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| BOARD OF DIRECTORS AGENDA |
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REGULAR MEETING
of the
BOARD OF DIRECTORS
of the
SANTA BARBARA METROPOLITAN TRANSIT DISTRICT
A Public Agency
Tuesday, February 6, 2024
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 meeting of January 16, 2024.
- 5. CASH REPORTS - (ACTION MAY BE TAKEN)**
The Board of Directors will be asked to review and approve the Cash Reports from January 6, 2024 through January 26, 2024.

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 and at MTD Administrative offices.

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| BOARD OF DIRECTORS AGENDA |
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7. FINANCIAL UPDATE & MID-YEAR REVIEW OF FISCAL YEAR 2023-24 – (INFORMATIONAL - ATTACHMENT)

Staff will present the financial report for the Santa Barbara Metropolitan Transit District second quarter of the 2023-2024 fiscal year. The period being July 1, 2023 through December 31, 2023.

8. FISCAL YEAR 2023-24 SECOND QUARTER PERFORMANCE REPORTS – (INFORMATIONAL - ATTACHMENT)

Staff will present the second quarter fiscal year 2023-24 performance reports for the three-month period ending December 31, 2023.

9. IMPACTS TO SANTA BARBARA URBANIZED AREA TRANSIT SERVICE DUE TO THE 2020 POPULATION EXCEEDING 200,000 PERSONS – (ACTION MAY BE TAKEN - ATTACHMENT)

Staff will provide the Board of Directors with a recommendation to address agency needs related to the designation of the Santa Barbara Urbanized Area of large from small as a result of the 2020 Decennial Census.

10. GENERAL MANAGER'S REPORT – (INFORMATIONAL)

The General Manager will report on any updates to district activities.

11. OTHER BUSINESS AND REPORTS – (INFORMATIONAL)

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

12. RECESS TO CLOSED SESSION: PUBLIC EMPLOYEE PERFORMANCE EVALUATION - (ACTION MAY BE TAKEN)

The Board will meet in closed session, pursuant to Government Codes § 54957 and § 54954.5(e), to evaluate the performance of the District's General Manager.

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

13. 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.



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| BOARD OF DIRECTORS DRAFT MINUTES |
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REGULAR MEETING
of the
BOARD OF DIRECTORS
of the
SANTA BARBARA METROPOLITAN TRANSIT DISTRICT
A Public Agency
Tuesday, January 16, 2024
8:30 AM
John G. Britton Auditorium
550 Olive Street, Santa Barbara, CA 93101

1. **CALL TO ORDER**
Vice Chair Tabor called the meeting to order at 8:30 AM.
2. **ROLL CALL OF THE BOARD MEMBERS**
Vice Chair Tabor reported that all members were present with the exception of Chair Davis, Director Sarkar, and Director Lapuz.
3. **REPORT REGARDING THE POSTING OF THE AGENDA**
Lilly Gomez, Clerk of the Board reported that the agenda was posted on Friday, January 12, 2024, at MTD's Administrative office, mailed and emailed to those on the agenda list, and posted on MTD's website.

CONSENT CALENDAR

4. **APPROVAL OF PRIOR MINUTES - (ACTION MAY BE TAKEN)**
The Board of Directors was asked to approve the draft minutes for the meeting of December 5, 2023.
5. **CASH REPORTS - (ACTION MAY BE TAKEN)**
The Board of Directors was asked to review and approve the Cash Reports from November 25, 2023 through December 8, 2023, December 9, 2023 through December 22, 2023, and December 23, 2023 through January 5, 2024.

Director Perotte moved to approve the consent calendar. Secretary Lemberger seconded the motion. The consent calendar was approved unanimously with three absent.

THIS CONCLUDES THE CONSENT CALENDAR

6. **PUBLIC COMMENT**
Mr. Craig Geyer sought the Districts vote for the LAFCO regular member position election.

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| BOARD OF DIRECTORS DRAFT MINUTES |
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7. TERMINAL 2 RECOMMISSIONING – PHASE 1 CONSTRUCTION AWARD RECOMMENDATION – (ACTION)

Valerie White, Senior Purchasing Agent recommended the Board authorize General Manager to award and execute a contract with Menemsha Development Group Inc. for the Terminal 2 Recommissioning – Phase 1 Project.

Director Solorzano moved to authorize the General Manager to award and execute a contract with Menemsha Development Group Inc. for the Terminal 2 Recommissioning – Phase 1 Project. Director Perotte seconded the motion. The motion was approved unanimously with three absent.

8. TERMINAL 2 RECOMMISSIONING – PHASE 2 DESIGN – (ACTION - ATTACHMENT)

David Rzepinski, Project Development Specialist recommended the Board authorize General Manager to execute an amendment to the On-Call Architecture & Engineering (A&E) Agreement with Stantec Architecture to perform professional design services and construction support for Phase 2 of the Terminal 2 Recommissioning.

Director Solorzano moved to authorize the General Manager to execute an amendment to the On-Call Architecture & Engineering (A&E) Agreement with Stantec Architecture to perform professional design services and construction support for Phase 2 of the Terminal 2 Recommissioning Project. Secretary Lemberger seconded the motion. The motion was approved unanimously with three absent.

9. GENERAL MANAGER'S REPORT – (INFORMATIONAL)

The General Manager reported on updates to district activities.

10. OTHER BUSINESS AND REPORTS – (INFORMATIONAL)

No other business was discussed.

11. RECESS TO CLOSED SESSION: PUBLIC EMPLOYEE PERFORMANCE EVALUATION - (ACTION MAY BE TAKEN)

The Board was to meet in closed session, pursuant to Government Codes § 54957 and § 54954.5(e), to evaluate the performance of the District's General Manager.

Vice Chair Tabor motioned to postpone to the next regular scheduled meeting.

12. ADJOURNMENT

Vice Chair Tabor adjourned the meeting at 9:05am.

Santa Barbara Metropolitan Transit District
Cash Report
Board Meeting of February 6, 2024
For the Period January 6, 2024 through January 26, 2024

MONEY MARKET

Beginning Balance January 6, 2024 **\$4,209,989.21**

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|-----------------------|--------------|
| Accounts Receivable | 2,997,677.91 |
| Passenger Fares | 201,325.55 |
| LCTOP Transfer | 126,695.40 |
| Property Tax Revenue | 31,704.33 |
| Interest Income | 4,034.20 |
| Prepays & Advertising | 300.00 |
| Miscellaneous Income | 295.27 |
| Measure A Transfer | 6.54 |

Total Deposits **3,362,039.20**

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|-------------------------|----------------|
| Bank & Credit Card Fees | (6,388.61) |
| Miscellaneous Transfers | (27,253.18) |
| 401(k)/Pension Transfer | (93,999.57) |
| Payroll Taxes | (381,846.16) |
| Workers' Compensation | (437,034.52) |
| Payroll | (872,891.71) |
| Accounts Payable | (4,105,810.94) |

Total Disbursements **(5,925,224.69)**

Ending Balance **\$1,646,803.72**

CASH INVESTMENTS

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|----------------------|----------------|
| LAIF Account | \$6,156,631.00 |
| Money Market Account | 1,646,803.72 |

Total Cash Balance **\$7,803,434.72**

SELF INSURED LIABILITY ACCOUNTS

| | |
|-------------------------|------------------|
| WC / Liability Reserves | (\$3,474,954.07) |
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Working Capital **\$4,328,480.65**

Santa Barbara Metropolitan Transit District
Accounts Payable

| Check # | Date | Company | Description | Amount | Voids |
|---------|------------|-------------------------------|---------------------------------------|-----------|-------|
| 133915 | 12/29/2023 | AT&T WIRELESS | TAP TO PAY COMMUNICATION | 770.13 | V |
| 134004 | 1/8/2024 | NEW FLYER OF AMERICA, INC. | LOW-FLOOR BATTERY ELECTRIC BUS 2,142, | 687.70 | |
| 134005 | 1/12/2024 | HENRY ANDREWS | RETIREE HEALTH REIMBURSEMENT | 285.00 | |
| 134006 | 1/12/2024 | JAMES BRACKETT | RETIREE HEALTH REIMBURSEMENT | 168.00 | |
| 134007 | 1/12/2024 | KARL BRETZ | RETIREE HEALTH REIMBURSEMENT | 279.00 | |
| 134008 | 1/12/2024 | ARTHUR BURNS | RETIREE HEALTH REIMBURSEMENT | 256.00 | |
| 134009 | 1/12/2024 | ROBERT BURNHAM | RETIREE HEALTH REIMBURSEMENT | 285.00 | |
| 134010 | 1/12/2024 | CABRERA, RICARDO | RETIREE HEALTH REIMBURSEMENT | 199.00 | |
| 134011 | 1/12/2024 | GILBERT CALLES | RETIREE HEALTH REIMBURSEMENT | 78.00 | |
| 134012 | 1/12/2024 | CALACT | MEMBERSHIP | 1,585.00 | |
| 134013 | 1/12/2024 | MIKE CARDONA | RETIREE HEALTH REIMBURSEMENT | 263.80 | |
| 134014 | 1/12/2024 | CALIFORNIA TRANSIT ASSOCIATI | ANNUAL MEMBERSHIP DUES | 13,000.00 | |
| 134015 | 1/12/2024 | CLEVER DEVICES LTD | HARDWARE/SOFTWARE WARRANTY | 80,313.00 | |
| 134016 | 1/12/2024 | CPS HR CONSULTING DBA | CONSULTING SERVICES | 585.00 | |
| 134017 | 1/12/2024 | COX COMMUNICATIONS, CORP. | INTERNET & CABLE TV | 548.34 | |
| 134018 | 1/12/2024 | CROCKER REFRIGERATION & AIR | HVAC MAINTENANCE | 279.14 | |
| 134019 | 1/12/2024 | CUMMINS SALES & SERVICE dba | BUS PARTS & REPAIRS | 1,010.56 | |
| 134020 | 1/12/2024 | NANCY CURTIS | RETIREE HEALTH REIMBURSEMENT | 274.62 | |
| 134021 | 1/12/2024 | STATE OF CALIFORNIA | PAYROLL RELATED | 525.00 | |
| 134022 | 1/12/2024 | STATE OF CALIFORNIA | PAYROLL RELATED | 581.90 | |
| 134023 | 1/12/2024 | GIBBS INTERNATIONAL INC | BUS PARTS | 508.83 | |
| 134024 | 1/12/2024 | GILLIG LLC | BUS PARTS | 513.70 | |
| 134025 | 1/12/2024 | GARY GLEASON | RETIREE HEALTH REIMBURSEMENT | 247.95 | |
| 134026 | 1/12/2024 | GOLETA WATER DISTRICT | UTILITIES | 235.14 | |
| 134027 | 1/12/2024 | GRAPHICINK | PRINTING SERVICES | 84.83 | |
| 134028 | 1/12/2024 | GRAINGER, INC. | SHOP/B&G SUPPLIES | 449.47 | |
| 134029 | 1/12/2024 | JILL GRISHAM | RETIREE HEALTH REIMBURSEMENT | 285.00 | |
| 134030 | 1/12/2024 | ALI HABIBI | RETIREE HEALTH REIMBURSEMENT | 168.00 | |
| 134031 | 1/12/2024 | RICHARD HARRIGAN | RETIREE HEALTH REIMBURSEMENT | 166.00 | |
| 134032 | 1/12/2024 | HAYWARD LUMBER | SHOP/B&G SUPPLIES | 90.25 | |
| 134033 | 1/12/2024 | HOME IMPROVEMENT CTR. | SHOP/B&G SUPPLIES | 149.50 | |
| 134034 | 1/12/2024 | JAY DANIEL ROBERTSON | RETIREE HEALTH REIMBURSEMENT | 1,302.50 | |
| 134035 | 1/12/2024 | JANEK CORP | BUS PARTS | 489.38 | |
| 134036 | 1/12/2024 | JERRY'S PLUMBING & HEATING, I | PLUMBING REPAIRS | 185.00 | |
| 134037 | 1/12/2024 | JAVIER JIMENEZ | RETIREE HEALTH REIMBURSEMENT | 342.00 | |
| 134038 | 1/12/2024 | LOUIS JONES | RETIREE HEALTH REIMBURSEMENT | 97.50 | |
| 134039 | 1/12/2024 | KUBA INC | TAP TO PAY INSTALLATIONS | 13,516.65 | |
| 134040 | 1/12/2024 | LANSPEED DBA | IT SERVICES | 2,935.00 | |

