



BOARD OF DIRECTORS AGENDA

REGULAR MEETING
of the
BOARD OF DIRECTORS
of the
SANTA BARBARA METROPOLITAN TRANSIT DISTRICT
A Public Agency
Tuesday, November 5, 2019
8:30 AM
John G. Britton Auditorium
550 Olive Street, Santa Barbara, CA 93101

1. CALL TO ORDER

2. ROLL CALL OF THE BOARD MEMBERS

Dave Davis (Chair), David Tabor (Vice Chair), Bill Shelor (Secretary), Olivia Rodriguez (Director), Dick Weinberg (Director), Chuck McQuary (Director), Paula Perotte (Director).

3. REPORT REGARDING THE POSTING OF THE AGENDA

CONSENT CALENDAR

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

The Board of Directors will be asked to approve the draft minutes for the meeting of October 15, 2019.

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

The Board of Directors will be asked to review and approve the Cash Report from October 5, 2019, through October 25, 2019.

THIS CONCLUDES THE CONSENT CALENDAR

6. PUBLIC COMMENT

Members of the public may address the Board of Directors on items within the jurisdiction of the Board that are not scheduled for public hearing. The time allotted per speaker will be at the discretion of the Board Chair. If you wish to address the Board under this item number, please complete and deliver to the MTD Board Clerk a "Request to Speak" form that includes both a description of the subject you wish to address and, if applicable, the agenda item number for which you would like to comment. Additional public comment will be allowed during each agenda item, including closed session items. Forms are available at www.sbmtd.gov and at MTD Administrative offices.

7. SINGLE AUDIT REPORT FOR FISCAL YEAR 2018-19 - (ATTACHMENTS - INFORMATIONAL)

The Single Audit Report for the fiscal year ended June 30, 2019 will be presented to the Board.

BOARD OF DIRECTORS AGENDA

8. FISCAL YEAR 2019-20 FIRST QUARTER PERFORMANCE REPORTS - (INFORMATIONAL)

Staff will present Performance Reports for the first quarter and three-month period ending September 30, 2019 of Fiscal Year 2019-20.

9. MTD TITLE VI PROGRAM: 2020-2022 - (ATTACHMENT - ACTION MAY BE TAKEN)

Staff will recommend that the Board receive a report on the Draft "Santa Barbara Metropolitan Transit District Title VI Program: 2020 - 2022" and consider approval of the attached Resolution 2019-05.

10. ANNUAL ELECTION OF BOARD OFFICERS - (ACTION MAY BE TAKEN)

The Board will hold elections for the following Board assignments: Chair, Vice Chair, and Secretary.

11. GENERAL MANAGER'S REPORT - (INFORMATIONAL)

The General Manager will provide an update on district activities.

12. OTHER BUSINESS AND REPORTS - (INFORMATIONAL)

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

13. RECESS TO CLOSED SESSION - CONFERENCE WITH LEGAL COUNSEL - ANTICIPATED LITIGATION - (ACTION MAY BE TAKEN)

The Board will meet in closed session with legal counsel, pursuant to Government Code § 54956.9 (b), regarding exposure to potential litigation.

14. RECESS TO CLOSED SESSION: CONFERENCE WITH LABOR NEGOTIATOR(S) (GOVERNMENT CODE SECTIONS 54957(B)(1); 54957.6) - (ACTION MAY BE TAKEN)

Agency-designated representatives: MTD General Manager Jerry Estrada.

Unrepresented employees' performance review.

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

15. ADJOURNMENT

AMERICANS WITH DISABILITIES ACT: If you need special assistance to participate in this meeting, please contact the MTD Administrative Office at 805.963.3364 at least **48 hours in advance** of the meeting to allow time for MTD to attempt a reasonable accommodation.



BOARD OF DIRECTORS DRAFT MINUTES

REGULAR MEETING
of the
BOARD OF DIRECTORS
of the
SANTA BARBARA METROPOLITAN TRANSIT DISTRICT
A Public Agency
Tuesday, October 15, 2019
8:30 AM
John G. Britton Auditorium
550 Olive Street, Santa Barbara, CA 93101

1. CALL TO ORDER

Chair Dave Davis called the meeting to order at 8:40 AM in the absence of a quorum.

Chair Davis called for a moment of silence to honor the immediate victims of an accident occurring on Wednesday, October 9, 2019. He extended the condolences of the Board to the families and friends of those affected.

2. ROLL CALL OF THE BOARD MEMBERS

Chair Davis reported that all members were present with the exceptions of Secretary Bill Shelor, Director Paula Perotte, Director Chuck McQuary, and Director Dick Weinberg.

3. REPORT REGARDING THE POSTING OF THE AGENDA

Christina Perry, Administrative Assistant Lead, reported that the agenda was posted on Thursday, October 10, 2019, at MTD's Administrative office, mailed and emailed to those on the agenda list, and posted on MTD's website.

Due to an absence of a quorum, Chair Davis elected to address informational items first.

6. PUBLIC COMMENT

No public comments were made.

7. AUGUST 2019 SERVICE CHANGES UPDATE - (INFORMATIONAL)

Planning and Marketing Manager Hillary Blackerby provided a brief update on the 2019 service changes that began on August 19, 2019.

Directors McQuary and Weinberg entered the meeting at 8:42 AM. Due to the presence of a quorum, the Consent Calendar was addressed before continuing to Item 8.

CONSENT CALENDAR

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

The Board of Directors was asked to approve the draft minutes for the meeting of October 1, 2019.

BOARD OF DIRECTORS DRAFT MINUTES

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

The Board of Directors was asked to review and approve the Cash Report from September 21, 2019, through October 4, 2019.

Vice Chair Dave Tabor moved to approve the Consent Calendar. Director McQuary seconded the motion. The motion passed unanimously with one abstention from Director Olivia Rodriguez regarding prior minutes.

THIS CONCLUDES THE CONSENT CALENDAR

8. MICROTRANSIT PILOT UPDATE - (INFORMATIONAL)

Ms. Blackerby presented the Board with an update on the Microtransit Pilot program.

Mr. Lee Moldaver addressed the Board and thanked Ms. Blackerby and the Planning team for their report. He suggested that, if the first year of the pilot program is successful, the Mission Canyon area be considered for additional Microtransit services.

9. SPECIAL DISTRICT RISK MANAGEMENT AUTHORITY AMENDED MEMORANDUM OF UNDERSTANDING AND RESOLUTION - (ATTACHMENT - ACTION MAY BE TAKEN)

Manager of Human Resources and Risk Mary Gregg recommended that the MTD Board of Directors authorize General Manager Jerry Estrada to execute an amended Memorandum of Understanding (MOU) with Special District Risk Management Authority (SDRMA), and further, that the Board adopt an amended Resolution authorizing the execution of said MOU.

Vice Chair Tabor moved to authorize General Manager Estrada to execute an amended MOU with SDRMA. Director Rodriguez seconded the motion. The motion passed unanimously.

Chair Davis initiated a roll call vote for the adoption of an amended Resolution authorizing the execution of the aforementioned SDRMA MOU. Resolution 2019-04 was unanimously approved.

10. GENERAL MANAGER'S REPORT - (INFORMATIONAL)

General Manager Estrada provided an update on district activities, which included reviews of the Facilities Master Plan meetings, and the American Public Transportation Association's (APTA) TRANSform Conference.

11. OTHER BUSINESS AND REPORTS - (INFORMATIONAL)

Chair Davis proposed drafting, with the assistance Vice Chair Tabor, an evaluation of the General Manager's performance to be reviewed at a closed session of the Board on November 19, 2019. Vice Chair Tabor and attending Board members concurred.

12. ADJOURNMENT

Director Rodriguez moved to adjourn the Board meeting. Vice Chair Tabor seconded the motion. The meeting was adjourned at 9:36 AM.

Santa Barbara Metropolitan Transit District
Cash Report
Board Meeting of November 5, 2019
For the Period October 5, 2019 through October 25, 2019

MONEY MARKET

Beginning Balance October 5, 2019 **\$2,726,402.59**

Passenger Fares	232,388.43
Accounts Receivable	120,653.90
Miscellaneous Income	5,463.63
Prepays & Advertising	5,176.60
Interest Income	1,283.98
Total Deposits	364,966.54

Miscellaneous Transfers	(711.18)
Bank & Credit Card Fees	(6,203.74)
Workers' Compensation	(69,532.46)
401(k)/Pension Transfer	(82,071.34)
Payroll Taxes	(325,037.79)
Payroll	(731,195.68)
Accounts Payable	(1,189,174.86)
Total Disbursements	(2,403,927.05)

CERTIFICATES OF DEPOSIT

Institution	Maturity	Rate	
American Riviera Bank	2/28/2021	2.00%	1,500,000.00
Total Certificates of Deposit			1,500,000.00

\$1,500,000.00

Ending Balance **\$2,187,442.08**

CASH INVESTMENTS

LAIF Account	\$10,163,040.59
Money Market Account	2,187,442.08

Total Cash Balance **\$12,350,482.67**

SELF INSURED LIABILITY ACCOUNTS

WC / Liability Reserves	(\$4,377,481.57)
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Working Capital **\$7,973,001.10**

Santa Barbara Metropolitan Transit District
Cash Receipts of Accounts Receivable

Date	Company	Description	Amount
10/7/2019	Goodwin & Thyne Properties	Advertising on Buses	2,340.00
10/7/2019	United Way, Santa Barbara County	Advertising on Buses	2,100.00
10/8/2019	S.B.C.A.G.	Amtrak Connecting Service July 2019	16,129.65
10/8/2019	S.B.C.A.G.	Amtrak Connecting Service August 2019	18,008.51
10/10/2019	Jim Haggerty	Retiree - Vision	12.20
10/11/2019	CalPERS	OPEB Reimbursement	6,069.80
10/11/2019	Wells Marketing, LLC	Advertising on Buses	1,432.80
10/15/2019	True Media LLC/Cottage Health	Advertising on Buses	936.00
10/17/2019	Handlpartners (McDonalds)	Advertising on Buses	5,712.30
10/17/2019	Idea Engineering, Inc.	Advertising on Buses	2,934.00
10/17/2019	Moonlight Graphics/Mktg	Advertising on Buses	7,236.00
10/21/2019	Montecito Bank & Trust	Advertising on Buses	3,281.00
10/22/2019	City of S.B. Waterfront Department	Waterfront Shuttle Service-Cruise Ship 9/21/19	2,383.52
10/22/2019	City of S.B. Waterfront Department	Waterfront Shuttle Service-Cruise Ship 9/29/19	2,383.52
10/22/2019	City of SB Creeks Division	Advertising on Buses	300.00
10/22/2019	UCSB - Parking Services-7001	Passes/Passports Sales	6,440.00
10/23/2019	SB School District	Passes/Token Sales	41,250.00
10/25/2019	Wells Marketing, LLC	Advertising on Buses	853.20
10/25/2019	Wells Marketing, LLC	Advertising on Buses	851.40
Total Accounts Receivable Paid During Period			\$120,653.90

Santa Barbara Metropolitan Transit District
Accounts Payable

Check #	Date	Company	Description	Amount	Voids
122134	10/11/2019	ADVANCED CABLE SYSTEMS COR	SECURITY CAMERA UPGRADE	270.00	
122135	10/11/2019	ASBURY ENVIRONMENTAL SERVI	WASTE OIL RECYCLER	130.00	
122136	10/11/2019	BIG BRAND TIRES, BRANDCO BILL	SERVICE VEHICLE MAINTENANCE	169.22	
122137	10/11/2019	BNS ELECTRONICS, INC.	SANTA YNEZ SITE RENTAL	296.16	
122138	10/11/2019	CALIFORNIA ELECTRIC SUPPLY, I	SHOP/B&G SUPPLIES	93.85	
122139	10/11/2019	CARQUEST AUTO PARTS	BUS PARTS & SUPPLIES	142.87	
122140	10/11/2019	COBOS FIRE & SAFETY DBA	FIRE SUPPRESSION SYSTEM MAINTEN	4,762.00	
122141	10/11/2019	COMMUNITY RADIO, INC.	GIBRALTAR SITE RENTAL	265.98	
122142	10/11/2019	CINTAS CORPORATION	FIRST AID SUPPLIES	133.76	
122143	10/11/2019	COX COMMUNICATIONS, CORP.	INTERNET & CABLE TV	455.10	
122144	10/11/2019	CROCKER REFRIGERATION & AIR	HVAC MAINTENANCE	473.58	
122145	10/11/2019	CUMMINS SALES & SERVICE dba	BUS PARTS & REPAIRS	0.00	V
122146	10/11/2019	CUMMINS SALES & SERVICE dba	BUS PARTS & REPAIRS	0.00	V
122147	10/11/2019	CUMMINS SALES & SERVICE dba	BUS PARTS & REPAIRS	29,042.00	
122148	10/11/2019	DIVERSIFIED TRANSPORTATION S	FREIGHT CHARGES	154.89	
122149	10/11/2019	DOWNTOWN ORGANIZATION, INC.	PROMOTIONS	3,350.94	
122150	10/11/2019	ELECTRONIC DATA MAGNETICS, I	BUS PASS PRINTING	7,612.50	
122151	10/11/2019	STATE OF CALIFORNIA	PAYROLL RELATED	115.00	
122152	10/11/2019	FRONTIER CALIFORNIA INC.	TELEPHONE SERVICE	100.98	
122153	10/11/2019	GOGETTERS, LLC DBA	COURIER SERVICES	150.00	
122154	10/11/2019	GOODYEAR TIRE & RUBBER CO	BUS TIRE LEASE	15,771.36	
122155	10/11/2019	GRAINGER, INC.	SHOP/B&G SUPPLIES	57.29	
122156	10/11/2019	GUARDIAN-APPLETON (DENTAL I	DENTAL INSURANCE	4,427.43	
122157	10/11/2019	GUARDIAN-APPLETON (LIFE INS)	LIFE INSURANCE	1,036.95	
122158	10/11/2019	HOME IMPROVEMENT CTR.	SHOP/B&G SUPPLIES	85.36	
122159	10/11/2019	IRON HORSE AUTO BODY OF SB D	SERVICE VEHICLE REPAIRS	2,079.40	
122160	10/11/2019	UNITED STATES TREASURY - IRS	PAYROLL RELATED	500.00	
122161	10/11/2019	JANICARE DBA	JANITORIAL SERVICES	4,520.00	
122162	10/11/2019	JERRY'S PLUMBING & HEATING, I	PLUMBING REPAIRS	75.00	
122163	10/11/2019	KLIPPEL TOOL REPAIR DBA	COMPRESSORS MAINT/BUS PARTS	40.00	
122164	10/11/2019	LANSPEED DBA	IT SERVICES	2,562.50	
122165	10/11/2019	LUBRICATION ENGINEERS, INC.	LUBRICANTS	210.08	
122166	10/11/2019	MARBORG INDUSTRIES (INC)	UTILITIES & RENTAL FEES	1,193.97	
122167	10/11/2019	MC CORMIX CORP. (OIL)	LUBRICANTS	5,774.41	
122168	10/11/2019	MC CORMIX CORP. (GAS)	FUEL-SERVICE VEHICLES	2,681.86	
122169	10/11/2019	MEDICAL EYE SERVICES, INC.	VISION INSURANCE	522.16	
122170	10/11/2019	MARCELO PACHECO	TOOL ALLOWANCE	1,100.00	
122171	10/11/2019	NEWEGG, INC	IT EQUIPMENT & SUPPLIES	2,026.51	

Check #	Date	Company	Description	Amount	Voids
122172	10/11/2019	NEWTON CONSTRUCTION & MAN	TRANSIT CENTER RENOVATIONS	113,453.75	
122173	10/11/2019	NORTHWEST PUMP & EQUIPMENT	FUEL ISLAND SUPPLIES	181.80	
122174	10/11/2019	PREVOST CAR INC.- CREDIT DEPT.	BUS PARTS	153.44	
122175	10/11/2019	LETICIA RAMIREZ	PAYROLL RELATED	650.00	
122176	10/11/2019	REPUBLIC ELEVATOR, INC	ELEVATOR MAINTENANCE	170.00	
122177	10/11/2019	SANSUM CLINIC	MEDICAL EXAMS	1,297.00	
122178	10/11/2019	SANTA BARBARA FASTENERS, INC	SHOP SUPPLIES	23.06	
122179	10/11/2019	SB COUNTY FEDERAL CREDIT UNI	PAYROLL DEDUCTION	260.00	
122180	10/11/2019	SB LOCKSMITHS, INC.	B&G REPAIR & SUPPLIES	91.75	
122181	10/11/2019	SILVAS OIL CO., INC.	LUBRICANTS	511.15	
122182	10/11/2019	SPECIAL DISTRICT RISK MGMT	HEALTH INSURANCE	57,633.06	
122183	10/11/2019	SANTA BARBARA SHERIFF'S DEPT	PAYROLL RELATED	50.00	
122184	10/11/2019	SANTA BARBARA SIGNS, INC. DB	PRINTING SERVICES	865.37	
122185	10/11/2019	SM TIRE, CORP.	BUS TIRE MOUNTING	678.70	
122186	10/11/2019	SMART & FINAL	OFFICE/MEETING SUPPLIES	13.98	
122187	10/11/2019	SOAP MAN DISTRIBUTIN DBA	CLEANING SUPPLIES	189.12	
122188	10/11/2019	ROBIN SORIA	DMV/VTT REIMBURSEMENT	56.00	
122189	10/11/2019	STAPLES CONTRACT & COMMERC	OFFICE SUPPLIES	1,321.48	
122190	10/11/2019	STATE BOARD OF EQUALIZATION	PAYROLL RELATED	250.00	
122191	10/11/2019	STEWART'S DE-ROOTING & PLUM	PLUMBING REPAIRS	443.42	
122192	10/11/2019	SB CITY OF-REFUSE/WATER	UTILITIES	1,762.33	
122193	10/11/2019	TEAMSTERS MISC SECURITY TRUS	UNION MEDICAL INSURANCE	214,619.00	
122194	10/11/2019	TEAMSTERS PENSION TRUST	UNION PENSION	96,361.69	
122195	10/11/2019	TEAMSTERS UNION LOCAL NO. 18	UNION DUES	9,985.82	
122196	10/11/2019	TRUMAN ARNOLD COMPANIES (T	DIESEL FUEL	88,969.90	
122197	10/11/2019	WAXIE SANITARY SUPPLY DBA	JANITORIAL SUPPLIES	341.33	
122198	10/11/2019	WINZER CORPORATION	SHOP SUPPLIES	59.44	
122199	10/11/2019	WORKER'S COMPENSATION ADMI	PROFESSIONAL SERVICES	15,263.50	
122200	10/15/2019	GOLETA WATER DISTRICT	UTILITIES	795.75	
122201	10/17/2019	CITY OF SANTA BARBARA	TC RENOVATION FEES	2,849.54	
122202	10/17/2019	ABC BUS COMPANIES INC	BUS PARTS	859.67	
122203	10/17/2019	ACCONTEMPS DBA	CONTRACT EMPLOYMENT	2,966.97	
122204	10/17/2019	AMERICAN MOVING PARTS, LLC	BUS PARTS	2,506.42	
122205	10/17/2019	HENRY ANDREWS	RETIREE HEALTH REIMBURSEMENT	285.00	
122206	10/17/2019	BIG BRAND TIRES, BRANDCO BILL	SERVICE VEHICLE MAINTENANCE	169.22	
122207	10/17/2019	JAMES BRACKETT	RETIREE HEALTH REIMBURSEMENT	146.00	
122208	10/17/2019	KARL BRETZ	RETIREE HEALTH REIMBURSEMENT	97.20	
122209	10/17/2019	ROBERT BURNHAM	RETIREE HEALTH REIMBURSEMENT	285.00	
122210	10/17/2019	CARQUEST AUTO PARTS	BUS PARTS & SUPPLIES	4.35	
122211	10/17/2019	CITY OF SANTA BARBARA	TC RENOVATION FEES	40.00	
122212	10/17/2019	CENTRAL COAST CIRCULATION, L	BUS BOOK DISTRIBUTION	627.00	

Check #	Date	Company	Description	Amount	Voids
122213	10/17/2019	STAN CISOWSKI	RETIREE HEALTH REIMBURSEMENT	261.80	
122214	10/17/2019	CLEVER DEVICES LTD	4G MODEM SPARES/WARRANTY	21,230.50	
122215	10/17/2019	CUMMINS SALES & SERVICE dba	BUS PARTS & REPAIRS	19,435.58	
122216	10/17/2019	DIESEL FORWARD, INC.	BUS PARTS	12,326.77	
122217	10/17/2019	DOWNTOWN ORGANIZATION, INC.	PROMOTIONS	450.00	
122218	10/17/2019	JERRY ESTRADA	REIMBURSEMENT	228.00	
122219	10/17/2019	4 IMPRINT, INC.	PROMOTIONS	2,090.78	
122220	10/17/2019	FLEET SERVICES, INC.	BUS PARTS	32.20	
122221	10/17/2019	FRONTIER CALIFORNIA INC.	TELEPHONE SERVICE	2,003.55	
122222	10/17/2019	FTI SERVICES, INC.	IT SUPPORT SERVICES	342.00	
122223	10/17/2019	GIBBS INTERNATIONAL INC	BUS PARTS	1,993.93	
122224	10/17/2019	GILLIG LLC	BUS PARTS	10,206.73	
122225	10/17/2019	GARY GLEASON	RETIREE HEALTH REIMBURSEMENT	247.95	
122226	10/17/2019	GOODYEAR TIRE & RUBBER CO	BUS TIRE LEASE	14,042.72	
122227	10/17/2019	JILL GRISHAM	RETIREE HEALTH REIMBURSEMENT	228.78	
122228	10/17/2019	JIM HAGGERTY	RETIREE HEALTH REIMBURSEMENT	283.40	
122229	10/17/2019	ALI HABIBI	RETIREE HEALTH REIMBURSEMENT	285.00	
122230	10/17/2019	ROBERT HARTMAN, JR.	RETIREE HEALTH REIMBURSEMENT	441.64	
122231	10/17/2019	HOME IMPROVEMENT CTR.	SHOP/B&G SUPPLIES	25.69	
122232	10/17/2019	IRON HORSE AUTO BODY OF SB D	SERVICE VEHICLE REPAIRS	544.10	
122233	10/17/2019	JAY DANIEL ROBERTSON	RETIREE HEALTH REIMBURSEMENT	284.60	
122234	10/17/2019	JANEK CORP	BUS PARTS	489.38	
122235	10/17/2019	LOUIS JONES	RETIREE HEALTH REIMBURSEMENT	185.00	
122236	10/17/2019	MONTE KIMZEY	RETIREE HEALTH REIMBURSEMENT	438.00	
122237	10/17/2019	LABOR ALLIANCE MANAGED TRU	UNION DENTAL INSURANCE	11,832.00	
122238	10/17/2019	LMA ARCHITECTS, CORP.	TC CONSTRUCTION OVERSIGHT	11,268.49	
122239	10/17/2019	HOGAN MFG., INC. LIFT-U DIV.	BUS PARTS	187.40	
122240	10/17/2019	MARTIN AUTO COLOR, INC.	BUS SUPPLIES	102.86	
122241	10/17/2019	MIKE CUEVAS GARDENING SERVI	LANDSCAPE MAINTENANCE SERVICE	765.00	
122242	10/17/2019	MOHAWK MFG. AND SUPPLY CO.	BUS PARTS	46.98	
122243	10/17/2019	NFI PARTS DBA	BUS PARTS	558.95	
122244	10/17/2019	PREVOST CAR INC.- CREDIT DEPT.	BUS PARTS	438.70	
122245	10/17/2019	O'REILLY AUTO PARTS DBA	BUS PARTS	36.51	
122246	10/17/2019	CARLOS ORNELAS	RETIREE HEALTH REIMBURSEMENT	120.00	
122247	10/17/2019	CAREY POINDEXTER	RETIREE HEALTH REIMBURSEMENT	285.00	
122248	10/17/2019	PRISCILLA REID	RETIREE HEALTH REIMBURSEMENT	438.00	
122249	10/17/2019	RIVET CAMPUS MEDIA	OUTDOOR ADVERTISING	1,500.00	
122250	10/17/2019	RICON CORPORATION	BUS PARTS	2,071.62	
122251	10/17/2019	AL ROMERO SR.	RETIREE HEALTH REIMBURSEMENT	146.00	
122252	10/17/2019	SELECT STAFFING DBA	CONTRACT SERVICES	2,072.00	
122253	10/17/2019	SO. CAL. EDISON CO.	UTILITIES	6,566.30	

Check #	Date	Company	Description	Amount	Voids
122254	10/17/2019	SOCALGAS	UTILITIES	99.98	
122255	10/17/2019	STANTEC ARCHITECTURE INC.	FACILITIES MASTER PLAN	68,104.98	
122256	10/17/2019	STAPLES CONTRACT & COMMERC	OFFICE SUPPLIES	94.20	
122257	10/17/2019	TILFORD WELDING DBA	VENDOR BUS REPAIRS	25.00	
122258	10/17/2019	TRAPEZE SOFTWARE GROUP, INC.	ANNUAL SOFTWARE LICENSE FEES	5,198.00	
122259	10/17/2019	TRUMAN ARNOLD COMPANIES (T	DIESEL FUEL	22,312.42	
122260	10/17/2019	VALLEY POWER SYSTEMS, INC.	BUS PARTS	1,394.28	
122261	10/17/2019	WURTH USA WEST INC.	SHOP SUPPLIES	551.23	
122262	10/17/2019	ALEXANDER YOUNG	RETIREE HEALTH REIMBURSEMENT	266.26	
122263	10/18/2019	CA DEPT. OF TAX & FEE ADMIN.	QTRLY USER FUEL TAX	1,512.57	
122264	10/18/2019	CA. DEPT. of TAX & FEE ADMINIST	UNDERGROUND STORAGE TANK FEE	2,969.84	
122265	10/25/2019	ADVANCED CABLE SYSTEMS COR	SECURITY CAMERA UPGRADE	2,356.88	
122266	10/25/2019	ASBURY ENVIRONMENTAL SERVI	WASTE OIL RECYCLER	215.00	
122267	10/25/2019	JOSE BAUTISTA	AD MOUNTING/DISMOUNTING	960.00	
122268	10/25/2019	BAY ALARM COMPANY, INC	ALARM CONTRACT	2,452.33	
122269	10/25/2019	BICKMORE ACTUARIAL DBA	WC ACTUARIAL REVIEW	1,950.00	
122270	10/25/2019	BIG BRAND TIRES, BRANDCO BILL	SERVICE VEHICLE MAINTENANCE	386.21	
122271	10/25/2019	BROWN ARMSTRONG ACCOUNTA	ANNUAL AUDIT	17,990.00	
122272	10/25/2019	BUENA TOOL, INC.	SHOP/B&G SUPPLIES	2,139.74	
122273	10/25/2019	BUYNAK, FAUVER, ARCHBALD&S	LEGAL COUNSEL	19,260.67	
122274	10/25/2019	CARQUEST AUTO PARTS	BUS PARTS & SUPPLIES	282.99	
122275	10/25/2019	CELTIS VENTURES, INC.	MARKETING SERVICES	5,391.25	
122276	10/25/2019	COX COMMUNICATIONS, CORP.	INTERNET & CABLE TV	290.00	
122277	10/25/2019	CUMMINS SALES & SERVICE dba	BUS PARTS & REPAIRS	0.00	V
122278	10/25/2019	CUMMINS SALES & SERVICE dba	BUS PARTS & REPAIRS	8,410.71	
122279	10/25/2019	CDTFA	SALES/CONSUMER USE TAX	1,057.00	
122280	10/25/2019	EASY LIFT TRANSPORTATION, INC	MONTHLY ADA SUBSIDY	80,969.50	
122281	10/25/2019	ELECTRO-MECHANICAL REPAIR, I	BUS PARTS & REPAIRS	88.82	
122282	10/25/2019	FEDEX dba	FREIGHT CHARGES	112.31	
122283	10/25/2019	FLEET SERVICES, INC.	BUS PARTS	6.98	
122284	10/25/2019	STATE OF CALIFORNIA	PAYROLL RELATED	115.00	
122285	10/25/2019	GIBBS INTERNATIONAL INC	BUS PARTS	1,051.20	
122286	10/25/2019	GILLIG LLC	BUS PARTS	2,134.52	
122287	10/25/2019	GRAINGER, INC.	SHOP/B&G SUPPLIES	103.27	
122288	10/25/2019	HOME IMPROVEMENT CTR.	SHOP/B&G SUPPLIES	239.35	
122289	10/25/2019	JANICARE DBA	JANITORIAL SERVICES	66.26	
122290	10/25/2019	LORI'S MOBILE NOTARY&FINGERP	MOBILE NOTARY	70.00	
122291	10/25/2019	MC CORMIX CORP. (OIL)	LUBRICANTS	5,266.70	
122292	10/25/2019	MC CORMIX CORP. (GAS)	FUEL-SERVICE VEHICLES	2,975.07	
122293	10/25/2019	MCMMASTER-CARR SUPPLY CO.	SHOP/B&G SUPPLIES	72.64	
122294	10/25/2019	MURPHY ELECTRIC MAINTENANC	ELECTRICAL REPAIRS/INSTALLATION	221.75	

Check #	Date	Company	Description	Amount	Voids
122295	10/25/2019	MOHAWK MFG. AND SUPPLY CO.	BUS PARTS	166.57	
122296	10/25/2019	MULLEN & HENZELL	CALLE REAL PROJECT SERVICES	10,301.11	
122297	10/25/2019	NATIONAL DRIVE	PAYROLL DEDUCTION	32.00	
122298	10/25/2019	NEW PIG CORP.	B/G SUPPLIES (OF)	1,083.51	
122299	10/25/2019	NFI PARTS DBA	BUS PARTS	10.07	
122300	10/25/2019	O'REILLY AUTO PARTS DBA	BUS PARTS	484.42	
122301	10/25/2019	PETTY CASH- PERRY, CHRISTINA	MISC. PURCHASES	423.15	
122302	10/25/2019	POWERSTRIDE BATTERY CO.	EV BATTERIES	598.89	
122303	10/25/2019	LETICIA RAMIREZ	PAYROLL RELATED	650.00	
122304	10/25/2019	SAFETY-KLEEN CORPORATION	SHOP SUPPLIES	337.14	
122305	10/25/2019	SB COUNTY FEDERAL CREDIT UNI	PAYROLL DEDUCTION	260.00	
122306	10/25/2019	SB LOCKSMITHS, INC.	B&G REPAIR & SUPPLIES	45.87	
122307	10/25/2019	SILVAS OIL CO., INC.	LUBRICANTS	576.00	
122308	10/25/2019	SANTA BARBARA SHERIFF'S DEPT	PAYROLL RELATED	50.00	
122309	10/25/2019	SELECT STAFFING DBA	CONTRACT SERVICES	2,000.00	
122310	10/25/2019	TOM SHELDON	REIMBURSEMENT	299.26	
122311	10/25/2019	SO. CAL. EDISON CO.	UTILITIES	517.28	
122312	10/25/2019	SOAP MAN DISTRIBUTIN DBA	CLEANING SUPPLIES	391.07	
122313	10/25/2019	STAPLES CONTRACT & COMMERC	OFFICE SUPPLIES	933.89	
122314	10/25/2019	STATE BOARD OF EQUALIZATION	PAYROLL RELATED	250.00	
122315	10/25/2019	THE MEDCENTER	MEDICAL EXAMS	1,718.00	
122316	10/25/2019	TILFORD WELDING DBA	VENDOR BUS REPAIRS	110.00	
122317	10/25/2019	TEAMSTERS PENSION TRUST	UNION PENSION	2,827.17	
122318	10/25/2019	TEAMSTERS UNION LOCAL NO. 18	UNION DUES	319.82	
122319	10/25/2019	TRI COUNTY BLINDS AND DRAPES	OFFICE BLINDS	300.36	
122320	10/25/2019	TREAS.TAX COLLECTOR,Harry E. H	PROPERTY TAXES	483.07	
122321	10/25/2019	TRUMAN ARNOLD COMPANIES (T	DIESEL FUEL	44,756.22	
122322	10/25/2019	UNITED WAY OF SB	PAYROLL DEDUCTION	68.00	
122323	10/25/2019	U.S. BANK CORP. PAYMENT SYSTE	CREDIT CARD PURCHASES	16,334.73	
122324	10/25/2019	VALLEY POWER SYSTEMS, INC.	BUS PARTS	282.69	
122325	10/25/2019	VEHICLE MAINTENANCE PROGRA	BUS PARTS	229.68	
122326	10/25/2019	VC STAR DBA	PUBLIC NOTICE ADS	871.52	
122327	10/25/2019	VERIZON WIRELESS	WIRELESS PHONES & AIM CELLULAR	698.74	
122328	10/25/2019	VERITECH, INC.	BUS PARTS	2,610.00	
122329	10/25/2019	VORTEX INDUSTRIES	REPAIR SHOP DOORS	813.50	
122330	10/25/2019	WAXIE SANITARY SUPPLY DBA	JANITORIAL SUPPLIES	1,778.99	
122331	10/25/2019	YACO SCHOLARSHIP FUND	PAYROLL DEDUCTION	48.00	
122332	10/25/2019	PABLO ZUNIGA	PAYROLL RELATED	144.00	

Check #	Date	Company	Description	Amount	Voids
				1,189,174.86	
			Current Cash Report Voided Checks:	0.00	
			Prior Cash Report Voided Checks:	0.00	
			Grand Total:	\$1,189,174.86	



BOARD OF DIRECTORS REPORT

MEETING DATE: NOVEMBER 5, 2019

AGENDA ITEM: #7

DEPARTMENT: FINANCE

TYPE: INFORMATIONAL ITEM

PREPARED BY: BRAD DAVIS

Signature

REVIEWED BY: GENERAL MANAGER

Signature

SUBJECT: SINGLE AUDIT REPORT FOR FISCAL YEAR 2018-19

DISCUSSION:

The final draft of the Single Audit Report for the fiscal year ended June 30, 2019 is attached and is made up of two documents: the Financial Statements and the Compliance Reports. The audit was carried out by Brown Armstrong Accountancy Corporation, the firm selected through a request for qualifications process last April. The reports will be presented to the Board by Ryan Nielsen, the Brown Armstrong partner in charge of the audit.

One of the main purposes of the financial audit is the determination of whether the financial statements accurately represent MTD's financial position. The Independent Auditor's Report found that "[I]n our opinion the basic financial statements...present fairly, in all material respects, the respective financial position of the District as of June 30, 2019[.]" Additionally, there were no findings or questioned costs for the fiscal year, which is indicated in the attached Compliance Reports regarding state and federal requirements.

While considered a draft, no material changes to the audit are anticipated. Following the completion of a few remaining items, the audit will be signed and considered final.

ATTACHMENTS:

- Financial Statements & Required Supplementary Information for the Fiscal Year Ended June 30, 2019 (final draft)
- Compliance Reports Dated June 30, 2019 (final draft)

**SANTA BARBARA METROPOLITAN
TRANSIT DISTRICT**

**FINANCIAL STATEMENTS
AND
REQUIRED SUPPLEMENTARY INFORMATION**

**FOR THE FISCAL YEAR ENDED
JUNE 30, 2019**

**SANTA BARBARA METROPOLITAN TRANSIT DISTRICT
JUNE 30, 2019**

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INDEPENDENT AUDITOR'S REPORT

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

Report on the Financial Statements

We have audited the accompanying basic financial statements of the Santa Barbara Metropolitan Transit District (District) as of and for the fiscal year ended June 30, 2019, and the related notes to the basic financial statements, which collectively comprise the District's basic financial statements as listed in the table of contents. The financial statements as of June 30, 2018, were audited by other auditors, whose report dated October 30, 2018, expressed an unmodified opinion on these statements. We have included these balances for comparison purposes only.

Management's Responsibility for the Financial Statements

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

Auditor's Responsibility

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

An audit involves performing procedures to obtain audit evidence about the amounts and disclosures in the basic financial statements. The procedures selected depend on the auditor's judgment, including the assessment of the risks of material misstatement of the financial statements, whether due to fraud or error. In making those risk assessments, the auditor considers internal control relevant to the District's preparation and fair presentation of the financial statements in order to design audit procedures that are appropriate in

the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the District's internal control. Accordingly, we express no such opinion. An audit also includes evaluating the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluating the overall presentation of the financial statements.

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

Opinions

In our opinion, the basic financial statements referred to above present fairly, in all material respects, the respective financial position of the District as of June 30, 2019, and the respective changes in financial position, and cash flows thereof for the fiscal year then ended in accordance with accounting principles generally accepted in the United States of America.

Other Matters

Required Supplementary Information

Accounting principles generally accepted in the United States of America require that the management's discussion and analysis on pages 4 - 15 and Schedule of Changes in the Net Other Postemployment Benefits (OPEB) Liability and Related Ratios on page 47, be presented to supplement the basic financial statements. Such information, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board, who considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economic, or historical context. We have applied certain limited procedures to the required supplementary information in accordance with auditing standards generally accepted in the United States of America, which consisted of inquiries of management about the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We do not express an opinion or provide any assurance on the information because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance.

