



## BOARD OF DIRECTORS AGENDA

**REGULAR MEETING**  
of the  
**BOARD OF DIRECTORS**  
of the  
**SANTA BARBARA METROPOLITAN TRANSIT DISTRICT**  
A Public Agency  
**Tuesday, September 19, 2023**  
**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), Jen Lemberger (Secretary), Paula Perotte (Director), Arjun Sarkar (Director), Alberto Lapuz (Director), Monica Solorzano (Director).
3. **REPORT REGARDING THE POSTING OF THE AGENDA**

### CONSENT CALENDAR

4. **APPROVAL OF PRIOR MINUTES - (ACTION MAY BE TAKEN)**  
The Board of Directors will be asked to approve the draft minutes for the meetings of September 5, 2023.
5. **CASH REPORTS - (ACTION MAY BE TAKEN)**  
The Board of Directors will be asked to review and approve the Cash Reports from August 26, 2023 through September 8, 2023.

### 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.sbmttd.gov](http://www.sbmttd.gov) and at MTD Administrative offices.
7. **FISCAL YEAR 2022-23 ANNUAL RIDERSHIP & CUSTOMER SERVICE REPORT (INFORMATIONAL – ATTACHMENT)**  
Staff will provide the Board of Directors a report regarding annual ridership and customer service statistics for FY 2022-23.

<b>BOARD OF DIRECTORS AGENDA</b>
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8. **FINANCIAL REVIEW OF FISCAL YEAR 2022-23 – (INFORMATIONAL-ATTACHMENT)**  
Staff will present an update to the Board of Directors on the results for Fiscal Year 2022-23.
9. **SBCAG – MTD MOU FOR THE ELECTRIC TRANSIT BUS REPLACEMENT – (ACTION MAY BE TAKEN – ATTACHMENT)**  
Staff recommends that the Board approve the attached draft “Memorandum of Understanding between the Santa Barbara County of Association of Governments and the Santa Barbara Metropolitan Transit District for the Electric Transit Bus Replacement.”
10. **GENERAL MANAGER’S REPORT (INFORMATIONAL)**  
The General Manager will report on any updates to district activities.
11. **OTHER BUSINESS AND REPORTS (INFORMATIONAL)**
12. **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, September 5, 2023**  
**8:30 AM**  
**John G. Britton Auditorium**  
550 Olive Street, Santa Barbara, CA 93101

- 1. CALL TO ORDER**  
Chair Davis called the meeting to order at 8:30 AM.
- 2. ROLL CALL OF THE BOARD MEMBERS**  
Chair Davis reported that all members were present with the exception of Director Perotte and Vice Chair Tabor.
- 3. REPORT REGARDING POSTING OF AGENDA**  
Evelyn Orozco, Human Resources Assistant, reported that the agenda was posted on Friday, September 1, 2023, at MTD's Administrative office, mailed and emailed to those on the agenda list, and posted on MTD's website.

*Chair Davis recommended that the Board take up items 9 "General Manager's Report" and 10 "Other Business and Reports" prior to addressing closed session items. Director Sarkar moved to make the change in order. Director Solorzano seconded the motion. The change in agenda order was approved unanimously with two absent.*

## 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 July 22, 2023.
- 5. CASH REPORT - (ATTACHMENT - ACTION MAY BE TAKEN)**  
The Board of Directors was asked to review and approve the Cash Reports from July 22, 2023 through August 4, 2023 and August 5, 2023 through August 25, 2023.

Director Sarkar moved to approve the consent calendar. Director Lapuz seconded the motion. Chair Davis held a roll call vote and the consent calendar was approved unanimously with two absent.

## THIS CONCLUDES THE CONSENT CALENDAR

<b>BOARD OF DIRECTORS DRAFT MINUTES</b>
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**6. PUBLIC COMMENT**

No public comments were made.

*Vice Chair Tabor entered the meeting at 8:33 AM.*

**7. RECESS TO CLOSED SESSION CONFERENCE WITH LEGAL COUNSEL – EXISTING LITIGATION -- (ACTION MAY BE TAKEN)**

Conference with legal counsel pursuant to Government Code § 54956.9(a) regarding five matters:

1. Barrientos Lopez v SBMTD – SBSC No. 21CV04844;
2. Elizabeth De La Torre v. SBMTD – SBSC No. 21CV03487;
3. Stephen Olivera v. SBMTD – SBSC No. 21CV04019;
4. Christopher Trevino v SBMTD – WCAB Case No. ADJ13026915, ADJ10656505;
5. Karl Lust v SBMTD – WCAB Case No. ADJ12376122

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

Conference with legal counsel pursuant to Government Code § 54956.9(d), (e)(1) regarding letter from Susan Lea (letter is attached to Board packet) – unknown number of potential cases.

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

No public comments regarding the Closed Session were made prior to recess.

Chair Davis recessed the Board to Closed Session at 8:41 AM.

The Board reconvened from Closed Session at 10:20 AM.

Chair Davis reported out of closed session item #7 that The Santa Barbara Metropolitan Transit District has authorized General Manager Estrada to work with counsel to resolve items 1, 4, and 5 on the closed session notice and complete any settlement payments reached between the parties. Chair Davis stated that no action was taken on the remaining items.

Furthermore, Chair Davis reported out of closed session item #8 that no action was taken.

**9. GENERAL MANAGER’S REPORT– (INFORMATIONAL)**

General Manager Estrada provided an update on district activities.

**10. OTHER BUSINESS AND REPORTS – (INFORMATIONAL)**

Chair Davis announced that he and Hillary Blackerby, Planning & Marketing Manager are on the State Street Advisory Committee (SSAC) and Wednesday afternoon from 4-7PM the SSAC is going to be focusing on Transportation, History and the Future. Chair Davis asked if Blackerby could send links with more information to the Board members.

**11. ADJOURNMENT**

Chair Davis adjourned the meeting at 10:24 AM.

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**Santa Barbara Metropolitan Transit District**  
**Cash Report**  
**Board Meeting of September 19, 2023**  
**For the Period August 26, 2023 through September 8, 2023**

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**MONEY MARKET**

**Beginning Balance August 26, 2023** **\$6,252,319.22**

Accounts Receivable	760,140.70
Passenger Fares	82,985.94
Measure A Transfer	7,976.93
Prepays & Advertising	1,566.00
Miscellaneous Income	398.26
<b>Total Deposits</b>	<b>853,067.83</b>

Bank & Credit Card Fees	(80.81)
Miscellaneous Transfers	(11,131.09)
401(k)/Pension Transfer	(35,476.63)
Payroll Taxes	(167,803.81)
Payroll	(373,194.40)
Accounts Payable	(549,002.18)
<b>Total Disbursements</b>	<b>(1,136,688.92)</b>

**Ending Balance** **\$5,968,698.13**

**CASH INVESTMENTS**

LAIF Account	\$6,043,960.44
Money Market Account	5,968,698.13

**Total Cash Balance** **\$12,012,658.57**

**SELF INSURED LIABILITY ACCOUNTS**

WC / Liability Reserves	(\$4,066,050.00)
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**Working Capital** **\$7,946,608.57**

**Santa Barbara Metropolitan Transit District**  
**Accounts Payable**

Check #	Date	Company	Description	Amount	Voids
133036	8/31/2023	ABC BUS COMPANIES INC	BUS PARTS	1,157.15	
133037	8/31/2023	AMERICAN MOVING PARTS, LLC	BUS PARTS	1,530.70	
133038	8/31/2023	ASBURY ENVIRONMENTAL SERVI	WASTE OIL RECYCLER	5.00	
133039	8/31/2023	BUNNIN CHEVROLET CADILLAC	SERVICE VEHICLE MAINTENANCE	594.66	
133040	8/31/2023	CINTAS CORPORATION	FIRST AID SUPPLIES	327.27	
133041	8/31/2023	CROCKER REFRIGERATION & AIR	HVAC MAINTENANCE	4,831.03	
133042	8/31/2023	CUMMINS SALES & SERVICE dba	BUS PARTS & REPAIRS	103.02	
133043	8/31/2023	COUNTY OF S.B.PUBLIC WORKS D	WASTE DISPOSAL	78.00	
133044	8/31/2023	ALLIANT POWER DBA	BUS PARTS	318.06	
133045	8/31/2023	DOCUPRODUCTS CORPORATION	COPIER MAINTENANCE/SUPPLIES	285.50	
133046	8/31/2023	EDWARDS CONSTRUCTION GROU	CHARGE READY BRIDGE	47,892.09	
133047	8/31/2023	GENFARE LLC	FAREBOX REPAIRS & PARTS	1,666.25	
133048	8/31/2023	GIBBS INTERNATIONAL INC	BUS PARTS	588.03	
133049	8/31/2023	GLOBAL INDUSTRIAL DBA	B&G REPAIRS & SUPPLIES	483.12	
133050	8/31/2023	GOODYEAR TIRE & RUBBER CO	BUS TIRE LEASE	11,509.79	
133051	8/31/2023	RYAN GRIPP	REIMBURSEMENTS	138.25	
133052	8/31/2023	HOME IMPROVEMENT CTR.	SHOP/B&G SUPPLIES	27.71	
133053	8/31/2023	IMPULSE ADVANCED COMMUNIC	INTERNET	400.00	
133054	8/31/2023	JERRY'S PLUMBING & HEATING, I	PLUMBING REPAIRS	7,950.00	
133055	8/31/2023	LAWSON PRODUCTS INC	SHOP SUPPLIES	1,445.61	
133056	8/31/2023	LUMINATOR TECHNOLOGY GROU	BUS PARTS	2,966.55	
133057	8/31/2023	MAYAN LANDSCAPING	LANDSCAPE MAINTENANCE SERVICE	3,420.00	
133058	8/31/2023	MCMASTER-CARR SUPPLY CO.	SHOP/B&G SUPPLIES	238.43	
133059	8/31/2023	MOHAWK MFG. AND SUPPLY CO.	BUS PARTS	255.13	
133060	8/31/2023	NETWRIX CORPORATION	ONLINE SOFTWARE SERVICE	2,496.45	
133061	8/31/2023	NFI PARTS DBA	BUS PARTS	153.59	
133062	8/31/2023	O'REILLY AUTO PARTS DBA	BUS/SERVICE VEHICLE PARTS	29.33	
133063	8/31/2023	QUINN POWER SYSTEMS DBA	GENERATOR REPAIRS	1,661.25	
133064	8/31/2023	SAFETY-KLEEN CORPORATION	SHOP SUPPLIES	504.52	
133065	8/31/2023	SANSUM CLINIC	MEDICAL EXAMS	1,312.00	
133066	8/31/2023	SEIFERT GRAPHICS, INC.	BUS PARTS	78.30	
133067	8/31/2023	SO. CAL. EDISON CO.	UTILITIES	2,051.43	
133068	8/31/2023	SOAP MAN DISTRIBUTIN DBA	BUS CLEANING SUPPLIES	179.27	
133069	8/31/2023	SPECIALTY TOOL & BOLT, LTD	SHOP SUPPLIES	236.05	
133070	8/31/2023	SB CITY OF-REFUSE/WATER	UTILITIES	2,319.01	
133071	8/31/2023	TAC ENERGY LLC	RENEWABLE DIESEL	61,551.30	
133072	8/31/2023	UNITED PARCEL SERVICE, INC.	FREIGHT CHARGES	207.98	
133073	8/31/2023	U.S. BANK CORP. PAYMENT SYST	CREDIT CARD PURCHASES	3,496.57	

Check #	Date	Company	Description	Amount	Voids
133074	8/31/2023	VEHICLE MAINTENANCE PROGRA	BUS PARTS	257.02	
133075	8/31/2023	VC STAR / DESK SPINCO, INC	PUBLIC NOTICE ADS	330.44	
133076	8/31/2023	WAXIE SANITARY SUPPLY DBA	JANITORIAL SUPPLIES	390.20	
133077	9/8/2023	ABC BUS COMPANIES INC	BUS PARTS	1,185.09	
133078	9/8/2023	AMERICAN MOVING PARTS, LLC	BUS PARTS	1,746.70	
133079	9/8/2023	ASBURY ENVIRONMENTAL SERVI	WASTE OIL RECYCLER	100.00	
133080	9/8/2023	BNS ELECTRONICS, INC.	SANTA YNEZ SITE RENTAL	345.19	
133081	9/8/2023	CAPITOL HARDWARE & BUILDING	B&G SUPPLIES	198.50	
133082	9/8/2023	CITY OF CARPINTERIA	CHARGING STATION ELECTRICITY	17.70	
133083	9/8/2023	COMMUNITY RADIO, INC.	GIBRALTAR SITE RENTAL	304.70	
133084	9/8/2023	COMPLETE COACH WORKS	FLEET RENEWAL CAMPAIGN	135,159.09	
133085	9/8/2023	CINTAS CORPORATION	FIRST AID SUPPLIES	177.63	
133086	9/8/2023	COX COMMUNICATIONS, CORP.	INTERNET & CABLE TV	155.44	
133087	9/8/2023	CUMMINS SALES & SERVICE dba	BUS PARTS & REPAIRS	88.93	
133088	9/8/2023	CUMMINS ALLISON CORPORATIO	COIN/BILL COUNTER PM SERVICES	1,204.28	
133089	9/8/2023	ALLIANT POWER DBA	BUS PARTS	822.46	
133090	9/8/2023	EKOS DBA	FUELING SYSTEM SOFTWARE	1,380.00	
133091	9/8/2023	EMERGENCY DRAIN SERVICES DB	DRAIN SERVICES	995.28	
133092	9/8/2023	FIDELITY SECURITY LIFE INS. CO	VISION INSURANCE	481.90	
133093	9/8/2023	STATE OF CALIFORNIA	PAYROLL RELATED	525.00	
133094	9/8/2023	GILLIG LLC	BUS PARTS	5,919.59	
133095	9/8/2023	GOLETA WATER DISTRICT	UTILITIES	235.14	
133096	9/8/2023	GRAINGER, INC.	SHOP/B&G SUPPLIES	173.22	
133097	9/8/2023	HAYWARD LUMBER	SHOP/B&G SUPPLIES	382.56	
133098	9/8/2023	HOME IMPROVEMENT CTR.	SHOP/B&G SUPPLIES	357.17	
133099	9/8/2023	JOHNSON CONTROLS FIRE PROTE	FIRE ALARM SERVICES	751.67	
133100	9/8/2023	LANSPEED DBA	IT SERVICES	2,935.00	
133101	9/8/2023	LAWSON PRODUCTS INC	SHOP SUPPLIES	71.27	
133102	9/8/2023	MC CORMIX CORP. (OIL)	LUBRICANTS	1,620.71	
133103	9/8/2023	MC CORMIX CORP. (GAS)	FUEL-SERVICE VEHICLES	1,604.03	
133104	9/8/2023	MOHAWK MFG. AND SUPPLY CO.	BUS PARTS	444.22	
133105	9/8/2023	MUNOZ JANITORIAL	JANITORIAL/DISINFECTANT SERVICE	7,800.00	
133106	9/8/2023	O'REILLY AUTO PARTS DBA	BUS/SERVICE VEHICLE PARTS	3.66	
133107	9/8/2023	REPUBLIC ELEVATOR, INC	ELEVATOR MAINTENANCE	192.10	
133108	9/8/2023	SB COUNTY FEDERAL CREDIT UNI	PAYROLL DEDUCTION	260.00	
133109	9/8/2023	SB INDEPENDENT INC.	MEDIA AD	50.40	
133110	9/8/2023	SPECIAL DISTRICT RISK MGMT	HEALTH INSURANCE	70,086.35	
133111	9/8/2023	SM TIRE, CORP.	BUS TIRE MOUNTING	532.02	
133112	9/8/2023	SMARDAN-HATCHER CO., INC	B&G REPAIRS & SUPPLIES	90.29	
133113	9/8/2023	SO. CAL. EDISON CO.	UTILITIES	7,206.35	
133114	9/8/2023	SPECIALTY TOOL & BOLT, LTD	SHOP SUPPLIES	152.25	

Check #	Date	Company	Description	Amount	Voids
133115	9/8/2023	STANTEC CONSULTING SERVICES	PROJECT CONSULTING SERVICES	6,007.50	
133116	9/8/2023	STAPLES CONTRACT & COMMERC	OFFICE SUPPLIES	506.68	
133117	9/8/2023	TEAMSTERS PENSION TRUST	UNION PENSION	83,047.78	
133118	9/8/2023	TEAMSTERS UNION LOCAL NO. 18	UNION DUES	10,511.60	
133119	9/8/2023	TAC ENERGY LLC	RENEWABLE DIESEL	30,727.43	
133120	9/8/2023	VALLEY POWER SYSTEMS, INC.	BUS PARTS	6,410.81	
133121	9/8/2023	WAXIE SANITARY SUPPLY DBA	JANITORIAL SUPPLIES	568.43	
				<b>549,002.18</b>	
				<b>Current Cash Report Voided Checks:</b>	0.00
				<b>Prior Cash Report Voided Checks:</b>	0.00
				<b>Grand Total:</b>	<b>\$549,002.18</b>



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

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<b>Date</b>	<b>Company</b>	<b>Description</b>	<b>Amount</b>
8/29/2023	Department of Rehabilitation	Passes/Passports Sales	364.00
8/29/2023	UCSB Bookstore	Passes/Passport Sales	21,050.00
8/29/2023	Yona Redz	Advertising on Buses	426.00
9/1/2023	Wells Marketing, LLC	Advertising on Buses	1,553.40
9/6/2023	Measure A, Section 3 LSTI	Measure A Funds - August 2023	252,743.09
9/7/2023	Local Transportation Fund	SB 325 - August 2023	480,908.21
9/8/2023	UCSB - Parking Services-7001	Passes/Passports Sales	3,096.00
<b>Total Accounts Receivable Paid During Period</b>			<b>\$760,140.70</b>

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<b>BOARD OF DIRECTORS REPORT</b>
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<b>MEETING DATE:</b>	SEPTEMBER 19, 2023	<b>AGENDA ITEM: #7</b>
<b>DEPARTMENT:</b>	PLANNING	
<b>TYPE:</b>	INFORMATIONAL	
<b>PREPARED BY:</b>	HILLARY BLACKERBY	_____ <i>Signature</i>
<b>REVIEWED BY:</b>	GENERAL MANAGER	_____ <i>Signature</i>
<b>SUBJECT:</b>	FISCAL YEAR 2022-23 ANNUAL RIDERSHIP & CUSTOMER SERVICE REPORT	

**RECOMMENDATIONS:**

Staff requests that the Board of Directors receive a report regarding annual ridership and customer service statistics for FY 2022-23.

**DISCUSSION:**

Staff will discuss factors affecting MTD's systemwide ridership in FY 2022-23. Staff will also discuss recent ridership trends and the continuing recovery and impacts from the COVID-19 pandemic. Customer service statistics from the fiscal year will also be discussed.