| Check # | Date | Company | Description | Amount | Voids |
|---------|-----------|---------------------------------|--------------------------------|--------------|-------|
| 134041 | 1/12/2024 | MOUNTAIN CONSTRUCTION DBA | LEAK DETECTION SERVICES | 800.00 | |
| 134042 | 1/12/2024 | MAYAN GENERAL CONSTRUCTIO | LANDSCAPE MAINTENANCE SERVICE | 4,410.00 | |
| 134043 | 1/12/2024 | MC CORMIX CORP. (OIL) | LUBRICANTS | 1,049.45 | |
| 134044 | 1/12/2024 | MC CORMIX CORP. (GAS) | FUEL-SERVICE VEHICLES | 996.22 | |
| 134045 | 1/12/2024 | MCMASTER-CARR SUPPLY CO. | SHOP/B&G SUPPLIES | 387.43 | |
| 134046 | 1/12/2024 | MILPAS RENTAL INC. | EQUIPMENT RENTAL | 327.00 | |
| 134047 | 1/12/2024 | MISSION LINEN SUPPLY, INC | UNIFORM & LINEN SERVICE | 1,374.60 | |
| 134048 | 1/12/2024 | WILLIAM MORRIS | RETIREE HEALTH REIMBURSEMENT | 285.00 | |
| 134049 | 1/12/2024 | NFI PARTS DBA | BUS PARTS | 571.78 | |
| 134050 | 1/12/2024 | O'REILLY AUTO PARTS DBA | BUS/SERVICE VEHICLE PARTS | 15.21 | |
| 134051 | 1/12/2024 | LUIGI OTTIERI | RETIREE HEALTH REIMBURSEMENT | 589.02 | |
| 134052 | 1/12/2024 | CAREY POINDEXTER | RETIREE HEALTH REIMBURSEMENT | 285.00 | |
| 134053 | 1/12/2024 | REPUBLIC ELEVATOR, INC | ELEVATOR MAINTENANCE | 192.10 | |
| 134054 | 1/12/2024 | SANTA BARBARA FASTENERS, IN | SHOP SUPPLIES | 269.45 | |
| 134055 | 1/12/2024 | SB COUNTY FEDERAL CREDIT UNI | PAYROLL DEDUCTION | 260.00 | |
| 134056 | 1/12/2024 | SILVAS OIL CO., INC. | LUBRICANTS | 3,386.64 | |
| 134057 | 1/12/2024 | SPECIAL DISTRICT RISK MGMT | HEALTH INSURANCE | 90,772.87 | |
| 134058 | 1/12/2024 | SEIFERT GRAPHICS, INC. | BUS PARTS | 72.40 | |
| 134059 | 1/12/2024 | STAPLES CONTRACT & COMMERC | OFFICE SUPPLIES | 809.19 | |
| 134060 | 1/12/2024 | SB CITY OF-REFUSE/WATER | UTILITIES | 2,120.48 | |
| 134061 | 1/12/2024 | TEAMSTERS PENSION TRUST | UNION PENSION | 87,649.36 | |
| 134062 | 1/12/2024 | TEAMSTERS UNION LOCAL NO. 18 | UNION DUES | 11,121.00 | |
| 134063 | 1/12/2024 | VALLEY POWER SYSTEMS, INC. | BUS PARTS | 104.16 | |
| 134064 | 1/12/2024 | VEHICLE MAINTENANCE PROGRA | BUS PARTS | 1,528.94 | |
| 134065 | 1/12/2024 | VERIZON WIRELESS | WIRELESS PHONES & AIM CELLULAR | 1,585.14 | |
| 134066 | 1/12/2024 | WAXIE SANITARY SUPPLY DBA | JANITORIAL SUPPLIES | 276.15 | |
| 134067 | 1/12/2024 | ALEXANDER YOUNG | RETIREE HEALTH REIMBURSEMENT | 257.29 | |
| 134068 | 1/16/2024 | NEW FLYER OF AMERICA, INC. | LOW-FLOOR BATTERY ELECTRIC BUS | 1,071,343.85 | |
| 134069 | 1/18/2024 | ABC BUS COMPANIES INC | BUS PARTS | 558.44 | |
| 134070 | 1/18/2024 | AQUA-FLO | BUS WASH SUPPLIES | 50.23 | |
| 134071 | 1/18/2024 | AMERICAN MOVING PARTS, LLC | BUS PARTS | 1,089.36 | |
| 134072 | 1/18/2024 | BAY ALARM COMPANY, INC | ALARM CONTRACT | 255.00 | |
| 134073 | 1/18/2024 | BYD MOTORS LLC | CAPITAL LEASE PAYMENT | 31,625.22 | |
| 134074 | 1/18/2024 | CENTRAL COAST CIRCULATION, L | BUS BOOK DISTRIBUTION | 777.00 | |
| 134075 | 1/18/2024 | CENTRAL COAST TANK TESTING | TANK TESTS | 145.00 | |
| 134076 | 1/18/2024 | COUNTY OF SANTA BARBARA | FILE REVIEW FEE | 61.80 | |
| 134077 | 1/18/2024 | CPS HR CONSULTING DBA | CONSULTING SERVICES | 15,530.62 | |
| 134078 | 1/18/2024 | CROCKER REFRIGERATION & AIR | HVAC MAINTENANCE | 1,978.87 | |
| 134079 | 1/18/2024 | CUMMINS SALES & SERVICE dba | BUS PARTS & REPAIRS | 5,182.35 | |
| 134080 | 1/18/2024 | CA DEPT. OF TAX & FEE ADMIN. | QTRLY USER FUEL TAX | 1,233.00 | |
| 134081 | 1/18/2024 | CA. DEPT. of TAX & FEE ADMINIST | UNDERGROUND STORAGE TANK FEE | 2,539.00 | |

| Check # | Date | Company | Description | Amount | Voids |
|---------|-----------|-------------------------------|--------------------------------|-----------|-------|
| 134082 | 1/18/2024 | EASY LIFT TRANSPORTATION, IN | MONTHLY ADA SUBSIDY | 92,818.95 | |
| 134083 | 1/18/2024 | EVERSHADE LLC DBA | STEAM CLEANING TC/EXPRESS ZONE | 2,900.00 | |
| 134084 | 1/18/2024 | FEDEX dba | FREIGHT CHARGES | 65.22 | |
| 134085 | 1/18/2024 | FAIRVIEW CHEVRON/TOM PRICE | SMOG TESTING | 175.50 | |
| 134086 | 1/18/2024 | GENFARE LLC | FAREBOX REPAIRS & PARTS | 4,552.84 | |
| 134087 | 1/18/2024 | GIBBS INTERNATIONAL INC | BUS PARTS | 900.58 | |
| 134088 | 1/18/2024 | GILLIG LLC | BUS PARTS | 2,160.09 | |
| 134089 | 1/18/2024 | GRAPHICINK | PRINTING SERVICES | 258.83 | |
| 134090 | 1/18/2024 | HOME IMPROVEMENT CTR. | SHOP/B&G SUPPLIES | 78.22 | |
| 134091 | 1/18/2024 | MC CORMIX CORP. (OIL) | LUBRICANTS | 8,419.80 | |
| 134092 | 1/18/2024 | MOHAWK MFG. AND SUPPLY CO. | BUS PARTS | 507.65 | |
| 134093 | 1/18/2024 | MOUNTAIN SPRING WATER | SHOP & OFFICE SUPPLIES | 1,023.50 | |
| 134094 | 1/18/2024 | NATIONWIDE TRANSIT SALES | BUS PARTS | 3,643.13 | |
| 134095 | 1/18/2024 | NEOGOV DBA | RECRUITMENT SERVICES | 1,824.30 | |
| 134096 | 1/18/2024 | O'REILLY AUTO PARTS DBA | BUS/SERVICE VEHICLE PARTS | 10.32 | |
| 134097 | 1/18/2024 | OIL PRICE INFORMATION SERVIC | DIESEL FUEL PRICE INFORMATION | 1,320.00 | |
| 134098 | 1/18/2024 | SMITTY'S TOWING SERVICE D | TOWING SERVICES | 2,417.50 | |
| 134099 | 1/18/2024 | SM TIRE, CORP. | BUS TIRE MOUNTING | 430.00 | |
| 134100 | 1/18/2024 | SMART & FINAL | OFFICE/MEETING SUPPLIES | 204.10 | |
| 134101 | 1/18/2024 | SOAP MAN DISTRIBUTIN DBA | BUS CLEANING SUPPLIES | 157.58 | |
| 134102 | 1/18/2024 | SOUTHWEST LIFT & EQUIPMENT, | LIFT REPAIRS & SUPPLIES | 2,709.48 | |
| 134103 | 1/18/2024 | STAPLES CONTRACT & COMMERC | OFFICE SUPPLIES | 95.32 | |
| 134104 | 1/18/2024 | UNITED REFRIGERATION INC. | BUS AIR CONDITIONING SUPPLIES | 113.87 | |
| 134105 | 1/18/2024 | VALLEY POWER SYSTEMS, INC. | BUS PARTS | 325.40 | |
| 134106 | 1/18/2024 | WAXIE SANITARY SUPPLY DBA | JANITORIAL SUPPLIES | 2,443.39 | |
| 134107 | 1/18/2024 | WURTH USA WEST INC. | SHOP SUPPLIES | 486.17 | |
| 134108 | 1/18/2024 | AT&T MOBILITY-CC | TAP TO PAY COMMUNICATION | 814.04 | |
| 134109 | 1/26/2024 | ABC BUS COMPANIES INC | BUS PARTS | 1,058.89 | |
| 134110 | 1/26/2024 | AT&T MOBILITY-CC | TAP TO PAY COMMUNICATION | 770.13 | |
| 134111 | 1/26/2024 | ASBURY ENVIRONMENTAL SERVI | WASTE OIL RECYCLER | 200.00 | |
| 134112 | 1/26/2024 | CALIFORNIA ELECTRIC SUPPLY, I | SHOP/B&G SUPPLIES | 40.17 | |
| 134113 | 1/26/2024 | CARAHSOFT TECHNOLOGY CORP | TRANSIT DASHBOARDS | 68,024.00 | |
| 134114 | 1/26/2024 | COASTAL AG | SHOP EQUIPMENT | 8,381.25 | |
| 134115 | 1/26/2024 | COMPLETE COACH WORKS | FLEET RENEWAL CAMPAIGN | 43,695.95 | |
| 134116 | 1/26/2024 | CINTAS CORPORATION | FIRST AID SUPPLIES | 224.32 | |
| 134117 | 1/26/2024 | CUMMINS SALES & SERVICE dba | BUS PARTS & REPAIRS | 8,845.27 | |
| 134118 | 1/26/2024 | ELIZABETH A. DE LA TORRE | SETTLEMENT | 24,151.70 | |
| 134119 | 1/26/2024 | DENMUN OFFICE SOLUTIONS DB | IT CONTRACT SERVICES | 6,080.00 | |
| 134120 | 1/26/2024 | ESP LOCKSMITH DBA | B&G REPAIRS & SUPPLIES | 44.57 | |
| 134121 | 1/26/2024 | FAUVER, LARGE, ARCHBALD&SPR | LEGAL COUNSEL | 7,204.86 | |
| 134122 | 1/26/2024 | STATE OF CALIFORNIA | PAYROLL RELATED | 525.00 | |