Other Reporting Required by *Government Auditing Standards*

In accordance with *Government Auditing Standards*, we have also issued our report dated _____, 2019, on our consideration of the District's internal control over financial reporting and on our tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements and other matters. The purpose of that report is to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the District's internal control over financial reporting and compliance.

Report on Summarized Comparative Information

The financial statements as of June 30, 2018, were audited by other auditors, whose report dated October 30, 2018, expressed an unmodified opinion on these statements. In our opinion, the summarized comparative information presented herein as of and for the year ended June 30, 2018, is consistent, in all material respects, with the audited financial statements from which it has been derived.

BROWN ARMSTRONG
ACCOUNTANCY CORPORATION

Bakersfield, California
_____, 2019

SANTA BARBARA METROPOLITAN TRANSIT DISTRICT MANAGEMENT'S DISCUSSION AND ANALYSIS JUNE 30, 2019 AND 2018

This Management's Discussion and Analysis for Fiscal Year 2018-19 (FY 18-19) provides a narrative and analytical overview of the financial activities of the Santa Barbara Metropolitan Transit District (District). It is an important element of this audit report meant to provide greater understanding and insight into the financial statements. The District's basic financial statements are prepared using proprietary (enterprise) fund accounting. The District operates under one enterprise fund. Under this method of accounting, an economic resources measurement focus and an accrual basis of accounting is used. Revenue is recorded when earned and expenses are recorded when incurred.

Financial Reports

There are four basic financial statements included in this audit report for the fiscal year ended June 30, 2019. These are followed by notes to the financial statements. A separate document, which is an integral part of this financial audit, provides certain supplementary information required by state and federal laws and regulations, and the Government Accounting Standards Board (GASB). The financial statements include the following:

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

Financial Summary

The *Net Position* of the District at June 30, 2019, which measures the amount that the District's assets exceeded its liabilities, increased by 9% to \$46.4 million. This change takes into account the results of both operational and capital activities for the year, adjustments to the District's other postemployment benefits (OPEB) liability and expense, and a prior-year restatement to recategorize advance grant funds from Restricted Net Position to *Non-Current Liabilities*.

With revenue dedicated to operations of \$26.3 million and total operating expenditures for the provision of public transit of \$26.3 million (before depreciation and OPEB expense), there was a \$46,000 operating deficit in FY 18-19. Capital activities were comprised of asset acquisitions and disposals as well as the annual depreciation of the assets. The net change in the value of the District's capital assets during the year was a \$3.9 million increase due to the acquisition of 10 new buses. This brief overview will be discussed and analyzed in the balance of this audit report.

SANTA BARBARA METROPOLITAN TRANSIT DISTRICT MANAGEMENT'S DISCUSSION AND ANALYSIS JUNE 30, 2019 AND 2018

Statements of Net Position

The District's financial condition as measured by its assets and liabilities improved during the year as assets increased by \$3.6 million while liabilities were reduced by more than \$700,000. These changes accounted for the 9% growth in total *Net Position*. The table on the following page is a condensed version of the *Statements of Net Position* included on page 16 of this audit report.

Assets – The \$55.6 million in total District assets at June 30, 2019, represents 6% growth from the prior year. *Current Assets*, comprised mainly of cash, receivables, and inventory, declined by 2% overall. This was due to smaller accounts receivable and inventory balances. With the retirement of the remaining 1998 Nova fleet and most 22' electric shuttles, bus parts for the fleets were disposed of, decreasing the District's overall materials inventory by 22%.

Statement of Net Position (thousands of dollars)

	2018-19	2017-18	Change
<u>Assets</u>			
Current Assets	\$ 18,871	\$ 19,184	-2%
Non-Current Assets	1,388	1,421	-2%
Capital Assets	35,349	31,414	13%
Deferred Outflows of Resources	-	565	-100%
Total Assets and Deferred Outflows of Resources	<u>55,608</u>	<u>52,584</u>	<u>6%</u>
<u>Liabilities</u>			
Current Liabilities	2,517	2,498	1%
Non-Current Liabilities	<u>6,658</u>	<u>7,388</u>	<u>-10%</u>
Total Liabilities	<u>9,175</u>	<u>9,886</u>	<u>-7%</u>
<u>Net Position</u>			
Net Investment in Capital Assets	35,349	31,414	13%
Unrestricted	<u>11,084</u>	<u>11,284</u>	<u>-2%</u>
Total Net Position	<u>46,433</u>	<u>42,698</u>	<u>9%</u>
Total Liabilities and Net Position	<u>\$ 55,608</u>	<u>\$ 52,584</u>	<u>6%</u>

SANTA BARBARA METROPOLITAN TRANSIT DISTRICT MANAGEMENT'S DISCUSSION AND ANALYSIS JUNE 30, 2019 AND 2018

Non-Current Assets of \$1.4 million are made up of advance grant funds received for operating and capital activities not completed by year-end. Although these are cash items and typically part of current assets, GASB standards require that the unspent funds be segregated. The balance decreased by a small amount in FY 18-19 and included the receipt of state Low Carbon Transit Operations Program (LCTOP) funds for an upcoming "microtransit" pilot project, the annual allocation of UCSB Line 28 revenue to a capital sinking fund, and the expenditure of state Proposition 1B funds for the Transit Center renovation and bus 4G cellular upgrade projects.

The \$35.3 million value of the District's Capital Assets (net) grew by \$3.9 million from the prior year. This is reflective of newly acquired fixed assets valued at \$8.0 million less depreciation expense of \$4.0 million, and asset disposals of \$100,000. A review of the fixed asset acquisitions is found on page 12 of this audit report.

The Deferred Outflow of Resources line item directly below assets relates to last year's \$565,000 prefunding of OPEB. Based upon OPEB reporting requirements, the District delayed reducing the OPEB liability from the prefunding until this fiscal year, which eliminated the deferred outflow balance. This topic is discussed in a separate section on OPEB on page 12 of this audit report.

Liabilities – While liabilities make up a relatively small part of the District's overall financial position, the \$9.2 million in *Total Liabilities* at year-end was down 7% from the prior fiscal year. *Current Liabilities*—made up of trade, payroll, and fringe benefit payables, including workers' compensation liabilities expected to be due within 12 months—edged up slightly to \$2.5 million.

Non-Current Liabilities diminished 10% from last year to \$6.7 million stemming from a \$198,000 reduction in estimated workers' compensation liabilities, an \$89,000 decrease in general liability reserves, and a \$411,000 adjustment in the OPEB liability down to \$1.1 million. Again, the *Non-Current Liabilities* now also include the previously discussed advance grants funds. These liability changes will be discussed further in the sections on operating expenses and OPEB.

Net Position – The *Net Position* of the District increased by 9% to \$46.4 million in FY 18-19. The basis of this change is addressed in the section on the *Statements of Revenues, Expenses, and Changes in Net Position*. The emphasis in this section is on the three categories making up net position: investment in capital assets, restricted net position, and unrestricted net position.

The first category, *Net Investment in Capital Assets*, represents the funding used for the District's capital assets minus accumulated depreciation expense and matches the \$35.3 million value of the *Capital Assets* in the assets section. As capital assets are acquired/disposed of, the funding source(s) for the assets (e.g., State Transit Assistance) are similarly adjusted upwards/downwards. The accumulated depreciation expense that reduces the value of fixed assets signifies the diminished worth due to age and use. At June 30, 2019, capital funding of \$75 million was offset by \$39.7 million in accumulated depreciation expense netting to the \$35.3 million in capital asset funding.

In prior years, *Restricted Net Position* had corresponded to the District cash and investments that were received in advance for specific future purposes. As previously discussed, such funds are now accounted for as a liability resulting in the elimination of the *Restricted Net Position* line item.

SANTA BARBARA METROPOLITAN TRANSIT DISTRICT MANAGEMENT'S DISCUSSION AND ANALYSIS JUNE 30, 2019 AND 2018

The District's year-end *Unrestricted Net Position* balance is \$11.1 million. This figure is down 1.8% from the prior year as the result of the \$46,000 operating deficit in FY 18-19 (i.e., the use of reserves) and the \$154,000 OPEB liability adjustment. *Unrestricted Net Position* is representative of the *Current Assets* that are not constrained by a corresponding liability. The Board has previously adopted a Cash Reserves Policy that designates *Unrestricted Net Position* as the source of reserve funds. These funds include a Working Capital reserve for day-to-day cash flow requirements, an Appropriated reserve for unanticipated annual budget needs, an Emergency reserve for extraordinary losses, and a Capital reserve for funding future capital acquisitions.

Statement of Revenues, Expenses, and Changes in Net Position

The *Statements of Revenues, Expenses and Changes in Net Position* differs from the traditional operating results reported to the Board in that it also includes capital revenue, depreciation expense, and OPEB liability adjustments. The emphasis of the statement is to show how all revenues and expenses lead to the change in *Net Position* for the year. For purposes of discussion, on the following page is a modified version of the *Statements of Revenues, Expenses and Changes in Net Position* financial statement that is found on page 17 of this audit report.

Revenues – *Fare Revenue* of \$7.2 million for FY 18-19 year was 3% more than received in the prior year. While this is the first growth in fares since FY 14-15, it is likely largely reflective of a recovery from the negative impact on ridership in the prior year due to the Thomas Fire and the Montecito Debris Flow. Nonetheless, the numbers do seem to indicate that the significant ridership and fare revenue losses in recent years have bottomed out. Cash and pass fares rose 2.5% from last year¹ as did combined contract fares. Revenue from UCSB and SBCC continued to move in opposite directions with SBCC enrollment down again in the FY 18-19 school year.

While nominal in amount, fares from transferring Amtrak passengers more than doubled to \$36,000 due to a full year of the retimed commuter train service. Total contract fares made up 45% of the District's fare revenue, which was unchanged from FY 17-18.

¹ Cash fares alone were down from the prior year indicating the continued trend towards prepaid fare media.

SANTA BARBARA METROPOLITAN TRANSIT DISTRICT MANAGEMENT'S DISCUSSION AND ANALYSIS JUNE 30, 2019 AND 2018

Statement of Revenue, Expenses, and Changes in Net Position (thousands of dollars)

	2018-19	2017-18	Change
<u>Operating and Capital Revenues</u>			
Fare Revenue	\$ 7,167	\$ 6,991	3%
TDA Sales Tax Revenue	9,274	9,120	2%
Federal Grants	10,547	5,324	98%
Measure A Sales Tax Revenue	3,235	3,053	6%
Miscellaneous Grants	1,840	1,443	28%
Property Tax Revenue	1,296	1,287	1%
Non-Transportation Income	811	853	-5%
	<u>34,170</u>	<u>28,071</u>	<u>22%</u>
<u>Operating and Capital Expenses</u>			
Route Operations	15,835	16,692	-5%
Vehicle Maintenance	5,938	4,942	20%
Passenge Accomodations	1,487	1,461	2%
General Overhead	3,046	2,978	2%
OPEB Liaibility Adjustment	154	(858)	-118%
Capital Asset Depreciation	3,975	3,665	8%
	<u>30,435</u>	<u>28,880</u>	<u>5%</u>
Change in Net Position	3,735	(809)	-562%
Beginning of Year Net Position, as Restated	<u>42,698</u>	<u>43,507</u>	<u>-2%</u>
End of Year Net Position	<u>\$ 46,433</u>	<u>\$ 42,698</u>	<u>9%</u>

Transportation Development Act (TDA) Sales Tax Revenue totaled \$9.3 million for the fiscal year and was made up of SB325 Local Transportation Fund (LTF) to support operations (\$7.9 million); and SB620 State Transit Assistance (STA) used to fund capital purchases (\$1.4 million). The LTF sales tax funds increased by 3.4% from the prior year, the largest growth since FY 13-14 and well above the 1.4% average during the four interceding years. The STA capital revenue includes \$664,000 in the new State of Good Repair (SGR) funds made available under SB1.

SANTA BARBARA METROPOLITAN TRANSIT DISTRICT MANAGEMENT'S DISCUSSION AND ANALYSIS JUNE 30, 2019 AND 2018

Revenue from *Federal Grants* of \$10.5 million was split between operating and capital assistance. Section 5307 Formula Assistance of \$5.2 million was allocated as operating revenue while the balance of \$5.3 million, from several FTA capital grant programs, assisted with bus purchases including ten 40-foot Gillig buses and four 30-foot BYD electric buses. As further discussed in the *Financial Outlook* section, \$400,000 in the formula assistance was set aside as capital revenue.

Locally generated *Measure A Sales Tax Revenue* of \$3.2 million also included both operating and capital funds. The \$2.2 million for operations was up 5% over FY 17-18. The capital portion of \$1 million was the full year's allocation of funds and was used as the local share for several projects.

Miscellaneous Grants revenue of \$1.8 million was mostly made up of local operating assistance from UCSB for the Line 28 and enhanced express service (\$1.2 million) and from SBCAG for the first-last mile service for Amtrak commuter rail service (\$175,000). *Miscellaneous Grants* also included nearly the last of the Prop 1B program funds used for the Transit Center Renovation and Bus 4G Modem Upgrade projects (\$427,000).

Property Tax Revenue of \$1.3 million was limited to 1% growth after increasing by double digits in recent years. The decline is considered to be due to a slowdown in real estate sales and appreciation combined with the reduced tax basis associated with last year's natural disasters.

Expenses – Total expenses of \$30.4 million include \$26.3 million in operating expenditures, \$4.0 million for depreciation, and \$154,000 in the annual OPEB adjustment. Excluding depreciation and OPEB changes, operating expenses were limited to a 1% increase over the previous year.

Route Operations expenses declined by 5% to \$15.8 million in FY 18-19. Such costs include those for bus driving, operations supervision, hiring, training, workers' compensation, and general liability. The non-risk expenditures showed limited growth due to a minor service increase and scheduled wage and benefit increases. As with last year, it was mainly the risk-related areas that drove the change in *Route Operations* costs. Workers' compensation expenses—including estimated reserves for future costs—were 54% lower than in FY 17-18 mostly due to claim settlements at less than the estimated amount. This follows a large increase in such costs last year, when claim estimates jumped because they were being litigated. Public liability expenses—including reserves—continued to come down, decreasing by 18% after a 31% reduction in the prior year. Evidence from the bus video surveillance system continues to be an important factor.

District expenses for *Vehicle Maintenance* increased by 20% to \$5.9 million. Such considerable growth resulted from several conditions with the increase in diesel fuel costs leading the way. Midway through the year, the fixed-price per gallon rose from \$1.69 to \$2.40. The previously mentioned write-off of obsolete bus parts inventory was another key reason. Attaining the budgeted level of mechanics for much of the year was a welcome outcome as was a full complement of staff and supervisory personnel throughout the year. As a result, bus maintenance activities increased in volume and productivity increasing the usage of bus parts and supplies.

SANTA BARBARA METROPOLITAN TRANSIT DISTRICT MANAGEMENT'S DISCUSSION AND ANALYSIS JUNE 30, 2019 AND 2018

Passenger Accommodations includes multiple functions: planning, marketing, customer service, passenger facility maintenance, and fare revenue collection. As a whole, the \$1.5 million in expenditures were up 2% from FY 17-18. For the most part, this is due to wage and fringe benefit adjustments. Some notable variances from last year include decreased costs for schedule guides and promotions which are related to the prior year introduction and marketing of the real-time passenger information system. Health benefit costs grew from last year as a result of the change in status of some employees. Also, outlays for Marketing Plan implementation were down this year after the heavy activity in the first two years of the Plan.

Expenditures for *General Overhead* rose 2% to \$3.0 million. This was comprised of a number of expense variations. IT and office equipment maintenance costs rose 25% from growing software license fees and greater use of consultants to manage increasingly complex IT systems. The rising cost of service vehicle fuel and buildings and grounds maintenance also experienced above average growth due to rising gasoline prices and aging facilities, respectively. Tempering these was large drop in miscellaneous expenses as last year included outlays for District support of evacuation and transportation needs associated with the Montecito Debris Flow.

Budget Analysis

Operating results were better than projected in the approved budget. While a \$330,000 deficit was estimated, the end result was essentially a balanced budget with a funding shortfall of only \$46,000 for a \$26 million budget. A discussion of material budget variations follows.

FY 18-19 Operating Budget Variance (thousands of dollars)

	Actual	Budget	Change
<u>Revenues</u>			
Fare Revenue	\$ 7,167	\$ 6,997	2%
TDA Sales Tax Revenue	7,921	7,921	0%
Federal Grants	5,256	5,221	1%
Measure A Sales Tax Revenue	2,264	2,091	8%
Miscellaneous Grants	1,410	1,388	2%
Property Tax Revenue	1,296	1,303	-1%
Non-Transportation Income	946	1,016	-7%
Total Revenues	26,260	25,937	1%
<u>Expenses</u>			
Route Operations	15,835	15,809	0%
Vehicle Maintenance	5,938	5,846	2%
Passenge Accomodations	1,487	1,569	-5%
General Overhead	3,046	3,043	0%
Total Expenses	26,306	26,267	0%
Operating Deficit	\$ (46)	\$ (330)	

SANTA BARBARA METROPOLITAN TRANSIT DISTRICT MANAGEMENT'S DISCUSSION AND ANALYSIS JUNE 30, 2019 AND 2018

Operating Revenue Budget – *Fare Revenue* exceeded the budget by 2.4%. As discussed in the comparison to last year, much of the growth was in sales of 30-day and 10-ride passes. The budget variation reflects the use of a conservative growth estimate for the ridership recovery from the impact of the prior year natural disasters. *LTF Sales Tax Revenue* receipts matched the budget, which was based on the TDA claim figures provided by SBCAG. Because LTF sales tax collected for the year actually exceeded the claim amount by \$120,000, the FY 19-20 allocation will be increased by the residual. *Federal Operating Assistance* of \$5.3 million² slightly exceeded projections because an older FTA grant was able to be repurposed to support the UCSB Line 28 summer service. Locally generated *Measure A Sales Tax Revenue* exceeded the budget by nearly 8%. As with fare and LTF revenue, the likely cause is a greater recovery from last year's economic downturn than expected. *Property Tax Revenue* and *Miscellaneous Grants* from UCSB and SBCAG were generally in line with the budget.

Operating Expense Budget – Total operating expenses of \$26.3 million were essentially on budget with a variation of 0.1%. *Route Operations*, making up 60% of District costs, matched budgeted outlays although there were some offsetting expense line item variances. Some driver fringe benefit payouts (e.g., health insurance and sick pay) were overestimated which helped to make up for increased overtime due to open driver positions. Hiring and training expenditures were also more than anticipated mainly because of unbudgeted BYD bus training.

Vehicle Maintenance costs in the aggregate were slightly over budget although this is skewed by the large write off of obsolete inventory. Excluding the write-off, outlays were 2.2% under budget. This represents a turnaround from years of coming in significantly under budget due to the inability to fill open mechanic positions. Diesel fuel costs were on budget as was included in the budget as the price was locked in through contracts. On the other hand, without fixed prices for motor oil and lubricants, the cost of such jumped by 20%. Worker's Compensation costs were about half of the budget estimated. As with *Route Operations*, a reduction in reserves for projected future claim payouts was the main reason.

Overall *Passenger Accommodations* expenditures in FY 18-19 were under budget 5%. Spending on various marketing and community relations programs were less than projected including the savings from reduced demand for paper schedule guides and unused general marketing allowances such as for promotional giveaways. Budget variances for passenger facilities, transit development, and fare revenue collection were minimal.

Expenditures for *General Overhead* were in line with the budget. Within the expense category, costs for business equipment maintenance and services, including software licensing fees, were on the rise. Such was the case with buildings and grounds maintenance and repairs due to aging facilities. Administrative staff wages and benefits were less than expected as not all positions were filled. Offsetting this was higher costs for contract employee services.

² This does not include the previously discussed \$400,000 in formula funds being allocated to capital funding needs.

SANTA BARBARA METROPOLITAN TRANSIT DISTRICT MANAGEMENT'S DISCUSSION AND ANALYSIS JUNE 30, 2019 AND 2018

Capital Assets

Capital asset expenditures for the year totaled just over \$8 million. Making up the majority of the acquisitions were 10 new 40-foot Gillig buses—which replaced the balance of the 1998 Nova fleet—and payment for four of the BYD 30-foot electric buses. *Intelligent Transportation Systems* outlays were for upgrading the bus cellular network to 4G, adding Clever Devices ITS systems to the “Samtrans” fleet, and additional Genfare electronic fareboxes for the expanded fleet size. *Land Development* capital costs were in pursuit of the residential development of the District's Calle Real property. Most *Passenger Facilities* asset costs were related to the TC renovation. Network improvements and shop equipment made up *IT & Other Equipment*. *Operating Facilities* improvements included refurbishment of the bus wash and exterior lighting improvements.

Capital Acquisitions (thousands of dollars)

<u>Asset Category</u>	<u>2018-19</u>	<u>2017-18</u>
Revenue Vehicles	\$ 6,740	\$ 1,136
Intelligent Transportation Systems	860	641
Land Development	152	92
Passenger Facilities	150	170
IT & Other Equipment	84	293
Operating Facilities	<u>57</u>	<u>271</u>
Total Capital Acquisitions	<u>\$ 8,043</u>	<u>\$ 2,603</u>

Other Post-Employment Benefits (OPEB)

Two years ago, the District established an irrevocable trust for the purpose of setting aside funds to cover future retiree health benefit costs. Such OPEB prefunding began with an initial \$1 million contribution to the trust followed by an additional \$500,000 in FY 17-18. There was no contribution in FY 18-19.³ To help balance operating budgets, the District began drawing funds from the OPEB trust to cover the cost of retiree health benefit reimbursements. The result was the full offset of the FY 18-19 expense of just over \$65,000. This practice will continue in FY 19-20. The District's total OPEB liability at the end of FY 18-19 was \$2.7 million. With investment earnings of \$106,000 during the year, the year-end OPEB trust balance was \$1.6 million. Thus, the District's unfunded OPEB liability was \$1.1 million at end of the fiscal year and is 59% funded.

³ Under current policy, additional OPEB prefunding is considered following each biennial actuarial valuation.

SANTA BARBARA METROPOLITAN TRANSIT DISTRICT MANAGEMENT'S DISCUSSION AND ANALYSIS JUNE 30, 2019 AND 2018

Financial Outlook

The FY 18-19 operating budget was essentially balanced with only a minor deficit. The predicted \$330,000 deficit was avoided chiefly from workers' compensation reserve reductions. This follows an operating deficit of \$592,000 in the prior year, the first deficit since 2004. The budget for FY 19-20 anticipates the use of \$500,000 in reserves to cover operating costs. Although these deficits are limited to 2% of the budget, they are indicative of the previously reported trend of steady growth in annual operating costs from wage and price increases while fare revenue has declined markedly in recent years.

Growth in revenue from grants and other subsidies has slowed the divergence. Nonetheless, operating deficits are currently projected to increase in future years under the status quo. The predicted stabilization in passenger fares and new funds from SB1 will provide much needed financial relief. However, looming on the horizon is a likely substantial loss in federal support following the 2020 census. These and other matters affecting the District's financial outlook are discussed below.

Federal Funding – In FY 18-19, the Section 5307 Urbanized Formula Grants program was funded at the full FAST Act⁴ appropriations levels. This included a 50% increase to STIC funding,⁵ which added approximately \$400,000 to the District's allocation. For reasons discussed below, the STIC increase is being allocated towards capital projects rather than as operating assistance. The higher STIC level is also programmed into the Fast ACT in FY 19-20. However, final funding levels are subject to the annual appropriations process and the actual funding may differ. The budget allocation process for federal FY 19-20 is currently underway in Congress.

The upcoming decennial census is expected to show a South Coast population that exceeds 200,000. If so, the District would no longer be categorized as a "small urbanized area." Projections at this time indicate that the District could lose up to \$1.9 million if it is redefined as a large urbanized area. To begin preparing for the potential revenue loss, the FY 19-20 budget includes shifting \$1 million in FTA 5307 formula funds from the operating budget to the capital budget. Because the \$1 million includes \$400,000 in increased STIC, the net effect on the operating budget will be a \$600,000 revenue reduction. This short fall will be made up with new SB1 funds, which are discussed below.

Calle Real Development – Progress continued on the potential development of the District's 19 acres of real property north of Calle Real and east of Turnpike Road between the cities of Goleta and Santa Barbara. During FY 18-19, a request for qualifications and proposals for selecting a team for the residential development of the property was completed. The District is currently engaged in exclusive negotiations with the highest ranked developer. The goal of the project is to provide a long term income stream to supplement District operating revenue.

⁴ The Fixing America's Surface Transportation Act (FAST Act) is the five-year transportation funding bill that covers FY 15-16 through FY 19-20. A replacement transportation funding bill has not been adopted at this time.

⁵ Under the Small Transit-Intensive Cities (STIC) program, a portion of 5307 funds are distributed to transit agencies meeting specific criteria measuring efficiency and density of service. MTD has qualified for the maximum STIC allocation since program inception.

SANTA BARBARA METROPOLITAN TRANSIT DISTRICT MANAGEMENT'S DISCUSSION AND ANALYSIS JUNE 30, 2019 AND 2018

SB1 Funding – Senate Bill 1 (SB1), the Road Repair and Accountability Act of 2017, increased state fuel taxes and vehicle fees to be used in part to improve public transit and transportation facilities. A referendum to repeal SB1 was defeated in November, 2018, securing the new source of revenue for now. Under SB1, the District receives new subsidies through California's STA fund. SB1 revenue stemming from increased diesel fuel taxes is mixed with the STA account whereas new funding from the new vehicle license fees are allocated through the new State of Good Repair (SGR) program.

The STA SB1 funds collected during FY 17-18 and made available to recipients in FY 18-19 generated an additional \$728,000 for the District, increasing the annual STA allocation by 58%. As the allocation represented only the partial year that SB1 was in effect, future annual receipts are anticipated to raise funding by \$1.2 million assuming the revenue is allocated on the historical methodology. While serving as one of the District's key capital funding sources, STA is eligible to be used for operating purposes.

The District will also receive approximately \$1 million in SGR funds over the next three years to assist with bus replacements. The funding was allocated through a competitive process carried out by SBCAG to allocate funds estimated to be available in the County over a four-year period.

As discussed under Federal Funding above, to backfill the FTA operating revenue shifted to capital projects, the FY 19-20 budget includes the use of \$600,000 in STA funds for operating purposes. STA has traditionally served as the District's main capital funding source, however, with the additional STA revenue generated from SB1, the pre-SB1 STA available for capital projects will not be reduced. By allocating these funds as described, the District redirects more than half of the projected \$1.9 million loss in federal funds from the operating budget to the capital budget.

Fare Revenue – Several years of diminishing fare revenue related to falling ridership has slowed considerably and appears to be at an end. Comparing the FY 18-19 results to FY 16-17, the year prior to the Thomas Fire and Montecito Debris Flow, passengers paying by cash or prepaid MTD passes did increase slightly, which would seem to corroborate a reversal in the trend. FY 19-20 revenue and ridership results will provide a more valid comparison because the effects of the natural disasters will no longer skew ridership numbers. The five-year forecast assumes 1.5% to 2.0% growth in overall fare revenue. This is predicated on the District's continuing efforts to attract new and former passengers through service improvements, the addition of mobile fare payment options, easily accessible trip planning and bus arrival information, vehicle replacements and refurbishing, and promotional and marketing activities.

STA Funding Balance – STA funds allocated by the State to the District each year are held by the Santa Barbara County Auditor-Controller until needed for the project or activity using the funds. Because the funds have not yet been "earned," the unspent balance is not included in the District's financial statements. As of June 30, 2019, STA funds held by the County totaled \$10.2 million. The District's near-term capital project budget includes the full use of this balance.⁶

⁶ Measure A capital funds are handled in a similar fashion, although they are typically expended in the year of allocation with no balance held by the County. Such was the case at the end of FY 18-19.

SANTA BARBARA METROPOLITAN TRANSIT DISTRICT MANAGEMENT'S DISCUSSION AND ANALYSIS JUNE 30, 2019 AND 2018

Collective Bargaining Agreement – District drivers, driver supervisors, mechanics, and service workers are represented by the International Brotherhood of Teamsters Local 186. New collective bargaining agreements were recently entered into covering the three-year period from July, 2019, to June, 2022 (fiscal years 2019-20 through 2021-22). The agreements include annual wage increases ranging between 2.3% and 2.5% and health benefit growth of 3% to 5%.

CARB ICT & MTD Goal – In late 2018, the California Air Resources Board (CARB) adopted the Innovative Clean Transit (ICT) regulation requiring complete transition to a zero emission bus (ZEB) fleet by 2040. Under the regulation, starting in 2023, 25% of annual bus purchases must include ZEBs. This increases to 50% in 2026, and 100% in 2029. The ICT requires preparation of a ZEB Rollout Plan by 2020 that demonstrates how the transition will be accomplished.

In 2019, the Board adopted an ambitious goal to attain a carbon-free fleet by 2030. The acceleration of the transition is to expedite the elimination of District greenhouse gas emissions to help combat global warming. The District worked collaboratively with the local Community Environmental Council and the Sierra Club in establishing the goal.

Meeting the goal will be challenging without further technological innovation, manufacturing improvements, and financial support. Full-sized heavy duty electric buses do not currently have the range and reliability of diesel buses and manufacturing capacity is limited. The price of ZEBs are also still well above that of diesel buses. Nonetheless, the ICT and other state incentives to reduce the use of carbon fuels are expected to continue spurring innovation and increasing production capacity thus further reducing barriers to meet emission-free goals and mandates.

Facilities Master Plan – The District has engaged a consultant to prepare a Facilities Master Plan to help guide future decision making on transit facility needs. The District's operations, maintenance, and administrative facility in Santa Barbara is at capacity and expansion options are limited due to the relatively small footprint of the property. Modifications can be undertaken to increase capacity, but are unlikely to fully satisfy current and future space needs. The Plan will include different options for remodeling of existing facilities and the development of satellite facilities taking into account the needed infrastructure for ZEBs. Also provided in the Plan will be timelines, cost estimates, and a cost/benefit analysis for capital-intensive projects. Preparation of the Plan is underway and is expected to be brought to the Board in the first half of FY 19-20.

BYD EV Acquisition – The District has received all 14 thirty-foot BYD electric buses with all but one in revenue service. Final acceptance has been delayed pending rectification of vehicle defects and receipt of outstanding deliverables. To date, payment has been made for four of the zero emission buses. The acquisition includes the outright purchase of eight of the buses and the lease of the remaining six. It is a 12 year capital lease with an option to buy after two years. The annual lease payments will total \$368,000 and be capitalized thus not affecting operating costs.

FINAL DRAFT

FINANCIAL STATEMENTS

SANTA BARBARA METROPOLITAN TRANSIT DISTRICT STATEMENT OF NET POSITION JUNE 30, 2019 WITH COMPARATIVE TOTALS AS OF JUNE 30, 2018

	2019	2018
ASSETS		
CURRENT ASSETS:		
Cash and investments	\$ 10,301,383	\$ 10,593,085
Grants receivable	7,264,042	6,783,224
Other receivable	219,240	414,369
Materials and supplies inventories	867,288	1,085,763
Other current assets	219,772	307,364
Total Current Assets	<u>18,871,725</u>	<u>19,183,805</u>
NONCURRENT ASSETS:		
Cash restricted for capital support	1,387,888	1,419,918
Capital assets:		
Tangible transit operating property	75,048,188	73,906,721
Less: Accumulated depreciation	<u>(39,699,485)</u>	<u>(42,492,600)</u>
Capital Assets, net	<u>35,348,703</u>	<u>31,414,121</u>
Total Non-Current Assets	<u>36,736,591</u>	<u>32,834,039</u>
Total Assets	<u>55,608,316</u>	<u>52,017,844</u>
DEFERRED OUTFLOWS OF RESOURCES:		
Related to other post-employment benefits (OPEB)	<u>-</u>	<u>565,645</u>
ASSETS AND DEFERRED OUTFLOWS OF RESOURCES	<u>\$ 55,608,316</u>	<u>\$ 52,583,489</u>
LIABILITIES AND NET POSITION		
CURRENT LIABILITIES		
Accounts payable	\$ 512,191	\$ 420,595
Accrued payroll including compensated absences	1,050,114	982,669
Accrued expenses	954,607	1,094,306
Total Current Liabilities	<u>2,516,912</u>	<u>2,497,570</u>
NON-CURRENT LIABILITIES		
Compensated absences payable	761,234	760,404
Advances on grants	1,387,888	1,419,918
Accrued damage, injury, and employee claims	3,388,885	3,675,465
Accrued OPEB obligation	1,120,672	1,532,148
Total Non-Current Liabilities	<u>6,658,679</u>	<u>7,387,935</u>
Total Liabilities	<u>9,175,591</u>	<u>9,885,505</u>
NET POSITION		
Net investment in capital assets	35,348,703	31,414,121
Unrestricted	11,084,022	11,283,863
TOTAL NET POSITION	<u>46,432,725</u>	<u>42,697,984</u>
TOTAL LIABILITIES AND NET POSITION	<u>\$ 55,608,316</u>	<u>\$ 52,583,489</u>

FINAL DRAFT

SANTA BARBARA METROPOLITAN TRANSIT DISTRICT STATEMENT OF REVENUES, EXPENSES, AND CHANGES IN NET POSITION FOR THE FISCAL YEAR ENDED JUNE 30, 2019 WITH COMPARATIVE TOTALS AS OF JUNE 30, 2018

	<u>2019</u>	<u>2018</u>
OPERATING REVENUES		
Passenger fares	<u>\$ 7,167,098</u>	<u>\$ 6,990,786</u>
OPERATING EXPENSES		
Route operations	15,835,457	16,692,160
Vehicle maintenance	5,937,146	4,941,543
Passenge accomodations	1,487,301	1,460,877
General overhead	3,045,579	2,977,516
Postemployment health care benefits	<u>154,169</u>	<u>(856,778)</u>
Total before Depreciation	26,459,652	25,215,318
Depreciation	<u>3,975,403</u>	<u>3,664,721</u>
Total Expenses	<u>30,435,055</u>	<u>28,880,039</u>
OPERATING LOSS	<u>(23,267,957)</u>	<u>(21,889,253)</u>
NONOPERATING REVENUES		
Non-transportation revenue, including interest, advertising, rent, and miscellaneous	888,542	930,639
Taxes levied by Santa Barbara County for Transit District	1,295,656	1,287,046
Transportation Development Act funding and allocations	9,273,746	9,120,243
Federal grants	10,546,704	5,324,242
Proposition 1B (Prop 1B) grants	427,265	113,232
Measure A grants	3,234,925	3,052,897
Miscellaneous grants	1,413,089	1,329,838
Loss of disposal of assets	<u>(77,229)</u>	<u>(78,053)</u>
Federal Transit Administration - Section 5316/5317	-	-
Total Nonoperating Revenues	<u>27,002,698</u>	<u>21,080,084</u>
CHANGE IN NET POSITION	3,734,741	(809,169)
Beginning of year, as previously stated	42,697,984	44,682,588
Prior period adjustment - Note 14	<u>-</u>	<u>(1,175,435)</u>
Beginning of year, as restated	<u>42,697,984</u>	<u>43,507,153</u>
END OF YEAR NET POSITION	<u><u>\$46,432,725</u></u>	<u><u>\$42,697,984</u></u>

FINAL DRAFT

SANTA BARBARA METROPOLITAN TRANSIT DISTRICT STATEMENT OF EXPENSES FOR THE FISCAL YEAR ENDED JUNE 30, 2019 WITH COMPARATIVE TOTALS AS OF JUNE 30, 2018

	2019	2018
LABOR		
Operators' wages	\$ 7,756,622	\$ 7,511,466
Other salaries and wages	4,490,660	4,308,873
Total Labor	12,247,282	11,820,339
FRINGE BENEFITS		
Payroll taxes	1,072,029	1,061,144
Retirement plans	1,399,057	1,390,693
Health and welfare	3,098,937	2,019,713
Workers compensation	849,213	1,698,059
Sick pay	207,705	198,735
Holiday pay	404,346	402,032
Vacation pay	791,151	786,522
Other paid absences	94,538	199,206
Uniform and tool allowances	57,218	105,133
Total Fringe Benefits	7,974,194	7,861,237
SERVICES		
Professional and technical including directors' fees	423,858	423,242
Outside services	178,412	137,513
Contract maintenance services	449,975	400,220
Promotion and printing	182,359	218,745
Total Services	1,234,604	1,179,720
MATERIALS AND SUPPLIES		
Fuels and lubricants	1,813,046	1,522,639
Tires and tubes	167,105	165,888
Bus parts	630,333	565,771
Other materials and supplies	493,064	247,113
Electric bus power	114,797	91,983
Total Material and Supplies	3,218,345	2,593,394
UTILITIES AND TELEPHONE	246,199	244,051
CASUALTY AND LIABILITY COSTS	263,113	347,591
PURCHASED TRANSPORTATION	991,962	869,058
MISCELLANEOUS EXPENSES		
Dues and subscriptions	50,335	52,785
Travel, meetings, and training	30,545	14,634
Purchased media	12,648	11,504
Other miscellaneous expenses	190,425	221,005
Total Miscellaneous Expenses	283,953	299,928
Total Expenses before Depreciation	26,459,652	25,215,318
DEPRECIATION	3,975,403	3,664,721
TOTAL EXPENSES	\$30,435,055	\$28,880,039

FINAL DRAFT

SANTA BARBARA METROPOLITAN TRANSIT DISTRICT STATEMENT OF CASH FLOWS FOR THE FISCAL YEAR ENDED JUNE 30, 2019 WITH COMPARATIVE TOTALS AS OF JUNE 30, 2018

	2019	2018
CASH FLOWS FROM OPERATIONS		
Receipts from transit customers	\$ 7,362,227	\$ 6,961,455
Payments to suppliers and vendors	(5,939,101)	(4,918,808)
Payments to employees/benefits	(20,326,723)	(21,121,424)
NET CASH USED BY OPERATING ACTIVITIES	(18,903,597)	(19,078,777)
CASH FLOWS FROM NONCAPITAL FINANCING ACTIVITIES		
Operating grants received	20,029,073	13,299,549
Non-transportation revenue, including advertising, rental, and miscellaneous	656,070	921,001
Taxes levied by Santa Barbara County	1,295,656	1,287,046
NET CASH PROVIDED BY NONCAPITAL FINANCING ACTIVITIES	21,980,799	15,507,596
CASH FLOWS FROM CAPITAL AND RELATED FINANCING ACTIVITIES		
Acquisition of property and equipment	(8,032,367)	(2,603,444)
Proceeds from sale of assets	45,153	78,053
State and local grant advances	427,265	494,343
Federal, state, and local capital grants received	3,926,543	2,947,968
NET CASH (USED) PROVIDED BY CAPITAL AND RELATED FINANCING ACTIVITIES	(3,633,406)	916,920
CASH FLOWS FROM INVESTING ACTIVITIES		
Interest earned	232,472	88,474
NET CASH PROVIDED BY INVESTING ACTIVITIES	232,472	88,474
NET INCREASE (DECREASE) IN CASH AND EQUIVALENTS	(323,732)	(2,565,787)
CASH AND EQUIVALENTS BEGINNING OF YEAR	12,013,003	14,578,790
END OF YEAR	\$ 11,689,271	\$ 12,013,003
Cash and equivalents	\$ 10,301,383	\$ 10,593,085
Cash restricted for capital support	1,387,888	1,419,918
TOTAL CASH AND EQUIVALENTS	\$ 11,689,271	\$ 12,013,003

FINAL DRAFT

SANTA BARBARA METROPOLITAN TRANSIT DISTRICT STATEMENT OF CASH FLOWS (Continued) FOR THE FISCAL YEAR ENDED JUNE 30, 2019 WITH COMPARATIVE TOTALS AS OF JUNE 30, 2018

	<u>2019</u>	<u>2018</u>
Reconciliation of operating loss or net cash used by operating activities		
Operating loss	\$ (23,267,957)	\$ (21,889,253)
Charges to cost of service not requiring current expenditure of cash:		
Depreciation	3,975,403	3,664,721
Changes in:		
Other receivable - excluding grants	195,129	(231,436)
Materials and supplies inventories	218,475	99,254
Other current assets	87,592	(92,658)
Accounts payable and accrued expenses net of capital acquisitions	(6,992)	65,794
Compensated absences payable	27,164	(24,092)
Accrued damage, injury, and employee claims	(286,580)	751,316
Other post-retirement benefit liabilities and related deferrals	<u>154,169</u>	<u>(1,422,423)</u>
NET CASH USED BY OPERATING ACTIVITIES	<u>\$ (18,903,597)</u>	<u>\$ (19,078,777)</u>

**SANTA BARBARA METROPOLITAN TRANSIT DISTRICT
NOTES TO FINANCIAL STATEMENTS
FOR THE FISCAL YEAR ENDED JUNE 30, 2019
WITH COMPARATIVE TOTALS AS OF JUNE 30, 2018**

NOTE 1 – REPORTING ENTITY

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

The District is a special purpose governmental unit with no component units.

