December 2017, the current rate of \$1.96 per gallon will be reduced to \$1.68. Marketing efforts are underway and associated costs are coming to fruition. Costs associated with B&G Repairs and Maintenance at Terminal 1 were over budget and grew compared to last year due to necessary repairs on hoist equipment. There was an upward swing in electrical usage costs resulting in utilities being over budget due to increased rates and AC use.

Operating Expenses by Category
3 Months Ending September 30, 2017
 (\$ thousands)

<u>EXPENSE</u>	<u>FY 17-18</u> <u>Actual</u>	<u>FY 17-18</u> <u>Budget</u>	<u>Var</u> <u>%</u>	<u>FY 16-17</u> <u>Actual</u>	<u>Var</u> <u>%</u>
Wages	\$2,900	\$2,884	1%	\$2,805	3%
Fringe Benefits	1,726	1,767	-2%	1,640	5%
Fuel	401	395	2%	361	11%
Risk	344	349	-1%	407	-15%
Materials & Supplies	282	295	-4%	294	-4%
Services	366	376	-3%	279	31%
ADA	217	217	0%	213	2%
Utilities	65	55	18%	57	14%
Total	<u>\$6,301</u>	<u>\$6,337</u>	-1%	<u>\$6,055</u>	4%

Capital Budget

The quarter ended with \$522,000 in capital expenditures. The completed Terminal 1 canopy and charging infrastructure improvements totaled \$200,000. Information Systems included continued upgrades to MTD's network systems. Intelligent Transportation Systems reflected progress payments on the AIM project.

Capital Expenditures by Category
3 Months Ending September 30, 2017
 (\$ thousands)

	<u>Actual</u>
Revenue Vehicle Purchases	\$28
Intelligent Transportation Systems	108
Passenger Facilities	19
Operating Facilities	213
Revenue Vehicle Improvements	40
Information Systems	114
Other Equipment	0
Total	<u>\$522</u>

More than 90% of the capital expenditures were funded by Measure A funds. Transit Center renovation project costs were funded by FTA and Prop 1B PTMSEA funds.

The Statement of Net Position as of September 30, 2017, is contained on the following page.

**Statement of Net Position
September 30, 2017**

<u>ASSETS</u>			
CURRENT ASSETS			
Cash & Cash Items	\$ 15,737,396		
Receivables	2,755,322		
Materials & Supplies Inventory	1,147,654		
Prepayments	<u>270,360</u>		
		\$ 19,910,732	
NON-CURRENT ASSETS			
Work in Process	\$ 5,729,892		
Land	5,596,297		
Fixed Facilities	13,061,888		
Revenue Fleet	42,837,963		
Non-Revenue Vehicles	718,475		
Shop Equipment	605,037		
Office & IT Equipment	2,821,183		
Bus Stop Facilities	1,154,869		
Accumulated Depreciation	<u>39,449,828</u>		
		<u>33,075,776</u>	
Total Assets			<u><u>\$ 52,986,508</u></u>
<u>LIABILITIES</u>			
CURRENT LIABILITIES			
Accounts Payables	\$ 444,929		
Payroll Liabilities	800,990		
Other Current Liabilities	<u>1,825,233</u>		
		\$ 3,071,152	
NON-CURRENT LIABILITIES			
Accrued Benefits & Payouts	<u>\$ 6,059,924</u>		
		<u>6,059,924</u>	
Total Liabilities			\$ 9,131,076
<u>NET POSITION</u>			
Capital Assets		\$ 33,092,046	
Restricted Net Position		1,304,930	
Unrestricted Net Position		11,056,631	
Year to Date Surplus (Deficit)		<u>(1,598,175)</u>	
Total Net Position			<u>43,855,432</u>
Total Liabilities & Net Position			<u><u>\$ 52,986,508</u></u>

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To: MTD Board of Directors
From: Jerry Estrada, General Manager
Date: November 14, 2017
Subject: General Manager's Report

Operations, Fleet & Facilities

A large contingent of our newest folks – Operators in Training, have successfully completed all of their licensing and training. We congratulate Dorothy Williams, Andy Ramirez, Richard Reale, Anthony Perez, Joe Franken, and Charles Marlin, and, welcome them to the MTD Team. Also, we wish to welcome two of our newest employees that are in the middle of their training – Phillip Hofart and Joseph Villareal. They are getting ready for their DMV testing, which is scheduled within the next few weeks.

Operations has successfully completed the bidding process for our next schedule/bid, which will commence on November 27 and run through March 4. Vacation bidding was also completed for 2018.

Halloween in the Goleta/Isla Vista area was a non-event, thanks to the proactive approaches that were made by a number of organizations and entities. The Line 27 was pulled from service early on Friday, due to the crowds roaming the streets. Operations did add extra supervision on Halloween night, as a precautionary measure. Both the weekend before, and, that night, were event free.

Our quarterly training (Verification of Transit Training) is coming up the week of November 13. Those of us that hold commercial driver's licenses are required by the State of California to undergo 8 hour of training per year. We generally hold these classes just prior to a schedule/bid change. Topics vary, but are all transit related. Classes are held four different times and days of the scheduled week, to try to meet all the different Operator's schedules.

Staff met with City of Santa Barbara personnel to garner feedback for MTD's Interim Facility and Operations Plan as it relates to the Transit Center Rehabilitation project. City staff provided suggestions for optimizing the operations plan to minimize congestion on Chapala Street between Carrillo and Figueroa. MTD's architect is in the process of modifying the plan to reflect the suggested improvements.

Staff received a series of minor plan check corrections after the second go-around with the City of SB Building Department. Staff and MTD's architect are in the process of making the appropriate corrections for a third submittal, which will likely be that final review for permitting.