| Check # | Date | Company | Description | Amount | Voids |
|------------------------------------|-----------|------------------------------|------------------------------|-----------------------|-------|
| 134123 | 1/26/2024 | STATE OF CALIFORNIA | PAYROLL RELATED | 549.49 | |
| 134124 | 1/26/2024 | FRONTIER CALIFORNIA INC. | TELEPHONE SERVICE | 992.69 | |
| 134125 | 1/26/2024 | GANNETT CALIFORNIA LOCALIQ | PUBLIC NOTICE ADS | 259.16 | |
| 134126 | 1/26/2024 | GILLIG LLC | BUS PARTS | 277.72 | |
| 134127 | 1/26/2024 | GRAINGER, INC. | SHOP/B&G SUPPLIES | 131.87 | |
| 134128 | 1/26/2024 | HOME IMPROVEMENT CTR. | SHOP/B&G SUPPLIES | 122.37 | |
| 134129 | 1/26/2024 | KITCHELL/CEM,INC. | CONSTRUCTION MANAGEMENT SERV | 7,087.00 | |
| 134130 | 1/26/2024 | JOSE LECHUGA | DMV/VTI REIMBURSEMENT | 68.00 | |
| 134131 | 1/26/2024 | LENZ PEST CONTROL DBA | FUMIGATION SERVICES | 105.00 | |
| 134132 | 1/26/2024 | LIFT-U DIV. | BUS PARTS | 1,036.83 | |
| 134133 | 1/26/2024 | STEVEN EDWARD MAAS | PER DIEM FTA CONFERENCE | 199.00 | |
| 134134 | 1/26/2024 | MOUNTAIN CONSTRUCTION DBA | LEAK DETECTION SERVICES | 3,839.94 | |
| 134135 | 1/26/2024 | MOHAWK MFG. AND SUPPLY CO. | BUS PARTS | 81.08 | |
| 134136 | 1/26/2024 | NATIONAL DRIVE | PAYROLL DEDUCTION | 22.00 | |
| 134137 | 1/26/2024 | NATIONAL INTERSTATE INS INC. | LIABILITY INSURANCE | 72,863.29 | |
| 134138 | 1/26/2024 | NEOPART TRANSIT LLC | BUS PARTS | 1,761.86 | |
| 134139 | 1/26/2024 | NEWEGG BUSINESS, INC | IT EQUIPMENT & SUPPLIES | 48.90 | |
| 134140 | 1/26/2024 | O'REILLY AUTO PARTS DBA | BUS/SERVICE VEHICLE PARTS | 81.50 | |
| 134141 | 1/26/2024 | QUINN POWER SYSTEMS DBA | ANNUAL GENERATOR MAINTENANCE | 7,054.59 | |
| 134142 | 1/26/2024 | SAFETY-KLEEN CORPORATION | SHOP SUPPLIES | 512.67 | |
| 134143 | 1/26/2024 | SB COUNTY FEDERAL CREDIT UNI | PAYROLL DEDUCTION | 360.00 | |
| 134144 | 1/26/2024 | SO. CAL. EDISON CO. | UTILITIES | 8,566.96 | |
| 134145 | 1/26/2024 | SOFTCHOICE CORP, INC. | MICROSOFT LICENSES | 24,347.43 | |
| 134146 | 1/26/2024 | SOCALGAS | UTILITIES | 1,627.34 | |
| 134147 | 1/26/2024 | STANTEC ARCHITECTURE INC. | FACILITIES A&E SERVICES | 11,155.41 | |
| 134148 | 1/26/2024 | SB CITY OF-REFUSE/WATER | UTILITIES | 786.96 | |
| 134149 | 1/26/2024 | TEAMSTERS UNION LOCAL NO. 18 | UNION DUES | 250.00 | |
| 134150 | 1/26/2024 | UNITED WAY OF SB | PAYROLL DEDUCTION | 30.00 | |
| 134151 | 1/26/2024 | WAXIE SANITARY SUPPLY DBA | JANITORIAL SUPPLIES | 82.63 | |
| 134152 | 1/26/2024 | VALERIE WHITE | PER DIEM FTA CONFERENCE | 182.00 | |
| 134153 | 1/26/2024 | YACO SCHOLARSHIP FUND | PAYROLL DEDUCTION | 35.00 | |
| 134154 | 1/26/2024 | CDTFA | SALES/CONSUMER USE TAX | 1,108.00 | |
| 134155 | 1/26/2024 | FRONTIER CALIFORNIA INC. | TELEPHONE SERVICE | 1,167.81 | |
| 134156 | 1/26/2024 | K&S LAW GROUP, P.C. | SETTLEMENT | 50,848.30 | |
| | | | | 4,106,581.07 | |
| Current Cash Report Voided Checks: | | | | 0.00 | |
| Prior Cash Report Voided Checks: | | | | 770.13 | |
| Grand Total: | | | | \$4,105,810.94 | |

Santa Barbara Metropolitan Transit District
Cash Receipts of Accounts Receivable

| Date | Company | Description | Amount |
|-----------------------------------------------------|-------------------------------------|-----------------------------------------|-----------------------|
| 1/9/2024 | Measure A, Section 3 LSTI | Measure A Funds - December 2023 | 228,128.31 |
| 1/10/2024 | Interface Children & Family Service | Advertising on Buses | 500.00 |
| 1/10/2024 | Taqueria la Unica | Advertising on Buses | 2,460.00 |
| 1/10/2024 | Taqueria la Unica | Advertising on Buses | 2,460.00 |
| 1/10/2024 | UCSB - Parking Services-7001 | Passes/Passports Sales | 3,948.00 |
| 1/11/2024 | Federal Transit Administration | FTA Capital Assistance | 1,103,924.00 |
| 1/17/2024 | Southern California Edison | Capital Reimbursement | 271,320.00 |
| 1/18/2024 | Federal Transit Administration | FTA Capital Assistance | 766,892.00 |
| 1/18/2024 | Moonlight Graphics/Mktg | Advertising on Buses | 5,364.00 |
| 1/18/2024 | National Stewardship Action Council | Advertising on Buses | 326.00 |
| 1/18/2024 | SB Rescue Mission | Advertising on Buses | 2,347.20 |
| 1/19/2024 | CONAM RE Investments LLC | Option for Calle Real Quarterly Payment | 25,000.00 |
| 1/23/2024 | Department of Rehabilitation | Passes/Passports Sales | 468.00 |
| 1/23/2024 | Sol Wave Water | Advertising on Buses | 520.00 |
| 1/23/2024 | Wells Marketing, LLC | Advertising on Buses | 5,359.50 |
| 1/24/2024 | Montecito Bank & Trust | Advertising on Buses | 2,722.90 |
| 1/25/2024 | Berris Branded Entertainment | Advertising on Buses | 3,400.00 |
| 1/25/2024 | Department of Rehabilitation | Passes/Passports Sales | 468.00 |
| 1/25/2024 | UCSB - Regents of the University | Advertising on Buses | 1,046.00 |
| 1/25/2024 | Yona Redz | Advertising on Buses | 426.00 |
| 1/26/2024 | Federal Transit Administration | FTA Capital & Operating Assistance | 83,414.00 |
| 1/26/2024 | Federal Transit Administration | FTA Capital Assistance | 26,150.00 |
| 1/26/2024 | Federal Transit Administration | FTA Capital Assistance | 225,240.00 |
| 1/26/2024 | Federal Transit Administration | FTA Capital Assistance | 235,794.00 |
| Total Accounts Receivable Paid During Period | | | \$2,997,677.91 |



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|----------------------------------|
| BOARD OF DIRECTORS REPORT |
|----------------------------------|

MEETING DATE: FEBRUARY 6, 2024

AGENDA ITEM #: 7

TYPE: INFORMATIONAL ITEM

PREPARED BY: DIRECTOR OF FINANCE & ADMINISTRATION, NANCY TILLIE

REVIEWED BY: GENERAL MANAGER, JERRY ESTRADA

SUBJECT: FINANCIAL UPDATE & MID-YEAR REVIEW OF FISCAL YEAR 2023-24

DISCUSSION:

Staff will present an update to the Board on the current financial outlook and results for the second quarter of Fiscal Year 2023-2024. The period being July 1, 2023 through December 31, 2023.

ATTACHMENT:

- Fiscal Year 2023-24 Financial Update



Fiscal Year 2023-24 Financial Update

Second Quarter

Executive Summary

This financial update includes a review of the second quarter/first half of Fiscal Year 2024 (FY23-24) ending December 31, 2023. The Covid-19 Pandemic residual effects continue to impact all aspects of operations, from Service to Staffing along with Procurement challenges of supply chain shortfalls, however it appears the corner is being turned. Inflation levels have returned to a more normal amount of approximately 3.4%. Budget assumptions included cost levels slightly below the reduced 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 \$1,725K less than anticipated. As this activity is limited to the first half of the year, preliminary projections lead to continuance of the level of fare revenue received. The increase in Sales Tax Revenues are expected to level off for the year, but remain the largest contributor to Revenues. This is the first quarter having transitioned to a Large Urbanized Area (UZA) due to the population of MTD's service area (i.e., the Santa Barbara urbanized area) exceeding 200,000 persons as a result of the 2020 Census. Various impacts to MTD have been planned for. As in the previous years, the operating deficit will be balanced with federal relief funding.

Santa Barbara Metropolitan Transit District

Operating Summary

6 Months Ended December 31, 2023

(\$ thousands)

| | FY 23-24 Actual | FY 23-24 Budget | Variance Amt | % | FY 22-23 Actual | Variance Amt | % |
|--------------------------|-----------------------|-------------------------|-----------------------|------|-------------------------|---------------------|-----|
| <u>REVENUES</u> | | | | | | | |
| Fare Revenue | \$2,472 | \$2,256 | \$217 | 10% | \$2,243 | \$229 | 10% |
| Grants & Appropriations | 10,635 | 10,824 | (189) | -2% | 10,985 | (351) | -3% |
| Other Income | 324 | 213 | 112 | 52% | 237 | 87 | 37% |
| Total Operating Revenue | <u>\$13,432</u> | <u>\$13,292</u> | <u>\$139</u> | 1% | <u>\$13,466</u> | <u>(\$34)</u> | 0% |
| <u>EXPENSES</u> | | | | | | | |
| Route Operations | \$8,277 | \$8,503 | (\$226) | -3% | \$8,466 | (\$189) | -2% |
| Vehicle Maintenance | 2,974 | 3,558 | (584) | -16% | 3,185 | (211) | -7% |
| Passenger Accommodations | 938 | 1,135 | (197) | -17% | 944 | (6) | -1% |
| General Overhead | 1,988 | 2,566 | (579) | -23% | 1,941 | 46 | 2% |
| Total Operating Expense | <u>\$14,176</u> | <u>\$15,762</u> | <u>(\$1,586)</u> | -10% | <u>\$14,536</u> | <u>(\$359)</u> | -2% |
| Surplus / (Deficit) | <u><u>(\$745)</u></u> | <u><u>(\$2,470)</u></u> | <u><u>\$1,725</u></u> | | <u><u>(\$1,070)</u></u> | <u><u>\$325</u></u> | |

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 will utilize \$745k in CARES Act funds to offset the first half deficit. These funds are not included in any Operating Revenues.

