# Request for Proposal (RFP)

# for

# Facilities Master Plan

**Contact:**

Ryan Gripp, Capital Projects Manager
Santa Barbara Metropolitan Transit District (MTD)
550 Olive Street, Santa Barbara, CA 93101
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# Request for Proposal (RFP) for Facilities Master Plan

## PROJECT SUMMARY SHEET

Project Name: Facilities Master Plan RFP

Solicitation Issuance Date: Monday, October 1, 2018

Project Description: Develop a Facilities Master Plan, which will serve as a roadmap for facilities development that supports the goals and objectives of MTD

Project Location(s): MTD Terminal 1: 550 Olive Street, Santa Barbara, CA 93101; MTD Terminal 2: 5353 Overpass Road, Goleta, CA 93111; MTD Transit Center: 1020 Chapala Street, Santa Barbara, CA 93101

Pre-Submittal Meeting Date/Time: Monday, October 8, 2018 at 10:00 A.M. PST (**Non-Mandatory**)

Pre-Submittal Meeting Location: MTD Offices, 550 Olive Street, Santa Barbara, CA 93101

Requests/Clarifications Deadline: Friday, October 12, 2018 at 3:00 P.M. PST

Submittal Due Date/Time: Thursday, November 8, 2018 at 3:00 P.M. PST

Submittal Due Location: MTD Administrative Offices, 550 Olive Street, Santa Barbara, CA 93101 Reception Desk on 2nd Floor

Submittal Contents: Proposal; Price Proposal, Bidder Information, References & Suppliers, Non-Collusion Declaration and Compensation Certification, and Acknowledgement of Addenda forms

Anticipated Contract Issuance Date: Monday, December 10, 2018

Solicitation Contact: Ryan Gripp, Capital Projects Manager, (805) 883-4241, rgripp@sbmtd.gov

Type of Solicitation: Negotiated procurement based on evaluation of qualifications to perform the scope of work and fair and reasonable pricing ("qualifications based procurement")

Type of Contract: Fixed price

Licenses Required: Current licenses as required by the State of California for each person performing under a contract based on this RFP

Check MTD's website at http://www.sbmtd.gov/about/doing-business/ for updates.

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# SANTA BARBARA METROPOLITAN TRANSIT DISTRICT

## Request for Proposal for Facilities Master Plan

## *SOLICITATION INSTRUCTIONS*

### 1. PRE-SUBMITTAL ACTIVITIES

#### 1.1 PROJECT DESCRIPTION

The Santa Barbara Metropolitan Transit District (MTD) is issuing this *Request for Proposal (RFP) for Facilities Master Plan* to engage the services of a qualified firm to develop a comprehensive Facilities Master Plan.

As a result of responses to this RFP, MTD plans to review submissions and possibly conduct interviews with selected submitters it determines are most qualified to meet the scope of work and rank them by level of qualifications. A price proposal will be submitted separately and used as explained below to select the most qualified firm that also proposes a reasonable price for the project. Subject to Section 2.5 below, it is anticipated a contract will be awarded to the successful proposer in December 2018.

#### 1.2 RFP CONTENTS & CONTRACT DOCUMENTS

These *Solicitation Instructions* provide direction on preparing submittals and describe the evaluation, review, and contract award process. Attached are required forms and certifications to be completed and included as part of the submittal. The RFP consists of the following items and is available on the MTD website at http://www.sbmtd.gov/about/doing-business/.

- *Solicitation Instructions* which is the document presently being read
- Various attached forms to be completed as part of the proposal submittal process
- *Scope of Work* and appendices which specifies the work to be completed under the contract
- *MTD Master Agreement* which will serve as the contract between MTD and the winning firm

Proposers should be certain to read all documents in this RFP in order to prepare proposals correctly and be fully aware of the contractual terms and conditions. Failure of a proposer to follow instructions may result in rejection or disqualification of its proposal, and lack of knowledge of the contract terms shall not excuse it from its obligations

#### 1.3 PRE-SUBMITTAL MEETING (NON-MANDATORY)

There is a non-mandatory pre-submittal meeting to review the RFP process and speak with MTD staff. The meeting will be at 10:00 AM on Monday, October 8, 2018 in the downstairs auditorium at MTD's Administrative Offices located at 550 Olive Street, Santa Barbara. This will be the only opportunity for proposers to engage MTD staff in person.

#### 1.4 COMMUNICATIONS, REQUESTS & CLARIFICATIONS

MTD will consider requests for clarifications or changes to the RFP until Friday, October 12, 2018, at 3:00 PM. To be considered, such communications must be via email to Ryan Gripp at rgripp@sbmtd.gov. Change requests must be provided with sufficient information supporting the request to allow MTD to make a fair and reasonable determination.

#### 1.5 RFP MODIFICATIONS & ADDENDA

MTD reserves the right to amend this RFP through written addenda. No other form of communication with any officer, employee or agent of MTD shall be binding upon MTD. Addenda will be posted to the MTD website at http://www.sbmtd.gov/about/doing-business/ and concurrently sent via email to all

parties on the interested party list or which previously received the RFP. Failure of a proposer to receive any addendum shall not relieve it from any obligation under the RFP as clarified or modified.

### 1.6 RFP & CONTRACT TERMINOLOGY

In this solicitation and the resultant contract, MTD may interchangeably use the terms "bid," "offer," "proposal" or "submittal" to mean your response to this solicitation. Also, MTD may interchangeably use the terms "bidder," "offeror," "submitter" or "proposer" meaning you as the responder to this solicitation. In addition, the terms "successful bidder," "successful offeror," "successful proposer," "successful submitter," "supplier," "vendor," "consultant," and "firm" have the same meaning as the party to which a contract is awarded.

### 1.7 RFP SCHEDULE

| | |
|---|---|
| Issue RFP | October 1, 2018 |
| Pre-submittal Meeting | October 8, 2018 |
| Deadline for Proposers' Written Questions (3:00 P.M. PST) | October 12, 2018 |
| MTD Response to Written Questions | October 19, 2018 |
| Proposal Receipt Deadline (3:00 P.M. PST) | November 8, 2018 |
| MTD Schedule Interviews, If Any | November 15, 2018 |
| Proposer Interviews, If Needed | November 27-28, 2018 |
| Price Negotiations, If Needed | November 29, 2008 |
| Consideration of Award by MTD Board of Directors | December 4, 2018 |
| Issue Contract | December 10, 2018 |

## 2. SUBMITTAL PREPARATION & SUBMISSION

### 2.1 MTD FORMS

Price Proposal— Proposal shall include the fully completed and signed *Price Proposal* form included in this RFP showing the total compensation for carrying out the project under the terms of the contract. Include a fee schedule indicating billable labor, service, and material classifications for completing the *Scope of Work*. List billable labor rates and hours for the personnel expected to be committed for the project. Labor unit rates include fringe benefits, direct and indirect costs, and any other administrative fees. The *Price Proposal* form and fee breakdown shall be in a separate sealed envelope from the other documents submitted for this RFP. **Failure to include the fully completed and signed *Price Proposal* form and fee breakdown will render the proposal non-responsive and it will be rejected.**

Bidder Information—Submittal shall include the fully completed *Bidder Information* form included in this RFP.

References & Suppliers—Submittal shall include the *References & Suppliers* form included in this RFP. Note that only the "Work References" and "Credit References" sections are required for this solicitation. **Please be certain to list contact names and phone numbers that are accurate and current.**

Non-Collusion Declaration and Compensation Certification—Bid shall include the fully completed and signed *Non-Collusion Declaration and Compensation Certification* form included in this RFP.

Acknowledgement of Addenda—Bidder shall acknowledge either receipt of each Addendum or that there were no addenda by including in its bid the fully completed and signed *Acknowledgement of Addenda* form in this RFP. **Failure to include the signed Acknowledgement of Addenda form will render the bid non-responsive and it will be rejected**.

### 2.2 BIDDER-PREPARED DOCUMENTS

Project Proposal—A submittal indicating the capability of the offeror to perform the attached *Scope of Work* is required. Proposals shall include the information and be formatted as follows:

- Cover Letter. Letter shall be signed by an officer authorized to bind the offeror contractually and shall address the below matters.
  - Offeror's interest and willingness to enter into a contract with MTD to perform the work as described in the attached *Scope of Work*; and offerer's commitment to the effect that it would exert its "best efforts" in fulfilling its responsibilities therein.
  - Offeror's willingness to accept the contract terms and conditions included in the *MTD Master Agreement* and the *Scope of Work*. If there are any contract terms that the offeror will not accept or proposes modifications to, the specifics of such should also be addressed in the cover letter or an attachment thereto. MTD is limited in its ability to alter the terms and will assess whether it would be able to contract with the offeror under the offeror's proposed contract revisions.
  - Offeror's ability and willingness to obtain insurance meeting the requirements indicated in paragraph 18 of the *MTD Master Agreement*.
- General Background. Include the date your firm went into business, its growth pattern, types of services provided, number of personnel employed, and any other relevant information to provide proposal evaluators with an understanding of the proposer's business. Include an organization chart of the firm.
- Firm Experience and Expertise. Provide a detailed explanation of the experience and expertise of the firm to include that of a general nature, expertise related to transit agencies and/or public agencies, and that which pertain to the type of projects described in the *Scope of Work*.
- Individual Experience and Expertise. Provide a detailed explanation of the experience and expertise of personnel the submitter proposes to use to support MTD in meeting the requirements of a contract resulting from this RFP. Include resumes for key personnel mentioned in this section. The information provided should identify organization affiliations and licenses held which pertain to the work specified in support of MTD. Key personnel are expected to be committed for the project. Replacement of such personnel will not be permitted without prior consultation with and approval from MTD.
- Subcontractors. List any subcontractors offeror may engage to provide support for any work outlined in the *Scope of Work* that offeror's firm is unable to perform with in-house resources. Include experience and expertise of subcontractor's firm, and that of their personnel anticipated to be working on the MTD project.
- Work Sample. Include a minimum of one, and not more than three, sample projects, similar to the work described in the *Scope of Work*. If offeror worked with another firm on the sample project(s), provide a description of offeror's role in the project.
- Work Plan and Schedule. Provide a detailed outline of the process and schedule for executing the project. Include key deliverables and an explanation of how your approach successfully addresses the work described in the *Scope of Work*. MTD anticipates the project can be completed within 90-120 calendar days after award of contract (AOC). The schedule shall include major milestones and indicate the time in calendar days from AOC offeror proposes to complete the work. Offeror shall include any conditions it considers necessary to meet its proposed schedule.

- Additional Relevant Information (Optional). Provide additional relevant information that may be helpful in the selection process (not to exceed 2 double-spaced pages). This information is optional.

### 2.3 SUBMITTAL CONTENTS, LOCATION, & DEADLINE

Contents—Proposer shall submit one package with three envelopes in a non-transparent, sealed packaging plainly marked on the exterior with the name of the proposer and the following: "Facilities Master Plan RFP." If using US Mail or a delivery service, submittals must still be enclosed in the specified packaging within any delivery service packaging. The proposal package shall contain the following:

- Envelope 1: MTD Forms (except *Price Proposal* form). In an envelope labeled "MTD Forms" include the fully completed *Bidder Information, References & Suppliers, Non-Collusion Declaration and Compensation Certification,* and *Acknowledgement of Addenda* forms. Envelop shall include one set marked as original and one electronic set (flash drive or CD).
- Envelope 2: Price Proposal. In an envelope labeled "Price Proposal" include the fully completed *Price Proposal* form and fee breakdown. Envelop shall include one set marked as original and one electronic set (flash drive or CD).
- Envelope 3: Project Proposal. In an envelope labeled "Project Proposal" include all of the requested information in the "Project Proposal" section above. Envelop shall include a total of seven complete sets of the project proposal. This shall include one set marked as original, five complete copies, and one electronic set (flash drive or CD).

Location—Submittals shall be delivered to:

Santa Barbara Metropolitan Transit District
Facilities Master Plan RFP
550 Olive Street
Santa Barbara, CA 93101

If hand delivered, submittals should be taken to the reception desk on the 2nd floor of the building.

Deadline—**Submittals will be accepted until 3:00 PM, local time, on Thursday, November 8, 2018**. Unless due to the fault of MTD, submittals received after such time cannot be considered and will be returned to the submitter unopened. There will be no public opening of submittals at the deadline or otherwise.

### 2.4 WITHDRAWAL OF SUBMITTALS

A proposer may withdraw a submittal any time prior to the submittal deadline by submitting a written request executed by the proposer's authorized representative. Any such withdrawal does not prejudice the right to resubmit a submittal by the submittal deadline.

### 2.5 SUBMITTAL STIPULATIONS

Submittals submitted as a result of this solicitation become the property of MTD. MTD will not pay any cost incurred by a bidder resulting from preparation or delivery of its submittal. Submittals will remain valid for 90 calendar days following the submittal due date. MTD reserves the following rights and will exercise such rights if it is in MTD's best interest to do so:

- Accept or reject any and all bids, or any item or part thereof.
- Waive any informalities or irregularities in bids.
- Withdraw this IFB/RFP at any time without prior notice.

- Postpone bid openings.
- Not award a contract to any bidder responding to this IFB/RFP.
- Award a contract without negotiations or discussions.

### 2.6 FAILURE TO PERFORM

MTD may remove from mailing lists for future IFBs/RFPs, for an undetermined period of time, the name of any bidder for failure to accept a contract and/or unsatisfactory performance.

## 3. EVALUATION

### 3.1 RESPONSIVENESS

MTD shall examine the proposals for the purpose of ascertaining its completeness and responsiveness to the provisions of this solicitation. Such process may involve requesting additional or clarifying information from the offeror. Proposals that do not contain all required materials, information or forms; or where such materials, information, or forms are substantially incomplete, may be determined as non-responsive and rejected by MTD. In such cases, MTD shall notify the offeror in writing of its rejection and the basis thereof.

### 3.2 EVALUATION CRITERIA

An evaluation committee will evaluate submitted proposals to determine the most qualified offeror using the following criteria:

| Category | Description | Scoring Criteria |
|---|---|---|
| Technical Qualifications and Experience of the Firm | Experience in performing work similar in nature and/or related to the work described in the *Scope of Work*; experience working with transit or other public agencies; strength and stability of the firm, including consultant team. A local office within 75 miles of the project site. | 30 |
| Qualifications of Key Personnel | Qualifications and previous experience of personnel; key personnel's level of involvement in performing related work cited in the *Scope of Work*. | 25 |
| Work Plan | Proven ability and commitment to provide sufficient detail to demonstrate the proposers' understanding of the work; provides a clear and logical outline of work to be performed and a focus on MTD's desired outcomes; and schedule indicating firms commitment to completing the project in an efficient and timely manner. | 25 |
| Record of Past Performance | Proven track record of satisfactorily completed work; length of time firm has been established; complexity of work performed; and satisfaction of key references. | 20 |
| **Total** | | **100** |

### 3.3 BIDDER RESPONSIBILITY

When MTD determines the offerors within the competitive range (i.e. the offerors who submitted the most highly rated proposals), MTD will assess their responsibility, which in this solicitation is defined as satisfactory performance in previous contracts and having the financial capacity to undertake the project. MTD will use the reference information provided in the submittal and other information, as

needed, for this determination. If an offeror within the competitive range is not determined to be responsible, it will no longer be considered.

### 3.4 INTERVIEWS

As part of the evaluation process, MTD may conduct interviews with proposer(s) it determines as likely to be the most qualified. Such interviews are for information gathering and clarification. MTD may conduct interviews in person or by phone. Any proposer requested to be interviewed shall make its best effort to be available within three (3) business days of such request. MTD reserves the right to award a contract without interviews and/or negotiations if deemed unnecessary to determine the most qualified, responsible offeror with a fair and reasonable price proposal.

### 3.5 PRE-AWARD DELIVERABLES

Upon determination of the most qualified, responsible offeror with a fair and reasonable price proposal and prior to consideration of contract award, MTD will request the following from the offeror:

Insurance Certificate—A certificate of insurance showing the coverage types and dollar limits stipulated in paragraph 18 of the *MTD Master Agreement*.

Business License— To carry out the work, a City of Santa Barbara business license is required. Provide a photocopy of the bidder's City business license. If one is not currently held, a business license will need to be obtained and a copy provided to MTD prior to award.

## 4. CONTRACT AWARD

Upon determination of the most qualified, responsible offeror with a fair and reasonable price proposal satisfactorily providing all required items, staff will prepare a recommendation for contract award to be considered by either the MTD General Manager or the MTD Board of Directors.

If the award recommendation is approved, it is the intent of MTD to execute the contract documents as soon as practicable after such award. The contract will be composed of the *MTD Master Agreement*, the *Scope of Work*, and relevant portions of the Contractor's submittals and price proposal.

## 5. PROTEST PROCEDURES

MTD has established procurement protest procedures to ensure uniform, timely, and fair consideration of complaints received by MTD concerning its procurement activities. Such procedures are available on MTD's website at the following link: http://www.sbmtd.gov/about/doing-business/.

# *SANTA BARBARA METROPOLITAN TRANSIT DISTRICT*

## Request for Proposal for Facilities Master Plan

## *PRICE PROPOSAL*

_____

Business Name of Bidder

**A. Bid**

| Description | Price |
|---|---|
| **MTD anticipates awarding a firm fixed price contract for the *Scope of Work* described herein for a Facilities Master Plan. The undersigned hereby agrees to provide services to satisfy the *Scope of Work*, which has been carefully examined, for the price proposed:** | **($_____.00)** |

**B. Fee Breakdown**

In the space below or as an attachment hereto, the proposer shall provide a fee schedule indicating billable labor, service, and material classifications for completing the *Scope of Work*. List billable labor rates and hours for the personnel expected to be committed for the project. Labor unit rates include fringe benefits, direct and indirect costs, and any other administrative fees**.**

**C. Special Instructions**

The *Price Proposal* form and fee breakdown shall be in a separate sealed envelope from the other documents submitted for this RFP.

The Bidder hereby represents and acknowledges that:

1. It will meet the minimum insurance coverage requirements in paragraph 18 of *MTD Master Agreement*.
2. It has sufficiently informed itself in all matters affecting the performance of the work, or the furnishing of the labor, supplies, material, or equipment called for in carrying out the project.
3. It has reviewed the contract documents including the most recent *MTD Master Agreement* and *Scope of Work* and agrees to the terms and conditions thereof.
4. Its bid has been thoroughly checked for errors and omissions and the costs, prices, hours, rates, and any other constituents of this Price Proposal are a complete and correct statement of its price for performing all project work, required by the contract documents.
5. Its bid is genuine, not sham or collusive, nor made in the interest of any person not herein named; that it has not in any illegal manner sought to secure for itself any advantage over any other bidder.
6. Its bid is valid for 90 calendar days following the bid due date.

| | |
|---|---|
| Authorized Official Signature | Date of Signature |
| Authorized Official Name | Authorized Official Title |

Business Name of Bidder

(Signer must match authorized official shown on Bidder Information form)

# SANTA BARBARA METROPOLITAN TRANSIT DISTRICT

## Request for Proposal for Facilities Master Plan

## *BIDDER INFORMATION*

**General Information**

Business Name of Bidder: _____

Business Type: ☐ Corporation (State of Incorporation: _____ ) ☐ Partnership
☐ Sole Proprietorship ☐ Other: _____

Business Federal Tax ID Number: _____ (provide SSN if sole proprietorship)

**Corporate Headquarters**

Street Address: _____

City: _____ State: _____ Zip Code: _____

**Local Office** ☐ (check box at left & leave below blank if the local office is the HQ or there is no local office)

Street Address: _____

City: _____ State: _____ Zip Code: _____

**Authorizing Contact** (person authorized to bind the firm contractually, including change orders)

Name: _____ Title: _____

Location: ☐ HQ ☐ Local Office ☐ Other: _____

Telephone: _____ Cell: _____ E-Mail: _____

**Project Manager** (anticipated primary contact during implementation of projects)

Name: _____ Title: _____

Location: ☐ HQ ☐ Local Office ☐ Other: _____

Telephone: _____ Cell: _____ E-Mail: _____

**SANTA BARBARA METROPOLITAN TRANSIT DISTRICT**

**Request for Proposal for Facilities Master Plan**

***REFERENCES & SUPPLIERS***

Business Name of Bidder: _____

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## *Credit References*

Include your primary bank and two firms that you **currently** purchase materials or services from on credit:

Bank Name: _____ Contact: _____ Phone: _____

Vendor Name: _____ Contact: _____ Phone: _____

Vendor Name: _____ Contact: _____ Phone: _____

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## *Work References*

Include three recent clients for which you provided **similar services** to the project work:

Client Name: _____ Contact: _____ Phone: _____

Client Name: _____ Contact: _____ Phone: _____

Client Name: _____ Contact: _____ Phone: _____

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## *Suppliers*

Provide the following information for any **significant** suppliers to be used in the project:

Firm: _____ Contact: _____ Phone: _____

Description of Work: _____

Firm: _____ Contact: _____ Phone: _____

Description of Work: _____

Firm: _____ Contact: _____ Phone: _____

Description of Work: _____

Firm: _____ Contact: _____ Phone: _____

Description of Work: _____

Suppliers not applicable to this solicitation

## *SANTA BARBARA METROPOLITAN TRANSIT DISTRICT*

## Request for Proposal for Facilities Master Plan

## *NONCOLLUSION DECLARATION*

The undersigned declares:

I am the _____ of _____,

(title) (business name of bidder)

the party making the included bid.

The bid is not made in the interest of, or on behalf of, any undisclosed person, partnership, company, association, organization, or corporation. The bid is genuine and not collusive or sham. The bidder has not directly or indirectly induced or solicited any other bidder to put in a false or sham bid. The bidder has not directly or indirectly colluded, conspired, connived, or agreed with any bidder or anyone else to put in a sham bid, or to refrain from bidding. The bidder has not in any manner, directly or indirectly, sought by agreement, communication, or conference with anyone to fix the bid price of the bidder or any other bidder, or to fix any overhead, profit, or cost element of the bid price, or of that of any other bidder. All statements contained in the bid are true. The bidder has not, directly or indirectly, submitted his or her bid price or any breakdown thereof, or the contents thereof, or divulged information or data relative thereto, to any corporation, partnership, company, association, organization, bid depository, or to any member or agent thereof, to effectuate a collusive or sham bid, and has not paid, and will not pay, any person or entity for such purpose.

Any person executing this declaration on behalf of a bidder that is a corporation, partnership, joint venture, limited liability company, limited liability partnership, or any other entity, hereby represents that he or she has full power to execute, and does execute, this declaration on behalf of the bidder

I declare under penalty of perjury under the laws of the State of California that the foregoing is true and correct and that this declaration is executed on _____, at _____, _____.
(date) (city) (state)

_____ _____

Authorized Official Signature Authorized Official Name (printed)

## *COMPENSATION CERTIFICATION*

I am aware of the provisions of Section 3700 of the California Labor Code which require every employer to be insured against liability for workers' compensation or to undertake self-insurance in accordance with the provisions of that code, and I will comply with such provisions before commencing the performance of the work of this contract

_____ _____

Authorized Official Signature Date of Signature

_____ _____

Authorized Official Name Authorized Official Title

## *SANTA BARBARA METROPOLITAN TRANSIT DISTRICT*

## Request for Proposal for Facilities Master Plan

## *ACKNOWLEDGEMENT OF ADDENDA*

The undersigned acknowledges the Bidder's receipt of the following addenda to this RFP and has incorporated information or changes in said addenda within its submittal (if no addenda were received, write "None" in the first blank):

Addendum No. _____ dated _____

Addendum No. _____ dated _____

Addendum No. _____ dated _____

Addendum No. _____ dated _____

Note: It is the Bidder's responsibility to ensure it receives all addenda which are posted on the MTD website at http://www.sbmtd.gov/about/doing-business/.

_____ _____

Authorized Official Signature Date of Signature

_____ _____

Authorized Official Name Authorized Official Title

_____

Business Name of Bidder

(Signer must match authorized official shown on Bidder Information form)

# SANTA BARBARA METROPOLITAN TRANSIT DISTRICT

## Request for Proposal for Facilities Master Plan

## *SCOPE OF WORK*

I. **Facilities Master Plan Introduction**—As Santa Barbara Metropolitan Transit District (MTD) plans for the future, it is necessary to evaluate our current administration, operations, and maintenance facilities and begin planning for service and fleet changes. This RFP for the development of a Facilities Master Plan will help guide MTD's decision making concerning future transit facility needs. MTD's main terminal in downtown Santa Barbara is at capacity, and expansion options are limited due to the relatively small footprint of the property. Certain site improvements and modifications could be undertaken to provide some increases to capacity, but such improvements are unlikely to completely satisfy current and future space needs. Similarly, MTD's Transit Center, located just a couple of miles from its main terminal, is insufficient for the volume of vehicular and pedestrian traffic it manages.

MTD is soliciting proposals from firms or individuals to provide a comprehensive Facilities Master Plan that will review and analyze various options that could be pursued. The Facilities Master Plan will also provide MTD with cost estimates for each of the different options and will include a cost/benefit analysis for capital-intensive project recommendations to help guide future decision-making. Timelines for different options including the remodeling of current facilities to increase capacity and the development of satellite facilities should be included in the Plan. The Facilities Master Plan shall detail future steps to be undertaken in order to implement the recommendations it contains.

The development of the Facilities Master Plan will be broken down into three phases. Phase I will focus on assessing MTD's current and future operating requirements. Phase II will focus on the assessment of three major facilities (Terminal 1, Terminal 2, and Transit Center). Phase III will take the current and future operations needs from Phase I and the site assessments from Phase II and develop recommendations for each site, including costs for designs, construction, and equipment upgrades or replacements.

