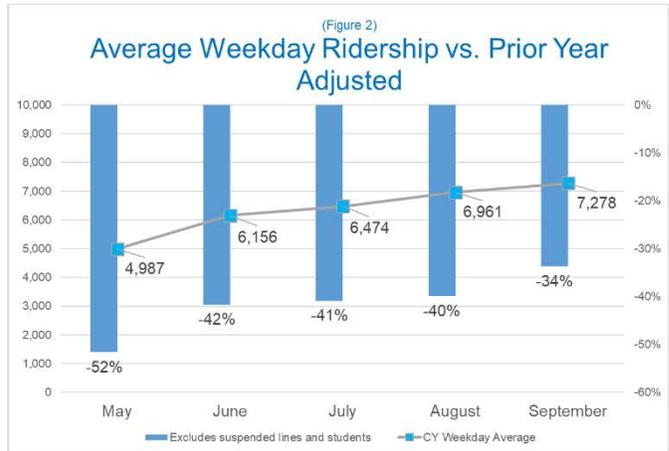
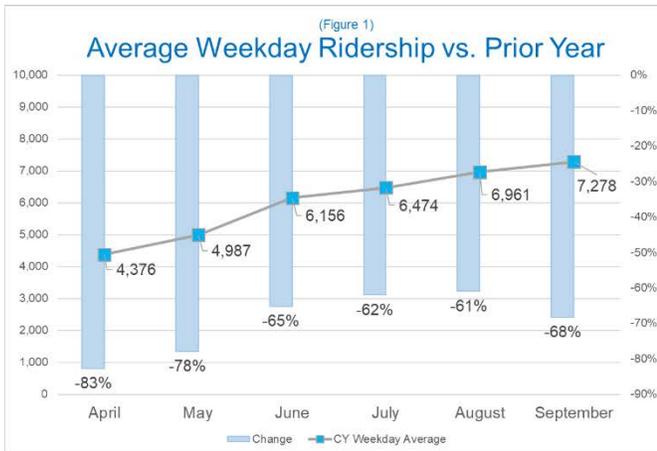


To: MTD Board of Directors
 From: Jerry Estrada, General Manager
 Date: October 20, 2020
 Subject: General Manager's Report



The two graphs above provide the average weekday ridership in each month between April and September and the corresponding percentage decline versus the prior year ridership results. Figure 1 shares the percentage decline in total ridership, which initially decreased by 83% in April and has improved to 68% in September. Figure 2's prior year ridership figures were adjusted to account for suspended routes, and the lack of in person instruction at educational institutions. As such, prior year ridership from the aforementioned suspended routes and UCSB, SBCC and Youth 10-ride were deducted from the totals for Figure 2. As the reader can see in Figure 2, as of September, the Lines that are currently operational are down by 34% versus prior year statistics, less students.

The steady rise in ridership coupled with the maximum passenger occupancy restriction currently in place for physical distancing has resulted in the regular deployment of booster buses in September. MTD's ability to hire additional drivers over the past few months has allowed for regular boosting to take place.

The Operations and Planning departments are preparing for their scheduled "Round Table" on October 27 in preparation for the November driver bid. At this meeting, both departments will be reviewing the different scenarios for our next bid, which will commence on November 30. Generally, we begin bidding approximately one week after the round table; the entire bidding process normally takes 3-4 weeks. This particular bidding session, will include bus operators choosing runs on our upcoming holidays that land within this bid period. In addition, folks will be bidding for their vacation times for the next vacation year. Additionally, we have commenced the bidding process for our two upcoming holidays: Veteran's Day and the day after Thanksgiving.

Our new mechanic, Allen Warner, started Monday, October 5 and he is working on familiarizing himself with our fleet. Our new utility worker Miguel Rico Tapia is scheduled to start Monday, October 19.

On September 6, we began using electrostatic sprayers to further enhance our disinfecting efforts. Every night all buses and relief cars returning from service are disinfected using electrostatic sprayers to apply an EPA certified solution with a one-minute kill claim for corona virus.

The Charge Ready Transport Agreement has been executed, paving the way for staff to begin working with SCE's consultants to develop a formal design for make ready infrastructure for 14 heavy-duty charge ports.

Staff conducted interviews on October 13 for the Fleet Renewal Campaign RFP. Based upon the interviews, one firm will be selected to enter into negotiations with MTD. If Staff is able to negotiate fair and reasonable pricing with the vendor, a recommendation for award will be brought to the Board.

Staff is continuing to work with the City of Santa Barbara and CALSTART on the California Energy Commission Blueprints for Medium- and Heavy-Duty Zero-Emission Vehicle Infrastructure (GFO-20-601) grant application. It is anticipated that the application will be submitted in advance of the November 13 deadline.

Staff submitted the monthly ridership and safety and security reports for MTD service and the quarterly Federal Financial Reports and Milestone Progress Reports for MTD's open federal awards to the Federal Transit Administration, as required.

On Wednesday, October 14, staff will participate with SBCAG staff and the other urbanized area transit providers in Santa Barbara County in a kick-off meeting for the Federal Section 5307 regional call for projects. The agencies conduct this process every three years to plan for programming the Section 5307 funds in the Federal Transportation Improvement Program (FTIP). The upcoming process will cover FY 2022, FY 2023, & FY 2024.

On Monday, October 19, staff will participate with SBCAG staff and the other transit providers in Santa Barbara County in a kick-off meeting for the California State of Good Repair (SGR) regional call for projects. This process is expected to result in programming four years of SGR population-based funding for Santa Barbara County transit projects.