NOTE 2 – SIGNIFICANT ACCOUNTING POLICIES

The accounting policies of the District are in conformity with accounting principles generally accepted in the United States of America applicable to government units. The Governmental Accounting Standards Board (GASB) is the accepted standard-setting body for establishing accounting and financial reporting principles. The following is a summary of the significant accounting policies:

Basic Financial Statements

The basic financial statements (i.e., the Statement of Net Position; the Statement of Revenues, Expenses, and Changes in Net Position; the Statement of Expenses; and the Statement of Cash Flows) report information on all of the enterprise activities of the District. These basic financial statements are presented in accordance with GASB Statement No. 34, *Basic Financial Statements—Management's Discussion and Analysis—for State and Local Governments*, and related standards; GASB Statement No. 37, *Basic Financial Statements – and Management's Discussion and Analysis – for State and Local Governments: Omnibus 2017*; and GASB Statement No. 38, *Certain Financial Statement Note Disclosures*. The standards provide for significant changes in terminology; recognition of contributions in the Statements of Activities and Changes in Net Position; inclusion of a Management's Discussion and Analysis as supplementary information; and other changes.

Measurement Focus, Basis of Accounting, and Financial Statement Presentation

The basic financial statements are prepared using the economic resources measurement focus and the accrual basis of accounting. Accordingly, all assets and liabilities (whether current or noncurrent) are included on the Statement of Net Position. The Statement of Revenues, Expenses, and Changes in Net Position presents increases (revenues) and decreases (expenses) in total net position. Under the accrual basis of accounting, revenues are recognized in the period in which they are earned while expenses are recognized in the period in which the liability is incurred.

**SANTA BARBARA METROPOLITAN TRANSIT DISTRICT
NOTES TO FINANCIAL STATEMENTS
FOR THE FISCAL YEAR ENDED JUNE 30, 2019
WITH COMPARATIVE TOTALS AS OF JUNE 30, 2018**

NOTE 2 – SIGNIFICANT ACCOUNTING POLICIES (Continued)

Measurement Focus, Basis of Accounting, and Financial Statement Presentation (Continued)

The District distinguishes operating revenues and expenses result from nonoperating items. Operating revenues and expenses generally result from providing transportation services. The principal operating revenues of the District are charges to passengers for transportation services (passenger fares). Operating expenses include the cost of providing service, including general and administrative expenses and depreciation of capital assets. All revenues and expenses not meeting this definition are reported as nonoperating revenues and expenses.

The accounting records of the District are subject to the uniform accounting system for transit districts as set forth by the Federal Transit Administration (FTA) and the California State Controller's Office.

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

Taxes

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

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

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

Cash in Investments

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

**SANTA BARBARA METROPOLITAN TRANSIT DISTRICT
NOTES TO FINANCIAL STATEMENTS
FOR THE FISCAL YEAR ENDED JUNE 30, 2019
WITH COMPARATIVE TOTALS AS OF JUNE 30, 2018**

NOTE 2 – SIGNIFICANT ACCOUNTING POLICIES (Continued)

Investments

All investments are stated at fair value, except for certain designated money market investments that have a remaining maturity of less than one year when purchased which are stated at amortized cost. Money market investments are short-term, highly liquid debt instruments including commercial paper, bankers' acceptances, and U.S. Treasury and Agency obligations. Fair value is the value at which a financial instrument could be exchanged in a current transaction between willing parties, other than in a forced or liquidation sale. All investment income, including changes in fair value, is included in nonoperating revenues.

Restricted Uses of Cash

As of June 30, 2019, the District had \$744,304 of Proposition 1B (Prop 1B) PTMISEA cash restricted for use in Transit Center projects and revenue vehicle acquisitions. Low Carbon Transit Operations Program (LCTOP) cash restricted was \$332,284 for marketing expenses and revenue vehicle acquisitions. This District also had \$311,300 of University of California of Santa Barbara (UCSB) cash restricted for future capital asset replacements or upgrades associated with Line 28 service.

As of June 30, 2018, the District had \$858,042 of Prop 1B-PTMISEA cash restricted for use in Transit Center projects and \$233,325 of Prop1B-TSC cash restricted for use in ITS projects. LCTOP cash restricted for marketing expenses was \$120,735. This District also had \$207,816 of UCSB cash restricted for future capital asset replacements or upgrades associated with Line 28 service.

Inventories

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

Capital Assets

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

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

The costs of normal maintenance and repairs that do not add to the value of the asset or materially extend asset lives are not capitalized. Improvements are capitalized and depreciated over the remaining useful lives of the related capital assets, as applicable.

**SANTA BARBARA METROPOLITAN TRANSIT DISTRICT
NOTES TO FINANCIAL STATEMENTS
FOR THE FISCAL YEAR ENDED JUNE 30, 2019
WITH COMPARATIVE TOTALS AS OF JUNE 30, 2018**

NOTE 2 – SIGNIFICANT ACCOUNTING POLICIES (Continued)

Capital Assets (Continued)

The District's policy is to capitalize all property and equipment with a cost greater than \$500 and a useful life of more than one year.

Compensated Absences

The District accrues for vested vacation pay when it is earned by employees. The amount of vested vacation pay accrued as of June 30, 2019 and 2018, was \$881,120 and \$846,938, respectively.

Other Postemployment Benefits (OPEB)

For purposes of measuring the net OPEB liability, deferred outflows of resources and deferred inflows of resources related to OPEB, and OPEB expense, information about the fiduciary net position of the District's plan (OPEB Plan) and additions to/deductions from the OPEB Plan's fiduciary net position have been determined on the same basis as they are reported by CalPERS. For this purpose, benefit payments are recognized when currently due and payable in accordance with the benefit terms. Investments are reported at fair value. Accounting principles generally accepted in the United States of America require that the reported results must pertain to liability and asset information within certain defined timeframes.

Net Position

In the Statement of Net Position, net position is classified in the following categories:

Net Investment in Capital Assets – This amount consists of capital assets net of accumulated depreciation/amortization and reduced by outstanding debt that is attributed to the acquisition, construction, or improvement of the assets.

Restricted Net Position – This amount is restricted by external creditors, grantors, contributors, or laws or regulations of other governments.

Unrestricted Net Position – This amount is all net position that does not meet the definition of "net investment in capital assets" or "restricted net position."

Use of Estimates

The preparation of financial statements in conformity with accounting principles generally accepted in the United States of America requires management to make estimates and assumptions that affect certain reported amounts and disclosure. Accordingly, actual results could differ from those estimates.

**SANTA BARBARA METROPOLITAN TRANSIT DISTRICT
NOTES TO FINANCIAL STATEMENTS
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WITH COMPARATIVE TOTALS AS OF JUNE 30, 2018**

NOTE 2 – SIGNIFICANT ACCOUNTING POLICIES (Continued)

Grants

The District receives capital grants from certain governmental agencies to be used for various purposes connected with the planning, modernization, and expansion of transportation facilities and equipment. The amounts recorded as capital grant revenue in fiscal years 2019 and 2018 were \$8,043,967 and \$2,603,444, respectively.

New Accounting Pronouncements

During fiscal year ended June 30, 2019, the District implemented the following new GASB Pronouncements:

GASB Statement No. 83 – *Certain Asset Retirement Obligations*. The requirements of this statement are effective for periods beginning after June 15, 2018. There was no effect on the District's accounting and financial reporting as a result of implementing this standard.

GASB Statement No. 88 – *Certain Disclosures Related to Debt, Including Direct Borrowings and Direct Placements*. The requirements of this statement are effective for periods beginning after June 15, 2018. There was no effect on the District's accounting and financial reporting as a result of implementing this standard.

Future Accounting Pronouncements

GASB Statement No. 84 – *Fiduciary Activities*. The requirements of this statement are effective for periods beginning after December 15, 2018. The District will implement GASB Statement No. 84 if and where applicable.

GASB Statement No. 87 – *Leases*. The requirements of this statement are effective for periods beginning after December 15, 2019. The District will implement GASB Statement No. 87 if and where applicable.

GASB Statement No. 89 – *Accounting for Interest Cost Incurred Before the End of a Construction Period*. The requirements of this statement are effective for periods beginning after December 15, 2019. The District will implement GASB Statement No. 89 if and where applicable.

GASB Statement No. 90 – *Majority Equity Interests – An Amendment of GASB Statements No. 14 and No. 61*. The requirements of this statement are effective for periods beginning after December 15, 2018. The District will implement GASB Statement No. 90 if and where applicable.

GASB Statement No. 91 – *Conduit Debt Obligations*. The requirements of this statement are effective for periods beginning after December 15, 2020. The District will implement GASB Statement No. 91 if and where applicable.

SANTA BARBARA METROPOLITAN TRANSIT DISTRICT NOTES TO FINANCIAL STATEMENTS FOR THE FISCAL YEAR ENDED JUNE 30, 2019 WITH COMPARATIVE TOTALS AS OF JUNE 30, 2018

NOTE 3 – CASH AND INVESTMENTS

Cash and investments as of June 30, 2019 and 2018, are classified in the accompanying financial statements as follows:

	<u>2019</u>	<u>2018</u>
Statement of Net Position:		
Cash and cash equivalents	\$10,301,383	\$10,593,085
Cash and cash equivalents restricted for capital support	<u>1,387,888</u>	<u>1,419,918</u>
 Total cash and investments	 <u><u>\$11,689,271</u></u>	 <u><u>\$12,013,003</u></u>

Cash and investments as of June 30, 2019 and 2018, consist of the following:

	<u>2019</u>	<u>2018</u>
Cash on hand	\$ 39,865	\$ 39,865
Deposits with financial institutions	1,123,846	1,306,816
Investments	<u>10,525,560</u>	<u>10,666,322</u>
 Total cash and investments	 <u><u>\$11,689,271</u></u>	 <u><u>\$12,013,003</u></u>

The District does not have a formal Investment Policy. The District is subject to state laws, codes and regulations regarding the investment of public funds.

Demand Deposits

As of June 30, 2019 and 2018, the carrying amounts of the demand deposits were \$1,123,846 and \$1,306,816, respectively, and the bank balance was \$1,123,846 and \$1,306,815, respectively, of which the total amount was collateralized or insurance with securities held by the pledging financial institutions in the District's name as discussed under Custodial Credit Risk. Certain cash accounts are pooled and swept nightly to a concentration account.

The California Government Code requires California banks and savings and loan associations to secure the District's deposits by pledging government securities as collateral. The market value of pledged securities must equal at least 110% of the District's deposits. California law also allows financial institutions to secure the District's deposits by pledging first trust deed mortgage notes having a value of 150% of the District's total deposits. Collateral is held by the pledging financial institution's trust department and is considered held in the District's name. The District may waive collateral requirements for deposits that are fully insured up to \$250,000 by the Federal Depositary Insurance Corporation (FDIC). The District has \$250,000 that is covered by the FDIC as of June 30, 2019, and \$250,000 as of June 30, 2018. The remaining balance at June 30, 2019 and 2018, of \$873,846 and \$1,056,815, respectively, is collateralized as described above.

SANTA BARBARA METROPOLITAN TRANSIT DISTRICT NOTES TO FINANCIAL STATEMENTS FOR THE FISCAL YEAR ENDED JUNE 30, 2019 WITH COMPARATIVE TOTALS AS OF JUNE 30, 2018

NOTE 3 – CASH AND INVESTMENTS (Continued)

Disclosures Relating to Credit Risk

Generally, credit risk is the risk that an issuer of an investment will not fulfill its obligation to the holder of the investment. This is measured by the assignment of a rating by a nationally recognized statistical rating organization. Presented below is the minimum rating required by (where applicable) the California Government Code, the District's investment policy, or debt agreements, and the actual rating as of year-end for each investment type.

<u>Investment Type</u>	<u>Measurement Input</u>	<u>Fair Value</u>	
		<u>2019</u>	<u>2018</u>
Money Market	N/A	\$ 1,862,519	\$ 4,199,186
Local Agency Investment Fund (LAIF)	N/A	8,663,041	6,467,136
Total investments		<u>\$10,525,560</u>	<u>\$10,666,322</u>

Custodial Credit Risk

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

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

**SANTA BARBARA METROPOLITAN TRANSIT DISTRICT
NOTES TO FINANCIAL STATEMENTS
FOR THE FISCAL YEAR ENDED JUNE 30, 2019
WITH COMPARATIVE TOTALS AS OF JUNE 30, 2018**

NOTE 3 – CASH AND INVESTMENTS (Continued)

Local Agency Investment Funds

The District is a voluntary participant in the California State Treasurer's LAIF. LAIF has invested a portion of the pooled funds in Structured Notes and Asset-Backed Securities. LAIF's investments are subject to credit risk with the full faith and credit of the State of California collateralizing these investments. In addition, these Structured Notes and Asset-Backed Securities are subject to market risk as to the change in interest rates.

The investments include the following:

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

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

The District had \$8,663,041 and \$6,467,136 invested in LAIF, at June 30, 2019 and 2018, respectively. They were invested in the pooled investment funds in structured notes and asset-backed securities at 1.77% and 2.67% at June 30, 2019 and 2018, respectively. The LAIF fair value factor of 1.001711790 and .998126869 at June 30, 2019 and 2018, was used to calculate the fair value of the investments in LAIF. The financial statements for LAIF are available at <http://www.treasurer.ca.gov/pmia-laif/laif.asp>.

Fair Value Measurements

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

- Level 1: Investments reflect prices quoted in active markets;
- Level 2: Investments reflect prices that are based on a similar observable asset either directly or indirectly, which may include inputs in markets that are not considered to be active; and,
- Level 3: Investments reflect prices based upon unobservable sources.

SANTA BARBARA METROPOLITAN TRANSIT DISTRICT NOTES TO FINANCIAL STATEMENTS FOR THE FISCAL YEAR ENDED JUNE 30, 2019 WITH COMPARATIVE TOTALS AS OF JUNE 30, 2018

NOTE 4 – RECEIVABLES

Grants receivable at June 30, 2019 and 2018, are summarized as follows:

	<u>2019</u>	<u>2018</u>
Federal Transit Administration	\$ 5,256,241	\$ 5,215,206
State Transit Assistance	1,352,488	1,455,881
Other grants	<u>655,313</u>	<u>112,137</u>
	<u>\$ 7,264,042</u>	<u>\$ 6,783,224</u>
Other receivables are as follows:		
Trade receivables	<u>\$ 219,240</u>	<u>\$ 414,369</u>

NOTE 5 – CAPITAL ASSETS

Changes in transit operating property during the fiscal years ended June 30, 2019 and 2018, are as follows:

<u>June 30, 2019</u>	<u>Beginning of Year</u>	<u>Additions</u>	<u>Reclassification</u>	<u>Disposals</u>	<u>End of Year</u>
Capital assets not depreciated					
Land	\$ 5,596,296	\$ -	\$ -	\$ -	\$ 5,596,296
Work in progress	<u>1,315,808</u>	<u>1,555,347</u>	<u>(163,658)</u>	<u>-</u>	<u>2,707,497</u>
Total Capital Assets, Not Being Depreciated	<u>6,912,104</u>	<u>1,555,347</u>	<u>(163,658)</u>	<u>-</u>	<u>8,303,793</u>
Buildings	14,511,789	57,366	750	(12,822)	14,557,083
Buses	46,911,549	6,325,407	142,922	(6,826,978)	46,552,900
Other equipment	<u>5,571,279</u>	<u>94,247</u>	<u>19,986</u>	<u>(51,100)</u>	<u>5,634,412</u>
Total Capital Assets, Being Depreciated	<u>66,994,617</u>	<u>6,477,020</u>	<u>163,658</u>	<u>(6,890,900)</u>	<u>66,744,395</u>
Less Accumulated Depreciation	<u>(42,492,600)</u>	<u>(3,975,403)</u>	<u>-</u>	<u>6,768,518</u>	<u>(39,699,485)</u>
Total Capital Assets, Being Depreciated, Net	<u>24,502,017</u>	<u>2,501,617</u>	<u>163,658</u>	<u>(122,382)</u>	<u>27,044,910</u>
Total Capital Assets, Net	<u>\$ 31,414,121</u>	<u>\$ 4,056,964</u>	<u>\$ -</u>	<u>\$ (122,382)</u>	<u>\$ 35,348,703</u>

SANTA BARBARA METROPOLITAN TRANSIT DISTRICT NOTES TO FINANCIAL STATEMENTS FOR THE FISCAL YEAR ENDED JUNE 30, 2019 WITH COMPARATIVE TOTALS AS OF JUNE 30, 2018

NOTE 5 – CAPITAL ASSETS (Continued)

<u>June 30, 2018</u>	<u>Beginning of Year</u>	<u>Additions</u>	<u>Reclassification</u>	<u>Disposals</u>	<u>End of Year</u>
Capital assets not depreciated					
Land	\$ 5,596,296	\$ -	\$ -	\$ -	\$ 5,596,296
Work in progress	5,362,858	784,066	(4,828,204)	(2,912)	1,315,808
 Total Capital Assets, Not Being Depreciated	 10,959,154	 784,066	 (4,828,204)	 (2,912)	 6,912,104
Capital assets depreciated					
Buildings	13,119,407	203,990	1,190,276	(1,884)	14,511,789
Buses	42,804,254	1,166,645	3,593,610	(652,960)	46,911,549
Other equipment	5,120,462	451,454	44,318	(44,955)	5,571,279
 Total Capital Assets, Being Depreciated	 61,044,123	 1,822,089	 4,828,204	 (699,799)	 66,994,617
Less Accumulated Depreciation	(39,449,828)	(3,664,721)	-	621,949	(42,492,600)
 Total Capital Assets, Being Depreciated, Net	 21,594,295	 (1,842,632)	 4,828,204	 (77,850)	 24,502,017
 Total Capital Assets, Net	 <u>\$ 32,553,449</u>	 <u>\$ (1,058,566)</u>	 <u>\$ -</u>	 <u>\$ (80,762)</u>	 <u>\$ 31,414,121</u>

Depreciation expense for the fiscal years ended June 30, 2019 and 2018, was \$3,975,403 and \$3,664,721, respectively.

NOTE 6 – NET POSITION

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

SANTA BARBARA METROPOLITAN TRANSIT DISTRICT NOTES TO FINANCIAL STATEMENTS FOR THE FISCAL YEAR ENDED JUNE 30, 2019 WITH COMPARATIVE TOTALS AS OF JUNE 30, 2018

NOTE 6 – NET POSITION (Continued)

Capital Contributions

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

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

	<u>2019</u>	<u>2018</u>
Federal grants	\$ 5,290,463	\$ 31,413
State grants (Prop 1B)	427,265	113,232
Local assistance - sales tax	1,352,488	2,389,711
Miscellaneous grants	<u>973,751</u>	<u>69,088</u>
Net grants received	<u>\$ 8,043,967</u>	<u>\$ 2,603,444</u>

NOTE 7 – TDA FUNDING AND ALLOCATIONS

TDA funding and allocations for the fiscal years ended June 30:

	<u>2019</u>	<u>2018</u>
Funding		
Local Transportation Fund (SB 325)	\$ 7,921,258	\$ 7,664,362
State Transit Assistance Fund (SB 620)	<u>1,352,488</u>	<u>1,455,881</u>
	<u>\$ 9,273,746</u>	<u>\$ 9,120,243</u>
Usage		
Operations	\$ 7,921,258	\$ 7,664,362
Capital projects	<u>1,352,488</u>	<u>1,455,881</u>
	<u>\$ 9,273,746</u>	<u>\$ 9,120,243</u>

**SANTA BARBARA METROPOLITAN TRANSIT DISTRICT
NOTES TO FINANCIAL STATEMENTS
FOR THE FISCAL YEAR ENDED JUNE 30, 2019
WITH COMPARATIVE TOTALS AS OF JUNE 30, 2018**

NOTE 8 – FEDERAL GRANTS AND REIMBURSEMENTS

Federal grants and reimbursements for the year ended June 30:

	<u>2019</u>	<u>2018</u>
FTA		
Operating grants	\$ 5,256,241	\$ 5,292,829
Capital grants	<u>5,290,463</u>	<u>31,413</u>
Total	<u><u>\$10,546,704</u></u>	<u><u>\$ 5,324,242</u></u>

NOTE 9 – CHANGE IN COMPENSATED ABSENCES

Employees annually accrue compensated absence time, consisting of vacation and sick time dependent on job classification and tenure ranging from 80 hours to 320 hours per year. Accrued compensated absences for vacation in fiscal years ending June 30, 2019 and 2018, were \$881,120 and \$846,938, respectively. The current portion is expected to be used within one year. Accrued sick pay vested in fiscal years ending June 30, 2019 and 2018, were \$415,797 and \$422,815, respectively.

The changes in accrued vacation pay were as follows:

	<u>2019</u>	<u>2018</u>
Beginning balance	\$ 846,938	\$ 874,313
Additions	705,610	687,981
Payments	<u>(671,428)</u>	<u>(715,356)</u>
Ending balance	881,120	846,938
Less: current portion	<u>454,627</u>	<u>429,906</u>
Noncurrent portion	<u><u>\$ 426,493</u></u>	<u><u>\$ 417,032</u></u>

Accrued sick pay is summarized as follows:

Total accrued sick pay	\$ 1,521,415	\$ 1,458,166
Amount of sick pay not vested, in accordance with the union agreement and District policy	<u>(1,105,618)</u>	<u>(1,035,351)</u>
Total accrued sick pay vested and included in accrued payroll	<u><u>\$ 415,797</u></u>	<u><u>\$ 422,815</u></u>

SANTA BARBARA METROPOLITAN TRANSIT DISTRICT NOTES TO FINANCIAL STATEMENTS FOR THE FISCAL YEAR ENDED JUNE 30, 2019 WITH COMPARATIVE TOTALS AS OF JUNE 30, 2018

NOTE 10 – RETIREMENT PLANS

Two employee groups are covered, with expenses as follows:

<u>Employee Group</u>	<u>Plan Names</u>	<u>2019</u>	<u>2018</u>
Union	Teamsters Union	\$ 1,146,193	\$ 1,150,642
Non-Union Deferral Plan	Profit-Sharing and Salary	<u>252,864</u>	<u>240,051</u>
Total		<u>\$ 1,399,057</u>	<u>\$ 1,390,693</u>

Teamsters Pension Plan

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

Required work hour contribution (up to 173.33 hours per month)	\$ 3.42	\$ 3.38
Total pension hours	334,885	343,093
Accrued pension	\$ 96,486	\$ 92,200

Western Conference of Teamsters Pension Trust (the Plan) administers the cost-sharing pension plan for those District employees covered by the collective bargaining agreement. As noted above, this is a defined benefit pension plan in which pension benefits are based on a set formula so that an employee's future benefit can be determined by the formula. Pension benefits in general are paid as monthly benefits over a participant's lifetime. The Plan has the authority to establish and/or amend the plan and its benefits. Based on the most recent actuarial certification the Plan is in the "green zone" in 2019, meaning the Plan is in good financial position. Additional information such as the Plan's financial reports can be found at www.wctpension.org/site-index. In the event an employer withdraws from the Plan, the employer's withdrawal liability is based on the employer's share of the unfunded vested benefits of the multiemployer Plan.

The period of coverage for the existing collective bargaining agreement between the District and Teamsters Union-Local 186 is July 1, 2018, through June 30, 2019. In 2018 there were 175 employees covered under the Plan. The collective bargaining agreement is the basis for determining the District's employer's required contribution as well as any changes/amendments. In 2019 and 2018, the employer's required contribution were approximately \$1.1 million and \$1.2 million, respectively. Based on the agreement, there are no minimum contributions required for future periods. For fiscal years 2018 and 2019 the pension payables were \$96,486 and \$92,200, respectively, since the payments for June 2019 and 2018 occurred after the fiscal year end.

**SANTA BARBARA METROPOLITAN TRANSIT DISTRICT
NOTES TO FINANCIAL STATEMENTS
FOR THE FISCAL YEAR ENDED JUNE 30, 2019
WITH COMPARATIVE TOTALS AS OF JUNE 30, 2018**

NOTE 10 – RETIREMENT PLANS (Continued)

Profit Sharing and Salary Deferral Plan

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

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

The District's contributions for fiscal year 2019 were based upon a payroll of \$2,528,644 for non-union employees. The District contributed \$252,864 (10% of covered payroll) and covered employees contributed \$292,096.

The District's contributions for fiscal year 2018 were based upon a payroll of \$2,400,513 for non-union employees. The District contributed \$240,051 (10% of covered payroll) and covered employees contributed \$251,455.

NOTE 11 – RISK MANAGEMENT

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

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

April 1, 2002 to March 31, 2020	\$250,000
April 1, 2001 to March 31, 2002	\$100,000
April 1, 1995 to March 31, 2001	\$250,000

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

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

**SANTA BARBARA METROPOLITAN TRANSIT DISTRICT
NOTES TO FINANCIAL STATEMENTS
FOR THE FISCAL YEAR ENDED JUNE 30, 2019
WITH COMPARATIVE TOTALS AS OF JUNE 30, 2018**

NOTE 11 – RISK MANAGEMENT (Continued)

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

	<u>2019</u>	<u>2018</u>
Claims liability - beginning of year	\$ 4,588,249	\$ 3,730,298
Claims and changes in estimates	284,367	1,278,410
Actual claim payments	<u>(644,034)</u>	<u>(420,459)</u>
Claims liability - end of year	<u>\$ 4,228,582</u>	<u>\$ 4,588,249</u>

NOTE 12 – COMMITMENTS

Paratransit Service – Easy Lift

For fiscal year 2019, the District agreed to provide Easy Lift a subsidy of \$991,962 for paratransit services and the purchase of a paratransit van. The amount can be adjusted by mutual consent if the District requests an adjustment in the amount of paratransit service to be provided. If for any reason, Easy Lift failed to provide the required ADA paratransit service, the District would continue to be responsible for the service under Federal law. The District would be required to implement a replacement service on very short notice, at a cost that would likely exceed the current subsidy.

The District is required under Federal law, the Americans with Disabilities Act of 1990 (ADA), to ensure that complementary paratransit service is available wherever and whenever the District provides fixed-route bus service. The District complies with this requirement by partially subsidizing the paratransit service provided by Easy Lift Transportation. The District signed a contract with Easy Lift in April 2016, which was amended in July 2019, for these services. The District, by written notice, may terminate this contract, in whole or in part, when it is in its best interest.

Bus Tire Lease

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

**SANTA BARBARA METROPOLITAN TRANSIT DISTRICT
NOTES TO FINANCIAL STATEMENTS
FOR THE FISCAL YEAR ENDED JUNE 30, 2019
WITH COMPARATIVE TOTALS AS OF JUNE 30, 2018**

NOTE 12 – COMMITMENTS (Continued)

Bus Tire Lease (Continued)

For fiscal year end June 30, 2019, the rates paid by the District for contractual amounts are as follows:

Gilligs	\$0.049440
BYD	\$0.064488
Gilligs	\$0.064488
Novas	\$0.067713
Novas - Articulated	\$0.090285

NOTE 13 – CONTINGENCIES

Federal Grant Contracts

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

NOTE 14 – PRIOR PERIOD ADJUSTMENTS

A prior period adjustment for FY 17-18 was implemented to reclassify \$1,072,509 of unexpected advance grant funds from Restricted Net Position to Non-Current Liabilities. GASB standards require that unexpended advance grant funds be segregated. Prior to this adjustment, these segregated funds were a component of Total Net Position rather than Total Liabilities. The \$102,926 adjustment pertains to OPEB and was previously disclosed in the FINANCIAL STATEMENTS AND REQUIRED SUPPLEMENTARY INFORMATION for FY 17-18.

The District adjusted its beginning net position as of July 1, 2017.

Net position at July 1, 2018, as previously stated	\$44,682,588
Reclassify Advances on Grants recorded as revenue rather than a liability	(1,072,509)
Implementation of GASB Statement No. 75	<u>(102,926)</u>
Net Position Beginning of Year, as Restated	<u>\$43,507,153</u>

**SANTA BARBARA METROPOLITAN TRANSIT DISTRICT
NOTES TO FINANCIAL STATEMENTS
FOR THE FISCAL YEAR ENDED JUNE 30, 2019
WITH COMPARATIVE TOTALS AS OF JUNE 30, 2018**

NOTE 15 – OPEB

Plan Description

The District provides OPEB in the form of monthly reimbursement towards the retiree's health plan premium for eligible union retirees, and eligible staff retirees and their spouses of amounts not to exceed \$285 per month. The authorities under which benefit provisions are established or may be amended are the collective bargaining agreement for union employees and the District Board of Directors for non-union employees. Employees hired under the CBA after March 1, 2014 are excluded from the plan. The OPEB Plan is restricted to represented employees hired before March 1, 2014, and for non-represented employees hired before July 1, 2018.

Employees Covered

Based on the OPEB actuarial valuations with measurement dates of June 30, 2018 and June 30, 2017, the following current and former employees were covered by the benefit terms for the OPEB Plan:

	<u>2019</u>	<u>2018</u>
Active employees	159	173
Inactive employees or beneficiaries currently receiving benefits	24	26
Inactive employees entitled to, but not yet receiving benefits	-	-
Total	<u>183</u>	<u>199</u>

Contributions

The contribution requirements of plan members and the District are established and may be amended by the District Board. These contributions are neither mandated nor guaranteed. The District has retained the right to unilaterally modify its payment for retiree health care benefits. Refer to the table above for the contribution requirements. For the fiscal years ended June 30, 2019 and 2018, the District contributed \$0 and \$565,645, respectively. Employees are not required to contribute to the OPEB Plan.

**SANTA BARBARA METROPOLITAN TRANSIT DISTRICT
NOTES TO FINANCIAL STATEMENTS
FOR THE FISCAL YEAR ENDED JUNE 30, 2019
WITH COMPARATIVE TOTALS AS OF JUNE 30, 2018**

NOTE 15 – OPEB (Continued)

Funding Policy and Annual OPEB Cost

During fiscal year 2017, the District joined the California Employers Retirement Benefit Trust (CERBT) to begin prefunding its OPEB obligation. CERBT is an irrevocable Section 115 trust fund dedicated to prefunding OPEB for all eligible California public agencies and is managed by CalPERS. At the time of inception, the District elected to establish the trust with a \$1,000,000 contribution. In fiscal year 2018, an additional \$500,000 contribution to the trust was made. Funding is not based on actuarially determined contributions and contributions are neither statutory nor contractually established. Current policy does not obligate the District to further fund its OPEB obligation. In fiscal year 2019, the District began drawing funds from the OPEB trust to cover the cost of current year retiree health benefit payouts. Prior to that, the District funded the OPEB Plan on a pay-as-you-go basis.

The District's annual OPEB cost (expense) for the OPEB Plan is calculated based on the annual required contribution (ARC) of the employer, an amount actuarially determined in accordance with the parameters of GASB Statement No. 75 beginning in fiscal year 2018. The ARC represents the normal cost and amortization of unfunded actuarial liabilities over 30 years.

SANTA BARBARA METROPOLITAN TRANSIT DISTRICT NOTES TO FINANCIAL STATEMENTS FOR THE FISCAL YEAR ENDED JUNE 30, 2019 WITH COMPARATIVE TOTALS AS OF JUNE 30, 2018

NOTE 15 – OPEB (Continued)

Net OPEB Liability

The District's net OPEB liability was measured as of June 30, 2018 and 2017, and the total OPEB liability used to calculate the net OPEB liability was the Plan Fiduciary Net Position of the OPEB trust held with CalPERS. The following actuarial methods and assumptions were used:

Valuation Date	July 1, 2018	July 1, 2017
Measurement Date	June 30, 2018	June 30, 2017
Actuarial Assumptions:		
Inflation	3.00%	3.00%
Salary increase	3.00%	3.00%
Investment rate of return	6.70%	6.70%

Healthcare cost trend rates

Medicare Advantage	16% for 2018, 6.5% for 2018 and decreasing ratably to 4.5% for 2026 and later years	16% for 2017, 6.5% for 2018 and decreasing ratably to 4.5% for 2026 and later years
Medicare Supplement	5.7% for 2018, decreasing ratably to 4.5% for 2026 and later years	5.7% for 2017, decreasing ratably to 4.5% for 2026 and later years
Dental	4.5% for 2018, static through 2026 and later years	4.5% for 2017, static through 2026 and later years

Mortality rates were based on the 1997-2011 CalPERS Experience Study for Miscellaneous Employees, with adjustments for generational mortality projections using scale MP-2016.

The actuarial assumptions used in the July 1, 2018 valuation were based on the results of an actuarial experience study for the period of July 1, 2017 – June 30, 2018.