II. **MTD Background**—The Santa Barbara Metropolitan Transit District serves a small urbanized area of slightly fewer than 200,000 persons. MTD directly operates public transit motorbus service on 42 transit routes (24 regular routes + 18 booster routes) and clocks over 2.6 million annual service miles. In FY 2018 MTD provided more than 6.3 million passenger trips while operating approximately 219,000 revenue hours of fixed-route bus service. MTD contracts with Easy Lift Transportation, Inc., a local non-profit organization, to provide the complementary paratransit service required by the Americans with Disabilities Act. MTD serves an area of approximately 52 square miles comprising the South Coast of Santa Barbara County, California. The service area corresponds closely with the boundaries of the Santa Barbara urbanized area, and runs from the Ventura County border in the east to the western end of Goleta, between the Pacific Ocean to the south and the Santa Ynez Mountains and the Los Padres National Forest to the north. The service area includes the cities of Santa Barbara, Carpinteria, and Goleta, and the unincorporated communities of Isla Vista, Montecito, and Summerland. The University of California, Santa Barbara (UCSB), Santa Barbara City College (SBCC), and the Santa Barbara Municipal Airport are also included within the service area. Under the Small Transit-Intensive Cities (STIC) portion of the Section 5307 program, FTA provides additional funds to transit agencies in small UZAs that have a transit service intensity that exceeds that of larger urbanized areas. MTD has qualified for the maximum STIC bonus each year that the program has existed. This provides one illustration that MTD's transit service is both more-available and better-used than is typical for agencies operating in smaller cities.

Currently, MTD utilizes two operating facilities (Terminal 1 and Carpinteria City Hall) and one passenger facility (MTD Transit Center). Of the two operating facilities, Terminal 1 is owned by MTD and Carpinteria City Hall is owned by the City of Carpinteria. MTD does, however, own a second operating facility (Terminal 2) that is leased to a local company and will become available for MTD's use in 2019. Here is a breakdown of MTD's major facilities:

- Terminal 1: MTD performs administrative, dispatch, operations, and maintenance functions at its agency-owned terminal located at 550 Olive Street in Santa Barbara. Terminal 1 is also the bus yard, providing parking for MTD's 112 revenue vehicles (transit buses ranging from 30' – 60') and 23 non-revenue vehicles (trucks and sedans). The facility supports 200+ employees ranging from bus operators, mechanics and utility staff, operations supervisors, customer service representatives, and administrative staff. Construction of Terminal 1 was completed in 2003. Since that time, MTD service, measured by revenue hours of service provided annually, has grown substantially and the number of active revenue vehicles has increased to keep pace with the growth. This increase in service and in the number of vehicles and employees has resulted in significant crowding at the facility. The major facilities at Terminal 1 includes the following: a 13,350 sf two story office building with break rooms, locker rooms, restrooms, meeting rooms, offices, and an auditorium; a 3,816 sf single story service canopy structure with two diesel fuel dispensers fed by a 20,000 gallon underground fuel storage tank, a 330 gallon diesel exhaust fluid (DEF) dispenser, vacuum system, and two fare box vaults; a 13,063 sf single story battery electric bus storage and charging canopy with 15 480 V and 9 208 V battery electric bus chargers; a 1,828 sf single story bus wash building; a 13,200 sf single story maintenance canopy with a maintenance pit; and a 11,244 sf single story maintenance garage with seven maintenance bays, parts storage, and offices. Terminal 1 is also equipped with three back-up generators, a 175 kW generator that serves the main office building, a 80 kW generator that serves the maintenance garage and offices, and a 350 kW generator the serves the battery electric bus storage and charging canopy.

- Terminal 2: is located at 5353 Overpass Road in the City of Goleta. The buildings and land (a 65,000 sf parcel) are owned by MTD. The site formerly served as MTD's primary administrative, dispatch, operations, and maintenance facility. However, when MTD completed Terminal 1 in 2003 MTD completely withdrew from the facility, including removal of an underground fuel storage tank. MTD received approval from the Federal Transit Administration (FTA) to lease the property, which is currently used by a local company for heavy-duty equipment storage. The existing facilities are usable, but show significant signs of wear. In 2019 a portion of the leased property will be available for MTD use. At that time, MTD intends to begin upgrading the property to use as a secondary dispatch and bus storage location to accommodate overflow from Terminal 1 and support future growth. Reinstatement of this facility is a major priority for MTD and should be explored thoroughly in the Facilities Master Plan.

- Transit Center: is a 15,200 sf site with a centrally located 1,800 sf terminal building surrounded by a passenger loading platform, circular bus driveway, and various areas of landscape/hardscape. The facility is located a short distance from Terminal 1 in Santa Barbara at 1020 Chapala Street. The location in the heart of Santa Barbara makes the site ideal to serve as the primary hub and transfer point of MTD service, and over two-thirds of MTD's bus routes serve the Transit Center. The Transit Center serves a number of purposes. It provides a convenient and comfortable location for passengers to await the arrival of their bus, it serves as the major transfer point between MTD routes, it includes an enclosed work area for a supervisor

and customer service representatives who provide route information and trip planning services to the public. It also includes driver restrooms, public restrooms, change machines, and fare media vending machines. The Transit Center was constructed in 1974 when MTD operated 12 revenue vehicles. With MTD's current fleet of 112 revenue vehicles, the facility is not ideal for current needs. In 2019 the Transit Center will undergo a major renovation to upgrade all major elements of the facility. However, the work does not include any major changes to the existing building and driveway footprint. Thus, operations will continue to be constrained on the small property.

- Carpinteria City Hall: is not owned by MTD, but plays an important role in MTD's operations. Currently, MTD parks and charges two of its older battery-electric shuttles at an MTD-dedicated battery electric bus charging canopy behind City Hall. The two buses remain at the facility overnight so they do not have to make the 15 mile trek to MTD's facility in Santa Barbara. While it is important to understand the role this facility plays in MTD's operations it should not be included in "Phase 2" listed below.

III. **Project Phases**—Although MTD will rely heavily on the guidance and expertise of the firm selected for the Project, it is anticipated that the development and content of a Facilities Master Plan will include, but is not limited to, the following:

A. Phase 1 – Operations Analysis:

Facilities needs are largely driven by transit agencies' operations. Thus, Phase 1 of the Facilities Master Plan shall assess current operations and provide projections for the future. Operations in this context refers to the amount of transit service provided by MTD, which is associated with myriad factors like funding, ridership, demographic shifts, policy changes, industry trends, and many others. Major fluctuations in service levels affects fleet size, routes, number of employees, and many other elements that influence the size, scale, quantity, and function of facilities. Thus, a comprehensive evaluation of MTD operations is a critical component in developing a Facilities Master Plan. It is expected that the firm selected to develop the Plan will consult with MTD personnel in departments associated with operations planning decisions like Operations, Planning, Marketing, Government Compliance, and the General Manager. The firm should also review and familiarize themselves with MTD's major planning documents like the FTA-mandated *Transit Asset Management Plan* (TAM) that provides an inventory of all of MTD's major capital assets including vehicles, equipment valued over $50K, and facilities; MTD's *Short Range Transit Plan: FY 2015 to FY 2019* that gives an in-depth look at current MTD transit service, and identifies where transit resources will be focused into the future; and MTD's *Strategic Plan: 2016 – 2021* that lists District priorities through 2021 (each attached hereto as Appendices A, B, and C). Additionally, the Plan should consider current and impending state and federal regulations affecting the transit industry. In particular, the California Air Resources Board's proposed Innovative Clean Transit (ICT) regulation that would require California transit agencies to develop a ZEB (zero emission bus) Roll-Out Plan detailing agencies' plans for ZEB procurements and infrastructure buildouts to meet its aggressive ZEB acquisition targets. This new requirement, likely to go into effect in the coming months, will require most agencies to make significant upgrades to existing electrical infrastructure at their bus yards to accommodate battery electric vehicle charging.

The deliverable for Phase 1 shall be a comprehensive evaluation of MTD's current and future operations, and the related facilities needed to support the various levels of service. Projections for future service should consider the primary influencers like MTD planning documents, local demographic shifts, industry trends, and regulatory changes.

B. Phase 2 – Site Assessment:

Phase 2 of the Facilities Master Plan shall be a broad and detailed review of MTD's three major facilities (Terminal 1, Terminal 2, and Transit Center) and associated equipment. This includes inspections, meetings with facilities and maintenance staff to assess needs based upon building and equipment history, evaluation of maintenance and equipment replacement records, and review of facilities inventories, equipment data, specifications, and construction drawings. The site assessment should also include discussions with each department within MTD to discuss end-user concerns with the condition and adequacy of existing facilities to meet current and planned activities of the respective departments. The scope of review for each property should include: site work and grounds (particularly parking of revenue vehicles, non-revenue vehicles, and employee vehicles), utilities including a detailed look at the capacity of existing Southern California Edison electrical infrastructure, building envelope, interior finishes, furnishings and fixtures, maintenance equipment, and specialized equipment systems (back-up generators, battery electric bus charging infrastructure, etc.).

The deliverable for Phase 2 shall be a detailed inventory of the foregoing facilities that includes condition assessments.

C. Phase 3 – Recommendations:

After identifying facility needs and performing facility assessments, Phase 3 shall provide recommendations for current and future facilities investments. In determining the need for upgrades or replacements to existing facilities, equipment, and systems, the Plan should consider new building code requirements, regulatory compliance (e.g., hazardous waste management and occupational health & safety), economic service life, obsolescence, and deterioration. Recommendations should also maximize efficiency and utility of current and projected operations. The various recommendations should be accompanied with cost estimates that can be used for budgeting purposes and a cost-benefit analysis or related evaluation technique for capital-intensive recommendations. To aid MTD stakeholders in deciding what actions to pursue as a result of the Facilities Master Plan it is important to identify key investment priorities that provide MTD with the greatest return on investment. The Plan should also highlight the costs and consequences of maintaining the status quo, which should include impacts to current and projected operations.

The deliverable for Phase 3 shall be detailed recommendations for MTD facilities that include sufficient information to support their adoption and implementation. As a whole, recommendations provided in the Facilities Master Plan should provide adequate depth and structure that they can be used for pursuing local, state, or federal funding.

IV. **Key Goals and Objectives**—The following list of goals and objectives should be taken into account when developing the Plan:

- Coordination with the goals, objectives, and strategies of MTD's *Strategic Plan: 2016-2021, Short Range Transit Plan: FY 2015 to FY 2019*, and *Facilities Master Plan*
- Understanding and consideration of short and long term opportunities, trends, and challenges of local, regional, and national public transit
- Evaluate the extent, use, and condition of MTD's existing inventory of facilities and equipment

- Determine the current and future functional space needs of MTD's various departments
- Establish the relative priority of MTD's various facility needs
- Identify funding opportunities and mechanisms with recommendations
- Incorporate strategies to improve overall efficiency and reduce maintenance, operating, and capital costs
- Identify the ongoing costs to repair and maintain the existing inventory of facilities, equipment, and systems
- Provide recommendations for new structures and equipment that are adaptable and flexible to allow future changes as the need arises
- Consider and present lifecycle costs with recommendations
- Recommend types of facilities, equipment, and systems to use that can optimize performance and safety
- Prioritize sustainability by providing recommendations that minimize energy use and emissions, focus on maintenance and building renewal to reduce operating costs and maximize the life expectancy of facilities and equipment, and optimize space utilization and rates of use by providing space management techniques
- Provide a comprehensive evaluation of the existing electrical infrastructure supporting each MTD-owned facility and develop recommendations for improvement at each site to support MTD's long-term goal of operating a 100% battery electric bus fleet

# Santa Barbara Metropolitan Transit District Transit Asset Management Plan

## General Manager, Accountable Executive

Last modified by Steve Maas on 04 Sep 18 at 11:34

## Introduction

The Santa Barbara Metropolitan Transit District (SBMTD) serves an area of approximately 52 square miles comprising the South Coast of Santa Barbara County, California. The service area runs from the Ventura County border in the east to the western end of Goleta, between the Pacific Ocean to the south and the Santa Ynez Mountains to the north. The service area includes the communities of Santa Barbara, Carpinteria, Goleta, Isla Vista, Montecito, and Summerland. The University of California, Santa Barbara, Santa Barbara City College, and the Santa Barbara Municipal Airport are also included within the service area. SBMTD directly operates fixed-route bus service and contracts for ADA complementary paratransit service.

## Performance Targets & Measures

| Asset Category - Performance Measure | Asset Class | 2019 Target | 2020 Target | 2021 Target | 2022 Target | 2023 Target |
|---|---|---|---|---|---|---|
| **REVENUE VEHICLES** | | | | | | |
| Age - % of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB) | AB - Articulated Bus | 0% | 0% | 0% | 0% | 0% |
| | AO - Automobile | N/A | | | | |
| | BR - Over-the-road Bus | N/A | | | | |
| | BU - Bus | 33% | 36% | 30% | 16% | 18% |
| | CU - Cutaway Bus | N/A | | | | |
| | DB - Double Decked Bus | N/A | | | | |
| | FB - Ferryboat | N/A | | | | |
| | MB - Mini-bus | N/A | | | | |
| | MV - Mini-van | N/A | | | | |
| | RT - Rubber-tire Vintage Trolley | N/A | | | | |
| | SB - School Bus | N/A | | | | |
| | SV - Sport Utility Vehicle | N/A | | | | |
| | TB - Trolleybus | N/A | | | | |
| | VN - Van | 4% | 4% | 8% | 8% | 12% |
| | Custom 1 | N/A | | | | |
| | Custom 2 | N/A | | | | |
| | Custom 3 | N/A | | | | |
| **EQUIPMENT** | | | | | | |
| Age - % of vehicles that have met or exceeded their Useful Life Benchmark (ULB) | Non Rev/Auto | 5% | 5% | 32% | 32% | 32% |
| | Steel Wheel Vehicles | N/A | | | | |
| | Non Rev/Truck | 50% | 100% | 100% | 100% | 100% |
| | Generators | 0% | 0% | 0% | 0% | 0% |
| | Charging Equip | 0% | 0% | 0% | 0% | 0% |
| | Bus Wash Equip | 50% | 0% | 0% | 0% | 0% |
| **FACILITIES** | | | | | | |
| Condition - % of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) Scale | Administration | 0% | 0% | 0% | 0% | 0% |
| | Maintenance | 0% | 0% | 0% | 0% | 0% |
| | Parking Structures | N/A | | | | |
| | Passenger Facilities | 0% | 0% | 0% | 0% | 0% |
| | Bus Yard | 50% | 0% | 0% | 0% | 0% |
| | Fuel Island | 0% | 0% | 0% | 0% | 0% |
| | Custom 3 | N/A | | | | |

## Capital Asset Inventory

Please see Appendix A (Asset Register) for the asset inventory listing.

### Asset Inventory Summary

| Asset Category | Total Number | Avg Age | Avg Mileage | Avg Value |
|---|---|---|---|---|
| **RevenueVehicles** | **137** | **10.0** | **273,218** | **$303,257.75** |
| *AB - Articulated Bus* | 3 | 4.0 | 138,077 | $742,320.35 |
| *AO - Automobile* | 0 | - | - | - |
| *BR - Over-the-road Bus* | 0 | - | - | - |
| *BU - Bus* | 109 | 11.4 | 303,834 | $349,705.56 |
| *CU - Cutaway Bus* | 0 | - | - | - |
| *DB - Double Decked Bus* | 0 | - | - | - |
| *FB - Ferryboat* | 0 | - | - | - |
| *MB - Mini-bus* | 0 | - | - | - |
| *MV - Mini-van* | 0 | - | - | - |
| *RT - Rubber-tire Vintage Trolley* | 0 | - | - | - |
| *SB - School Bus* | 0 | - | - | - |
| *SV - Sport Utility Vehicle* | 0 | - | - | - |
| *TB - Trolleybus* | 0 | - | - | - |
| *VN - Van* | 25 | 4.6 | 155,949 | $48,057.80 |
| *Custom 1* | 0 | - | - | - |
| *Custom 2* | 0 | - | - | - |
| *Custom 3* | 0 | - | - | - |
| **Equipment** | **27** | **8.0** | **83,852** | **$62,089.77** |
| *Non Rev/Auto* | 19 | 6.3 | 92,628 | $20,385.41 |
| *Steel Wheel Vehicles* | 0 | - | - | - |
| *Non Rev/Truck* | 4 | 9.3 | 42,166 | $61,746.63 |
| *Generators* | 1 | 5.0 | N/A | $615,408.83 |
| *Charging Equip* | 1 | 1.0 | N/A | $225,349.45 |
| *Bus Wash Equip* | 2 | 27.0 | N/A | $100,678.00 |
| **Facilities** | **6** | **28.3** | **N/A** | **$1,982,467.29** |
| *Administration* | 1 | 17.0 | N/A | $5,534,049.73 |
| *Maintenance* | 1 | 37.0 | N/A | $1,812,611.61 |
| *Parking Structures* | 0 | - | N/A | - |
| *Passenger Facilities* | 1 | 45.0 | N/A | $739,404.62 |
| *Bus Yard* | 2 | 27.0 | N/A | $1,676,508.81 |
| *Fuel Island* | 1 | 17.0 | N/A | $455,720.14 |
| *Custom 3* | 0 | - | N/A | - |

## Condition Assessment

Please see Appendix B (Asset Condition Data) for individual asset condition listing.

### Asset Condition Summary

| Asset Category | Total Number | Avg Age | Avg Mileage | Avg TERM Condition | Avg Value | % At or Past ULB |
|---|---|---|---|---|---|---|
| **RevenueVehicles** | **137** | **10.0** | **273,218** | **N/A** | **$303,257.75** | **46%** |
| *AB - Articulated Bus* | 3 | 4.0 | 138,077 | N/A | $742,320.35 | 0% |
| *AO - Automobile* | 0 | - | - | N/A | - | - |
| *BR - Over-the-road Bus* | 0 | - | - | N/A | - | - |
| *BU - Bus* | 109 | 11.4 | 303,834 | N/A | $349,705.56 | 55% |
| *CU - Cutaway Bus* | 0 | - | - | N/A | - | - |
| *DB - Double Decked Bus* | 0 | - | - | N/A | - | - |
| *FB - Ferryboat* | 0 | - | - | N/A | - | - |
| *MB - Mini-bus* | 0 | - | - | N/A | - | - |
| *MV - Mini-van* | 0 | - | - | N/A | - | - |
| *RT - Rubber-tire Vintage Trolley* | 0 | - | - | N/A | - | - |
| *SB - School Bus* | 0 | - | - | N/A | - | - |
| *SV - Sport Utility Vehicle* | 0 | - | - | N/A | - | - |
| *TB - Trolleybus* | 0 | - | - | N/A | - | - |
| *VN - Van* | 25 | 4.6 | 155,949 | N/A | $48,057.80 | 12% |
| *Custom 1* | 0 | - | - | N/A | - | - |
| *Custom 2* | 0 | - | - | N/A | - | - |
| *Custom 3* | 0 | - | - | N/A | - | - |
| **Equipment** | **27** | **8.0** | **71,430** | **N/A** | **$62,089.77** | **56%** |
| *Non Rev/Auto* | 19 | 6.3 | 92,628 | N/A | $20,385.41 | 58% |
| *Steel Wheel Vehicles* | 0 | - | - | N/A | - | - |
| *Non Rev/Truck* | 4 | 9.3 | 42,166 | N/A | $61,746.63 | 50% |
| *Generators* | 1 | 5.0 | 0 | N/A | $615,408.83 | 0% |
| *Charging Equip* | 1 | 1.0 | 0 | N/A | $225,349.45 | 0% |
| *Bus Wash Equip* | 2 | 27.0 | 0 | N/A | $100,678.00 | 100% |
| **Facilities** | **6** | **28.3** | **N/A** | **2.8** | **$1,982,467.29** | **N/A** |
| *Administration* | 1 | 17.0 | N/A | 4.0 | $5,534,049.73 | N/A |
| *Maintenance* | 1 | 37.0 | N/A | 3.0 | $1,812,611.61 | N/A |
| *Parking Structures* | 0 | - | N/A | - | - | N/A |
| *Passenger Facilities* | 1 | 45.0 | N/A | 2.0 | $739,404.62 | N/A |
| *Bus Yard* | 2 | 27.0 | N/A | 2.5 | $1,676,508.81 | N/A |
| *Fuel Island* | 1 | 17.0 | N/A | 3.0 | $455,720.14 | N/A |
| *Custom 3* | 0 | - | N/A | - | - | N/A |

## Decision Support

### Investment Prioritization

Department managers use a variety of criteria to prioritize capital needs and develop a list of priorities to forward to the General Manager and the Controller. Those officials review the Departmental lists and prepare recommended priority investments for consideration by the Board of Directors.

### Decision Support Tools

The following tools are used in making investment decisions:

| Process/Tool | Brief Description |
|---|---|
| Revenue Fleet Replacement Prioritization | Various criteria, including the outcomes of preventive maintenance inspections, repair history, asset age, observation, and the results of the TAM analysis are utilized to prepare a list of priority investments. |
| Non-Revenue Vehicle Replacement Prioritization | Various criteria, including the outcomes of preventive maintenance inspections, repair history, asset age, observation, and the results of the TAM analysis are utilized to prepare a list of priority investments. |
| Non-Vehicle Equipment Replacement Prioritization | Various criteria, including the outcomes of preventive maintenance inspections, repair history, asset age, observation, and the results of the TAM analysis are utilized to prepare a list of priority investments. |
| Facility Maintenance & Rehabilitation Prioritization | Facility maintenance is conducted as needed to ensure that all facilities are maintained in a state of good repair, and generally does not require major capital investment. Facility rehabilitation projects, which are generally capital intensive, are prioritized when the maintenance required is excessive as determined by the criteria above. Additionally, the upcoming facilities master plan will guide future facility inveatments. |

## Investment Prioritization

The list of prioritized investment projects is provided in Appendix C.

### Appendices

| | |
|---|---|
| Appendix A | Asset Register |
| Appendix B1 | Revenue Vehicle (Rolling Stock) Condition Data |
| Appendix B2 | Equipment Condition Data |
| Appendix B3 | Facilities Condition Data |
| Appendix C | Proposed Investment Project List |