Santa Barbara Metropolitan Transit District
Operating Revenue Detail
6 Months Ended December 31, 2023
(\$ thousands)

| | FY 23-24 Actual | FY 23-24 Budget | Variance Amt | Variance % | FY 22-23 Actual | Variance Amt | Variance % |
|-------------------------------------------|--------------------|--------------------|-----------------|---------------|--------------------|-----------------|---------------|
| <u>FAREBOX REVENUE</u> | | | | | | | |
| Cash Fares | \$772 | \$685 | \$88 | 13% | \$694 | \$79 | 11% |
| Pass Sales | 845 | 705 | 139 | 20% | 722 | 122 | 17% |
| Contract Fares | 850 | 826 | 24 | 3% | 826 | 24 | 3% |
| Other Fare Programs | 5 | 39 | (35) | -88% | 1 | 3 | 254% |
| Subtotal | \$2,472 | \$2,256 | \$217 | 10% | \$2,243 | \$229 | 10% |
| <u>GRANTS & APPROPRIATIONS</u> | | | | | | | |
| LTF Sales Tax Revenue | \$4,828 | \$5,091 | (\$262) | -5% | \$4,817 | \$11 | 0% |
| FTA Operating Assistance | 2,809 | 2,639 | 171 | 6% | 3,270 | (461) | -14% |
| Measure A Sales Tax | 1,519 | 1,398 | 120 | 9% | 1,568 | (49) | -3% |
| Other Operating Assistance | 526 | 794 | (267) | -34% | 453 | 73 | 16% |
| Property Tax Revenue | 952 | 902 | 50 | 6% | 877 | 76 | 9% |
| Subtotal | \$10,635 | \$10,824 | (\$189) | -2% | \$10,985 | (\$351) | -3% |
| <u>OTHER INCOME</u> | | | | | | | |
| Advertising on Buses | \$187 | \$153 | \$34 | 22% | \$168 | \$19 | 11% |
| Interest on Investments | 123 | 52 | 71 | 137% | 64 | 60 | 94% |
| Other Income | 14 | 8 | 6 | 78% | 6 | 9 | 148% |
| Subtotal | \$324 | \$213 | \$112 | 52% | \$237 | \$87 | 37% |
| Total Operating Revenue | \$13,432 | \$13,292 | \$139 | 1% | \$13,466 | (\$34) | 0% |

Operating Revenue

Total operating revenue of \$13.4 million—excluding the budget balancing Care Act funding—exceeded budget projections by 1%. Fare revenues were budgeted conservatively for the year, however, the actual volume of bus passes sold and cash fares collected surpassed budget projections by 16% and 14% over the prior year this period as students continued returning to class and workers to offices, along with increases in services. Contactless Fare Payments were fully implemented in September 2023 and the volume of use has increased exponentially in the past quarter from an average of \$63/day to an average of \$400/day. Grants and appropriations represented 79% of total operating revenue during the period.

Other Income— Advertising income is above projections by \$34k or 22%. Interest income increased in comparison with the prior year due to an increase in cash on hand and interest rates driven by the Federal Reserve actions to halt inflation. Those rates are coming down as the inflation rate has leveled out and Capital projects have been moving forward using some of the cash on hand, therefore this is projected to level out over the remainder of the year. The bulk of the Other Income was the auction proceeds on a service vehicle trailer, the sales of scrap materials and some residual rent from the Overpass property.

Grants & Appropriations— There has been a slowing of Sales Tax Revenues that was expected. A revised claim has been submitted for additional tax revenues from the 2022-2023 year. Staff projects the numbers will be close to budget by year end. The positive variance in FTA Operating Assistance can be attributed to the reimbursement of Paratransit expenses from FTA ARPA Grant. Federal Transit Administration Section 5307

operating assistance is reflected at budget levels which was based on prior year's revenue. Adjustments to FTA Operating Assistance will coincide with award documentation which is slightly more than the budget. Operating Assistance is based on UCSB's agreement with the District to provide assistance for L28 and Lines 12x/24x and some local grants that were delayed due to project delays. Staff believes this timing issue will be remedied in the next Quarter. 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

6 Months Ended December 31, 2023

(\$ thousands)

| | FY 23-24 | FY 23-24 | Variance | | FY 22-23 | Variance | |
|----------------------------------------|------------------------|------------------------|-------------------------|--------------------|------------------------|-----------------------|-------------------|
| | Actual | Budget | Amt | % | Actual | Amt | % |
| <u>ROUTE OPERATIONS</u> | | | | | | | |
| Drivers | \$5,683 | \$5,766 | (\$83) | -1% | \$5,876 | (\$193) | -3% |
| Dispatch & Supervision | 422 | 438 | (16) | -4% | 395 | 27 | 7% |
| Hiring & Training | 348 | 307 | 41 | 13% | 275 | 73 | 27% |
| Risk & Safety | 1,267 | 1,435 | (168) | -12% | 1,389 | (122) | -9% |
| Transportation Subsidies | 557 | 557 | 0 | 0% | 530 | 27 | 5% |
| Subtotal | <u>\$8,277</u> | <u>\$8,503</u> | <u>(\$226)</u> | <u>-3%</u> | <u>\$8,466</u> | <u>(\$189)</u> | <u>-2%</u> |
| <u>VEHICLE MAINTENANCE</u> | | | | | | | |
| Mechanics | \$596 | \$728 | (\$132) | -18% | \$635 | (\$39) | -6% |
| Cleaners & Fuelers | 362 | 456 | (94) | -21% | 423 | (61) | -15% |
| Supervision | 429 | 481 | (52) | -11% | 373 | 57 | 15% |
| Vehicle Consumables | 1,261 | 1,438 | (176) | -12% | 1,400 | (139) | -10% |
| Bus Parts & Supplies | 294 | 350 | (56) | -16% | 313 | (19) | -6% |
| Vendor Services | 12 | 37 | (25) | -68% | (17) | 29 | -173% |
| Risk & Safety | 15 | 67 | (53) | -78% | 58 | (43) | -75% |
| Microtransit | 5 | 0 | 0 | n/a | 0 | 0 | n/a |
| Subtotal | <u>\$2,974</u> | <u>\$3,558</u> | <u>(\$589)</u> | <u>-17%</u> | <u>\$3,185</u> | <u>(\$216)</u> | <u>-7%</u> |
| <u>PASSENGER ACCOMMODATIONS</u> | | | | | | | |
| Passenger Facilities | \$401 | \$426 | (\$26) | -6% | \$398 | \$2 | 1% |
| Transit Development | 120 | 219 | (99) | -45% | 136 | (16) | -11% |
| Marketing & Community Relati | 187 | 257 | (70) | -27% | 186 | 2 | 1% |
| Fare Revenue Collection | 230 | 232 | (2) | -1% | 224 | 6 | 3% |
| Subtotal | <u>\$938</u> | <u>\$1,135</u> | <u>(\$197)</u> | <u>-17%</u> | <u>\$944</u> | <u>(\$6)</u> | <u>-1%</u> |
| <u>GENERAL OVERHEAD</u> | | | | | | | |
| Finance | \$434 | \$430 | \$4 | 1% | \$328 | \$106 | 32% |
| Personnel | 116 | 123 | (7) | -5% | 43 | 74 | 173% |
| Utilities & Communication | 157 | 160 | (3) | -2% | 153 | 4 | 3% |
| Operating Facilities | 226 | 248 | (21) | -9% | 231 | (4) | -2% |
| District Administration | 1,053 | 1,606 | (552) | -34% | 1,186 | (133) | -11% |
| Subtotal | <u>\$1,988</u> | <u>\$2,566</u> | <u>(\$579)</u> | <u>-23%</u> | <u>\$1,941</u> | <u>\$46</u> | <u>2%</u> |
| Total Operating Expenses | <u>\$14,176</u> | <u>\$15,762</u> | <u>(\$1,591)</u> | <u>-10%</u> | <u>\$14,536</u> | <u>(\$359)</u> | <u>-2%</u> |

Operating Expenses

Total operating expenses of \$14.176 million were 10% or \$1,591k under budget for the first half FY23-24 and reduced 2% 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 of the previous fiscal year, increasing payrolls by \$600k last year. The FTA ARPA Grant funding covered those expenses. Staff vacancies impacted all work functions in the first half of the fiscal year resulting in underspent budgeted expenses. A number of hirings occurred in the last quarter, so the variance is expected to not increase during the 2nd half of 2023-2024.

Other Expenses— As a service industry 71% of expenses are staffing related. The next largest cost overall is bus fuel. During the first half of the fiscal year, bus fuel was 13% under budget. The contract in place through December 31, 2023 was \$3.4514/gallon. A Solicitation was conducted this past summer qualifying bidders; the Board authorized the General Manager to contract for a fixed rate of fuel as it lends itself to more budgeting certainty. For the period of January 1, 2024 through June 30, 2024, the rate is locked in at \$2.7625/gallon. As this rate is \$1.11/gallon lower than the budgeted amount, the positive budget variance will continue through June 30, 2024. Additional notable expenditures and variations from expectations include the following:

- Insurance and Risk Related Expenses are \$184k over budget through December 31, 2023. This variance was driven from Prior Year Route Operations Claims Settlements.
- Miscellaneous services is underbudget by \$228k. It was expected that Contractor grant expenses in the amount of \$180k would be received by December 31, 2023. When these invoices are received the budget variance will be reduced. Since the grant program has ended, staff projects the billings will be received within the next quarter.
- Vendor Bus Repairs are under budget \$50k due to some of the bus repairs being covered through the Fleet Refurbishment Project, which will be completed during the next quarter.

Capital Budget

The District's capital outlays for the period were \$6.171M. Five out of the nine New Flyer 40' Battery Electric Buses arrived in December. The Fleet Renewal Campaign is nearing completion with capital Bus Improvements of \$767k. An investment of \$80k was made to upgrade the Digi Modems on the Bus Fleet and an additional \$20K in the Contactless Payment Program. Additionally, \$21k was used for the licensing of Remix cloud-based Route-testing software. In the category of Operating Facilities, \$166k was attributable to the charging infrastructure improvements at Terminal One, and \$42k was invested in the Overpass T-2 Recommissioning. There were some Bus Stop improvements made under Passenger Facilities and an HVAC unit purchased for the Shop Compressor Area in the Other Equipment. Expenditures will be primarily reimbursed by FTA, Measure A and STA funds.

Capital Expenditures by Category
6 Months Ended December 31, 2023
(\$ thousands)

| <u>Category</u> | FY 23-24 | FY 23-24 | Variance | |
|----------------------------------------------|----------------|-----------------|-------------------|------|
| | Actual | Budget | Amt | % |
| Vehicle Acquisitions | \$5,081 | \$15,994 | (\$10,913) | -68% |
| Bus Improvements | 767 | \$1,197 | (\$430) | -36% |
| Information & Intelligent Transport. Systems | 100 | 1,718 | (\$1,617) | -94% |
| Operating Facilities | 208 | 4,480 | (\$4,272) | -95% |
| Intelligent Transportation Systems | 0 | 0 | \$0 | n/a |
| Passenger Facilities | 6 | 238 | (\$232) | -98% |
| Other Equipment | 9 | 150 | (\$141) | -94% |
| Total Capital Expenditures | \$6,171 | \$23,776 | (\$17,605) | |