**SANTA BARBARA METROPOLITAN TRANSIT DISTRICT
NOTES TO FINANCIAL STATEMENTS
FOR THE FISCAL YEAR ENDED JUNE 30, 2019
WITH COMPARATIVE TOTALS AS OF JUNE 30, 2018**

NOTE 15 – OPEB (Continued)

Net OPEB Liability (Continued)

The long-term expected rate of return on OPEB Plan investments was determined using a building-block method in which best-estimate ranges of expected future real rates of return (expected returns, net of OPEB Plan investment expense and inflation) are developed for each major asset class. These ranges are combined to produce the long-term expected rate of return by weighting the expected future real rates of return by the target asset allocation percentage and by adding expected inflation. The target allocation and best estimates of arithmetic real rates of return for each major asset class are summarized in the following table:

2019

<u>Asset Class</u>	<u>Target Allocation</u>	<u>Long-Term Expected Real Rate of Return</u>
Global Equity	40%	Unavailable
Fixed Income	43%	Unavailable
Treasury Inflation-Protected Securities	8%	Unavailable
Real Estate Investment Trusts	5%	Unavailable
Commodities	4%	Unavailable
Total	100%	

2018

<u>Asset Class</u>	<u>Target Allocation</u>	<u>Long-Term Expected Real Rate of Return</u>
Global Equity	40%	Unavailable
Fixed Income	39%	Unavailable
Treasury Inflation-Protected Securities	10%	Unavailable
Real Estate Investment Trusts	8%	Unavailable
Commodities	3%	Unavailable
Total	100%	

Discount Rate

The discount rate used to measure the total OPEB liability remained at 6.70%. The rate is based on long-term expected rate of return for CERBT Strategy 2 determined by CalPERS.

**SANTA BARBARA METROPOLITAN TRANSIT DISTRICT
NOTES TO FINANCIAL STATEMENTS
FOR THE FISCAL YEAR ENDED JUNE 30, 2019
WITH COMPARATIVE TOTALS AS OF JUNE 30, 2018**

NOTE 15 – OPEB (Continued)

Changes in the Net OPEB Liability

The changes in the net OPEB liability for the fiscal year ended June 30, 2019, are as follows:

	Total OPEB Liability (a)	Increase (Decrease) Plan Fiduciary Net Position (b)	Net OPEB Liability (c) = (a) - (b)
Balance at June 30, 2018	\$ 2,526,892	\$ 994,744	\$ 1,532,148
Changes Recognized for the Fiscal Year:			
Service Cost	45,248	-	45,248
Interest on the Total OPEB Liability	170,170	-	170,170
Change of Benefit Terms	-	-	-
Differences Between Expected and Actual Experience	-	-	-
Change of Assumptions	-	-	-
Benefit Payments	(65,645)	(65,645)	-
Contributions from the Employer	-	565,645	(565,645)
Contributions from the Employee	-	-	-
Net Investment Income	-	61,784	(61,784)
Administrative Expense	-	(535)	535
Net Changes	149,773	561,249	(411,476)
Balance at June 30, 2019 (Based on June 30, 2018 Measurement Date)	<u>\$ 2,676,665</u>	<u>\$ 1,555,993</u>	<u>\$ 1,120,672</u>

**SANTA BARBARA METROPOLITAN TRANSIT DISTRICT
NOTES TO FINANCIAL STATEMENTS
FOR THE FISCAL YEAR ENDED JUNE 30, 2019
WITH COMPARATIVE TOTALS AS OF JUNE 30, 2018**

NOTE 15 – OPEB (Continued)

Changes in the Net OPEB Liability (Continued)

	Total OPEB Liability (a)	Increase (Decrease) Plan Fiduciary Net Position (b)	Net OPEB Liability (c) = (a) - (b)
Balance at June 30, 2017	\$ 2,388,926	\$ -	\$ 2,388,926
Changes Recognized for the Fiscal Year:			
Service Cost	43,930	-	43,930
Interest on the Total OPEB Liability	161,053	-	161,053
Change of Benefit Terms	-	-	-
Actual Experience	(7,884)	-	(7,884)
Differences Between Expected and Actual Experience	-	-	-
Change of Assumptions	-	-	-
Benefit Payments	(59,133)	(59,133)	-
Contributions from the Employer	-	1,059,133	(1,059,133)
Contributions from the Employee	-	-	-
Net Investment Income	-	(5,256)	5,256
Administrative Expense	-	-	-
Net Changes	137,966	994,744	(856,778)
Balance at June 30, 2018 (Based on June 30, 2017 Measurement Date)	<u>\$ 2,526,892</u>	<u>\$ 994,744</u>	<u>\$ 1,532,148</u>

**SANTA BARBARA METROPOLITAN TRANSIT DISTRICT
NOTES TO FINANCIAL STATEMENTS
FOR THE FISCAL YEAR ENDED JUNE 30, 2019
WITH COMPARATIVE TOTALS AS OF JUNE 30, 2018**

NOTE 15 – OPEB (Continued)

Sensitivity of the Net OPEB Liability to Changes in the Discount Rate

The following presents the net OPEB liability of the District if it were calculated using a discount rate that is one percentage point lower or one percentage point higher than the current rate, for the fiscal year ending June 30, 2019.

2019			
	<u>1% Decrease (5.70%)</u>	<u>Current Rate (6.70%)</u>	<u>1% Increase (7.70%)</u>
Total OPEB Liability	\$ 3,041,979	\$ 2,676,665	\$ 2,373,846
Plan Fiduciary Net Position	<u>1,555,993</u>	<u>1,555,993</u>	<u>1,555,993</u>
Net OPEB Liability	<u>\$ 1,485,986</u>	<u>\$ 1,120,672</u>	<u>\$ 817,853</u>
2018			
	<u>1% Decrease (5.70%)</u>	<u>Current Rate (6.70%)</u>	<u>1% Increase (7.70%)</u>
Total OPEB Liability	\$ 2,881,619	\$ 2,526,892	\$ 2,233,151
Plan Fiduciary Net Position	<u>994,744</u>	<u>994,744</u>	<u>994,744</u>
Net OPEB Liability	<u>\$ 1,886,875</u>	<u>\$ 1,532,148</u>	<u>\$ 1,238,407</u>

**SANTA BARBARA METROPOLITAN TRANSIT DISTRICT
NOTES TO FINANCIAL STATEMENTS
FOR THE FISCAL YEAR ENDED JUNE 30, 2019
WITH COMPARATIVE TOTALS AS OF JUNE 30, 2018**

NOTE 15 – OPEB (Continued)

Sensitivity of the Net OPEB Liability to Changes in the Health Care Cost Trend Rates

The following presents the net OPEB liability of the District if it were calculated using a health care cost trends that are on percentage point lower or one percentage point higher than the trend rate, for the measurement period ended June 30, 2019.

2019	<u>1% Decrease</u>	<u>Trend Rate</u>	<u>1% Increase</u>
Total OPEB Liability	\$ 2,314,458	\$ 2,676,665	\$ 3,125,039
Plan Fiduciary Net Position	<u>1,555,993</u>	<u>1,555,993</u>	<u>1,555,993</u>
Net OPEB Liability	<u>\$ 758,465</u>	<u>\$ 1,120,672</u>	<u>\$ 1,569,046</u>
2018	<u>1% Decrease</u>	<u>Trend Rate</u>	<u>1% Increase</u>
Total OPEB Liability	\$ 2,196,589	\$ 2,526,892	\$ 2,934,843
Plan Fiduciary Net Position	<u>994,744</u>	<u>994,744</u>	<u>994,744</u>
Net OPEB Liability	<u>\$ 1,201,845</u>	<u>\$ 1,532,148</u>	<u>\$ 1,940,099</u>

OPEB Plan Fiduciary Net Position

Detailed information about the OPEB Plan's fiduciary net position is available in the separately issued CalPERS financial reports.

Recognition of Deferred Outflows and Deferred Inflows of Resources

Gains and losses related to changes in total OPEB liability and fiduciary net position are recognized in OPEB expense systematically over time. Amounts are first recognized in OPEB expense for the year the gain or loss occurs. The remaining amounts are categorized as deferred outflows and deferred inflows of resources related to OPEB and are to be recognized in future OPEB expense.

**SANTA BARBARA METROPOLITAN TRANSIT DISTRICT
NOTES TO FINANCIAL STATEMENTS
FOR THE FISCAL YEAR ENDED JUNE 30, 2019
WITH COMPARATIVE TOTALS AS OF JUNE 30, 2018**

NOTE 15 – OPEB (Continued)

OPEB Expense and Deferred Outflows of Resources Related to OPEB

For the fiscal years ended June 30, 2019 and 2018, the District recognized OPEB expense of \$147,579 and \$205,158, respectively. For the fiscal years ended June 30, 2019 and 2018, the District reported deferred outflows of resources related to OPEB from the following sources:

2019	Deferred Outflows of Resources	Deferred Inflows of Resources
OPEB Contributions Subsequent to Measurement Date	\$ -	\$ -
Differences between Actual and Expected Experience	-	(6,132)
Changes in Assumptions	-	-
Net Differences between Projected and Actual Earnings on Plan Investments	9,919	-
Total	<u>\$ 9,919</u>	<u>\$ (6,132)</u>
2018	Deferred Outflows of Resources	Deferred Inflows of Resources
OPEB Contributions Subsequent to Measurement Date	\$ 565,645	\$ -
Differences between Actual and Expected Experience	-	-
Changes in Assumptions	-	-
Net Differences between Projected and Actual Earnings on Plan Investments	-	-
Total	<u>\$ 565,645</u>	<u>\$ -</u>

Deferred outflows for resources related to OPEB will be recognized as expense as follows:

Year End June 30	
2020	\$ 1,866
2021	1,866
2022	1,867
2023	816
2024	(876)
Thereafter	<u>(1,752)</u>
Total	<u>\$ 3,787</u>

SANTA BARBARA METROPOLITAN TRANSIT DISTRICT NOTES TO FINANCIAL STATEMENTS FOR THE FISCAL YEAR ENDED JUNE 30, 2019 WITH COMPARATIVE TOTALS AS OF JUNE 30, 2018

NOTE 16 – ADVANCES ON GRANTS

	Prop1B OHS Capital	Prop 1B PTMISEA Capital	UCSB Capital	LCTOP Capital	Total Capital	LCTOP Operating	Total Operating	Total Operating & Capital
Assistance:								
Excess Operating Funds at June 30, 2017	\$ 14,432	\$ 956,742	\$ 101,334	\$ -	\$ 1,072,508	\$ -	\$ -	\$ 1,072,508
FY18 Allocation received	233,321	-	106,481	-	339,802	154,541	154,541	494,343
FY18 Interest earned	6	97	-	-	103	14	14	117
Funds available	247,759	956,839	207,815	-	1,412,413	154,555	154,555	1,566,968
Less: FY18 Eligible costs	(14,435)	(98,797)	-	-	(113,232)	(33,820)	(33,820)	(147,052)
Excess Operating Funds at June 30, 2018	233,324	858,042	207,815	-	1,299,181	120,735	120,735	1,419,916
FY19 Allocations received	-	80,090	103,485	252,590	436,165	-	-	436,165
FY19 Interest earned	21	92	-	25	137	11	11	148
Funds available	233,345	938,224	311,300	252,615	1,735,483	120,746	120,746	1,856,229
Less: FY19 Eligible costs	(233,345)	(193,920)	-	-	(427,265)	(41,076)	(41,076)	(468,341)
Excess Operating Funds at June 30, 2019	\$ -	\$ 744,304	\$ 311,300	\$ 252,615	\$ 1,308,218	\$ 79,670	\$ 79,670	\$ 1,387,888

NOTE 17 – SUBSEQUENT EVENTS

Subsequent events have been evaluated through _____, 2019, the date these financial statements were available to be issued.

REQUIRED SUPPLEMENTARY INFORMATION

**SANTA BARBARA METROPOLITAN TRANSIT DISTRICT
REQUIRED SUPPLEMENTARY INFORMATION
AN AGENT MULTIPLE-EMPLOYER DEFINED BENEFIT PENSION PLAN
SCHEDULE OF CHANGES IN THE NET OTHER POSTEMPLOYMENT
BENEFITS (OPEB) LIABILITY AND RELATED RATIOS**

	2019	2018
Total OPEB Liability		
Service Cost	\$ 45,248	\$ 43,930
Interest Cost	170,170	161,053
Differences Between Expected and Actual Experiences	-	(7,884)
Benefit Payments	<u>(65,645)</u>	<u>(59,133)</u>
Net Change in Total OPEB Liability	149,773	137,966
Total OPEB Liability - Beginning	<u>2,526,892</u>	<u>2,388,926</u>
Total OPEB Liability - Ending	<u><u>\$ 2,676,665</u></u>	<u><u>\$ 2,526,892</u></u>
Plan Fiduciary Net Position		
Contributions - Employer	\$ 565,645	\$ 1,059,133
Net Investment Income	61,784	(5,256)
Benefit Payments	(65,645)	(59,133)
Administrative Expenses	<u>(535)</u>	<u>-</u>
Net Change in Plan Fiduciary Net Position	561,249	994,744
Plan Fiduciary Net Position - Beginning	<u>994,744</u>	<u>-</u>
Plan Fiduciary Net Position - Ending	<u><u>\$ 1,555,993</u></u>	<u><u>\$ 994,744</u></u>
Net OPEB Liability - Ending	<u><u>\$ 1,120,672</u></u>	<u><u>\$ 1,532,148</u></u>
Net Position as a Percentage of OPEB Liability	58.13%	39.37%
Covered-Employee Payroll	10,346,378	13,100,000
Net OPEB Liability as a Percentage of Payroll	10.83%	11.70%

Notes to Schedule:

Changes in assumptions - The discount rate remained unchanged at 6.70% for the measurement period ended June 30, 2018.

Historical information is required only for measurement periods for which GASB Statement No. 75 is applicable. Future year's information will be displayed up to ten years as information becomes available.

A Schedule of Contributions is not required because funding is not based on actuarially determined contributions and contributions are neither statutory nor contractually established.

FINAL DRAFT

**SANTA BARBARA
METROPOLITAN TRANSIT DISTRICT**

COMPLIANCE REPORTS

JUNE 30, 2019

SANTA BARBARA METROPOLITAN TRANSIT DISTRICT

JUNE 30, 2019

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**INDEPENDENT AUDITOR'S REPORT ON INTERNAL CONTROL OVER
FINANCIAL REPORTING AND ON COMPLIANCE AND OTHER MATTERS BASED
ON AN AUDIT OF THE BASIC FINANCIAL STATEMENTS PERFORMED IN
ACCORDANCE WITH GOVERNMENT AUDITING STANDARDS**

Board of Directors
Santa Barbara Metropolitan Transit District

We have audited, in accordance with the auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States, the financial statements of the Santa Barbara Metropolitan Transit District (the District), as of and for the year ended June 30, 2019, and the related notes to the financial statements, which collectively comprise the District's basic financial statements, and have issued our report thereon dated _____, 2019.

Internal Control over Financial Reporting

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

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

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

Compliance and Other Matters

As part of obtaining reasonable assurance about whether the District's financial statements are free from material misstatement, we performed tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements, noncompliance with which could have a direct and material effect on the determination of financial statement amounts. However, providing an opinion on compliance with those provisions was not an objective of our audit and, accordingly, we do not express such an opinion. The results of our tests disclosed no instances of noncompliance or other matters that are required to be reported under *Government Auditing Standards*.

Purpose of this Report

The purpose of this report is solely to describe the scope of our testing of internal control and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the District's internal control or on compliance. This report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the District's internal control and compliance. Accordingly, this report is not suitable for any other purpose.

BROWN ARMSTRONG
ACCOUNTANCY CORPORATION

Bakersfield, California
_____, 2019

INDEPENDENT AUDITOR'S REPORT ON STATE COMPLIANCE

Board of Directors
Santa Barbara Metropolitan Transit District

Report on Compliance with Transportation Development Act Requirements

We have audited the Santa Barbara Metropolitan Transit District's (the District) compliance with Transportation Development Act (TDA) requirements that funds allocated to and received by the District were expended in conformance with applicable statutes, rules, and regulations of the TDA and the allocation instructions and resolutions of the Santa Barbara County Association of Governments as required by Section 6667 of Title 21, Division 3, Chapter 2, Article 5.5 of the California Code of Regulations during the year ended June 30, 2019.

Management's Responsibility

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

Auditor's Responsibility

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

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

- e) Determine whether interest earned on funds received by the claimant pursuant to the TDA were expended only for those purposes for which the funds were allocated in accordance with Public Utilities Code Sections 99234.1, 99301, 99301.5, and 99301.6,
- f) Verify the amount of the claimant's operating cost for the fiscal year, the amount of fare revenues required to meet the ratios specified in Sections 6633.2 and 6633.5, and the amount of the sum of fare revenues and local support required to meet the ratios specified in the Section 6633.2,
- g) Verify the amount of the claimant's actual fare revenues for the fiscal year,
- h) Verify the amount of the claimant's actual local support for the fiscal year,
- i) Verify the amount the claimant was eligible to receive under the TDA during the fiscal year in accordance with Sections 6634 and 6649,
- j) Verify, if applicable, the amount of the operator's expenditure limitation in accordance with Section 6633.1,
- k) In the case of an operator, determine whether the operator's employee retirement system or private pension plan is in conformance with the provisions of Public Utilities Code Sections 99271, 99272, and 99273,
- l) In the case of an operator, determine whether the operator has had a certification by the Department of the California Highway Patrol verifying that the operator is in compliance with Section 1808.1 of the Vehicle Code, as required in Public Utilities Code Section 99251,
- m) In the case of an operator, verify, if applicable, its State Transit Assistance eligibility pursuant to Public Utilities Code Section 99314.6 or 99314.7, and
- n) In the case of a claimant for community transit services, determine whether it is in compliance with Public Utilities Code Sections 99155 and 99155.5.

Compliance with the requirements referred to above is the responsibility of the District's management. Our responsibility is to express an opinion on the District's compliance based on our audit.

Opinion on Transportation Development Act Compliance

In our opinion, the District complied, in all material respects, with the compliance requirements referred to above that are applicable to the District for the year ended June 30, 2019.

Purpose of this Report

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

Report on Public Transportation Modernization, Improvement, and Service Enhancement Account

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

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

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

As of June 30, 2019, all Proposition 1B funds received and expended were verified in the course of our audit as follows:

	<u>PTMISEA</u>	<u>OHS</u>	<u>Total</u>
Unexpended proceeds July 1, 2018	\$ 858,042	\$ 233,324	\$ 1,091,366
For the year ended June 30, 2019:			
Proceeds received	80,090	-	80,090
Interest earned	92	21	113
Expenditures	<u>(193,920)</u>	<u>(233,345)</u>	<u>(427,265)</u>
Unexpended proceeds - June 30, 2019	<u>\$ 744,304</u>	<u>\$ -</u>	<u>\$ 744,304</u>

Purpose of this Report

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

BROWN ARMSTRONG
ACCOUNTANCY CORPORATION

Bakersfield, California
_____, 2019

INDEPENDENT AUDITOR'S REPORT ON COMPLIANCE FOR EACH MAJOR PROGRAM AND ON INTERNAL CONTROL OVER COMPLIANCE REQUIRED BY THE UNIFORM GUIDANCE

Board of Directors
Santa Barbara Metropolitan Transit District

Report on Compliance for Each Major Federal Program

We have audited the Santa Barbara Metropolitan Transit District's (the District) compliance with the types of compliance requirements described in the U.S. Office of Management and Budget (OMB) *Compliance Supplement* that could have a direct and material effect on each of the District's major federal programs for the year ended June 30, 2019. The District's major federal programs are identified in the summary of auditor's results section of the accompanying schedule of findings and questioned costs.

Management's Responsibility

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

Auditor's Responsibility

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

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

Opinion on Each Major Federal Program

In our opinion, the District complied, in all material respects, with the types of compliance requirements referred to above that could have a direct and material effect on each of its major federal programs for the year ended June 30, 2019.

Report on Internal Control over Compliance

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

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

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

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

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

We have audited the financial statements of the District as of and for the year ended June 30, 2019, and the related notes to the financial statements, which collectively comprise the District's basic financial statements. We issued our report thereon dated _____, 2019, which contained unmodified opinions on those financial statements. Our audit was conducted for the purpose of forming opinions on the financial statements that collectively comprise the basic financial statements. The accompanying schedule of expenditures of federal awards is presented for purposes of additional analysis as required by the Uniform Guidance and is not a required part of the basic financial statements. Such information is the responsibility of management and was derived from and relates directly to the underlying accounting and other records used to prepare the basic financial statements. The information has been subjected to the auditing procedures applied in the audit of the financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the basic financial statements or to the basic financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America. In our opinion, the schedule of expenditures of federal awards is fairly stated in all material respects in relation to the basic financial statements as a whole.

BROWN ARMSTRONG
ACCOUNTANCY CORPORATION

Bakersfield, California
_____, 2019

FINANCIAL STATEMENTS

SANTA BARBARA METROPOLITAN TRANSIT DISTRICT SCHEDULE OF EXPENDITURES OF FEDERAL AWARDS FOR THE YEAR ENDED JUNE 30, 2019

Federal Grantor / Pass-Through Grantor / Program or Cluster Title	Federal CFDA Number	Identifying Number	Passed Through to Subrecipients	Total Federal Expenditures
U.S. Department of Transportation/ Federal Transit Administration				
Federal Transit Cluster				
Operating Grants:				
	20.507	CA-2019-037-00	\$ -	\$ 5,239,799
	20.507	CA-90-Y035-02	-	16,442
Capital Grants:				
	20.526	CA-2018-037-00	-	3,876,542
	20.507	CA-90-Y035-02	-	1,413,921
Total Federal Transit Cluster			-	10,546,704
Total Federal Transit Administration			-	10,546,704
Total Expenditures of Federal Awards			\$ -	\$ 10,546,704

See Accompanying Notes to the Schedule of Expenditures of Federal Awards.

**SANTA BARBARA METROPOLITAN TRANSIT DISTRICT
NOTES TO THE SCHEDULE OF EXPENDITURES OF FEDERAL AWARDS
FOR THE YEAR ENDED JUNE 30, 2019**

NOTE 1 – BASIS OF PRESENTATION

The accompanying Schedule of Expenditures of Federal Awards (Schedule) presents the activity of all Federal award programs of the Santa Barbara Metropolitan Transit District (the District). All Federal awards received directly from Federal agencies as well as Federal awards passed through from other government agencies are included on the Schedule.

NOTE 2 – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

Expenditures reported on the schedule are reported on the accrual basis of accounting. Such expenditures are recognized following the cost principles contained in the Uniform Guidance, wherein certain types of expenditures are not allowed or are limited as a reimbursement.

NOTE 3 – INDIRECT COST RATE

The District has not elected to use the 10 percent de minimus indirect cost rate as allowed under Uniform Guidance.

NOTE 4 – RELATIONSHIP TO FINANCIAL STATEMENTS

Federal award monies are reported in the District's financial statements as revenues from Federal grants.

FINDINGS AND QUESTIONED COSTS SECTION

SANTA BARBARA METROPOLITAN TRANSIT DISTRICT SCHEDULE OF FINDINGS AND QUESTIONED COSTS FOR THE YEAR ENDED JUNE 30, 2019

I. Summary of Auditor's Results

Financial Statements

Type of auditor's report issued:

Unmodified

Internal control over financial reporting:

Material weakness identified?

____ Yes X No

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

____ Yes X None reported

Noncompliance material to financial statements noted?

____ Yes X No

Federal Awards

Internal control over major federal programs:

Material weakness identified?

____ Yes X No

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

____ Yes X None reported

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

Unmodified

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

____ Yes X No

Identification of major programs:

CFDA Number(s)

Name of Federal Program or Clusters

20.500

Federal Transit Cluster

20.526

Capital Investment Grants

Bus and Bus Facilities Formula Program

Dollar threshold used to distinguish Type A and B programs:

\$750,000

Auditee qualified as low risk auditee?

X Yes ____ No

II. Findings Relating to Financial Statements Required Under Generally Accepted Government Auditing Standards (GAGAS)

None.

III. Federal Award Findings and Questioned Costs

None.

IV. State Award Findings and Questioned Costs

None.

V. Summary of Prior Audit (June 30, 2018) Findings and Current Year Status

None.



QUARTERLY REPORT

Fiscal Year 2019-20

For the Three-Month Period Ending
September 30, 2019



FY 2019-20 FIRST QUARTER PERFORMANCE REPORTS
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FY 2019-20 FIRST QUARTER PERFORMANCE REPORTS

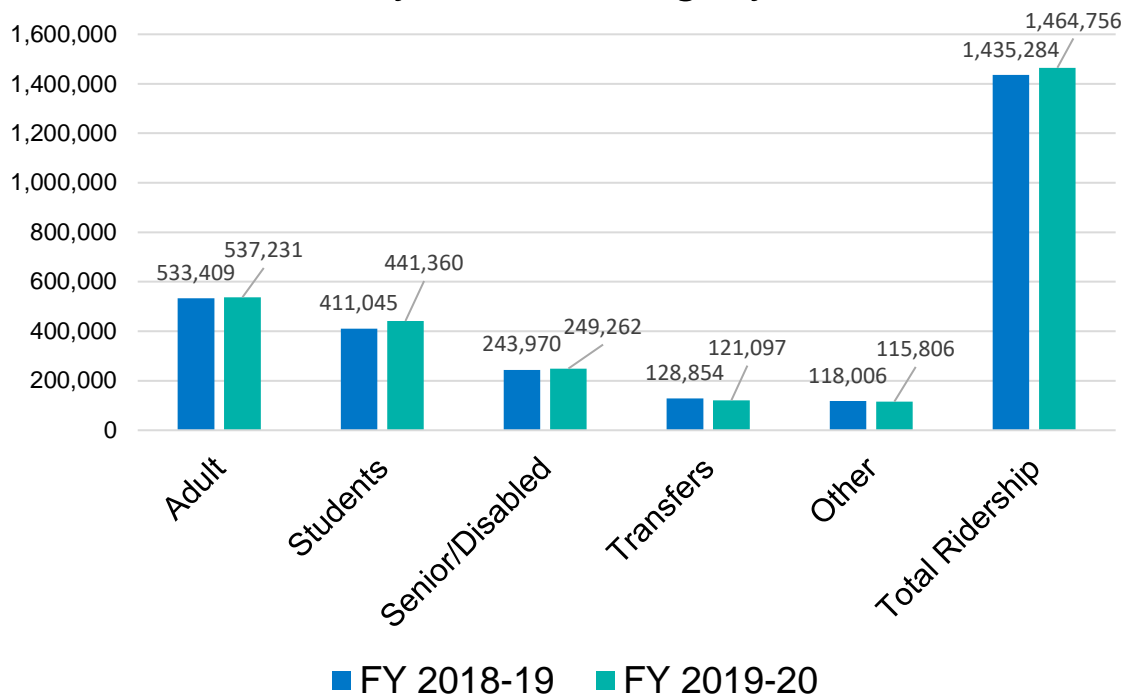
Ridership Summary

For the Three-Month Period Ending September 30, 2019

Ridership Performance Indicators

Systemwide ridership increased during the first quarter (July through September) of FY 2019-20 totaled 1,464,756, representing a 2.1% increase of approximately 29,472 riders from the same period of FY 2018-19. All major fare categories are up and transfers are down. A number of factors may be contributing to this increase, including improved reliability, better on-time performance, and upward-trending gas prices.

1st Quarter Ridership by Fare Category

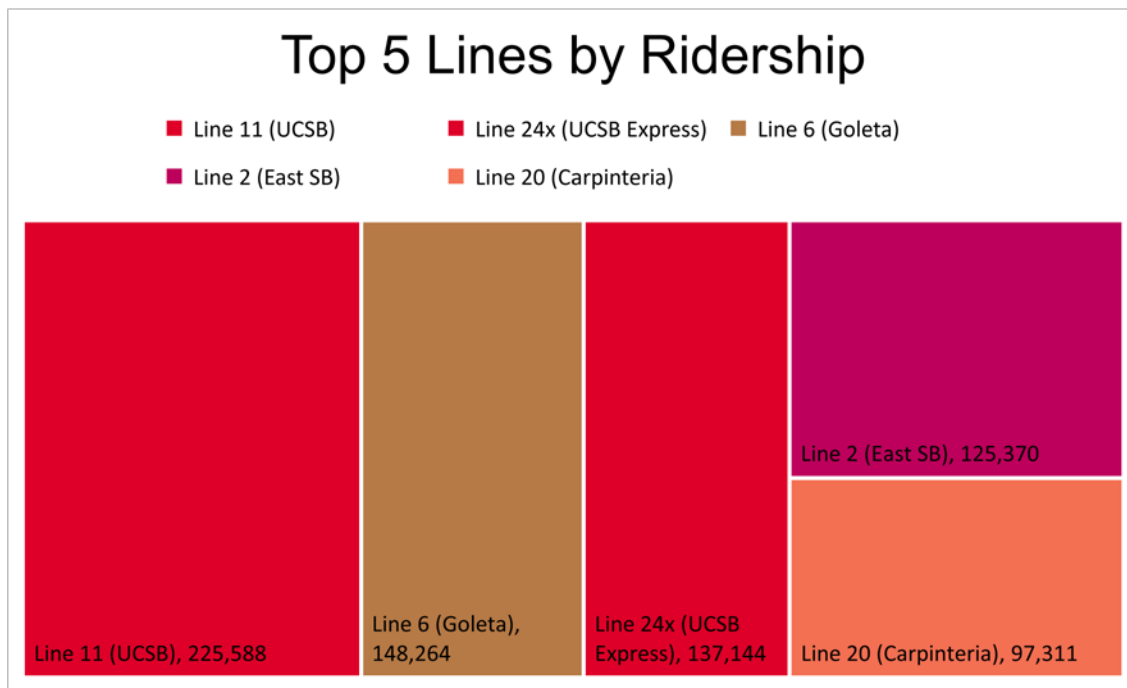


In the first quarter, revenue hours and miles increased over the same period in FY 2018-19. Additionally, there was an increase in systemwide passengers per revenue hour from 26.1 to 26.5. This is a positive sign that recent investments in high ridership lines both for increased service and better on-time performance.

FY 2019-20 FIRST QUARTER PERFORMANCE REPORTS

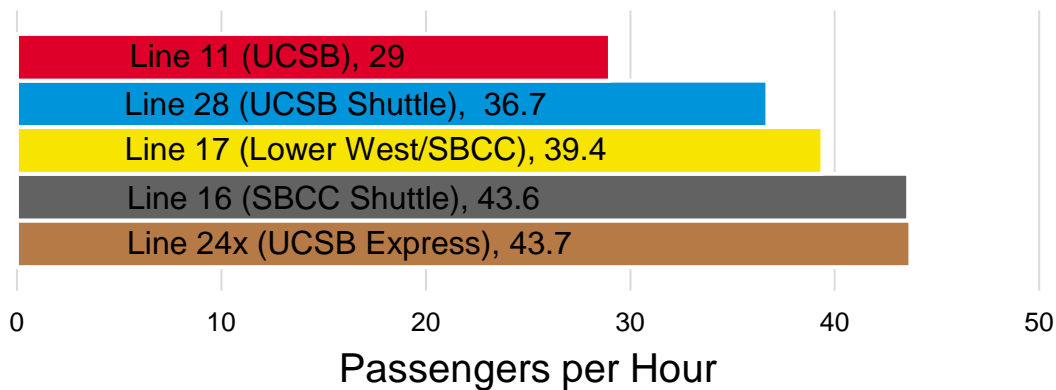
1 st Quarter	Total Passengers	Revenue Hours	Revenue Miles	Passengers per Revenue Hour	Passengers per Mile
FY 18-19	1,435,284	54,979	649,651	26.1	2.2
FY 19-20	1,464,756	55,327	657,061	26.5	2.2

The chart below shows the top 5 lines by ridership in the first quarter of FY 19-20. The ridership on these lines (2, 6, 11, 20, 24x) composes nearly 50% of the quarter's total ridership.



As stated above, the systemwide average of passengers per revenue hour for the quarter is up to 26.5 passengers per hour. The chart below shows the top 5 lines by passengers per hour, with the Line 24x (UCSB Express) at 43.7 passengers per hour. It is expected that in quarters 2, 3, and 4, when UCSB is in full session, rankings in high ridership and passengers per hour may shift to different lines.

Top 5 Lines by Passengers per Hour



The first quarter of the year is often dominated by ridership driven by students from EF, the English language school in Santa Barbara, and this quarter was no different. Spikes in too full to board and at-capacity loads in Q1 were seen mainly on Lines 11, 24x, and 27, which all serve Isla Vista where the majority of EF students reside. Wheelchair boardings and bicycles carried are both down over Q1 of last fiscal year.

Numbers At-A-Glance

Total
Ridership
+2.1%

At-Capacity
Loads
+22.3%

Too Full to
Board
Loads
+72.5%



3,765
wheelchairs
boarded
-4.3%



21,774
bicycles
carried
-4.6%

Service Days and Student Ridership

As shown in the table below, the total number of service days in the third quarter of FY 2019-20 was the same as FY 2018-19, but there was one more weekday service day and less Sunday service day. University of California, Santa Barbara (UCSB) had 1 additional school day in the first quarter, and Santa Barbara City College (SBCC) had 3 additional

FY 2019-20 FIRST QUARTER PERFORMANCE REPORTS

school days. Combined with K-12 students, students at SBCC and UCSB make up over one-third of MTD ridership.

MTD SERVICE CALENDAR DAYS

<u>SERVICE DAYS</u>	<u>FY 2020</u>		<u>FY 2019</u>		<u>Year to Date</u>
	<u>Q1</u>	<u>YTD</u>	<u>Q1</u>	<u>YTD</u>	<u>Change</u>
Weekdays	64	64	63	63	1
Saturdays	13	13	13	13	0
Sundays	15	15	16	16	(1)
Total	92	92	92	92	0

<u>SCHOOL DAYS</u>	<u>FY 2020</u>		<u>FY 2019</u>		<u>Year to Date</u>
	<u>Q1</u>	<u>YTD</u>	<u>Q1</u>	<u>YTD</u>	<u>Change</u>
SBCC	47	47	45	45	2
UCSB	64	64	63	63	1
Secondary	47	47	45	45	2

University of California, Santa Barbara (UCSB) student ridership and ridership in Isla Vista generally wanes in the first quarter as the majority of UCSB students are not in the area for the summer months of July, August, and September. Fall quarter began this year on September 26, 2019, so major student numbers are not reflected in this report. Despite this, UCSB ridership increased 14.7% in the first quarter. This continues to illustrate the importance of providing a high level of service to UCSB and Isla Vista.

SBCC student ridership increased in the first quarter by 1.9%, demonstrating the first quarterly increase in SBCC ridership since the third quarter of FY 2014-15. SBCC student ridership comprised 11% of MTD ridership.

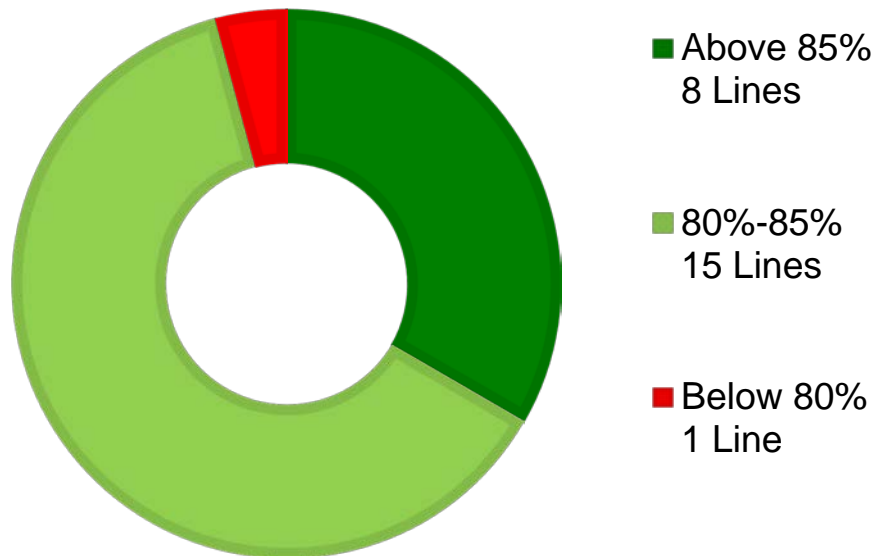
On-Time Performance Indicators

Since the acquisition and installation of the Clever Devices AVL system, Planning staff has been refining the tools used to measure on-time performance. MTD's standard is to aim for better than 80% on-time performance. "On-time" is defined as no more than 5 minutes late and no more than 1 minute early. Timeliness is tracked at scheduled timepoints on each line.

The lines included in this assessment are all of MTD's fixed-route lines except for the Downtown and Waterfront Shuttles (no published schedule to measure against), Seaside Shuttle (no data currently available due to E-Bus fleet), and booster services serving Jr. Highs and High Schools (early departures from the final drop off location skews results).

Additionally, annual service changes took effect mid-quarter on August 19, 2019, some of which were changes to improve on-time performance. To that end, the effects of those changes will not be fully reflected until the second quarter of the fiscal year.