## Appendix A: Asset Register

| Asset Category | Asset Class | Asset Name | Make | Model | Count | ID/Serial No. | Asset Owner | Acquisition Year | Vehicle Mileage | Replacement Cost/Value |
|---|---|---|---|---|---|---|---|---|---|---|
| Equipment | Bus Wash Equip | T1 | N/A | N/A | 1 | | SBMTD | 2001 | | $163,311.72 |
| Equipment | Bus Wash Equip | T2 | N/A | N/A | 1 | | SBMTD | 1981 | | $38,044.28 |
| Equipment | Charging Equip | T1 | N/A | N/A | 1 | | SBMTD | 2017 | | $225,349.45 |
| Equipment | Generators | T1 | N/A | N/A | 1 | | SBMTD | 2013 | | $615,408.83 |
| Equipment | Non Rev/Auto | T1 | Chevy | Silverado | 1 | S077 | SBMTD | 2003 | 165,906 | $18,040.00 |
| Equipment | Non Rev/Auto | T1 | Ford | Fusion | 1 | S103 | SBMTD | 2010 | 100,468 | $16,523.44 |
| Equipment | Non Rev/Auto | T1 | Ford | Fusion | 1 | S102 | SBMTD | 2010 | 100,237 | $16,523.48 |
| Equipment | Non Rev/Auto | T1 | Ford | Fusion | 1 | S104 | SBMTD | 2010 | 91,804 | $16,523.48 |
| Equipment | Non Rev/Auto | T1 | Ford | Fusion | 1 | S105 | SBMTD | 2010 | 100,183 | $16,523.48 |
| Equipment | Non Rev/Auto | T1 | Ford | Fusion | 1 | S106 | SBMTD | 2010 | 100,959 | $16,523.48 |
| Equipment | Non Rev/Auto | T1 | Ford | Fusion | 1 | S107 | SBMTD | 2010 | 100,103 | $16,523.48 |
| Equipment | Non Rev/Auto | T1 | Ford | Fusion | 1 | S108 | SBMTD | 2010 | 90,294 | $16,523.48 |
| Equipment | Non Rev/Auto | T1 | Ford | Fusion | 1 | S109 | SBMTD | 2010 | 81,673 | $16,523.48 |
| Equipment | Non Rev/Auto | T1 | Ford | F150 | 1 | S097 | SBMTD | 2010 | 136,596 | $17,381.00 |
| Equipment | Non Rev/Auto | T1 | Ford | Explorer | 1 | S100 | SBMTD | 2010 | 169,686 | $22,651.50 |
| Equipment | Non Rev/Auto | T1 | Ford | Fusion | 1 | S111 | SBMTD | 2013 | 33,853 | $20,520.00 |
| Equipment | Non Rev/Auto | T1 | Toyota | Camry | 1 | S114 | SBMTD | 2013 | 92,362 | $26,781.00 |
| Equipment | Non Rev/Auto | T1 | Toyota | Camry | 1 | S115 | SBMTD | 2013 | 70,989 | $26,781.00 |
| Equipment | Non Rev/Auto | T1 | Toyota | Highlander | 1 | S112 | SBMTD | 2013 | 89,154 | $29,993.50 |
| Equipment | Non Rev/Auto | T1 | Toyota | Highlander | 1 | S113 | SBMTD | 2013 | 214,135 | $29,993.50 |
| Equipment | Non Rev/Auto | T1 | Chevy | Cruze | 1 | S116 | SBMTD | 2018 | 6,862 | $20,997.85 |
| Equipment | Non Rev/Auto | T1 | Chevy | Cruze | 1 | S117 | SBMTD | 2018 | 7,441 | $20,997.85 |
| Equipment | Non Rev/Auto | T1 | Chevy | Cruze | 1 | S118 | SBMTD | 2018 | 7,228 | $20,997.85 |
| Equipment | Non Rev/Truck | T1 | Ford | F250 | 1 | S089 | SBMTD | 2006 | 137,775 | $25,891.25 |
| Equipment | Non Rev/Truck | T1 | Internatl | Tow Truck | 1 | S091 | SBMTD | 2007 | 13,427 | $152,849.27 |
| Equipment | Non Rev/Truck | T1 | Ford | F350 | 1 | S099 | SBMTD | 2011 | 6,909 | $41,310.00 |
| Equipment | Non Rev/Truck | T1 | Ford | F350 | 1 | S098 | SBMTD | 2011 | 10,554 | $26,936.00 |
| Facilities | Administration | T1 | N/A | N/A | 1 | | SBMTD | 2001 | | $5,534,049.73 |
| Facilities | Bus Yard | T1 | N/A | N/A | 1 | | SBMTD | 2004 | | $1,491,332.04 |
| Facilities | Bus Yard | T2 | N/A | N/A | 1 | | SBMTD | 1978 | | $1,861,685.59 |
| Facilities | Fuel Island | T1 | N/A | N/A | 1 | | SBMTD | 2001 | | $455,720.14 |
| Facilities | Maintenance | T1 | N/A | N/A | 1 | | SBMTD | 1981 | | $1,812,611.61 |
| Facilities | Passenger Facilities | TC | N/A | N/A | 1 | | SBMTD | 1973 | | $739,404.62 |
| RevenueVehicles | AB - Articulated Bus | T1 | Nova | 60' Artic Dsl | 1 | 1001 | SBMTD | 2014 | 154,688 | $742,320.35 |
| RevenueVehicles | AB - Articulated Bus | T1 | Nova | 60' Artic Dsl | 1 | 1002 | SBMTD | 2014 | 125,299 | $742,320.35 |
| RevenueVehicles | AB - Articulated Bus | T1 | Nova | 60' Artic Dsl | 1 | 1003 | SBMTD | 2014 | 134,243 | $742,320.35 |
| RevenueVehicles | BU - Bus | T1 | Nova | 40' Bus Dsl | 1 | 401 | SBMTD | 1998 | 679,117 | $252,874.00 |
| RevenueVehicles | BU - Bus | T1 | Nova | 40' Bus Dsl | 1 | 402 | SBMTD | 1998 | 679,572 | $252,874.00 |
| RevenueVehicles | BU - Bus | T1 | Nova | 40' Bus Dsl | 1 | 404 | SBMTD | 1998 | 687,100 | $252,874.00 |
| RevenueVehicles | BU - Bus | T1 | Ebus | 22' Bus Elec | 1 | 12 | SBMTD | 2000 | 355,707 | $208,000.00 |
| RevenueVehicles | BU - Bus | T1 | Ebus | 22' Bus Elec | 1 | 13 | SBMTD | 2000 | 391,768 | $208,000.00 |
| RevenueVehicles | BU - Bus | T1 | Ebus | 22' Bus Elec | 1 | 14 | SBMTD | 2000 | 182,781 | $208,000.00 |
| RevenueVehicles | BU - Bus | T1 | Ebus | 22' Bus Elec | 1 | 15 | SBMTD | 2000 | 230,129 | $208,000.00 |
| RevenueVehicles | BU - Bus | T1 | Ebus | 22' Bus Elec | 1 | 16 | SBMTD | 2001 | 226,404 | $219,813.00 |
| RevenueVehicles | BU - Bus | T1 | Ebus | 22' Bus Elec | 1 | 17 | SBMTD | 2001 | 217,424 | $219,813.00 |
| RevenueVehicles | BU - Bus | T1 | Ebus | 22' Bus Elec | 1 | 18 | SBMTD | 2001 | 190,738 | $219,813.00 |
| RevenueVehicles | BU - Bus | T1 | Ebus | 22' Bus Elec | 1 | 19 | SBMTD | 2001 | 196,793 | $219,813.00 |
| RevenueVehicles | BU - Bus | T1 | Ebus | 22' Bus Elec | 1 | 20 | SBMTD | 2001 | 194,064 | $219,813.00 |
| RevenueVehicles | BU - Bus | T1 | Ebus | 22' Bus Elec | 1 | 21 | SBMTD | 2001 | 187,468 | $219,813.00 |
| RevenueVehicles | BU - Bus | T1 | Ebus | 22' Bus Elec | 1 | 26 | SBMTD | 2001 | 106,083 | $219,813.00 |
| RevenueVehicles | BU - Bus | T1 | Ebus | 22' Bus Elec | 1 | 27 | SBMTD | 2001 | 107,499 | $219,813.00 |
| RevenueVehicles | BU - Bus | T1 | Ebus | 22' Bus Elec | 1 | 28 | SBMTD | 2001 | 51,556 | $219,813.00 |
| RevenueVehicles | BU - Bus | T1 | Ebus | 22' Bus Elec | 1 | 29 | SBMTD | 2001 | 96,401 | $219,813.00 |
| RevenueVehicles | BU - Bus | T1 | Gillig | 40' Bus Dsl | 1 | 434 | SBMTD | 2003 | 355,707 | $296,340.98 |
| RevenueVehicles | BU - Bus | T1 | Gillig | 40' Bus Dsl | 1 | 435 | SBMTD | 2003 | 391,768 | $296,340.98 |
| RevenueVehicles | BU - Bus | T1 | Gillig | 40' Bus Dsl | 1 | 436 | SBMTD | 2003 | 182,781 | $296,340.98 |
| RevenueVehicles | BU - Bus | T1 | Gillig | 40' Bus Dsl | 1 | 437 | SBMTD | 2003 | 230,129 | $296,340.98 |
| RevenueVehicles | BU - Bus | T1 | Gillig | 40' Bus Dsl | 1 | 438 | SBMTD | 2003 | 226,404 | $296,340.98 |
| RevenueVehicles | BU - Bus | T1 | Gillig | 40' Bus Dsl | 1 | 439 | SBMTD | 2003 | 217,424 | $296,340.98 |
| RevenueVehicles | BU - Bus | T1 | Gillig | 40' Bus Dsl | 1 | 440 | SBMTD | 2003 | 190,738 | $296,340.98 |

| Asset Category | Asset Class | Asset Name | Make | Model | Count | ID/Serial No. | Asset Owner | Acquisition Year | Vehicle Mileage | Replacement Cost/Value |
|---|---|---|---|---|---|---|---|---|---|---|
| RevenueVehicles | BU - Bus | T1 | Gillig | 40' Bus Dsl | 1 | 441 | SBMTD | 2003 | 196,793 | $296,340.98 |
| RevenueVehicles | BU - Bus | T1 | Gillig | 40' Bus Dsl | 1 | 442 | SBMTD | 2003 | 194,064 | $296,340.98 |
| RevenueVehicles | BU - Bus | T1 | Gillig | 40' Bus Dsl | 1 | 443 | SBMTD | 2003 | 187,468 | $296,340.98 |
| RevenueVehicles | BU - Bus | T1 | Gillig | 40' Bus Dsl | 1 | 444 | SBMTD | 2003 | 106,083 | $296,340.98 |
| RevenueVehicles | BU - Bus | T1 | Gillig | 40' Bus Dsl | 1 | 445 | SBMTD | 2003 | 107,499 | $296,340.98 |
| RevenueVehicles | BU - Bus | T1 | Gillig | 40' Bus Dsl | 1 | 446 | SBMTD | 2003 | 51,556 | $296,340.98 |
| RevenueVehicles | BU - Bus | T1 | Gillig | 40' Bus Dsl | 1 | 447 | SBMTD | 2003 | 96,401 | $296,340.98 |
| RevenueVehicles | BU - Bus | T1 | Gillig | 40' Bus Dsl | 1 | 448 | SBMTD | 2003 | 304,051 | $296,340.98 |
| RevenueVehicles | BU - Bus | T1 | Gillig | 40' Bus Dsl | 1 | 449 | SBMTD | 2003 | 295,544 | $296,340.98 |
| RevenueVehicles | BU - Bus | T1 | Gillig | 40' Bus Dsl | 1 | 450 | SBMTD | 2003 | 304,110 | $296,340.98 |
| RevenueVehicles | BU - Bus | T1 | Gillig | 40' Bus Dsl | 1 | 600 | SBMTD | 2004 | 536,878 | $296,340.98 |
| RevenueVehicles | BU - Bus | T1 | Gillig | 40' Bus Dsl | 1 | 601 | SBMTD | 2004 | 518,348 | $296,340.98 |
| RevenueVehicles | BU - Bus | T1 | Gillig | 40' Bus Dsl | 1 | 602 | SBMTD | 2004 | 539,870 | $296,340.98 |
| RevenueVehicles | BU - Bus | T1 | Gillig | 40' Bus Dsl | 1 | 603 | SBMTD | 2004 | 530,437 | $296,340.98 |
| RevenueVehicles | BU - Bus | T1 | Gillig | 40' Bus Dsl | 1 | 604 | SBMTD | 2004 | 543,017 | $296,340.98 |
| RevenueVehicles | BU - Bus | T1 | Gillig | 40' Bus Dsl | 1 | 605 | SBMTD | 2004 | 535,467 | $296,340.98 |
| RevenueVehicles | BU - Bus | T1 | Gillig | 40' Bus Dsl | 1 | 606 | SBMTD | 2004 | 543,840 | $296,340.98 |
| RevenueVehicles | BU - Bus | T1 | Gillig | 40' Bus Dsl | 1 | 607 | SBMTD | 2004 | 545,342 | $296,340.98 |
| RevenueVehicles | BU - Bus | T1 | Gillig | 40' Bus Dsl | 1 | 608 | SBMTD | 2004 | 507,524 | $296,340.98 |
| RevenueVehicles | BU - Bus | T1 | Gillig | 40' Bus Dsl | 1 | 609 | SBMTD | 2004 | 529,232 | $296,340.98 |
| RevenueVehicles | BU - Bus | T1 | Gillig | 40' Bus Dsl | 1 | 610 | SBMTD | 2004 | 563,916 | $296,340.98 |
| RevenueVehicles | BU - Bus | T1 | Gillig | 40' Bus Dsl | 1 | 611 | SBMTD | 2004 | 541,719 | $296,340.98 |
| RevenueVehicles | BU - Bus | T1 | Gillig | 40' Bus Dsl | 1 | 612 | SBMTD | 2004 | 570,027 | $296,340.98 |
| RevenueVehicles | BU - Bus | T1 | Gillig | 40' Bus Dsl | 1 | 613 | SBMTD | 2004 | 542,612 | $296,340.98 |
| RevenueVehicles | BU - Bus | T1 | Gillig | 40' Bus Dsl | 1 | 614 | SBMTD | 2004 | 555,530 | $296,340.98 |
| RevenueVehicles | BU - Bus | T1 | Gillig | 30' Bus Dsl | 1 | 700 | SBMTD | 2004 | 447,674 | $236,534.81 |
| RevenueVehicles | BU - Bus | T1 | Gillig | 30' Bus Dsl | 1 | 701 | SBMTD | 2004 | 381,652 | $236,534.81 |
| RevenueVehicles | BU - Bus | T1 | Gillig | 30' Bus Dsl | 1 | 702 | SBMTD | 2004 | 383,942 | $236,534.81 |
| RevenueVehicles | BU - Bus | T1 | Gillig | 30' Bus Dsl | 1 | 703 | SBMTD | 2004 | 382,143 | $236,534.81 |
| RevenueVehicles | BU - Bus | T1 | Gillig | 30' Bus Dsl | 1 | 704 | SBMTD | 2004 | 393,927 | $236,534.81 |
| RevenueVehicles | BU - Bus | T1 | Gillig | 30' Bus Dsl | 1 | 705 | SBMTD | 2004 | 387,667 | $236,534.82 |
| RevenueVehicles | BU - Bus | T1 | Gillig | 30' Bus Dsl | 1 | 706 | SBMTD | 2004 | 402,804 | $236,534.82 |
| RevenueVehicles | BU - Bus | T1 | Gillig | 30' Bus Dsl | 1 | 707 | SBMTD | 2004 | 427,134 | $236,534.82 |
| RevenueVehicles | BU - Bus | T1 | Gillig | 30' Bus Dsl | 1 | 708 | SBMTD | 2004 | 416,327 | $236,534.82 |
| RevenueVehicles | BU - Bus | T1 | Gillig | 30' Bus Dsl | 1 | 709 | SBMTD | 2004 | 393,581 | $236,534.82 |
| RevenueVehicles | BU - Bus | T1 | Gillig | 30' Bus Dsl | 1 | 710 | SBMTD | 2004 | 425,338 | $236,534.82 |
| RevenueVehicles | BU - Bus | T1 | Gillig | 30' Bus Dsl | 1 | 711 | SBMTD | 2006 | 319,536 | $291,098.37 |
| RevenueVehicles | BU - Bus | T1 | Gillig | 30' Bus Dsl | 1 | 712 | SBMTD | 2006 | 366,458 | $291,098.37 |
| RevenueVehicles | BU - Bus | T1 | Gillig | 30' Bus Dsl | 1 | 713 | SBMTD | 2006 | 341,171 | $291,098.37 |
| RevenueVehicles | BU - Bus | T1 | Gillig | 40' Bus Hybr | 1 | 900 | SBMTD | 2007 | 453,180 | $509,923.53 |
| RevenueVehicles | BU - Bus | T1 | Gillig | 40' Bus Hybr | 1 | 901 | SBMTD | 2007 | 460,391 | $509,923.53 |
| RevenueVehicles | BU - Bus | T1 | Gillig | 40' Bus Hybr | 1 | 902 | SBMTD | 2007 | 427,764 | $509,923.53 |
| RevenueVehicles | BU - Bus | T1 | Gillig | 40' Bus Hybr | 1 | 903 | SBMTD | 2007 | 439,420 | $509,923.53 |
| RevenueVehicles | BU - Bus | T1 | Gillig | 40' Bus Hybr | 1 | 904 | SBMTD | 2007 | 393,229 | $509,923.53 |
| RevenueVehicles | BU - Bus | T1 | Gillig | 40' Bus Hybr | 1 | 905 | SBMTD | 2007 | 433,574 | $509,923.53 |
| RevenueVehicles | BU - Bus | T1 | Gillig | 40' Bus Hybr | 1 | 906 | SBMTD | 2007 | 430,653 | $509,923.53 |
| RevenueVehicles | BU - Bus | T1 | Gillig | 40' Bus Hybr | 1 | 907 | SBMTD | 2007 | 395,107 | $509,923.53 |
| RevenueVehicles | BU - Bus | T1 | Gillig | 30' Bus Hybr | 1 | 715 | SBMTD | 2009 | 154,830 | $537,429.78 |
| RevenueVehicles | BU - Bus | T1 | Gillig | 30' Bus Hybr | 1 | 716 | SBMTD | 2009 | 158,793 | $537,429.78 |
| RevenueVehicles | BU - Bus | T1 | Gillig | 30' Bus Hybr | 1 | 717 | SBMTD | 2009 | 146,589 | $537,429.78 |
| RevenueVehicles | BU - Bus | T1 | Gillig | 40' Bus Dsl | 1 | 615 | SBMTD | 2011 | 273,537 | $380,634.68 |
| RevenueVehicles | BU - Bus | T1 | Gillig | 40' Bus Dsl | 1 | 616 | SBMTD | 2011 | 279,918 | $380,634.68 |
| RevenueVehicles | BU - Bus | T1 | Gillig | 40' Bus Dsl | 1 | 617 | SBMTD | 2011 | 289,856 | $380,634.68 |
| RevenueVehicles | BU - Bus | T1 | Gillig | 40' Bus Dsl | 1 | 618 | SBMTD | 2011 | 295,907 | $380,634.68 |
| RevenueVehicles | BU - Bus | T1 | Gillig | 40' Bus Dsl | 1 | 619 | SBMTD | 2011 | 288,544 | $380,634.68 |
| RevenueVehicles | BU - Bus | T1 | Gillig | 40' Bus Dsl | 1 | 620 | SBMTD | 2011 | 260,887 | $380,634.68 |
| RevenueVehicles | BU - Bus | T1 | Gillig | 40' Bus Dsl | 1 | 621 | SBMTD | 2011 | 284,171 | $380,634.68 |
| RevenueVehicles | BU - Bus | T1 | Gillig | 40' Bus Hybr | 1 | 908 | SBMTD | 2011 | 235,798 | $595,221.26 |
| RevenueVehicles | BU - Bus | T1 | Gillig | 40' Bus Hybr | 1 | 909 | SBMTD | 2011 | 266,400 | $595,221.26 |
| RevenueVehicles | BU - Bus | T1 | Gillig | 40' Bus Hybr | 1 | 910 | SBMTD | 2011 | 252,490 | $595,221.26 |
| RevenueVehicles | BU - Bus | T1 | Gillig | 40' Bus Hybr | 1 | 912 | SBMTD | 2011 | 261,805 | $595,221.26 |
| RevenueVehicles | BU - Bus | T1 | Gillig | 40' Bus Hybr | 1 | 913 | SBMTD | 2011 | 267,370 | $595,221.26 |

| Asset Category | Asset Class | Asset Name | Make | Model | Count | ID/Serial No. | Asset Owner | Acquisition Year | Vehicle Mileage | Replacement Cost/Value |
|---|---|---|---|---|---|---|---|---|---|---|
| RevenueVehicles | BU - Bus | T1 | Gillig | 40' Bus Hybr | 1 | 914 | SBMTD | 2011 | 148,961 | $595,221.26 |
| RevenueVehicles | BU - Bus | T1 | Gillig | 40' Bus Hybr | 1 | 915 | SBMTD | 2011 | 259,010 | $595,221.26 |
| RevenueVehicles | BU - Bus | T1 | Gillig | 40' Bus Dsl | 1 | 622 | SBMTD | 2013 | 214,863 | $402,528.64 |
| RevenueVehicles | BU - Bus | T1 | Gillig | 40' Bus Dsl | 1 | 623 | SBMTD | 2013 | 235,406 | $402,528.64 |
| RevenueVehicles | BU - Bus | T1 | Gillig | 40' Bus Dsl | 1 | 624 | SBMTD | 2013 | 225,586 | $402,528.64 |
| RevenueVehicles | BU - Bus | T1 | Gillig | 40' Bus Dsl | 1 | 625 | SBMTD | 2013 | 232,088 | $402,528.64 |
| RevenueVehicles | BU - Bus | T1 | Gillig | 40' Bus Dsl | 1 | 626 | SBMTD | 2013 | 226,284 | $402,528.64 |
| RevenueVehicles | BU - Bus | T1 | Gillig | 40' Bus Dsl | 1 | 627 | SBMTD | 2013 | 232,667 | $402,528.64 |
| RevenueVehicles | BU - Bus | T1 | Gillig | 40' Bus Dsl | 1 | 628 | SBMTD | 2013 | 190,261 | $402,528.64 |
| RevenueVehicles | BU - Bus | T1 | Gillig | 40' Bus Dsl | 1 | 629 | SBMTD | 2013 | 203,778 | $402,528.64 |
| RevenueVehicles | BU - Bus | T1 | Gillig | 40' Bus Dsl | 1 | 630 | SBMTD | 2013 | 208,783 | $402,528.64 |
| RevenueVehicles | BU - Bus | T1 | Gillig | 40' Bus Dsl | 1 | 631 | SBMTD | 2013 | 205,309 | $402,528.64 |
| RevenueVehicles | BU - Bus | T1 | Gillig | 40' Bus Dsl | 1 | 632 | SBMTD | 2013 | 199,012 | $402,528.64 |
| RevenueVehicles | BU - Bus | T1 | Gillig | 40' Bus Dsl | 1 | 633 | SBMTD | 2013 | 225,183 | $402,528.64 |
| RevenueVehicles | BU - Bus | T1 | Gillig | 40' Bus Dsl | 1 | 634 | SBMTD | 2013 | 213,970 | $402,528.64 |
| RevenueVehicles | BU - Bus | T1 | Gillig | 40' Bus Dsl | 1 | 635 | SBMTD | 2016 | 121,366 | $425,612.88 |
| RevenueVehicles | BU - Bus | T1 | Gillig | 40' Bus Dsl | 1 | 636 | SBMTD | 2016 | 124,358 | $425,612.88 |
| RevenueVehicles | BU - Bus | T1 | Gillig | 40' Bus Dsl | 1 | 637 | SBMTD | 2016 | 88,963 | $425,612.88 |
| RevenueVehicles | BU - Bus | T1 | Gillig | 40' Bus Dsl | 1 | 638 | SBMTD | 2016 | 118,399 | $425,612.88 |
| RevenueVehicles | BU - Bus | T1 | Gillig | 40' Bus Dsl | 1 | 639 | SBMTD | 2016 | 126,619 | $425,612.88 |
| RevenueVehicles | BU - Bus | T1 | Gillig | 40' Bus Dsl | 1 | 640 | SBMTD | 2017 | 61,575 | $495,819.41 |
| RevenueVehicles | BU - Bus | T1 | Gillig | 40' Bus Dsl | 1 | 641 | SBMTD | 2017 | 60,373 | $495,819.41 |
| RevenueVehicles | BU - Bus | T1 | Gillig | 40' Bus Dsl | 1 | 642 | SBMTD | 2017 | 52,649 | $495,819.41 |
| RevenueVehicles | VN - Van | ADA | Toyota | Heavy-Duty | 1 | 18 | ADA Paratransit Provider | 2008 | 323,770 | $52,444.00 |
| RevenueVehicles | VN - Van | ADA | Toyota | Medm-Duty | 1 | 22 | ADA Paratransit Provider | 2009 | 235,331 | $28,764.00 |
| RevenueVehicles | VN - Van | ADA | Chrysler | Medm-Duty | 1 | 3 | ADA Paratransit Provider | 2010 | 231,278 | $48,406.00 |
| RevenueVehicles | VN - Van | ADA | Dodge | Medm-Duty | 1 | 2 | ADA Paratransit Provider | 2012 | 202,101 | $41,053.00 |
| RevenueVehicles | VN - Van | ADA | Toyota | Medm-Duty | 1 | 7 | ADA Paratransit Provider | 2012 | 233,135 | $45,897.00 |
| RevenueVehicles | VN - Van | ADA | Toyota | Medm-Duty | 1 | 10 | ADA Paratransit Provider | 2012 | 211,428 | $45,897.00 |
| RevenueVehicles | VN - Van | ADA | Dodge | Medm-Duty | 1 | 4 | ADA Paratransit Provider | 2013 | 180,446 | $44,000.00 |
| RevenueVehicles | VN - Van | ADA | Dodge | Medm-Duty | 1 | 8 | ADA Paratransit Provider | 2013 | 147,693 | $44,000.00 |
| RevenueVehicles | VN - Van | ADA | Dodge | Medm-Duty | 1 | 9 | ADA Paratransit Provider | 2013 | 168,325 | $44,000.00 |
| RevenueVehicles | VN - Van | ADA | Dodge | Medm-Duty | 1 | 12 | ADA Paratransit Provider | 2013 | 203,594 | $44,000.00 |
| RevenueVehicles | VN - Van | ADA | Dodge | Medm-Duty | 1 | 14 | ADA Paratransit Provider | 2013 | 218,158 | $44,000.00 |
| RevenueVehicles | VN - Van | ADA | Dodge | Medm-Duty | 1 | 16 | ADA Paratransit Provider | 2013 | 168,555 | $44,000.00 |
| RevenueVehicles | VN - Van | ADA | Dodge | Medm-Duty | 1 | 17 | ADA Paratransit Provider | 2013 | 169,358 | $44,000.00 |
| RevenueVehicles | VN - Van | ADA | Dodge | Medm-Duty | 1 | 31 | ADA Paratransit Provider | 2013 | 164,505 | $44,000.00 |
| RevenueVehicles | VN - Van | ADA | Ford | Heavy-Duty | 1 | 28 | ADA Paratransit Provider | 2013 | 175,017 | $57,020.00 |
| RevenueVehicles | VN - Van | ADA | Ford | Heavy-Duty | 1 | 29 | ADA Paratransit Provider | 2013 | 139,567 | $57,020.00 |
| RevenueVehicles | VN - Van | ADA | Ford | Heavy-Duty | 1 | 11 | ADA Paratransit Provider | 2013 | 237,343 | $60,000.00 |
| RevenueVehicles | VN - Van | ADA | Ford | Heavy-Duty | 1 | 30 | ADA Paratransit Provider | 2013 | 226,201 | $60,000.00 |
| RevenueVehicles | VN - Van | ADA | Ford | Heavy-Duty | 1 | 6 | ADA Paratransit Provider | 2015 | 72,905 | $50,794.00 |
| RevenueVehicles | VN - Van | ADA | MV-1 | Heavy-Duty | 1 | 19 | ADA Paratransit Provider | 2016 | 55,741 | $48,837.00 |
| RevenueVehicles | VN - Van | ADA | MV-1 | Heavy-Duty | 1 | 32 | ADA Paratransit Provider | 2016 | 68,742 | $48,837.00 |
| RevenueVehicles | VN - Van | ADA | MV-1 | Heavy-Duty | 1 | 23 | ADA Paratransit Provider | 2016 | 28,409 | $50,210.00 |
| RevenueVehicles | VN - Van | ADA | MV-1 | Heavy-Duty | 1 | 33 | ADA Paratransit Provider | 2016 | 31,253 | $50,210.00 |
| RevenueVehicles | VN - Van | ADA | Toyota | Heavy-Duty | 1 | 34 | ADA Paratransit Provider/MTD | 2018 | 959 | $52,028.00 |
| RevenueVehicles | VN - Van | ADA | Toyota | Heavy-Duty | 1 | 21 | ADA Paratransit Provider | 2018 | 4,905 | $52,028.00 |