**ATTACHMENT:**

- Ridership Summary Report: FY 2022-23
- Customer Service Summary Report: FY 2022-23
- System Ridership Report: FY 2022-23





## FY 2022-23 ANNUAL RIDERSHIP PERFORMANCE REPORT

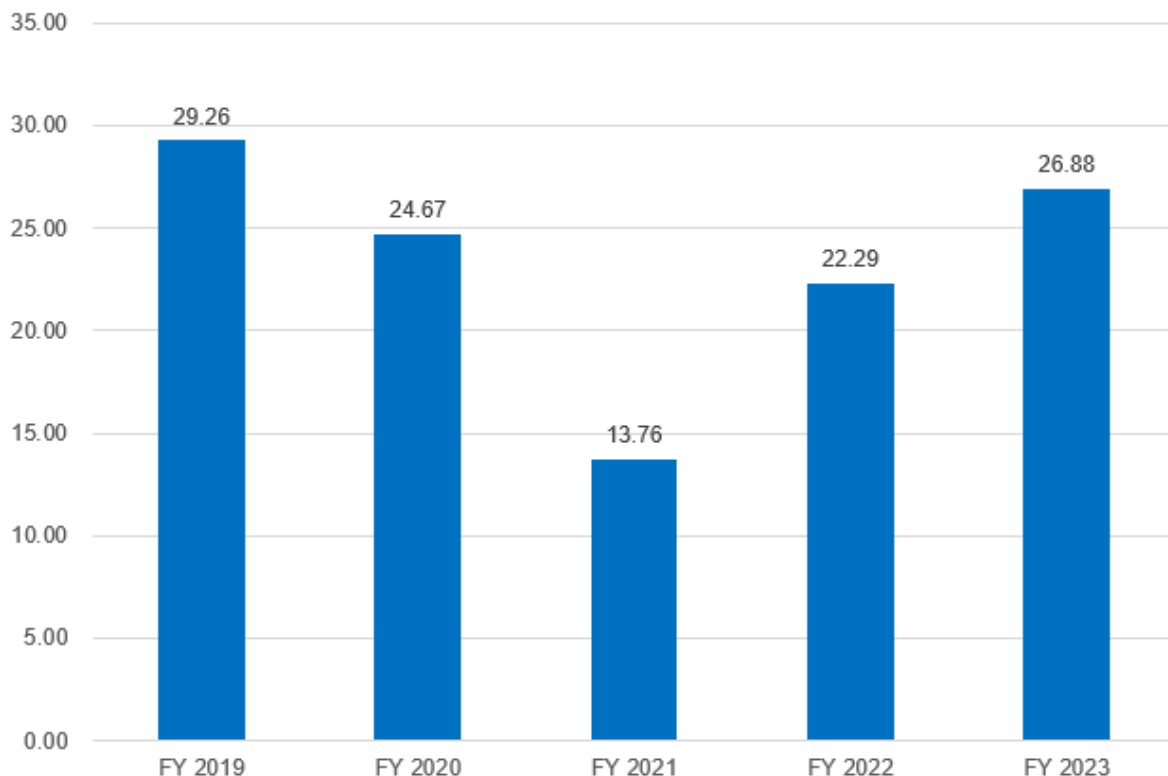
# Ridership Summary

For the Twelve-Month Period Ending June 30, 2023

### Fiscal Year Ridership Highlights

As the graph below illustrates, passengers per revenue hour for FY 2022-23 was 26.88. This equates to a return of 92% of pre-pandemic ridership on a per revenue hour basis. The results demonstrate a strong demand for public transit service within the South Coast. With interest for restored and additional public transit service received from throughout the region, such as to Santa Barbara's Downtown and Waterfront, Carpinteria, SBCC, Goleta Library, and more, the need to fill vacant bus operator positions is a clear need.

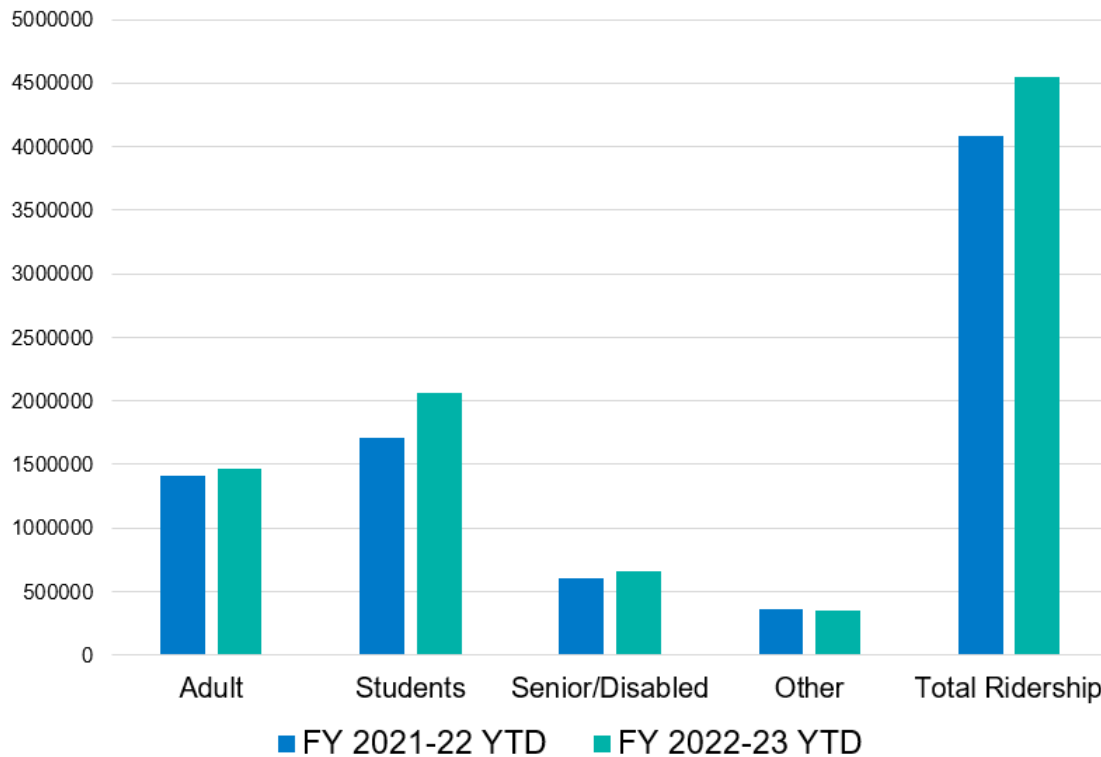
MTD Passengers per Revenue Hour by Fiscal Year



## Ridership Performance Indicators

Systemwide ridership during the fourth quarter (April through June) of FY 2022-23 totaled 1,210,721 representing an 8.7% increase of approximately 96,514 riders from the same period of FY 2021-22. For the total FY 2022-23, total ridership was 4,543,023 representing an 11.3% increase over FY 2021-22. This represents a significant rebound from unprecedented impacts caused by the COVID-19 pandemic, and a healthy demand for transit despite lower service levels.

### Year-to-Date Ridership by Fare Category



In the fourth quarter, revenue hours and miles were down as compared to the same period in FY 2021-22. On April 25, 2022, due to a bus operator shortage, service was reduced by approximately 12.9%. This included reduction of frequency on several lines and the suspension of the Line 16 (SBCC Shuttle). This fourth quarter of FY 22-23 maintained those reductions, but still saw an increase in ridership. Year over year, revenue miles were down 8.8%, revenue hours were down 7.8%, but total passengers, passengers per revenue hour, and passengers per mile were all up by double digit percentages.

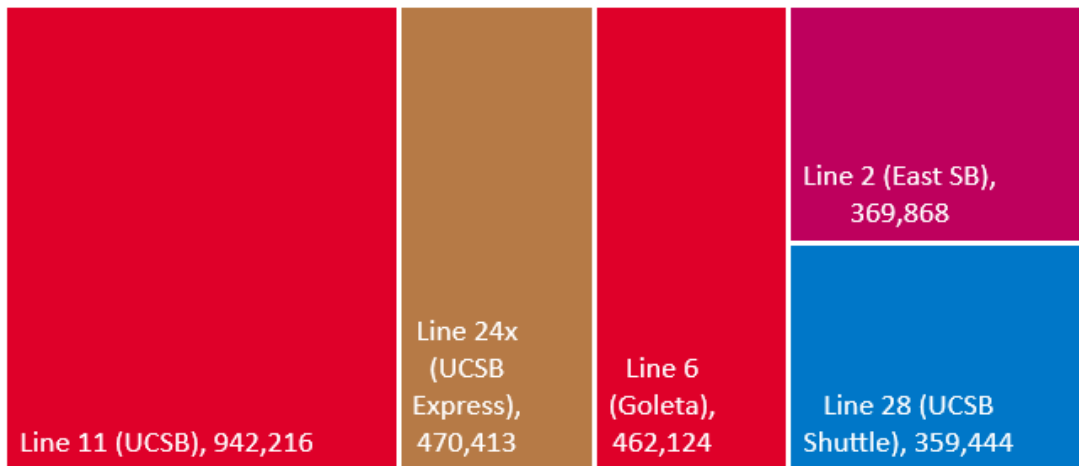
## FY 2022-23 ANNUAL RIDERSHIP PERFORMANCE REPORT

Time Period	Total Passengers	Revenue Hours	Revenue Miles	Passengers per Revenue Hour	Passengers per Mile
FY 21-22 Q4	1,114,207	43,754	534,406	25.5	2.1
FY 22-23 Q4	1,210,721	43,075	522,336	28.1	2.3
FY 21-22 YTD	4,082,259	183,943	2,256,333	22.2	1.8
FY 22-23 YTD	4,543,023	169,559	2,056,887	26.8	2.2

The chart below shows the top 5 lines by ridership in FY 22-23. While the chart below is year-to-date, top lines by ridership in the fourth quarter alone were, in order from highest ridership, Lines 11, 24x, 6, 2, and 28.

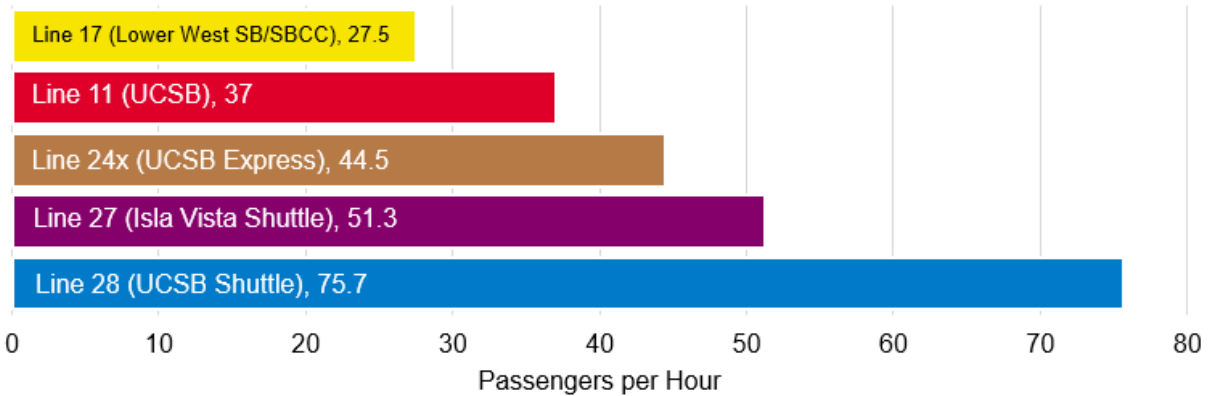
### Top 5 Lines by Ridership, Year-to-Date

- Line 11 (UCSB)
- Line 24x (UCSB Express)
- Line 6 (Goleta)
- Line 2 (East SB)
- Line 28 (UCSB Shuttle)



As stated above, the systemwide average of passengers per revenue hour for the quarter is at 28.1 passengers per hour. Q4 saw an increase from Q3, which had 27.1 passengers per hour. The chart below shows the top 5 lines by passengers per hour in the fourth quarter, with the Line 28 (UCSB Shuttle) coming in first with 75.7 passengers per hour, followed by Line 27 (51.3), Line 24x (44.5), Line 11 (37), and Line 17 (27.5). All of these lines saw an increase in passengers per hour over the fourth quarter of FY 21-22.

## Top 5 Lines by Passengers per Hour, 4<sup>th</sup> Quarter



The Fiscal Year Numbers At-A-Glance below show the numbers for the complete FY 2022-23 over FY 2021-23.


## Fiscal Year Numbers At-A-Glance

Total  
Ridership  
**+11.3%**

At-Capacity  
Loads  
**+88.9%**

Too Full to  
Board  
Loads  
**+48%**

  
9,447  
wheelchairs  
boarded  
**-3.5%**

  
68,047  
bicycles  
carried  
**-0.8%**



## Service Days and Student Ridership

As shown in the table below, the total number of service days in the fourth quarter of FY 2022-23 was the same as FY 2021-22, with the same number of weekdays, Saturdays, and Sundays in FY 2022-23. With K-12, SBCC, and UCSB all in session for a full school year in FY 2022-23, ridership trends for all of these groups are encouraging. SBCC, whose enrollment has been slow to recover from pandemic lows, saw a 30.5% increase in student ridership for the year, and lines serving the SBCC campus are also seeing significant increases in ridership.

### MTD SERVICE CALENDAR DAYS

<u>SERVICE DAYS</u>	<u>FY 2023</u>		<u>FY 2022</u>		<u>Year to Date</u>
	<u>Q4</u>	<u>YTD</u>	<u>Q4</u>	<u>YTD</u>	<u>Change</u>
Weekdays	64	251	64	251	0
Saturdays	13	56	13	54	2
Sundays	14	56	14	58	(2)
<b>Total</b>	<b>91</b>	<b>363</b>	<b>91</b>	<b>363</b>	<b>0</b>

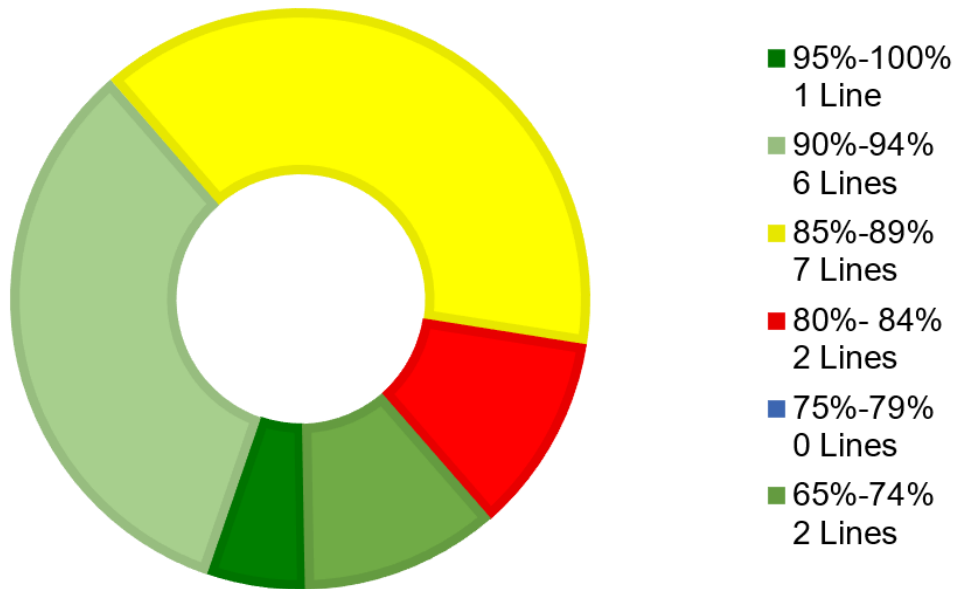
<u>SCHOOL DAYS</u>	<u>FY 2023</u>		<u>FY 2022</u>		<u>Year to Date</u>
	<u>Q4</u>	<u>YTD</u>	<u>Q4</u>	<u>YTD</u>	<u>Change</u>
SBCC	35	159	26	159	0
UCSB	54	164	50	169	(5)
Secondary	48	196	44	193	3

## 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 (OTP). "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 (not counting booster services) in operation during the fourth quarter of FY 2022-23.

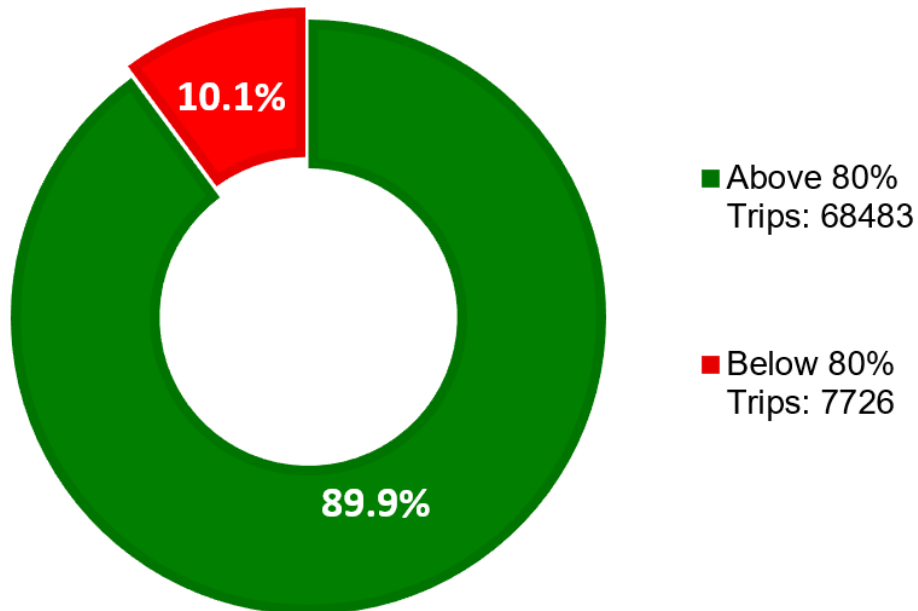
In the fourth quarter, two lines fell below the 80% mark. The two lines that experienced lower on-time performance were the Lines 20 (Carpinteria) and 27 (Isla Vista Shuttle). While staff is investigating the causes, some contributing factors are likely freeway construction and heavy loads in Isla Vista, respectively. Variables that generally affect a line's on-time performance include extended road construction projects, high passenger loads, heavy congestion, and route detours lasting a number of days. This can vary based on time of day.

## FY 22-23 4TH QUARTER ON-TIME PERFORMANCE



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 fourth quarter of FY 22-23.