ON-TIME PERFORMANCE



Lines with an 85% or over on-time performance for the first quarter of FY 19-20 are: Lines 1 (West SB), Line 3 (Oak Park), 10 (Cathedral Oaks), 16 (SBCC), 17 (Lower West SB/SBCC), 23 (El Encanto Heights), 90 (West Goleta Amtrak Shuttle) and 92 (Santa Barbara Amtrak Shuttle).

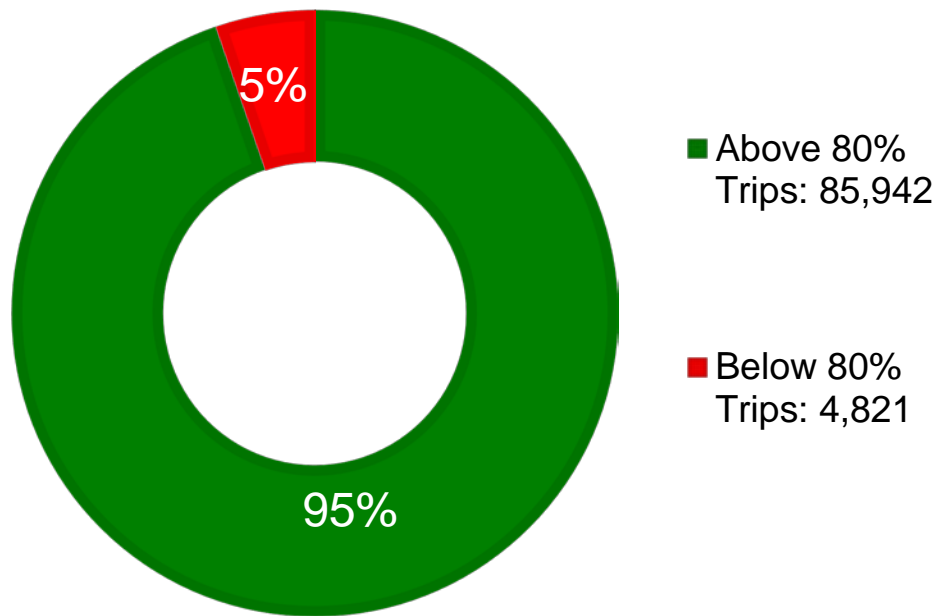
Lines with an on-time performance of between 80 and 84.9% for the first quarter of FY 19-20 are: Lines 2 (East SB), 4 (Mesa/SBCC), 5 (Mesa/La Cumbre), 6 (Goleta), 7 (Goleta Old Town), 11 (UCSB), 12x (Goleta Express), 14 (Montecito), 15x (SBCC/UCSB Express), 24x (UCSB Express), 25 (Ellwood/Winchester Canyon), 27 (Isla Vista Shuttle), 28 (UCSB Shuttle), 37 (Seaside Shuttle), and 91 (East Goleta Amtrak Shuttle).

Line 20 (Carpinteria) is the only line falling below 80% in on-time performance for the first quarter.

Variables that generally affect a line's on-time performance include extended road construction projects, heavy congestion, and route detours lasting a number of days. This can vary based on time of day.

When assessing the amount of service on a particular line, we can measure the number of trips that a given line takes in a quarter. The graphic below displays the amount of service provided by the lines hitting MTD's goal of 80% or higher for on-time service in the first quarter of FY 19-20.

SYSTEMWIDE ON-TIME PERFORMANCE BY AMOUNT OF SERVICE ON LINES





FY 2019-20 FIRST QUARTER PERFORMANCE REPORTS

System Ridership Report

For the Three-Month Period Ending September 30, 2019

Ridership by Fare Category

Fare Categories	Quarter			YTD		
	Jul 19 - Sep 19	Jul 18 - Sep 18	% Change	FY 2019-2020	FY2018- 2019	% Change
General Fare	232,947	233,007	0.0%	232,947	233,007	0.0%
Transfers	121,097	128,854	-6.0%	121,097	128,854	-6.0%
Full Fare Prepaid ¹	299,406	295,667	1.3%	299,406	295,667	1.3%
Santa Barbara City College	130,763	128,291	1.9%	130,763	128,291	1.9%
Senior & Disabled Prepaid ²	191,023	188,020	1.6%	191,023	188,020	1.6%
Shuttle	72,070	70,421	2.3%	72,070	70,421	2.3%
UC Santa Barbara	158,179	137,877	14.7%	158,179	137,877	14.7%
Youth Prepaid ³	152,418	144,877	5.2%	152,418	144,877	5.2%
Free	30,819	34,121	-9.7%	30,819	34,121	-9.7%
Special Pass Programs	12,917	13,464	-4.1%	12,917	13,464	-4.1%
Senior Cash	51,297	46,364	10.6%	51,297	46,364	10.6%
Persons with Disabilities Cash	6,942	9,586	-27.6%	6,942	9,586	-27.6%
Tokens	4,878	4,735	3.0%	4,878	4,735	3.0%
Total	1,464,756	1,435,284	2.1%	1,464,756	1,435,284	2.1%

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

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

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

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

Revenue Hours and Revenue Miles

Metrics	Quarter			YTD		
	Jul 19 - Sep 19	Jul 18 - Sep 18	%Change	FY 2019-2020	FY2018- 2019	% Change
Passengers	1,464,756	1,435,284	2.1%	1,464,756	1,435,284	2.1%
Revenue Hours	55,327	54,979	0.6%	55,327	54,979	0.6%
Passengers per Revenue Hour	26.5	26.1	1.4%	26.5	26.1	1.4%
Miles	657,061	649,651	1.1%	657,061	649,651	1.1%
Passengers per Mile	2.2	2.2	0.9%	2.2	2.2	0.9%

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

FY 2019-20 FIRST QUARTER PERFORMANCE REPORTS

MTD System Ridership

		Quarter			YTD		
	LINE	Jul 19 - Sep 19	Jul 18 - Sep 18	% Change	FY 2019-2020	FY2018- 2019	% Change
1	West Santa Barbara	81,347	84,161	-3.3%	81,347	84,161	-3.3%
2	East Santa Barbara	125,370	124,590	0.6%	125,370	124,590	0.6%
3	Oak Park	49,593	49,864	-0.5%	49,593	49,864	-0.5%
4	Mesa / SBCC	32,760	29,777	10.0%	32,760	29,777	10.0%
5	Mesa / La Cumbre	32,780	33,270	-1.5%	32,780	33,270	-1.5%
6	Goleta	148,264	145,476	1.9%	148,264	145,476	1.9%
7	County Health / Fairview	75,577	74,866	0.9%	75,577	74,866	0.9%
10	Cathedral Oaks	4,823	4,332	11.3%	4,823	4,332	11.3%
11	UCSB	225,588	220,096	2.5%	225,588	220,096	2.5%
12x	Goleta Express	48,311	52,727	-8.4%	48,311	52,727	-8.4%
14	Montecito	19,525	20,044	-2.6%	19,525	20,044	-2.6%
15x	SBCC / UCSB Express	39,344	39,241	0.3%	39,344	39,241	0.3%
16	City College Shuttle	17,447	17,392	0.3%	17,447	17,392	0.3%
17	Low er West / SBCC	33,175	33,710	-1.6%	33,175	33,710	-1.6%
20	Carpinteria	97,311	83,268	16.9%	97,311	83,268	16.9%
23	Winchester Canyon	11,856	13,544	-12.5%	11,856	13,544	-12.5%
24x	UCSB Express	137,144	134,533	1.9%	137,144	134,533	1.9%
25	Elw ood	18,285	16,944	7.9%	18,285	16,944	7.9%
27	Isla Vista Shuttle	33,077	29,641	11.6%	33,077	29,641	11.6%
28	UCSB Shuttle	58,496	41,264	41.8%	58,496	41,264	41.8%
36	Seaside Shuttle	18,378	15,549	18.2%	18,378	15,549	18.2%
37	Crosstow n Shuttle	23,188	24,483	-5.3%	23,188	24,483	-5.3%
90	West Goleta Amtrak Shuttle	2,790	2,503	100.0%	2,790	2,503	100.0%
91	East Goleta Amtrak Shuttle	1,140	1,032	100.0%	1,140	1,032	100.0%
92	Santa Barbara Amtrak Shuttle	963	1,782	100.0%	963	1,782	100.0%
	Booster Services	41,296	37,712	9.5%	41,296	37,712	9.5%
System Subtotal		1,377,828	1,341,636	2.7%	1,377,828	1,341,636	2.7%
<i>Downtown Waterfront Shuttles</i>							
30	Dow ntow n Shuttle	68,369	74,390	n/a	68,369	74,390	n/a
31	East Beach Waterfront Shuttle	n/a	11,403	n/a	n/a	11,403	n/a
32	West Beach Waterfront Shuttle	n/a	7,855	n/a	n/a	7,855	n/a
34	Waterfront Shuttle	18,559	n/a	n/a	18,559	n/a	n/a
<i>Unknown</i>							
		-			-		
System Total		1,464,756	1,435,284	2.1%	1,464,756	1,435,284	2.1%
<i>Related Routes</i>							
11, 24x, 27, 28 UCSB Lines		454,305	425,534	6.8%	454,305	425,534	6.8%
1, 2, 37 East/West & Crosstown		229,905	233,234	-1.4%	229,905	233,234	-1.4%
4, 5, 15x, 16, 17 Mesa Lines		155,506	153,390	1.4%	155,506	153,390	1.4%
6, 11 State/Hollister		373,852	365,572	2.3%	373,852	365,572	2.3%

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

FY 2019-20 FIRST QUARTER PERFORMANCE REPORTS

MTD Passengers per Revenue Hour

		Quarter			YTD		
LINE		Jul 19 - Sep 19	Jul 18 - Sep 18	% Change	FY 2019-2020	FY2018- 2019	% Change
1	West Santa Barbara	28.8	30.0	-4.0%	28.8	30.0	-4.0%
2	East Santa Barbara	28.5	28.5	-0.1%	28.5	28.5	-0.1%
3	Oak Park	20.4	20.7	-1.5%	20.4	20.7	-1.5%
4	Mesa / SBCC	28.1	25.4	10.5%	28.1	25.4	10.5%
5	Mesa / La Cumbre	18.3	18.8	-2.2%	18.3	18.8	-2.2%
6	Goleta	28.9	28.5	1.5%	28.9	28.5	1.5%
7	County Health / Fairview	19.4	19.4	0.2%	19.4	19.4	0.2%
10	Cathedral Oaks	11.0	10.0	10.1%	11.0	10.0	10.1%
11	UCSB	29.0	28.4	2.1%	29.0	28.4	2.1%
12x	Goleta Express	26.0	28.4	-8.6%	26.0	28.4	-8.6%
14	Montecito	15.3	15.9	-3.8%	15.3	15.9	-3.8%
15x	SBCC / UCSB Express	25.7	25.8	-0.4%	25.7	28.4	-9.4%
16	City College Shuttle	43.6	45.2	-3.7%	43.6	45.2	-3.7%
17	Low er West / SBCC	39.4	41.1	-4.3%	39.4	41.1	-4.3%
20	Carpinteria	20.9	20.4	2.4%	20.9	20.4	2.4%
23	Winchester Canyon	19.7	22.6	-12.8%	19.7	22.6	-12.8%
24x	UCSB Express	43.7	43.2	1.3%	43.7	43.2	1.3%
25	Elw ood	26.4	24.6	7.4%	26.4	24.6	7.4%
27	Isla Vista Shuttle	27.3	24.9	9.7%	27.3	24.9	9.7%
28	UCSB Shuttle	36.7	27.7	32.6%	36.7	27.7	32.6%
36	Seaside Shuttle	17.2	14.5	18.4%	17.2	14.5	18.4%
37	Crosstow n Shuttle	14.8	15.8	-6.8%	14.8	15.8	-6.8%
90	West Goleta Amtrak Shuttle	82.3	75.0	9.7%	82.3	75.0	100.0%
91	East Goleta Amtrak Shuttle	33.6	30.9	8.7%	33.6	30.9	100.0%
92	Santa Barbara Amtrak Shuttle	19.3	36.3	-46.8%	19.3	36.3	100.0%
	Booster Services	90.2	85.8	5.1%	90.2	85.8	5.1%
System Subtotal		26.2	26.1	0.5%	27.1	26.6	1.8%
<i>Downtown Waterfront Shuttles</i>							
30	Dow ntow n Shuttle	21.3	22.5	n/a	21.3	22.5	n/a
31	East Beach Waterfront Shuttle	n/a	13.3	n/a	n/a	13.3	n/a
32	West Beach Waterfront Shuttle	n/a	20.0	n/a	n/a	20.0	n/a
34	Waterfront Shuttle	14.9	n/a	n/a	14.9	n/a	n/a
<i>Unknown</i>							
		-	-	0.0%	-	-	0.0%
System Total		26.5	26.1	1.4%	26.5	26.1	1.4%
<i>Related Routes</i>							
11, 24x, 27, 28 UCSB Lines		33.1	31.4	5.4%	40.7	42.5	-4.1%
1, 2, 37 East/West & Crosstown		26.2	26.8	-2.3%	28.6	28.6	0.0%
4, 5, 15x, 16, 17 Mesa Lines		27.1	27.1	0.3%	22.7	23.1	-1.9%
6, 11 State/Hollister		29.0	28.4	1.9%	29.0	28.4	1.9%

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

FY 2019-20 FIRST QUARTER PERFORMANCE REPORTS

MTD “At Capacity” Loads*

LINE		Quarter			YTD		
		Jul 19 - Sep 19	Jul 18 - Sep 18	% Change	FY 2019-2020	FY2018- 2019	% Change
1	West Santa Barbara	16	13	23.1%	16	13	23.1%
2	East Santa Barbara	21	44	-52.3%	21	44	-52.3%
3	Oak Park	11	4	175.0%	11	4	175.0%
4	Mesa / SBCC	1	-	100.0%	1	-	100.0%
5	Mesa / La Cumbre	14	4	250.0%	14	4	250.0%
6	Goleta	46	37	24.3%	46	37	24.3%
7	County Health / Fairview	2	12	-83.3%	2	12	-83.3%
10	Cathedral Oaks	1	2	-50.0%	1	2	-50.0%
11	UCSB	87	57	52.6%	87	57	52.6%
12x	Goleta Express	17	37	-54.1%	17	37	-54.1%
14	Montecito	2	2	0.0%	2	2	0.0%
15x	SBCC / UCSB Express	36	30	20.0%	36	30	20.0%
16	City College Shuttle	3	10	-70.0%	3	10	-70.0%
17	Low er West / SBCC	1	5	-80.0%	1	5	-80.0%
20	Carpinteria	41	19	115.8%	41	19	115.8%
23	Winchester Canyon	2	4	-50.0%	2	4	-50.0%
24x	UCSB Express	89	153	-41.8%	89	153	-41.8%
25	Ellw ood	2	9	-77.8%	2	9	-77.8%
27	Isla Vista Shuttle	46	12	283.3%	46	12	283.3%
28	UCSB Shuttle	7	5	40.0%	7	5	40.0%
36	Seaside Shuttle	5	1	400.0%	5	1	400.0%
37	Crosstow n Shuttle	2	-	100.0%	2	-	100.0%
90	West Goleta Amtrak Shuttle	-	-	0.0%	-	-	0.0%
91	East Goleta Amtrak Shuttle	-	-	0.0%	-	-	0.0%
92	Santa Barbara Amtrak Shuttle	-	-	0.0%	-	-	0.0%
	Booster Services	129	14	821.4%	129	14	821.4%
System Subtotal		581	475	22.3%	581	475	22.3%
<i>Downtown Waterfront Shuttles</i>							
30	Dow ntown Shuttle	20	42	n/a	20	42	n/a
31	East Beach Waterfront Shuttle	n/a	1	n/a	n/a	1	n/a
32	West Beach Waterfront Shuttle	n/a	n/a	n/a	n/a	n/a	n/a
34	Waterfront Shuttle	5	n/a	n/a	5	n/a	n/a
<i>Related Routes</i>							
11, 24x, 27, 28 UCSB Lines		229	227	0.9%	229	227	0.9%
1, 2, 37 East/West & Crosstow n		39	57	-31.6%	39	57	-31.6%
4, 5, 15x, 16, 17 Mesa Lines		55	49	12.2%	55	49	12.2%
6, 11 State/Hollister		133	94	41.5%	133	94	41.5%
<i>Unknown/Miscellaneous</i>							
		-	-	0.0%	-	-	0.0%
System Total		606	518	17.0%	606	518	17.0%

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

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

FY 2019-20 FIRST QUARTER PERFORMANCE REPORTS

MTD “Too Full to Board” Loads*

		Quarter			YTD		
LINE		Jul 19 - Sep 19	Jul 18 - Sep 18	% Change	FY 2019-2020	FY2018- 2019	% Change
1	West Santa Barbara	1	6	-83.3%	1	6	-83.3%
2	East Santa Barbara	8	1	700.0%	8	1	700.0%
3	Oak Park	1	-	100.0%	1	-	100.0%
4	Mesa / SBCC	-	-	0.0%	-	-	0.0%
5	Mesa / La Cumbre	4	5	-20.0%	4	5	-20.0%
6	Goleta	15	13	15.4%	15	13	15.4%
7	County Health / Fairview	2	-	100.0%	2	-	100.0%
10	Cathedral Oaks	5	1	400.0%	5	1	400.0%
11	UCSB	68	30	126.7%	68	30	126.7%
12x	Goleta Express	46	55	-16.4%	46	55	-16.4%
14	Montecito	1	-	100.0%	1	-	100.0%
15x	SBCC / UCSB Express	47	14	235.7%	47	14	235.7%
16	City College Shuttle	10	3	233.3%	10	3	233.3%
17	Low er West / SBCC	2	-	100.0%	2	-	100.0%
20	Carpinteria	4	8	-50.0%	4	8	-50.0%
23	Winchester Canyon	-	2	-100.0%	-	2	-100.0%
24x	UCSB Express	228	147	55.1%	228	147	55.1%
25	Elw ood	1	1	0.0%	1	1	0.0%
27	Isla Vista Shuttle	51	16	218.8%	51	16	218.8%
28	UCSB Shuttle	29	25	16.0%	29	25	16.0%
36	Seaside Shuttle	2	4	-50.0%	2	4	-50.0%
37	Crosstow n Shuttle	-	-	0.0%	-	-	0.0%
90	West Goleta Amtrak Shuttle	-	-	0.0%	-	-	0.0%
91	East Goleta Amtrak Shuttle	-	-	0.0%	-	-	0.0%
92	Santa Barbara Amtrak Shuttle	-	-	0.0%	-	-	0.0%
	Booster Services	77	18	327.8%	77	18	327.8%
System Subtotal		602	349	72.5%	602	349	72.5%
<i>Downtown Waterfront Shuttles</i>							
30	Dow ntown Shuttle	45	68	n/a	45	68	n/a
31	East Beach Waterfront Shuttle	n/a	2	n/a	n/a	2	n/a
32	West Beach Waterfront Shuttle	n/a	4	n/a	n/a	4	n/a
34	Waterfront Shuttle	5	n/a	n/a	5	n/a	n/a
<i>Related Routes</i>							
11, 24x, 27, 28 UCSB Lines		376	218	72.5%	376	218	72.5%
1, 2, 37 East/West & Crosstow n		9	7	28.6%	9	7	28.6%
4, 5, 15x, 16, 17 Mesa Lines		63	22	186.4%	63	22	186.4%
6, 11 State/Hollister		83	43	93.0%	83	43	93.0%
<i>Unknown/Miscellaneous</i>							
		1	-	0.0%	1	-	0.0%
System Total		653	423	54.4%	653	423	54.4%

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

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

FY 2019-20 FIRST QUARTER PERFORMANCE REPORTS

MTD Bicycles Carried

		Quarter			YTD		
LINE		Jul 19 - Sep 19	Jul 18 - Sep 18	% Change	FY 2019-2020	FY2018- 2019	% Change
1	West Santa Barbara	588	434	35.5%	588	434	35.5%
2	East Santa Barbara	1,321	1,108	19.2%	1,321	1,108	19.2%
3	Oak Park	325	464	-30.0%	325	464	-30.0%
4	Mesa / SBCC	315	429	-26.6%	315	429	-26.6%
5	Mesa / La Cumbre	593	589	0.7%	593	589	0.7%
6	Goleta	3,228	3,390	-4.8%	3,228	3,390	-4.8%
7	County Health / Fairview	1,600	1,776	-9.9%	1,600	1,776	-9.9%
10	Cathedral Oaks	149	97	53.6%	149	97	53.6%
11	UCSB	4,480	5,245	-14.6%	4,480	5,245	-14.6%
12x	Goleta Express	1,585	1,658	-4.4%	1,585	1,658	-4.4%
14	Montecito	291	324	-10.2%	291	324	-10.2%
15x	SBCC / UCSB Express	633	721	-12.2%	633	721	-12.2%
16	City College Shuttle	148	117	26.5%	148	117	26.5%
17	Low er West / SBCC	276	234	17.9%	276	234	17.9%
20	Carpinteria	2,244	1,823	23.1%	2,244	1,823	23.1%
23	Winchester Canyon	171	344	-50.3%	171	344	-50.3%
24x	UCSB Express	2,593	2,936	-11.7%	2,593	2,936	-11.7%
25	Ellw ood	385	287	34.1%	385	287	34.1%
27	Isla Vista Shuttle	282	206	36.9%	282	206	36.9%
28	UCSB Shuttle	511	365	40.0%	511	365	40.0%
36	Seaside Shuttle	2	1	100.0%	2	1	100.0%
37	Crosstow n Shuttle	2	47	-95.7%	2	47	-95.7%
90	West Goleta Amtrak Shuttle	2	9	-77.8%	2	9	-77.8%
91	East Goleta Amtrak Shuttle	3	10	-70.0%	3	10	-70.0%
92	Santa Barbara Amtrak Shuttle	-	2	-100.0%	-	2	-100.0%
	Booster Services	47	20	135.0%	47	20	135.0%
System Subtotal		21,774	22,835	-4.6%	21,774	22,835	-4.6%
<i>Downtown Waterfront Shuttles</i>							
30	Dow ntow n Shuttle	n/a	3	n/a	n/a	3	n/a
31	East Beach Waterfront Shuttle	-	-	0.0%	-	-	0.0%
32	West Beach Waterfront Shuttle	-	-	0.0%	-	-	0.0%
34	Waterfront Shuttle	-	-	0.0%	-	-	0.0%
<i>Related Routes</i>							
11, 24x, 27, 28 UCSB Lines		7,866	8,752	-10.1%	7,866	8,752	-10.1%
1, 2, 37 East/West & Crosstow n		1,911	1,589	20.3%	1,911	1,589	20.3%
4, 5, 15x, 16, 17 Mesa Lines		1,965	2,090	-6.0%	1,965	2,090	-6.0%
6, 11 State/Hollister		7,708	8,635	-10.7%	7,708	8,635	-10.7%
<i>Unknown/Miscellaneous</i>							
		-	5	0.0%	-	5	0.0%
System Total		21,774	22,843	-4.7%	21,774	22,843	-4.7%

¹ MTD electric shuttles cannot carry bicycles.

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

FY 2019-20 FIRST QUARTER PERFORMANCE REPORTS

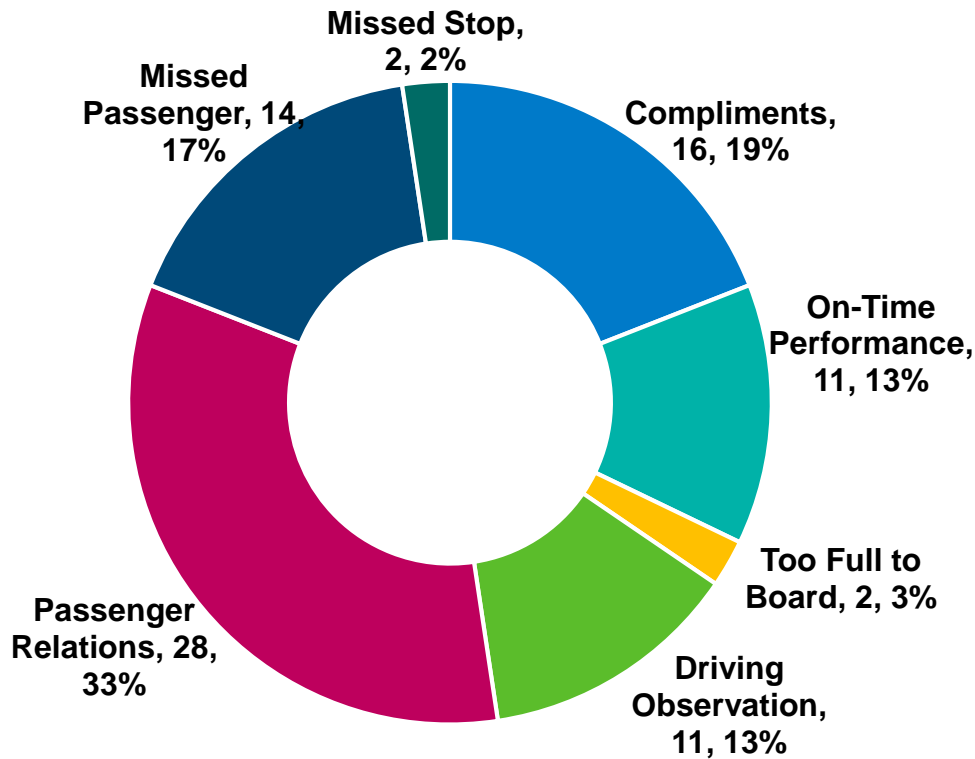
MTD Wheelchairs Boarded

		Quarter			YTD		
LINE		Jul 19 - Sep 19	Jul 18 - Sep 18	% Change	FY 2019-2020	FY2018- 2019	% Change
1	West Santa Barbara	434	371	17.0%	434	371	17.0%
2	East Santa Barbara	393	454	-13.4%	393	454	-13.4%
3	Oak Park	207	311	-33.4%	207	311	-33.4%
4	Mesa / SBCC	63	49	28.6%	63	49	28.6%
5	Mesa / La Cumbre	220	154	42.9%	220	154	42.9%
6	Goleta	425	495	-14.1%	425	495	-14.1%
7	County Health / Fairview	508	474	7.2%	508	474	7.2%
10	Cathedral Oaks	11	4	175.0%	11	4	175.0%
11	UCSB	535	652	-17.9%	535	652	-17.9%
12x	Goleta Express	156	159	-1.9%	156	159	-1.9%
14	Montecito	30	62	-51.6%	30	62	-51.6%
15x	SBCC / UCSB Express	1	18	-94.4%	1	18	-94.4%
16	City College Shuttle	96	93	3.2%	96	93	3.2%
17	Low er West / SBCC	58	56	3.6%	58	56	3.6%
20	Carpinteria	406	321	26.5%	406	321	26.5%
23	Winchester Canyon	11	16	-31.3%	11	16	-31.3%
24x	UCSB Express	125	146	-14.4%	125	146	-14.4%
25	Ellw ood	29	19	52.6%	29	19	52.6%
27	Isla Vista Shuttle	3	10	-70.0%	3	10	-70.0%
28	UCSB Shuttle	10	8	25.0%	10	8	25.0%
36	Seaside Shuttle	3	7	-57.1%	3	7	-57.1%
37	Crosstow n Shuttle	40	28	42.9%	40	28	42.9%
90	West Goleta Amtrak Shuttle	-	-	0.0%	-	-	0.0%
91	East Goleta Amtrak Shuttle	-	-	0.0%	-	-	0.0%
92	Santa Barbara Amtrak Shuttle	-	-	0.0%	-	-	0.0%
	Booster Services	1	1	0.0%	1	1	0.0%
System Subtotal		3,765	3,935	-4.3%	3,765	3,935	-4.3%
<i>Downtown Waterfront Shuttles</i>							
30	Dow ntow n Shuttle	220	298	n/a	220	298	n/a
31	East Beach Waterfront Shuttle	-	45	n/a	-	45	n/a
32	West Beach Waterfront Shuttle	-	37	n/a	-	37	n/a
34	Waterfront Shuttle	44	-	n/a	44	-	n/a
<i>Related Routes</i>							
11, 24x, 27, 28 UCSB Lines		673	816	-17.5%	673	816	-17.5%
1, 2, 37 East/West & Crosstow n		867	853	1.6%	867	853	1.6%
4, 5, 15x, 16, 17 Mesa Lines		438	370	18.4%	438	370	18.4%
6, 11 State/Hollister		960	1,147	-16.3%	960	1,147	-16.3%
<i>Unknown/Miscellaneous</i>							
		-	2	-100.0%	-	2	-100.0%
System Total		4,029	4,317	-6.7%	4,029	4,317	-6.7%

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

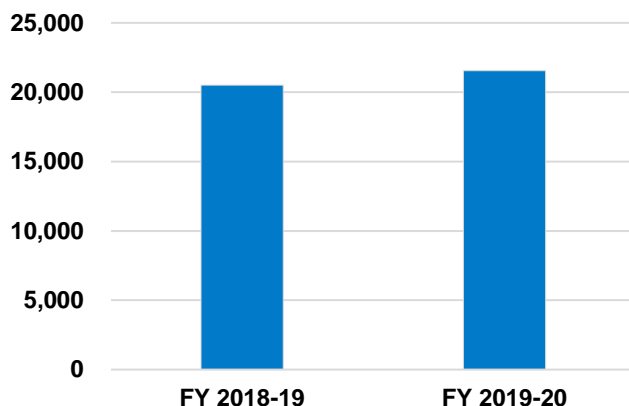
FY 2019-20 FIRST QUARTER PERFORMANCE REPORTS

Customer Service Statistics




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

Passenger Boardings per Complaint



Compliments & Complaints

 16 Compliments

 68 Complaints

Passenger Relations: Perceived negative treatment of passengers by an MTD Employee, **Driving Observations:** Concerns regarding driving safety, **Missed Passengers:** Complaints that passengers were passed up at MTD authorized stops, **Compliments:** Documented praise of MTD Employee's action, **On-Time Performance:** Complaints about buses running late, **Too Full to Board:** Complaints from passengers that could not board the bus, **Missed Stop:** Complaint from passenger on board a bus where the driver did not stop at requested stop.



FY 2019-20 FIRST QUARTER PERFORMANCE REPORTS

Fleet Maintenance Report

For the Three-Month Period Ending September 30, 2019

FY 2019-20								FY 2018-19							Change		
						Labor & Parts	Total Cost per Mile						Labor & Parts	Cost per Mile	Total Cost per Mile		
Fleet	Miles	MPG	Fuel/Oil	Parts	Labor			Miles	MPG	Fuel/Oil	Parts	Labor					
Novas	FLEET RETIRED							11,519	4	\$4,966	\$8,809	\$5,175	\$13,984	\$1.65	-\$1.65	-100.0%	
Gillig 40'	518,488	5	\$289,959	\$115,087	\$85,775	\$200,862	\$0.95	473,709	5	\$190,619	\$78,917	\$60,923	\$139,840	\$0.70	\$0.25	35.7%	
Gillig 29'	62,112	5	\$32,136	\$36,135	\$11,738	\$47,873	\$1.29	84,246	5	\$31,429	\$22,421	\$15,943	\$38,364	\$0.83	\$0.46	55.5%	
Nova Articulated	39,785	5	\$21,680	\$9,768	\$3,660	\$13,428	\$0.88	36,261	5	\$14,672	\$998	\$2,754	\$3,751	\$0.51	\$0.37	73.7%	
Diesel Fleet:	620,385	4.70	\$343,775	\$160,990	\$101,173	\$262,163	\$0.98	605,735	4.55	\$241,685	\$111,145	\$84,795	\$195,940	\$0.72	\$0.25	35.2%	
						Labor & Parts	Total Cost per Mile						Labor & Parts	Cost per Mile	Total Cost per Mile		
Fleet	Miles	MPG	Fuel/Oil	Parts	Labor			Miles	MPG	Fuel/Oil	Parts	Labor					
Gillig 29' Hybrid	16,314	5	\$9,186	\$1,435	\$3,084	\$4,519	\$0.84	12,922	5	\$4,900	\$3,987	\$2,409	\$6,396	\$0.87	-\$0.03	-3.9%	
Gillig 40' Hybrid	66,759	5	\$36,428	\$45,008	\$20,101	\$65,109	\$1.52	87,572	5	\$31,774	\$13,615	\$12,359	\$25,974	\$0.66	\$0.86	130.6%	
Hybrid Fleet:	83,073	4.58	\$45,614	\$46,443	\$23,185	\$69,628	\$1.39	100,494	4.85	\$36,674	\$17,602	\$14,768	\$32,370	\$0.69	\$0.70	101.9%	
						Parts & Labor	Total Cost per Mile						Parts & Labor	Cost per Mile	Total Cost per Mile		
Fleet	MPK w	Miles	KWH	Elec Cost	Parts	Labor		Miles	KWH	Elec Cost	Parts	Labor					
Ebus EV's	0.669	10,538	15,752	\$5,671	\$2,981	\$4,255	\$7,236	\$1.22	14,264	24,277	\$5,559	\$7,589	\$10,237	\$17,826	\$1.64	-\$0.41	-25.3%
BYD EV's	0.678	42,445	62,591	\$22,533	\$756	\$4,652	\$5,408	\$0.66	28,296	48,145	\$10,989	\$18	\$1,817	\$1,836	\$0.45	\$0.21	45.2%
Electric Fleet:		52,983	78,343	\$28,204	\$3,737	\$8,907	\$12,644	\$0.77	42,560	72,422	\$16,549	\$7,607	\$12,054	\$19,661	\$0.85	-\$0.08	-9.4%
Totals:		756,441		\$417,592	\$211,170	\$133,265	\$344,435	\$1.01	748,789		\$294,908	\$136,355	\$111,617	\$247,971	\$0.73	\$0.28	38.9%



FY 2019-20 FIRST QUARTER PERFORMANCE REPORTS

Road Calls Report

**FY 2019 National Transit Database Road Calls ("Mechanical System Failures")
For the Three-Month Period Ending September 30, 2019**

Fleet Category	All Reportable Mechanical System Failures	Fiscal YTD Miles	Miles Between All Reportable Mechanical System Failures
Electric Vehicles (Units 12-29; BYD's 30-43)	9	52,983	5,887
400 Gillig's (Units 434-450)	8	79,139	9,892
600 Gillig's (Units 600-652)	43	439,349	10,217
700 Gillig's (Units 700-713)	12	62,112	5,176
700 Gillig Hybrid's (Units 715-717)	5	16,314	3,263
900 Gillig Hybrid's (Units 900-915)	12	66,759	5,563
1000 Nova's (Units 1001-1003)	1	39,785	39,785
System Total Excluding EV's	81	703,458	8,685
System Total All Vehicles	90	756,441	8,405



FY 2019-20 FIRST QUARTER PERFORMANCE REPORTS

Liability Report

**Reportable to National Transit Database
For the Three-Month Period Ending September 30, 2019**

Fiscal Year End June 30	2020	2019	2018	2017	2016
1st Quarter: July - September	1	0	1	1	1
Fiscal Year to Date:	1	3	1	1	1

The NTD defines a Reportable Event (Major Incident) as a safety or security event occurring on transit right-of-way, in a transit revenue facility, in a transit maintenance facility, or involving a transit revenue vehicle meeting the following criteria:

- An evacuation for life safety reasons
- Estimated property damage equal to or exceeding \$25,000
- Fatality confirmed within 30 days
- Immediate transport away from the scene for medical attention, except illnesses requiring transport for medical attention
- Collisions involving transit vehicles that require towing away of a transit roadway vehicle or other non-transit roadway vehicle

Workers' Compensation Claims Report

Fiscal Year End June 30	2020	2019	2018	2017	2016
1st Quarter: July - September	1	3	2	4	6
Fiscal Year to Date:	1	3	2	4	6



FY 2019-20 FIRST QUARTER PERFORMANCE REPORTS

Transit Finance Compliance Report

For the Three-Month Period Ending September 30, 2019

As a recipient of Federal funds from the Federal Transit Administration (FTA), the Santa Barbara Metropolitan Transit District (MTD) is subject to a number of rules and regulations. This report describes actions taken between July 1 and September 30, 2019, to address these requirements.

MTD Compliance Actions

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

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

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

Submitted application to FTA for FY 2019 competitive funds from the Section 5339(b) program.

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

Updated MTD Emergency Response Plan to meet current requirements and procedures.

Reviewed required Draft Transportation Development Act Triennial Performance Audit report.