# Appendix B: Asset Condition Data

## B1: Revenue Vehicle Assets

| Asset Category | Asset Class | Asset Name | Count | ID/Serial No. | Age (Yrs) | Vehicle Mileage | Replacement Cost/Value | Useful Life Benchmark (Yrs) | Past Useful Life Benchmark |
|---|---|---|---|---|---|---|---|---|---|
| RevenueVehicles | AB - Articulated Bus | T1 | 1 | 1001 | 4 | 154,688 | $742,320.35 | 14 | No |
| RevenueVehicles | AB - Articulated Bus | T1 | 1 | 1002 | 4 | 125,299 | $742,320.35 | 14 | No |
| RevenueVehicles | AB - Articulated Bus | T1 | 1 | 1003 | 4 | 134,243 | $742,320.35 | 14 | No |
| RevenueVehicles | BU - Bus | T1 | 1 | 401 | 20 | 679,117 | $252,874.00 | 14 | Yes |
| RevenueVehicles | BU - Bus | T1 | 1 | 402 | 20 | 679,572 | $252,874.00 | 14 | Yes |
| RevenueVehicles | BU - Bus | T1 | 1 | 404 | 20 | 687,100 | $252,874.00 | 14 | Yes |
| RevenueVehicles | BU - Bus | T1 | 1 | 12 | 18 | 355,707 | $208,000.00 | 14 | Yes |
| RevenueVehicles | BU - Bus | T1 | 1 | 13 | 18 | 391,768 | $208,000.00 | 14 | Yes |
| RevenueVehicles | BU - Bus | T1 | 1 | 14 | 18 | 182,781 | $208,000.00 | 14 | Yes |
| RevenueVehicles | BU - Bus | T1 | 1 | 15 | 18 | 230,129 | $208,000.00 | 14 | Yes |
| RevenueVehicles | BU - Bus | T1 | 1 | 16 | 17 | 226,404 | $219,813.00 | 14 | Yes |
| RevenueVehicles | BU - Bus | T1 | 1 | 17 | 17 | 217,424 | $219,813.00 | 14 | Yes |
| RevenueVehicles | BU - Bus | T1 | 1 | 18 | 17 | 190,738 | $219,813.00 | 14 | Yes |
| RevenueVehicles | BU - Bus | T1 | 1 | 19 | 17 | 196,793 | $219,813.00 | 14 | Yes |
| RevenueVehicles | BU - Bus | T1 | 1 | 20 | 17 | 194,064 | $219,813.00 | 14 | Yes |
| RevenueVehicles | BU - Bus | T1 | 1 | 21 | 17 | 187,468 | $219,813.00 | 14 | Yes |
| RevenueVehicles | BU - Bus | T1 | 1 | 26 | 17 | 106,083 | $219,813.00 | 14 | Yes |
| RevenueVehicles | BU - Bus | T1 | 1 | 27 | 17 | 107,499 | $219,813.00 | 14 | Yes |
| RevenueVehicles | BU - Bus | T1 | 1 | 28 | 17 | 51,556 | $219,813.00 | 14 | Yes |
| RevenueVehicles | BU - Bus | T1 | 1 | 29 | 17 | 96,401 | $219,813.00 | 14 | Yes |
| RevenueVehicles | BU - Bus | T1 | 1 | 434 | 15 | 355,707 | $296,340.98 | 14 | Yes |
| RevenueVehicles | BU - Bus | T1 | 1 | 435 | 15 | 391,768 | $296,340.98 | 14 | Yes |
| RevenueVehicles | BU - Bus | T1 | 1 | 436 | 15 | 182,781 | $296,340.98 | 14 | Yes |
| RevenueVehicles | BU - Bus | T1 | 1 | 437 | 15 | 230,129 | $296,340.98 | 14 | Yes |
| RevenueVehicles | BU - Bus | T1 | 1 | 438 | 15 | 226,404 | $296,340.98 | 14 | Yes |
| RevenueVehicles | BU - Bus | T1 | 1 | 439 | 15 | 217,424 | $296,340.98 | 14 | Yes |
| RevenueVehicles | BU - Bus | T1 | 1 | 440 | 15 | 190,738 | $296,340.98 | 14 | Yes |
| RevenueVehicles | BU - Bus | T1 | 1 | 441 | 15 | 196,793 | $296,340.98 | 14 | Yes |
| RevenueVehicles | BU - Bus | T1 | 1 | 442 | 15 | 194,064 | $296,340.98 | 14 | Yes |
| RevenueVehicles | BU - Bus | T1 | 1 | 443 | 15 | 187,468 | $296,340.98 | 14 | Yes |
| RevenueVehicles | BU - Bus | T1 | 1 | 444 | 15 | 106,083 | $296,340.98 | 14 | Yes |
| RevenueVehicles | BU - Bus | T1 | 1 | 445 | 15 | 107,499 | $296,340.98 | 14 | Yes |
| RevenueVehicles | BU - Bus | T1 | 1 | 446 | 15 | 51,556 | $296,340.98 | 14 | Yes |
| RevenueVehicles | BU - Bus | T1 | 1 | 447 | 15 | 96,401 | $296,340.98 | 14 | Yes |
| RevenueVehicles | BU - Bus | T1 | 1 | 448 | 15 | 304,051 | $296,340.98 | 14 | Yes |
| RevenueVehicles | BU - Bus | T1 | 1 | 449 | 15 | 295,544 | $296,340.98 | 14 | Yes |
| RevenueVehicles | BU - Bus | T1 | 1 | 450 | 15 | 304,110 | $296,340.98 | 14 | Yes |
| RevenueVehicles | BU - Bus | T1 | 1 | 600 | 14 | 536,878 | $296,340.98 | 14 | Yes |

# Santa Barbara Metropolitan Transit District Transit Asset Management Plan

| Asset Category | Asset Class | Asset Name | Count | ID/Serial No. | Age (Yrs) | Vehicle Mileage | Replacement Cost/Value | Useful Life Benchmark (Yrs) | Past Useful Life Benchmark |
|---|---|---|---|---|---|---|---|---|---|
| RevenueVehicles | BU - Bus | T1 | 1 | 601 | 14 | 518,348 | $296,340.98 | 14 | Yes |
| RevenueVehicles | BU - Bus | T1 | 1 | 602 | 14 | 539,870 | $296,340.98 | 14 | Yes |
| RevenueVehicles | BU - Bus | T1 | 1 | 603 | 14 | 530,437 | $296,340.98 | 14 | Yes |
| RevenueVehicles | BU - Bus | T1 | 1 | 604 | 14 | 543,017 | $296,340.98 | 14 | Yes |
| RevenueVehicles | BU - Bus | T1 | 1 | 605 | 14 | 535,467 | $296,340.98 | 14 | Yes |
| RevenueVehicles | BU - Bus | T1 | 1 | 606 | 14 | 543,840 | $296,340.98 | 14 | Yes |
| RevenueVehicles | BU - Bus | T1 | 1 | 607 | 14 | 545,342 | $296,340.98 | 14 | Yes |
| RevenueVehicles | BU - Bus | T1 | 1 | 608 | 14 | 507,524 | $296,340.98 | 14 | Yes |
| RevenueVehicles | BU - Bus | T1 | 1 | 609 | 14 | 529,232 | $296,340.98 | 14 | Yes |
| RevenueVehicles | BU - Bus | T1 | 1 | 610 | 14 | 563,916 | $296,340.98 | 14 | Yes |
| RevenueVehicles | BU - Bus | T1 | 1 | 611 | 14 | 541,719 | $296,340.98 | 14 | Yes |
| RevenueVehicles | BU - Bus | T1 | 1 | 612 | 14 | 570,027 | $296,340.98 | 14 | Yes |
| RevenueVehicles | BU - Bus | T1 | 1 | 613 | 14 | 542,612 | $296,340.98 | 14 | Yes |
| RevenueVehicles | BU - Bus | T1 | 1 | 614 | 14 | 555,530 | $296,340.98 | 14 | Yes |
| RevenueVehicles | BU - Bus | T1 | 1 | 700 | 14 | 447,674 | $236,534.81 | 14 | Yes |
| RevenueVehicles | BU - Bus | T1 | 1 | 701 | 14 | 381,652 | $236,534.81 | 14 | Yes |
| RevenueVehicles | BU - Bus | T1 | 1 | 702 | 14 | 383,942 | $236,534.81 | 14 | Yes |
| RevenueVehicles | BU - Bus | T1 | 1 | 703 | 14 | 382,143 | $236,534.81 | 14 | Yes |
| RevenueVehicles | BU - Bus | T1 | 1 | 704 | 14 | 393,927 | $236,534.81 | 14 | Yes |
| RevenueVehicles | BU - Bus | T1 | 1 | 705 | 14 | 387,667 | $236,534.82 | 14 | Yes |
| RevenueVehicles | BU - Bus | T1 | 1 | 706 | 14 | 402,804 | $236,534.82 | 14 | Yes |
| RevenueVehicles | BU - Bus | T1 | 1 | 707 | 14 | 427,134 | $236,534.82 | 14 | Yes |
| RevenueVehicles | BU - Bus | T1 | 1 | 708 | 14 | 416,327 | $236,534.82 | 14 | Yes |
| RevenueVehicles | BU - Bus | T1 | 1 | 709 | 14 | 393,581 | $236,534.82 | 14 | Yes |
| RevenueVehicles | BU - Bus | T1 | 1 | 710 | 14 | 425,338 | $236,534.82 | 14 | Yes |
| RevenueVehicles | BU - Bus | T1 | 1 | 711 | 12 | 319,536 | $291,098.37 | 14 | No |
| RevenueVehicles | BU - Bus | T1 | 1 | 712 | 12 | 366,458 | $291,098.37 | 14 | No |
| RevenueVehicles | BU - Bus | T1 | 1 | 713 | 12 | 341,171 | $291,098.37 | 14 | No |
| RevenueVehicles | BU - Bus | T1 | 1 | 900 | 11 | 453,180 | $509,923.53 | 14 | No |
| RevenueVehicles | BU - Bus | T1 | 1 | 901 | 11 | 460,391 | $509,923.53 | 14 | No |
| RevenueVehicles | BU - Bus | T1 | 1 | 902 | 11 | 427,764 | $509,923.53 | 14 | No |
| RevenueVehicles | BU - Bus | T1 | 1 | 903 | 11 | 439,420 | $509,923.53 | 14 | No |
| RevenueVehicles | BU - Bus | T1 | 1 | 904 | 11 | 393,229 | $509,923.53 | 14 | No |
| RevenueVehicles | BU - Bus | T1 | 1 | 905 | 11 | 433,574 | $509,923.53 | 14 | No |
| RevenueVehicles | BU - Bus | T1 | 1 | 906 | 11 | 430,653 | $509,923.53 | 14 | No |
| RevenueVehicles | BU - Bus | T1 | 1 | 907 | 11 | 395,107 | $509,923.53 | 14 | No |
| RevenueVehicles | BU - Bus | T1 | 1 | 715 | 9 | 154,830 | $537,429.78 | 14 | No |
| RevenueVehicles | BU - Bus | T1 | 1 | 716 | 9 | 158,793 | $537,429.78 | 14 | No |
| RevenueVehicles | BU - Bus | T1 | 1 | 717 | 9 | 146,589 | $537,429.78 | 14 | No |
| RevenueVehicles | BU - Bus | T1 | 1 | 615 | 7 | 273,537 | $380,634.68 | 14 | No |
| RevenueVehicles | BU - Bus | T1 | 1 | 616 | 7 | 279,918 | $380,634.68 | 14 | No |
| RevenueVehicles | BU - Bus | T1 | 1 | 617 | 7 | 289,856 | $380,634.68 | 14 | No |

# Santa Barbara Metropolitan Transit District Transit Asset Management Plan

| Asset Category | Asset Class | Asset Name | Count | ID/Serial No. | Age (Yrs) | Vehicle Mileage | Replacement Cost/Value | Useful Life Benchmark (Yrs) | Past Useful Life Benchmark |
|---|---|---|---|---|---|---|---|---|---|
| RevenueVehicles | BU - Bus | T1 | 1 | 618 | 7 | 295,907 | $380,634.68 | 14 | No |
| RevenueVehicles | BU - Bus | T1 | 1 | 619 | 7 | 288,544 | $380,634.68 | 14 | No |
| RevenueVehicles | BU - Bus | T1 | 1 | 620 | 7 | 260,887 | $380,634.68 | 14 | No |
| RevenueVehicles | BU - Bus | T1 | 1 | 621 | 7 | 284,171 | $380,634.68 | 14 | No |
| RevenueVehicles | BU - Bus | T1 | 1 | 908 | 7 | 235,798 | $595,221.26 | 14 | No |
| RevenueVehicles | BU - Bus | T1 | 1 | 909 | 7 | 266,400 | $595,221.26 | 14 | No |
| RevenueVehicles | BU - Bus | T1 | 1 | 910 | 7 | 252,490 | $595,221.26 | 14 | No |
| RevenueVehicles | BU - Bus | T1 | 1 | 912 | 7 | 261,805 | $595,221.26 | 14 | No |
| RevenueVehicles | BU - Bus | T1 | 1 | 913 | 7 | 267,370 | $595,221.26 | 14 | No |
| RevenueVehicles | BU - Bus | T1 | 1 | 914 | 7 | 148,961 | $595,221.26 | 14 | No |
| RevenueVehicles | BU - Bus | T1 | 1 | 915 | 7 | 259,010 | $595,221.26 | 14 | No |
| RevenueVehicles | BU - Bus | T1 | 1 | 622 | 5 | 214,863 | $402,528.64 | 14 | No |
| RevenueVehicles | BU - Bus | T1 | 1 | 623 | 5 | 235,406 | $402,528.64 | 14 | No |
| RevenueVehicles | BU - Bus | T1 | 1 | 624 | 5 | 225,586 | $402,528.64 | 14 | No |
| RevenueVehicles | BU - Bus | T1 | 1 | 625 | 5 | 232,088 | $402,528.64 | 14 | No |
| RevenueVehicles | BU - Bus | T1 | 1 | 626 | 5 | 226,284 | $402,528.64 | 14 | No |
| RevenueVehicles | BU - Bus | T1 | 1 | 627 | 5 | 232,667 | $402,528.64 | 14 | No |
| RevenueVehicles | BU - Bus | T1 | 1 | 628 | 5 | 190,261 | $402,528.64 | 14 | No |
| RevenueVehicles | BU - Bus | T1 | 1 | 629 | 5 | 203,778 | $402,528.64 | 14 | No |
| RevenueVehicles | BU - Bus | T1 | 1 | 630 | 5 | 208,783 | $402,528.64 | 14 | No |
| RevenueVehicles | BU - Bus | T1 | 1 | 631 | 5 | 205,309 | $402,528.64 | 14 | No |
| RevenueVehicles | BU - Bus | T1 | 1 | 632 | 5 | 199,012 | $402,528.64 | 14 | No |
| RevenueVehicles | BU - Bus | T1 | 1 | 633 | 5 | 225,183 | $402,528.64 | 14 | No |
| RevenueVehicles | BU - Bus | T1 | 1 | 634 | 5 | 213,970 | $402,528.64 | 14 | No |
| RevenueVehicles | BU - Bus | T1 | 1 | 635 | 2 | 121,366 | $425,612.88 | 14 | No |
| RevenueVehicles | BU - Bus | T1 | 1 | 636 | 2 | 124,358 | $425,612.88 | 14 | No |
| RevenueVehicles | BU - Bus | T1 | 1 | 637 | 2 | 88,963 | $425,612.88 | 14 | No |
| RevenueVehicles | BU - Bus | T1 | 1 | 638 | 2 | 118,399 | $425,612.88 | 14 | No |
| RevenueVehicles | BU - Bus | T1 | 1 | 639 | 2 | 126,619 | $425,612.88 | 14 | No |
| RevenueVehicles | BU - Bus | T1 | 1 | 640 | 1 | 61,575 | $495,819.41 | 14 | No |
| RevenueVehicles | BU - Bus | T1 | 1 | 641 | 1 | 60,373 | $495,819.41 | 14 | No |
| RevenueVehicles | BU - Bus | T1 | 1 | 642 | 1 | 52,649 | $495,819.41 | 14 | No |
| RevenueVehicles | VN - Van | ADA | 1 | 18 | 10 | 323,770 | $52,444.00 | 8 | Yes |
| RevenueVehicles | VN - Van | ADA | 1 | 22 | 9 | 235,331 | $28,764.00 | 8 | Yes |
| RevenueVehicles | VN - Van | ADA | 1 | 3 | 8 | 231,278 | $48,406.00 | 8 | Yes |
| RevenueVehicles | VN - Van | ADA | 1 | 2 | 6 | 202,101 | $41,053.00 | 8 | No |
| RevenueVehicles | VN - Van | ADA | 1 | 7 | 6 | 233,135 | $45,897.00 | 8 | No |
| RevenueVehicles | VN - Van | ADA | 1 | 10 | 6 | 211,428 | $45,897.00 | 8 | No |
| RevenueVehicles | VN - Van | ADA | 1 | 4 | 5 | 180,446 | $44,000.00 | 8 | No |
| RevenueVehicles | VN - Van | ADA | 1 | 8 | 5 | 147,693 | $44,000.00 | 8 | No |
| RevenueVehicles | VN - Van | ADA | 1 | 9 | 5 | 168,325 | $44,000.00 | 8 | No |
| RevenueVehicles | VN - Van | ADA | 1 | 12 | 5 | 203,594 | $44,000.00 | 8 | No |

# Santa Barbara Metropolitan Transit District Transit Asset Management Plan

| Asset Category | Asset Class | Asset Name | Count | ID/Serial No. | Age (Yrs) | Vehicle Mileage | Replacement Cost/Value | Useful Life Benchmark (Yrs) | Past Useful Life Benchmark |
|---|---|---|---|---|---|---|---|---|---|
| RevenueVehicles | VN - Van | ADA | 1 | 14 | 5 | 218,158 | $44,000.00 | 8 | No |
| RevenueVehicles | VN - Van | ADA | 1 | 16 | 5 | 168,555 | $44,000.00 | 8 | No |
| RevenueVehicles | VN - Van | ADA | 1 | 17 | 5 | 169,358 | $44,000.00 | 8 | No |
| RevenueVehicles | VN - Van | ADA | 1 | 31 | 5 | 164,505 | $44,000.00 | 8 | No |
| RevenueVehicles | VN - Van | ADA | 1 | 28 | 5 | 175,017 | $57,020.00 | 8 | No |
| RevenueVehicles | VN - Van | ADA | 1 | 29 | 5 | 139,567 | $57,020.00 | 8 | No |
| RevenueVehicles | VN - Van | ADA | 1 | 11 | 5 | 237,343 | $60,000.00 | 8 | No |
| RevenueVehicles | VN - Van | ADA | 1 | 30 | 5 | 226,201 | $60,000.00 | 8 | No |
| RevenueVehicles | VN - Van | ADA | 1 | 6 | 3 | 72,905 | $50,794.00 | 8 | No |
| RevenueVehicles | VN - Van | ADA | 1 | 19 | 2 | 55,741 | $48,837.00 | 8 | No |
| RevenueVehicles | VN - Van | ADA | 1 | 32 | 2 | 68,742 | $48,837.00 | 8 | No |
| RevenueVehicles | VN - Van | ADA | 1 | 23 | 2 | 28,409 | $50,210.00 | 8 | No |
| RevenueVehicles | VN - Van | ADA | 1 | 33 | 2 | 31,253 | $50,210.00 | 8 | No |
| RevenueVehicles | VN - Van | ADA | 1 | 34 |  | 959 | $52,028.00 | 8 | No |
| RevenueVehicles | VN - Van | ADA | 1 | 21 |  | 4,905 | $52,028.00 | 8 | No |

## Appendix B: Asset Condition Data

### B2: Equipment Assets

| Asset Category | Asset Class | Asset Name | Count | ID/Serial No. | Age (Yrs) | Vehicle Mileage | Replacement Cost/Value | Useful Life Benchmark (Yrs) | Past Useful Life Benchmark |
|---|---|---|---|---|---|---|---|---|---|
| Equipment | Bus Wash Equip | T1 | 1 | | 17 | | $163,311.72 | 15 | Yes |
| Equipment | Bus Wash Equip | T2 | 1 | | 37 | | $38,044.28 | 15 | Yes |
| Equipment | Charging Equip | T1 | 1 | | 1 | | $225,349.45 | 15 | No |
| Equipment | Generators | T1 | 1 | | 5 | | $615,408.83 | 15 | No |
| Equipment | Non Rev/Auto | T1 | 1 | S077 | 15 | 165,906 | $18,040.00 | 8 | Yes |
| Equipment | Non Rev/Auto | T1 | 1 | S103 | 8 | 100,468 | $16,523.44 | 8 | Yes |
| Equipment | Non Rev/Auto | T1 | 1 | S102 | 8 | 100,237 | $16,523.48 | 8 | Yes |
| Equipment | Non Rev/Auto | T1 | 1 | S104 | 8 | 91,804 | $16,523.48 | 8 | Yes |
| Equipment | Non Rev/Auto | T1 | 1 | S105 | 8 | 100,183 | $16,523.48 | 8 | Yes |
| Equipment | Non Rev/Auto | T1 | 1 | S106 | 8 | 100,959 | $16,523.48 | 8 | Yes |
| Equipment | Non Rev/Auto | T1 | 1 | S107 | 8 | 100,103 | $16,523.48 | 8 | Yes |
| Equipment | Non Rev/Auto | T1 | 1 | S108 | 8 | 90,294 | $16,523.48 | 8 | Yes |
| Equipment | Non Rev/Auto | T1 | 1 | S109 | 8 | 81,673 | $16,523.48 | 8 | Yes |
| Equipment | Non Rev/Auto | T1 | 1 | S097 | 8 | 136,596 | $17,381.00 | 8 | Yes |
| Equipment | Non Rev/Auto | T1 | 1 | S100 | 8 | 169,686 | $22,651.50 | 8 | Yes |
| Equipment | Non Rev/Auto | T1 | 1 | S111 | 5 | 33,853 | $20,520.00 | 8 | No |
| Equipment | Non Rev/Auto | T1 | 1 | S114 | 5 | 92,362 | $26,781.00 | 8 | No |
| Equipment | Non Rev/Auto | T1 | 1 | S115 | 5 | 70,989 | $26,781.00 | 8 | No |
| Equipment | Non Rev/Auto | T1 | 1 | S112 | 5 | 89,154 | $29,993.50 | 8 | No |
| Equipment | Non Rev/Auto | T1 | 1 | S113 | 5 | 214,135 | $29,993.50 | 8 | No |
| Equipment | Non Rev/Auto | T1 | 1 | S116 | | 6,862 | $20,997.85 | 8 | No |
| Equipment | Non Rev/Auto | T1 | 1 | S117 | | 7,441 | $20,997.85 | 8 | No |
| Equipment | Non Rev/Auto | T1 | 1 | S118 | | 7,228 | $20,997.85 | 8 | No |
| Equipment | Non Rev/Truck | T1 | 1 | S089 | 12 | 137,775 | $25,891.25 | 8 | Yes |
| Equipment | Non Rev/Truck | T1 | 1 | S091 | 11 | 13,427 | $152,849.27 | 8 | Yes |
| Equipment | Non Rev/Truck | T1 | 1 | S099 | 7 | 6,909 | $41,310.00 | 8 | No |
| Equipment | Non Rev/Truck | T1 | 1 | S098 | 7 | 10,554 | $26,936.00 | 8 | No |

## Appendix B: Asset Condition Data

### B3: Facilities Assets

| Asset Category | Asset Class | Asset Name | Count | ID/Serial No. | Age (Yrs) | TERM Scale Condition | Replacement Cost/Value |
|---|---|---|---|---|---|---|---|
| Facilities | Administration | T1 | 1 | | 17 | 4 | $5,534,049.73 |
| Facilities | Bus Yard | T1 | 1 | | 14 | 3 | $1,491,332.04 |
| Facilities | Bus Yard | T2 | 1 | | 40 | 2 | $1,861,685.59 |
| Facilities | Fuel Island | T1 | 1 | | 17 | 3 | $455,720.14 |
| Facilities | Maintenance | T1 | 1 | | 37 | 3 | $1,812,611.61 |
| Facilities | Passenger Facilities | TC | 1 | | 45 | 2 | $739,404.62 |

## Appendix C: Proposed Investment Project List

| Project Year | Project Name | Asset/Asset Class | Cost | Priority |
|---|---|---|---|---|
| 2019 | 30 ft. Electric Bus Acquisition (14) | RevenueVehicles | $5,433,470.00 | High |
| 2019 | 40 ft. Diesel Bus Acquisition (10) | RevenueVehicles | $5,248,844.75 | High |
| 2020 | 40 ft. Electric Bus Acquisition (4) | RevenueVehicles | $3,738,000.00 | High |
| 2020 | 40 ft. Electric Bus Acquisition (5) | RevenueVehicles | $4,972,969.00 | Medium |
| 2020 | 40 ft. Diesel Bus Acquisition (10) | RevenueVehicles | $5,622,770.00 | Medium |
| 2021 | 30 ft. Electric Bus Acquisition (11) | RevenueVehicles | $8,413,998.00 | Medium |
| 2023 | 30 ft. Electric Bus Acquisition (3) | RevenueVehicles | $2,434,476.00 | Medium |
| 2023 | 40 ft. Diesel Bus Acquisition (4) | RevenueVehicles | $4,347,278.00 | Medium |
| 2023 | 40 ft. Electric Bus Acquisition (4) | RevenueVehicles | $2,457,661.00 | Medium |
| 2019 | Service Vehicle Replacement (10) | Equipment | $250,000.00 | High |
| 2019 | Charging Equipment Upgrade | Equipment | $250,000.00 | High |
| 2021 | T1 Bus Wash Equipment | Equipment | $350,000.00 | Medium |
| 2020 | T2 Bus Wash Equipment | Equipment | $650,000.00 | High |
| 2020 | T2 New Fuel Island | Facilities | $500,000.00 | High |
| 2020 | T2 Canopy Rehabilitation | Facilities | $1,200,000.00 | Low |
| 2019 | Transit Center Rehabilitation | Facilities | $3,000,000.00 | High |
| 2021 | T1 Rehabilitate Fuel Island | Facilities | $100,000.00 | High |
| 2021 | T1 Maintenance Roof Repair | Facilities | $225,000.00 | Medium |
| 2019 | ADA Paratransit Van Replacement (10) | RevenueVehicles | $518,000.00 | High |
| 2019 | ADA Paratransit Van Replacement (6) | RevenueVehicles | $300,000.00 | Medium |
| 2020 | ADA Paratransit Van Replacement (1) | RevenueVehicles | $60,000.00 | Low |
| 2021 | ADA Paratransit Van Replacement (4) | RevenueVehicles | $198,000.00 | Low |
| 2022 | ADA Paratransit Van Replacement (1) | RevenueVehicles | $55,000.00 | Low |
| 2023 | ADA Paratransit Van Replacement (2) | RevenueVehicles | $100,000.00 | Low |
| 2019 | ADA Paratransit "Ride Alert" Software | Equipment | $50,000.00 | Low |

# Short Range Transit Plan
# FY 2015 to FY 2019

*Prepared by the*

Santa Barbara Metropolitan Transit District
550 Olive Street, Santa Barbara, CA 93101
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MTD
Santa Barbara

Adopted by the Board of Directors
March 17, 2015

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# Chapter 1: MTD Five-Year Plan

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

This Short Range Transit Plan (SRTP) update includes an assessment of the strengths and weaknesses of the existing service, and a forecast of future service and financial needs. The SRTP includes an assessment of the performance of existing services, including ridership levels and productivity. The data show that MTD provides a high level of service, and the ridership indicates that the service is well-utilized.

## STRATEGIC PLAN PRIORITIES

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

### MTD Real Property

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

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

### Special Pass Programs & Fare Structure

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

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

### Unfunded Liabilities & Working Capital Reserves

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

### General Manager Succession & Transition

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

### Implementation of the AVL & ITS System

As approved by the board at their meeting of July 8, 2014, MTD is beginning implementation of an Automatic Vehicle Location (AVL) and Intelligent Transportation System (ITS) project that includes several components. Complete implementation of these very complex systems will take some time, and is currently a major focus of several staff members.