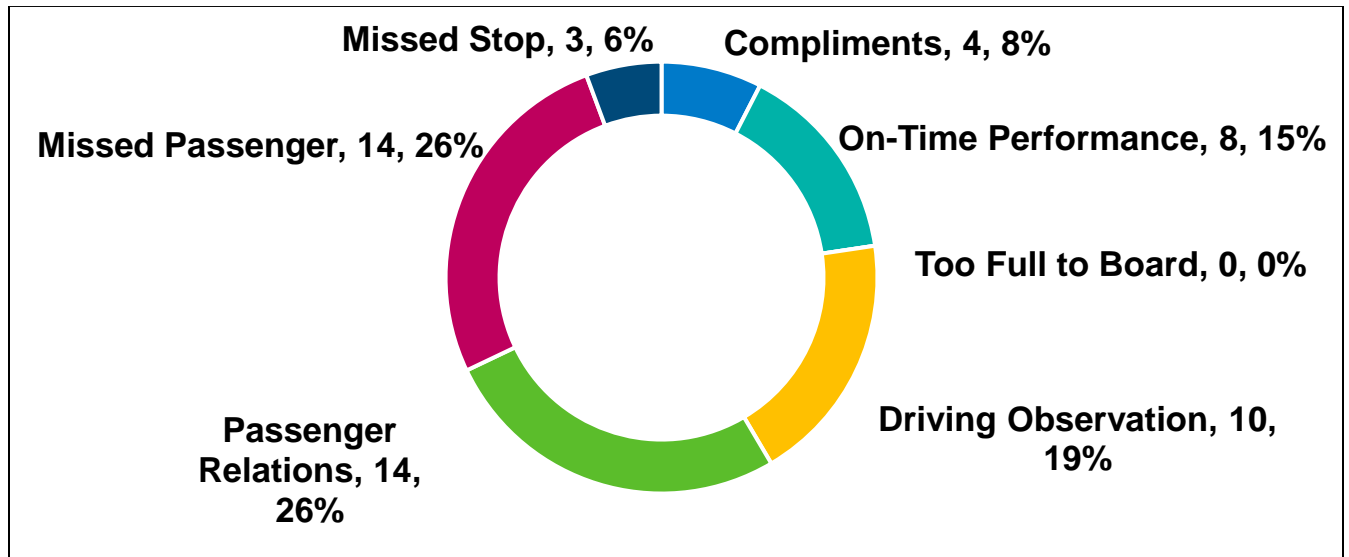
## SYSTEMWIDE TRIP ON-TIME PERFORMANCE BY AMOUNT OF SERVICE ON LINES





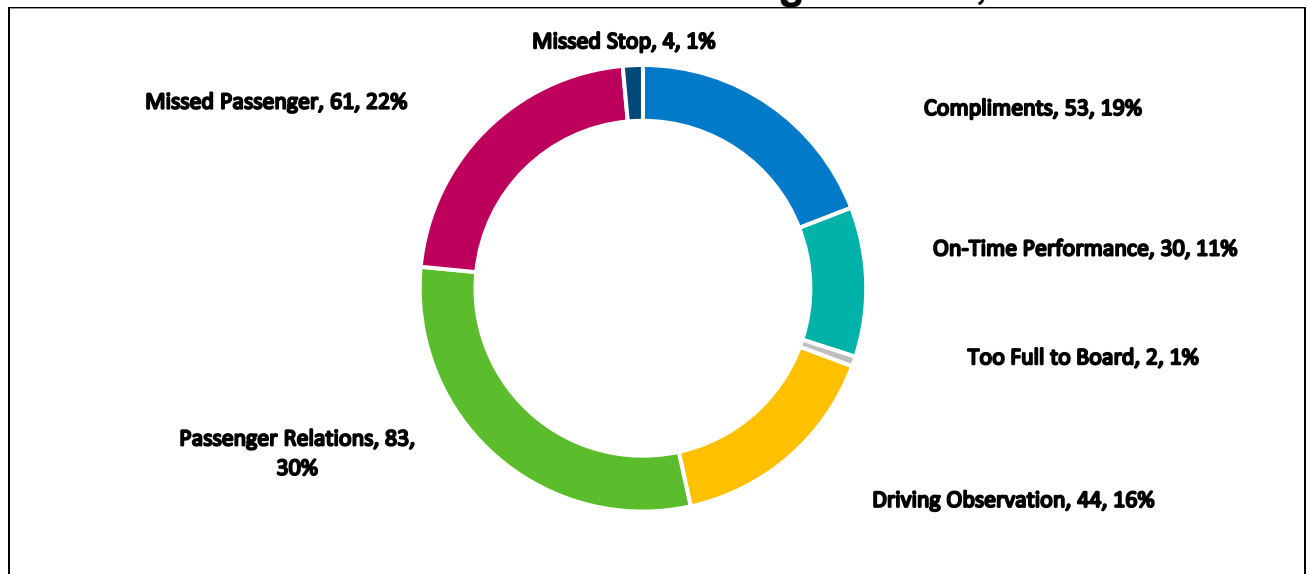
## FY 2022-23 FOURTH QUARTER PERFORMANCE REPORTS

### Customer Service Report FY 2022-23 4th Quarter Customer Service Statistics

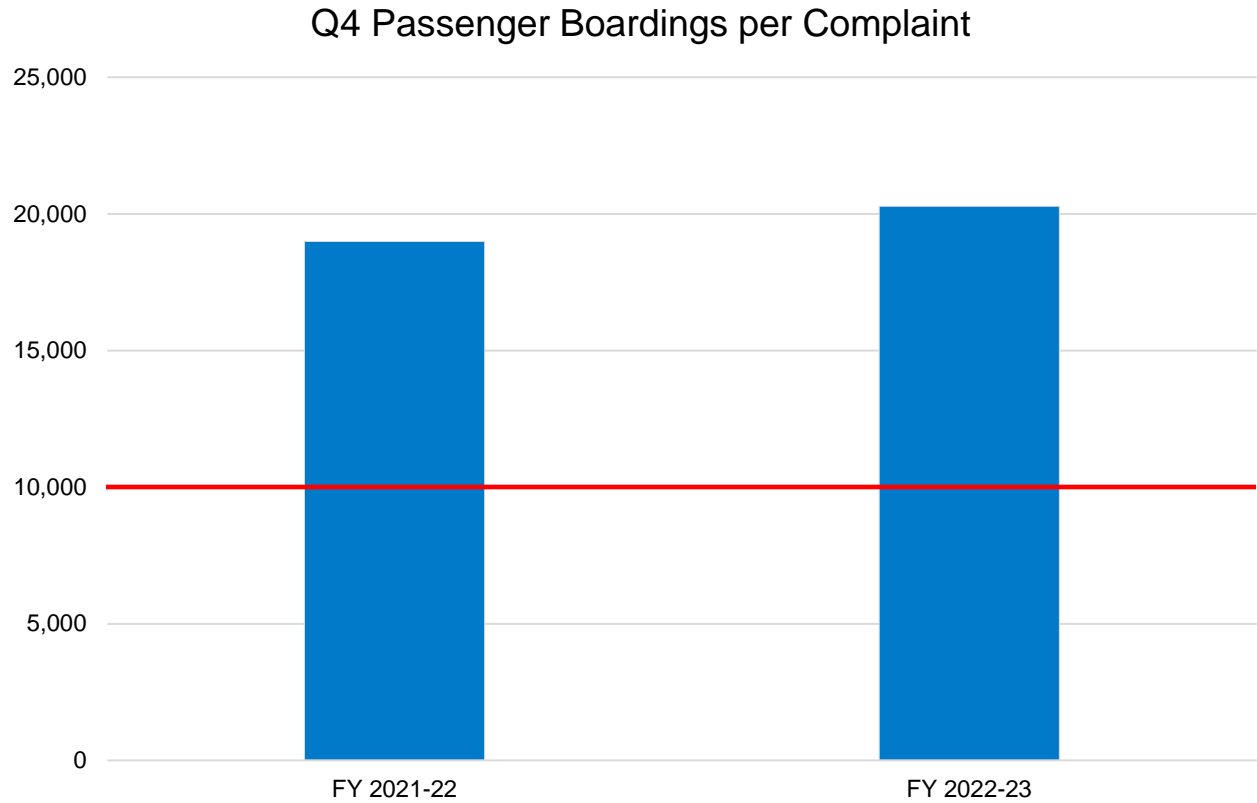


**MTD Performance Standard:** Passenger complaints shall average no more than 1 complaint per 10,000 MTD passenger boardings.

### FY 2022-23 Year-to-Date Customer Service Statistics for the 12 Month Period Ending June 30, 2023



**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; **Driving Observations:** Concerns regarding driving safety; **Passenger Relations:** Perceived negative treatment of passengers by an MTD Employee; **Missed Passengers:** Complaints that passengers were passed up at MTD authorized stops; **Missed Stop:** Complaint from passenger on board a bus where the driver did not stop at requested stop.



**4<sup>th</sup> Quarter  
Compliments  
& Complaints**



4 Compliments



49 Complaints

**FY 2022-23 YTD  
Compliments  
& Complaints**



53 Compliments



224 Complaints



## FY 2023 System Ridership Report for 4<sup>th</sup> Quarter and for the Twelve-Month Period Ending June 30, 2023

### Ridership by Fare Category (April 2023 – June 2023)

Fare Categories	Quarter			YTD		
	Apr 23 - Jun 23	Apr 22 - Jun 22	% Change	FY 2022 - 2023	FY2021 - 2022	% Change
General Fare	181,659	161,495	12.5%	668,327	641,593	4.2%
Transfers	76,928	68,386	12.5%	282,566	293,871	-3.8%
Full Fare Prepaid <sup>1</sup>	205,532	194,176	5.8%	772,535	746,932	3.4%
Santa Barbara City College	45,852	35,124	30.5%	222,570	132,134	68.4%
Senior & Disabled Prepaid <sup>2</sup>	144,274	129,120	11.7%	532,331	489,287	8.8%
Shuttle	-	-	0.0%	-	-	0.0%
UC Santa Barbara	381,850	364,575	4.7%	1,390,762	1,132,050	22.9%
Youth Prepaid <sup>3</sup>	115,000	109,711	4.8%	454,181	442,882	2.6%
Free	16,862	14,784	14.1%	63,025	64,191	-1.8%
Special Pass Programs	1,173	543	116.0%	3,175	2,467	28.7%
Senior Cash	29,074	26,224	10.9%	109,240	100,379	8.8%
Persons with Disabilities Cash	4,584	3,901	17.5%	15,268	15,956	-4.3%
Tokens	5,744	4,427	29.7%	20,496	15,149	35.3%
Tap to Ride Transactions	2,189	1,741	100.0%	8,547	5,368	100.0%
<b>Total</b>	<b>1,210,721</b>	<b>1,114,207</b>	<b>8.7%</b>	<b>4,543,023</b>	<b>4,082,259</b>	<b>11.3%</b>

<sup>1</sup> Includes adult 10-ride and unlimited 30-day Passport use.

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

<sup>3</sup> 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 (April 2023 – June 2023)

Metrics	Quarter			YTD		
	Apr 23 - Jun 23	Apr 22 - Jun 22	%Change	FY 2022 - 2023	FY2021 - 2022	% Change
Passengers	1,210,721	1,114,207	8.7%	4,543,023	4,082,259	11.3%
Revenue Hours	43,075	43,754	-1.6%	169,559	183,943	-7.8%
Passengers per Revenue Hour	28.1	25.5	10.4%	26.8	22.2	20.7%
Miles	522,336	534,406	-2.3%	2,056,887	2,256,333	-8.8%
Passengers per Mile	2.3	2.1	11.2%	2.2	1.8	22.1%

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

## MTD System Ridership (April 2023 – June 2023)

Quarter					YTD		
LINE		Apr 23 - Jun 23	Apr 22 - Jun 22	% Change	FY 2022 - 2023	FY2021 - 2022	% Change
1	West Santa Barbara	62,026	59,865	3.6%	230,887	241,919	-4.6%
2	East Santa Barbara	105,097	97,527	7.8%	396,868	381,109	4.1%
3	Oak Park	39,331	31,710	24.0%	141,434	122,072	15.9%
4	Mesa / SBCC	20,426	18,230	12.0%	80,394	67,335	19.4%
5	Mesa / La Cumbre	17,860	17,516	2.0%	75,220	70,795	6.3%
6	Goleta	122,978	114,456	7.4%	462,124	439,065	5.3%
7	County Health / Fairview	57,585	51,239	12.4%	214,215	188,466	13.7%
10	Cathedral Oaks	-	-	0.0%	-	-	0.0%
11	UCSB	255,760	231,686	10.4%	942,216	814,061	15.7%
12x	Goleta Express	34,093	28,148	21.1%	128,904	122,581	5.2%
14	Montecito	15,446	14,102	9.5%	58,079	53,031	9.5%
15x	SBCC / UCSB Express	20,343	19,003	7.1%	91,411	71,574	27.7%
16	City College Shuttle	-	3,239	-100.0%	-	24,193	-100.0%
17	Lower West / SBCC	23,572	19,603	20.2%	94,431	73,504	28.5%
20	Carpinteria	71,150	69,594	2.2%	270,505	282,808	-4.4%
23	Winchester Canyon	12,951	10,111	28.1%	48,568	34,098	42.4%
24x	UCSB Express	123,561	111,120	11.2%	470,413	360,786	30.4%
25	Ellwood	14,158	12,353	14.6%	53,744	44,911	19.7%
27	Isla Vista Shuttle	56,639	60,296	-6.1%	220,362	168,473	30.8%
28	UCSB Shuttle	101,965	94,604	7.8%	359,444	321,373	11.8%
36	Seaside Shuttle	-	-	0.0%	-	-	0.0%
37	Crosstown 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	55,780	49,805	12.0%	203,804	200,105	1.8%
System Subtotal		1,210,721	1,114,207	8.7%	4,543,023	4,082,259	11.3%
<i>Downtown Waterfront Shuttles</i>							
30	Downtown Shuttle	-	-	0.0%	-	-	0.0%
34	Waterfront Shuttle	-	-	0.0%	-	-	0.0%
<i>Unknown</i>							
		-			-		
<b>System Total</b>		<b>1,210,721</b>	<b>1,114,207</b>	<b>8.7%</b>	<b>4,543,023</b>	<b>4,082,259</b>	<b>11.3%</b>
<i>Related Routes</i>							
11, 24x, 27, 28 UCSB Lines		537,925	497,706	8.1%	1,992,435	1,664,693	19.7%
1, 2 East/West		167,123	157,392	6.2%	627,755	623,028	0.8%
4, 5, 15x, 16, 17 Mesa Lines		82,201	77,591	5.9%	341,456	307,401	11.1%
6, 11 State/Hollister		378,738	346,142	9.4%	1,404,340	1,253,126	12.1%

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

## MTD Passengers per Revenue Hour (April 2023 – June 2023)

		Quarter			YTD		
LINE		Apr 23 - Jun 23	Apr 22 - Jun 22	% Change	FY 2022 - 2023	FY2021 - 2022	% Change
1	West Santa Barbara	24.2	23.2	4.2%	22.4	21.9	2.3%
2	East Santa Barbara	26.1	24.1	8.3%	24.7	21.9	12.8%
3	Oak Park	16.3	13.2	22.8%	14.5	12.7	14.8%
4	Mesa / SBCC	17.8	16.0	10.9%	17.9	14.5	23.3%
5	Mesa / La Cumbre	11.4	11.0	4.4%	12.4	10.1	23.2%
6	Goleta	27.2	24.8	9.4%	25.3	21.4	18.5%
7	County Health / Fairview	15.0	13.5	11.0%	14.0	12.1	15.4%
10	Cathedral Oaks	-	-	0.0%	-	-	0.0%
11	UCSB	37.0	33.0	12.0%	33.6	25.4	32.2%
12x	Goleta Express	20.4	17.5	16.9%	19.3	17.6	9.9%
14	Montecito	12.2	11.2	8.7%	11.5	10.3	11.4%
15x	SBCC / UCSB Express	21.6	17.5	23.8%	28.7	16.6	72.8%
16	City College Shuttle	-	17.5	-100.0%	-	13.8	-100.0%
17	Low er West / SBCC	27.5	23.1	18.8%	28.4	21.3	33.0%
20	Carpinteria	17.6	16.8	4.6%	16.7	15.4	8.8%
23	Winchester Canyon	21.0	16.7	25.3%	19.6	13.5	45.0%
24x	UCSB Express	44.5	39.6	12.6%	42.3	26.6	58.9%
25	Elw ood	19.2	17.2	11.4%	18.2	16.0	14.0%
27	Isla Vista Shuttle	51.3	54.6	-6.0%	49.9	32.7	52.6%
28	UCSB Shuttle	75.7	61.2	23.6%	73.0	58.0	25.9%
36	Seaside Shuttle	-	-	0.0%	-	-	0.0%
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	72.5	69.5	4.3%	74.6	69.0	8.1%
System Subtotal		28.1	25.4	10.3%	26.5	21.3	24.3%
<i>Downtown Waterfront Shuttles</i>							
30	Dow ntow n Shuttle	-	-	0.0%	-	-	0.0%
34	Waterfront Shuttle	-	-	0.0%	-	-	0.0%
<i>Unknown</i>							
		-	-	0.0%	-	-	0.0%
<b>System Total</b>		<b>28.1</b>	<b>25.4</b>	<b>10.3%</b>	<b>26.5</b>	<b>21.3</b>	<b>24.3%</b>
<i>Related Routes</i>							
11, 24x, 27, 28 UCSB Lines		44.3	39.9	11.1%	11.7	33.1	-64.8%
1, 2 East/West		25.3	23.7	6.8%	16.4	26.2	-37.1%
4, 5, 15x, 16, 17 Mesa Lines		18.2	16.0	14.1%	11.2	27.1	-58.8%
6, 11 State/Hollister		33.1	29.8	11.2%	13.9	29.0	-52.2%

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

## MTD “At Capacity” Loads (April 2023 – June 2023)

		Quarter			YTD		
LINE		Apr 23 - Jun 23	Apr 22 - Jun 22	% Change	FY 2022 - 2023	FY2021 - 2022	% Change
1	West Santa Barbara	3	1	200.0%	28	19	47.4%
2	East Santa Barbara	10	19	-47.4%	59	57	3.5%
3	Oak Park	3	6	-50.0%	18	8	100.0%
4	Mesa / SBCC	1	-	100.0%	4	-	100.0%
5	Mesa / La Cumbre	2	2	0.0%	14	3	100.0%
6	Goleta	13	15	-13.3%	108	36	200.0%
7	County Health / Fairview	1	1	0.0%	11	3	266.7%
10	Cathedral Oaks	-	-	0.0%	-	-	0.0%
11	UCSB	218	146	49.3%	647	345	87.5%
12x	Goleta Express	2	1	100.0%	18	4	350.0%
14	Montecito	4	4	0.0%	8	4	100.0%
15x	SBCC / UCSB Express	16	55	-70.9%	102	112	-8.9%
16	City College Shuttle	-	-	0.0%	-	1	-100.0%
17	Lower West / SBCC	2	-	100.0%	5	-	100.0%
20	Carpinteria	11	5	120.0%	50	13	284.6%
23	Winchester Canyon	2	2	0.0%	16	3	100.0%
24x	UCSB Express	60	51	17.6%	348	128	171.9%
25	Ellwood	-	-	0.0%	1	2	-50.0%
27	Isla Vista Shuttle	35	37	-5.4%	192	76	152.6%
28	UCSB Shuttle	102	34	200.0%	155	152	2.0%
36	Seaside Shuttle	-	-	0.0%	-	-	0.0%
37	Crosstown 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	44	48	-8.3%	290	132	119.7%
System Subtotal		529	427	23.9%	2,074	1,098	88.9%
<i>Downtown Waterfront Shuttles</i>							
30	Downtown Shuttle	-	-	0.0%	-	-	0.0%
34	Waterfront Shuttle	-	-	0.0%	-	-	0.0%
<i>Related Routes</i>							
11, 24x, 27, 28 UCSB Lines		415	268	54.9%	1,342	701	91.4%
1, 2 East/West		13	20	-35.0%	87	76	14.5%
4, 5, 15x, 16, 17 Mesa Lines		21	57	-63.2%	125	116	7.8%
6, 11 State/Hollister		231	161	43.5%	755	381	98.2%
<i>Unknown/Miscellaneous</i>		-	-	0.0%	-	-	0.0%
System Total		529	427	23.9%	2,074	1,098	88.9%