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

OLIVIA RODRIGUEZ
BOARD DIRECTOR

DICK WEINBERG
BOARD DIRECTOR

CHUCK MCQUARY
BOARD DIRECTOR

DAVE DAVIS
CHAIR

DAVE TABOR
VICE CHAIR

BILL SHELOR
SECRETARY

PAULA PEROTTE
BOARD DIRECTOR

JERRY ESTRADA
GENERAL MANAGER

RENEE KEEFOVER
ADMINISTRATIVE ASSISTANT

CHRISTINA PERRY
ADMINISTRATIVE ASSISTANT
- LEAD

BRAD DAVIS
AGM/CONTROLLER
(AGM - PROCUREMENT OFFICER)

THAIS SAYAT
ASSISTANT CONTROLLER

LIZ DE LA TORRE
MANAGER OF ACCOUNTING

DIANA FLORES
ACCOUNTING ASSISTANT

VACANT
ACCOUNTING ASSISTANT

TOM SHELTON
IT MANAGER

PABLO ZUNIGA
IT SUPPORT SPECIALIST

VACANT
PURCHASING ADMINISTRATOR

JUAN PEREZ
FRC TECHNICIAN - LEAD

JOSH MARTINEZ
FRC TECHNICIAN

VACANT
(Budget Freeze)
FRC TECHNICIAN

MARY GREGG
HUMAN RESOURCES & RISK
MANAGER

VACANT
RISK ADMINISTRATOR

LYNROSE PARAS-DIMANLANTA
HR & W.C. SPECIALIST

BILL MORRIS
OPERATIONS MANAGER

DAVE MORSE
SUPERINTENDENT
OF OPERATIONS

MANNY CASTANON
SAFETY & TRAINING
ADMINISTRATOR

**OPERATIONS
SUPERVISORS**
13

DRIVERS
150

VACANT
(Budget Freeze)
DIRECTOR OF FLEET & FACILITIES

RYAN GRIPP
CAPITAL PROJECTS MANAGER

NOLAN ROBERTSON
FLEET MAINTENANCE
MANAGER

MIKE CARDONA
SUPERINTENDENT
OF MAINTENANCE

RODGER STEVENS
FLEET MAINTENANCE
SUPERVISOR

MECHANICS
14

UTILITY
5(FT) - 8(PT)

STEVE HAHN
ASSISTANT SUPERINTEN-
DENT OF MAINTENANCE

JOHN HERRERA
PARTS CLERK

DAVID MYERS
DATA ANALYST

FRANK REYNOSO
FACILITIES SPECIALIST

VACANT
(Budget Freeze)
DIRECTOR OF TRANSIT DEVELOPMENT

STEVE MAAS
GOVERNMENT RELATIONS &
COMPLIANCE MANAGER
(DBE OFFICER)

HILLARY BLACKERBY
PLANNING & MARKETING
MANAGER

MARK CLYDE
TRANSIT PLANNER

JENNIFER TANNER
ROUTE SCHEDULER

BOB OLIVERA
BUS STOP MAINT

TONY MENDIBLES
PLANNING & MARKETING
COORDINATOR

LILLY GOMEZ
MARKETING & COMMU-
NITY RELATIONS COORD.

**CUSTOMER SERVICE
REPRESENTATIVES**

SANTA BARBARA MTD ORGANIZATIONAL CHART

Updated: 10/29/2019



BOARD OF DIRECTORS REPORT

MEETING DATE: NOVEMBER 5, 2019

AGENDA ITEM: #9

DEPARTMENT: COMPLIANCE

TYPE: ACTION ITEM

PREPARED BY: STEVE MAAS

Signature

REVIEWED BY: GENERAL MANAGER

Signature

SUBJECT: MTD TITLE VI PROGRAM: 2020 - 2022

RECOMMENDATIONS:

Staff recommends that the Board receive a report on the Draft "Santa Barbara Metropolitan Transit District Title VI Program: 2020 - 2022" and consider approval of the attached Resolution 2019-05.

DISCUSSION:

As a direct recipient of federal funding from the Federal Transit Administration (FTA), MTD is required to prepare and submit a Title VI Program once every three years. Title VI of the Civil Rights Act of 1964 prohibits discrimination on the basis of race, color, or national origin, and FTA has added a prohibition of discrimination on the basis of limited English proficiency. As discussed in the first paragraph of the draft Title VI Program, MTD is also committed to non-discrimination above and beyond these Title VI requirements. The content of the Title VI Program is dictated by FTA Circular 4702.1B, "Title VI Requirements and Guidelines for Federal Transit Administration Recipients." The Program provides assurance to the FTA and to our riders and other stakeholders that the District is committed to nondiscrimination, and demonstrates that MTD will:

- Ensure that the level and quality of public transportation service is provided in a nondiscriminatory manner.
- Promote full and fair participation in public transportation decision-making without regard to race, color, or national origin.
- Ensure meaningful access to transit-related programs and activities by persons with limited English proficiency.

The Title VI Program must be approved by the Board of Directors and submitted to the FTA by November 30. A resolution of approval is attached.

ATTACHMENTS:

- Draft MTD Title VI Program: 2020 - 2022

DRAFT

**Santa Barbara
Metropolitan Transit District
Title VI Program: 2020 - 2022**

Prepared by the

Santa Barbara Metropolitan Transit District
550 Olive Street, Santa Barbara, CA 93101
Ph: (805) 963-3364 ♦ Fax: (805) 963-3365
www.sbmtd.gov



October 29, 2019



DRAFT

**Santa Barbara Metropolitan Transit District
Title VI Program: 2017 - 2019**

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Santa Barbara Metropolitan Transit District Title VI Program: 2020 - 2022

MTD TITLE VI PROGRAM INTRODUCTION

This Title VI program reflects the commitment of the Santa Barbara Metropolitan Transit District (MTD) to ensure that no person shall, on the ground of race, color, national origin, or Limited English Proficiency status, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity provided by MTD. MTD also is committed to ensure these same protections for all persons on the grounds of religion, age, marital status, sexual orientation, and disability.

MTD TITLE VI COMPLIANCE POLICY STATEMENT

A policy statement signed by MTD's General Manager assuring MTD's compliance with Title VI of the Civil Rights Act of 1964 is included as **Attachment A**.

MTD TITLE VI COMPLIANCE NOTICE TO THE PUBLIC

MTD publicizes its Title VI program by posting its commitment to providing services without regard to race, color, or national origin in the lobby of our administrative office building, at our Transit Center, on our website, and in our Schedule Guide. The Schedule Guide is available on all buses, the Transit Center, and MTD's administrative offices. The posted notice reads as follows:

Notifying the Public of Rights Under Title VI

The Santa Barbara Metropolitan Transit District (MTD) operates its programs and services without regard to race, color, and national origin in accordance with Title VI of the Civil Rights Act. Any person who believes she or he has been aggrieved by any unlawful discriminatory practice under Title VI may file a complaint with MTD.

For more information on MTD's civil rights program, and the procedures to file a complaint, contact 805-963-3364; email info@sbmtd.gov; visit www.sbmtd.gov; or visit our administrative office at 550 Olive Street, Santa Barbara, CA 93101.

A complainant may file a complaint directly with the Federal Transit Administration at the following address: Office of Civil Rights, Attention: Title VI Program Coordinator, 1200 New Jersey Avenue, SE, Washington, DC 20590.

If information is needed in another language, contact 805-963-3364.

Si necesita informacion en otro idioma por favor llame 805-963-3364.

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MTD PROCEDURES FOR TRACKING TITLE VI COMPLAINTS

MTD staff will log and immediately investigate any Title VI complaint. MTD will work with the person(s) making the complaint, the community, and the Federal Transit Administration (FTA) to address and resolve the complaint. MTD's procedures for investigating complaints are included as **Attachment B**. The attachment also includes MTD's Title VI Complaint Form and Americans with Disabilities Act (ADA) & Reasonable Modification Complaint Form. Complaints may be filed with MTD as shown below:

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

*By Phone: (805) 963-3364
By Fax: (805) 963-3365
Email address: info@sbmtd.gov
Website: www.sbmtd.gov*

MTD TITLE VI INVESTIGATIONS, COMPLAINTS, OR LAWSUITS

No Title VI investigations, complaints, or lawsuits have been filed with MTD since the previous Title VI Program submission.

MTD PUBLIC PARTICIPATION & OUTREACH

MTD undertakes an extensive annual process to develop a service plan for the coming fiscal year that includes the collection and analysis of a variety of quantitative and qualitative data. An outline of the process is included as **Attachment C**. The attachment also includes items documenting the public participation process for each of the last three years. The extensive process includes public input gathered through public meetings, passenger comments, e-mail and phone communications, and contacts with advocacy groups. The public meetings are advertised in both English and Spanish, and are held at various locations and at various times of day to encourage attendance by minority and low-income persons. All information is available in both English and Spanish. Translators are available for Spanish-speaking persons.

MTD LIMITED ENGLISH PROFICIENCY ASSISTANCE

MTD's complete Limited English Proficient (LEP) assistance plan is included as **Attachment D**. Several elements of the plan are listed below:

- Spanish-speaking translators are available upon request during normal business hours.
- Route and Schedule guides are available in both English and Spanish.
- Route and schedule information is available in both English and Spanish on the MTD website (www.sbmtd.gov).

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- Transit surveys conducted by MTD are available in both English and Spanish.
- Information at public hearings is available in both English and Spanish, and Spanish-speaking translators are available.

MTD BOARDS, COUNCILS, OR COMMITTEES APPOINTED BY MTD

MTD has a seven-member Board of Directors. Two are appointed by the Santa Barbara County Board of Supervisors, two are appointed by the Santa Barbara City Council, one is appointed by the Carpinteria City Council, and one is appointed by the Goleta City Council. MTD has no role in the selection of those six appointees.

Those six appointees choose the seventh member of the Board. That position is currently filled by a Caucasian male. Typically, when that position becomes open, the six appointees conduct an extensive public outreach effort to recruit persons of all backgrounds to apply for the position. The most recent recruitment for that position was held in October 2012. Eleven persons applied, and nine appeared to be interviewed by the six appointees. Six of the applicants were female, and five were male. One applicant was Latino and ten were Caucasian. The incumbent was most recently reappointed in July 2019.

MTD does not have any other transit-related, non-elected planning boards, advisory councils or committees, or similar bodies, the membership of which is selected by MTD.

MTD SUBRECIPIENT COMPLIANCE WITH TITLE VI

MTD does not have any subrecipients.

MTD DETERMINATION OF SITE OR LOCATION OF FACILITIES

MTD did not determine the site or location of any facilities as defined in FTA Circular 4702.1B since the previous Title VI Program submission.

MTD SYSTEM-WIDE STANDARDS AND POLICIES

MTD has developed service standards and policies for shuttle, local, trunk, express, and interregional routes. The system-wide standards and policies are attached as **Attachment E**.

MTD BOARD OF DIRECTORS RESOLUTION APPROVING TITLE VI PROGRAM

The MTD Board of Directors' resolution of approval of the Title VI Program is attached as **Attachment F**.

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ATTACHMENT A: MTD TITLE VI COMPLIANCE POLICY STATEMENT



Santa Barbara Metropolitan Transit District Title VI Compliance Policy Statement

Title VI of the Civil Rights Act of 1964 states:

“No person in the United States shall, on the grounds 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.”

The Santa Barbara Metropolitan Transit District (MTD) is committed to complying with the requirements of Title VI in all of its programs and activities.

Jerry Estrada, General Manager

Date

ATTACHMENT B: MTD TITLE VI & ADA COMPLAINT PROCEDURES AND FORMS

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**Santa Barbara
Metropolitan Transit District
Complaint & Compliment Procedures**



Updated
October 23, 2019

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Santa Barbara Metropolitan Transit District Complaint & Compliment Procedures

INTAKE

- Forward all complaints and compliments to the ***Coordinator of Comments*** (a role that is currently assigned to the Marketing & Community Relations Coordinator). Complaints and compliments may come in various media, including:
 - Phone Calls.
 - Letters.
 - E-mails.
 - Passenger or Public Comment Forms.
 - Social Media Platforms (Instagram, Facebook, Twitter).
- All complaints and compliments are logged and tracked in Zendesk, an online platform where customer interactions across phone, chat, email, social media, and any other channel all come together in one place.
- Lost & Found *inquiries* should be forwarded to the Customer Service Representatives. However, Lost & Found *complaints* should be forwarded to the Coordinator of Comments.
- The Coordinator of Comments will forward the complaint or compliment to the appropriate persons via Zendesk or internal email (see matrix in attached chart).
 - If a complaint does not apply to the person assigned, notify the Coordinator of Comments immediately so the complaint can be re-assigned to the proper person.
 - If the person assigned a complaint is unsure how to investigate and resolve the complaint, notify the Coordinator of Comments immediately so assistance can be offered.
- Spanish Language. For any complaint or compliment from a person who prefers to communicate in Spanish, the complaint or compliment will also be forwarded to bilingual Customer Relations staff.

CIVIL RIGHTS AND REASONABLE MODIFICATION COMPLAINTS

Complaints related to Title VI, Disadvantaged Business Enterprise (DBE), Equal Employment Opportunity (EEO), the Americans with Disabilities Act (ADA), Reasonable Modification, or another Civil Rights issue will be investigated and resolved using the procedures described in this document. MTD has specific forms for Title VI and Americans with Disabilities Act (ADA) or Reasonable Modification complaints (see Attachments).

The Coordinator of Comments will consider each complaint for possible Civil Rights or Reasonable Modification relevance. If there is such relevance, the Coordinator of Comments will refer the complaint to the Manager of Compliance for consideration. The Manager of Compliance will ensure that all Civil Rights and Reasonable Modification complaints are properly tracked and resolved.

RESPONSE

Complainants will receive a response in all cases except:

- Persons who do not want a response.
- Persons for whom no contact information is available.

Complaints will be responded to in kind when possible (e.g., phone call to phone call, e-mail to e-mail, letter to letter, letter to Passenger or Public Comment Form), unless an alternative is requested.

The Coordinator of Comments will make an initial response to all complaints either on the day of receipt or on the next business day, if feasible. If the initial response does not resolve the complaint, the initial response will inform the complainant that a final response will follow after those researching the issue have prepared the final response, if appropriate. The researchers have two options for the final response:

- Send the response to the complainant themselves, and enter the response into Zendesk for filing.
- Forward the appropriate information via Zendesk or email to the Coordinator of Comments for response to the complainant.

Ultimately, the appropriate Manager is responsible to ensure that the final response is conveyed to the complainant.

DOCUMENTATION

All complaints and compliments, and the responses, will be documented and filed via Zendesk. Notes will be also be kept in Zendesk for phone calls, letters, and email correspondence.

Complaints and compliments will be filed by month and will be retained for a minimum of five years. Complaints determined to comprise Civil Rights or Reasonable Modification issues will be filed separately, in addition to the monthly file. The civil rights complaints file will include documentation regarding the type of civil rights or reasonable modification complaint and the resolution of the complaint.

REMINDERS

Each week the Coordinator of Comments will send reminders regarding any outstanding complaints. Resolving complaints is important and it is necessary for complaints to be responded to in a timely fashion.

Santa Barbara Metropolitan Transit District Complaint & Compliment Matrix

RELATED TO	Supt. of Operations	Mgr. of Operations	Training & Safety Officer	Coord. of Comments	Mgr. of HR & Risk	Ass't. Mgr. of HR & Risk	Mgr. of Maint.	Supt. of Maint.	Mgr. of Planning	Ass't. Planning Manager	Mgr. of Compliance	Controller	General Manager
Title VI (Non-Discrimination) Assigned to: Copied to:	x	x			Primary x	x					Alternate x		x
Disadvantaged Business Enterprise (DBE) Assigned to: Copied to:											Primary x	Alternate x	x
Equal Employment Opportunity (EEO) Assigned to: Copied to:					Primary x	Alternate x					x		x
Americans with Disabilities Act (ADA) Assigned to: Copied to:	x	x	x		Primary x	Alternate x					x		x
Reasonable Modification Assigned to: Copied to:	Alternate x	Primary x	x								x		x
Safety-Related With Potential Liability Assigned to: Copied to:	x	x	x		Primary x	Alternate x							x
Safety-Related Without Injury Assigned to: Copied to:	Primary x	Alternate x	x		x	x							x
Fare / Transfer Policy Assigned to: Copied to:	x	x										Primary x	Alternate x
Passenger Related Assigned to: Copied to:	Primary x	Alternate x	x		x	x							x

Santa Barbara Metropolitan Transit District Complaint & Compliment Matrix

[illegible]

Attachments

**Americans with Disabilities Act (ADA) &
Reasonable Modification Complaint Form**

and

Title VI Complaint Form



MTD Use Only

Date Received: _____

Received By: _____

**Santa Barbara Metropolitan Transit District
Americans with Disabilities Act (ADA) &
Reasonable Modification Complaint Form**

The Santa Barbara Metropolitan Transit District (MTD) is committed to ensuring that no person is excluded from participation in or denied the benefits of its services due to a disability or to the denial of a request for a reasonable modification. If you have a complaint about the accessibility of MTD's bus service or if you believe you have been discriminated against because of your disability, you can file a written complaint.

This completed complaint form must be returned to: Santa Barbara Metropolitan Transit District, Attn: ADA Coordinator, 550 Olive Street, Santa Barbara, CA 93101. If you require any assistance in completing this form, please contact the Manager of Human Resources at (805) 963-3364.

Date of alleged incident _____

Complainant

Your Name:	Phone:
Street Address:	City, State, & Zip Code:

Please describe the alleged incident. Explain what happened and whom you believe was responsible. Attach an additional sheet of paper if necessary.

I affirm that I have read the above charge and that it is true to the best of my knowledge, information, and belief.

Complainant's Signature

Date:

Print or Type Name of Complainant



MTD Use Only

Date Received: _____

Received By: _____

**Santa Barbara Metropolitan Transit District
Title VI Complaint Form**

The Santa Barbara Metropolitan Transit District (MTD) is committed to ensuring that no person is excluded from participation in or denied the benefits of its services on the basis of race, color, or national origin, as provided by Title VI of the Civil Rights Act of 1964, as amended.

This completed complaint form must be returned to: Santa Barbara Metropolitan Transit District, Attn: Title VI, 550 Olive Street, Santa Barbara, CA 93101. If you require any assistance in completing this form, please contact the Manager of Human Resources at (805) 963-3364. Title VI complaints must be filed within 180 days from the date of the alleged discrimination:

Date of alleged incident _____

Complainant

Your Name:	Phone:
Street Address:	City, State, & Zip Code:

Person(s) alleging discrimination (if different from complainant)

Name:	Phone:
Street Address:	City, State, & Zip Code:

Which of the following best describes the reason for the alleged discrimination? (Circle one)

- Race
- Color
- National Origin
- Limited English Proficient

Please use the back of this form to describe the alleged discrimination. Explain what happened and whom you believe was responsible.

Santa Barbara Metropolitan Transit District Title VI Complaint Form (Continued)

Please describe the alleged discrimination. Explain what happened and whom you believe was responsible. Attach an additional sheet of paper if necessary.

Have you filed a complaint regarding the alleged discrimination with any other federal, state, or local agencies? (Circle one) **Yes / No**

If yes, please list agency or agencies and the contact information:

Agency & Contact Name:	Phone:
Street Address:	City, State, & Zip Code:

Agency & Contact Name:	Phone:
Street Address:	City, State, & Zip Code:

I affirm that I have read the above charge and that it is true to the best of my knowledge, information, and belief.

Complainant's Signature

Date:

Print or Type Name of Complainant

ATTACHMENT C: MTD PUBLIC OUTREACH & INVOLVEMENT

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Santa Barbara Metropolitan Transit District Service Planning & Evaluation Policy

The following outline describes the annual process that MTD staff follows in getting input from the various stakeholders and developing a service plan for the coming fiscal year. As is shown, the extensive public participation process includes the collection and analysis of a variety of quantitative and qualitative data.

MTD Data Collection & Service Planning

- Qualitative Data
 - Public input
 - ✓ Passenger comments
 - ✓ E-mail and phone communications
 - ✓ Public meetings
 - ✓ Advocacy groups
 - ◆ Minority & 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)
 - ✓ County
 - ✓ Cities
 - ✓ Other agencies, including:
 - ◆ Santa Barbara County Air Pollution Control District (APCD)
 - ◆ University of California, Santa Barbara (UCSB)
 - ◆ Santa Barbara City College (SBCC)
 - ◆ School Districts

- 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 input from public hearings & other public comments
 - Board adopts annual service plan

Documentation of Public Engagement

- The following pages present documentation of the public engagement process for each of the last three years.



**FOR IMMEDIATE RELEASE
MARCH 28, 2017**

**MTD SOLICITING INPUT ON
PROPOSED SERVICE CHANGES**
Meetings to be held throughout the District

Santa Barbara Metropolitan Transit District (MTD) will hold a series of public meetings in Santa Barbara, Carpinteria, Goleta and Isla Vista to present proposed bus service changes to be implemented in August 2017. The public is invited to attend any of the meetings and provide feedback on the proposals or suggest other service improvements for consideration as funding becomes available.

The current proposal includes adjusting schedules on Lines 6, 11, 12x, 15x, 20, 21x, 23, 24x and 25 to improve schedule adherence, and reverting frequency on Lines 1 and 2 from 10 minutes to 15 minutes during the weekday morning commute hours due to grant funding limitations. There is also the potential of providing direct transit service from Carpinteria to Goleta employment centers during the weekday morning commute hours, and returning from Goleta to Carpinteria during the weekday evening commute hours funded by Caltrans as part of the Linden Avenue and Casitas Pass Road Interchange Project.

Detailed information about the changes will be available at the meetings, at the Transit Center (1020 Chapala Street, Santa Barbara), and on the MTD website at www.sbmtd.gov.

The MTD Board of Directors is scheduled to consider approval of the final service plan at its meeting on May 2, 2017.

Please attend one of the following community meetings to share your comments:

Tuesday, April 4th at 6p
Goleta Valley Community Center, Room 1
5679 Hollister Avenue, Goleta

Wednesday, April 5th at 6p
Santa Barbara Central Library, Faulkner Gallery
40 E. Anapamu Street, Santa Barbara

Thursday, April 6th at 6p
Carpinteria Library Multipurpose Room
5141 Carpinteria Avenue, Carpinteria

Tuesday, April 11th at 6p
Isla Vista Community Room
970 Embarcadero del Mar, Isla Vista

Thursday, April 13th at 2p
MTD Administrative Office
550 Olive Street, Santa Barbara

MTD always welcomes comments and suggestions. Please send an email to info@sbmtd.gov, write to 550 Olive Street, Santa Barbara, CA 93101, or call (805) 963-3364.

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.

For Information Contact: Hillary Blackerby
Marketing and Community Relations Manager
(805) 963-3364 ext. 218

####

COMMUNITY MEETINGS

PROPOSED SERVICE CHANGES

Your ideas and input about our transit system are important!

MTD is planning for service changes to be implemented in August and is also seeking ideas for future transit improvements. Minor schedule adjustments to Lines 1, 2, 6, 11, 12x, 15x, 20, 21x, 23, 24x, & 25 are currently proposed. There is also potential for direct service between Carpinteria and Goleta during weekday morning and evening commute hours, funded by Caltrans as part of the Linden & Casitas Pass Interchange Project.

Please join MTD staff at one of these meetings to participate in the conversation.

JUNTA COMUNITARIA

CAMBIOS PROPUESTOS EN EL SERVICIO

¡Sus ideas y opiniones son muy importantes para el sistema de tránsito! MTD en este momento está haciendo planes para implementar cambios de servicio en Agosto y también está buscando ideas para futuras mejoras en el tránsito. Ajustes horario menor a las líneas 1, 2, 6, 11, 12x, 15x, 20, 21x, 23, 24x, y 25 están propuestos actualmente. También existe el potencial de servicio directo entre Carpinteria y Goleta durante las horas de la mañana y de la tarde en días laborables, financiado por Caltrans como parte del Proyecto de Intercambios Linden y Casitas Pass. Estas reuniones les da la oportunidad para unirse a nuestra conversación.

6:00 PM, TUESDAY, APRIL 4

(6:00 PM, MARTES, 4 DE ABRIL)

Goleta Valley Community Center

5679 Hollister Avenue, Goleta

6:00 PM, THURSDAY, APRIL 6

(6:00 PM, JUEVES, 6 DE ABRIL)

Carpinteria Library

5141 Carpinteria Avenue, Carpinteria

2:00 PM, THURSDAY, APRIL 13

(2:00 PM, JUEVES, 13 DE ABRIL)

MTD Administrative Offices

550 Olive Street, Santa Barbara

6:00 PM, WEDNESDAY, APRIL 5

(6:00 PM, MIÉRCOLES, 5 DE ABRIL)

Faulkner Gallery, Santa Barbara Library

40 E Anapamu Street, Santa Barbara

6:00 PM, TUESDAY, APRIL 11

(6:00 PM, MARTES, 11 DE ABRIL)

Isla Vista Community Room

970 Embarcadero del Mar, Isla Vista

MTD
Santa Barbara

More information about the proposed changes is available at the Transit Center, or at www.sbmtd.gov or by calling (805) 963-3364 x555. **You may also send comments by email to info@sbmtd.gov**

Hay disponible más información sobre los cambios propuestos en el Centro de Tránsito, en www.sbmtd.gov o llamando al (805) 963-3364. También puede mandar sus comentarios por correo electrónico a info@sbmtd.gov



Summary of Service Changes

Proposed for August 21, 2017

Line	Service Change	Discussion
6, 11, 12x, 15x, 20, 21x, 23, 24x, 25	Schedule adjustments for improved schedule adherence. Minor reroute on Line 23 after 7pm to better serve the neighborhood.	Increased traffic congestion is causing schedule adherence issues. On Lines 12x and 24x, 30 minute frequencies will decrease to 35 minutes with some trips to be removed. On Line 15x, frequency will increase up to 6 minutes and additional trips will be added.
1 & 2	Revert AM weekday commute hour service from 10 minute to 15 minute frequency.	The grant source is no longer sufficient to continue funding the enhanced service.
Potential new direct route between Carpinteria and Goleta	Potentially two trips during the AM commute hours from Carpinteria to Goleta employment centers and two trips returning from Goleta to Carpinteria during the PM commute hours.	This potential service is funded by Caltrans as part of the Traffic Management Plan for the Linden Avenue and Casitas Pass Road Interchange Project to provide regional transit services to reduce traffic in and around the project area. The Santa Barbara County Association of Governments is working with Caltrans on the project and is assessing this and other potential transit options at this time.

Detailed schedule information will be available in early August.



Resumen de Cambios de Servicio

Cambios aprobados para el 21 de agosto, 2017

Línea	Cambio de Servicio	Discusión
6, 11, 12x, 15x, 20, 21x, 23, 24x, y 25	Ajustes de horario para cumplimiento del horario mejorado. Cambio menor de ruta en la línea 23 después de las 7 pm para servir mejor al vecindario.	Un aumento en la congestión del tráfico está causando problemas con el cumplimiento del horario. En las líneas 12x y 24x, las frecuencias de 30 minutos disminuirán a 35 minutos y algunos viajes serán eliminados. En la línea 15x, la frecuencia aumentará hasta 6 minutos y se agregarán más viajes.
1 & 2	Revertir la frecuencia de 10 minutos a 15 minutos en la hora de servicio de los viajes los días de semana en la mañana.	La fuente de financiación no es suficiente para continuar financiando el servicio mejorado.
Posible nueva ruta directa entre Carpintería y Goleta	Posiblemente, dos viajes durante las horas de la mañana de Carpintería a centros de trabajo en Goleta y dos viajes de regreso desde Goleta a Carpintería durante las horas de la tarde.	Este posible servicio es financiado por Caltrans como parte del Plan de Gestión del Tráfico para el Proyecto de Intercambio de Ruta de Linden Avenue y Casitas Pass Road para ofrecer servicios de tránsito regional en y alrededor del área de proyecto. La Asociación de Gobiernos del Condado de Santa Bárbara está trabajando en el proyecto con Caltrans y está evaluando ésta y otras posibles opciones de tránsito en este momento.

Habrà información detallada del horario al principio de agosto.



Contact:
Hillary Blackerby
Marketing and Community Relations Manager
(805) 963-3364 ext. 218

FOR IMMEDIATE RELEASE
April 2, 2018

MTD TO SOLICIT INPUT ON PROPOSED SERVICE CHANGES THROUGH PUBLIC MEETINGS AND ONLINE SURVEY

SANTA BARBARA – Santa Barbara MTD is hosting a set of public outreach meetings this April, and is inviting the public to take a brief survey giving feedback on proposed service changes to local bus service. These meetings are held annually in the spring to receive input on the proposed changes that would go into effect on August 20, 2018.

The current proposal includes a route change to the Line 15x, which serves as an express route between Isla Vista/UC Santa Barbara and Santa Barbara City College. The proposed change would reroute the Line 15x off of the Mesa and would circle around the SBCC main campus. The route would travel in a consistent one-way direction all day from UCSB toward Isla Vista and Camino Real Marketplace, rather than reversing in the afternoon as it currently does. There is also a proposal to make schedule adjustments related to the SBCC/UCSB school calendar.

Lines 20 and 21x currently serve Carpinteria, but due to increased congestion and construction on Highway 101 in recent years, the Line 21x (meant to be an express) can sometimes take longer than the Line 20. For this reason, MTD proposes to improve frequency on the Line 20 by suspending the Line 21x service and reallocating its resources to the Line 20. This reallocation is expected to remain until the Highway 101 HOV lanes are operational. This means that while midday frequency on the Line 20 would remain at 40 minutes, frequencies in the morning and late afternoon peak times will improve to 15 and 30 minutes.

The proposal also includes minor changes to the schedules of Lines 7, 10, and 27 to improve on-time performance.

The public is invited to learn more and to give feedback via an online survey that explains all the proposed changes at www.sbmtd.gov/servicechanges

Community meetings will be held at the following locations and times, and Spanish/English interpretation will be provided:

Tuesday, April 10th at 6pm
Goleta Valley Community Center, Room 1
5679 Hollister Avenue, Goleta

Wednesday, April 11th at 6pm
Carpinteria Library Multipurpose Room
5141 Carpinteria Avenue, Carpinteria

Monday, April 16th at 6pm
MTD Administrative Offices, John G. Britton Auditorium
550 Olive Street, Santa Barbara

Tuesday, April 17th at 12pm
Santa Barbara City College, Administration Building Room A162
721 Cliff Drive, Santa Barbara

In addition to the four meetings listed above, a presentation on the proposed changes will be given at the April 24th meeting of the Isla Vista Community Services District Board of Directors. The meeting begins at 6:00pm.

For questions on proposed service changes, the public may contact Santa Barbara MTD at 805-963-3364 or email info@sbmtd.gov.

###

We want your input on proposed service changes.

Queremos su opinión sobre los cambios de servicio propuestos.



Minor changes to improve on-time performance

Cambios menores para mejorar la puntualidad



Route change for Line 15x, improved frequency for Line 20,
& suspension of Line 21x

*Cambio de ruta para Línea 15x, frecuencia mejorada para Línea 20,
y suspensión de Línea 21x*

Two ways to learn more and give feedback:

Dos formas de aprender más y dar su opinión:

1. Complete a short survey at | [Complete una breve encuesta en
www.sbmttd.gov/servicechanges](http://www.sbmttd.gov/servicechanges)
2. Attend a public meeting | [Asistir a una reunión pública](#)

6:00 pm, Tuesday, April 10
Goleta Valley Community Center
5679 Hollister Avenue, Goleta

6:00 pm, Monday, April 16
MTD Administrative Offices
550 Olive Street, Santa Barbara

6:00 pm, Wednesday, April 11
Carpinteria Library
5141 Carpinteria Avenue, Carpinteria

12:00 pm, Tuesday, April 17
Santa Barbara City College, Room A162
721 Cliff Drive, Santa Barbara

Questions? ¿Preguntas?

www.sbmttd.gov | 805-963-3364 | info@sbmttd.gov



Santa Barbara MTD 2018 Proposed Service Changes

Para tomar esta encuesta en español, [haga clic aquí](#).

Please read below to view proposed changes to Santa Barbara MTD's service plan, which would take effect as of August 20, 2018. We encourage you to give feedback on the proposed changes by sharing your thoughts in the spaces below.

Thank you for participating!

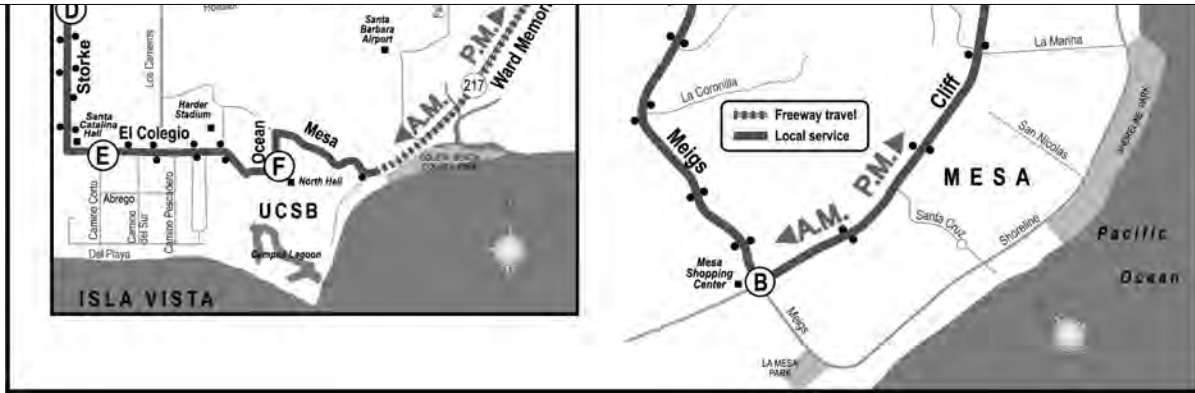
1.

Line 15x: Reroute Line 15x and revise days and hours of operation

The Line 15x serves as an express route between Isla Vista/UC Santa Barbara (UCSB) and Santa Barbara City College (SBCC).

This map shows the current routing of the Line 15x:





The proposed change would reroute the Line 15x off of the Mesa and would circle around the SBCC main campus. The route would travel in a consistent one-way direction all day from UCSB toward Isla Vista and Camino Real Marketplace, rather than reversing in the afternoon as it currently does.

The revised route would have the following positive impacts:

- More direct access to SBCC all day.
- Improved on-time performance.
- Two additional trips toward SBCC and four additional trips toward UCSB.
- Simplified understanding of the bus route.
- Additional capacity at the UCSB North Hall bus stop for those traveling from UCSB toward Isla Vista and Camino Real Marketplace in the afternoon.

This map shows the proposed routing of the Line 15x:



The following impacts would also result from the reroute:

- Passengers on the Mesa who currently use Line 15x to travel to UCSB, Isla Vista, or Goleta would now board Line 4 or 5 and transfer to either Line 15x at SBCC or Line 24x at the Transit Center. An origin-destination survey of peak-period trips suggested that this would affect an average of four or five passengers per peak-period trip. Midday Mesa ridership on the route is minimal.
- The revised route would no longer serve the bus stops on Cliff Drive at Oceano Avenue and Weldon Road, used by SBCC West Campus students. However, the walking distance from the center of West Campus to those stops is nearly identical to the distance to the SBCC main campus stop that will continue to be served.

Two relatively small service reductions are also proposed for Line 15x, as follows.

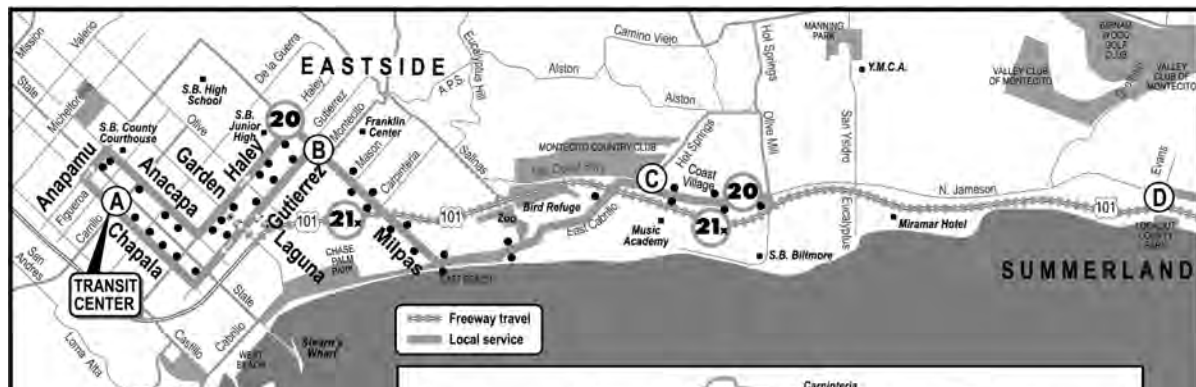
- Line 15x primarily serves SBCC students traveling between SBCC and UCSB, Isla Vista, and Goleta. Thus, MTD proposes to eliminate service on days when SBCC is not in session but UCSB is in session. This includes two weeks during the summer and a week or two during winter and spring breaks, depending on how the calendars fall each year.
- MTD also proposes to eliminate Line 15x service on Friday afternoons from 4:30 P.M. to 6:30 P.M. during the SBCC fall and spring semesters, because a very small number of SBCC students are in class during that time.

Please share any feedback, questions, or concerns about the 15x proposal:

2. Line 20 & Line 21x: Enhance Line 20 and Suspend Line 21x

Line 21x typically has not operated as an express service in recent years, due to increasing congestion and construction on Highway 101. At times, a trip on Line 21x takes longer than Line 20. Thus, under this option, Line 21x is proposed for suspension until the Highway 101 HOV lanes are operational.