## MARKETING PROGRAM STRATEGY

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

The marketing of MTD buses and services is multi-layered. The most important marketing communications are directly to passengers and potential passengers, to ensure that they know what bus to take and when it departs. MTD reaches

these persons through traditional marketing and electronic communications. During the next year, if possible, MTD will examine its current marketing program to determine if an expanded marketing program is warranted.

## SERVICE PLAN & RIDERSHIP FORECAST

The current five-year service plan and ridership forecast is based on the factors discussed in "Chapter 4: MTD Service Alternatives" below. The plan assumes a *status quo* base service level for the five-year planning period. That is, it is assumed that service hours will be stable and service changes will be limited to reallocation of current resources (with the exception of the programmed service enhancements).

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

Forecasts of MTD ridership for the five-year planning period are provided in Table 1. These forecasts assume that MTD is able to maintain the service level in effect as of September 2014, with the addition of programmed enhancements funded by UCSB and by California cap-and-trade funds from the "Low Carbon Transit Operations Program" (LCTOP) for greenhouse gas reduction. (These programmed enhancements are discussed in Chapter 4.) In this forecast, it is assumed that the UCSB enhancements to Lines 12x & 24x will be implemented in late August 2015, and the new Line 38 will be implemented in late August 2016. The LCTOP enhancement to Lines 1 & 2 is currently planned for implementation on November 30, 2015.

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

## FINANCIAL PLAN

### Challenges & Limitations of Financial Forecasting

Financial forecasting helps management project revenues, which in turn shapes decisions regarding expenditures. An accurate forecast helps MTD maintain adequate cash levels so all of its financial obligations can be paid on time. However, actual financial results rarely are right on target with the forecast, for various reasons.

**TABLE 1: MTD Annual Ridership Five-Year Forecast (All Figures in Thousands)**

| Service Description | Fiscal Year | | | | |
|---|---|---|---|---|---|
| | 2015 | 2016 | 2017 | 2018 | 2019 |
| Base Case[1] | 7,549.2 | 7,624.7 | 7,700.9 | 7,778.0 | 7,855.7 |
| *Enhanced Services (Net Change)[2]* | | | | | |
| Lines 12x & 24x (UCSB) | 0.0 | 68.7 | 116.6 | 151.4 | 169.9 |
| New Line 38 (UCSB) | 0.0 | 0.0 | 76.6 | 129.9 | 168.7 |
| Line 1 & 2 Enhancement (LCTOP) | 0.0 | 14.7 | 35.7 | 46.4 | 52.1 |
| *Subtotal Enhancements* | *0.0* | *83.4* | *228.9* | *327.7* | *390.7* |
| Total Forecasted Ridership | 7,549.2 | 7,708.1 | 7,929.8 | 8,105.7 | 8,246.4 |

Note 1: FY 2015 base case estimated ridership, increased for projected 1.0 percent annual growth.
Note 2: Ridership of enhanced services is the forecast net change in ridership compared to the base case.
Source: Santa Barbara Metropolitan Transit District.

The economy is unpredictable, and the strength or weakness of the economy affects all businesses, including public transit. Unforeseen events can have major impacts, and when the unexpected happens, a company's revenues may be affected. The public's behavior is hard to forecast, including the propensity to use public transit. Finally, the accuracy of a forecast depends on the quality of the data used as a basis for the financial models and projections.

## Five-Year Financial Forecast

As presented in Table 2, the current five-year operating revenue and expense forecast assumes that MTD will sustain the existing level of service. However, the table reveals that maintaining the *status quo* in the absence of increases in current funding sources, or the identification of new funding sources, will result in a projected structural imbalance between MTD's operating revenue and operating expense. This projected structural imbalance can be seen in the use of "Net Assets - Unrestricted" to balance the operating budget, beginning in FY 2016. The projected use of such assets increases substantially during the five-year period, to nearly $2.0 million in FY 2019. This is not sustainable.

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

Note that Table 2 does not include the revenue and expense for the new and enhanced UCSB services and the enhanced service that MTD expects to implement with LCTOP funds.

Table 3 presents estimates of the operating expense (and the associated revenue) for these programmed enhanced services. It is assumed that these service enhancement revenues and expenses will balance, or nearly so. Thus, implementation of these services is not expected to significantly affect the projected structural imbalance discussed above.

**TABLE 2: MTD Operating Financial Plan (All Figures in Thousands)**

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

Source: Santa Barbara Metropolitan Transit District.

**TABLE 3: MTD Programmed Service Enhancements (All Figures in Thousands)**

| | Fiscal Year | | | | |
|---|---|---|---|---|---|
| Operating Expense & Revenue | 2015 | 2016 | 2017 | 2018 | 2019 |
| **Service Enhancements** | | | | | |
| New & Enhanced UCSB Service | $0.0 | $335.3 | $1,150.6 | $1,339.6 | $1,387.5 |
| Line 1 & 2 Enhancement (LCTOP) | $0.0 | $117.6 | $208.6 | $215.4 | $223.1 |
| Grand Total With Enhancements | $23,930.5 | $25,146.2 | $26,917.2 | $27,944.8 | $28,942.6 |

Source: Santa Barbara Metropolitan Transit District.

Table 4 presents five-year forecasts of capital revenue by source and capital expense by project. As is expected, capital expenses (and, thus, capital revenues) fluctuate greatly from year to year. As shown in the table, FY 2015

includes several revenue vehicle procurements, as discussed in Chapter 5. No revenue vehicle procurements are programmed in the remaining years of the planning period. FY 2015 also includes a substantial investment in Intelligent Transportation Systems.

**TABLE 4: MTD Capital Financial Plan (All Figures in Thousands)**

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

Source: Santa Barbara Metropolitan Transit District.

Table 5 presents a summary of MTD's forecasted ridership, revenue hours, and operating expense under this five-year plan. The growth in these forecasts is as follows:

- 2.2 percent average annual growth in ridership
- 1.4 percent average annual growth in revenue hours
- 4.9 percent average annual growth in operating expense

As can be seen, the rate of growth in service consumed (ridership), service provided (revenue hours), and the cost of service varies. The growth rate in forecasted ridership reflects staff's presumption that average ridership per revenue hour will recover to a level comparable to that prior to the great

recession (approximately 40 riders per revenue hour). The forecasted growth in revenue hours reflects the programmed service enhancements discussed above. The forecasted growth in operating expense reflects both the programmed enhancements and increased costs consistent with prior year trends.

**TABLE 5: MTD Five-Year Plan Summary (All Figures in Thousands)**

| | Fiscal Year | | | | |
|---|---|---|---|---|---|
| Line Item | 2015 | 2016 | 2017 | 2018 | 2019 |
| **Operating Characteristic** | | | | | |
| Ridership (Boardings) | 7,549.2 | 7,708.1 | 7,929.8 | 8,105.7 | 8,246.4 |
| Revenue Hours of Service | 203.2 | 207.0 | 214.1 | 215.3 | 215.3 |
| Operating Expense | $23,930.5 | $25,146.2 | $26,917.2 | $27,944.8 | $28,942.6 |

Source: Santa Barbara Metropolitan Transit District.

# Chapter 2: MTD Background & Service Area

## PURPOSES OF THE SHORT RANGE TRANSIT PLAN

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

### Federal, State, & Local Agency Compliance

Though not specifically required, the SRTP is in compliance with a Federal Transit Administration (FTA) requirement that all applicants for FTA funds demonstrate the legal, financial, and technical capacity to carry out the proposed project. The SRTP is also commonly referenced by state and local government agencies. The SRTP includes a financial plan covering a five-year period commencing with the current fiscal year (the MTD fiscal year runs from July 1 through June 30). The planning period encompasses MTD fiscal years 2015 through 2019, the five-year period that began July 1, 2014, and ends June 30, 2019.

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

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

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

### Public Information Resource

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

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

### Input for Regional Plans

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

### Content of the SRTP

The SRTP opened with the five-year plan that, together with MTD's Strategic Plan, will guide the agency over the planning period (Chapter 1). The current chapter provides a description of MTD and of the District's service area (Chapter 2). Next, the SRTP presents and reviews the current transportation services provided by MTD, and provides a detailed analysis of MTD's performance in fiscal year 2014, which ended June 30, 2014 (Chapter 3). This is followed by analyses of a range of service, capital, and financial alternatives (Chapters 4 through 6), which informed the development of the five-year plan.

## MTD BACKGROUND & ORGANIZATIONAL STRUCTURE

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

In the more than 40 years of its existence, MTD has grown from a small system operating 12 buses to a nationally-recognized leader in operating efficiency and transit innovation. In FY 2014, MTD carried more than 7.6 million passengers while providing more than 200,000 revenue hours and 2.5 million revenue miles of service. MTD currently has a fleet of 112 revenue vehicles and operates 91 vehicles

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

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

## MTD STRATEGIC PLAN

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

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

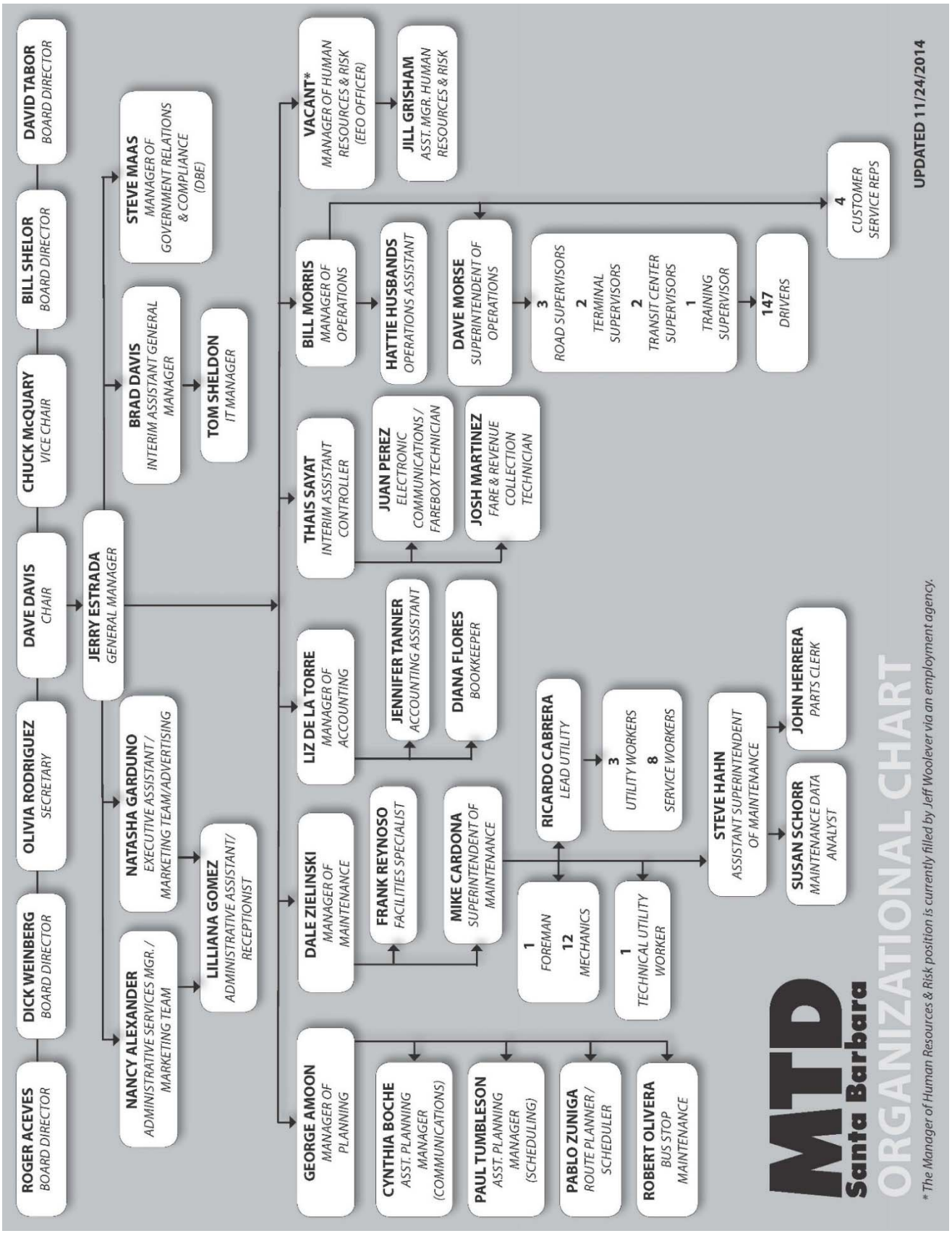
### Mission Statement & Goals

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

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

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

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



# MTD SERVICE AREA CHARACTERISTICS

## Geographic Description

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

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

**FIGURE 2: MTD Service Area**

## Demographic Data

Table 6 presents demographic data for the South Coast. The 2000 data and 2010 population are from the U.S. Census. The remaining data are forecasts developed by the Santa Barbara County Association of Governments (SBCAG), the Metropolitan Planning Organization (MPO) and Regional Transportation Planning Agency (RTPA) for Santa Barbara County.

**TABLE 6: Demographic Data for the South Coast of Santa Barbara County**

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

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

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

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

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

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

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

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

**Transit-Dependent Populations**

Table 7 presents data from the 2008-2012 American Community Survey (ACS) for the Santa Barbara urbanized area regarding the number of persons in various segments of the population that typically are more likely than the general population to depend on public transportation for their mobility needs.

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

- 14.0 percent aged 14 and under.
- 14.2 percent aged 65 and over.
- 9.1 percent persons with disabilities.
- 15.2 percent below the poverty level.
- 43.6 percent of households with no vehicle or one vehicle available.

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

- 20.4 percent aged 14 and under.
- 11.5 percent aged 65 and over.
- 9.9 percent persons with disabilities.
- 15.3 percent below the poverty level.
- 39.8 percent of households with no vehicle or one vehicle available.

**TABLE 7: Demographic Profile of the Santa Barbara Urbanized Area**

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

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

The data suggest that the percentage of persons below the poverty level in the Santa Barbara urbanized area is nearly the same as the percentage statewide. However, a substantial percentage of the population of the Santa Barbara urbanized area expends more than 40 percent of their income for housing. Thus, even many of those with incomes above the poverty level may be struggling financially and find it difficult or impossible to afford an automobile.

### Major Trip Generators

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

## SOUTH COAST TRANSPORTATION OPTIONS

A variety of transportation options are available in the South Coast, and many are briefly described below. The mobility and accessibility provided by a variety of options are critical to the quality of life of the residents of the area. Access to social services and medical services, employment opportunities, educational resources, and basic necessities are topics of universal concern.

### Fixed-Route Transit Service

MTD provides public transportation in the South Coast with fixed-route, fixed-schedule service every day except Thanksgiving Day and Christmas Day. The MTD service is described in detail in Chapter 3.

### Demand-Response Transit Service

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

The Americans with Disabilities Act (ADA) requires transit agencies to provide paratransit service as a complement to the fixed-route service, to residents of their service area who are unable to use the fixed-route bus service. Easy Lift operates the curb-to-curb complementary paratransit service for MTD under a Memorandum of Understanding, as described in Chapter 3.

### Interregional Transit Service

Coastal Express Limited

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

The four buses leave Ventura in the morning peak period, with two traveling to Santa Barbara and two to Goleta. All four buses return to Ventura in the afternoon peak period. Thus, the service provides eight one-way trips (four round trips) per weekday.

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

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

VISTA Coastal Express

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

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

Clean Air Express

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

The Clean Air Express operates 13 round trips daily (five originating in Santa Maria, seven in Lompoc, and one in Solvang), and provided 216,932 passenger trips in FY 2013 (FY 2014 ridership is not available). A monthly pass for the

Clean Air Express costs $150, a book of ten single-ride tickets costs $50, and a single one-way fare costs $7.00.

City of Lompoc Transit (COLT)

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

SMOOTH

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

**Rail Passenger Service**

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

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

MTD serves the Santa Barbara station with the Downtown-Waterfront Shuttle, and the Carpinteria station with the Seaside Shuttle. The Goleta station is not directly served by MTD. While it is possible to walk from the Goleta station to Hollister Avenue and catch Line 6 or 12x, it is nearly a one-half mile walk. For a person who has a mobility limitation or is carrying luggage, this can be difficult. MTD will study the possible provision of direct service to the Goleta station.

**Air Service**

The Santa Barbara Municipal Airport is the only commercial airport in the MTD service area. MTD's Line 11 serves the airport with 30-minute headways to UCSB and Santa Barbara (20-minute headways during weekday A.M. and P.M.

peak periods). Lines 6 and 12x provide service to the additional air service facilities near the airport on Hollister Avenue.

### Other Transportation Providers

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

- *Greyhound Lines, Inc*. Provides intercity service from Santa Barbara north and south along U.S. Highway 101.
- *Santa Barbara Trolley Company*. Provides gasoline-powered, rubber-tire "trolley" tours in Santa Barbara.
- *Santa Barbara Transportation Corporation, Inc*. Operates school buses and transit buses in Central and Southern California.
- *The Land Shark*. A Hydra Terra amphibious tour vehicle that provides land and sea tours of Santa Barbara.
- *Santa Barbara Airbus*. Provides intercity airport shuttle service from Santa Barbara, Goleta and Carpinteria to Los Angeles International Airport, and also provides various charter and group services.
- *SuperRide Airport Shuttle*. Provides door-to-door shuttle service to the Santa Barbara airport.
- *Santa Barbara Water Taxi*. Provides water taxi service between Stearns Wharf and Santa Barbara Harbor.
- *Taxicab Companies*. There are more than 20 taxicab companies operating in the South Coast of Santa Barbara County.
- *Uber & Lyft*. These services, which are similar to taxicab services, use the GPS capability of the rider’s mobile phone to detect the rider’s location and connects him or her with the nearest available driver.
- *Zip Car*. Short-term car rentals are available through Zip Car.

# Chapter 3: MTD Current Conditions

## SERVICE DESCRIPTION

### Fixed-Route Service

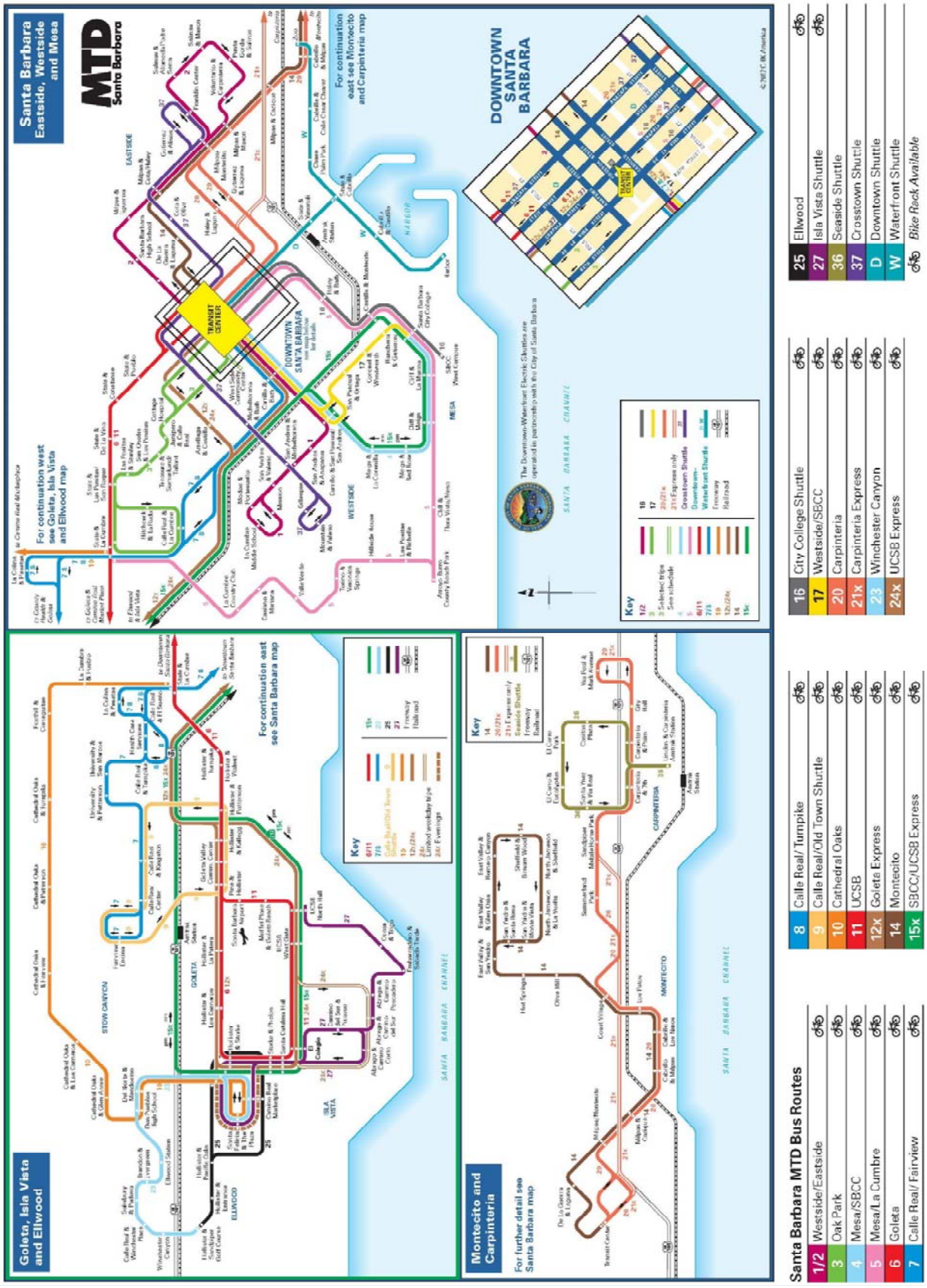
MTD provides public transportation for the South Coast of Santa Barbara County with fixed-route, fixed-schedule service. Current MTD routes are listed in Table 8, and shown in a system map in Figure 3. MTD service operates every day except Thanksgiving Day and Christmas Day. Maps and schedules for each route are available at *www.sbmtd.gov*.

**TABLE 8: Santa Barbara Metropolitan Transit District (MTD) Routes**

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

Source: Santa Barbara Metropolitan Transit District.

**FIGURE 3: MTD System Map**



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

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

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

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

### Demand-Response Service

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

## FARE STRUCTURE

The current MTD fare structure is presented in Table 9. As shown, MTD accepts cash fares, tokens, 10-ride passes, unlimited 30-day passes, and unlimited calendar-day passes. In addition, UCSB and SBCC students receive unlimited-ride passes. The price of these passes is included in the students’ registration fee.

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

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

**TABLE 9: MTD Fare Structure**

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

Source: Santa Barbara Metropolitan Transit District.

## OPERATING CHARACTERISTICS

This section presents a variety of data regarding the service provided by MTD. The tables and figures in this section do not include data for the ADA paratransit service operated for MTD by Easy Lift. ADA paratransit data are presented separately later in this chapter. Additional data regarding MTD service in FY 2014 and FY 2013 are included in the Appendix.

### Ten-Year System Data

Table 10 presents MTD systemwide passengers, revenue hours, and revenue miles for the ten most recent completed fiscal years (FY 2005 through FY 2014). The table also includes two common performance indicators for each year, passengers per revenue hour and passengers per revenue mile. There has been significant growth in both the service provided (i.e., revenue hours and revenue miles) and in the service consumed (i.e., passengers) over the ten-year period, although the totals have decreased somewhat in the most recent years.

**TABLE 10: MTD Operating Characteristics by Year - FY 2005 to FY 2014**

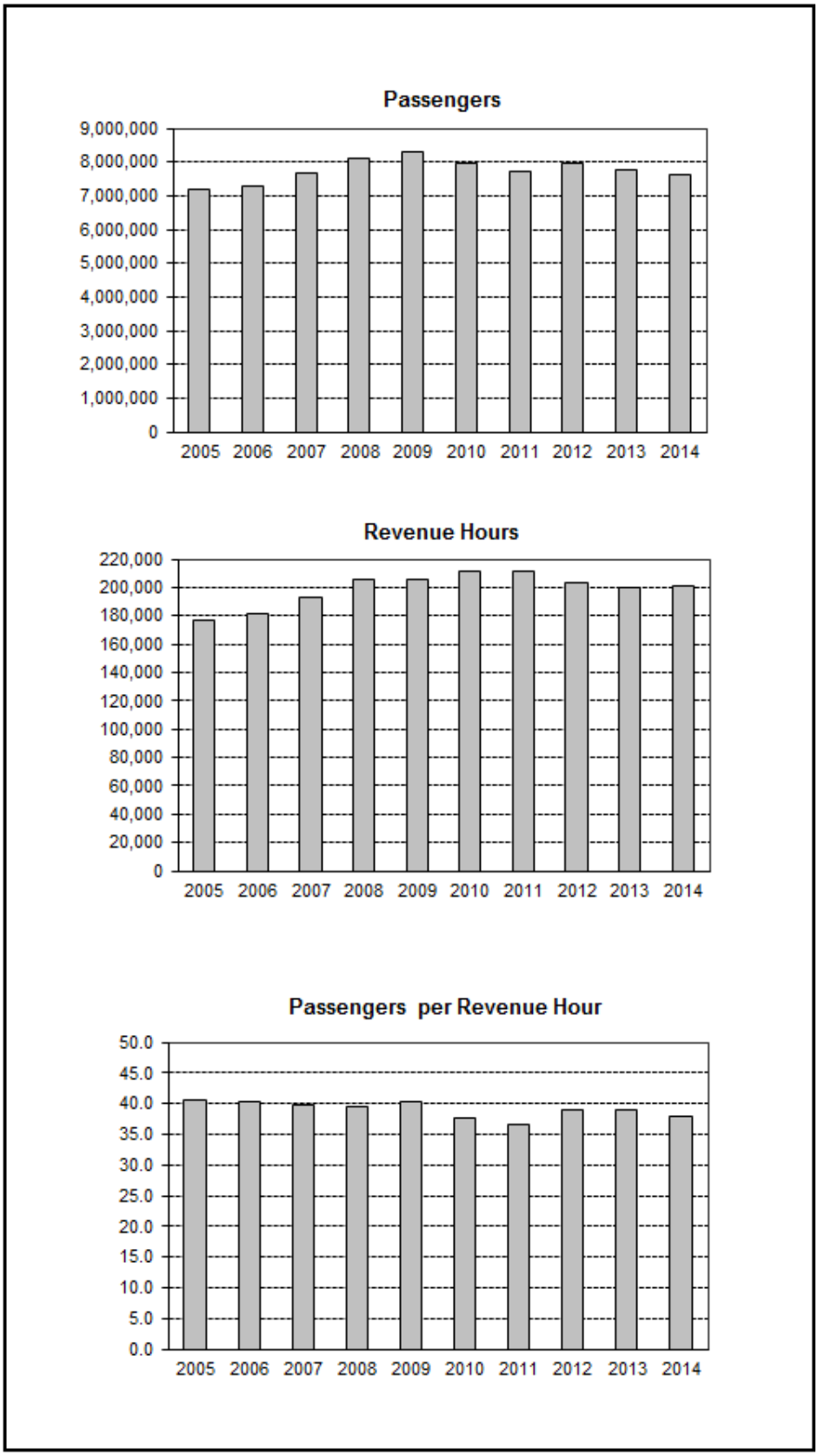
| | Operating Characteristics | | | Performance Indicators | |
|---|---|---|---|---|---|
| Fiscal Year[1] | Passengers (Boardings) | Revenue Hours | Revenue Miles | Passengers per Rev. Hour | Passengers per Rev. Mile |
| 2004-05 | 7,169,752 | 177,270 | 2,320,404 | 40.4 | 3.1 |
| 2005-06 | 7,305,879 |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

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

Source: Santa Barbara Metropolitan Transit District.