Staff is currently working with a consultant on the Invitation for Bids documents so the project can go out to bid once the City has approved the plans.

Adding additional access points in MTD's maintenance yard to support Wi-Fi Fast Fare farebox probing, which allows faster and more frequent data transfer between the fareboxes and the server. The additional access points will also support I/O Controls' technology included with the BYD buses that allows Staff to receive vehicle diagnostic data and control bus charging remotely.

MTD has taken delivery of four buses to date, with three more expected to arrive the week on November 6th. MTD's training and operations teams continue to perform a thorough shakedown of each bus that arrives. This practice has revealed issues that BYD has committed to correcting. Unfortunately, this delays the rollout of the buses into revenue service. Staff has been working very closely with BYD personnel, including making frequent visits to their Lancaster factory, to ensure MTD buses are being built to MTD's specifications.

Clever Devices technicians continue to perform inspections of their equipment on the BYD buses as they arrive to MTD. BYD training staff is scheduled to be onsite the week of November 13th to train MTD operations and maintenance teams to safely operate and maintain the BYD vehicles.

Staff is working with City of Carpentaria personnel and an electrical engineering consultant to design the electrical infrastructure upgrade to convert the existing 208v charging to 480v charging to accommodate the BYD buses.

Administration

As of November 6th, we had just under 500 responses to our Community Survey. We have a goal of at least 600 responses and the survey will remain open until Thanksgiving Day. We are encouraging people who take the bus and those who don't to take the survey so we can learn better how they get around our community.

On November 7th, we held our annual Veterans Day barbecue to honor our employees and retirees who have served in the armed forces.

Bus stop improvements as part of the Direct Relief International development project (across from the Santa Barbara Airport) were installed at the eastbound Hollister/Lopez and westbound Hollister/Griggs stops. Improvements include shelters with solar powered lighting, benches, trash receptacles and ADA accessibility.

Planning staff attended the second Hollister Avenue Complete Streets stakeholder meeting held by City of Goleta on October 25. Conceptual layouts were presented by City staff to gain input from the stakeholders in preparation of an upcoming presentation to the public. The project is aimed at developing a plan that will allow Goleta Old Town streets to be safer for all travel modes, reduce cut-through traffic through Old Town, provide safe and convenient connections to residents, employees, and visitors using all modes of transportation, and improve the quality of life by making Hollister Avenue appealing to walk, cycle, drive, shop and dine.

In continued effort to recruit for bus operators and mechanics, Human Resources attended a job fair in Santa Maria on October 3, 2017. The Santa Maria Job and Resource Fair was held at the Santa Maria Showgrounds. Approximately 400 people attended the two hour event. While many were from the Santa Maria area seeking local employment, several visitors to the MTD booth were from the Lompoc area to look for commuting opportunities. One of the job fair attendees attended our Driver Orientation held on October 19, and is currently going through the interview process for consideration to become a bus operator.

On Wednesday, November 1, staff attended a meeting of Santa Barbara County transit operators and Santa Barbara County Association of Governments (SBCAG) staff to discuss the new State of Good Repair (SGR) capital program that will be funded by Senate Bill (SB) 1. The SGR funds will be apportioned using the same formula as State Transit Assistance (STA) funds, with $\frac{1}{2}$ based on the operator's share of statewide fare revenue and $\frac{1}{2}$ based on the area's share of statewide population. The fare revenue share goes to the operator and the population share goes to SBCAG for apportionment. SBCAG staff recommended that SBCAG sponsor a call for projects for the population-based funds, and most of the County operators supported this recommendation. SBCAG itself is now an eligible recipient, as administrator of the Clean Air Express service. SB 1 also increased the funds available for the "base" STA program, and SBCAG intends to apportion these increased base STA funds by population, as is the case with existing STA funds.

The biennial OPEB actuarial valuation has been completed by Aon Consulting. The valuation, dated July 1, 2017, was prepared under the newly implemented Government Accounting Standards Board Statement 75 (GASB 75). The meaning and results of the valuation will be presented to the Finance Committee at its next scheduled meeting. At that time, consideration of further prefunding the OPEB liability will be discussed.

MTD's test farebox has been updated with new firmware and program settings to activate the smart card feature for local testing. Previously, all testing has been carried out by Genfare at their facility. SBCC and UCSB smart cards have been supplied and are currently going through

several testing iterations. Progress is being made in resolving issues encountered with the goal of being ready for field testing later this month.

MTD staff met with the SBCC administration for a second time to further discuss renewal of the transit pass program, which expires at the end of this academic year. Staff presented the District's proposal to renew the agreement for two years with no increase from the current student fees. The offer was well received by SBCC and a draft of the updated agreement under these terms has been prepared. The intent is to include the contract renewal as an item for consideration as part of next spring's student elections.

The second (and final) stage of PC workstation replacements has been completed which incorporated training for the latest recipients. Again, there were several purposes to the project: migrate from Microsoft Windows 7 to Windows 10 with its significantly improved security features; upgrade to Microsoft Office 2016 from 2003 for both productivity and security improvements; provide an opportunity to enhance user skills through dedicated training time; and create uniformity of hardware and software for ease of system and security maintenance. IT has also recently completed hardware and/or application software upgrades to the email Exchange server; the ShoreTel phone server, and EAM vehicle maintenance system. Most network servers have been brought up to date to the most recent software versions as well. A common thread among these upgrades are security improvements. With the exponential increase in the number and variety of IT system attacks (and breaches), it is critical that networks be kept up to date. While these projects are relatively large in scale, security improvements to the District's IT systems are ongoing through regular security patches and firewall updates as well as keeping abreast of the latest risks.