\*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



## MTD “Too Full to Board” Loads (April 2023 – June 2023)

		Quarter			YTD		
LINE		Apr 23 - Jun 23	Apr 22 - Jun 22	% Change	FY 2022 - 2023	FY2021 - 2022	% Change
1	West Santa Barbara	2	13	-84.6%	9	51	-82.4%
2	East Santa Barbara	7	22	-68.2%	41	119	-65.5%
3	Oak Park	16	4	300.0%	25	10	150.0%
4	Mesa / SBCC	-	-	0.0%	-	1	-100.0%
5	Mesa / La Cumbre	-	-	0.0%	3	3	0.0%
6	Goleta	4	10	-60.0%	71	68	4.4%
7	County Health / Fairview	-	-	0.0%	1	-	100.0%
10	Cathedral Oaks	-	-	0.0%	-	-	0.0%
11	UCSB	384	288	33.3%	1,491	741	101.2%
12x	Goleta Express	1	3	-66.7%	42	22	90.9%
14	Montecito	-	1	-100.0%	-	3	-100.0%
15x	SBCC / UCSB Express	21	39	-46.2%	122	68	79.4%
16	City College Shuttle	-	-	0.0%	-	-	0.0%
17	Lower West / SBCC	-	-	0.0%	1	2	-50.0%
20	Carpinteria	4	1	300.0%	19	36	-47.2%
23	Winchester Canyon	3	6	-50.0%	21	12	75.0%
24x	UCSB Express	147	178	-17.4%	793	538	47.4%
25	Ellwood	-	-	0.0%	1	1	0.0%
27	Isla Vista Shuttle	68	181	-62.4%	339	283	19.8%
28	UCSB Shuttle	130	102	27.5%	386	320	20.6%
36	Seaside Shuttle	-	-	0.0%	-	-	0.0%
37	Crosstown 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	17	10	70.0%	118	74	59.5%
System Subtotal		804	858	-6.3%	3,483	2,352	48.1%
<i>Downtown Waterfront Shuttles</i>							
30	Downtown Shuttle	-	-	0.0%	-	-	0.0%
34	Waterfront Shuttle	-	-	0.0%	-	-	0.0%
<i>Related Routes</i>							
11, 24x, 27, 28 UCSB Lines		729	749	-2.7%	3,009	1,882	59.9%
1, 2 East/West		9	35	-74.3%	50	170	-70.6%
4, 5, 15x, 16, 17 Mesa Lines		21	39	-46.2%	126	74	70.3%
6, 11 State/Hollister		388	298	30.2%	1,562	809	93.1%
<i>Unknown/Miscellaneous</i>		-	-	0.0%	-	1	100.0%
System Total		804	858	-6.3%	3,483	2,353	48.0%

\* Indicates that passengers were refused service because a vehicle was too full to safely board.  
Source: GFI Genfare, MTD Transit Development Department, Planning Section

## MTD Bicycles Carried (April 2023 – June 2023)

		Quarter			YTD		
LINE		Apr 23 - Jun 23	Apr 22 - Jun 22	% Change	FY 2022 - 2023	FY2021 - 2022	% Change
1	West Santa Barbara	549	526	4.4%	1,799	1,681	7.0%
2	East Santa Barbara	1,110	1,056	5.1%	4,162	4,276	-2.7%
3	Oak Park	16	2	700.0%	39	21	85.7%
4	Mesa / SBCC	202	228	-11.4%	1,022	799	27.9%
5	Mesa / La Cumbre	232	346	-32.9%	1,112	1,382	-19.5%
6	Goleta	2,677	2,643	1.3%	9,699	10,052	-3.5%
7	County Health / Fairview	1,871	1,390	34.6%	6,436	4,964	29.7%
10	Cathedral Oaks	-	-	0.0%	-	-	0.0%
11	UCSB	4,716	4,233	11.4%	17,222	15,919	8.2%
12x	Goleta Express	1,458	1,240	17.6%	4,952	5,302	-6.6%
14	Montecito	228	255	-10.6%	1,066	1,019	4.6%
15x	SBCC / UCSB Express	210	376	-44.1%	1,132	1,098	3.1%
16	City College Shuttle	-	25	-100.0%	-	190	-100.0%
17	Lower West / SBCC	180	187	-3.7%	744	606	22.8%
20	Carpinteria	1,828	1,978	-7.6%	6,467	7,202	-10.2%
23	Winchester Canyon	116	247	-53.0%	481	694	-30.7%
24x	UCSB Express	2,134	2,614	-18.4%	8,744	9,589	-8.8%
25	Ellwood	216	228	-5.3%	763	761	0.3%
27	Isla Vista Shuttle	169	196	-13.8%	748	584	28.1%
28	UCSB Shuttle	377	356	5.9%	1,346	1,210	11.2%
36	Seaside Shuttle	-	-	0.0%	-	-	0.0%
37	Crosstown 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	19	42	-54.8%	113	148	-23.6%
System Subtotal		18,308	18,168	0.8%	68,047	67,497	0.8%
<i>Downtown Waterfront Shuttles</i>							
30	Downtown Shuttle	-	-	0.0%	-	-	0.0%
34	Waterfront Shuttle	-	-	0.0%	-	-	0.0%
<i>Related Routes</i>							
11, 24x, 27, 28 UCSB Lines		7,396	7,399	0.0%	28,060	27,302	2.8%
1, 2 East/West		1,659	1,582	4.9%	5,961	5,957	0.1%
4, 5, 15x, 16, 17 Mesa Lines		824	1,162	-29.1%	4,010	4,075	-1.6%
6, 11 State/Hollister		7,393	6,876	7.5%	26,921	25,971	3.7%
<i>Unknown/Miscellaneous</i>		-	-	-100.0%	-	20	-100.0%
System Total		18,308	18,168	0.8%	68,047	67,517	0.8%

<sup>1</sup> MTD electric shuttles cannot carry bicycles.

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

## MTD Wheelchairs Boarded (April 2023 – June 2023)

LINE		Quarter			YTD		
		Apr 23 - Jun 23	Apr 22 - Jun 22	% Change	FY 2022 - 2023	FY2021 - 2022	% Change
1	West Santa Barbara	173	248	-30.2%	822	837	-1.8%
2	East Santa Barbara	361	465	-22.4%	1,582	1,916	-17.4%
3	Oak Park	89	87	2.3%	331	311	6.4%
4	Mesa / SBCC	31	47	-34.0%	112	170	-34.1%
5	Mesa / La Cumbre	47	42	11.9%	183	170	7.6%
6	Goleta	364	404	-9.9%	1,194	1,323	-9.8%
7	County Health / Fairview	451	358	26.0%	1,418	1,361	4.2%
10	Cathedral Oaks	-	-	0.0%	-	-	0.0%
11	UCSB	465	406	14.5%	1,439	1,451	-0.8%
12x	Goleta Express	59	75	-21.3%	245	319	-23.2%
14	Montecito	38	41	-7.3%	196	149	31.5%
15x	SBCC / UCSB Express	4	3	33.3%	18	12	50.0%
16	City College Shuttle	-	46	-100.0%	-	240	-100.0%
17	Lower West / SBCC	98	86	14.0%	331	248	33.5%
20	Carpinteria	405	330	22.7%	1,096	982	11.6%
23	Winchester Canyon	9	5	80.0%	18	15	20.0%
24x	UCSB Express	63	65	-3.1%	224	196	14.3%
25	Ellwood	7	6	16.7%	23	29	-20.7%
27	Isla Vista Shuttle	7	13	-46.2%	77	41	87.8%
28	UCSB Shuttle	59	7	742.9%	137	16	756.3%
36	Seaside Shuttle	-	-	0.0%	-	-	0.0%
37	Crosstown 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	-	-	0.0%	1	5	-80.0%
System Subtotal		2,730	2,734	-0.1%	9,447	9,791	-3.5%
<i>Downtown Waterfront Shuttles</i>							
30	Downtown Shuttle	-	-	0.0%	-	-	0.0%
34	Waterfront Shuttle	-	-	0.0%	-	-	0.0%
<i>Related Routes</i>							
11, 24x, 27, 28 UCSB Lines		594	491	21.0%	1,877	1,704	10.2%
1, 2 East/West		534	713	-25.1%	2,404	2,753	-12.7%
4, 5, 15x, 16, 17 Mesa Lines		180	224	-19.6%	644	840	-23.3%
6, 11 State/Hollister		829	810	2.3%	2,633	2,774	-5.1%
<i>Unknown/Miscellaneous</i>		-	-	0.0%	-	2	0.0%
System Total		2,730	2,734	-0.1%	9,447	9,793	-3.5%

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





<b>BOARD OF DIRECTORS REPORT</b>
----------------------------------

**MEETING DATE:** SEPTEMBER 19, 2023

**AGENDA ITEM: #8**

**DEPARTMENT:** FINANCE

**TYPE:** INFORMATIONAL

**PREPARED BY:** NANCY TILLIE

\_\_\_\_\_  
*Signature*

**REVIEWED BY:** GENERAL MANAGER

\_\_\_\_\_  
*Signature*

**SUBJECT:** FINANCIAL REVIEW OF FISCAL YEAR 2022-23

**RECOMMENDATION:**

Staff requests that the Board receive the unaudited financial report for the Santa Barbara Metropolitan Transit District 2022-23 fiscal year, in advance of the final audit. The period being July 1, 2022 through June 30, 2023.

**DISCUSSION:**

Staff will present an update to the Board of Directors on the results for Fiscal Year 2022-23.

**ATTACHMENT:**

- FY23 Q4 Financial Update





## Fiscal Year 2023-24 Financial Update

### Executive Summary

This financial update includes a review of the unaudited 2023 Fiscal Year (FY22-23) reports for the year ending June 30, 2023. While the Covid-19 Pandemic State of Emergency and governmental mandates were removed officially, the pandemic continued to impact many aspects of operations, from Service to Staffing along with Procurement challenges of supply chain shortfalls and higher than anticipated inflation levels leading to price increases. Budget assumptions included cost levels of less than the inflationary levels, conservative increases to collection of fares, a new service plan, as well as filling several vacancies.

Overall, the District's financial position was better than anticipated; the deficit for the period was favorable from budget estimates in that it was \$4,747K less than anticipated, even with an unbudgeted Covid-19 Payment to Bargaining Unit Employees. Revenues exceeded the budget by almost \$3M, driven by increased fare revenue collection due to ridership, increases in Sales Tax, Grant, and Property Tax Revenues. It also compensated for the growth in expenses over the prior year. Important to note is that a timing of Covid related and Operating FTA grant funds resulted in an additional \$800k of FTA operating revenue for the year, over the budgeted amount. Property Tax Revenues exceeded the budget by \$145k. Sales Tax Revenues amounted to \$700k over budget as a result of inflationary price increases. With reductions in inflation, Sales Tax may be slowing and expenses will need to respond, accordingly.

### **Santa Barbara Metropolitan Transit District**

#### **Operating Summary**

**12 Months Ended June 30 2023**

(\$ thousands)

	<b>FY 22-23 Actual</b>	<b>FY 22-23 Budget</b>	<b>Variance Amt</b>	<b>%</b>	<b>FY 21-22 Actual</b>	<b>Variance Amt</b>	<b>%</b>
<b><u>REVENUES</u></b>							
Fare Revenue	\$4,699	\$4,438	\$261	6%	\$4,679	\$20	0%
Grants & Appropriations	23,049	20,454	2,595	13%	21,440	1,610	8%
Other Income	487	347	140	40%	401	86	22%
<b>Total Operating Revenue</b>	<b>\$28,235</b>	<b>\$25,239</b>	<b>\$2,996</b>	<b>12%</b>	<b>\$26,520</b>	<b>\$1,716</b>	<b>6%</b>
<b><u>EXPENSES</u></b>							
Route Operations	\$15,981	\$16,957	(\$976)	-6%	\$15,773	\$207	1%
Vehicle Maintenance	6,062	6,943	(881)	-13%	5,208	853	16%
Passenger Accommodations	1,863	1,856	7	0%	1,719	144	8%
General Overhead	4,330	4,230	100	2%	3,818	511	13%
<b>Total Operating Expense</b>	<b>\$28,235</b>	<b>\$29,986</b>	<b>(\$1,750)</b>	<b>-6%</b>	<b>\$26,520</b>	<b>\$1,716</b>	<b>6%</b>
<b>Surplus / (Deficit)</b>	<b>(\$0)</b>	<b>(\$4,747)</b>	<b>\$4,747</b>		<b>\$0</b>	<b>(\$0)</b>	

### Federal Relief Funding

The District has been allocated federal economic relief funding through the Coronavirus Aid, Relief, and Economic Security (CARES) Act, the Coronavirus Response and Relief Supplemental Appropriations Act

(CRRSAA), and the American Rescue Plan Act of 2021 (ARPA). These funds were made available to reimburse operating and capital expenses incurred and revenues lost as a result of the pandemic. The District utilized \$1.329M in ARPA and \$283k in CRRSAA funds to offset approved operational expenses and the Contactless Payment Project.

### Santa Barbara Metropolitan Transit District

#### Operating Revenue Detail

12 Months Ended June 30 2023

(\$ thousands)

	FY 22-23 Actual	FY 22-23 Budget	Variance Amt	%	FY 21-22 Actual	Variance Amt	%
<b><u>FAREBOX REVENUE</u></b>							
Cash Fares	\$1,413	\$1,354	\$59	4%	\$1,360	\$52	4%
Pass Sales	1,515	1,397	118	8%	1,489	26	2%
Contract Fares	1,766	1,682	84	5%	1,826	(60)	-3%
Other Fare Programs	5	4	1	22%	4	1	28%
Subtotal	\$4,699	\$4,438	\$261	6%	\$4,679	\$20	0%
<b><u>GRANTS &amp; APPROPRIATIONS</u></b>							
LTF Sales Tax Revenue	\$10,513	\$10,045	\$468	5%	\$10,290	\$223	2%
FTA Operating Assistance	6,887	5,277	1,610	31%	5,476	1,411	26%
Measure A Sales Tax	2,987	2,753	234	9%	2,885	102	4%
Other Operating Assistance	973	835	137	16%	1,245	(272)	-22%
Property Tax Revenue	1,689	1,544	145	9%	1,543	145	9%
Subtotal	\$23,049	\$20,454	\$2,595	13%	\$21,440	\$1,610	8%
<b><u>OTHER INCOME</u></b>							
Advertising on Buses	\$312	\$300	\$12	4%	\$308	\$4	1%
Interest on Investments	164	31	133	429%	41	123	297%
Other Income	11	16	(5)	-30%	52	(41)	-78%
Subtotal	\$487	\$347	\$140	40%	\$401	\$86	22%
<b>Total Operating Revenue</b>	<b>\$28,235</b>	<b>\$25,239</b>	<b>\$2,996</b>	<b>12%</b>	<b>\$26,520</b>	<b>\$1,716</b>	<b>6%</b>

### **Operating Revenue**

Total operating revenue of \$28.2 million—exceeded budget projections by 12%. Fare revenues were budgeted conservatively for the year, however, the actual volume of bus passes sold and cash fares collected surpassed projections for the period as students returned to class and workers to offices. Ridership increased 11.3% over FY21-22. Grants and appropriations represented 81% of total operating revenue during the period.

**Other Income**— Advertising income is 4% above projections. Interest income increased in comparison with the prior year due to an increase in cash on hand for most of the year and interest rates driven by the Federal Reserve actions to halt inflation. The bulk of the Other Income was the auction proceeds on sales of bus parts and some scrap materials, residual rent from the Overpass property and fee related income.

**Grants & Appropriations**— The largest impact was collections from statewide sales tax activity and Measure A sales tax income generated locally being significantly more than anticipated. The positive variance in FTA Operating Assistance can be attributed to the timing reimbursement of Covid-19 expenses from FTA ARPA Grant. Federal Transit Administration Section 5307 operating assistance is reflected at an increase which was discussed earlier. Increases in Sales Tax based on consumer spending and higher prices positively impacted the Measure A Sales Tax Income. Other Operating Assistance is based on UCSB's agreement with the District



to provide assistance for L28 and Lines 12x/24x. Property Tax Revenue is also above budget, as real estate sale prices continue to increase a Barbara County.

### Santa Barbara Metropolitan Transit District

#### Operating Expense Detail

12 Months Ended June 30 2023

(\$ thousands)

	FY 22-23 Actual	FY 22-23 Budget	Variance Amt	%	FY 21-22 Actual	Variance Amt	%
<b><u>ROUTE OPERATIONS</u></b>							
Drivers	\$11,295	\$12,169	(\$874)	-7%	\$10,947	\$348	3%
Dispatch & Supervision	837	690	147	21%	843	(6)	-1%
Hiring & Training	512	579	(66)	-11%	453	60	13%
Risk & Safety	2,276	2,459	(183)	-7%	2,119	156	7%
Transportation Subsidies	1,061	1,061	(0)	0%	1,410	(349)	-25%
Subtotal	<u>\$15,981</u>	<u>\$16,957</u>	<u>(\$976)</u>	-6%	<u>\$15,773</u>	<u>\$207</u>	1%
<b><u>VEHICLE MAINTENANCE</u></b>							
Mechanics	\$1,238	\$1,413	(\$175)	-12%	\$1,137	\$101	9%
Cleaners & Fuelers	764	875	(111)	-13%	785	(21)	-3%
Supervision	791	882	(92)	-10%	896	(105)	-12%
Vehicle Consumables	2,617	2,872	(254)	-9%	1,618	999	62%
Bus Parts & Supplies	601	717	(116)	-16%	740	(139)	-19%
Vendor Services	(4)	50	(54)	-107%	28	(32)	-113%
Risk & Safety	54	134	(80)	-60%	5	49	1030%
Subtotal	<u>\$6,062</u>	<u>\$6,943</u>	<u>(\$881)</u>	-13%	<u>\$5,208</u>	<u>\$853</u>	16%
<b><u>PASSENGER ACCOMMODATIONS</u></b>							
Passenger Facilities	\$848	\$715	\$133	19%	\$671	\$177	26%
Transit Development	276	327	(51)	-16%	373	(98)	-26%
Marketing & Community Relat	327	435	(107)	-25%	310	17	5%
Fare Revenue Collection	412	380	32	8%	365	47	13%
Subtotal	<u>\$1,863</u>	<u>\$1,856</u>	<u>\$7</u>	0%	<u>\$1,719</u>	<u>\$144</u>	8%
<b><u>GENERAL OVERHEAD</u></b>							
Finance	\$688	\$884	(\$196)	-22%	\$466	\$222	48%
Personnel	195	233	(39)	-17%	138	56	41%
Utilities & Communication	287	285	2	1%	252	35	14%
Operating Facilities	456	443	13	3%	448	8	2%
District Administration	2,704	2,384	320	13%	2,514	190	8%
Subtotal	<u>\$4,330</u>	<u>\$4,230</u>	<u>\$100</u>	2%	<u>\$3,818</u>	<u>\$511</u>	13%
<b>Total Operating Expenses</b>	<u><b>\$28,235</b></u>	<u><b>\$29,986</b></u>	<u><b>(\$1,750)</b></u>	-6%	<u><b>\$26,520</b></u>	<u><b>\$1,716</b></u>	6%

### **Operating Expenses**

Total operating expenses of \$28.235 million were 6% or \$1.75M under budget for the FY22-23 and increased 6% over the prior year. The Board's decision to recognize the District's front-line workers during the early days of the pandemic, resulted in a Covid-19 Payment made to those employees in July. As previously mentioned, the FTA ARPA Grant funding covered those expenses. Passenger Accommodations were over budget due to

increased Supervision Hours. Staff vacancies impacted Route Operations, Vehicle Maintenance, and General Overhead and were the reason these functions are under the budgeted expense. Even though there were significant variances in staff salaries, a positive trajectory in hiring and filling vacancies continued throughout the year. The Board approved Collective Bargaining Agreements and a Compensation study; Wages were increased at July 1, 2022 and January 1, 2023.