Figure 4 presents the passenger and revenue hour data from the table in a graphical format. The figure also includes average annual passengers per revenue hour for the period.

**FIGURE 4: MTD Annual Operating Characteristics - FY 2005 to FY 2014**




Source: Santa Barbara Metropolitan Transit District.

## FY 2014 & FY 2013 System Data

Table 11 shows MTD average daily passengers, revenue hours, and revenue miles by day type in FY 2014 and FY 2013. The table presents average daily data. During the summer, service is reduced on several routes that primarily serve educational facilities and increased on the Downtown-Waterfront Shuttle. As shown, in FY 2014 MTD provided 644 revenue hours and 8,372 revenue miles of service on an average weekday, and carried an average of 25,337 passengers per weekday.

**TABLE 11: MTD Operating Characteristics by Day Type - FY 2014 & FY 2013**

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

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

Source: Santa Barbara Metropolitan Transit District.

Table 12 presents systemwide passengers by fare category for FY 2014 and FY 2013, and the percent that each category is of the total in each year. It also shows the numerical and percentage change in each category from FY 2013 to FY 2014. Total ridership decreased by 1.9 percent from FY 2013 to FY 2014, representing a decrease of approximately 150,000 riders.

**TABLE 12: MTD Passenger Profile - FY 2014 & FY 2013**

| | FY 2014 | | FY 2013 | | Change | |
|---|---|---|---|---|---|---|
| Passenger Profile | Number | Percent | Number | Percent | Number | Percent |
| Full Fare - Cash[1] | 1,354,572 | 17.8% | 1,388,467 | 17.9% | (33,895) | -2.4% |
| Full Fare - Prepay[2] | 1,381,936 | 18.1% | 1,400,614 | 18.0% | (18,678) | -1.3% |
| Senior & Disabled - Cash | 230,802 | 3.0% | 210,065 | 2.7% | 20,737 | 9.9% |
| Senior & Disabled - Prepay[3] | 691,095 | 9.1% | 688,383 | 8.9% | 2,712 | 0.4% |
| K-12 Students[4] | 736,683 | 9.7% | 676,799 | 8.7% | 59,884 | 8.8% |
| UCSB Students | 956,408 | 12.5% | 980,545 | 12.6% | (24,137) | -2.5% |
| SBCC Students | 1,108,255 | 14.5% | 1,185,587 | 15.3% | (77,332) | -6.5% |
| Transfers | 676,363 | 8.9% | 713,416 | 9.2% | (37,053) | -5.2% |
| Free | 210,383 | 2.8% | 239,979 | 3.1% | (29,596) | -12.3% |
| Shuttle Fare | 277,348 | 3.6% | 290,474 | 3.7% | (13,126) | -4.5% |
| Total | 7,623,845 | 100.0% | 7,774,329 | 100.0% | (150,484) | -1.9% |

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

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

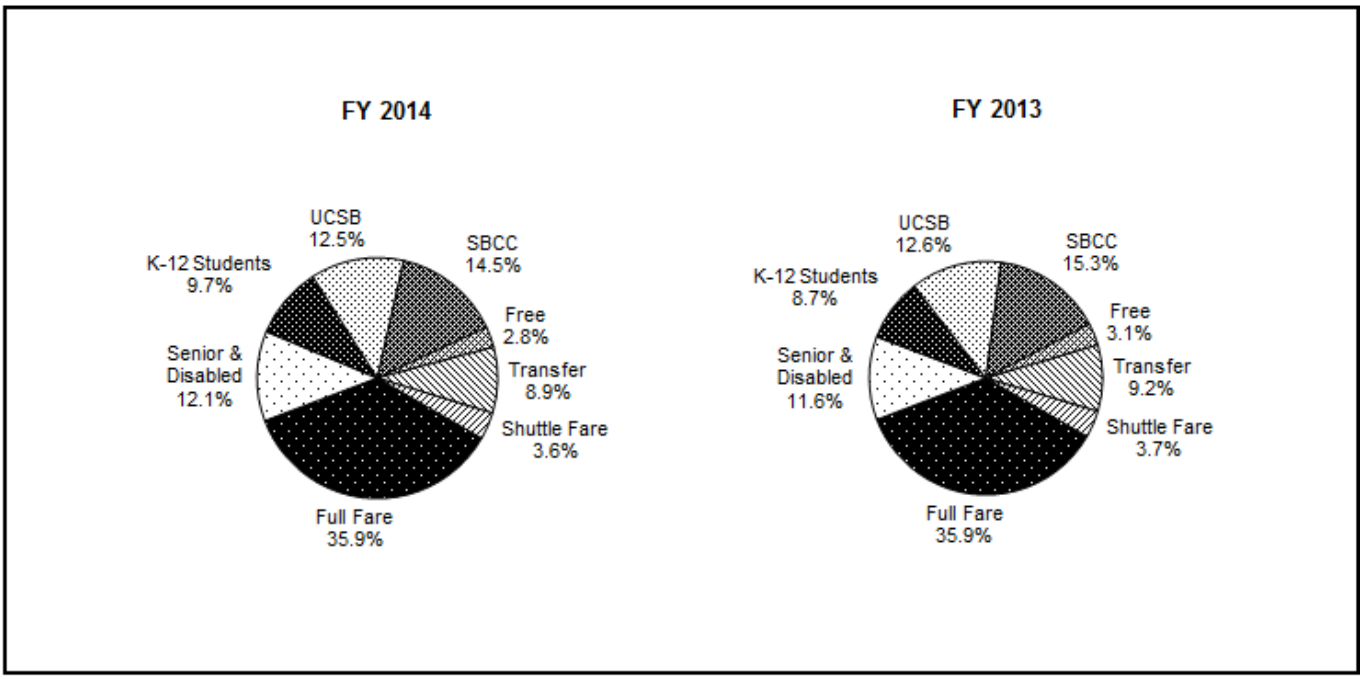
Note 3: "Senior & Disabled - Prepay" includes senior & disabled 10-ride and 30-day passes.

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

Source: Santa Barbara Metropolitan Transit District.

Figure 5 presents the passenger profile data as percentages of total ridership. "Full fare" passengers comprised 35.9 percent of the total in both FY 2014 and FY 2013. Note that in the figure, the "full fare" and “senior & disabled” categories includes all riders who fall under these categories (i.e., those who pay their fare with cash and those who use discounted 10-ride or 30-day passes). Note also that "K-12 Students" includes 10-ride and 30-day passes, but K-12 cash fares (which are not discounted) are included in "Full Fare."

**FIGURE 5: MTD Passenger Profile by Percentage: FY 2014 & FY 2013**




Source: Santa Barbara Metropolitan Transit District.

## FINANCIAL DATA

This section presents a variety of data regarding MTD revenues and expenses for FY 2014 and FY 2013. The operating revenue and expense data includes the MTD subsidy to Easy Lift for ADA paratransit service. However, ADA paratransit fare revenue is not included in the data. (See Table 15 below for data regarding the ADA paratransit service.)

### Revenues

Table 13 presents MTD audited operating revenue by source for FY 2014 and FY 2013. (The various sources of revenue are discussed in Chapter 6.) The table shows that total operating revenue increased by 1.0 percent from FY 2013 to FY 2014.

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

**TABLE 13: MTD Operating Revenue - FY 2014 & FY 2013**

| Line Item | FY 2014 | FY 2013 | Change | |
|---|---|---|---|---|
| | | | Amount | Percent |
| Operating Revenue | | | | |
| Farebox Revenue | $8,127,765 | $8,082,232 | $45,533 | 0.6% |
| Non-Transportation Revenue[1] | $825,217 | $748,942 | $76,275 | 10.2% |
| FTA - Section 5307 | $4,943,999 | $4,825,078 | $118,921 | 2.5% |
| FTA - CMAQ | $0 | $28,928 | ($28,928) | n/a |
| TDA - LTF[2] | $5,849,583 | $5,968,485 | ($118,902) | -2.0% |
| Property Tax Revenue[3] | $985,328 | $1,080,069 | ($94,741) | -8.8% |
| Measure A | $1,890,866 | $1,795,800 | $95,066 | 5.3% |
| Local Operating Assistance | $202,483 | $68,232 | $134,251 | 196.8% |
| *Total Operating Revenue* | *$22,825,241* | *$22,597,766* | *$227,475* | 1.0% |

Note 1: Non-transportation revenue is primarily from advertising, interest, and lease of MTD's Overpass Road property.
Note 2: The California Transportation Development Act (TDA) provides two sources of transit revenue, the Local Transportation Fund (LTF) and State Transit Assistance (STA). MTD utilizes the TDA-LTF to balance operating revenues with operating expenses.
Note 3: MTD's property tax revenue decreased in FY 2014 due to the dissolution of California Redevelopment Agencies. Property tax revenue is expected to increase in future years.
Source: Santa Barbara Metropolitan Transit District.

## Expenses

Table 14 presents MTD audited operating expense (not including depreciation) by category for FY 2014 and FY 2013. In FY 2013, changes to MTD's retiree healthcare program resulted in a one-time adjustment credit of approximately $2.0 million in Other Post Retirement Benefits (OPEB) expenses. This one-time credit is not reflected in the table.

**TABLE 14: MTD Operating Expense - FY 2014 & FY 2013**

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

Note 1: FY 2013 does not include the one-time OPEB adjustment credit of approximately $2.0 million.
Note 2: Does not include depreciation.
Source: Santa Barbara Metropolitan Transit District.

## ADA COMPLEMENTARY PARATRANSIT SERVICE

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

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

As shown in Table 15, MTD provided a subsidy of $624,268 to Easy Lift in FY 2014. Easy Lift also retains the fare revenue paid by ADA paratransit passengers, which totaled $179,508 in FY 2014.

**TABLE 15: ADA Paratransit Service - FY 2014 & FY 2013**

| Easy Lift ADA Service for MTD[1] | FY 2014 | FY 2013 | Change | |
|---|---|---|---|---|
| | | | Number | Percent |
| **Operating Characteristics** | | | | |
| *Service Data* | | | | |
| Passengers (One-Way Trips) | 54,439 | 51,412 | 3,027 | 5.9% |
| Revenue Hours | 24,188 | 25,003 | (815) | -3.3% |
| Revenue Miles | 311,248 | 367,404 | (56,156) | -15.3% |
| Peak Vehicles | 18 | 18 | 0 | 0.0% |
| *Financial Data[2]* | | | | |
| MTD Administrative Cost | $4,692 | $4,556 | $136 | 3.0% |
| MTD Operating Subsidy | $624,268 | $574,411 | $49,857 | 8.7% |
| Fare Revenue[3] | $179,508 | $169,690 | $9,818 | 5.8% |
| *Total Cost to MTD* | *$808,468* | *$748,657* | *$59,810* | *8.0%* |
| **Performance Indicators** | | | | |
| Passengers per Revenue Hour | 2.3 | 2.1 | 0.2 | *9.5%* |
| Passengers per Revenue Mile | 0.17 | 0.14 | 0.03 | *25.0%* |

Note 1: Service provided by Easy Lift Transportation, Inc. for MTD.
Note 2: Includes only the cost to MTD, does not include other sources of Easy Lift revenue.
Note 3: Fare revenue is retained by Easy Lift and is not included in MTD fare revenue.
Source: Santa Barbara Metropolitan Transit District.

In addition to the MTD subsidy and fare revenue, Easy Lift receives state TDA funds as the Consolidated Transportation Service Agency (CTSA) for the South

Coast, a Measure A local sales tax allocation from SBCAG, funding from local jurisdictions, and grants from private charitable foundations. These non-MTD funds are not included in the table.

Table 15 also provides an overview of the ADA paratransit service for FY 2014 and FY 2013. As is shown, the number of one-way passenger trips provided by Easy Lift increased from FY 2013 to FY 2014. The average number of passengers transported per revenue hour and per revenue mile also increased.

## CAPITAL ASSETS

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

### Revenue Vehicles

Revenue Vehicle Fleet

MTD currently has a fleet of 112 revenue vehicles (15 hybrid diesel-electric 40-ft. transit buses, 53 clean-burning diesel 40-ft. transit buses, 3 clean-burning diesel 60-ft. articulated transit buses, 3 hybrid diesel-electric 29-ft. transit buses, 14 clean-burning diesel 29-ft. transit buses, 5 clean-burning diesel over-the-road coaches, and 19 electric shuttles), and operates 91 vehicles at peak. The 60-ft. articulated buses are MTD's newest fleet, and entered service on Line 15x on January 20, 2015. The makeup of the fleet is presented in Table 16.

**MTD 60-ft. Articulated Bus**

The over-the-road coaches are used for interregional peak-hour commuter services. The 40-ft and 60-ft. diesel and hybrid urban transit buses, typical of heavy-duty transit buses throughout the nation, meet the needs of heavily-used trunk and express lines, as will the new 60-ft. articulated buses. The 29-ft. diesel and hybrid buses primarily operate on routes that circulate through neighborhoods. The 22-ft. electric shuttles generally operate on routes through downtown business districts and areas popular with tourists.

**MTD 22-ft. Electric Shuttles**

**TABLE 16: MTD Revenue Vehicles**

| Make | Type | Year | Power | Length (feet) | Number in Fleet | Rider Seats | Age (years) |
|---|---|---|---|---|---|---|---|
| MCI | Coach | 2004 | Diesel | 45 | 2 | 57 | 11 |
| MCI | Coach | 2004 | Diesel | 40 | 3 | 49 | 11 |
| Nova | Urban Transit | 2015 | Diesel | 60 | 3 | 55 | 0 |
| Nova | Urban Transit | 2000 | Diesel | 40 | 2 | 36 | 15 |
| Nova | Urban Transit | 1998 | Diesel | 40 | 16 | 38 | 17 |
| Gillig | Urban Transit | 2004 | Diesel | 40 | 15 | 37 | 11 |
| Gillig | Urban Transit | 2011 | Diesel | 40 | 7 | 37 | 4 |
| Gillig | Urban Transit | 2013 | Diesel | 40 | 13 | 37 | 2 |
| Gillig | Urban Transit | 2007 | Hybrid | 40 | 8 | 37 | 8 |
| Gillig | Urban Transit | 2011 | Hybrid | 40 | 7 | 37 | 4 |
| Gillig | Local | 2004 | Diesel | 29 | 11 | 26 | 11 |
| Gillig | Local | 2006 | Diesel | 29 | 3 | 26 | 9 |
| Gillig | Local | 2009 | Hybrid | 29 | 3 | 28 | 6 |
| Various | Shuttle | 1992 | Electric | 22 | 6 | 18 | 23 |
| E-Bus | Shuttle | 2000 | Electric | 22 | 4 | 18 | 15 |
| E-Bus | Shuttle | 2001 | Electric | 22 | 9 | 18 | 14 |
| Total/Avg. | | | | | 112 | 33 | 10.3 |

Source: Santa Barbara Metropolitan Transit District.

## Vehicle Preventive Maintenance Program

MTD's preventive maintenance program comprises several elements, including daily inspections and inspections based on accumulated mileage. The program is designed to maximize vehicle performance and minimize vehicle breakdowns. As with all fleet maintenance programs, unscheduled or failure maintenance is a part of the process. The purpose of preventive maintenance is to minimize such occurrences. However, to replace all vehicular parts and components prior to failure is simply not a cost- or time- efficient maintenance philosophy. Rather, there is a balance to such efforts that takes into account labor and financial limitations.

*Daily Inspections*

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

*Mileage-Based Inspections*

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

*Preventive Maintenance*

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

**Operations Facility**

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

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

**Passenger Facilities**

Passenger facilities include buildings, locations, and equipment that assist the passenger in utilizing mass transit. MTD passenger facilities include the

downtown Santa Barbara Transit Center, and approximately 750 bus stops located along MTD transit routes.

**MTD Administrative Headquarters**

Transit Center

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

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

Center also includes driver restrooms and an enclosed work area for a driver supervisor and transit advisors.

The Transit Center opened in 1974 when MTD operated 12 vehicles. With MTD's fleet of 112 vehicles today, the facility is not ideal for current operational needs. MTD will soon begin a project to rehabilitate the Transit Center as a short-term solution. Ideally, for a long-term solution, MTD would increase the size of the Transit Center property and design and build a new structure.

Bus Stops

The MTD system includes approximately 750 bus stops located throughout the South Coast along MTD routes. All bus stops identify the routes serving the stop, more than half have a bench, and many are equipped with a shelter. Some provide schedule information, including a map of the routes that serve the stop. MTD bus stops are the only locations where passengers are allowed to board and alight from MTD buses. Where feasible, stops are placed no more than one-quarter mile apart. In some high-density areas, bus stops are placed more closely.

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

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

**Other Properties**

Overpass Property

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

Calle Real Property

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

**Non-Revenue Vehicles**

MTD owns several non-revenue vehicles for business activities. The non-revenue vehicle fleet includes 18 vehicles for driver supervision and relief and general staff purposes, and 5 pickups and trucks for maintenance purposes. MTD also owns 3 electric Think Neighbor vehicles for errands around central Santa Barbara.

**Radio System**

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

**Management Information Systems**

MTD has implemented several advanced management information systems, including:

- Computer Network
  - MTD purchased hardware and software to implement an integrated computer network. This has improved communications within MTD, and provided a more efficient and effective means of monitoring, evaluating, and managing system operations.

- Electronic Fareboxes
  - In 2000, MTD upgraded all revenue vehicles with GFI Odyssey electronic fareboxes. This improvement allowed MTD to offer magnetic-strip passes and automated transfers to riders, and improved the collection and analysis of fare revenue and ridership data.
- Fleet Management Software
  - In October 2004, MTD implemented new fleet management software to improve the agency's maintenance and parts efficiency.
- Scheduling/Run-Cutting/Bid/Dispatch Software
  - Beginning in November 2004, MTD implemented new Microsoft Windows-based software for scheduling, run-cutting, bidding, and dispatching. The new software has improved the cost-efficiency of scheduling and run-cutting, and has improved the ability of MTD to efficiently manage the driver bid process and vehicle dispatching.
- Automatic Vehicle Location (AVL) System
  - MTD is currently beginning the implementation of new intelligent transportation systems (ITS), including an AVL system to provide real-time bus arrival information to passengers and to improve supervisory capabilities; and video surveillance systems in all revenue vehicles for enhanced security. MTD expects to complete project implementation within approximately 18 months.

## SERVICE PLANNING PROCESS

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

### Considerations in the Service Planning Process

MTD Annual Budget

The MTD Accounting Department initiates the annual process by establishing a revenue-hour budget for the operation of the system for the coming fiscal year. The MTD Maintenance Department determines the number of vehicles it can

provide and keep in service. The Planning Department then establishes the service schedule based on the number of hours and vehicles available.

Government Agency Regulations and Coordination

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

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

Local Agency Agreements

MTD has agreements with local jurisdictions and government agencies related to funding provided to MTD by the jurisdictions for services as described in the agreements. These agreements are consulted as necessary in the annual planning process. For example, the agreement recently signed between MTD and UCSB (discussed below in Chapter 4) will result in enhancements to MTD Lines 12x & 24x, and the implementation of a new Line 38.

Demographic Changes

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

## Annual Service Planning Outline

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

MTD Staff Conducts Data Collection & Service Planning

- Qualitative Data
  - ➢ Public input
    - ✓ Passenger comments

- ✓ E-mail and phone communications
- ✓ Public meetings
- ✓ Advocacy groups
  - Minority & Limited English Proficient (LEP) populations
  - Low-Income populations
  - Persons with disabilities
  - Bicyclist & pedestrian groups

➢ MTD employee input
- ✓ Drivers / supervisors / Transit Center staff comments
- ✓ Staff ride-alongs
- ✓ Time point checks
- ✓ Schedule adherence checks

➢ Agency input
- ✓ California Department of Transportation (Caltrans)
- ✓ Santa Barbara County Association of Governments (SBCAG)
- ✓ Santa Barbara County
- ✓ Cities of Santa Barbara, Goleta, & Carpinteria
- ✓ Other agencies, including:
  - Santa Barbara County Air Pollution Control District (APCD)
  - University of California, Santa Barbara (UCSB)
  - Santa Barbara City College (SBCC)
  - School Districts
  - International Language Schools

- Quantitative Data

➢ Ridership surveys
- ✓ Various lines as needed

➢ Annual Route Analysis
- ✓ Compare each route to system average and to previous year

➢ Annual Service Evaluation
- ✓ Ridership measure (riders per hour or trip)
- ✓ Economic measure (subsidy per passenger)
- ✓ Routes in fourth quartile require recommendation to MTD Board

➢ Standard transit industry methodologies

- ✓ Transit elasticities
- ✓ Demographic analysis

MTD Staff Provides Recommendations to MTD Board

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

## PUBLIC INFORMATION

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

### Printed Information

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

### Verbal Communication

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

## MARKETING PROGRAM

The MTD marketing program strives to increase MTD's visibility and ridership by publicizing the agency's identity as a reliable and efficient transportation choice on the South Coast. The strategy to achieve this mission is to heighten public awareness of MTD as a safe, effective, and cost-efficient bus system that provides a positive rider experience. This is accomplished by identifying opportunities for repeated exposure to targeted audiences through focused marketing programs, the media, and community relations. The marketing program also incorporates individualized marketing to likely transit users.

### Service Change Information

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

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

### Elementary School Outreach Program

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

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

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

### Outreach Program for Senior Citizens

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

### Shuttle Decorations

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

# Chapter 4: MTD Service Alternatives

## SHORTCOMINGS OF EXISTING MTD SERVICE

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

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

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

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

## LIFELINE TRANSIT SERVICE

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

Examples of MTD routes that provide lifeline service include: Line 3, serving Santa Barbara Cottage Hospital and several other medical service providers; Line 9, serving Old Town Goleta and Goleta Cottage Hospital; and Line 36, connecting Carpinteria neighborhoods north of Highway 101 to downtown.

These “lifeline” services specifically address the needs of those that most depend on transit. Measures such as household income and auto ownership levels can be used as surrogate data to estimate the transit dependency of an area. Routes that serve a catchment area with a high level of transit-dependent residents can be given extra consideration in the service planning process.

## PROGRAMMED SERVICE ENHANCEMENTS

These programmed service enhancements are included in MTD’s five-year plan in Chapter 1.

### MTD - UCSB Service Agreement

MTD and UCSB have recently signed an agreement whereby UCSB will fund MTD transit enhancements in conjunction with additional housing that UCSB intends to build near the existing Santa Catalina housing (the San Joaquin project). The agreement will fund enhancements to two existing MTD routes (Lines 12x and 24x) and one new route (Line 38). The agreement allows for flexibility in the use of the funding as changing conditions warrant, following consultation with UCSB.

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

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

### Low Carbon Transit Operations Program

California has established a market-based “cap-and-trade” program to reduce greenhouse gases (GHGs) from multiple sources. Cap-and-trade sets a limit or cap on GHGs and minimizes the compliance costs of achieving GHG reduction. Trading creates incentives to reduce GHGs below allowable levels through investments in clean technologies. With a carbon market, a price on carbon is established for GHGs. Cap-and-trade provides funding for several programs to assist efforts to reduce GHGs. One of these is the Low Carbon Transit Operations Program (LCTOP). This program is administered by Caltrans and

provides funds for new or expanded transit service. Allocations are determined using the State Transit Assistance (STA) formula. The LCTOP provides formula funds directly to transit agencies, as well as to Regional Transportation Planning Agencies (such as SBCAG) for allocation to transit agencies.

The *2040 Regional Transportation Plan and Sustainable Communities Strategy* (RTP-SCS) adopted by the SBCAG Board in August 2013 includes an "enhanced transit strategy" that commits to transit service expansion as new revenue sources (such as the LCTOP) become available. MTD expects to receive funding annually from the LCTOP, and intends to use these funds to improve A.M. peak period frequency on Lines 1 & 2 from every 15 minutes to every 10 minutes. This enhancement is planned for implementation in December 2015.

## POTENTIAL TRAFFIC MITIGATION ENHANCEMENT WITH TARGETED FUNDING

### Commuter Rail "Last Mile" Bus Service

There is interest in the South Coast in the implementation of commuter rail service connecting the area to Ventura County. SBCAG currently believes that a form of commuter rail service can be implemented in 2016 through retiming two existing Amtrak Pacific Surfliner trains (one A.M. northbound train and one P.M. southbound train) to serve a typical workday.

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

If MTD is asked to and agrees to provide last-mile service, SBCAG will have to ensure that ongoing operating and capital funding is available for the service. This potential service enhancement is not included in MTD's five-year plan in Chapter 1.