ROUTE OPERATIONS
6 Months Ended December 31, 2023

| | FY 23-24 | FY 23-24 | Variance | | FY 22-23 | Variance | |
|------------------------------------------|-------------|-------------|------------|-------|-------------|-------------|------|
| | Actual | Budget | Amt | % | Actual | Amt | % |
| <u>DRIVERS</u> | | | | | | | |
| Scheduled | \$3,232,423 | \$3,175,015 | \$57,408 | 2% | \$3,007,158 | \$225,265 | 7% |
| Scheduled Overtime | 206,925 | 250,543 | (43,618) | -17% | 223,455 | (16,530) | -7% |
| Unscheduled Pay | 99,199 | 107,080 | (7,881) | -7% | 104,818 | (5,619) | -5% |
| Driver Lite Duty | 0 | 502 | (502) | -100% | 0 | 0 | n/a |
| FICA | 315,256 | 304,742 | 10,514 | 3% | 334,401 | (19,145) | -6% |
| Pension | 395,985 | 392,486 | 3,499 | 1% | 372,314 | 23,670 | 6% |
| Health | 920,742 | 998,831 | (78,089) | -8% | 837,759 | 82,984 | 10% |
| Sick Pay | 70,816 | 89,413 | (18,597) | -21% | 92,367 | (21,551) | -23% |
| Vacation Pay | 262,394 | 278,390 | (15,996) | -6% | 234,390 | 28,005 | 12% |
| Holiday Pay | 143,737 | 141,214 | 2,523 | 2% | 126,879 | 16,858 | 13% |
| Other Paid Leave | 24,271 | 17,921 | 6,350 | 35% | 535,094 | (510,822) | -95% |
| Unemployment Insurance | 1,167 | 1,135 | 32 | 3% | 1,022 | 145 | 14% |
| Uniforms | 10,087 | 8,250 | 1,837 | 22% | 6,419 | 3,668 | 57% |
| Drivers Subtotal | \$5,683,003 | \$5,765,522 | (\$82,519) | -1% | \$5,876,075 | (\$193,073) | -3% |
| <u>DISPATCH & SUPERVISION</u> | | | | | | | |
| Supervisors | \$131,082 | \$139,796 | (\$8,714) | -6% | \$143,122 | (12,040) | -8% |
| Staff | 132,309 | 138,418 | (6,110) | -4% | 99,682 | 32,627 | 33% |
| FICA | 22,738 | 22,879 | (141) | -1% | 21,661 | 1,077 | 5% |
| Pension | 28,064 | 29,532 | (1,468) | -5% | 28,998 | (933) | -3% |
| Health | 57,842 | 65,317 | (7,475) | -11% | 51,661 | 6,182 | 12% |
| Sick Pay | 7,667 | 5,419 | 2,248 | 41% | 6,396 | 1,271 | 20% |
| Vacation Pay | 26,324 | 19,489 | 6,835 | 35% | 17,995 | 8,329 | 46% |
| Holiday Pay | 12,580 | 11,425 | 1,155 | 10% | 10,972 | 1,608 | 15% |
| Other Paid Leave | 3,478 | 5,522 | (2,044) | -37% | 14,864 | (11,386) | -77% |
| Unemployment Insurance | 0 | 0 | 0 | n/a | 0 | 0 | n/a |
| Supervision Subtotal | \$422,085 | \$437,797 | (\$15,712) | -4% | \$395,351 | 26,734 | 7% |
| <u>HIRING & TRAINING</u> | | | | | | | |
| Staff | \$36,046 | \$44,697 | (\$8,651) | -19% | \$36,267 | (221) | -1% |
| Student Drivers | 187,871 | 83,630 | 104,241 | 125% | 118,033 | 69,839 | 59% |
| Existing Drivers/Supers | 19,080 | 62,643 | (43,563) | -70% | 18,526 | 554 | 3% |
| FICA | 12,095 | 16,018 | (3,923) | -24% | 9,526 | 2,569 | 27% |
| Pension | 11,427 | 12,441 | (1,014) | -8% | 10,698 | 730 | 7% |
| Health | 38,716 | 41,032 | (2,316) | -6% | 34,027 | 4,690 | 14% |
| Sick Pay | 1,678 | 3,043 | (1,365) | -45% | 5,461 | (3,782) | -69% |
| Vacation Pay | 11,226 | 9,827 | 1,399 | 14% | 8,045 | 3,180 | 40% |
| Holiday Pay | 5,427 | 4,846 | 581 | 12% | 4,148 | 1,279 | 31% |
| Other Paid Leave | 1,323 | 1,507 | (184) | -12% | 6,851 | (5,528) | -81% |
| Unemployment Insurance | 0 | (1) | 1 | -100% | 0 | 0 | n/a |
| Medical Exams & License Fees | 20,255 | 15,000 | 5,255 | 35% | 15,442 | 4,813 | 31% |
| Employment Advertising | 500 | 9,998 | (9,498) | -95% | 7,608 | (7,108) | -93% |
| Training, Travel & Meetings | 2,426 | 2,250 | 176 | 8% | 314 | 2,112 | 673% |
| Hiring & Training Subtotal | \$348,071 | \$306,931 | \$41,140 | 13% | \$274,945 | 73,126 | 27% |

ROUTE OPERATIONS
6 Months Ended December 31, 2023

| <i>Route Operations Cont'd.</i> | FY 23-24 | FY 23-24 | Variance | | FY 22-23 | Variance | |
|----------------------------------------|-------------|-------------|-------------|-------|-------------|-----------|-------|
| | Actual | Budget | Amt | % | Actual | Amt | % |
| <u>RISK & SAFETY</u> | | | | | | | |
| Wages & Benefits | | | | | | | |
| Staff | \$28,719 | \$70,702 | (\$41,983) | -59% | \$44,688 | (15,969) | -36% |
| Supervisors | 215,570 | 183,299 | 32,271 | 18% | 167,873 | 47,697 | 28% |
| Driver Accident Pay | 778 | 1,142 | (364) | -32% | 541 | 237 | 44% |
| FICA | 21,266 | 22,198 | (932) | -4% | 18,976 | 2,290 | 12% |
| Pension | 19,911 | 22,656 | (2,745) | -12% | 17,726 | 2,186 | 12% |
| Health | 48,892 | 71,058 | (22,166) | -31% | 47,864 | 1,028 | 2% |
| Sick Pay | 2,326 | 7,062 | (4,736) | -67% | 4,796 | (2,470) | -52% |
| Vacation Pay | 16,707 | 16,427 | 280 | 2% | 15,713 | 995 | 6% |
| Holiday Pay | 9,670 | 9,634 | 36 | 0% | 7,463 | 2,207 | 30% |
| Other Paid Leave | 3,187 | 3,525 | (338) | -10% | 15,003 | (11,816) | -79% |
| Unemployment Insurance | 0 | 0 | 0 | n/a | 0 | 0 | n/a |
| Risk & Safety Labor Subtotal | \$367,026 | \$407,703 | (\$40,677) | -10% | \$340,642 | 26,384 | 8% |
| <u>Public Liability</u> | | | | | | | |
| Professional Services | \$177,983 | \$190,488 | (\$12,505) | -7% | \$155,338 | 22,645 | 15% |
| Insurance | 408,847 | 419,377 | (10,530) | -3% | 345,945 | 62,902 | 18% |
| Current Year Incident Payouts | 15,496 | 37,500 | (22,004) | -59% | 0 | 15,496 | n/a |
| Current Year Incident Reserves | 11,000 | 50,002 | (39,002) | -78% | 0 | 11,000 | n/a |
| Prior Years Incident Payouts | 66,932 | 24,998 | 41,934 | 168% | 87,575 | (20,643) | -24% |
| Change in Prior Years Reserves | (47,501) | (24,998) | (22,503) | 90% | 60,000 | (107,501) | -179% |
| Public Liability Subtotal | \$632,757 | \$697,367 | (\$64,610) | -9% | \$648,858 | (16,101) | -2% |
| <u>Workers' Compensation</u> | | | | | | | |
| Professional Services | \$143,302 | \$129,983 | \$13,319 | 10% | \$128,661 | 14,640 | 11% |
| Insurance | 114,130 | 102,815 | 11,315 | 11% | 85,011 | 29,120 | 34% |
| Current Year Incident Payouts | 0 | 24,998 | (24,998) | -100% | 16,742 | (16,742) | -100% |
| Current Year Incident Reserves | 25,361 | 62,498 | (37,137) | -59% | 109,943 | (84,582) | -77% |
| Prior Years Incident Payouts | 546,055 | 212,498 | 333,557 | 157% | 143,321 | 402,734 | 281% |
| Change in Prior Years Reserves | (575,259) | (212,498) | (362,761) | 171% | (94,376) | (480,883) | 510% |
| Miscellaneous Risk & Safety | 13,568 | 9,998 | 3,570 | 36% | 10,429 | 3,139 | 30% |
| Workers' Comp Subtotal | \$267,157 | \$330,292 | (\$63,135) | -19% | \$399,731 | (132,574) | -33% |
| Risk & Safety Subtotal | \$1,266,940 | \$1,435,362 | (\$168,422) | -12% | \$1,389,231 | (122,291) | -9% |
| <u>TRANSPORTATION SUBSIDIES</u> | | | | | | | |
| ADA Paratransit Service | \$556,914 | \$556,913 | \$1 | 0% | \$530,394 | 26,520 | 5% |
| Transp. Subsidies Subtotal | \$556,914 | \$556,913 | \$1 | 0% | \$530,394 | \$26,520 | 5% |
| TOTAL ROUTE OPERATIONS | \$8,277,012 | \$8,502,525 | (\$225,513) | -3% | \$8,465,996 | (188,984) | -2% |

Vehicle Maintenance Detail
6 Months Ended December 31, 2023

| | FY 23-24 Actual | FY 23-24 Budget | Variance Amt | % | FY 22-23 Actual | Variance Amt | % |
|----------------------------------------|--------------------|--------------------|--------------------|-------------|--------------------|-----------------|-------------|
| MECHANICS | | | | | | | |
| Mechanics | \$359,646 | \$436,126 | (\$76,480) | -18% | \$347,897 | 11,750 | 3% |
| Less Mechanic Labor Capitalizat | (27,098) | (17,523) | (9,575) | 55% | (7,667) | (19,431) | 253% |
| Mechanics-OT | 44,208 | 38,381 | 5,827 | 15% | 36,956 | 7,252 | 20% |
| FICA | 34,143 | 40,492 | (6,349) | -16% | 36,055 | (1,911) | -5% |
| Pension | 39,483 | 50,024 | (10,541) | -21% | 41,390 | (1,907) | -5% |
| Health | 95,837 | 115,419 | (19,582) | -17% | 83,288 | 12,549 | 15% |
| Sick Pay | 5,642 | 11,388 | (5,746) | -50% | 10,973 | (5,331) | -49% |
| Vacation Pay | 19,763 | 24,292 | (4,529) | -19% | 26,091 | (6,328) | -24% |
| Holiday Pay | 17,543 | 21,871 | (4,328) | -20% | 17,469 | 74 | 0% |
| Other Paid Leave | 1,292 | 911 | 381 | 42% | 36,677 | (35,385) | -96% |
| Unemployment Insurance | 40 | (1) | 41 | -4149% | 0 | 40 | n/a |
| Uniforms | 2,982 | 3,224 | (242) | -7% | 2,634 | 348 | 13% |
| Tool Allowance | 2,626 | 3,861 | (1,235) | -32% | 3,300 | (674) | -20% |
| Mechanics Subtotal | \$596,109 | \$728,465 | (\$132,356) | -18% | \$635,062 | (38,953) | -6% |
| CLEANERS & FUELERS | | | | | | | |
| Service Workers | \$197,734 | \$249,965 | (\$52,231) | -21% | \$202,447 | (4,712) | -2% |
| FICA | 17,133 | 22,306 | (5,173) | -23% | 21,036 | (3,902) | -19% |
| Pension | 29,053 | 37,885 | (8,832) | -23% | 30,625 | (1,572) | -5% |
| Health | 86,650 | 97,665 | (11,015) | -11% | 87,399 | (750) | -1% |
| Sick Pay | 4,291 | 8,561 | (4,270) | -50% | 15,060 | (10,768) | -72% |
| Vacation Pay | 13,435 | 21,798 | (8,363) | -38% | 18,835 | (5,400) | -29% |
| Holiday Pay | 9,917 | 12,568 | (2,651) | -21% | 9,005 | 912 | 10% |
| Other Paid Leave | 688 | 760 | (72) | -9% | 34,500 | (33,812) | -98% |
| Unemployment Insurance | 0 | 0 | 0 | n/a | 0 | 0 | n/a |
| Uniforms | 1,543 | 2,224 | (681) | -31% | 2,119 | (576) | -27% |
| Medical Exams & License Fees | 1,369 | 2,117 | (748) | -35% | 2,187 | (818) | -37% |
| Cleaners & Fuelers Subtotal | \$361,814 | \$455,849 | (\$94,035) | -21% | \$423,213 | (61,399) | -15% |
| SUPERVISION | | | | | | | |
| Staff | \$262,168 | \$286,206 | (\$24,038) | -8% | \$225,834 | 36,334 | 16% |
| FICA | 23,113 | 24,773 | (1,660) | -7% | 19,920 | 3,193 | 16% |
| Pension | 28,271 | 32,206 | (3,935) | -12% | 23,994 | 4,278 | 18% |
| Health | 73,750 | 93,378 | (19,628) | -21% | 66,122 | 7,628 | 12% |
| Sick Pay | 3,843 | 5,743 | (1,900) | -33% | 35 | 3,808 | 11001% |
| Vacation Pay | 20,483 | 16,956 | 3,527 | 21% | 16,310 | 4,173 | 26% |
| Holiday Pay | 13,830 | 13,782 | 48 | 0% | 11,770 | 2,060 | 18% |
| Other Paid Leave | 2,600 | 3,447 | (847) | -25% | 7,165 | (4,566) | -64% |
| Unemployment Insurance | 112 | 0 | 112 | n/a | 0 | 112 | n/a |
| Training, Travel & Meetings | 1,200 | 5,002 | (3,802) | -76% | 1,557 | (357) | -23% |
| Supervision Subtotal | \$429,370 | \$481,493 | (\$52,123) | -11% | \$372,706 | 56,664 | 15% |