This is a current map of the Lines 20 and 21x:





The hours currently operated on Line 21x, would, for the most part, be used for two improvements to Line 20 service. Nearly every Line 20 trip would be allowed 60 minutes, which will improve the on-time performance of the service. Secondly, more consistent service would be provided during peak hours. Peak service would be operated as follows:

Leaving Carpinteria toward Santa Barbara
 6:00 A.M. - 7:00 A.M. 30 minute frequency
 7:00 A.M. - 8:00 A.M. 15 minute frequency
 8:00 A.M. - 9:00 A.M. 30 minute frequency

Leaving Santa Barbara toward Carpinteria:
 3:00 P.M. - 5:00 P.M. 30 minute frequency
 5:00 P.M. - 6:00 P.M. 15 minute frequency

Mid-day frequency would remain at 40 minutes. In total, 30 weekday trips would be provided in each direction. This is a reduction from the current combined total of Line 20 & 21x trips (35 toward Carpinteria and 36 toward Santa Barbara) due to the necessity to increase the time allotted to Line 20 trips to improve on-time performance. On Saturdays, Line 21x trips will be replaced by Line 20 trips, with improved on-time performance. On Sundays, Line 20 on-time performance would be improved.

Please share any feedback, questions, or concerns about the Lines 20 and 21x proposal:

3. Minor schedule adjustments for improved on-time performance on Lines 7, 10 and 27

There are also proposals to make minor adjustments to the schedules of Lines 7, 10, and 27 to improve on-time performance.

The changes to Lines 7 & 10 would adjust time points on the schedule, and there would be no loss of trips.

The changes to Line 27 would add time to each trip, due to congestion inside of Isla Vista, and there would be an estimated loss of 4 or 5 one-way trips per weekday during UCSB's Fall, Winter and Spring quarters.

Please share any feedback, questions, or concerns about the Lines 7, 10, and 27 proposals:

* 4. Which of the following bus lines do you ride regularly? Select all that apply.

- | | |
|---|---|
| <input type="checkbox"/> Line 7 (Goleta Old Town) | <input type="checkbox"/> Line 21x (Carpinteria Express) |
| <input type="checkbox"/> Line 10 (Cathedral Oaks) | <input type="checkbox"/> Line 27 (Isla Vista Shuttle) |
| <input type="checkbox"/> Line 15x (SBCC/UCSB Express) | <input type="checkbox"/> I don't ride any of these lines regularly. |
| <input type="checkbox"/> Line 20 (Carpinteria) | |

* 5. Have you ever attended a public meeting held by MTD regarding service changes?

- ☐ Yes ☐ No

6. Please share your contact information so that we can follow up if you asked questions above.

Name	<input type="text"/>
ZIP/Postal Code	<input type="text"/>
Email Address	<input type="text"/>
Phone Number	<input type="text"/>

Cambios de servicio propuestos por Santa Bárbara MTD en 2018

To take this survey in English, [click here](#).

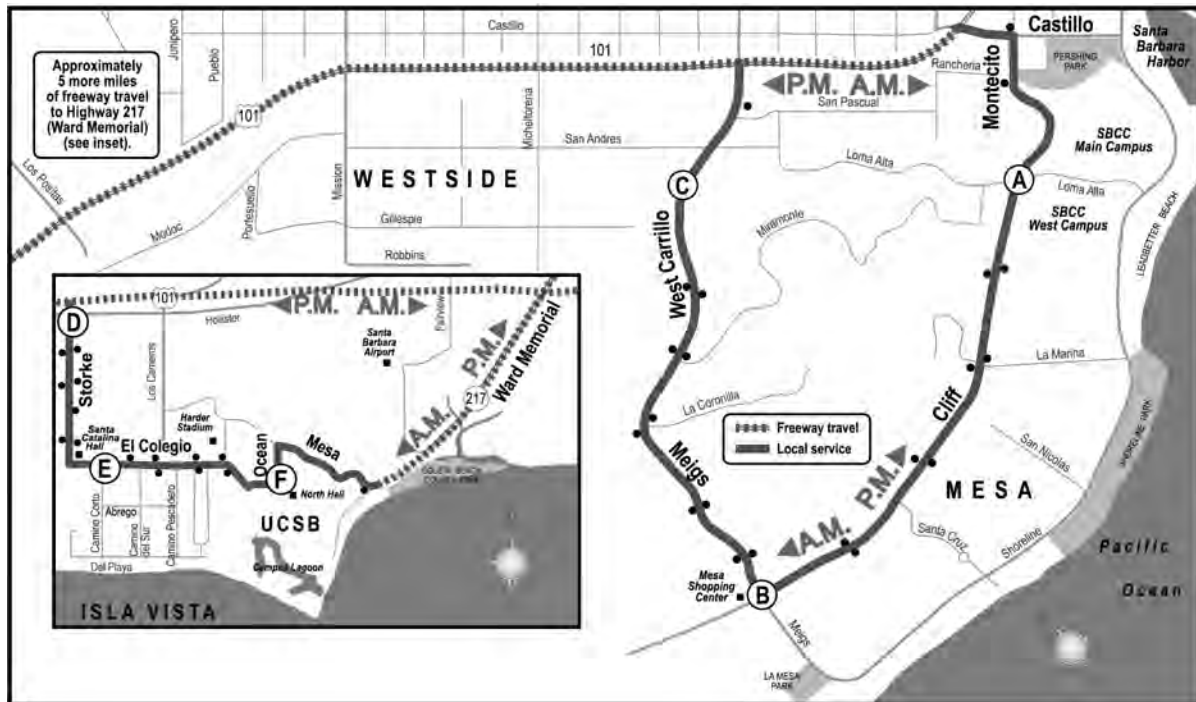
Lea a continuación para ver los cambios propuestos al plan de servicios de Santa Barbara MTD, que entrarán en vigencia a partir del 20 de agosto de 2018. Lo alentamos a que haga comentarios sobre los cambios propuestos compartiendo sus ideas en los espacios a continuación.

¡Gracias por participar!

1. Propuesta: Redirigir la línea 15x y revisar días y horas de operación

La Línea 15x sirve como una ruta expresa entre Isla Vista / UC Santa Barbara (UCSB) y Santa Barbara City College (SBCC).

Este mapa muestra el enrutamiento actual de la Línea 15x:



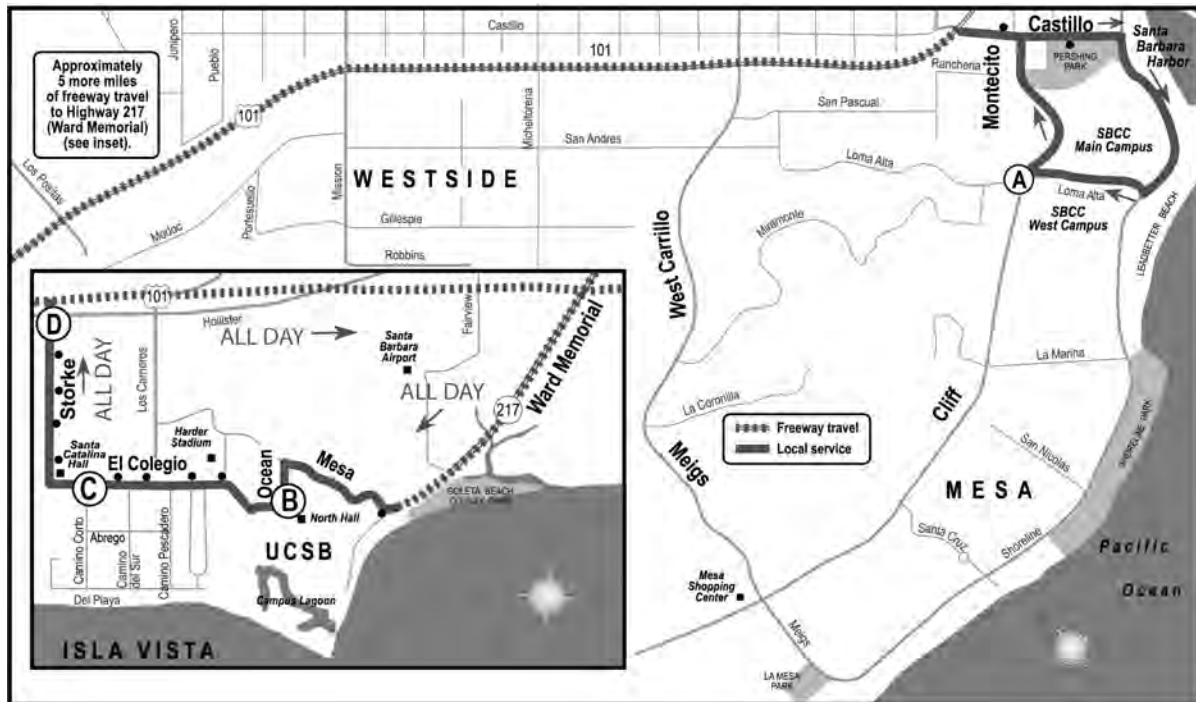
El cambio propuesto redirigiría la Línea 15x fuera de la Mesa y circularía alrededor del campus principal de SBCC. La ruta viajaría en una sola dirección constante de todo el día desde UCSB hacia Isla Vista y Camino Real Marketplace, en lugar de revertir en la tarde como lo hace actualmente.

La ruta revisada tendría los siguientes impactos positivos:

- Más acceso directo a SBCC todo el día.
- Mejora en el rendimiento a tiempo.

- Dos viajes adicionales hacia SBCC y cuatro viajes adicionales hacia UCSB.
- Comprensión simplificada de la ruta del autobús.
- Capacidad adicional en la parada de autobús UCSB North Hall para aquellos que viajan desde UCSB hacia Isla Vista y Camino Real Marketplace en la tarde.

Este mapa muestra el enrutamiento propuesto de la Línea 15x:



Los siguientes impactos también daría lugar del redireccionamiento:

- Los pasajeros en la Mesa que actualmente usan la Línea 15x para viajar a UCSB, Isla Vista o Goleta ahora abordarían la Línea 4 o 5 y se trasladarían a la Línea 15x a SBCC o a la Línea 24x en el Centro de Tránsito. Una encuesta de origen y destino de los viajes durante el período pico sugirió que esto afectaría a un promedio de cuatro o cinco pasajeros por cada viaje pico-período. El número de pasajeros en el mediodía de la ruta es mínimo.
- La ruta revisada ya no serviría a las paradas de autobús en Cliff Drive en Oceano Avenue y Weldon Road, utilizadas por los estudiantes de SBCC West Campus. Sin embargo, la distancia a pie desde el centro de West Campus hasta esas paradas es casi idéntica a la distancia hasta la parada del campus principal de SBCC que continuará sirviendo.

También se proponen dos reducciones de servicio relativamente pequeñas para la Línea 15x, de la siguiente manera.

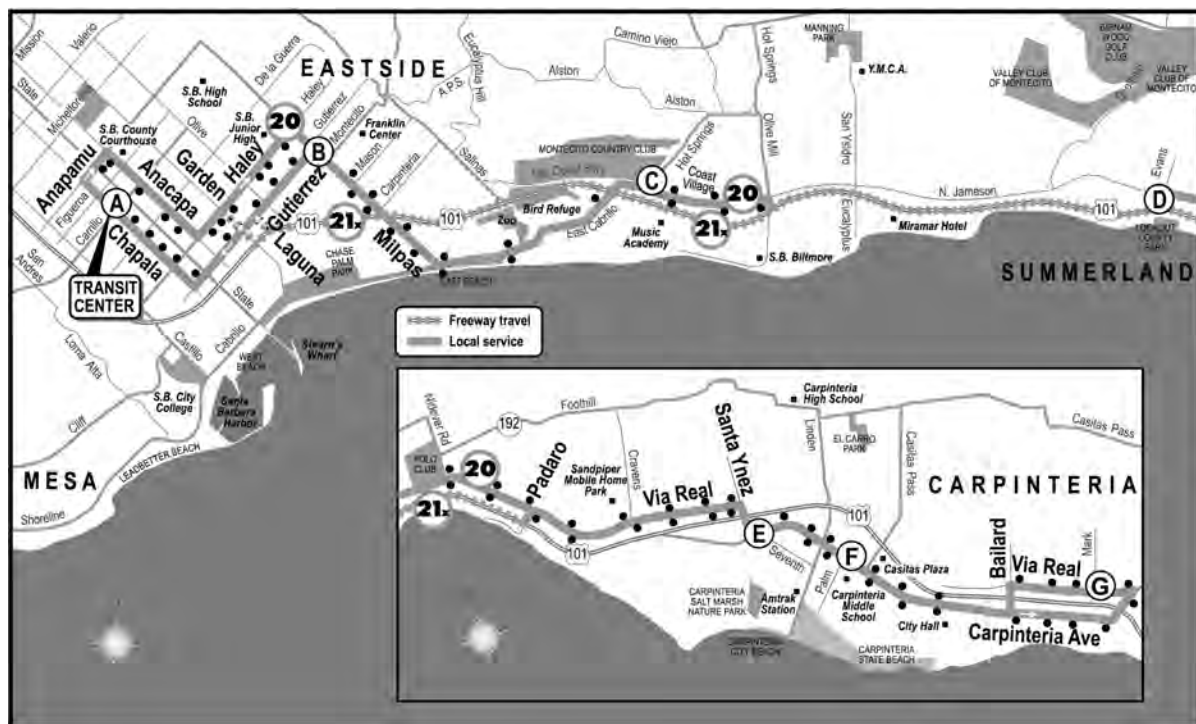
- La línea 15x atiende principalmente a estudiantes de SBCC que viajan entre SBCC y UCSB, Isla Vista y Goleta. Por lo tanto, MTD propone eliminar el servicio los días en que SBCC no está en sesión pero UCSB está en sesión. Esto incluye dos semanas durante el verano y una o dos semanas durante los descansos de invierno y primavera, dependiendo de cómo caigan los calendarios cada año.
- MTD también propone eliminar el servicio Line 15x los viernes por la tarde a partir de las 4:30 p.m. a las 6:30 p.m. durante los semestres de otoño y primavera de SBCC, porque un número muy pequeño de estudiantes de SBCC están en clase durante ese tiempo.

Comparta cualquier comentario, pregunta o inquietud sobre la propuesta 15x:

2. Línea 20 y Línea 21x: mejora de la línea 20 y suspende la línea 21x

La línea 21x generalmente no ha operado como un servicio expreso en los últimos años, debido a la creciente congestión y construcción en la carretera 101. En ocasiones, un viaje en la línea 21x lleva más tiempo que la línea 20. Por lo tanto, bajo esta opción, la línea 21x se propone para la suspensión hasta que los carriles HOV en Highway 101 estén operativos.

Este es un mapa actual de las Líneas 20 y 21x:



Las horas actualmente operadas en Line 21x, en su mayor parte, se usarían para dos mejoras al servicio de la Línea 20. Casi todos los viajes de la Línea 20 estarían permitidos durante 60 minutos, lo que mejorará el rendimiento puntual del servicio. En segundo lugar, se proporcionaría un servicio más consistente durante las horas punta. El servicio pico se operaría de la siguiente manera:

Saliendo Carpinteria hacia Santa Barbara:

6:00 A.M. - 7:00 A.M. Frecuencia de 30 minutos

7:00 A.M. - 8:00 A.M. Frecuencia de 15 minutos

8:00 A.M. - 9:00 A.M. Frecuencia de 30 minutos

Saliendo Santa Barbara hacia Carpinteria:

3:00 P.M. - 5:00 P.M. Frecuencia de 30 minutos

5:00 P.M. - 6:00 P.M. Frecuencia de 15 minutos

La frecuencia del medio día se mantendría en 40 minutos. En total, se proporcionarían 30 viajes entre semana en cada dirección. Esta es una reducción del total combinado actual de los viajes de las Líneas 20 y 21x (35 hacia Carpinteria y 36 hacia Santa Bárbara) debido a la necesidad de aumentar el tiempo asignado a los viajes de la Línea 20 para mejorar el desempeño puntual. Los sábados, los viajes en Línea 21x serán reemplazados por viajes en línea 20, con un mejor rendimiento a tiempo. Los domingos, se mejoraría el rendimiento puntual de la Línea 20.

Por favor, comparta cualquier comentario, pregunta o inquietud sobre la propuesta de Lines 20 y 21x:

3. Ajustes menores en el horario para mejorar el rendimiento del tiempo en las líneas 7, 10 y 27

También hay propuestas para hacer ajustes menores a los horarios de las líneas 7, 10 y 27 para mejorar el rendimiento puntual.

Los cambios a las líneas 7 y 10 ajustaría los puntos de tiempo en el horario, y no habría pérdida de viajes.

Los cambios a la Línea 27 agregarían tiempo a cada viaje, debido a la congestión dentro de Isla Vista, y habría una pérdida estimada de 4 o 5 viajes de ida por día durante los trimestres de otoño, invierno y primavera de UCSB.

Por favor, comparta cualquier comentario, pregunta o inquietud sobre las propuestas de las Líneas 7, 10 y 27:

* 4. ¿Cuál de las siguientes líneas de autobús montas regularmente? Seleccione todas las que correspondan.

☐ Línea 7 (Goleta Old Town)

☐ Línea 21x (Carpinteria Express)

☐ Línea 10 (Cathedral Oaks)

☐ Línea 27 (Isla Vista Shuttle)

☐ Línea 15x (SBCC/UCSB Express)

☐ No monto en ninguna de estas líneas regularmente.

☐ Línea 20 (Carpinteria)

* 5. ¿Alguna vez asistió a una reunión pública organizada por MTD con respecto a los cambios en el servicio?

☐ Sí

☐ No

6. Por favor, comparta su información de contacto para que podamos hacer un seguimiento si usted hizo alguna pregunta arriba.

Nombre

Código postal

Dirección de correo electrónico

Número de teléfono



Contact:
Hillary Blackerby
Interim Planning & Marketing Manager
(805) 963-3364 ext. 218

FOR IMMEDIATE RELEASE
April 2, 2019

MTD TO SOLICIT INPUT ON PROPOSED SERVICE CHANGES THROUGH PUBLIC MEETINGS AND ONLINE SURVEY

SANTA BARBARA – Santa Barbara MTD is hosting a set of public outreach meetings this April, and is inviting the public to take a brief survey giving feedback on proposed service changes to local bus service. These meetings are held annually in the spring to receive input on the proposed changes that would go into effect on August 19, 2019.

The current proposal includes a route change and stop changes to the Line 3 which serves the Oak Park and Santa Barbara Cottage Hospital area. These changes are due to planned construction and re-configuration of the Cottage Hospital campus, and a City of Santa Barbara project that would change circulation patterns on Bath and Castillo Streets in the area.

Since its inception in August 2016, the Line 28 has seen growing demand and ridership in Isla Vista and at UC Santa Barbara. The operation of Line 28 (UCSB Shuttle) is funded through an agreement with UC Santa Barbara. MTD and UCSB are in discussions to increase frequency and expand capacity on Line 28.

In the interest of improving the express nature of Lines 12x (Goleta Express) and 24x (UCSB Express), MTD proposes to make fewer stops on those two lines. The corridors these lines serve are also served by local Lines 6 and 11, which stop at every stop along the way. Traditionally, express services make fewer stops which makes for a quicker trip. A full list of proposed stop changes can be found at the website listed below.

The proposal also includes minor changes to the schedules of Lines 4, 5, 10, 14, 15x, 17 and 20 to improve on-time performance. Similarly, minor schedule adjustments to several booster services serving La Colina and Goleta Valley Junior Highs and San Marcos and Dos Pueblos High Schools are proposed to make the services more on-time.

MTD has applied for grant funding for a one-year pilot to implement flexible, on-demand, curb-to-curb shared microtransit inside a specified zone using passenger vans for a low flat rate. Rides would be ordered via a smartphone app or by calling the Transit Center. Work is underway to determine the specific service zone for this pilot.

MTD invites the public to learn more and to give feedback via an online survey that explains all the proposed changes at www.sbmtd.gov/servicechanges. The survey is available in English and Spanish.

Community meetings will be held at the following locations and times, and Spanish/English interpretation will be provided:

Tuesday, April 9th at 6pm
Goleta Valley Community Center, Room 6
5679 Hollister Avenue, Goleta

Thursday, April 11th at 6pm
Carpinteria Library Multipurpose Room
5141 Carpinteria Avenue, Carpinteria

Monday, April 15th at 6pm
MTD Administrative Offices, John G. Britton Auditorium
550 Olive Street, Santa Barbara

Wednesday, April 17th at 12pm
MTD Administrative Offices, John G. Britton Auditorium
550 Olive Street, Santa Barbara

In addition to the four meetings listed above, a presentation on the proposed changes will be given at the April 23rd meeting of the Isla Vista Community Services District Board of Directors. The meeting begins at 6:00pm.

For questions on proposed service changes, the public may contact Santa Barbara MTD at 805-963-3364 or email info@sbmtd.gov.

###

We want your input on proposed service changes.

Queremos su opinión sobre los cambios de servicio propuestos.



Route change for Line 3, fewer stops on Lines 12x and 24x, and increased frequency on Line 28

Cambio de ruta para Línea 3, reducción de paradas en Líneas 12x y 24x, y frecuencia mejorada para Línea 28



Minor changes to improve on-time performance

Cambios menores para mejorar la puntualidad

Two ways to learn more and give feedback:

Dos formas de aprender más y dar su opinión:

1. Complete a short survey at | [Complete una breve encuesta en www.sbmtd.gov/servicechanges](http://www.sbmtd.gov/servicechanges)
2. Attend a public meeting | [Asistir a una reunión pública](#)

6:00 pm, Tuesday, April 9

Goleta Valley Community Center
5679 Hollister Avenue, Goleta

6:00 pm, Monday, April 15

MTD Administrative Offices
550 Olive Street, Santa Barbara

6:00 pm, Thursday, April 11

Carpinteria Library
5141 Carpinteria Avenue, Carpinteria

12:00 pm, Wednesday, April 17

MTD Administrative Offices
550 Olive Street, Santa Barbara

Questions? ¿Preguntas?

www.sbmtd.gov | 805-963-3364 | info@sbmtd.gov



Santa Barbara MTD 2019 Proposed Service Changes

Para tomar esta encuesta en español, [haga clic aquí](#).

Please read below to view proposed changes to Santa Barbara MTD's service plan, which would take effect as of August 19, 2019. We encourage you to give feedback on the proposed changes by sharing your thoughts in the spaces below.

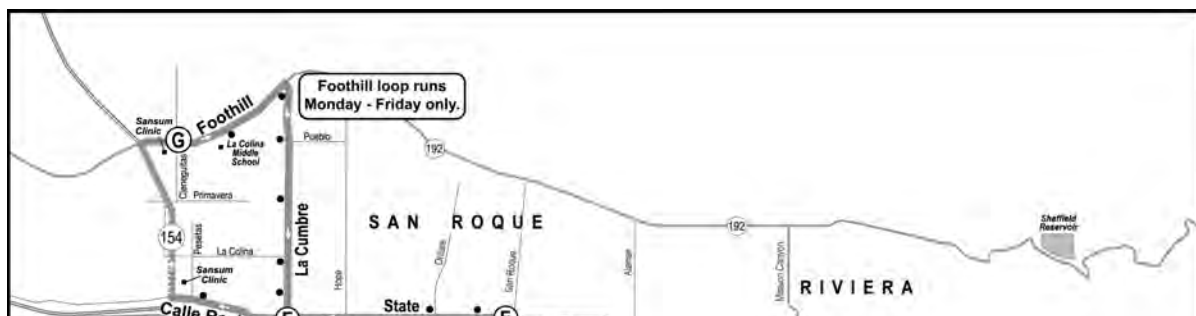
Thank you for participating!

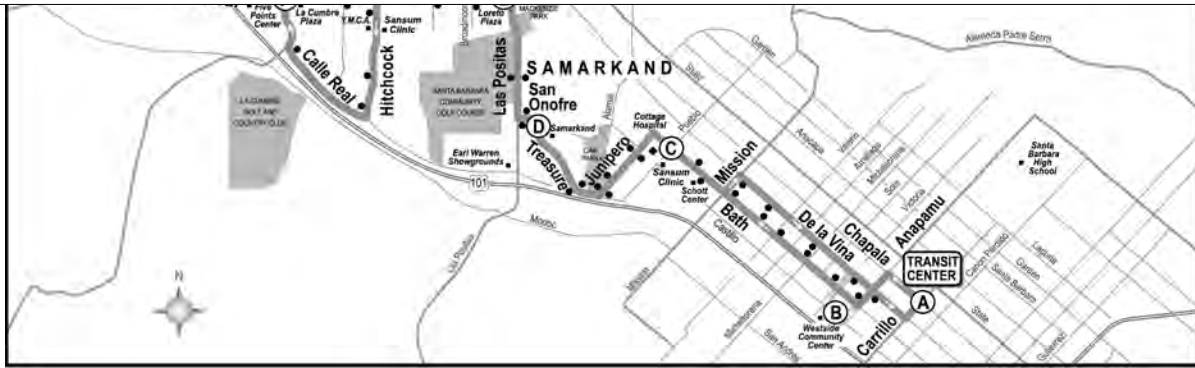
1.

Line 3: Route and stop changes for Line 3 around Santa Barbara Cottage Hospital

The Line 3 serves as a route between Downtown Santa Barbara, Santa Barbara Cottage Hospital/Oak Park, Samarkand, La Cumbre, and the Foothill Sansum area.

This map shows the current routing of the Line 3:



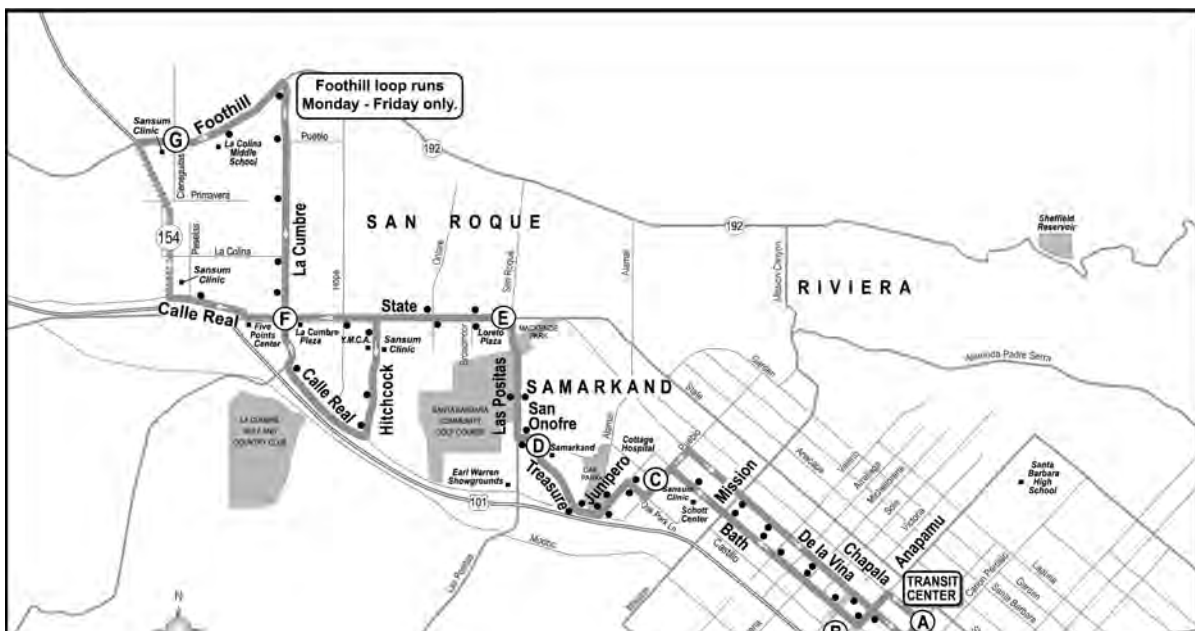


The proposed change would permanently change the routing of Line 3 both inbound and outbound in the blocks surrounding Cottage Hospital. This includes removing existing stops and installing new stops.

The reasons for these change are twofold:

1. Cottage Hospital is undertaking the final phase of major construction on the hospital campus, and the current configuration of buildings and their uses will be changing. For that reason, bus stops will be relocated to the new focal points of the hospital campus.
2. The City of Santa Barbara has tentative plans to extend the existing one-way condition on Bath and Castillo Streets that currently ends at Mission Street, further up to Los Olivos Street. This would mean that the existing stop in front of the the Schott Center (Bath at Los Olivos (inbound)) would no longer be accessible due to the new one-way condition.

This map shows the proposed routing of the Line 3 around Cottage Hospital:





The following existing stops would be removed:

- Bath at Pueblo (inbound)
- Junipero at Castillo (inbound)
- Junipero at Castillo (outbound)
- Bath at Los Olivos (inbound)

The following new stops would be installed:

- Pueblo at Castillo (inbound)
- Pueblo at Castillo (outbound)
- Oak Park Lane at Junipero (inbound)
- Oak Park Lane at Junipero (outbound)

Please share any feedback, questions, or concerns about the Line 3 proposal:

2. Line 12x and Line 24x: Enhance express nature of lines by reducing the number of stops

Line 12x (Goleta Express) serves Downtown Santa Barbara, Old Town Goleta, and the Hollister corridor between Fairview and Camino Real Marketplace. Line 24x (UCSB Express) serves Downtown Santa Barbara, UCSB, the El Colegio and Storke corridors, and Camino Real Marketplace.

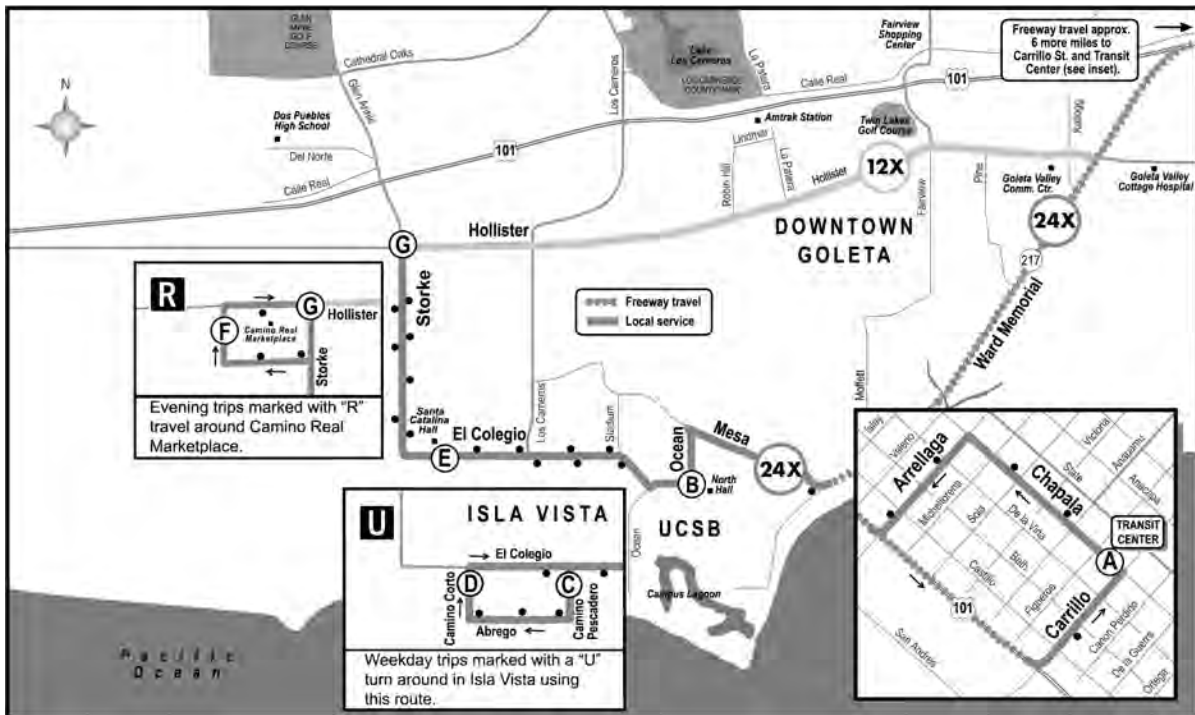
While these routes do take a trip on the freeway, they both currently serve every stop they pass (except for one stop on the Line 24x). More stops means a longer trip, and reduces the express nature of the service.

This is a current map of the Line 12x:



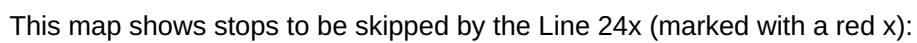


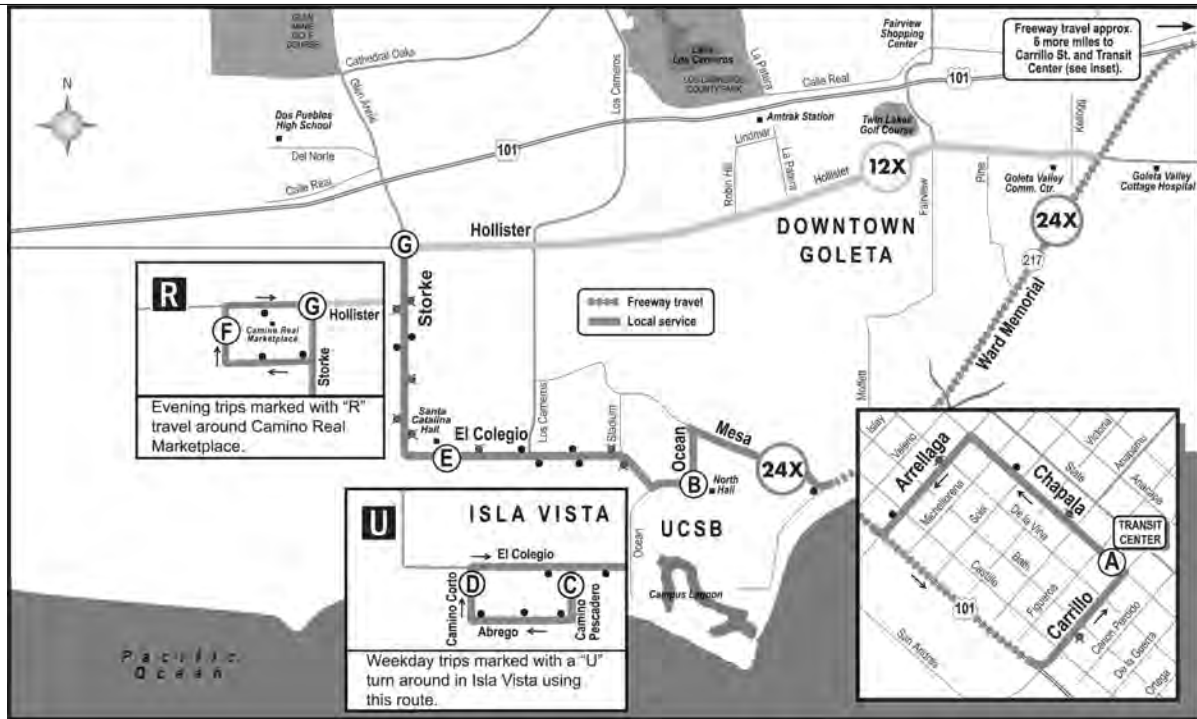
This is a current map of the Line 24x:



In order to provide more efficient express service on these two lines, we propose to reduce the number of stops on 12x and 24x trips. Routing would not change on either line. Other local lines that travel through these corridors would still serve the bus stops proposed to be skipped by Lines 12x and 24x.

This map shows stops to be skipped by the Line 12x (marked with a red x):





Line 12x would no longer serve the following stops:

Outbound

Chapala at Anapamu, Arrellaga at De La Vina, Hollister at Wendy's, Hollister at Lopez, Hollister at David Love, Hollister at Robin Hill, Hollister at Willow Springs, Hollister at Los Carneros Way

Inbound

Hollister at Los Carneros Way, Hollister at Hartley, Hollister at Griggs, Carrillo at Bath

Line 24x would no longer serve the following stops:

Outbound

Chapala at Anapamu, Arrellaga at De La Vina, El Colegio at Stadium, El Colegio at Camino Corto, Storke at El Colegio, Storke at Whittier, Storke at Santa Felicia

Inbound

Storke at Santa Felicia, Storke at Sierra Madre, El Colegio at Stadium, Carrillo at Bath

Please share any feedback, questions, or concerns about the Line 12x and 24x proposals:

3. Increased frequency on Line 28 (UCSB Shuttle)

Line 28 serves UCSB, the El Colegio and Storke corridors, and the area around Camino Real Marketplace.

Line 28 began service in August 2016 and has been extremely successful and well-used, often with much more demand than the existing capacity can handle. Operation of Line 28 is funded by UC Santa Barbara.

MTD is currently in discussions with UCSB to increase frequency and capacity on Line 28 in time for August 2019.

Please share any feedback, questions, or concerns about the Line 28 proposal:

4. Minor schedule adjustments for improved on-time performance on Lines 4, 5, 10, 14, 15x, 17, 20, and booster service routes

There are also proposals to make minor adjustments to the schedules of Lines 4, 5, 10, 14, 15x, 17, 20, and booster service routes to improve on-time performance.