## SERVICE ENHANCEMENTS WITH ADDITIONAL UNRESTRICTED FUNDING

As described above, current MTD core services have shortcomings. These are primarily related to passenger overloads at peak times, and to schedule adherence issues due to increasing traffic congestion. In addition, the demand for transit service will almost certainly increase over time, due both to new development and to an expected shift in travel preference away from the single-occupant vehicle and toward public transit. With additional unrestricted funding, MTD could alleviate these current shortcomings and respond to future increased

demand with enhancements to core services. These enhancements would also aid the local agencies in meeting their traffic mitigation goals.

Table 17 presents a summary analysis of several potential core service enhancements over and above current service that MTD staff would recommend for implementation if additional unrestricted funding were available to MTD. These potential enhancements are also included as “Illustrative Projects” in SBCAG’s *2040 Regional Transportation Plan* (RTP). Each of these enhancements would contribute to MTD's provision of reliable, convenient, effective, and cost-efficient public transit service for those who depend on public transit, as well as for those who have other mobility options but choose to ride public transit.

These unfunded potential enhancements *are not included* in MTD's five-year plan in Chapter 1. Each enhancement would require a new ongoing annual source of operating subsidy, in addition to the funds currently received by MTD. In addition to the operating subsidy, several of the enhancements would require the purchase of additional vehicles. MTD is not expecting substantial increases in funding from the federal government. Thus, it is likely that any additional funding would come from local sources such as the agreement with UCSB described above, or from new state sources such as cap-and-trade.

## EMERGENCY SERVICE REDUCTION PLAN

The current financial forecast presented in Chapter 1 assumes a *status quo* service level (plus the programmed enhancements discussed above) for the five-year planning period. However, it is prudent to consider a contingency plan for implementation if MTD were to experience a substantial decrease in resources. A reduction in the resources available to MTD would require a proportional reduction in transit service. MTD has recently conducted a study of the possible effects of a major reduction in financial resources that necessitated a 30 percent reduction in service.

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

**TABLE 17: MTD Enhancements with Additional Unrestricted Revenue**

| Project | Line | Service Enhancement | Estimated Annual Increase | | Estimated Additional Buses | |
|---|---|---|---|---|---|---|
| | | | Revenue Hours | Operating Cost[1] | Number | Cost |
| Santa Barbara | 1 & 2 | Weekdays: 10-minute service from 6:00 AM to 6:00 PM | 7,070 | $832,548 | 3.6 | $1,620,000 |
| | | Weekdays: 30-minute service from 6:00 PM to 9:00 PM | 663 | $78,073 | 0.3 | $135,000 |
| | | Weekdays: 40-minute service from 9:00 PM to 12:00 AM | 442 | $52,049 | 0.2 | $90,000 |
| | | Weekends: 20-minute service from 6:00 AM to 6:00 PM | 1,557 | $183,349 | 0.8 | $360,000 |
| | | Weekends: 40-minute service from 6:00 PM to 12:00 AM | 389 | $45,808 | 0.2 | $90,000 |
| | 3 | Weekdays: 20-minute service from 6:00 AM to 6:00 PM | 3,539 | $416,745 | 1.8 | $810,000 |
| | | Weekdays: 30-minute service from 6:00 PM to 8:00 PM | 393 | $46,279 | 0.2 | $90,000 |
| | | Weekends: 30-minute service from 7:00 AM to 8:00 PM | 1,126 | $132,595 | 0.6 | $270,000 |
| Goleta | 9 | Weekdays: 20-minute service from 7:00 AM to 9:00 PM | 8,616 | $1,014,601 | 4.3 | $1,935,000 |
| | | Weekends: 20-minute service from 9:00 AM to 7:00 PM | 2,711 | $319,241 | 1.4 | $630,000 |
| Carpinteria | Local Service | Every day: Enhance service from downtown Carpinteria to Bailard area | 5,808 | $683,937 | 2.9 | $1,305,000 |
| State - Hollister Corridor | 6 | Every day: 20-minute service from 6:00 AM to 6:00 PM | 10,620 | $1,250,588 | 5.3 | $2,385,000 |
| | 11 | Every day: 20-minute service from 6:00 AM to 6:00 PM | 32,899 | $3,874,114 | 16.5 | $7,425,000 |
| | | Every day: 30-minute service from 6:00 PM to 12:00 AM | 6,854 | $807,112 | 3.4 | $1,530,000 |
| Regional | 20 | Every day: 30-minute service from 6:00 AM to 6:00 PM | 6,784 | $798,869 | 3.4 | $1,530,000 |
| | | Every day: 60-minute service from 6:00 PM to 12:00 AM | 1,696 | $199,717 | 0.9 | $405,000 |
| SBCC | 4 &17 | Weekdays: 60-minute service from 7:30 PM to 10:30 PM | 756 | $89,025 | 0.4 | $180,000 |
| | 15x | Monday through Thursday: 15-minute service 7:00 AM to 6:00 PM | 2,221 | $261,540 | 1.1 | $495,000 |
| | | Monday through Thursday: 30-minute service 6:00 PM to 10:00 PM | 404 | $47,574 | 0.2 | $90,000 |
| | | Monday through Thursday: 6 additonal boosters to be placed as needed | 303 | $35,681 | 0.2 | $90,000 |
| | 16 | Weekdays: 15-minute service 7:00 AM to 6:00 PM | 1,748 | $205,841 | 0.9 | $405,000 |
| UCSB | 24x | Weekdays: 15-minute servicefrom 7:00 AM to 7:00 PM | 8,033 | $945,948 | 4.0 | $1,800,000 |
| | | Weekdays: 30-minute service from 7:00 PM to 12:00 AM | 1,339 | $157,678 | 0.7 | $315,000 |
| | | Saturday: 30-minute service from 7:00 AM to 12:00 AM | 975 | $114,814 | 0.5 | $225,000 |
| | | Sunday: 30-minute service from 9:00 AM to 12:00 AM | 909 | $107,042 | 0.5 | $225,000 |
| | 27 | Every day: 15-minute service from 7:00 AM to 10:00 PM | 9,563 | $1,126,118 | 4.8 | $2,160,000 |
| | New UCSB Shuttle | Every day: 15-minute service from 7:00 AM to 10:00 PM | 16,335 | $1,923,574 | 8.2 | $3,690,000 |
| Interregional | Amtrak/Greyhound | Every day: 30-minute service to SB train/bus station 6:00 AM to 11:00 PM | 6,171 | $726,683 | 3.1 | $1,395,000 |
| Airport | New Express | Every day: 30-minute service to airport from 5:00 AM to 10:00 PM | 11,616 | $1,367,875 | 5.8 | $2,610,000 |
| | **TOTAL** | | **151,540** | **$17,845,017** | **76** | **$34,290,000** |

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

**FIGURE 6: Example of Emergency Service Reduction Plan**

# Potential Service Reduction Summary

Resumen de posible reducción en servicio

**Service Not Affected:** 6 11 16 20
**Sin cambio en el servicio:**

**Service Eliminated:** 22 27 36 37
**Servicio eliminado:**

**Service Reduced:**
**Servicio reducido:**

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

## Current Service/Servicio corriente

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

## Reduced Service/Servicio reducido

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

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

# Chapter 5: MTD Capital Alternatives

## VEHICLE PROCUREMENTS

### Programmed Procurements

Several replacement vehicle procurements are programmed in FY 2015. MTD has budgeted $7.9 million for these revenue vehicle procurements, which are funded with a combination of federal and state grants, local assistance, and MTD capital funds. These funded procurements are included in Chapter 1 in MTD's five-year plan. (An additional $10.4 million in unfunded revenue vehicle procurements in the remaining years of the five-year planning period are not included in the five-year plan.)

MTD has budgeted a total of $250,000 over the period from FY 2015 through FY 2019 for service vehicle replacements, including driver relief cars, general-purpose staff cars, and maintenance vehicles. These vehicle procurements are programmed in the five-year planning period in MTD's financial plan in Chapter 1.

### Replacement Vehicle Schedule

As discussed in Chapter 3, MTD currently has 112 buses and shuttles in revenue service. With a fleet of this size, MTD has a substantial ongoing need for replacement vehicles. Table 18 presents MTD's current revenue vehicle replacement schedule. As the table shows, this includes 127 vehicles (including current-year programmed procurements) at a total estimated cost of $77.4 million (in estimated year-of-expenditure dollars). Vehicle replacement needs that are not currently funded are not included in MTD's financial plan in Chapter 1.

### Potential Vehicle Procurements for Unfunded Service Enhancements

The unfunded potential service enhancements discussed in the previous chapter would require many expansion vehicles. As shown above in Table 17, all of these service enhancements combined would require an estimated total of 76 additional expansion revenue vehicles at an estimated cost of $34.3 million (in FY 2015 dollars). These unfunded potential vehicle procurements are not included in MTD's five-year plan in Chapter 1.

**TABLE 18: MTD Revenue Vehicle Replacement Schedule**

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

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

Source: Santa Barbara Metropolitan Transit District.

## PASSENGER FACILITIES

### Transit Center Remodel/Rehabilitation

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

Ideally, for a long-term solution, MTD would increase the size of the Transit Center property and design and build a new structure. Staff and the board will continue to examine possible long-term solutions.

### Bus Stop Upgrades

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

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

## ADDITIONAL CAPITAL PROJECTS

MTD has identified several major capital projects in addition to vehicle procurements and passenger facility improvements. Additional capital projects that are unfunded are not included in MTD's five-year plan in Chapter 1, which includes only projects for which a source of funding has been identified. Table 19 lists these additional funded and unfunded projects, the estimated costs, and the project status.

**TABLE 19: MTD Major Capital Improvement Program**

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

Source: Santa Barbara Metropolitan Transit District.

# Chapter 6: MTD Financial Alternatives

## OPERATING REVENUE

Transit agencies such as MTD can generate operating revenue through passenger fares and advertising. These are discussed below. The amount of funds forecasted to be received from these funding sources by MTD during the five-year planning period is presented in Chapter 1.

### Passenger Fares

Passenger fares can be very flexible, and can be reduced for selected populations such as seniors, persons with disabilities, students, and children. Currently, as discussed in Chapter 3, the MTD base adult fare is $1.75. Reduced fares are provided for many populations, and discounted 10-ride and 30-day passes are available for all riders.

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

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

MTD's Board of Directors has set a goal of a 40 percent farebox ratio (i.e., the percentage of an agency's operating cost that is recovered through the farebox). In addition, the California Transportation Development Act (which provides a substantial subsidy to MTD, as described below) requires MTD to maintain at a minimum a 30.3 percent farebox ratio. Table 20 presents this information, as well as MTD's projected farebox ration over the next few years (assuming the present fare structure is maintained).

**TABLE 20: MTD Farebox Ratio**

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

Source: Santa Barbara Metropolitan Transit District.

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

MTD last raised its fares six years ago, in January 2009. MTD's farebox ratio has eroded since then due to significant increases in costs such as fuel and workers' compensation. The agency will likely need to consider a fare increase in the near term. The five-year plan in Chapter 1 does not currently include a fare increase.

### Advertising

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

## TRANSIT SUBSIDY SOURCES

The provision of sustainable and permanent transit subsidy sources sufficient to provide the desired level of service is the primary factor in ensuring that attractive transit service is available. The following discussion provides an overview of these sources. The actual funding expected to be available to MTD from various sources over the next five years is discussed in Chapter 1.

### Federal Transit Subsidy Sources

The current Federal transportation funding bill, Moving Ahead for Progress in the 21st Century (MAP-21) was originally scheduled to expire at the end of Federal FY 2014 on September 30, 2014. However, Congress has extended the bill through May 31, 2015. It is uncertain what level of transit funding will be available in a successor bill. Some of the transit funding sources that have been included in recent transportation funding bills are discussed below.

FTA Section 5307 Urbanized Area Formula Program

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

Section 5307 includes the Small Transit-Intensive Cities (STIC) program. Under the STIC portion of Section 5307, the FTA rewards small UZAs that have a transit service intensity that exceeds that of larger urbanized areas with additional funds. MTD has qualified for the maximum STIC bonus each year that the program has existed.

The crucial importance of this funding source was demonstrated in FY 2013, when union concerns over the impact of California's Public Employees' Pension Reform Act of 2012 (PEPRA) on bargaining rights led to a delay in MTD's receipt of Section 5307 funds. It was feared that the funds would be lost altogether. Staff estimated that such a loss would necessitating approximately a 30 percent reduction in transit service. Figure 6 in Chapter 4 presented an example of the types of service cuts such a loss of funding would require.

FTA Section 5339 Capital Program

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

FTA Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities

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

Congestion Mitigation and Air Quality Improvement

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

Regional Surface Transportation Program

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

## State Transit Subsidy Sources

Transportation Development Act

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

*Local Transportation Fund*

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

*State Transit Assistance*

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

Cap-and-Trade

As discussed in Chapter 4, California has established a market-based “cap-and-trade” program to reduce greenhouse gases (GHGs) from multiple sources. Cap-and-trade sets a limit or cap on GHGs and minimizes the compliance costs of achieving GHG reduction. Trading creates incentives to reduce GHGs below allowable levels through investments in clean technologies. With a carbon market, a price on carbon is established for GHGs. Cap-and-trade provides funding for several programs to assist efforts to reduce GHGs. MTD expects to receive an allocation of funding annually from one of these programs, the Low-Carbon Transit Operations Program (LCTOP), which provides funds for new or expanded transit service. Other cap-and-trade programs are competitive statewide, and may potentially offer MTD funding opportunities.

Proposition 1B

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

*PTMISEA*

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

*Transit Security*

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

**Local Transit Subsidy Sources**

Measure A (Local Sales Tax)

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

Property Tax

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

Other Local Assistance

There are several other possible sources of local transit subsidies. The City of Santa Barbara provides a substantial amount of revenue to MTD annually to support the Downtown-Waterfront Shuttle. SBCAG and Caltrans have provided

funding to MTD to operate interregional transit service. MTD's recent agreement with UCSB (discussed above) will provide a substantial new source of funding for expanded service. SBCAG's *2040 Regional Transportation Plan and Sustainable Communities Strategy* (RTP/SCS) may in the future generate additional transit funding to assist in meeting the County's greenhouse gas goal.

# Appendix

## ADDITIONAL OPERATING CHARACTERISTICS

The figure and tables below present additional MTD operating characteristics for FY 2014 and FY 2013.

### FY 2014 & FY 2013 System Data

Figure A-1 presents MTD systemwide passengers, revenue hours, and passengers per revenue hour by month for FY 2014 and FY 2013. The variation by month within a given fiscal year reflects variation in demand (and, thus, in the level of service provided) and variation in the number and type of service days per month. The variation in the monthly pattern by year is limited, as can be seen when comparing a given month of one fiscal year to the corresponding month of the other.

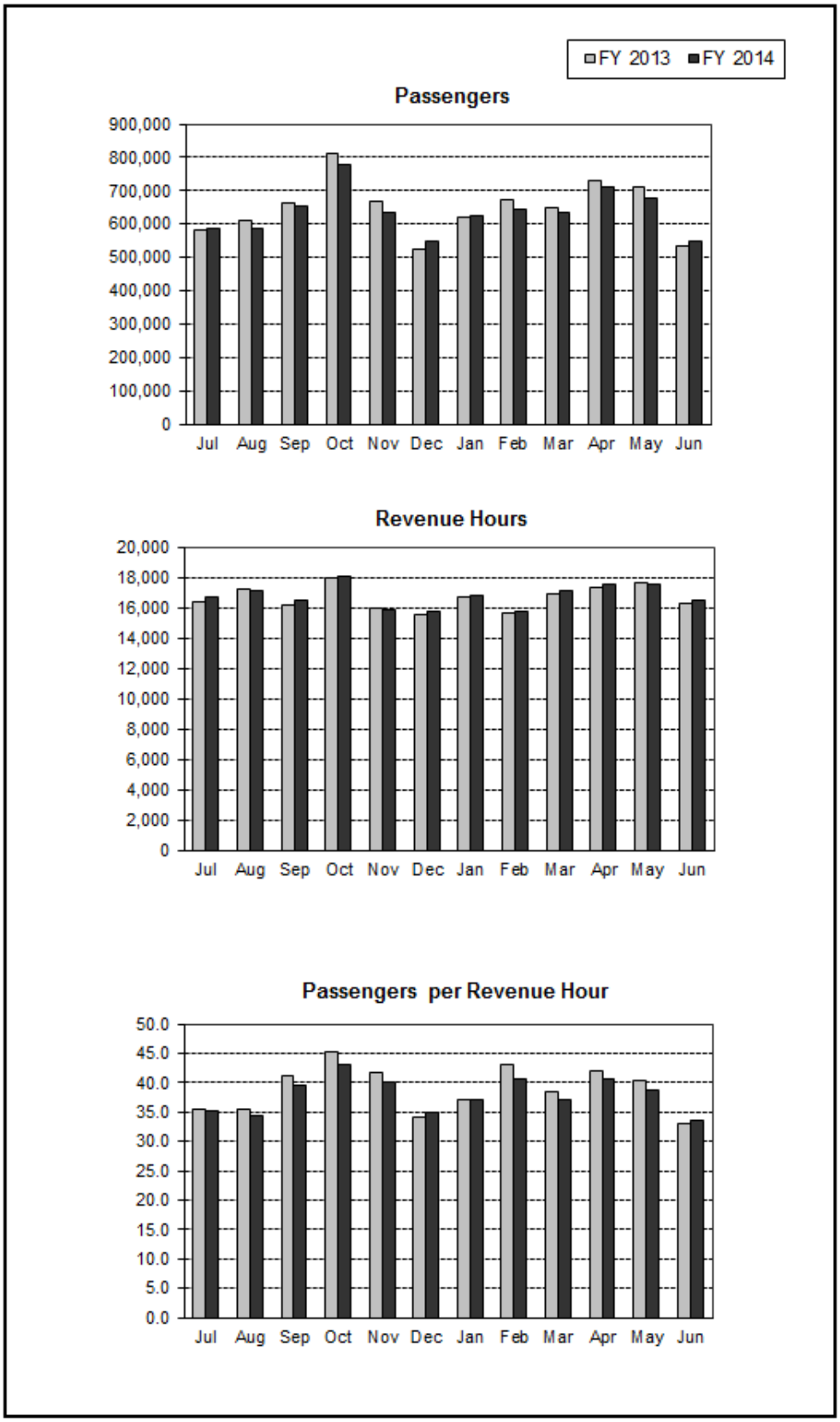
Table A-1 shows passengers, revenue hours, and passengers per revenue hour by route for FY 2014 and FY 2013. (MTD's "Route Analysis: FY 2014" includes a detailed look at the performance of each route during the two fiscal years.)

### FY 2014 & FY 2013 Performance Indicators

Table A-2 presents a variety of MTD operating data and performance indicators for FY 2014 and FY 2013. The table also indicates the percent change in each item. These data, and similar data for each individual MTD route, are analyzed each year in the *Route Analysis* and *Service Evaluation* documents, as discussed in the “Annual Service Planning Outline” section below.

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

**FIGURE A-1: MTD Operating Characteristics by Month: FY 2014 & FY 2013**




Source: Santa Barbara Metropolitan Transit District.

**TABLE A-1: MTD Operating Characteristics by Route - FY 2014 & FY 2013**

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

Source: Santa Barbara Metropolitan Transit District.

**TABLE A-2: MTD Systemwide Data - FY 2014 & FY 2013**

| Line Item | FY 2014 | FY 2013 | Percent Change |
|---|---|---|---|
| Operating Data | | | |
| Ridership | 7,623,845 | 7,774,329 | -1.9% |
| One-Way Bus Trips | 447,603 | 445,186 | 0.5% |
| Peak Vehicles | 87.00 | 87.00 | 0.0% |
| Revenue Hours | 201,084 | 199,448 | 0.8% |
| Revenue Miles | 2,556,502 | 2,513,126 | 1.7% |
| Deadhead Hours (Note 1) | 24,603 | 23,395 | 5.2% |
| Deadhead Miles (Note 1) | 392,373 | 396,173 | -1.0% |
| Passenger Miles | 36,724,271 | 34,714,243 | 5.8% |
| Breakdowns | 484 | 534 | -9.4% |
| *Cost* | | | |
| Operating Cost | $22,825,241 | $22,597,766 | 1.0% |
| Depreciation | $3,271,993 | $3,137,385 | 4.3% |
| *Fully-Allocated Cost* | *$26,097,234* | *$25,735,151* | *1.4%* |
| *Operating Revenue* | | | |
| Farebox Revenue | $8,127,765 | $8,082,232 | 0.6% |
| Local Operating Assistance | $1,981,645 | $1,876,957 | 5.6% |
| *Total Operating Revenue* | *$10,109,410* | *$9,959,189* | *1.5%* |
| MTD Subsidy (Note 2) | $15,987,824 | $15,775,962 | 1.3% |
| Performance Indicators | | | |
| Passengers per Trip | 17.0 | 17.5 | -2.5% |
| Passengers per Revenue Hour | 37.9 | 39.0 | -2.7% |
| Passengers per Revenue Mile | 3.0 | 3.1 | -3.6% |
| Revenue Miles per Revenue Hour | 12.7 | 12.6 | 0.9% |
| Revenue Hours per Peak Vehicle | 2,311 | 2,293 | 0.8% |
| Revenue Miles per Peak Vehicle | 29,385 | 28,887 | 1.7% |
| Revenue Miles Between Breakdowns | 5,282 | 4,706 | 12.2% |
| Operating Cost per Revenue Hour | $113.51 | $113.30 | 0.2% |
| Operating Cost per Revenue Mile | $8.93 | $8.99 | -0.7% |
| Operating Cost per Passenger | $2.99 | $2.91 | 3.0% |
| Operating Cost per One-Way Trip | $50.99 | $50.76 | 0.5% |
| Fully-Allocated Cost per Rev. Hour | $129.78 | $129.03 | 0.6% |
| Fully-Allocated Cost per Rev. Mile | $10.21 | $10.24 | -0.3% |
| Fully-Allocated Cost per Passenger | $3.42 | $3.31 | 3.4% |
| Fully-Allocated Cost per One-Way Trip | $58.30 | $57.81 | 0.9% |
| MTD Subsidy per Revenue Hour | $79.51 | $79.10 | 0.5% |
| MTD Subsidy per Passenger | $2.10 | $2.03 | 3.3% |
| Fare per Passenger | $1.07 | $1.04 | 2.5% |
| Farebox Ratio (Note 3) | 35.6% | 35.8% | -0.4% |

Note 1: Deadhead hours and deadhead miles are the mileage and operating time needed to move transit vehicles before revenue service begins and after revenue service ends

Note 2: "MTD Subsidy" is the difference between fully-allocated cost and total operating revenue.

Note 3: "Farebox Ratio" is the percent of operating cost (not including depreciation) recovered through the farebox.

Source: Santa Barbara Metropolitan Transit District.

# TITLE VI OF THE CIVIL RIGHTS ACT & ENVIRONMENTAL JUSTICE

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

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

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

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

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

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

# STRATEGIC PLAN: 2016 - 2021

MTD Santa Barbara

**VISION & MISSION**

The vision of MTD is that public transit within the District should be so available and attractive that use of an automobile is a choice, not a necessity.

The mission of MTD is to enhance the mobility of South Coast residents, commuters, and visitors by offering safe, appealing, equitable, environmentally responsible, and fiscally sound transit service.

**VALUES**

- Well-Run & Respected
- Professional Employees
- Responsible With Public Funds
- Pleasant Customer Experience
- Technical Expertise
- Community & Local Agency Support

| STRATEGIC PRIORITIES | On-Time Performance* | Facility Improvements* | Long-Term Service Planning* | Customer Satisfaction* | Balanced Fare Structure | Financial Stability | Workforce Recruitment | Future Fuel Path |
|---|---|---|---|---|---|---|---|---|
| **ACTION ITEMS** | Deploy new tech tools for operations and customer service<br><br>Set schedules that take into account changing road conditions<br><br>Work with partner agencies to ensure adequate traffic management<br><br>Support mode shift to reduce traffic congestion<br><br>Establish new operational positions within MTD<br><br>Expand service as feasible<br><br>Recognize that on-time performance affects customer satisfaction | Increase space for bus storage, offices and maintenance facilities<br><br>Replace or expand MTD Transit Center<br><br>Develop a facility master plan | Analyze South Coast build-out potential based on general and specific plans<br><br>Flesh out a long-term (30 year) plan for MTD service<br><br>Work with agency partners to coordinate plans and services<br><br>Increase MTD's participation in policy discussions<br><br>Define levels of service (coverage vs. ridership)<br><br>Analyze the expected effects of changing demographics | Implement an MTD communications plan<br><br>Improve bus stops<br><br>Promote employee transit incentive programs<br><br>Expand service as feasible<br><br>Enhance employee customer service training & practices<br><br>Enhance the passenger experience (e.g., A/C, Wi-Fi)<br><br>Implement "smart card" technology<br><br>Implement security camera and real-time information system | Maintain special pass program fees consistent with general fare policy | Develop new revenue streams (e.g., Calle Real property)<br><br>Continue to work in partnership with employee labor groups<br><br>Update and enhance 5-year financial plan | Address housing needs<br><br>Expand participation in activities such as job fairs, etc.<br><br>Align training needs with community college course offerings<br><br>Offer competitive compensation<br><br>Promote MTD reputation as a great place to work<br><br>Encourage & support employee professional & leadership development<br><br>Enhance employee health & wellness programs<br><br>Enhance employee communications | Participate in proof-of-concept demonstrations for electric buses<br><br>Implement renewable energy systems where feasible and cost-effective |

*These are the top four strategic priorities, as determined by the MTD Board of Directors.

Adopted December 15, 2015

Source: Santa Barbara Metropolitan Transit District (www.sbmtd.gov)

# Santa Barbara Metropolitan Transit District

## *Facilities Master Plan*

## MASTER AGREEMENT with [insert contractor name in caps]

THIS AGREEMENT is entered into by and between Santa Barbara Metropolitan Transit District, an incorporated transit district under Sections 95000, et seq. of the California Public Utilities Code ("MTD"), and [insert contractor name], a [insert state name] [insert business type] ("Contractor"), at Santa Barbara, California, as of the later date set forth below the signatures executing this Agreement.

WHEREAS:

A. MTD desires to engage Contractor to develop a Facilities Master Plan (the "Project");

B. Contractor represents that it has the knowledge and experience to carry out the Project, and desires to carry out the Project pursuant to the terms and conditions hereof, and;

C. Based upon the representations made by Contractor, MTD desires to retain the services of Contractor to carry out the aforesaid Project, upon the within terms and conditions.