Vehicle Maintenance Detail
6 Months Ended December 31, 2023

| Vehicle Maintenance Cont'd. | FY 23-24 | FY 23-24 | Variance | | FY 22-23 | Variance | |
|---------------------------------------------|--------------------|--------------------|--------------------|-------------|--------------------|--------------------|--------------|
| | Actual | Budget | Amt | % | Actual | Amt | % |
| VEHICLE CONSUMABLES | | | | | | | |
| Bus Fuel | \$1,051,914 | \$1,209,354 | (157,440) | -13% | \$1,185,593 | (133,679) | -11% |
| Oil & Lubricants | 94,972 | 107,351 | (12,379) | -12% | 96,034 | (1,062) | -1% |
| Electric Vehicle Power | 34,665 | 37,731 | (3,066) | -8% | 31,260 | 3,405 | 11% |
| Tire Lease | 72,493 | 75,968 | (3,475) | -5% | 80,434 | (7,941) | -10% |
| Tire Mounting | 7,397 | 7,500 | (103) | -1% | 6,824 | 573 | 8% |
| Vehicle Consumables Subtotal | \$1,261,441 | \$1,437,904 | (\$176,463) | -12% | \$1,400,145 | (138,704) | -10% |
| VEHICLE PARTS & SUPPLIES | | | | | | | |
| Bus Parts Issued | \$250,045 | \$300,000 | (\$49,955) | -17% | \$273,407 | (23,362) | -9% |
| Shop Supplies | 25,691 | 35,002 | (9,311) | -27% | 28,891 | (3,200) | -11% |
| Bus Servicing Supplies | 2,864 | 5,002 | (2,138) | -43% | 5,121 | (2,257) | -44% |
| Hazmat Disposal & Compliance | 15,141 | 9,998 | 5,143 | 51% | 5,417 | 9,724 | 180% |
| Vehicle Part & Supplies Subtotal | \$293,740 | \$350,002 | (\$56,262) | -16% | \$312,836 | (19,096) | -6% |
| VENDOR BUS REPAIRS | | | | | | | |
| Vandalism Repairs | \$417 | \$2,498 | (\$2,081) | -83% | \$825 | (408) | -49% |
| Accident Damage Repairs | 4,849 | 2,498 | 2,351 | 94% | 3,753 | 1,096 | 29% |
| Accident Claim Collections | 0 | (5,002) | 5,002 | -100% | (23,694) | 23,694 | -100% |
| Other Vendor Repairs | 6,830 | 37,500 | (30,670) | -82% | 2,464 | 4,365 | 177% |
| Vendor Bus Repairs Subtotal | \$12,096 | \$37,494 | (\$25,398) | -68% | (\$16,651) | 28,747 | -173% |
| RISK & SAFETY | | | | | | | |
| Workers' Comp Services | \$4,047 | \$6,842 | (\$2,795) | -41% | \$7,893 | (3,846) | -49% |
| Workers' Comp Insurance | 6,007 | 5,410 | 597 | 11% | 4,450 | 1,557 | 35% |
| Current Year Incident Payouts | 3,062 | 5,002 | (1,940) | -39% | 8,609 | (5,547) | -64% |
| Current Year Incident Reserves | 0 | 12,502 | (12,502) | -100% | 37,597 | (37,597) | -100% |
| Prior Years Incident Payouts | 5,107 | 24,998 | (19,891) | -80% | 2,252 | 2,855 | 127% |
| Change in Prior Years Reserves | (3,697) | 12,502 | (16,199) | -130% | (3,184) | (512) | 16% |
| Risk & Safety Subtotal | \$14,525 | \$67,256 | (\$52,731) | -78% | \$57,617 | (43,092) | -75% |
| MICROTRANSIT | | | | | | | |
| Microtransit Services | 441 | 0 | 441 | 4414200% | 0 | 441 | n/a |
| Microtransit Materials | 4,661 | 0 | 4,661 | 46606100% | 0 | 4,661 | n/a |
| Microtransit Subtotal | \$5,102 | \$0 | \$5,102 | | \$0 | \$5,102 | |
| TOTAL VEHICLE MAINTENANCE | \$2,974,197 | \$3,558,463 | (\$584,267) | -16% | \$3,184,927 | (\$210,731) | -6.6% |

Passenger Accommodations Detail
6 Months Ended December 31, 2023

| | FY 23-24 Actual | FY 23-24 Budget | Variance | | FY 22-23 Actual | Variance | |
|-----------------------------------------|--------------------|--------------------|-------------------|-------------|--------------------|-----------------|-------------|
| | | | Amt | % | | Amt | % |
| Wages & Benefits | | | | | | | |
| Supervisors | \$118,003 | \$111,739 | \$6,264 | 6% | \$109,108 | 8,895 | 8% |
| TC Advisors | 51,225 | 72,946 | (21,721) | -30% | 62,937 | (11,711) | -19% |
| Staff | 25,608 | 23,201 | 2,407 | 10% | 23,527 | 2,082 | 9% |
| FICA | 16,186 | 18,398 | (2,212) | -12% | 17,027 | (841) | -5% |
| Pension | 19,782 | 16,194 | 3,588 | 22% | 12,557 | 7,225 | 58% |
| Health | 69,710 | 78,308 | (8,598) | -11% | 65,949 | 3,761 | 6% |
| Sick Pay | 3,926 | 8,193 | (4,267) | -52% | 12,005 | (8,079) | -67% |
| Vacation Pay | 8,367 | 12,254 | (3,887) | -32% | 7,720 | 647 | 8% |
| Holiday Pay | 8,473 | 10,506 | (2,033) | -19% | 7,845 | 629 | 8% |
| Other Paid Leave | 3,213 | 3,394 | (181) | -5% | 13,115 | (9,902) | -76% |
| Unemployment Insurance | 0 | 149 | (149) | -100% | 174 | (174) | -100% |
| Wages & Benefits Subtotal | \$324,493 | \$355,282 | (\$30,789) | -9% | \$331,962 | (7,468) | -2% |
| Buildings & Grounds | | | | | | | |
| TC Contract Maintenance | \$57,664 | \$56,498 | \$1,166 | 2% | \$55,978 | 1,686 | 3% |
| TC Repairs/Supplies | 8,732 | 3,750 | 4,982 | 133% | 2,918 | 5,814 | 199% |
| Bus Stop Repairs/Supplies | 1,510 | 3,502 | (1,992) | -57% | 2,674 | (1,163) | -44% |
| TC Property Insurance | 8,281 | 7,425 | 856 | 12% | 4,875 | 3,406 | 70% |
| Buildings & Grounds Subtotal | \$76,187 | \$71,175 | \$5,012 | 7% | \$66,444 | 9,743 | 15% |
| Passenger Facilities Subtotal | \$400,680 | \$426,457 | (\$25,777) | -6% | \$398,406 | 2,274 | 1% |
| TRANSIT DEVELOPMENT | | | | | | | |
| Staff | \$72,420 | \$129,530 | (\$57,110) | -44% | \$64,221 | 8,199 | 13% |
| FICA | 7,059 | 11,219 | (4,160) | -37% | 5,651 | 1,408 | 25% |
| Pension | 6,841 | 14,668 | (7,827) | -53% | 7,180 | (338) | -5% |
| Health | 13,462 | 35,032 | (21,570) | -62% | 16,192 | (2,730) | -17% |
| Sick Pay | 8,904 | 3,949 | 4,955 | 125% | 2,413 | 6,490 | 269% |
| Vacation Pay | 4,292 | 5,839 | (1,547) | -26% | 1,769 | 2,523 | 143% |
| Holiday Pay | 3,573 | 5,923 | (2,350) | -40% | 3,510 | 63 | 2% |
| Other Paid Leave | 3,398 | 2,406 | 992 | 41% | 2,087 | 1,312 | 63% |
| Unemployment Insurance | 112 | 33 | 79 | 239% | 24 | 88 | 362% |
| Training, Travel & Meetings | 25 | 1,500 | (1,475) | -98% | 1,056 | (1,031) | -98% |
| Planning Services & Supplies | 0 | 9,000 | (9,000) | -100% | 31,521 | (31,521) | -100% |
| Transit Development Subtotal | \$120,087 | \$219,099 | (\$99,012) | -45% | \$135,623 | (15,536) | -11% |