**Other Expenses**— As a service industry almost 70% of expenses are staffing related. The next largest cost overall is bus fuel. Bus fuel was 9% under budget. The Board authorized the General Manager to contract for a fixed rate of fuel. For the 2023 fiscal year, prices were locked in at \$.90 less per gallon than the first six months of the year. This is less than the budgeted amount and lends itself to more budgeting certainty with less deviation other than usage. Additional notable expenditures and variations from expectations include the following:

- Fare Revenue Collection expenses were over budget \$32k due to the replenishment of Tickets and Transfers passes that had not been necessary since prior to the pandemic and farebox parts and repairs. The usage being down due to suspension of fares during the 2020 & 2021 pandemic periods significantly reduced these costs in prior years. FY23 Budget was prepared with historical data from those periods.
- Miscellaneous services had an uptick due to utilizing contract labor and acquiring professional services to assist with recruitment and was overbudget \$85k. This continued through Quarter 3 and was offset with underbudget line items in Personnel Costs. Additionally, the project expenses for the California Energy Commission Blueprint Grant and the Zero Emissions Roll-out Plan were appropriately reclassified to Operating Expenses. Both of these projects are fully funded through grants.
- Vendor Bus Repairs are under budget \$41k due to Accident Claim Collections of \$24k and some of the bus repairs being covered through the Fleet Refurbishment Project.

### **Capital Budget**

The District's capital outlays for the period were \$4.213M, against a budget of \$36.4M. Most of the unspent funds were allocated to vehicles and projects that are in process however experienced the lingering effects of the Covid-19 pandemic during a period of supply chain and labor shortages for goods and services, coupled with high demand. The largest variance was the delay in receiving the Battery Electric Buses. The 1<sup>st</sup> of 9 40' Electric Buses from New Flyer, has been delivered to Custom Coach Works for painting and decal application. Following is the Operating Facilities variance, most of which were the delays in the Terminal 1, Olive Street Charge Ready Bridge that have been remedied for conclusion within a few weeks, while Terminal 2 in Goleta has been in the permitting process and is expected to be in Construction 1<sup>st</sup> Quarter in 2024.

Remaining funds in the Information and Intelligent Transportation Systems budget are a result of the delays in the Traffic Signal Priority Program and the Contactless Payment Systems. Both are underway; the contract for the Traffic Signal Priority Program is expected to be signed by March 31, 2024, and the Contactless Payment System is planned to be on line at the end of the 2023 calendar year. The Fleet Renewal Campaign ramped up in 4<sup>th</sup> Quarter. \$3.4M, indicates 75% of the project was completed by June 30, 2023, the Bus Improvements variance is expected to be used by project end, planned between December 2023 and January 2024. Bus Stop Improvements had investments of \$65k. Additional Bus Stop Improvements are in Procurement now for completion in FY23-24.

All of these remaining funds are carried over to the current fiscal year

There was an acquisition of three (3) Hybrid Service Vehicles. Other Equipment included new Bus Lifts at T-1 on Olive Street, and other shop equipment replacement. Expenditures will be primarily reimbursed by FTA, Measure A and STA funds.

**Capital Expenditures by Category**  
**12 Months Ended June 30 2023**  
(\$ thousands)

<u>Category</u>	FY22-23	FY22-23	Variance	
	<u>Actual</u>	<u>Budget</u>	<u>Amt</u>	<u>%</u>
Vehicle Acquisitions	148	\$19,240	(\$19,092)	-99%
Bus Improvements	3,391	\$5,915	(\$2,524)	-43%
Information & Intelligent Transport. Systems	18	3,649	(\$3,631)	-100%
Operating Facilities	618	6,711	(\$6,093)	-91%
Passenger Facilities	65	578	(\$513)	-89%
Other Equipment	121	304	(\$183)	-60%
<b>Total Capital Expenditures</b>	<b><u>\$4,361</u></b>	<b><u>\$36,398</u></b>	<b><u>(\$32,037)</u></b>	

**ROUTE OPERATIONS**  
**12 Months Ended June 30 2023**

	FY 22-23 Actual	FY 22-23 Budget	Variance		FY 21-22 Actual	Variance	
			Amt	%		Amt	%
<b><u>DRIVERS</u></b>							
Scheduled	\$6,167,820	\$6,879,589	(\$711,769)	-10%	\$6,220,102	(\$52,282)	-1%
Scheduled Overtime	460,441	594,010	(133,569)	-22%	526,591	(66,150)	-13%
Unscheduled Pay	172,726	240,938	(68,212)	-28%	218,493	(45,767)	-21%
Driver Lite Duty	0	1,000	(1,000)	-100%	0	0	n/a
FICA	628,507	665,352	(36,845)	-6%	593,602	34,905	6%
Pension	750,296	892,383	(142,087)	-16%	803,210	(52,914)	-7%
Health	1,717,002	1,879,304	(162,302)	-9%	1,645,690	71,312	4%
Sick Pay	143,962	172,374	(28,412)	-16%	201,726	(57,764)	-29%
Vacation Pay	462,517	529,641	(67,124)	-13%	449,833	12,684	3%
Holiday Pay	215,518	245,271	(29,753)	-12%	220,431	(4,913)	-2%
Other Paid Leave	550,888	34,586	516,302	1493%	38,765	512,123	1321%
Unemployment Insurance	13,137	17,571	(4,434)	-25%	14,642	(1,506)	-10%
Uniforms	12,202	16,500	(4,298)	-26%	14,388	(2,186)	-15%
Drivers Subtotal	\$11,295,016	\$12,168,519	(\$873,503)	-7%	\$10,947,474	\$347,541	3%
<b><u>DISPATCH &amp; SUPERVISION</u></b>							
Supervisors	\$294,140	\$228,811	\$65,329	29%	\$266,525	27,616	10%
Staff	236,804	201,855	34,949	17%	253,280	(16,476)	-7%
FICA	45,473	37,858	7,615	20%	48,577	(3,104)	-6%
Pension	55,971	46,926	9,045	19%	62,524	(6,553)	-10%
Health	114,767	109,247	5,520	5%	111,840	2,927	3%
Sick Pay	16,255	7,762	8,493	109%	23,856	(7,601)	-32%
Vacation Pay	34,524	33,919	605	2%	46,935	(12,411)	-26%
Holiday Pay	19,585	14,027	5,558	40%	20,121	(536)	-3%
Other Paid Leave	18,660	8,504	10,156	119%	8,822	9,837	112%
Unemployment Insurance	752	698	54	8%	784	(32)	-4%
Supervision Subtotal	\$836,931	\$689,607	\$147,324	21%	\$843,264	(6,333)	-1%
<b><u>HIRING &amp; TRAINING</u></b>							
Staff	\$79,348	\$81,329	(\$1,981)	-2%	\$73,230	6,117	8%
Student Drivers	198,505	158,873	39,632	25%	116,852	81,653	70%
Existing Drivers/Supers	38,442	119,299	(80,857)	-68%	73,333	(34,892)	-48%
FICA	19,008	30,160	(11,152)	-37%	19,808	(800)	-4%
Pension	20,780	23,164	(2,384)	-10%	20,716	63	0%
Health	65,760	71,829	(6,069)	-8%	56,270	9,490	17%
Sick Pay	8,665	5,941	2,724	46%	4,202	4,462	106%
Vacation Pay	26,115	18,359	7,756	42%	14,241	11,874	83%
Holiday Pay	6,926	7,594	(668)	-9%	6,161	765	12%
Other Paid Leave	8,821	2,849	5,972	210%	2,683	6,138	229%
Unemployment Insurance	219	546	(327)	-60%	267	(49)	-18%
Medical Exams & License Fees	28,535	27,000	1,535	6%	24,228	4,307	18%
Employment Advertising	7,608	27,500	(19,892)	-72%	33,928	(26,320)	-78%
Training, Travel & Meetings	3,765	4,500	(735)	-16%	7,058	(3,293)	-47%
Hiring & Training Subtotal	\$512,498	\$578,943	(\$66,445)	-11%	\$452,980	59,518	13%

## Route Operations Continued

RISK & SAFETY

## Wages &amp; Benefits

Staff	\$82,948	\$186,648	(\$103,700)	-56%	\$106,791	(23,843)	-22%
Supervisors	355,922	358,307	(2,385)	-1%	324,503	31,419	10%
Driver Accident Pay	1,356	2,208	(852)	-39%	757	599	79%
FICA	37,964	47,637	(9,673)	-20%	36,449	1,516	4%
Pension	37,805	55,610	(17,805)	-32%	33,482	4,324	13%
Health	89,128	135,969	(46,841)	-34%	103,248	(14,119)	-14%
Sick Pay	9,429	14,987	(5,558)	-37%	13,968	(4,538)	-32%
Vacation Pay	32,173	34,647	(2,474)	-7%	22,485	9,687	43%
Holiday Pay	12,643	17,912	(5,269)	-29%	14,040	(1,398)	-10%
Other Paid Leave	16,122	7,994	8,128	102%	7,227	8,895	123%
Unemployment Insurance	567	892	(325)	-36%	667	(99)	-15%
Risk & Safety Labor Subtotal	\$676,058	\$862,811	(\$186,753)	-22%	\$663,615	12,443	2%

Public Liability

Professional Services	\$363,392	\$140,225	\$223,167	159%	\$198,903	164,489	83%
Insurance	722,252	713,515	8,737	1%	577,594	144,658	25%
Current Year Incident Payouts	7,595	50,000	(42,405)	-85%	3,315	4,279	129%
Current Year Incident Reserves	9,501	100,000	(90,499)	-90%	80,000	(70,499)	-88%
Prior Years Incident Payouts	140,433	150,000	(9,567)	-6%	102,208	38,225	37%
Change in Prior Years Reserves	(160,000)	(150,000)	(10,000)	7%	5,889	(165,889)	-2817%
Public Liability Subtotal	\$1,083,173	\$1,003,740	\$79,433	8%	\$967,910	115,263	12%

Workers' Compensation

Professional Services	\$322,263	\$258,144	\$64,119	25%	\$171,170	151,093	88%
Insurance	164,255	199,223	(34,968)	-18%	173,026	(8,771)	-5%
Current Year Incident Payouts	20,119	40,000	(19,881)	-50%	41,403	(21,284)	-51%
Current Year Incident Reserves	99,790	75,000	24,790	33%	58,830	40,960	70%
Prior Years Incident Payouts	271,854	475,000	(203,146)	-43%	240,190	31,664	13%
Change in Prior Years Reserves	(392,776)	(475,000)	82,224	-17%	(220,012)	(172,763)	79%
Miscellaneous Risk & Safety	30,849	20,000	10,849	54%	23,338	7,510	32%
Workers' Comp Subtotal	\$516,354	\$592,367	(\$76,013)	-13%	\$487,945	28,409	6%
Risk & Safety Subtotal	\$2,275,585	\$2,458,918	(\$183,333)	-7%	\$2,119,470	156,115	7%

TRANSPORTATION SUBSIDIES

ADA Paratransit Service	\$1,060,788	\$1,060,788	(\$0)	0%	\$1,410,274	(349,486)	-25%
Transp. Subsidies Subtotal	\$1,060,788	\$1,060,788	(\$0)	0%	\$1,410,274	(\$349,486)	-25%
TOTAL ROUTE OPERATIONS	\$15,980,817	\$16,956,775	(\$975,958)	-6%	\$15,773,462	207,355	1%



**Vehicle Maintenance Detail**  
**12 Months Ended June 30 2023**

	FY 22-23	FY 22-23	Variance		FY 21-22	Variance	
	Actual	Budget	Amt	%	Actual	Amt	%
<b>MECHANICS</b>							
Mechanics	\$708,690	\$835,560	(\$126,870)	-15%	\$689,196	19,495	3%
Less Mechanic Labor Capitaliza	(36,135)	(33,550)	(2,585)	8%	(20,232)	(15,904)	79%
Mechanics-OT	72,499	73,946	(1,447)	-2%	72,677	(178)	0%
FICA	69,860	77,599	(7,739)	-10%	64,027	5,832	9%
Pension	82,682	101,098	(18,416)	-18%	79,508	3,173	4%
Health	184,142	226,212	(42,070)	-19%	155,486	28,657	18%
Sick Pay	19,632	21,807	(2,175)	-10%	9,220	10,413	113%
Vacation Pay	48,346	46,416	1,930	4%	42,079	6,267	15%
Holiday Pay	29,112	34,892	(5,780)	-17%	26,090	3,022	12%
Other Paid Leave	40,977	1,745	39,232	2248%	1,809	39,167	2165%
Unemployment Insurance	1,303	1,775	(472)	-27%	1,806	(503)	-28%
Uniforms	5,147	11,500	(6,353)	-55%	8,611	(3,464)	-40%
Tool Allowance	12,100	14,300	(2,200)	-15%	6,600	5,500	83%
<b>Mechanics Subtotal</b>	<b>\$1,238,354</b>	<b>\$1,413,300</b>	<b>(\$174,946)</b>	<b>-12%</b>	<b>\$1,136,878</b>	<b>101,476</b>	<b>9%</b>
<b>CLEANERS &amp; FUELERS</b>							
Service Workers	\$392,233	\$475,038	(\$82,805)	-17%	\$430,206	(37,973)	-9%
FICA	37,485	42,383	(4,898)	-12%	36,832	654	2%
Pension	59,406	76,572	(17,166)	-22%	64,208	(4,803)	-7%
Health	173,172	191,411	(18,239)	-10%	176,234	(3,062)	-2%
Sick Pay	8,718	16,259	(7,541)	-46%	11,761	(3,043)	-26%
Vacation Pay	33,545	41,403	(7,858)	-19%	35,091	(1,546)	-4%
Holiday Pay	15,082	19,890	(4,808)	-24%	16,595	(1,513)	-9%
Other Paid Leave	35,186	1,439	33,747	2345%	1,323	33,863	2559%
Unemployment Insurance	1,008	1,530	(522)	-34%	1,648	(640)	-39%
Uniforms	3,418	4,450	(1,032)	-23%	4,454	(1,036)	-23%
Medical Exams & License Fees	4,568	4,229	339	8%	6,485	(1,917)	-30%
<b>Cleaners &amp; Fuelers Subtotal</b>	<b>\$763,821</b>	<b>\$874,604</b>	<b>(\$110,783)</b>	<b>-13%</b>	<b>\$784,838</b>	<b>(21,017)</b>	<b>-3%</b>
<b>SUPERVISION</b>							
Staff	\$482,329	\$533,039	(\$50,710)	-10%	\$507,161	(24,832)	-5%
FICA	41,428	45,782	(4,354)	-10%	48,979	(7,551)	-15%
Pension	51,965	59,486	(7,521)	-13%	63,438	(11,473)	-18%
Health	137,435	167,855	(30,420)	-18%	141,993	(4,558)	-3%
Sick Pay	4,124	10,610	(6,486)	-61%	45,798	(41,675)	-91%
Vacation Pay	38,577	27,230	11,347	42%	42,071	(3,495)	-8%
Holiday Pay	19,620	21,219	(1,599)	-8%	22,609	(2,989)	-13%
Other Paid Leave	13,078	6,366	6,712	105%	8,000	5,078	63%
Unemployment Insurance	616	887	(271)	-31%	1,074	(458)	-43%
Training, Travel & Meetings	1,668	10,000	(8,332)	-83%	14,613	(12,945)	-89%
<b>Supervision Subtotal</b>	<b>\$790,839</b>	<b>\$882,474</b>	<b>(\$91,635)</b>	<b>-10%</b>	<b>\$895,737</b>	<b>(104,897)</b>	<b>-12%</b>

<i>Vehicle Maintenance Continued</i>								
<b>VEHICLE CONSUMABLES</b>								
Bus Fuel	\$2,211,890	\$2,441,761	(229,871)	-9%	\$1,225,439	986,451	80%	
Oil & Lubricants	186,529	204,443	(17,914)	-9%	179,363	7,166	4%	
Electric Vehicle Power	60,989	50,000	10,989	22%	47,100	13,889	29%	
Tire Lease	140,855	160,376	(19,521)	-12%	150,801	(9,947)	-7%	
Tire Mounting	16,848	15,000	1,848	12%	15,660	1,188	8%	
<b>Vehicle Consumables Subtotal</b>	<b>\$2,617,111</b>	<b>\$2,871,580</b>	<b>(\$254,469)</b>	<b>-9%</b>	<b>\$1,618,364</b>	<b>998,747</b>	<b>62%</b>	
<b>VEHICLE PARTS &amp; SUPPLIES</b>								
Bus Parts Issued	\$525,958	\$612,000	(\$86,042)	-14%	\$632,501	(106,544)	-17%	
Shop Supplies	56,723	70,000	(13,277)	-19%	62,052	(5,329)	-9%	
Bus Servicing Supplies	8,557	5,000	3,557	71%	2,129	6,428	302%	
Hazmat Disposal & Compliance	9,770	30,000	(20,230)	-67%	43,080	(33,310)	-77%	
<b>Vehicle Part &amp; Supplies Subtotal</b>	<b>\$601,008</b>	<b>\$717,000</b>	<b>(\$115,992)</b>	<b>-16%</b>	<b>\$739,761</b>	<b>(138,754)</b>	<b>-19%</b>	
<b>VENDOR BUS REPAIRS</b>								
Vandalism Repairs	\$848	\$5,000	(\$4,152)	-83%	\$820	28	3%	
Accident Damage Repairs	3,753	5,000	(1,247)	-25%	4,153	(400)	-10%	
Accident Claim Collections	(24,357)	(10,000)	(14,357)	144%	(19,820)	(4,537)	23%	
Other Vendor Repairs	16,111	50,000	(33,889)	-68%	42,883	(26,771)	-62%	
<b>Vendor Bus Repairs Subtotal</b>	<b>(\$3,644)</b>	<b>\$50,000</b>	<b>(\$53,644)</b>	<b>-107%</b>	<b>\$28,036</b>	<b>(31,680)</b>	<b>-113%</b>	
<b>RISK &amp; SAFETY</b>								
Workers' Comp Services	\$12,856	\$13,587	(\$731)	-5%	\$13,291	(435)	-3%	
Workers' Comp Insurance	8,592	10,485	(1,893)	-18%	9,097	(505)	-6%	
Current Year Incident Payouts	19,152	10,000	9,152	92%	342	18,810	5493%	
Current Year Incident Reserves	0	25,000	(25,000)	-100%	4,733	(4,733)	-100%	
Prior Years Incident Payouts	6,968	50,000	(43,032)	-86%	2,013	4,955	246%	
Change in Prior Years Reserves	6,645	25,000	(18,355)	-73%	(24,681)	31,327	-127%	
<b>Risk &amp; Safety Subtotal</b>	<b>\$54,214</b>	<b>\$134,072</b>	<b>(\$79,858)</b>	<b>-60%</b>	<b>\$4,796</b>	<b>49,418</b>	<b>1030%</b>	
<b>TOTAL VEHICLE MAINTENANCE</b>	<b>\$6,061,704</b>	<b>\$6,943,030</b>	<b>(\$881,326)</b>	<b>-13%</b>	<b>\$5,208,410</b>	<b>853,294</b>	<b>16.4%</b>	