NOW, THEREFORE, for valuable consideration, the receipt and sufficiency of which are hereby acknowledged, the parties do hereby agree as follows:

1. Effect of Recitals. The foregoing recitals are hereby made express provisions of this Agreement.

2. FTA Provisions. Not applicable to this agreement.

3. Public Works Provisions. Not applicable to this agreement.

4. Scope of Work. MTD has heretofore issued on October 1, 2018 the scope of work contained in Request for Proposal (RFP) for Facilities Master Plan, a true copy of which is attached hereto as Exhibit "A" and incorporated herein by this reference

5. Submittal and Proposal Proposal. Contractor has heretofore submitted on [insert date] its proposal, including required forms; and on its price proposal to carry out the Project, true copies of relevant parts that are attached hereto as Exhibit "B" and incorporated herein by this reference.

6. Order of Control. Contractor shall carry out the Project described in Exhibit "A" to this Agreement for the price quoted in Exhibit "B". All work and services shall be performed according to and controlled by the terms and provisions of this Agreement and the exhibits attached hereto. In the event of any conflict between the contract documents, the following order of control shall prevail: MTD Master Agreement, Exhibit "A", Exhibit "B".

7. Contract Price. Contractor shall carry out the Project for a fixed price of [insert price] which is in accordance with Exhibit "B".

8. Payment. Contractor shall submit monthly invoices to MTD for services rendered or approved expenses incurred for such month. Invoices shall indicate a breakdown of work completed, Contractor and subcontractor/sub-consultant labor hours by category or individual, materials and supplies, etc. Payment from MTD shall be made to Contractor no later than thirty (30) days after receipt of a valid invoice which shall be sent to: Santa Barbara MTD, Attn: Ryan Gripp, 550 Olive Street, Santa Barbara, CA 93101.

9. Taxes. MTD is exempt from the payment of Federal Excise and Transportation taxes. Unless specified otherwise in the Agreement, MTD is subject to applicable California Sales Tax for Santa Barbara County which shall have been included in the Contractor's proposal price and shall be included on the Contractor's invoice.

10. Project Schedule. Performance shall commence within 5 calendar days of the date of the notice to proceed. Contractor is required to submit a schedule of work for Project prior to commencement of work, which must closely align with the schedule submitted with its proposal and attached hereto as Exhibit "B". Schedule will be reviewed and approved by MTD.

11. Delivery & Freight. Unless specified otherwise in the scope of work, any item provided under this Agreement shall be delivered FOB Santa Barbara to 550 Olive Street, Santa Barbara, CA 93101. Any Project freight and delivery charges shall have been already included in the Contractor's proposal price and shall not be paid otherwise by MTD.

12. Title & Risk of Loss. The Contractor shall have title to and bear the risk of any loss of or damage to any item provided hereunder until delivered and, if applicable pursuant to this Agreement or standard industry practice, installed or otherwise set up for usage. Upon such delivery and applicable installation and setup, title shall pass from the Contractor to MTD, and the Contractor's responsibility for loss or damage shall cease, except for loss or damage resulting from the Contractor's negligence. Such passing of title shall not constitute acceptance of an item by MTD. The Contractor shall further warrant that the title to any item provided hereunder is free from all claims, encumbrances and liens.

13. Damages. All losses or damages arising from any unforeseen circumstances, either natural or artificial, which may be encountered by the Contractor during the performance of the Project under this Agreement shall be sustained solely by the Contractor. This provision shall also apply to losses or damages resulting from any act or omission not authorized by this Agreement on the part of the Contractor or any agent or person employed by the Contractor.

14. Defective, Damaged or Noncompliant Work. Any items, services, work or systems acquired pursuant to this Agreement found to be defective, damaged or non-compliant with the scope of work at the time of delivery or installation shall be replaced by the Contractor without additional cost to MTD. If the Contractor should fail to promptly comply with any order to replace or repair any defective items, services, work or systems, MTD shall have the authority to deduct the cost of such replacement or repair from any compensation due or to become due to the Contractor. Nothing in this section shall limit or restrict any warranty provisions of this Agreement or any exhibits hereto.

15. Acceptance. All items, services, work or systems to be furnished by the Contractor pursuant to this Agreement shall be subject to acceptance by MTD. MTD shall inspect such deliverables to determine acceptability no later than ten (10) calendar days after said deliverables are received. Acceptance shall occur when it is determined by MTD that all items, services, work or systems provided pursuant to this Agreement are in compliance with the scope of work or any other applicable contract documents. Upon acceptance, formal notification thereof shall be made by MTD via notice to the Contractor.

16. Warranty. The Contractor shall warrant to MTD that, for three (3) years after MTD's full acceptance of items, services, work or systems, each shall conform with the requirements hereof and be free of defects. In addition to other remedies which may be available, MTD may at its option return any non-conforming or defective items to the Contractor and/or require correction or replacement of said item when the defect is discovered, all at the Contractor's risk and expense. If MTD does not require such correction or replacement of non-conforming or defective items, the Contractor shall repay such portion of the payment specified herein or such additional amount as is equitable under the circumstances. The rights of MTD hereunder are in addition to, and not limited by, the Contractor's standard warranties. Acceptance of items, services, work or systems by MTD, or payment therefor, shall not relieve the Contractor of its obligations thereunder.

17. Changes. Any changes or modifications to this Agreement must be in writing, and agreed to by both parties.

18. Insurance.

a. Contractor's Insurance Representations to MTD.

i. It is expressly understood and agreed that the insurance coverages required herein:

A. represent MTD's minimum requirements and are not to be construed to void or limit Contractor's indemnity obligations as contained in this Agreement nor represent in any manner a determination of the insurance coverages Contractor should or should not maintain for its own protection; and

B. are being, or have been, obtained by Contractor in support of Contractor's liability and indemnity obligations under this Agreement. Irrespective of the requirements as to insurance to be carried as provided for herein, the insolvency, bankruptcy, or failure of any insurance company carrying insurance of Contractor, or the failure of any insurance company to pay claims accruing, shall not be held to affect, negate, or waive any of the provisions of this Agreement.

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ii. Failure to obtain and maintain the required insurance shall constitute a material breach of, and default under this Contract. If Contractor shall fail to remedy such breach within five (5) business days after written notice by MTD, Contractor will be liable for any and all costs, liabilities, damages and penalties resulting to MTD from such breach, unless a written waiver of the specific insurance requirement(s) is provided to Contractor by MTD. In the event of any failure to Contractor to comply with the provisions of this portion of the Agreement, MTD may, without in any way compromising or waiving any right or remedy at law or in equity, on notice to Contractor, purchase such insurance, at Contractor's expense, provided that MTD shall have no obligation to do so and if MTD shall do so, Contractor shall not be relieved of or excused from the obligation to obtain and maintain such insurance amounts and coverages.

b. Conditions Affecting All Insurance Required Herein.

i. Cost of Insurance. All insurance coverage shall be provided at Contractor's sole expense.

ii. Maintenance of Insurance. All insurance coverage shall be maintained in effect with limits not less than those set forth below at all times during the term of this Agreement.

iii. Status and Rating of Insurance Company. All insurance coverage shall be written through insurance companies admitted to do business in California and with a Best's Financial Strength Rating of A- or better, as shown in the on-line version of Best's Rating & Criteria Center.

iv. Restrictive, Limiting, or Exclusionary Endorsements. All insurance coverage shall be provided to Contractor Parties in compliance with the requirements herein and shall contain no endorsements that restrict, limit, or exclude coverage in any manner without the prior express written approval of MTD.

v. Limits of Liability. The limits of liability may be provided by a single policy of insurance or by a combination of primary and umbrella policies, but in no event shall the total limits of liability available for any one occurrence or accident be less than the amount required herein.

vi. Notice of Cancellation, Nonrenewal, or Material Reduction in Coverage. In the event of cancellation, nonrenewal, or material reduction in coverage affecting the certificate holder, thirty (30) days prior written notice shall be given to the certificate holder by certified mail, return receipt requested, except in the event of cancellation for nonpayment, in which event fifteen (15) days prior written notice shall be given. If insurer will not include in its coverage such written notifications, it shall be incumbent upon Contractor to comply with such written notification requirements.

vii. Additional Insured Status. Additional insured status shall be provided in favor of MTD and its officers, employees and agents, including consultants, on all liability insurance required herein except workers' compensation/employer's liability and the certificate of insurance shall reflect same. Such additional insured coverage shall be primary to and shall seek no contribution from all insurance available to MTD, with MTD's insurance being excess, secondary, and noncontributing.

viii. Waiver of Subrogation. All insurance coverage carried by Contractor required herein shall provide a waiver of subrogation in favor of MTD for all loss covered by such insurance, and Contractor waives all rights of action against MTD for such loss.

ix. Primary Liability. All insurance coverage required herein shall be primary to and shall seek no contribution from all insurance available to MTD, with MTD's insurance being excess, secondary, and noncontributing. Where necessary, coverage shall be endorsed to provide such primary liability, and the certificate of insurance shall reflect same.

x. Deductible/Retention. All insurance required for this project shall have a maximum deductible or self-insured retention of $10,000 per policy.

xi. Claims Against Aggregate. MTD must be notified in writing by Contractor at MTD's address set forth herein immediately upon knowledge of possible claims against Contractor that might cause a reduction below seventy-five (75%) of any aggregate limit of any primary policy.

c. Commercial General Liability Insurance.

i. Coverage. Such insurance shall cover liability arising out of all locations and operations of Contractor, including but not limited to liability assumed under this Agreement (including the tort liability of another

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assumed in a business contract). Defense shall be provided as an additional benefit and not included within the limit of liability.

ii. Form. Commercial General Liability Occurrence form, at least as broad as an unmodified ISO CG 00 01 10 93 or its equivalent.

iii. Amount of Insurance. Coverage shall be provided with limits of not less than:

| | |
|---|---|
| A. Each Occurrence Limit | $1,000,000 |
| B. General Aggregate Limit | $2,000,000 |
| C. Product-Completed Operations Aggregate Limit | $2,000,000 |
| D. Personal and Advertising Injury Limits | $1,000,000 |
| E. Fire Damage (any one fire) | $50,000 |
| F. Medical Expense (any one person) | $5,000 |

iv. Required Endorsements.

A. Additional Insured status as required in 18(b)(vii), above.

B. Notice of Cancellation, Nonrenewal, or Material Reduction in Coverage, as required in 18(b)(vi), above.

C. Personal Injury Liability: The personal injury contractual liability exclusion shall be deleted.

D. Primary Liability, as required in 18(b)(ix), above.

E. Waiver of Subrogation, as required in 18(b)(viii), above.

F. Continuing Commercial General Liability Insurance: Contractor shall maintain such insurance in identical coverage, form, and amount, including required endorsements, for at least three (3) years following the date of acceptance by MTD of the last bus built pursuant to this Agreement.

d. Auto Liability Insurance.

i. Coverage. Such insurance shall cover liability arising out of any auto (including owned, hired, and non-owned).

ii. Form. Business Auto Form (at least as broad as an unmodified ISO CA 0001 or its equivalent).

iii. Amount of Insurance. Coverage shall be provided with a limit of not less than $1,000,000, combined single limit.

iv. Required Endorsements.

A. Additional Insured status as required in 18(b)(vii), above.

B. Notice of Cancellation, Nonrenewal, or Material Reduction in Coverage, as required in 18(b)(vi), above.

C. Waiver of Subrogation, as required in 18(b)(viii), above.

e. Workers' Compensation/Employer's Liability Insurance.

i. Coverage. Such insurance shall cover liability arising out of Contractor's employment of workers and anyone for whom Contractor may be liable for workers' compensation claims. Workers' compensation insurance is required, and no "alternative" forms of insurance shall be permitted.

ii. Amount of Insurance. Coverage shall be provided with a limit of not less than:

| | |
|---|---|
| A. Workers' Compensation: | Statutory limits |
| B. Employer's Liability: | $1,000,000 each accident and disease. |

iii. Required Endorsements.

A. Notice of Cancellation, Nonrenewal, or Material Reduction in Coverage, as required in 18(b)(vi), above.

B. Waiver of Subrogation, as required in 18(b)(viii), above.

f. Professional Errors & Omissions Liability Insurance.

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i. Coverage. Such insurance shall cover claims alleged to arise out of the negligent performance of Contractor's professional services.

ii. Amount of Insurance. Coverage shall be provided with a limit of not less than $1,000,000 annual aggregate.

g. Other Insurance. MTD shall have the right, exercisable in its sole judgment at any time by giving prior written notice thereof to Contractor, to require Contractor to increase the limit and coverage amount of any insurance Contractor is required to maintain pursuant to this Agreement to an amount that MTD may, in its sole judgment, deem reasonably sufficient; and purchase other insurance and/or endorsement in such amounts or types as MTD may reasonably require from time to time.

19. Bonding. Not applicable to this agreement.

20. Termination. *Termination for Convenience*. MTD may terminate this Agreement, in whole or in part, upon ten (10) calendar days written notice to the Contractor when it is in MTD's best interest, at MTD's sole discretion. Upon the effective date of the written notice of termination, the Contractor shall cease performance of the Project or the applicable portion thereof to the extent specified in the notice. MTD shall pay the Contractor allowable costs and applicable profit thereon incurred to the specified date of termination, plus any costs deemed reasonably necessary to effectuate such termination. The Contractor shall promptly submit to MTD its termination claim for such costs. *Termination for Default*. If the Contractor shall breach any covenant, term or condition of this Agreement, including failure to make progress as to endanger performance of this contract in accordance with its terms, MTD may, by written notice, notify the Contractor setting forth the manner in which the Contractor is in default. MTD's right to terminate this Agreement, in whole or in part, for default may be exercised if the Contractor does not cure the condition(s) constituting the breach within ten (10) calendar days after receipt of such written notice. In such case, the Contractor shall cease performance of the Project or the applicable portion thereof to the extent specified in the notice, and MTD shall pay the Contractor allowable costs and applicable profit thereon incurred to the specified date of termination. The Contractor shall promptly submit to MTD its termination claim for such costs. If it is later determined by MTD that the Contractor did not breach the Agreement and had an excusable reason for not performing, MTD may at its sole discretion set up a revised delivery or performance schedule for the Agreement or applicable portion thereof and allow the Contractor to continue work, or treat the termination as a termination for convenience. *Excess Costs*. MTD may acquire, under terms and in the manner MTD considers appropriate, equivalent Project services and, if the Agreement or an applicable portion thereof was terminated for default, the Contractor shall be liable to MTD for any excess costs for such Project services. *Waiver of Remedies for any Breach*. In the event that MTD elects to waive its remedies for any breach by Contractor of any covenant, term or condition of this Agreement, such waiver by MTD shall not limit MTD's remedies for any succeeding breach of that or of any other term, covenant, or condition of this Agreement. *MTD Property*. If, at termination, the Contractor has in its possession any property, whether completed or in progress, associated with the Project belonging to MTD, the Contractor shall return such property to MTD or otherwise dispense with in the manner MTD directs.

21. Liquidated Damages. Not applicable to this agreement.

22. Infringement of Patents. The Contractor agrees that it will, at its own expense, defend all suits and proceedings instituted against MTD and pay any award of damages assessed against MTD in such suits or proceedings, insofar as the same are based upon any claim that the items, services, work, systems, or any part thereof, or any tool, or process used in or for the Project, constitutes an infringement of any legal United States copyright or patent. MTD agrees that it will give the Contractor prompt notice in writing of the institution of the suit or proceeding and permits the Contractor through its counsel to defend the same and gives the Contractor all information, assistance and authority necessary for the Contractor to do so. In case said items, services, work, systems, or any part thereof, or any tool, or process used in or for the Project, is in such suit held to constitute infringement and use of same is enjoined, the Contractor shall, at its own expense and at its option, either procure for the MTD the right to continue using said items, services, work, systems, or any part thereof, or any tool, or process used in or for the Project, or replace same with non-infringing equipment, or modify it so it becomes non-infringing.

23. Rights in Data. *Definitions*. The term "subject data" used in this clause means recorded information, whether or not copyrighted, that is delivered or specified to be delivered under this Agreement. Subject data includes graphic or pictorial delineation in media such as drawings or photographs; text in specifications or related performance or design-type documents; machine forms such as punched cards, magnetic tape, or computer memory printouts; and

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information retained in computer memory. Examples include, but are not limited to: computer software (including, but not limited to, source codes), engineering drawings and associated lists, specifications, standards, process sheets, manuals, technical reports, catalog item identifications, and related information. The term "subject data" does not include financial reports, cost analyses, and similar information incidental to contract administration. *MTD Rights*. MTD reserves a royalty-free, non-exclusive and irrevocable license to reproduce, publish, or otherwise use, and to authorize others to use, for MTD purposes, any subject data or copyright. As used in the previous sentence, "for MTD purposes," means use only for the direct purposes of MTD. Without the copyright owner's consent, MTD may not extend its license to any other party. *Public Information*. When MTD awards a contract for experimental, developmental, or research work, it is MTD's general intention to increase transportation knowledge available to the public, rather than to restrict the benefits resulting from the work to participants in that work. Therefore, unless MTD determines otherwise, MTD and the Contractor performing experimental, developmental, or research work required by the contract agrees to permit MTD to make available to the public, either MTD's license in the copyright to any subject data developed in the course of that contract, or a copy of the subject data first produced under the contract for which a copyright has not been obtained. If the experimental, developmental, or research work, which is the subject of the underlying contract, is not completed for any reason whatsoever, all data developed under that contract shall become subject data and shall be delivered as MTD may direct.

24. Indemnification. The Contractor shall, to the extent permitted by law protect, indemnify, defend, and hold MTD and its officers, employees and agents, including consultants, harmless from and against any and all liabilities, damages, claims, demands, liens, encumbrances, judgments, awards, losses, costs, expenses, and suits or actions or proceedings, including reasonable expenses, costs and attorneys' fees incurred by MTD and its officers, employees and agents, including consultants, in the defense, settlement or satisfaction thereof, for any injury, death, loss or damage to persons or property of any kind whatsoever, arising out of, or resulting from, the acts, errors or omissions of the Contractor, including acts, errors or omissions of its officers, employees, servants, agents, subcontractors and suppliers; and upon receipt of notice and if given authority, shall settle at its own expense or undertake at its own expense the defense of any such suit, action or proceeding, including appeals, against the MTD and its officers, employees and agents, including consultants, relating to such injury, death, loss or damage. Each party shall promptly notify the other in writing of the notice or assertion of any claim, demand, lien, encumbrance, judgment, award, suit, action or other proceeding hereunder. The Contractor shall have sole charge and direction of the defense of such suit, action or proceeding. The MTD shall not make any admission which might be materially prejudicial to the Contractor unless the Contractor has failed to take over the conduct of any negotiations or defense within a reasonable time after receipt of the notice and authority above provided. The MTD shall at the request of the Contractor furnish to the Contractor all reasonable assistance that may be necessary for the purpose of defending such suit, action or proceeding, and shall be repaid all reasonable costs incurred in doing so. The MTD shall have the right to be represented therein by advisory counsel of its own selection at its own expense. The obligations of the Contractor under this clause shall not extend to circumstances where the injury, or death, or damages is caused solely by the negligent acts, errors or omissions of the MTD, its officers, employees, agents or consultants, including negligence in the preparation of the Contract documents, or the giving of directions or instructions with respect to the requirements of the Contract by written order.

25. Notice. Notices in connection with this Agreement shall be made in writing and may be delivered either personally, by governmental postal service (regular, certified or registered), by private delivery service, or by email. Receipt shall be deemed to have occurred when actually made to the party or its designated agent. Such notices shall be properly addressed to the intended party as follows:

| MTD: | CONTRACTOR: |
|---|---|
| Jerry Estrada, General Manager | [insert authorized official name & title] |
| Santa Barbara Metropolitan Transit District | [insert contractor name] |
| 550 Olive Street | [insert contractor street address] |
| Santa Barbara, CA 93101 | [insert contractor city, state & zip] |
| Email: jestrada@sbmtd.gov | [insert contractor email] |

26. Attorney Fees and Costs. In the event of a controversy (including, but not limited to arbitration or an criminal or civil filing in a Federal Court or a court of any of the United States) between the parties with respect to the enforcement or interpretation of this Agreement, the prevailing party in such controversy shall be entitled to receive,

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in addition to such other award as the court may deem appropriate, full reimbursement for its court costs and reasonable attorney fees incurred therein.

27. Negation of Partnership. This Agreement creates a relationship between two independent contractors and does not, nor may it be interpreted to, create the relationship of joint venturers, partners, employee/employer, or any other business relationship.

28. No Assignment. This Agreement is not assignable by either party, and any attempt by either party to assign its obligations hereunder shall be void ab initio at the election of the other party, which election may be made by written notice within ten (10) days of the non-assigning party's receipt of actual knowledge of such attempted assignment. Notwithstanding the foregoing, however, at the election of the other party, the obligations and burdens of a party shall bind and apply to any permitted successor in interest or assignee of the business and/or operations of a party.

29. Partial Invalidity. In the event that any portion of this Agreement or any provision hereof shall be deemed as invalid as contrary to applicable law, the balance of this Agreement shall be enforced according to its term, and that portion found unenforceable shall be interpreted and enforced to the extent that it may be within said applicable laws.

30. Disputes. This Agreement shall be construed and all disputes arising therefrom shall be settled in accordance with the laws of the State of California. Venue for any dispute arising under this Agreement shall be in Santa Barbara, California. Any controversy or claim arising out of or relating to this Agreement shall be resolved by binding arbitration before a single arbitrator in accordance with the Commercial Arbitration Rules of the American Arbitration Association ("AAA") then pertaining (available at www.adr.org), except where those rules conflict with this provision, in which case this provision controls. Any court with jurisdiction shall enforce this clause and enter judgment on any award. The arbitrator shall be selected within twenty business days from commencement of the arbitration from the AAA's National Roster of Arbitrators pursuant to agreement or through selection procedures administered by the AAA. Within 45 days of initiation of arbitration, the Parties shall reach agreement upon and thereafter follow procedures, including reasonable limits on discovery, assuring that the arbitration will be concluded and the award rendered within no more than eight months from selection of the arbitrator or, failing agreement, procedures meeting such time limits will be designed by the AAA and adhered to by the Parties. The arbitration shall be held in Santa Barbara, California and the arbitrator shall apply the substantive law of California, except that the interpretation and enforcement of this arbitration provision shall be governed by the Federal Arbitration Act. Prior to commencement of arbitration, emergency relief is available from any court to avoid irreparable harm. THE ARBITRATOR SHALL NOT AWARD EITHER PARTY PUNITIVE, EXEMPLARY, MULTIPLIED OR CONSEQUENTIAL DAMAGES. Prior to commencement of arbitration, however, the Parties must attempt to mediate their dispute using a professional mediator from AAA, the CPR Institute for Dispute Resolution, or like organization selected by agreement or, absent agreement, through selection procedures administered by the AAA. Within a period of 45 days after the request for mediation, the Parties agree to convene with the mediator, with business representatives present, for at least one session to attempt to resolve the matter. In no event will mediation delay commencement of the arbitration for more than 45 days absent agreement of the Parties or interfere with the availability of emergency relief.

31. Prohibited Interest. The parties hereto covenant and agree that to their knowledge no board member, officer, or employee of MTD, during his/her tenure or for one year thereafter, has any interest, whether contractual, non contractual, financial or otherwise, in this transaction, or in the business of a contracting party other than MTD. If any such interest comes to the knowledge of either party at any time, a full and complete disclosure of all such information will be made in writing to the other parties, even if such interest would not be considered a conflict of interest under Article 4, Chapter 1, Divisions 4 and 4.5, Title I of the Government Code of the State of California.

32. Compliance with Laws and Regulations. Contractor shall warrant that in the performance of work under contract to MTD that they shall comply with all applicable federal, state and local laws and ordinances, and all lawful orders, rules, and regulations thereunder.

33. Audit and Inspection of Records. The Contractor shall agree that all materials supplied and services performed under the Project, facilities used in connection therewith, and records and documentation thereunto appertaining shall be subject to inspection, test, or audit by duly authorized representatives of MTD and the State of California.

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The Contractor agrees to maintain all required records relating to the Project for at least three years after MTD makes final payment and all other pending matters are closed.

34. Equal Employment Opportunity. The Contractor shall not discriminate against any employee or applicant for employment because of race, religion, color, sex, or national origin. The Contractor shall take affirmative action to ensure that applicants are employed, and that employees are treated during their employment, without regard to their race, religion, color, sex, or national origin. Such actions shall include, but not be limited to, the following: employment, upgrading, demotion, or transfer; recruitment or recruitment advertising; layoff or termination; rates of pay or other forms of compensation, and; selection for training, including apprenticeship. The Contractor shall agree to post in conspicuous places available to employees and applicants for employment notices setting forth the provisions of the above paragraph. The Contractor shall insert a similar article to the above in all subcontracts entered into in connection with the contract governing this project, except subcontracts for standard commercial supplies or raw materials.

35. Entire Agreement. This Agreement and its attached exhibits constitute the entire agreement between the parties and shall be deemed to supersede and cancel any and all previous representations, understandings, or agreements between MTD and Contractor as to the subject matter hereof. This Agreement may only be amended by an instrument in writing signed by the parties.

36. No Waiver. The failure of either party at any time to require performance by the other party of any provision of this Agreement shall in no way affect that party's right to enforce such provisions, nor shall the waiver by either party of any breach of any provision of this Agreement be taken or held to be a waiver of any further breach of the same provision.

37. Counterparts & Email. This Agreement may be executed in one or more counterparts, each of which shall be deemed an original, but all of which together shall constitute one and the same Agreement. The parties agree that a scanned and emailed signature may substitute for and have the same legal effect as the original signature.

38. Qualifications. Contractor or Contractor's representative (Contractor) certifies that Contractor is qualified to do business and is in good standing in the State of California, and that Contractor has authority to enter into and perform its obligations under this Agreement, which constitutes a valid and binding obligation of Contractor.

IN WITNESS WHEREOF, the undersigned have caused this Agreement to be executed.

| SANTA BARBARA MTD | [insert contractor name in caps] |
|---|---|
| _____ | _____ |
| [NAME], General Manager | [insert authorized official name & title] |
| _____ | _____ |
| Date | Date |

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