Passenger Accommodations Detail
6 Months Ended December 31, 2023

| <i>Pasenger Accomodations Cont'd.</i> | FY 23-24 Actual | FY 23-24 Budget | Variance | | FY 22-23 Actual | Variance | |
|--------------------------------------------|--------------------|--------------------|-------------|-------|--------------------|----------|-------|
| | | | Amt | % | | Amt | % |
| MARKETING & COMMUNITY RELATIONS | | | | | | | |
| Wages & Benefits | | | | | | | |
| Staff | \$76,570 | \$95,220 | (\$18,650) | -20% | \$81,256 | (4,686) | -6% |
| FICA | 7,091 | 8,244 | (1,153) | -14% | 7,877 | (786) | -10% |
| Pension | 7,494 | 10,776 | (3,282) | -30% | 7,563 | (69) | -1% |
| Health | 20,484 | 21,018 | (534) | -3% | 19,352 | 1,132 | 6% |
| Sick Pay | 6,746 | 1,695 | 5,051 | 298% | 9,028 | (2,281) | -25% |
| Vacation Pay | 6,115 | 5,963 | 152 | 3% | 6,724 | (609) | -9% |
| Holiday Pay | 2,960 | 3,972 | (1,012) | -25% | 4,317 | (1,357) | -31% |
| Other Paid Leave | 1,054 | 1,573 | (519) | -33% | 2,802 | (1,748) | -62% |
| Unemployment Insurance | 39 | 107 | (68) | -64% | 202 | (163) | -81% |
| Wages & Benefits Subtotal | \$128,553 | \$148,568 | (\$20,015) | -13% | \$139,121 | (10,569) | -8% |
| Outside Services | | | | | | | |
| Media Ad Placement | 0 | \$9,998 | (9,998) | -100% | 0 | 0 | n/a |
| Brochures & Publications | 0 | 3,000 | (3,000) | -100% | 0 | 0 | n/a |
| Market Research | 0 | 1,252 | (1,252) | -100% | 468 | (468) | -100% |
| Promotional Giveaways | 0 | 3,000 | (3,000) | -100% | 0 | 0 | n/a |
| Other Promotions | 12,221 | 33,998 | (21,777) | -64% | 8,906 | 3,314 | 37% |
| Route Schedules & Information | 46,559 | 55,900 | (9,341) | -17% | 37,240 | 9,319 | 25% |
| Training, Travel & Meetings | 30 | 1,500 | (1,471) | -98% | 126 | (96) | -77% |
| Outside Services Subtotal | \$58,809 | \$108,648 | (\$49,839) | -46% | \$46,740 | 12,069 | 26% |
| Marketing & Community Relations | \$187,362 | \$257,216 | (\$69,854) | -27% | \$185,861 | 1,500 | 1% |
| FARE REVENUE COLLECTION | | | | | | | |
| Wages & Benefits | | | | | | | |
| Staff | \$84,451 | \$73,821 | \$10,630 | 14% | \$73,700 | 10,751 | 15% |
| FICA | 7,759 | 6,909 | 850 | 12% | 6,703 | 1,056 | 16% |
| Pension | 10,237 | 9,029 | 1,208 | 13% | 8,859 | 1,378 | 16% |
| Health | 32,670 | 37,174 | (4,504) | -12% | 29,893 | 2,776 | 9% |
| Sick Pay | 2,574 | 3,295 | (721) | -22% | 1,553 | 1,021 | 66% |
| Vacation Pay | 10,054 | 8,235 | 1,819 | 22% | 8,345 | 1,709 | 20% |
| Holiday Pay | 3,876 | 3,953 | (77) | -2% | 3,692 | 184 | 5% |
| Other Paid Leave | 1,134 | 1,645 | (511) | -31% | 996 | 138 | 14% |
| Unemployment Insurance | 0 | 0 | 0 | n/a | 0 | 0 | n/a |
| Wages & Benefits Subtotal | \$152,754 | \$144,061 | \$8,693 | 6% | \$133,741 | 19,013 | 14% |
| Outside Services | | | | | | | |
| Fare Processing | \$30,212 | \$52,793 | (\$22,581) | -43% | \$35,190 | (4,978) | -14% |
| Farebox Parts & Repairs | 24,307 | 24,998 | (691) | -3% | 33,440 | (9,133) | -27% |
| Tickets, Tokens & Transfers | 22,298 | 9,998 | 12,300 | 123% | 21,308 | 990 | 5% |
| Outside Services Subtotal | \$76,817 | \$87,789 | (\$10,972) | -12% | \$89,939 | (13,122) | -15% |
| Fare Revenue Collection Subtotal | \$229,571 | \$231,850 | (\$2,279) | -1% | \$223,680 | \$5,891 | 3% |
| TOTAL PSNGR ACCOMMODATIONS | \$937,700 | \$1,134,622 | (\$196,922) | -17% | \$943,570 | (5,870) | -1% |

General Overhead Detail
6 Months Ended December 31, 2023

| | FY 23-24 | FY 23-24 | Variance | | FY 22-23 | Variance | |
|--------------------------------------|------------------|------------------|------------------|------------|------------------|----------------|-------------|
| | Actual | Budget | Amt | % | Actual | Amt | % |
| FINANCE | | | | | | | |
| Staff | \$221,133 | \$225,888 | (\$4,755) | -2% | \$168,650 | 52,483 | 31% |
| FICA | 19,538 | 19,350 | 188 | 1% | 14,963 | 4,576 | 31% |
| Pension | 23,099 | 25,293 | (2,194) | -9% | 17,115 | 5,984 | 35% |
| Health | 91,209 | 95,927 | (4,718) | -5% | 65,199 | 26,010 | 40% |
| Sick Pay | 4,503 | 1,770 | 2,733 | 154% | 1,782 | 2,721 | 153% |
| Vacation Pay | 15,135 | 13,781 | 1,354 | 10% | 16,138 | (1,003) | -6% |
| Holiday Pay | 11,521 | 10,618 | 903 | 9% | 8,780 | 2,741 | 31% |
| Other Paid Leave | 4,882 | 2,657 | 2,225 | 84% | 1,380 | 3,502 | 254% |
| Unemployment Insurance | 5 | 65 | (60) | -93% | 63 | (58) | -92% |
| Financial Audit Services | 43,320 | 35,000 | 8,320 | 24% | 34,250 | 9,070 | 26% |
| Finance Subtotal | \$434,346 | \$430,349 | \$3,997 | 1% | \$328,321 | 106,024 | 32% |
| PERSONNEL | | | | | | | |
| Staff | \$70,291 | \$67,453 | \$2,838 | 4% | \$28,216 | 42,075 | 149% |
| FICA | 6,143 | 6,245 | (102) | -2% | 2,501 | 3,642 | 146% |
| Pension | 5,840 | 8,160 | (2,320) | -28% | 0 | 5,840 | #DIV/0! |
| Health | 23,338 | 25,876 | (2,538) | -10% | 7,015 | 16,323 | 233% |
| Sick Pay | 1,213 | 1,479 | (266) | -18% | 2,314 | (1,102) | n/a |
| Vacation Pay | 2,913 | 5,756 | (2,843) | -49% | 0 | 2,913 | n/a |
| Holiday Pay | 3,856 | 5,922 | (2,066) | -35% | 1,461 | 2,396 | 164% |
| Other Paid Leave | 2,764 | 1,974 | 790 | 40% | 976 | 1,788 | n/a |
| Unemployment Insurance | 111 | 185 | (74) | -40% | 252 | (141) | n/a |
| Personnel Subtotal | \$116,468 | \$123,050 | (\$6,582) | -5% | \$42,735 | 73,734 | 173% |
| UTILITIES | | | | | | 0 | |
| Telephone & Data Communicat | \$34,132 | \$43,500 | (\$9,368) | -22% | \$42,682 | (8,550) | -20% |
| Power, Water & Refuse | 115,359 | 108,998 | 6,361 | 6% | 106,699 | 8,660 | 8% |
| Two-Way Radios | 7,510 | 7,500 | 10 | 0% | 3,741 | 3,769 | 101% |
| Utilities Subtotal | \$157,001 | \$159,998 | (\$2,997) | -2% | \$153,122 | 3,879 | 3% |
| OPERATING FACILITIES | | | | | | | |
| Wages & Benefits | | | | | | | |
| Staff | \$29,278 | \$33,239 | (\$3,961) | -12% | \$31,973 | (2,695) | -8% |
| FICA | 3,117 | 3,010 | 107 | 4% | 2,999 | 119 | 4% |
| Pension | 4,111 | 3,935 | 176 | 4% | 3,951 | 160 | 4% |
| Health | 6,654 | 6,990 | (336) | -5% | 6,077 | 577 | 9% |
| Sick Pay | 3,055 | 446 | 2,609 | 585% | 1,559 | 1,496 | n/a |
| Vacation Pay | 5,528 | 3,711 | 1,817 | 49% | 4,157 | 1,371 | 33% |
| Holiday Pay | 1,746 | 1,780 | (34) | -2% | 1,546 | 199 | 13% |
| Other Paid Leave | 1,455 | 446 | 1,009 | 226% | 277 | 1,178 | 425% |
| Unemployment Insurance | 0 | 0 | 0 | n/a | 0 | 0 | n/a |
| Wages & Benefits Subtotal | \$54,945 | \$53,557 | \$1,388 | 3% | \$52,539 | 2,406 | 5% |

General Overhead Detail
6 Months Ended December 31, 2023

| | FY 23-24 | FY 23-24 | Variance | | FY 22-23 | Variance | |
|--------------------------------------|-------------|-------------|-------------|------------|-------------|-------------|-------|
| | Actual | Budget | Amt | % | Actual | Amt | % |
| OPERATING FACILITIES (cont'd) | | | | | | | |
| Service Vehicles | | | | | | | |
| Parts & Repairs | \$4,407 | \$7,500 | (\$3,093) | -41% | \$7,306 | (2,899) | -40% |
| Fuel | 26,333 | 32,498 | (6,165) | -19% | 30,914 | (4,582) | -15% |
| Service Vehicles Subtotal | \$30,739 | \$39,998 | (\$9,259) | -23% | \$38,220 | (7,481) | -20% |
| Buildings & Grounds | | | | | | | |
| Contract Maintenance | \$64,234 | \$59,498 | \$4,736 | 8% | \$59,238 | 4,996 | 8% |
| Overpass Site Maintenance | 4,358 | 5,002 | (644) | -13% | 4,088 | 270 | 7% |
| B&G Repairs/Supplies | 28,140 | 42,502 | (14,362) | -34% | 42,348 | (14,209) | -34% |
| Property Insurance | 43,883 | 46,948 | (3,065) | -7% | 34,104 | 9,779 | 29% |
| Buildings & Grounds Subtotal | \$140,615 | \$153,950 | (\$13,335) | -9% | \$139,779 | 836 | 1% |
| Operating Facilities Subtotal | \$226,299 | \$247,505 | (\$21,206) | -9% | \$230,538 | (4,239) | -2% |
| DISTRICT ADMINISTRATION | | | | | | | |
| Wages & Benefits | | | | | | | |
| Staff | \$348,544 | \$428,335 | (\$79,791) | -19% | \$288,765 | 59,779 | 21% |
| Bus Ad Revenue Placement | 0 | 0 | 0 | n/a | 0 | 0 | n/a |
| FICA | 23,995 | 37,043 | (13,048) | -35% | 22,732 | 1,263 | 6% |
| Pension | 38,705 | 54,613 | (15,908) | -29% | 30,922 | 7,783 | 25% |
| Health | 64,963 | 93,908 | (28,945) | -31% | 59,054 | 5,909 | 10% |
| Sick Pay | 2,573 | 5,959 | (3,386) | -57% | 8,598 | (6,025) | -70% |
| Vacation Pay | 18,911 | 25,243 | (6,332) | -25% | 14,414 | 4,497 | 31% |
| Holiday Pay | 16,822 | 20,352 | (3,530) | -17% | 14,916 | 1,906 | 13% |
| Other Paid Leave | 13,649 | 5,186 | 8,463 | 163% | 19,997 | (6,348) | -32% |
| Unemployment Insurance | 0 | 56 | (56) | -100% | 63 | (63) | -100% |
| Wages & Benefits Subtotal | \$528,162 | \$670,695 | (\$142,533) | -21% | \$459,460 | \$68,702 | |
| Administrative Services | | | | | | | |
| Directors Fees | \$4,294 | \$6,047 | (\$1,753) | -29% | 5,220 | (926) | -18% |
| Public Officials Insurance | 59,519 | 64,489 | (4,970) | -8% | 59,559 | (41) | 0% |
| Legal Counsel | 6,712 | 62,498 | (55,786) | -89% | 51,281 | (44,569) | -87% |
| Pension Administration | 808 | 502 | 306 | 61% | 0 | 808 | n/a |
| Office Equipment Maintenance | 211,324 | 222,040 | (10,716) | -5% | 212,378 | (1,054) | 0% |
| Interest Expense - GASB96 | (677) | 0 | (677) | -6770100% | 0 | (677) | n/a |
| Miscellaneous Services | 53,568 | 282,073 | (228,505) | -81% | 130,193 | (76,625) | -59% |
| Office & Computer Supplies | 14,856 | 30,000 | (15,144) | -50% | 30,197 | (15,341) | -51% |
| Dues & Subscriptions | 29,678 | 24,998 | 4,680 | 19% | 24,505 | 5,173 | 21% |
| Conferences & Training | 11,069 | 9,998 | 1,071 | 11% | 15,613 | (4,545) | -29% |
| Employee Relations | 28,189 | 35,456 | (7,267) | -20% | 27,182 | 1,006 | 4% |
| Retiree Health Insurance | 42,224 | 45,502 | (3,278) | -7% | 46,244 | (4,020) | -9% |
| Mandated Fees & Permits | 15,766 | 17,498 | (1,732) | -10% | 13,624 | 2,143 | 16% |
| Miscellaneous Expenses | 4,395 | 7,500 | (3,105) | -41% | 3,415 | 980 | 29% |
| Bad Debt Expense | 0 | 1,252 | (1,252) | -100% | 0 | 0 | n/a |
| COVID-19 Expenses | 2,759 | 125,002 | (122,243) | -98% | 107,542 | (104,783) | -97% |
| Subscription Amortization Expense | 40,805 | 0 | 40,805 | 408052400% | 0 | 40,805 | n/a |
| Administrative Services Subtotal | \$525,289 | \$934,855 | (\$409,566) | -44% | \$726,954 | (\$201,665) | -28% |
| District Administration Subtotal | \$1,053,451 | \$1,605,550 | (\$552,099) | -34% | \$1,186,414 | (\$132,963) | -11% |
| TOTAL GENERAL OVERHEAD | \$1,987,564 | \$2,566,452 | (\$578,888) | -23% | \$1,941,130 | \$46,434 | 2% |