The changes are minor and there would be no loss of trips on any line.

The booster routes with proposed changes are:

2410 AM

2420 AM & PM

2430 AM & PM

2510 AM & PM

2540 AM

2610 PM

2620 PM

2630 PM

2650 AM & PM

2720 AM & PM

2730 PM

Please share any feedback, questions, or concerns about the Lines 4, 5, 10, 14, 15x, 17, 20, and booster service proposals:

5. On-Demand Microtransit Service

MTD has applied for grant funding for a one-year pilot to implement flexible, on-demand, curb-to-curb shared microtransit inside a specified zone using passenger vans for a low flat rate.

Rides would be ordered via a smartphone app or by calling the Transit Center.

Work is underway to determine the specific service zone for this pilot.

Would you be likely to try this service?

What area or zone would you like to see it serve?

What questions do you have about the proposed microtransit pilot?

* 6. Which of the following bus lines do you ride regularly? Select all that apply.

☐ Line 3 (Oak Park)

☐ Line 17 (Lower West SB/SBCC)

☐ Line 4 (Mesa/SBCC)

☐ Line 20 (Carpinteria)

☐ Line 5 (Mesa/La Cumbre)

☐ Line 28 (UCSB Shuttle)

☐ Line 10 (Cathedral Oaks)

☐ Booster Services

☐ Line 14 (Montecito)

☐ I don't ride any of these lines regularly.

☐ Line 15x (SBCC/UCSB Express)

* 7. Have you ever attended a public meeting held by MTD regarding service changes?

☐ Yes

☐ No

8. Please share your contact information so that we can follow up if you asked questions above.

Name

ZIP/Postal Code

Email Address

Phone Number

Cambios de servicio propuestos por Santa Bárbara MTD en 2019

To take this survey in English, [click here](#).

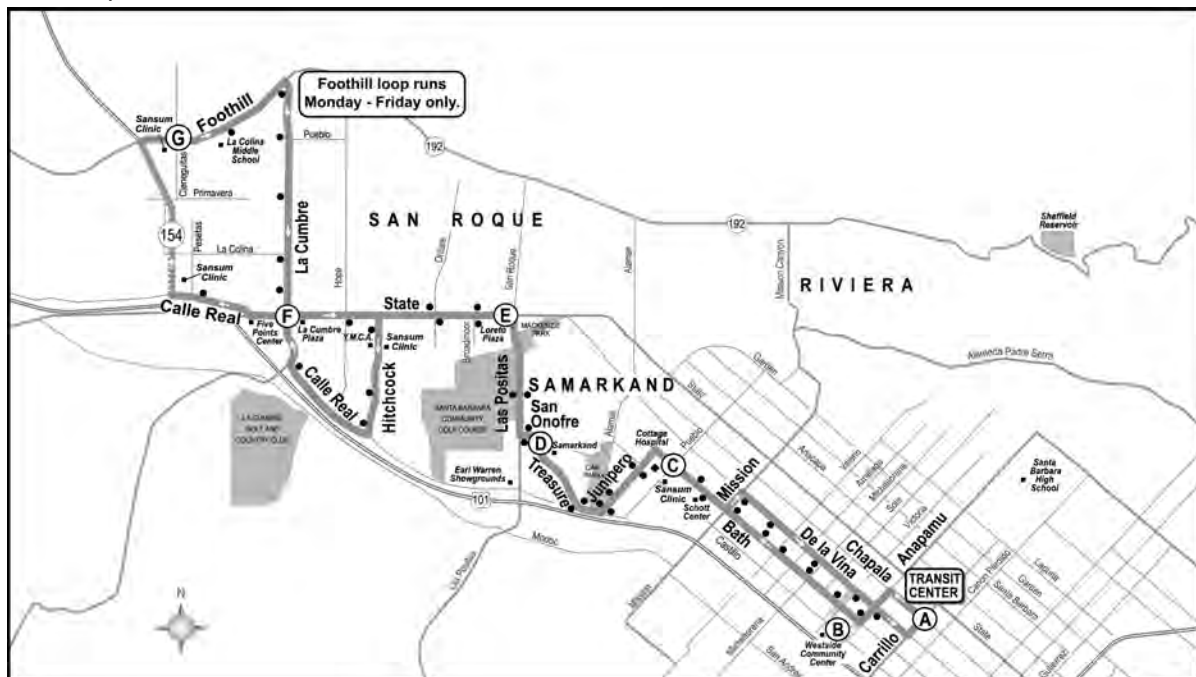
Lea a continuación para ver los cambios propuestos al plan de servicios de Santa Barbara MTD, que entrarán en vigencia a partir del 19 de agosto de 2019. Lo alentamos a que haga comentarios sobre los cambios propuestos compartiendo sus ideas en los espacios a continuación.

¡Gracias por participar!

1. Línea 3: Cambios de ruta y parada para la Línea 3 alrededor de Santa Barbara Cottage Hospital

La Línea 3 sirve como una ruta entre el centro de Santa Bárbara, el Hospital Santa Barbara Cottage / Oak Park, Samarkand, La Cumbre y el área de Foothill Sansum.

Este mapa muestra la ruta actual de la Línea 3:



El cambio propuesto cambiaría permanentemente la ruta de la Línea 3, tanto entrante como saliente, en los bloques que rodean el Cottage Hospital. Esto incluye eliminar paradas existentes e instalar paradas nuevas.

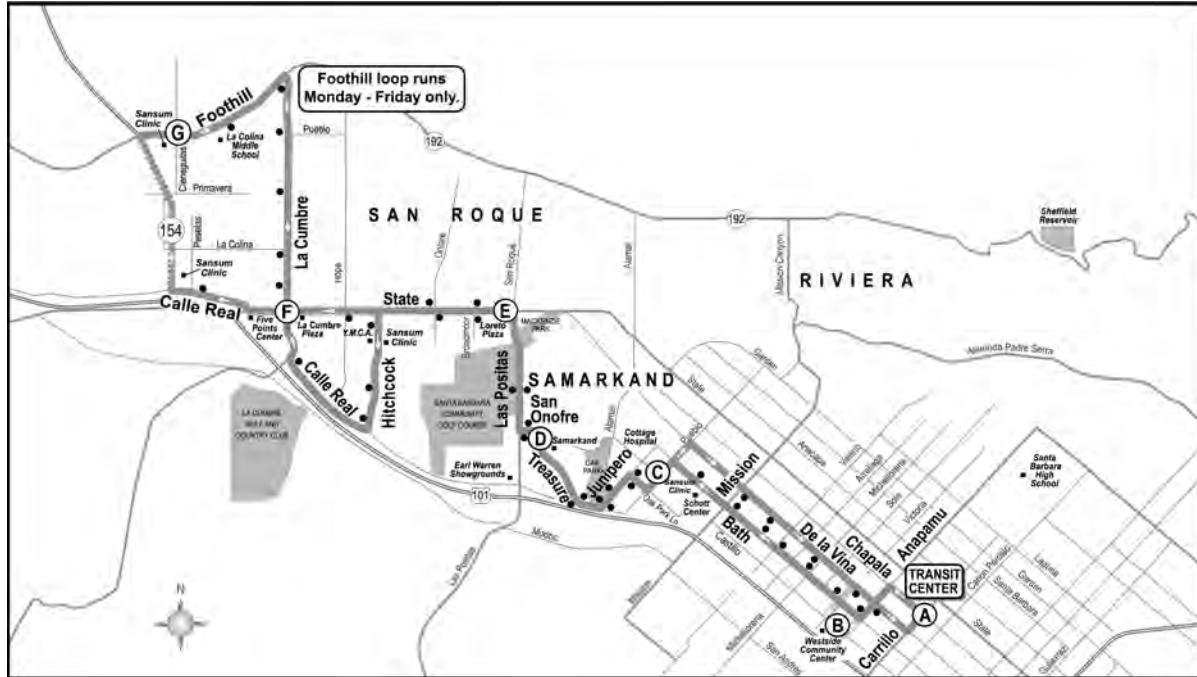
Las razones de estos cambios son dobles:

1. Cottage Hospital está llevando a cabo la fase final de la construcción principal en el campus del hospital, y la configuración actual de los edificios y sus usos cambiará. Por esa razón, las paradas de

autobús se reubicarán en los nuevos puntos focales del campus del hospital.

2. La Ciudad de Santa Bárbara tiene planes tentativos de extender la condición de una vía existente en las calles Bath y Castillo que actualmente termina en Mission Street, hasta la calle Los Olivos. Esto significaría que la parada existente frente al Schott Center (Bath en Los Olivos (entrada)) ya no sería accesible debido a la nueva condición de una vía.

Este mapa muestra la ruta propuesta de la Línea 3 alrededor de Cottage Hospital:



Las siguientes paradas existentes serían removidas:

Bath at Pueblo (entrante)

Junipero y Castillo (entrante)

Junipero y Castillo (saliente)

Bath y Los Olivos (entrante)

Se instalarían las siguientes paradas nuevas:

Pueblo y Castillo (entrante)

Pueblo y Castillo (saliente)

Oak Park Lane y Junipero (entrante)

Oak Park Lane y Junipero (saliente)

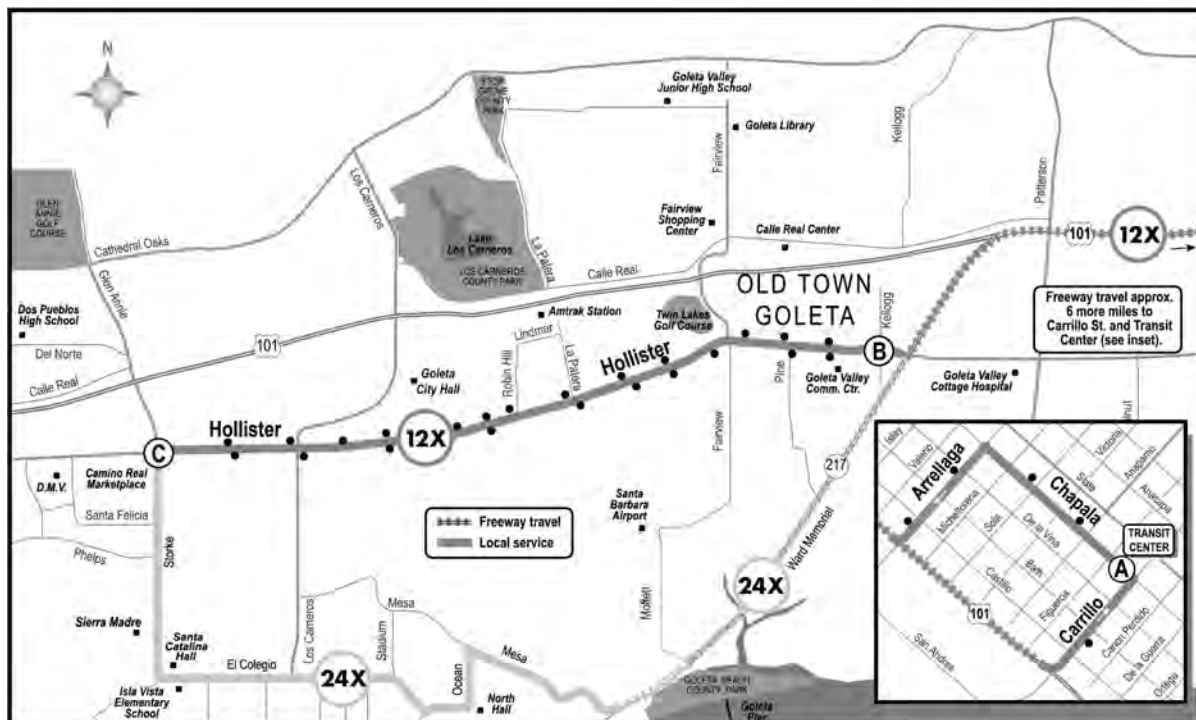
Comparta cualquier comentario, pregunta o inquietud sobre la propuesta Línea 3:

2. Línea 12x y Línea 24x: Mejora los aspectos expresos de las líneas al reducir el número de paradas

La línea 12x (Goleta Express) sirve al centro de Santa Bárbara, Old Town Goleta y el corredor Hollister entre Fairview y Camino Real Marketplace. La línea 24x (UCSB Express) sirve al centro de Santa Bárbara, UCSB, los corredores El Colegio y Storke, y el Mercado Camino Real.

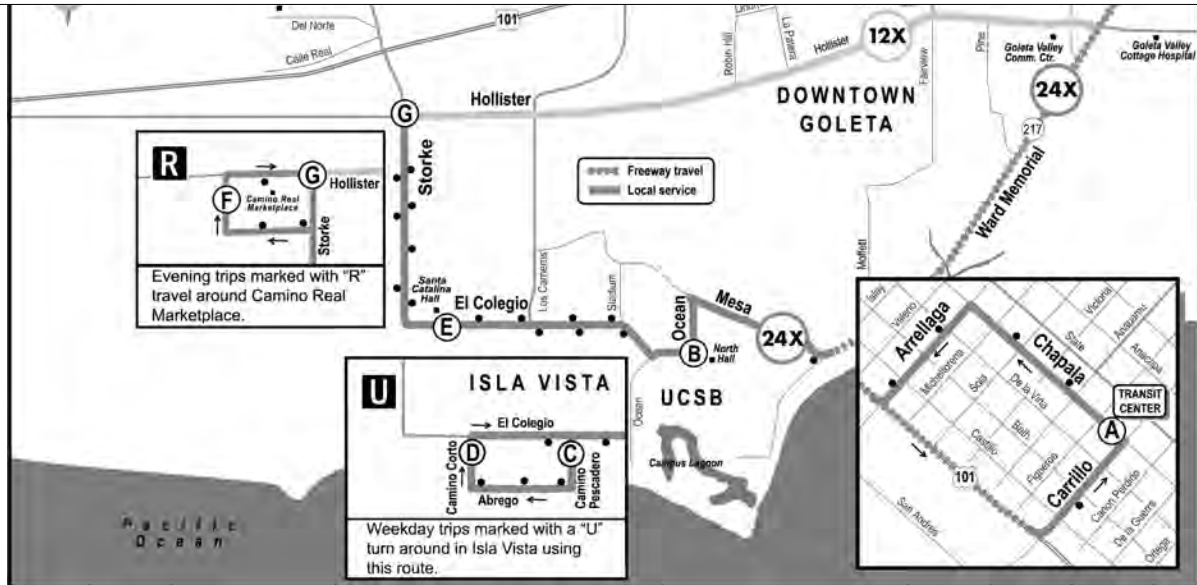
Si bien estas rutas hacen un viaje en la autopista, ambas sirven actualmente cada parada que pasan (excepto una parada en la Línea 24x). Más paradas significa un viaje más largo, y esto reduce el aspecto expreso del servicio.

Este es un mapa actual de la línea 12x:



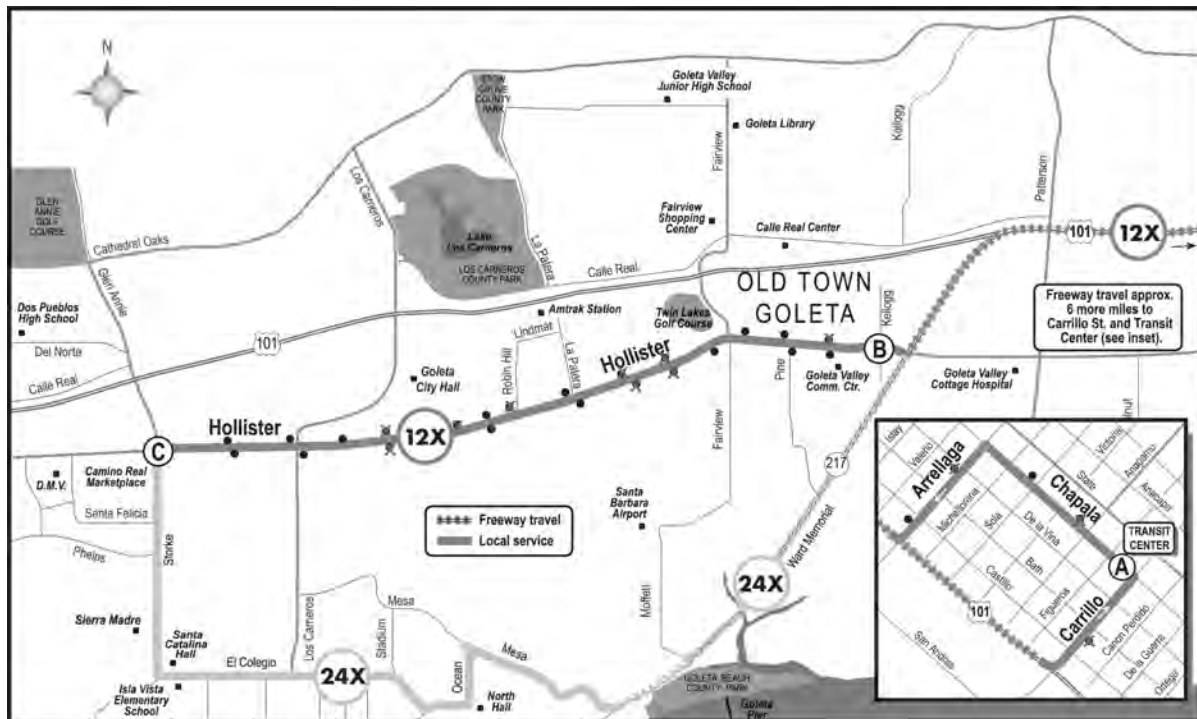
Este es un mapa actual de la línea 24x:



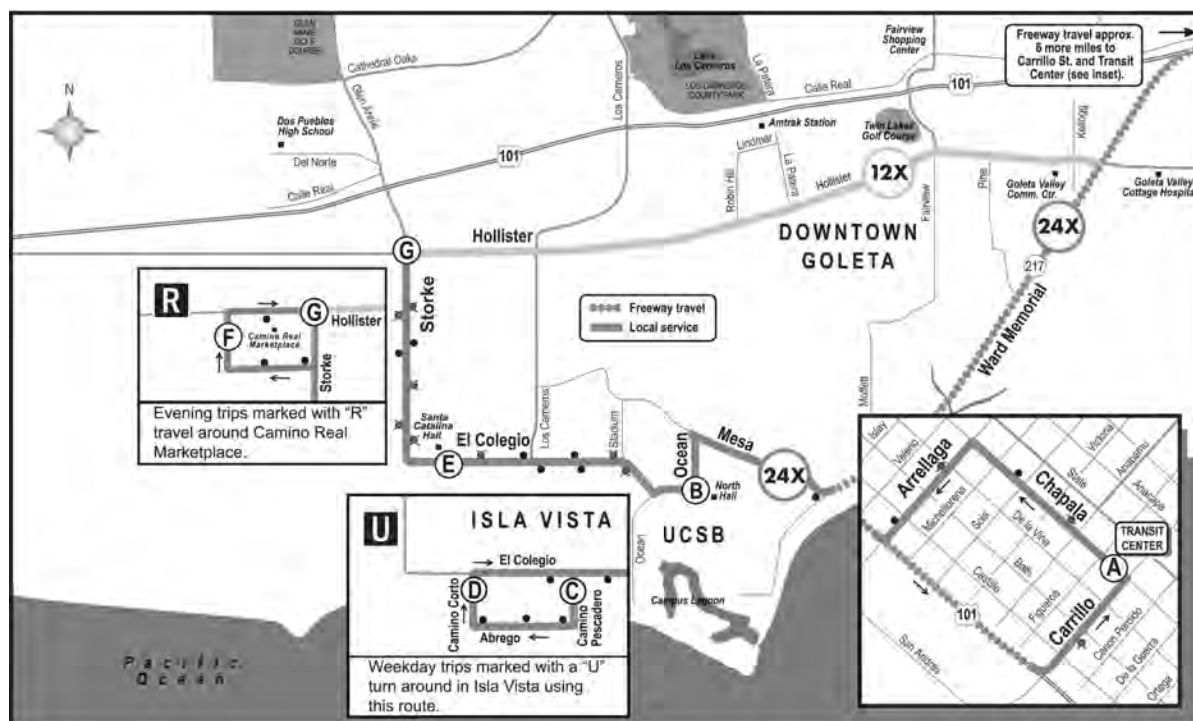


Con el fin de proporcionar un servicio expreso más eficiente en estas dos líneas, proponemos reducir el número de paradas en viajes de 12x y 24x. El enrutamiento no cambiaría en ninguna de las líneas. Otras líneas locales que viajan a través de estos corredores todavía servirían las paradas de autobús propuestas para ser omitidas por las Líneas 12x y 24x.

Este mapa muestra las paradas que debe omitir la línea 12x (marcada con una x roja):



Este mapa muestra las paradas que debe omitir la línea 24x (marcada con una x roja):



La línea 12x ya no serviría las siguientes paradas:

Saliente

Chapala y Anapamu, Arrellaga y De La Vina, Hollister y Wendy's, Hollister y Lopez, Hollister y David Love, Hollister y Robin Hill, Hollister y Willow Springs, Hollister y Los Carneros Way

Entrante

Hollister y Los Carneros Way, Hollister y Hartley, Hollister y Griggs, Carrillo y Bath

La línea 24x ya no serviría las siguientes paradas:

Saliente

Chapala y Anapamu, Arrellaga y De La Vina, El Colegio y Stadium, El Colegio y Camino Corto, Storke y El Colegio, Storke y Whittier, Storke y Santa Felicia

Entrante

Storke y Santa Felicia, Storke y Sierra Madre, El Colegio y Stadium, Carrillo y Bath

Comparta cualquier comentario, pregunta o inquietud acerca de las propuestas de Líneas 12x y 24x:

3. Aumento de frecuencia en la línea 28 (UCSB Shuttle)

La línea 28 sirve a la UCSB, a los corredores El Colegio y Storke, y al área alrededor del Camino Real Marketplace.

Línea 28 entró en servicio en agosto de 2016 y ha sido muy exitoso y bien utilizado, a menudo con mucha más demanda que la capacidad existente puede manejar. La operación de la Línea 28 está financiada por la UC Santa Barbara.

MTD se encuentra actualmente en conversaciones con UCSB para aumentar la frecuencia y la capacidad en la Línea 28 a tiempo para agosto de 2019.

Por favor, comparta cualquier comentario, pregunta o inquietud sobre las propuestas de la Línea 28:

4. Ajustes menores en el horario para mejorar el rendimiento del tiempo en las líneas 4, 5, 10, 14, 15x, 17, 20, y rutas escolares

También hay propuestas para hacer ajustes menores a los horarios de las líneas 4, 5, 10, 14, 15x, 17, 20 y rutas escolares para mejorar el rendimiento puntual.

Los cambios son menores y no habrá pérdida de viajes en ninguna línea.

Las rutas adicionales escolares con cambios propuestos son:

2410 AM

2420 AM & PM

2430 AM & PM

2510 AM & PM

2540 AM

2610 PM

2620 PM

2630 PM

2650 AM & PM

2720 PM

2730 PM

Por favor, comparta cualquier comentario, pregunta o inquietud sobre las propuestas de las Líneas 4, 5, 10, 14, 15x, 17, 20, y rutas escolares:

5. Servicio de microtransit a la carta

MTD ha solicitado una subvención para un programa piloto de un año para implementar un microtransit compartido flexible, a pedido, de acera a acera dentro de una zona específica usando camionetas de pasajeros por una tarifa plana baja.

Los viajes se solicitarían a través de la aplicación para teléfonos inteligentes o llamando al centro de tránsito.

Se está trabajando para determinar la zona de servicio específica para este piloto.

¿Es probable que pruebes este servicio?

¿A qué área o zona te gustaría verlo?

¿Qué preguntas tiene sobre el piloto de microtransit propuesto?

* 6. ¿Cuál de las siguientes líneas de autobús montas regularmente? Seleccione todas las que correspondan.

☐ Línea 4 (Mesa/SBCC)

☐ Línea 17 (Lower West SB/SBCC)

☐ Línea 5 (Mesa/La Cumbre)

☐ Línea 20 (Carpinteria)

☐ Línea 10 (Cathedral Oaks)

☐ Rutas adicionales escolares

☐ Línea 14 (Montecito)

☐ No monto en ninguna de estas líneas regularmente.

☐ Línea 15x (SBCC/UCSB Express)

* 7. ¿Alguna vez asistió a una reunión pública organizada por MTD con respecto a los cambios en el servicio?

☐ Sí

☐ No

8. Por favor, comparta su información de contacto para que podamos hacer un seguimiento si usted hizo alguna pregunta arriba.

Nombre

Código postal

Dirección de correo electrónico

Número de teléfono

ATTACHMENT D: MTD LEP ASSISTANCE PLAN

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Santa Barbara Metropolitan Transit District Limited English Proficiency (LEP) Assistance Plan

MTD is required to implement the U.S. Department of Transportation's *Policy Guidance Concerning Recipients' Responsibilities to Limited English Proficient (LEP) Persons* (DOT LEP Guidance, Federal Register, vol. 70, no. 239, pp. 74087–74100, December 14, 2005). Pursuant to this requirement, MTD has taken steps to ensure meaningful access by LEP persons to the benefits, services, information, and other important portions of our programs and activities. MTD conducted a four-factor analysis to determine the appropriate mix of LEP services to offer.

FOUR FACTOR ANALYSIS:

Factor 1: The Number and Proportion of LEP Persons Served or Encountered in the Eligible Service Population.

MTD analyzed American Community Survey data regarding the number of LEP persons living in the agency's service area, as presented in the table below. The analysis suggested that 8,460 Spanish-speaking persons who speak English "not well" and 4,081 Spanish-speaking persons who speak English "not at all" live in the agency's service area. These persons represent 6.4% of all persons five years and older residing in the service area.

In addition to the Spanish-speaking LEP persons, the analysis revealed smaller numbers of persons who speak languages other than Spanish and speak English "not well" or "not at all." The Census identified 289 such persons who speak other Indo-European languages, 954 such persons who speak Asian and Pacific Island languages, and 94 such persons who speak other languages. These persons comprise 0.1%, 0.5%, and 0.05%, respectively, of all persons five years and older residing in the service area.

Factor 2: The Frequency with Which LEP Individuals Come into Contact with your programs, activities, & services.

MTD serves a large number of Spanish-speaking LEP persons daily. Although the agency does not have a count of the exact number of such persons riding the bus daily, anecdotal data suggest that the number is significant. In addition, bilingual Customer Service Representatives at MTD's Transit Center and staff at MTD's administrative offices respond to numerous questions from Spanish-speaking LEP persons each day. MTD is not aware of any evidence that non-Spanish-speaking LEP persons are frequent users of our services, information, or other important portions of our programs and activities.

Factor 3: The Importance to LEP Persons of Your Program, Activities, & Services.

MTD's program is very important to many Spanish-speaking LEP persons in the agency's service area. MTD provides important transit services to the public through its public transportation program. MTD is the only major public transportation provider in the service area, and provides a vital link between residential areas and major activity centers throughout the agency's service area.

Factor 4: The Resources Available to the Recipient and Costs.

A significant number of Spanish-speaking LEP persons live in MTD's service area, and many of these persons utilize our services frequently. MTD provides schedules and all other public information in both English and Spanish. In addition, MTD ensures that at least one Spanish-speaking staff member is present at public meetings. There is a cost to MTD to provide the assistance necessary to ensure meaningful access by LEP persons to the benefits, services, information, and other important portions of our programs and activities. However, MTD believes the cost is justified, relative to the benefits derived from providing such assistance. MTD will continue to provide such assistance, and will continue to look for ways to enhance the assistance offered.

IMPLEMENTATION PLAN:

Based on the four-factor analysis, MTD recognizes the need to continue providing services for Spanish-speaking LEP persons. The assistance that MTD offers during our public outreach process includes:

- Press releases sent to Spanish-language media and radio stations.
- Flyers in both English and Spanish advertising public meetings are available on all buses and at the Transit Center.
- All flyers are posted on the website and are in both English and Spanish.
- These flyers include information in both English and Spanish on how to comment on the proposed service changes if you cannot get to the meeting.
- Several Customer Service Representatives at MTD's Transit Center are bi-lingual and can answer questions from Spanish-speaking LEP persons.
- Spanish-speaking translators are available at public meetings.

MTD will perform a four-factor analysis every three years to identify what, if any, additional information or activities might better improve MTD's services to assure non-discriminatory service to LEP persons. MTD will then evaluate the projected financial impact and personnel needed to provide the requested services, and assess which of these can be provided cost-effectively.

**LANGUAGE SPOKEN AT HOME BY ABILITY TO SPEAK ENGLISH
FOR THE POPULATION 5 YEARS AND OVER**

Line Item	Carpinteria CCD*	Santa Barbara CCD*	Total
Total Population 5 Years and Older	17,202	185,440	202,642
Speak only English	10,962	125,484	136,446
<i>Speak Spanish:</i>	5,460	42,312	47,772
Speak English "very well"	3,204	24,822	28,026
Speak English "well"	1,052	8,106	9,158
Speak English "not well"	891	6,276	7,167
Speak English "not at all"	313	3,108	3,421
<i>Speak other Indo-European languages:</i>	421	8,120	8,541
Speak English "very well"	413	6,578	6,991
Speak English "well"	8	1,255	1,263
Speak English "not well"	0	264	264
Speak English "not at all"	0	23	23
<i>Speak Asian and Pacific Island languages:</i>	310	8,410	8,720
Speak English "very well"	197	4,687	4,884
Speak English "well"	81	2,738	2,819
Speak English "not well"	32	925	957
Speak English "not at all"	0	60	60
<i>Speak other languages:</i>	49	1,114	1,163
Speak English "very well"	40	766	806
Speak English "well"	0	300	300
Speak English "not well"	9	48	57
Speak English "not at all"	0	0	0

*CCD is "Census County Division." The entire South Coast of Santa Barbara County is divided into only these two CCDs.

Source: 2013-2017 American Community Survey 5-Year Estimates (Table B16004).

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ATTACHMENT E: MTD SERVICE STANDARDS & POLICIES



Santa Barbara Metropolitan Transit District System-Wide Service Standards & Policies

VEHICLE LOAD STANDARD

The average of all loads should not exceed vehicles' achievable capacities:

Santa Barbara Metropolitan Transit District - Maximum Load Factor

Service Type	Bus Length (Feet)	Seated (Average)	Standing (Policy)	Total Riders	Maximum Load Factor
Shuttle Routes	30'	22	12	34	1.6
Trunk & Local Routes	29'	26	20	46	1.8
	40'	37	30	67	1.8
	60'	55	60	115	2.1
Express Routes	40'	37	30	67	1.8

VEHICLE HEADWAY STANDARD

Headways shall be based on passenger demand and budgetary considerations. Headway targets for shuttle, trunk and local routes are every 30 minutes or better during weekday peak periods, and every 60 minutes or better off-peak and on weekends. Express and interregional routes should run at least 3 trips during peak commute times to support work shift start and end times.

ON-TIME PERFORMANCE STANDARD

At least 80 percent of trips will depart no more than 5 minutes after their scheduled time and no more than 1 minute prior to their scheduled time.

SERVICE AVAILABILITY STANDARD

Transit service within the District shall be distributed so that a minimum of 80 percent of all residents in the District's boundaries are within a ½-mile walk of bus service, to the extent feasible.

VEHICLE ASSIGNMENT POLICY

Bus assignments take into account the operating characteristics of buses of various lengths, which are matched to the operating characteristics of the route. Local routes with lower ridership may be assigned 29-foot buses rather than 40-foot buses. Routes requiring tight turns on narrow streets may also be assigned 29-foot buses.

TRANSIT AMENITIES POLICY

Installation of transit amenities along bus routes are based on the number of passenger boardings at stops along those routes, and on the availability of funding from various partners.

ATTACHMENT F: MTD BOARD OF DIRECTORS RESOLUTION

**RESOLUTION
of the
BOARD OF DIRECTORS
of the
SANTA BARBARA METROPOLITAN TRANSIT DISTRICT**

IN THE MATTER OF APPROVING THE SANTA
BARBARA METROPOLITAN TRANSIT DISTRICT
REVISED TITLE VI NONDISCRIMINATION PROGRAM

RESOLUTION NO. 2019-05

WHEREAS, the Santa Barbara Metropolitan Transit District ("District") is established and existing under Part 9, Division 10, of the California Public Utilities Code, codified at Sections 95000-97100, and empowered to provide public transportation service in the South Coast of Santa Barbara County; and

WHEREAS, the District is a direct recipient of federal Section 5307 operating funding from the Federal Transit Administration; and

WHEREAS, the District must ensure that the level and quality of public transportation service is provided in a nondiscriminatory manner; and

WHEREAS, the District must promote full and fair participation in public transportation decision-making without regard to race, color, or national origin; and

WHEREAS, the District must ensure meaningful access to transit-related programs and activities by persons with limited English proficiency; and

WHEREAS, the District is required by the Federal Transit Administration to prepare and submit a Title VI Program reaffirming the District's commitment to nondiscrimination once every three years.

NOW THEREFORE, BE IT RESOLVED that the Board of Directors approves the Santa Barbara Metropolitan Transit District Revised Title VI Program: 2020 - 2022.

PASSED AND ADOPTED by the Board of Directors of the Santa Barbara Metropolitan Transit District this 5th day of November, 2019, by the following vote:

AYES: _____

NAYS: _____

ABSENT: _____

Chair, Board of Directors

ATTEST:

Secretary, Board of Directors



BOARD OF DIRECTORS REPORT

MEETING DATE: NOVEMBER 5 2019

AGENDA ITEM: #10

DEPARTMENT: BOARD OF DIRECTORS

TYPE: ACTION ITEM

PREPARED BY: JERRY ESTRADA

Signature

REVIEWED BY: GENERAL MANAGER

Signature

SUBJECT: ANNUAL ELECTION OF BOARD OFFICERS

RECOMMENDATIONS:

The Board will hold elections for the following Board assignments:

- Chair
- Vice Chair
- Secretary

To: MTD Board of Directors
From: Jerry Estrada, General Manager
Date: November 5, 2019
Subject: General Manager's Report

Bidding for the upcoming winter 2019 driver bid (starting December 2) has commenced and is moving along at a brisk pace. Operations allow approximately one month for completion of this process that we undergo at least four times per year. Some bids go quicker and some go a little slower, depending on how the runs and schedules change. Holidays that need to be bid also add to the amount of time necessary for our operators to make an informed decision that they will have to live with during the respective bid period.

As of this week 12 of 14 BYD's are in service. Two BYD buses are currently at BYD's factory in Lancaster undergoing warranty repairs and software updates. This is part of a campaign to return all BYD buses back to the factory. Originally, we were returning one bus at a time but, now due to the reduced fall schedule we are able to return two buses at a time. Scheduled completion has been pushed back to November 1.

On October 22, several mechanics attended Amerex fire detection training. They all earned their certifications and MTD will now be able to perform semi-annual Amerex system inspections in-house rather than contracting this work out. This will result in a substantial cost savings to MTD. Starting the week of October 28, Gillig staff will be on site to provide our mechanics with three weeks of training. Topics will include air systems, dinex systems, doors, emissions, and electric fans.

As part of California Clean Air Day on October 2, MTD joined with several other local agencies to encourage the public to help clear the air. Free 10-ride passes were offered to the first 500 individuals willing to pledge to try an MTD bus at least once in the month of October. These passes are funded through an MTD Low-Carbon Transit Operations Program (LCTOP) grant.

Demolition work at the Transit Center is nearing completion, and Newton Construction has begun the transition to framing, electrical, and plumbing work. Staff worked with Newton Construction and MTD's architect to develop a restoration plan for approval by the City, to be conducted following completion of the renovation.

The Stantec team (MTD's consultant for the Facilities Master Plan) met with MTD staff and members of the Ad Hoc Committee for three two-hour charrette sessions to discuss possible buildout scenarios for MTD facilities. The discussions at these meetings will inform the development of the Master Plan. Staff provided comments on the "Phase I - Operational Review and Future Requirements" technical document to Stantec, and those comments have been incorporated into the document.

The three-year base term for the janitorial services contract for MTD facilities concluded at the end of last August. Jani Care, the contractor, has continued providing services but has decided

not to accept the first of two one-year extension options, which are built into the contract. As there is insufficient time for completion of a solicitation before the termination takes place, staff is preparing to obtain quotes for janitorial services on a short-term basis. As the value of a multi-year contract will exceed threshold amounts for utilizing simplified purchasing procedures, a formal solicitation is required and is scheduled for early 2020.

The current diesel fuel contract with TAC Energy terminates at the end of November. MTD entered into a contract with IPC USA six months ago to begin providing renewable diesel beginning this December 1. In early October, the District received notice that TAC is purchasing IPC's fuel-related assets and that, as a result, MTD's IPC contract was to be assigned to TAC. Because the renewable diesel to be provided by TAC is identical to that under the IPC contract and MTD's three years' experience with TAC has been positive, the contract assignment has been accepted and approved.