**Passenger Accommodations Detail**  
**12 Months Ended June 30 2023**

	FY 22-23 Actual	FY 22-23 Budget	Variance		FY 21-22 Actual	Variance	
			Amt	%		Amt	%
<b>PASSENGER FACILITIES</b>							
<b>Wages &amp; Benefits</b>							
Supervisors	\$225,523	\$172,757	\$52,766	31%	\$183,752	41,772	23%
TC Advisors	123,838	135,794	(11,956)	-9%	105,632	18,207	17%
Staff	48,043	46,754	1,289	3%	42,922	5,121	12%
FICA	34,357	31,304	3,053	10%	28,876	5,481	19%
Pension	28,887	20,644	8,243	40%	21,431	7,456	35%
Health	132,458	126,825	5,633	4%	116,114	16,345	14%
Sick Pay	50,235	12,786	37,449	293%	15,339	34,896	228%
Vacation Pay	41,349	22,760	18,589	82%	27,614	13,735	50%
Holiday Pay	13,096	13,319	(223)	-2%	11,682	1,414	12%
Other Paid Leave	15,648	5,026	10,622	211%	5,654	9,994	177%
Unemployment Insurance	1,118	1,003	115	11%	773	345	45%
Wages & Benefits Subtotal	\$714,553	\$588,972	\$125,581	21%	\$559,789	154,764	28%
<b>Buildings &amp; Grounds</b>							
TC Contract Maintenance	\$110,962	\$108,779	\$2,183	2%	\$98,084	12,878	13%
TC Repairs/Supplies	8,921	5,000	3,921	78%	4,056	4,864	120%
Bus Stop Repairs/Supplies	3,282	7,000	(3,718)	-53%	3,620	(338)	-9%
TC Property Insurance	10,317	4,930	5,387	109%	5,116	5,201	102%
Buildings & Grounds Subtotal	\$133,482	\$125,709	\$7,773	6%	\$110,877	22,605	20%
<b>Passenger Facilities Subtotal</b>	<b>\$848,034</b>	<b>\$714,681</b>	<b>\$133,353</b>	<b>19%</b>	<b>\$670,666</b>	<b>177,369</b>	<b>26%</b>
<b>TRANSIT DEVELOPMENT</b>							
Staff	\$152,707	\$174,917	(\$22,210)	-13%	\$170,581	(17,875)	-10%
FICA	13,257	15,532	(2,275)	-15%	15,638	(2,381)	-15%
Pension	14,898	20,304	(5,406)	-27%	20,606	(5,708)	-28%
Health	33,971	51,299	(17,328)	-34%	47,860	(13,889)	-29%
Sick Pay	4,450	5,206	(756)	-15%	6,788	(2,338)	-34%
Vacation Pay	12,481	13,234	(753)	-6%	14,731	(2,249)	-15%
Holiday Pay	6,260	6,508	(248)	-4%	6,924	(664)	-10%
Other Paid Leave	3,213	3,172	41	1%	3,213	1	0%
Unemployment Insurance	304	341	(37)	-11%	315	(11)	-3%
Training, Travel & Meetings	2,608	3,000	(392)	-13%	2,275	332	15%
Planning Services & Supplies	31,521	33,000	(1,479)	-4%	84,541	(53,020)	-63%
<b>Transit Development Subtotal</b>	<b>\$275,669</b>	<b>\$326,513</b>	<b>(\$50,844)</b>	<b>-16%</b>	<b>\$373,471</b>	<b>(97,802)</b>	<b>-26%</b>



## Passenger Accommodation Continued

## MARKETING &amp; COMMUNITY RELATIONS

## Wages &amp; Benefits

Staff	\$162,326	\$166,694	(\$4,368)	-3%	\$143,124	19,202	13%
FICA	14,708	14,427	281	2%	12,294	2,414	20%
Pension	15,166	18,859	(3,693)	-20%	13,800	1,367	10%
Health	39,055	38,030	1,025	3%	35,948	3,107	9%
Sick Pay	12,484	2,950	9,534	323%	2,884	9,600	333%
Vacation Pay	7,642	10,460	(2,818)	-27%	10,158	(2,516)	-25%
Holiday Pay	6,582	5,756	826	14%	6,170	412	7%
Other Paid Leave	4,352	2,734	1,618	59%	3,097	1,255	41%
Unemployment Insurance	555	341	214	63%	572	(17)	-3%

Wages & Benefits Subtotal	\$262,870	\$260,251	\$2,619	1%	\$228,047	34,823	15%
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## Outside Services

Media Ad Placement	0	\$16,000	(16,000)	-100%	0	0	n/a
Brochures & Publications	535	8,000	(7,465)	-93%	835	(300)	-36%
Market Research	468	2,500	(2,032)	-81%	384	84	22%
Promotional Giveaways	8,269	5,000	3,269	65%	0	8,269	n/a
Other Promotions	11,889	75,000	(63,111)	-84%	16,900	(5,012)	-30%
Route Schedules & Information	42,840	65,000	(22,160)	-34%	63,498	(20,658)	-33%
Training, Travel & Meetings	566	3,000	(2,434)	-81%	744	(178)	-24%

Outside Services Subtotal	\$64,566	\$174,500	(\$109,934)	-63%	\$82,361	(17,795)	-22%
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Marketing & Community Relations	\$327,437	\$434,751	(\$107,314)	-25%	\$310,409	17,028	5%
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## FARE REVENUE COLLECTION

## Wages &amp; Benefits

Staff	\$149,546	\$141,308	\$8,238	6%	\$134,193	15,353	11%
FICA	13,422	13,222	200	2%	12,193	1,229	10%
Pension	17,694	17,284	410	2%	16,093	1,601	10%
Health	62,563	61,960	603	1%	61,320	1,243	2%
Sick Pay	4,535	6,307	(1,772)	-28%	6,551	(2,016)	-31%
Vacation Pay	18,287	15,767	2,520	16%	14,822	3,465	23%
Holiday Pay	6,245	6,307	(62)	-1%	5,919	326	6%
Other Paid Leave	2,461	3,153	(692)	-22%	2,762	(301)	-11%
Unemployment Insurance	224	273	(49)	-18%	252	(28)	-11%

Wages & Benefits Subtotal	\$274,977	\$265,581	\$9,396	4%	\$254,104	20,873	8%
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## Outside Services

Fare Processing	\$57,164	\$74,485	(\$17,321)	-23%	\$70,848	(13,684)	-19%
Farebox Parts & Repairs	44,234	20,000	24,234	121%	29,879	14,355	48%
Tickets, Tokens & Transfers	35,787	20,000	15,787	79%	10,070	25,717	255%

Outside Services Subtotal	\$137,184	\$114,485	\$22,699	20%	\$110,797	26,388	24%
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Fare Revenue Collection Subtotal	\$412,162	\$380,066	\$32,096	8%	\$364,901	\$47,261	13%
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TOTAL PSNGR ACCOMMODATIONS	\$1,863,302	\$1,856,011	\$7,291	0%	\$1,719,446	143,856	8%
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**General Overhead Detail**  
**12 Months Ended June 30 2023**

	FY 22-23	FY 22-23	Variance		FY 21-22	Variance	
	Actual	Budget	Amt	%	Actual	Amt	%
<b>FINANCE</b>							
Staff	\$378,216	\$488,116	(\$109,900)	-23%	\$251,452	126,764	50%
FICA	32,226	41,681	(9,455)	-23%	21,263	10,964	52%
Pension	37,656	54,484	(16,828)	-31%	28,014	9,642	34%
Health	139,324	194,876	(55,552)	-29%	95,784	43,540	45%
Sick Pay	3,615	4,173	(558)	-13%	1,822	1,793	98%
Vacation Pay	29,928	25,429	4,499	18%	14,922	15,006	101%
Holiday Pay	15,362	20,866	(5,504)	-26%	10,498	4,864	46%
Other Paid Leave	2,585	6,260	(3,675)	-59%	2,030	555	27%
Unemployment Insurance	613	819	(206)	-25%	378	235	62%
Financial Audit Services	48,750	47,700	1,050	2%	39,640	9,110	23%
<b>Finance Subtotal</b>	<b>\$688,275</b>	<b>\$884,404</b>	<b>(\$196,129)</b>	<b>-22%</b>	<b>\$465,804</b>	<b>222,472</b>	<b>48%</b>
<b>PERSONNEL</b>							
Staff	\$141,788	\$144,890	(\$3,102)	-2%	\$108,846	32,942	30%
FICA	11,612	12,556	(944)	-8%	9,600	2,012	21%
Pension	3,310	16,113	(12,803)	-79%	7,605	(4,296)	-56%
Health	21,507	40,354	(18,847)	-47%	1,912	19,595	1025%
Sick Pay	3,788	2,285	1,503	66%	1,899	1,889	n/a
Vacation Pay	5,811	6,288	(477)	-8%	(848)	6,658	n/a
Holiday Pay	3,745	7,618	(3,873)	-51%	5,185	(1,440)	-28%
Other Paid Leave	2,332	3,047	(715)	-23%	3,747	(1,415)	n/a
Unemployment Insurance	644	341	303	89%	458	186	n/a
<b>Personnel Subtotal</b>	<b>\$194,537</b>	<b>\$233,492</b>	<b>(\$38,955)</b>	<b>-17%</b>	<b>\$138,404</b>	<b>56,133</b>	<b>41%</b>
<b>UTILITIES</b>						0	
Telephone & Data Communicat	\$75,252	\$80,000	(\$4,748)	-6%	\$61,590	13,662	22%
Power, Water & Refuse	203,783	190,000	13,783	7%	178,432	25,352	14%
Two-Way Radios	7,641	15,000	(7,359)	-49%	11,623	(3,982)	-34%
<b>Utilities Subtotal</b>	<b>\$286,676</b>	<b>\$285,000</b>	<b>\$1,676</b>	<b>1%</b>	<b>\$251,645</b>	<b>35,031</b>	<b>14%</b>
<b>OPERATING FACILITIES</b>							
<b>Wages &amp; Benefits</b>							
Staff	\$68,648	\$63,627	\$5,021	8%	\$63,566	5,081	8%
FICA	5,974	5,758	216	4%	5,572	403	7%
Pension	7,872	7,527	345	5%	7,346	527	7%
Health	12,732	12,650	82	1%	11,955	776	6%
Sick Pay	1,559	852	707	83%	1,214	345	n/a
Vacation Pay	8,615	7,101	1,514	21%	5,432	3,183	59%
Holiday Pay	2,696	2,840	(144)	-5%	2,724	(27)	-1%
Other Paid Leave	277	852	(575)	-67%	547	(270)	-49%
Unemployment Insurance	112	137	(25)	-18%	126	(14)	n/a
<b>Wages &amp; Benefits Subtotal</b>	<b>\$108,486</b>	<b>\$101,344</b>	<b>\$7,142</b>	<b>7%</b>	<b>\$98,482</b>	<b>10,003</b>	<b>10%</b>

**OPERATING FACILITIES (cont'd)****Service Vehicles**

Parts & Repairs	\$15,438	\$15,000	\$438	3%	\$14,854	584	4%
Fuel	58,845	50,000	8,845	18%	49,077	9,768	20%
Service Vehicles Subtotal	\$74,284	\$65,000	\$9,284	14%	\$63,931	10,352	16%

**Buildings & Grounds**

Contract Maintenance	\$113,389	\$116,280	(\$2,891)	-2%	\$119,630	(6,241)	-5%
Overpass Site Maintenance	22,873	5,000	17,873	357%	9,043	13,830	153%
B&G Repairs/Supplies	66,639	80,000	(13,361)	-17%	84,767	(18,127)	-21%
Property Insurance	70,458	75,448	(4,990)	-7%	72,338	(1,879)	-3%
Buildings & Grounds Subtotal	\$273,359	\$276,728	(\$3,369)	-1%	\$285,777	(12,418)	-4%
Operating Facilities Subtotal	\$456,128	\$443,072	\$13,056	3%	\$448,191	7,938	2%

**DISTRICT ADMINISTRATION****Wages & Benefits**

Staff	\$630,309	\$694,820	(\$64,511)	-9%	\$683,223	(52,914)	-8%
Bus Ad Revenue Placement	0	0	0	n/a	0	0	n/a
FICA	55,280	59,788	(4,508)	-8%	63,099	(7,820)	-12%
Pension	84,436	90,725	(6,289)	-7%	99,344	(14,908)	-15%
Health	126,308	165,818	(39,510)	-24%	174,823	(48,515)	-28%
Sick Pay	14,398	5,941	8,457	142%	55,164	(40,765)	-74%
Vacation Pay	57,831	42,168	15,663	37%	58,854	(1,024)	-2%
Holiday Pay	25,867	29,704	(3,837)	-13%	28,142	(2,276)	-8%
Other Paid Leave	35,676	8,911	26,765	300%	24,667	11,008	45%
Unemployment Insurance	943	1,058	(115)	-11%	1,517	(574)	-38%
Wages & Benefits Subtotal	\$1,031,046	\$1,098,933	(\$67,887)	-6%	\$1,188,834	(\$157,788)	

**Administrative Services**

Directors Fees	\$8,880	\$8,640	\$240	3%	5,640	3,240	57%
Public Officials Insurance	120,124	123,894	(3,770)	-3%	107,933	12,191	11%
Legal Counsel	64,757	70,000	(5,243)	-7%	91,152	(26,394)	-29%
Pension Administration	0	1,000	(1,000)	-100%	0	0	n/a
Office Equipment Maintenance	468,026	371,835	96,191	26%	348,366	119,659	34%
Miscellaneous Services	382,138	150,050	232,088	155%	224,772	157,366	70%
Office & Computer Supplies	54,796	44,000	10,796	25%	43,463	11,332	26%
Dues & Subscriptions	49,272	50,000	(728)	-1%	47,663	1,610	3%
Conferences & Training	19,860	5,000	14,860	297%	5,873	13,987	238%
Employee Relations	41,702	30,000	11,702	39%	27,303	14,399	53%
Retiree Health Insurance	240,028	78,000	162,028	208%	110,460	129,569	117%
Mandated Fees & Permits	26,296	35,000	(8,704)	-25%	32,089	(5,793)	-18%
Miscellaneous Expenses	43,245	15,000	28,245	188%	13,258	29,987	226%
Bad Debt Expense	0	2,500	(2,500)	-100%	0	0	n/a
COVID-19 Expenses	153,811	300,000	(146,189)	-49%	267,587	(113,775)	-43%
Administrative Services Subtotal	\$1,672,935	\$1,284,919	\$388,016	30%	\$1,325,558	347,378	26%
District Administration Subtotal	\$2,703,981	\$2,383,852	\$320,129	13%	\$2,514,392	\$189,590	8%
TOTAL GENERAL OVERHEAD	\$4,329,598	\$4,229,820	\$99,778	2%	\$3,818,434	\$511,163	13%





<b>BOARD OF DIRECTORS REPORT</b>
----------------------------------

<b>MEETING DATE:</b>	SEPTEMBER 19, 2023	<b>AGENDA ITEM: #9</b>
<b>DEPARTMENT:</b>	ADMINISTRATION	
<b>TYPE:</b>	ACTION ITEM	
<b>PREPARED BY:</b>	JERRY ESTRADA	_____ <i>Signature</i>
<b>REVIEWED BY:</b>	GENERAL MANAGER	_____ <i>Signature</i>
<b>SUBJECT:</b>	SBCAG-MTD MOU FOR THE ELECTRIC TRANSIT BUS REPLACEMENT	

**RECOMMENDATION:**

Staff recommends that the Board approve the attached draft “Memorandum of Understanding between the Santa Barbara County Association of Governments and the Santa Barbara Metropolitan Transit District for the “Electric Transit Bus Replacement.”

**DISCUSSION:**

The Santa Barbara County Association of Governments (SBCAG) has been awarded California Solutions for Congested Corridors Program (SCCP) funding for several elements of the Highway 101 HOV project. The SCCP is a statewide, competitive program that provides funding to achieve a balanced set of transportation, environmental, and community access improvements to reduce congestion throughout the state. The program was created by the Road Repair Accountability Act of 2017 (SB 1).

One project included in SBCAG’s SCCP award is partial funding (\$5,000,000) for six electric buses for MTD to operate on the Highway 101 corridor. The attached Memorandum of Understanding (MOU) is an agreement between SBCAG and MTD that describes the responsibilities of each agency to ensure that the project is successfully completed.

**ATTACHMENT:**

- Draft “Memorandum of Understanding between the Santa Barbara County Association of Governments and the Santa Barbara Metropolitan Transit District for the Electric Transit Bus Replacement.”



**MEMORANDUM OF UNDERSTANDING**  
**between**  
**Santa Barbara County Association of Governments**  
**and the**  
**Santa Barbara Metropolitan Transit District**  
**for the**  
**Electric Transit Bus Replacement**

This Memorandum of Understanding (MOU) is entered into by and between the Santa Barbara County Association of Governments (SBCAG), and the Santa Barbara Metropolitan Transit District (DISTRICT), herein referred to collectively as PARTIES.

WHEREAS, in June 2023, SBCAG and the California Department of Transportation (CALTRANS) were awarded funding for several projects including the Electric Transit Bus Replacement (PROJECT) by the California Transportation Commission (CTC). The award of funding was based on applications that had been submitted identifying SBCAG and CALTRANS as sponsors and DISTRICT as the implementing agency.

WHEREAS, the award of funding from the CTC in Cycle 3 for PROJECT, among several other projects funded, would come from the Senate Bill 1 funds from the Solutions for Congested Corridors Program (SCCP).

WHEREAS, one of the requirements for receiving SCCP funds is to have applicants, sponsors and implementing agencies named in the application by SBCAG and CALTRANS, execute a baseline agreement (SB 1 BASELINE AGREEMENT) with the CTC.

WHEREAS, DISTRICT was named the implementing agency for PROJECT and consequently is required to enter SB1 BASELINE AGREEMENT, along with SBCAG and CALTRANS.

WHEREAS, under the SB 1 BASELINE AGREEMENT, SBCAG is to receive SCCP funds for PROJECT, and DISTRICT as the implementing agency would be responsible for completing the PROJECT.

WHEREAS, SBCAG and DISTRICT have agreed to enter into a Memorandum of Understanding (MOU) to document funding and implementation efforts for PROJECT and ensure that the PROJECT is completed.

WHEREAS, this MOU represents the desire of PARTIES to define roles, responsibilities and deliverables related to the PROJECT described above.

NOW THEREFORE, the PARTIES do mutually agree as follows:

1. The above recitals are true and correct and incorporated herein.

**2. Description of PROJECT**

The project is located within the Santa Barbara Metropolitan Transit District boundaries, which closely corresponds to the South Coast of Santa Barbara County. This project includes installation of electrical infrastructure for charging of electric buses, procurement of six (6) replacement 40-ft. electric buses, and six (6) associated chargers to replace renewable diesel buses that are beyond their Federal Transit Administration (FTA) useful life benchmark.



### 3. Need and Support

The following actions define the Need and Support for the PROJECT:

- A. It has long been a goal of SBCAG and CALTRANS, to support multi-modal opportunities and enhancements to improve mobility and/or promote more modes in the Highway 101 Corridor, and the PROJECT meets those goals.
- B. SBCAG and DISTRICT have an SB1 BASELINE AGREEMENT with the CTC to deliver PROJECT with funding provided in part from the SCCP program.

### 4. Term

The term of this MOU shall commence as of the date of execution by PARTIES and shall extend through December 31, 2027, unless otherwise modified or earlier terminated.

### 5. Scope of Services and Roles and Responsibilities

PARTIES agree to the roles and responsibilities outlined in Exhibit B "Scope of Services ("WORK")" as attached hereto and incorporated by this reference, and herein referred to as WORK.

### 6. Funding and Invoicing

PARTIES agree to the funding identified in Exhibit C, as attached hereto and incorporated herein by reference. The PARTIES agree:

- A. SBCAG will contribute \$5,000,000 in SCCP funding for the PROJECT.
- B. SBCAG will contribute \$1,000,000 in Regional Surface Transportation Program (RSTP) funding for the PROJECT.
- C. DISTRICT will contribute \$828,000 in Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project (HVIP) funding for the PROJECT.
- D. DISTRICT will contribute \$1,229,766 in Low Carbon Transit Operations Program (LCTOP) funding for the PROJECT.
- E. DISTRICT will contribute \$335,118 in Measure A funding for the PROJECT.
- F. SBCAG will not bill any labor for its own staff costs attributable to the PROJECT.
- G. DISTRICT shall submit invoices for reimbursement to SBCAG monthly for WORK performed and/or led by DISTRICT. Invoices shall contain sufficient detail to enable an audit of the charges and be accompanied by backup documentation regarding monthly PROJECT WORK.
- H. SBCAG will provide reimbursement to DISTRICT within 30 days of receipt of a correct and complete invoice as described above for all eligible costs. SBCAG shall reimburse DISTRICT prior to seeking reimbursement from CALTRANS. If Caltrans rejects reimbursements DISTRICT agrees to properly return such funds.
- I. SBCAG will evaluate and determine the eligibility of PROJECT expenditures that will be submitted for reimbursement. Eligibility will be pursuant to the original descriptions contained in the application for PROJECT and the Project Programming Request (PPR) that was submitted with the SB 1 BASELINE AGREEMENT, as attached hereto as Exhibits D and E and incorporated by this reference.
- J. If at any time it is determined that the cost to complete the PROJECT is anticipated to exceed the total funding shown in Exhibit C, SBCAG and DISTRICT shall meet and confer to determine a course of action and may amend the MOU in accordance with the amendment provisions of this MOU .

### 7. Reporting



- A. DISTRICT will lead reporting requirements for the PROJECT through online tool called CalSmart and coordinate with SBCAG on progress of deliverables, expenditures, and corrective actions if necessary.
- B. PARTIES agree to work together to complete WORK within the milestones as set forth in Exhibit D for DISTRICT to report on progress to meet SCCP FUNDING requirements.

#### 8. Other Parties of Interest

PARTIES do not intend this MOU to create a third party beneficiary or define duties, obligations, or rights for entities not signatory to this MOU.

#### 9. Designated Representatives & Notices

PARTIES shall establish a Designated Representative for administering the work to be completed under this MOU for the PROJECTS. Any notice or consent required or permitted to be given under this MOU shall be given to the respective parties in writing, by personal delivery, or with postage prepaid by first class mail, registered or certified mail, or express courier service, to the Designated Representative. Those representatives are shown below:

Agency	Contact Individual and Information
DISTRICT	Hillary Blackerby Santa Barbara Metropolitan Transit District Planning and Marketing Manager 550 Olive Street Santa Barbara CA 93101 <a href="mailto:hblackerby@sbmtd.gov">hblackerby@sbmtd.gov</a>
SBCAG	Fred Luna SBCAG Director of Project Delivery and Construction 260 North San Antonio Road, Suite B Santa Barbara, CA 93110 <a href="mailto:fluna@sbcag.org">fluna@sbcag.org</a>

SBCAG or DISTRICT may modify its Designated Representative by providing in writing the new individual's contact name and information to the other PARTY'S Designated Representative. The PARTIES may also provide notice at such other address or to such other person that the PARTIES may from time to time designate in accordance with this Notices section. If sent by first class mail, notices and consents under this section shall be deemed to be received five (5) days following their deposit in the U.S. mail. This Notices section shall not be construed as meaning that either PARTY agrees to service of process except as required by applicable law.

#### 10. Issue Resolution

It is the intent of PARTIES to resolve issues that may arise during the completion of WORK under this MOU at the lowest level possible. However, it is agreed that certain issues may need to be elevated to obtain a resolution. Below is a tiered description of how issues shall be resolved by PARTIES. DISTRICT and SBCAG agree to meet during the course of the PROJECT to discuss progress and issues as a Project Development Team (PDT). Members of the PDT shall include SBCAG and DISTRICT.

**Level 1 - PDT.** The PDT shall be charged with the responsibility for resolving issues that

arise during performance of WORK when consensus cannot be reached. Issues regarding scope, cost, or schedule that do not demand action for additional budget authority shall be attempted to be resolved by the PDT. The PDT will review the project issue, develop and discuss options for resolution, and reach consensus on an approach. If consensus cannot be reached, the PDT will agree to elevate the issue to Level 2.

**Level 2 - Management.** The PDT will convene a meeting of Level 2 - Management when an issue cannot be resolved by the PDT in Level 1. Level 2 Management members will include the Director of Project Delivery and Construction for SBCAG and the Planning and Marketing Manager for DISTRICT.

**Level 3 - Executive Management.** Any issue not resolved at Level 2, will be submitted for consideration at a meeting to be held by Level 3 - Executive Management members from PARTIES. Level 3 Executive Management members will include the Executive Director for SBCAG and the General Manager for DISTRICT.

#### **11. Indemnification and Non-Partnership**

PARTIES agree to the provisions outlined in Exhibit A as attached hereto and incorporated herein by reference.

#### **12. Entire MOU and Amendments**

In conjunction with the matters considered herein, this MOU contains the entire understanding and agreement of the PARTIES and there have been no promises, representations, agreements, warranties or undertakings by any of the PARTIES, either oral or written, of any character or nature hereafter binding except as set forth herein. This MOU may be altered, amended or modified only by an instrument in writing, executed by the PARTIES to this MOU and by no other means. Each PARTY waives their future right to claim, contest or assert that this MOU was modified, canceled, superseded, or changed by any oral agreements, course of conduct, waiver or estoppel.

#### **13. Termination**

This MOU may be terminated by either PARTY for convenience or otherwise upon thirty (30) days of written notification to the other.

#### **14. California Law and Jurisdiction**

This MOU shall be governed by the laws of the State of California. Any litigation regarding this MOU or its contents shall be filed in the County of Santa Barbara, if in State court, or in the federal district court nearest to Santa Barbara County, if in federal court.

#### **15. Compliance with Law**

Each PARTY shall, at its sole cost and expense, comply with all SBCAG, Local, State, and Federal ordinances, statutes, regulations, and Presidential or Executive Orders now in force or which may hereafter be in force with regard to this MOU.

#### **16. Execution of Counterparts**

This MOU may be executed in any number of counterparts and each of such counterparts shall for all purposes be deemed to be an original; and all such counterparts, or as many of them as the PARTIES shall preserve undestroyed, shall together constitute one and the same instrument.

#### **17. Authority**

All signatories and PARTIES to this MOU warrant and represent that they have the power

and authority to enter into this MOU in the names, titles and capacities herein stated and on behalf of any entities, persons, or firms represented or purported to be represented by such entity(ies), person(s), or firm(s) and that all formal requirements necessary or required by any State and/or federal law in order to enter into this MOU have been fully complied with.

#### **18. Precedence**

In the event of conflict between the provisions contained in other Agreements in existence as of the effective date of this MOUs between the PARTIES, the provisions contained herein control with respect to the PROJECT.

In the event of conflict between provisions contained in the numbered sections of this MOU and the provisions contained in the Exhibits, the provisions in the numbered section shall prevail over those in the Exhibits.

#### **19. Debarment and Suspension**

Each PARTY certifies to the other PARTY that it and its employees and principals are not debarred, suspended, or otherwise excluded from or ineligible for, participation in federal, state, or local government contracts. Each PARTY also certifies to each other that it shall not contract with a consultant, contractor, or subcontractor that is so debarred or suspended.

#### **20. No Publicity or Endorsement**

Neither PARTY shall use the other PARTY's name or logo or any variation of such name or logo in any publicity, advertising, or promotional materials, unless otherwise required. Neither PARTY will use each other's name or logo in any manner that would give the appearance that the one is endorsing the other. Neither PARTY shall in any way contract on behalf of or in the name of the other PARTY. Neither PARTY shall release any informational pamphlets, notices, press releases, research reports, or similar public notices concerning the other PARTY or its projects without obtaining the prior written approval of the other PARTY.

#### **21. Property and Information**

The PARTY providing property, documents, and information for use in connection with the services shall remain the property of that PARTY. Both PARTIES shall return any such items whenever requested by the other PARTY. Each party may use such items only in connection with providing the services. Neither PARTY will disseminate any of the other PARTY's property, documents, or information without prior written consent.

#### **22. Records, Audit, And Review**

DISTRICT shall keep and maintain business records pursuant to this MOU for at least four (4) years following the termination of this MOU. All accounting records shall be kept in accordance with generally accepted accounting practices. SBCAG shall have the right to audit and review all such documents and records at any time during DISTRICT's regular business hours or upon reasonable notice. In addition, if this MOU exceeds ten thousand dollars (\$10,000.00) DISTRICT shall be subject to the examination and audit of the State Auditor General for a period of three (3) years after final payment under the MOU (Cal. Govt. Code section 8546.7). DISTRICT shall participate in any audits and review, whether by SBCAG or the State, at no charge to SBCAG.

If federal, state, or other regulatory audit exceptions are made relating to this MOU, DISTRICT shall reimburse all costs incurred by SBCAG associated with defending against the audit exceptions or performing any audits or follow-up audits, including but not limited to: audit fees, court costs, attorneys' fees based upon a reasonable hourly amount for attorneys in the community, travel costs, penalty assessments and all other costs of whatever nature.

Immediately upon notification from SBCAG, DISTRICT shall reimburse the amount of the audit exceptions and any other related costs directly to SBCAG as specified by SBCAG in the notification.

### 23. Nondiscrimination

DISTRICT shall comply with Title VI of the Civil Rights Act of 1964, as amended, and with the provisions contained in Title 49, Code of Federal Regulations (CFR) Part 21 through Appendix C and 23 CFR 710.405(b). During the performance of this MOU, the DISTRICT, for itself, its assignees and successors in interest agrees as follows:

- A. **Compliance with Regulations.** DISTRICT shall comply with the regulations relative to nondiscrimination in federally-assisted programs of the Department of Transportation (hereinafter, "DOT") 49 CFR Part 21, as they may be amended from time to time (hereinafter referred to as the Regulations), which are herein incorporated by reference and made a part of this MOU.
- B. **Nondiscrimination.** The DISTRICT and its consultant(s), contractor(s), or or subcontractor(s) shall not discriminate on the basis of race, color, national origin, or sex in the performance of this MOU. The DISTRICT shall carry out applicable requirements of 49 CFR Part 26 in the award and administration of DOT-assisted contracts. Failure by the DISTRICT to carry out these requirements is a material breach of this MOU, which may result in the termination of this MOU or such other remedy as SBCAG deems appropriate. DISTRICT, with regard to the WORK performed by it during the MOU, shall not discriminate on the grounds of race, religion, color, sex, age or national origin in the selection or retention of consultant, contractor, or subcontractors, including procurement of materials and leases of equipment. DISTRICT shall not participate either directly or indirectly in the discrimination prohibited by Section 21.5 of the Regulations, including employment practices when the contract covers a program set forth in Appendix B of the regulations.
- C. **Solicitations for consultant contractor, or, subcontractor including Procurement of Materials and Equipment.** In all solicitations either by competitive bidding or negotiations made by DISTRICT for WORK to be performed, including procurement of materials or leases of equipment, each potential consultant, contractor, or subcontractor shall be notified by DISTRICT of DISTRICT's obligations under this MOU, and the Regulations relative to nondiscrimination on the grounds of race, religion, color, sex, age, or national origin.
- D. **Information and Reports.** DISTRICT shall provide all information and reports required by the Regulations or directives issued pursuant thereto, and shall permit access to its books, records, accounts, other sources of information and its facilities as may be determined by SBCAG to be pertinent to ascertain compliance with such Regulations, orders and instructions. Where any information required of a DISTRICT is in the exclusive possession of another who fails or refuses to furnish this information, DISTRICT shall so certify to SBCAG, and shall set forth what efforts it has made to obtain the information.
- E. **Sanctions for Noncompliance.** In the event of DISTRICT's noncompliance with the nondiscrimination provisions of this MOU, SBCAG shall impose such contract sanctions as it may determine to be appropriate, including, but not limited to:
  - i. Withholding of payments to DISTRICT under this MOU until DISTRICT complies, and/or
  - ii. Cancellation, termination or suspension of the MOU in whole or in part.

### 24. Consultants, Contactors, and Subcontractors

DISTRICT is authorized to retain consultants, contractor, and/or subcontractors to perform WORK under this MOU. DISTRICT shall be fully responsible for all WORK performed by its subcontractors. DISTRICT shall secure from its consultants, contractor, and/or subcontractors all rights for SBCAG in this MOU, including audit rights. All contractors shall be subject to Title 2, Code of Federal Regulations, Part 200 procurement provisions, if federal funds are authorized for use. In awarding contracts, as may be applicable, DISTRICT will comply with the California Public Contract Code, California Prevailing Wage, and Labor Code requirements.

**25. Survival**

All provisions of this MOU which by their nature are intended to survive the termination or expiration of this MOU shall survive such termination or expiration.

**26. Severability**

If any one or more of the provisions contained herein shall for any reason be held to be invalid, illegal or unenforceable in any respect, then such provision or provisions shall be deemed severable from the remaining provisions hereof, and such invalidity, illegality or unenforceability shall not affect any other provision hereof, and this MOU shall be construed as if such invalid, illegal or unenforceable provision had never been contained herein.

**27. Remedies Not Exclusive**

No remedy herein conferred upon or reserved to either PARTY is intended to be exclusive of any other remedy or remedies, and each and every such remedy, to the extent permitted by law, shall be cumulative and in addition to any other remedy given hereunder or now or hereafter existing at law or in equity or otherwise.

**28. Exemption**

Each PARTY's obligations under this MOU are subject to the appropriation of resources by the State Legislature, the State Budget Act authority, programming and allocation of funds by the California Transportation Commission (CTC), and each PARTY's governing body.

**29. Conflict of Interest**

The PARTIES covenant that they presently have no employment or interest and shall not acquire any employment or interest, direct or indirect, including any interest in any business, property, or source of income, which would conflict in any manner or degree with the performance of services required to be performed under this MOU. DISTRICT agrees to promptly disclose to SBCAG, in writing, any potential conflict of interest. SBCAG retains the right to waive a conflict of interest disclosed if SBCAG determines it to be immaterial, and such waiver is only effective if provided by SBCAG in writing.

**30. Section Headings**

The headings of the several sections, and any table of contents appended hereto, shall be solely for convenience of reference and shall not affect the meaning, construction or effect hereof.

**31. No Waiver of Default**

No delay or omission of any of the PARTIES to exercise any right or power arising upon the occurrence of any event of default shall impair any such right or power or shall be construed to be a waiver of any such default or an acquiescence therein; and every power and remedy given by this MOU shall be exercised from time to time and as often as may be deemed expedient.

**32. Successors and Assigns**

All representations, covenants and warranties set forth in this MOU, by or on behalf of, or for the benefit of any or all of the parties hereto, shall be binding upon and inure to the benefit of such party, its successors and assigns.

**33. Administrative Amendments**

The SBCAG Executive Director, or designee, is authorized to make immaterial amendments to the MOU such as updating the Designated Representatives, updating addresses for notices, or other clerical error corrections which will not result in a material change to the MOU, Statement of Work, or total MOU amount, in accordance with the amendment provision in this MOU and upon review and concurrence by legal counsel.

*[This area left intentionally blank. Signatures on the following pages.]*

This Memorandum of Understanding is entered into in Santa Barbara County and shall be effective when fully executed by the PARTIES.



**SANTA BARBARA COUNTY ASSOCIATION OF GOVERNMENTS**  
A Joint Powers Authority

\_\_\_\_\_  
Jenelle Osborne  
Chair, SBCAG Board of Directors

\_\_\_\_\_  
Date

ATTEST:

\_\_\_\_\_  
Marjie Kirn  
Executive Director  
Clerk of the Board

APPROVED AS TO FORM:  
Rachel Van Mullem  
County Counsel

\_\_\_\_\_  
Deputy County Counsel

*[This area intentionally left blank. Signatures continue on following page.]*

This Memorandum of Understanding is entered into in Santa Barbara County and shall be effective when fully executed by the PARTIES.



**SANTA BARBARA METROPOLITAN TRANSIT DISTRICT**

\_\_\_\_\_  
Dave Davis  
Chair

Date: \_\_\_\_\_

\_\_\_\_\_  
Jerry Estrada  
General Manager  
Santa Barbara Metropolitan Transit District

*[This area intentionally left blank.]*



## Exhibit A

### **MUTUAL INDEMNIFICATION**

In lieu of and notwithstanding the pro rata risk allocation which might otherwise be imposed between the parties pursuant to California Government Code Section 895.6, the parties agree that all losses or liabilities incurred by a party shall not be shared pro rata but instead all parties agree that pursuant to California Government Code Section 895.4, each of the parties hereto shall fully indemnify and hold each of the other parties, their officers, board members, employees and agents, harmless from any claim, expense or cost, damage or liability imposed for injury (as defined by California Government Code Section 810.8) occurring by reason of the negligent acts or omissions or willful misconduct of the indemnifying party, its officers, board members, employees or agents, under or in connection with or arising out of any work, authority or jurisdiction delegated to such party under this MOU. No party, nor any officer, board member, employee or agent thereof shall be responsible for any damage or liability occurring by reason of the negligent acts or omissions or willful misconduct of other parties hereto, their officers, board members, employees or agents, under or in connection with or arising out of any work, authority or jurisdiction delegated to such other parties under this MOU.

### **NON-PARTNERSHIP**

This MOU is not intended by the PARTIES to constitute or create a joint venture, pooling arrangement, or formal business organization of any kind. The rights and obligations of the PARTIES shall be only those expressly set forth here.

*[This area intentionally left blank.]*

## Exhibit B

### Scope of Services (“WORK”)

PARTIES shall complete the tasks for the following PROJECT WORK as identified in the table below.

TASK	DISTRICT	SBCAG
Environmental Phase	L	
Preliminary Engineering and Design	L	
Detailed Design and Capital Cost Estimates	L	
Right of Way Support and Acquisition	L	
Permits and Mitigations	L	
Utility Relocations	L	
Fund Administration		L
Funding Reporting and Invoicing	L	S
Public Outreach	L	
Construction Bidding	L	
Construction Administration	L	
Construction Closeout	L	
Project Closeout	L	S

LEGEND:

<u>Symbol</u>	<u>Description</u>
S	Shared responsibility among PARTIES
L	Lead Agency is the implementing agency responsible for completing all WORK.

*[This area intentionally left blank.]*

### Exhibit C PROJECT Funding

PARTIES, in accordance with the provisions of this MOU, hereby agree that the funding table below represents the funding provided for the WORK, as defined in Section 6. DISTRICT is responsible for completion of WORK in accordance with Exhibit D.

PROJECT Phase	PARTY Responsible for Implementing	PARTY Responsible for funding	Total Cost and Funding					
			SCCP	RSTP	HVIP	LCTOP	Measure A	Totals
CON	DISTRICT	SBCAG	\$5,000,000	\$1,000,000	-	-	-	\$6,000,000
		DISTRICT	-	-	\$828,000	\$1,230,366	\$397,997	\$2,456,363
Totals			\$5,000,000	\$1,000,000	\$828,000	\$1,230,366	\$397,997	\$8,456,363

*[This area intentionally left blank.]*

## **Exhibit D**

### **COVER PAGE**

#### **Project Programming Request (PPR)**

*The attached PPR is set forth on the State of California, Department of Transportation, Project Programming Request form PRG-0010 (REV 08/2020), with PPR ID ePPR-6090-2020-0006 v0, and is a total of 7 pages.*

*[This area intentionally left blank.]*

Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO				Date	09/08/2023 13:50:49
Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input checked="" type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input type="checkbox"/> STIP <input type="checkbox"/> Other					
District	EA	Project ID	PPNO	Nominating Agency	
05			3198	Santa Barbara County Association of Governments	
County	Route	PM Back	PM Ahead	Co-Nominating Agency	
Santa Barbara Coun				Caltrans District 5	
				MPO	Element
				SBCAG	Mass Transit (MT)
Project Manager/Contact			Phone	Email Address	
Jerry Estrada			805-963-3364	jestrada@sbmtd.gov	

Project Title

Electric Transit Bus Replacement

Location (Project Limits), Description (Scope of Work)

The project is located within the Santa Barbara Metropolitan Transit District boundaries, which closely corresponds to the South Coast of Santa Barbara County. Install electrical infrastructure for charging of electric buses. Procure six (6) replacement 40-ft. electric buses & six (6) associated chargers to replace renewable diesel buses that are beyond their FTA useful life benchmark.

Component	Implementing Agency
PA&ED	Santa Barbara Metropolitan Transit District
PS&E	Santa Barbara Metropolitan Transit District
Right of Way	Santa Barbara Metropolitan Transit District
Construction	Santa Barbara Metropolitan Transit District

Legislative Districts

Assembly:	37	Senate:	19	Congressional:	24
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Project Milestone	Existing	Proposed
Project Study Report Approved		
Begin Environmental (PA&ED) Phase		03/31/2024
Circulate Draft Environmental Document	Document Type	
Draft Project Report		03/31/2024
End Environmental Phase (PA&ED Milestone)		03/31/2024
Begin Design (PS&E) Phase		03/31/2024
End Design Phase (Ready to List for Advertisement Milestone)		03/31/2024
Begin Right of Way Phase		03/31/2024
End Right of Way Phase (Right of Way Certification Milestone)		03/31/2024
Begin Construction Phase (Contract Award Milestone)		03/31/2024
End Construction Phase (Construction Contract Acceptance Milestone)		01/31/2025
Begin Closeout Phase		02/01/2025
End Closeout Phase (Closeout Report)		02/28/2025

Date 09/08/2023 13:50:49

Purpose and Need

The purpose of the Next Wave project is to advance MTD into a future where transit on the South Coast is convenient, clean, and competitive. The project is needed to increase ridership and reduce greenhouse gas emissions. Under current circumstances, priority populations are exposed to pollution and are susceptible to climate impacts.

Several renewable diesel buses are beyond their useful life, and there is a significant need for zero-emission bus infrastructure at MTD’s Terminal 1 in order to meet state goals and mandates that can only be realized with state funding. The reduction of vehicle miles traveled is crucial in this region that has only one freeway corridor, that experiences extreme congestion, and where over 40 percent of emissions come from the transportation sector.

As a region with an historic jobs-housing imbalance, southern Santa Barbara County jurisdictions know they need to provide more housing near major employment centers. If this is to happen in a sustainable manner, clean public transit, both fixed-route and on-demand, must be a part of the solution. With the area’s population increase and a steady tourism sector seeing 7.2 million visitors a year, the region must be prepared to transport a significant population in ways that reduce single occupancy vehicle trips. The Next Wave project ensures that priority populations have clean and affordable transportation and meets the four priority evaluation criteria in the TIRCP guidelines: reducing GHG emissions, increasing ridership, integrating with the State’s rail and transit operations, and improving safety.

NHS Improvements ☐ YES ☒ NO

Roadway Class NA

Reversible Lane Analysis ☐ YES ☒ NO

Inc. Sustainable Communities Strategy Goals ☒ YES ☐ NO

Reduce Greenhouse Gas Emissions ☒ YES ☐ NO

Project Outputs

Category	Outputs	Unit	Total
Rail/ Multi-Modal	Rail cars/ transit vehicles	EA	6
Facilities	Facility Improvement	EA	6

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Additional Information

This project will procure six (6) 40-foot electric buses and six (6) chargers.

\*All the phases before the "Begin Construction" phase in the Milestones section don't apply to the project and the dates entered are irrelevant.

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Congestion Reduction	LPPC, SCCP, LPPF	Change in Daily Vehicle Miles Travelled	Miles	0	0	0
			VMT per Capita	0	0	0
	LPPC, SCCP, LPPF	Person Hours of Travel Time Saved (Only 'Change' required)	Person Hours	0	0	0
			Hours per Capita	0	0	0
System Reliability (Freight)	LPPC, SCCP, LPPF	Peak Period Travel Time Reliability Index (Only 'No Build' Required)	Index	0	0	0
	LPPC, SCCP, LPPF	Level of Transit Delay (if required)	% "On-time"	0	0	0
Air Quality & GHG (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Particulate Matter	PM 2.5 Tons	0	0.23	-0.23
			PM 10 Tons	0	0.15	-0.15
	LPPC, SCCP, TCEP, LPPF	Carbon Dioxide (CO2)	Tons	1,536.98	8,452.09	-6,915.11
	LPPC, SCCP, TCEP, LPPF	Volatile Organic Compounds (VOC)	Tons	0	0	0
	LPPC, SCCP, TCEP, LPPF	Sulphur Dioxides (SOx)	Tons	0	0.011	-0.011
	LPPC, SCCP, TCEP, LPPF	Carbon Monoxide (CO)	Tons	0	66.87	-66.87
	LPPC, SCCP, TCEP, LPPF	Nitrogen Oxides (NOx)	Tons	0	20.05	-20.05
Safety	LPPC, SCCP, TCEP, LPPF	Number of Fatalities	Number	0	0	0
	LPPC, SCCP, TCEP, LPPF	Fatalities per 100 Million VMT	Number	0	0	0
	LPPC, SCCP, TCEP, LPPF	Number of Serious Injuries	Number	0	0	0
	LPPC, SCCP, TCEP, LPPF	Number of Serious Injuries per 100 Million VMT	Number	0	0	0
Economic Development	LPPC, SCCP, TCEP, LPPF	Jobs Created (Only 'Build' Required)	Number	78	0	78
Cost Effectiveness (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Cost Benefit Ratio	Ratio	1.38	0	1.38
Vehicle Volume	LPPC, LPPF, SCCP	Existing Average Annual Vehicle Volume on Project Segment	Number	0	0	0
	LPPC, LPPF, SCCP	Estimated Year 20 Average Annual Vehicle Volume on Project Segment with Project	Number	0	0	0



District	County	Route	EA	Project ID	PPNO
05	Santa Barbara County				3198
Project Title					
Electric Transit Bus Replacement					

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		8,456						8,456	
TOTAL		8,456						8,456	

Fund #1:	State SB1 SCCP - Solution for Congested Corridors Program (Uncommitted)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									California Transportation Commission
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		5,000						5,000	
TOTAL		5,000						5,000	

Fund #2:	Other State - HVIP (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project (HVIP)
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		828						828	
TOTAL		828						828	
Fund #3:	RSTP - STP Local (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									Santa Barbara County Association of
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		1,000						1,000	
TOTAL		1,000						1,000	

Fund #4:	Other State - Low Carbon Transit Operations Program (LCTOP) (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									Santa Barbara Metropolitan Transit D
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		1,230						1,230	
TOTAL		1,230						1,230	
Fund #5:	Local Funds - Local Measure (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									Santa Barbara Metropolitan Transit D
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		398						398	
TOTAL		398						398	



## **Exhibit E**

### **COVER PAGE**

#### **SB1 BASELINE AGREEMENT**

*The attached SB1 Baseline Agreement is set forth on the State of California, California Transportation Commission form CTC-0001 (REV 03/2023), titled "ROAD REPAIR AND ACCOUNTABILITY ACT OF 2017 PROJECT BASELINE AGREEMENT" and is a total of 3 pages.*

*[This area intentionally left blank.]*



ROAD REPAIR AND ACCOUNTABILITY ACT OF 2017  
PROJECT BASELINE AGREEMENT

Santa Barbara U.S. 101 Multimodal Corridor Project - Three Creeks in Santa Barbara County

Resolution

(to be completed by CTC)

1. FUNDING PROGRAM

- ☐ Active Transportation Program
- ☐ Local Partnership Program (Competitive)
- ☒ Solutions for Congested Corridors Program
- ☐ State Highway Operation and Protection Program
- ☐ Trade Corridor Enhancement Program

2. PARTIES AND DATE

- 2.1 This Project Baseline Agreement (Agreement) effective on (will be completed by CTC), is made by and between the California Transportation Commission (Commission), the California Department of Transportation (Caltrans), the Project Applicant, the Santa Barbara County Association of Governments, and the Implementing Agency, SBCAG, the County of Santa Barbara, the City of, sometimes collectively referred to as the "Parties".

3. RECITAL

- 3.1 Whereas at its 6/28/2023 meeting the Commission approved the Solutions for Congested Corridors Program and included in this program of projects the Santa Barbara U.S. 101 Multimodal Corridor Project - Three Creeks, the parties are entering into this Project Baseline Agreement to document the project cost, schedule, scope and benefits, as detailed on the Project Programming Request Form attached hereto as Exhibit A, the Project Report attached hereto as Exhibit B, the Performance Metrics Form, if applicable, attached hereto as Exhibit C, as the baseline for project monitoring by the Commission.
- 3.2 The undersigned Project Applicant certifies that the funding sources cited are committed and expected to be available; the estimated costs represent full project funding; and the scope and description of benefits is the best estimate possible.

4. GENERAL PROVISIONS

The Project Applicant, Implementing Agency, and Caltrans agree to abide by the following provisions:

- 4.1 To meet the requirements of the Road Repair and Accountability Act of 2017 (Senate Bill [SB] 1, Chapter 5, Statutes of 2017) which provides the first significant, stable, and on-going increase in state transportation funding in more than two decades.

- 4.2 To adhere, as applicable, to the provisions of the Commission:

- ☐ Resolution, "Adoption of Program of Projects for the Active Transportation Program", dated
- ☐ Resolution, "Adoption of Program of Projects for the Local Partnership Program", dated
- ☒ Resolution, "Adoption of Program of Projects for the Solutions for Congested Corridors Program", dated 6/28/2023
- ☐ Resolution, "Adoption of Program of Projects for the State Highway Operation and Protection Program", dated
- ☐ Resolution, "Adoption of Program of Projects for the Trade Corridor Enhancement Program", dated

- 4.3 All signatories agree to adhere to the Commission's Guidelines. Any conflict between the programs will be resolved at the discretion of the Commission.
- 4.4 All signatories agree to adhere to the Commission's SB 1 Accountability and Transparency Guidelines and policies, and program and project amendment processes.
- 4.5 SBCAG (for non-SHOPP funded components) and Caltrans (for SHO) agrees to secure funds for any additional costs of the project.
- 4.6 SBCAG, the County of Santa Barbara, the City of Santa Barbara, and Caltrans agrees to report to Caltrans on a quarterly basis; on the progress made toward the implementation of the project, including scope, cost, schedule, and anticipated benefits/performance metric outcomes.
- 4.7 Caltrans agrees to prepare program progress reports on a semi-annual basis and include information appropriate to assess the current state of the overall program and the current status of each project identified in the program report.
- 4.8 Caltrans, SBCAG, the County of Santa Barbara, the City of Santa Barbara, and Caltrans agrees to submit a timely Completion Report and Final Delivery Report as specified in the Commission's SB 1 Accountability and Transparency Guidelines.
- 4.9 Caltrans and SBCAG agrees to submit a timely Project Performance Analysis as specified in the Commission's SB 1 Accountability and Transparency Guidelines.
- 4.10 All signatories agree to maintain and make available to the Commission and/or its designated representative, all work related documents, including without limitation engineering, financial and other data, and methodologies and assumptions used in the determination of project benefits and performance metric outcomes during the course of the project, and retain those records for six years from the date of the final closeout of the project. Financial records will be maintained in accordance with Generally Accepted Accounting Principles.
- 4.11 The Inspector General of the Independent Office of Audits and Investigations has the right to audit the project records, including technical and financial data, of the Department of Transportation, the Project Applicant, the Implementing Agency, and any consultant or sub-consultants at any time during the course of the project and for six years from the date of the final closeout of the project, therefore all project records shall be maintained and made available at the time of request. Audits will be conducted in accordance with Generally Accepted Government Auditing Standards.

## 5. SPECIFIC PROVISIONS AND CONDITIONS

### 5.1 Project Schedule and Cost

See Project Programming Request Form, attached as Exhibit A.

### 5.2 Project Scope

See Project Report or equivalent, attached as Exhibit B. At a minimum, the attachment shall include the cover page, evidence of approval, executive summary, and a link to or electronic copy of the full document.

### 5.3 Performance Metrics

See Performance Metrics Form, if applicable, attached as Exhibit C.

### 5.4 Additional Provisions and Conditions *(Please attach an additional page if additional space is needed.)*

### Attachments:

Exhibit A: Project Programming Request Form

Exhibit B: Project Report

Exhibit C: Performance Metrics Form *(if applicable)*



SIGNATURE PAGE  
TO  
PROJECT BASELINE AGREEMENT

Project Name

Santa Barbara U.S. 101 Multimodal Corridor Project - Three Creeks in Santa Barbara County

Resolution

*(to be completed by CTC)*

\_\_\_\_\_

\_\_\_\_\_

Marjie Kim

Date

Executive Director, SBCAG

Project Applicant

\_\_\_\_\_

\_\_\_\_\_

Date

\_\_\_\_\_

\_\_\_\_\_

Implementing Agency

\_\_\_\_\_

\_\_\_\_\_

Date

Scott Eades

District Director

California Department of Transportation

\_\_\_\_\_

\_\_\_\_\_

Date

Tony Tavares

Director

California Department of Transportation

\_\_\_\_\_

\_\_\_\_\_

Date

Tanisha Taylor

Executive Director

California Transportation Commission



To: MTD Board of Directors  
From: Jerry Estrada, General Manager  
Date: September 19, 2023  
Subject: GM Report

The annual Department of California Highway Patrol (“CHP”) inspection was conducted on three days over the past two weeks and concluded with a Satisfactory rating across all areas. Satisfactory rating is the highest rating issued by the CHP. No violations were discovered and all parts of our program were found to be in compliance: Vehicle Examination and Maintenance Program, Controlled Substance and Alcohol Testing Program, and Driver Records and Hours of Service. Congratulations to all for the work done year-round to achieve this outcome.

The position of Human Resources and Risk Manager has recently been filled through the promotion of Ivette Martinez, who joined MTD at the beginning of this year as a Human Resources Analyst. In her new role, Ivette will be responsible for management of the Human Resources and Risk department, including recruitment, benefits administration, training and development, employee relations, Workers’ Compensation, and risk. Ivette has worked in the field of Human Resources for several years and is an active member of the Santa Barbara Human Resources Association, where she serves on the membership committee. She holds an Associate Professional in Human Resources (aPHR) certification and is in the process of receiving a Human Resources Management Certificate through University of California, Santa Barbara as well as her Bachelors of Arts, Business Administration, with an emphasis in Human Resources.

On Wednesday, September 6, Samuel Pekelney joined MTD as the newest member of the Planning Department where he accepted the position of Transit Planner I. Sam comes to us with a degree from UC Davis in Civil Engineering, where he worked part time at Unitrans as a bus driver, route trainer, and supervisor.

On Sunday, September 10<sup>th</sup>, MTD staff brought a bus to SBCC’s West Campus for the Touch-a-Truck event hosted by the Postpartum Education Program (PEP). Hundreds of children and their families got to explore an MTD bus, including the little ones testing out the driver’s seat.

Southern California Edison (SCE) completed their final phase of construction at Terminal 1 on September 1. SCE’s contractors installed the remaining electrical equipment and energized the project. Finally, SCE contractors commissioned all of the work to certify that the electrical equipment is operational. The charger manufacturer, ChargePoint, will be onsite September 12 and 13 to commission the chargers.

The first of the nine New Flyer battery-electric buses passed the final inspection and was delivered from the New Flyer facility in Crookston, Minnesota to Complete Coach Works (CCW) in Riverside, California on September 12. CCW is responsible for applying the remaining paint and decals at the rear of the buses because New Flyer is unable to match MTD’s paint color on that portion of the buses. Once New Flyer completes the rear paint and decals (anticipated to take two weeks per bus), the bus will be delivered to MTD. The second of the nine buses is working

its way through final inspection and is anticipated to be released from the New Flyer factory the week of September 18.

MTD's California Energy Commission (CEC) Blueprint Grant Project team submitted two more project deliverables to the CEC, an Economic Benefits Analysis and Summary of Jobs (both were combined into a single report). As the deliverables suggest, the report summarizes the financial and jobs creation benefits of deploying a microgrid at MTD's Terminal 1 depot. The team is currently working on the next deliverable, a Greenhouse Gas Emissions Reduction Benefits Analysis. The report details the greenhouse gas reduction benefits related to the deployment of a microgrid at Terminal 1. The latest report is due to the CEC by the end of September.

Installation of the Kuba credit card readers has been rescheduled to begin September 18<sup>th</sup> and will be an ongoing project for the Fleet & Facilities Department throughout the coming weeks. The installation of the 3-position bike rack conversation is underway with 13 of 100 buses completed thus far. Another ongoing project for the department is the LED lighting retrofit of Terminal 1 as time and materials permit.

MTD and SBCAG staff have reached a tentative agreement for both agencies to serve as designated recipients for Federal Transit Administration (FTA) formula funding programs now that FTA has classified the Santa Barbara urbanized area (UZA) as a large UZA. SBCAG staff is expected to recommend the dual designated recipient proposal to their Board at their September 28 meeting. FTA requires that the MPO and public transit providers in the UZA concur in the designated recipient selection.

Staff attended meetings of the Santa Barbara County Association of Governments' (SBCAG's) Technical Transportation Advisory Committee (TTAC) and Joint Technical Advisory Committee (JTAC) on September 7. TTAC recommended that the SBCAG Board direct staff to carry out the FY 2023-24 Unmet Transit Needs process with the assumption that a portion of associated Transportation Development Act funding may be allocated pursuant to Article 8 (i.e., streets and roads) of the Transportation Development Act. TTAC also recommended that the SBCAG Board approve the Measure A Maintenance of Effort amounts for FY 23-24. TTAC received an update on State Senate Bill 125 (SB125) funding available to Santa Barbara County through the Transit and Intercity Rail Capital Program (TIRCP) and Zero Emission Transit Capital Program (ZETCP). TTAC also received updates on recent activities of the California Transportation Commission, and on the FY 2021-2022 Draft Measure A Audit Reports JTAC received updates on the draft Regional Transportation Plan - Sustainable Communities Strategy (RTP-SCS) Public Participation Plan and on the Technical Methodology memorandum for estimating greenhouse gas emissions for the RTP-SCS.

The 2022-2023 Financial and Single Audits are in the final stages with drafts expected to be received by the end of September. An Invitation to Bid for Bus Operator Uniforms was issued. Samples are being evaluated by a team of representatives from Operations and Marketing. Vendor selection is expected by end of September. Six (6) Fuel Vendors have been pre-qualified and will receive an invitation to provide bids for the next fuel contract.