QUARTERLY REPORT

Fiscal Year 2023-24

For the Six Month Period Ending
December 31, 2023



| |
|-----------------------------------------------|
| FY 2023-24 SECOND QUARTER PERFORMANCE REPORTS |
|-----------------------------------------------|

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FY 2024 System Ridership Report for the 2nd Quarter and for the Six-Month Period Ending December 31st, 2023

Ridership by Fare Category (October 2023 – December 2023)

| Fare Categories | Quarter | | | YTD | | |
|----------------------------------------|-----------------|-----------------|----------|----------------|----------------|----------|
| | Oct 23 - Dec 23 | Oct 22 - Dec 22 | % Change | FY 2023 - 2024 | FY 2022 - 2023 | % Change |
| General Fare | 161,203 | 158,012 | 2.0% | 354,354 | 333,266 | 6.3% |
| Transfers | 80,333 | 67,575 | 18.9% | 161,466 | 137,538 | 17.4% |
| Full Fare Prepaid ¹ | 184,918 | 182,691 | 1.2% | 405,721 | 396,401 | 2.4% |
| Santa Barbara City College | 80,195 | 72,007 | 11.4% | 129,212 | 117,227 | 10.2% |
| Senior & Disabled Prepaid ² | 135,916 | 129,213 | 5.2% | 278,832 | 264,206 | 5.5% |
| Shuttle | 28 | - | 100.0% | 29 | - | 100.0% |
| UC Santa Barbara | 408,258 | 403,402 | 1.2% | 530,467 | 623,921 | -15.0% |
| Youth Prepaid ³ | 105,371 | 109,520 | -3.8% | 207,775 | 233,446 | -11.0% |
| Free | 18,917 | 14,567 | 29.9% | 38,369 | 30,665 | 25.1% |
| Special Pass Programs | 1,686 | 527 | 219.9% | 3,332 | 949 | 251.1% |
| Senior Cash | 27,159 | 26,028 | 4.3% | 56,172 | 54,296 | 3.5% |
| Persons with Disabilities Cash | 3,792 | 3,426 | 10.7% | 7,553 | 7,086 | 6.6% |
| Tokens | 5,894 | 4,538 | 29.9% | 12,804 | 9,420 | 35.9% |
| Tap to Ride Transactions | 18,273 | 1,765 | 935.3% | 22,888 | 4,614 | 396.1% |
| Total | 1,231,943 | 1,173,271 | 5.0% | 2,208,974 | 2,213,035 | -0.2% |

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

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

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

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

Revenue Hours and Revenue Miles (October 2023 – December 2023)

| Metrics | Quarter | | | YTD | | |
|-----------------------------|-----------------|-----------------|---------|----------------|----------------|----------|
| | Oct 23 - Dec 23 | Oct 22 - Dec 22 | %Change | FY 2023 - 2024 | FY 2022 - 2023 | % Change |
| Passengers | 1,231,943 | 1,173,271 | 5.0% | 2,208,974 | 2,213,035 | -0.2% |
| Revenue Hours | 42,285 | 41,728 | 1.3% | 85,028 | 84,408 | 0.7% |
| Passengers per Revenue Hour | 29.1 | 28.1 | 3.6% | 26.0 | 26.2 | -0.9% |
| Miles | 515,224 | 505,581 | 1.9% | 1,036,524 | 1,023,274 | 1.3% |
| Passengers per Mile | 2.4 | 2.3 | 3.0% | 2.1 | 2.2 | -1.5% |

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

MTD System Ridership (October 2023 – December 2023)

| | | Quarter | | | YTD | | |
|-----------------------------------|------------------------------|-----------------|-----------------|----------|----------------|----------------|----------|
| | LINE | Oct 23 - Dec 23 | Oct 22 - Dec 22 | % Change | FY 2023 - 2024 | FY 2022 - 2023 | % Change |
| 1 | West Santa Barbara | 61,445 | 58,138 | 5.7% | 121,092 | 116,116 | 4.3% |
| 2 | East Santa Barbara | 105,302 | 98,558 | 6.8% | 211,776 | 199,835 | 6.0% |
| 3 | Oak Park | 37,990 | 34,179 | 11.2% | 75,230 | 67,840 | 10.9% |
| 4 | Mesa / SBCC | 24,963 | 21,484 | 16.2% | 48,520 | 40,524 | 19.7% |
| 5 | Mesa / La Cumbre | 20,050 | 19,823 | 1.1% | 39,128 | 39,501 | -0.9% |
| 6 | Goleta | 113,703 | 114,084 | -0.3% | 229,698 | 230,098 | -0.2% |
| 7 | County Health / Fairview | 59,043 | 52,833 | 11.8% | 119,711 | 108,164 | 10.7% |
| 10 | Cathedral Oaks | - | - | 0.0% | - | - | 0.0% |
| 11 | UCSB | 251,559 | 242,495 | 3.7% | 436,743 | 448,176 | -2.6% |
| 12x | Goleta Express | 36,055 | 32,228 | 11.9% | 69,496 | 65,213 | 6.6% |
| 14 | Montecito | 16,708 | 13,933 | 19.9% | 33,313 | 28,715 | 16.0% |
| 15x | SBCC / UCSB Express | 25,454 | 26,468 | -3.8% | 41,497 | 47,374 | -12.4% |
| 16 | City College Shuttle | - | - | 0.0% | - | - | 0.0% |
| 17 | Lower West / SBCC | 28,574 | 25,681 | 11.3% | 54,844 | 48,078 | 14.1% |
| 19x | SBCC / East SB Express | 2,242 | - | 100.0% | 3,300 | - | 100.0% |
| 20 | Carpinteria | 71,954 | 65,752 | 9.4% | 146,626 | 137,811 | 6.4% |
| 23 | Winchester Canyon | 10,792 | 12,484 | -13.6% | 19,246 | 23,055 | -16.5% |
| 24x | UCSB Express | 118,893 | 118,442 | 0.4% | 203,281 | 231,497 | -12.2% |
| 25 | Elwood | 12,438 | 13,764 | -9.6% | 25,207 | 26,640 | -5.4% |
| 27 | Isla Vista Shuttle | 57,948 | 62,003 | -6.5% | 76,914 | 99,495 | -22.7% |
| 28 | UCSB Shuttle | 125,232 | 106,021 | 18.1% | 170,804 | 162,928 | 4.8% |
| 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 | 51,598 | 54,901 | -6.0% | 82,548 | 91,975 | -10.2% |
| System Subtotal | | 1,231,943 | 1,173,271 | 5.0% | 2,208,974 | 2,213,035 | -0.2% |
| Downtown Waterfront Shuttles | | | | | | | |
| 30 | Downtown Shuttle | - | - | 0.0% | - | - | 0.0% |
| 34 | Waterfront Shuttle | - | - | 0.0% | - | - | 0.0% |
| Unknown | | | | | | | |
| | | - | | | - | | |
| System Total | | 1,231,943 | 1,173,271 | 5.0% | 2,208,974 | 2,213,035 | -0.2% |
| Related Routes | | | | | | | |
| 11, 24x, 27, 28 UCSB Lines | | 553,632 | 528,961 | 4.7% | 887,742 | 942,096 | -5.8% |
| 1, 2 East/West | | 166,747 | 156,696 | 6.4% | 332,868 | 315,951 | 5.4% |
| 4, 5, 15x, 16, 17, 19x Mesa Lines | | 101,283 | 93,456 | 8.4% | 187,289 | 175,477 | 6.7% |
| 6, 11 State/Hollister | | 365,262 | 356,579 | 2.4% | 666,441 | 678,274 | -1.7% |

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

MTD Passengers per Revenue Hour (October 2023 – December 2023)

| | | Quarter | | | YTD | | |
|-------------------------------------|------------------------------|-----------------|-----------------|-------------|----------------|----------------|--------------|
| LINE | | Oct 23 - Dec 23 | Oct 22 - Dec 22 | % Change | FY 2023 - 2024 | FY 2022 - 2023 | % Change |
| 1 | West Santa Barbara | 24.4 | 23.2 | 5.3% | 23.8 | 23.0 | 3.6% |
| 2 | East Santa Barbara | 26.6 | 25.0 | 6.4% | 26.5 | 25.2 | 5.4% |
| 3 | Oak Park | 16.0 | 14.6 | 9.7% | 15.8 | 14.3 | 10.2% |
| 4 | Mesa / SBCC | 22.3 | 19.3 | 15.5% | 21.4 | 17.9 | 19.6% |
| 5 | Mesa / La Cumbre | 12.9 | 13.0 | -0.1% | 12.6 | 12.8 | -1.6% |
| 6 | Goleta | 25.8 | 25.6 | 0.8% | 25.9 | 25.6 | 1.2% |
| 7 | County Health / Fairview | 15.7 | 14.2 | 10.6% | 15.7 | 14.3 | 10.1% |
| 10 | Cathedral Oaks | - | - | 0.0% | - | - | 0.0% |
| 11 | UCSB | 37.9 | 35.6 | 6.3% | 32.4 | 32.6 | -0.6% |
| 12x | Goleta Express | 21.5 | 19.6 | 9.9% | 20.7 | 19.9 | 3.8% |
| 14 | Montecito | 13.6 | 11.3 | 20.3% | 13.4 | 11.5 | 16.4% |
| 15x | SBCC / UCSB Express | 31.3 | 34.1 | -8.3% | 23.7 | 27.4 | -13.5% |
| 16 | City College Shuttle | - | - | 0.0% | - | - | 0.0% |
| 17 | Low er West / SBCC | 34.3 | 30.9 | 10.9% | 32.5 | 28.5 | 14.1% |
| 19x | SBCC / East SB Express | 10.1 | - | 100.0% | 10.3 | - | 100.0% |
| 20 | Carpinteria | 18.0 | 16.6 | 8.6% | 18.2 | 17.2 | 5.7% |
| 23 | Winchester Canyon | 11.4 | 20.6 | -44.8% | 11.3 | 18.9 | -40.2% |
| 24x | UCSB Express | 42.7 | 43.4 | -1.6% | 36.3 | 42.0 | -13.6% |
| 25 | Ellw ood | 19.5 | 19.1 | 2.0% | 19.3 | 18.2 | 6.3% |
| 27 | Isla Vista Shuttle | 52.9 | 57.0 | -7.2% | 34.8 | 45.0 | -22.8% |
| 28 | UCSB Shuttle | 77.8 | 99.7 | -22.0% | 56.2 | 68.2 | -17.6% |
| 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 | 70.2 | 77.8 | -9.8% | 69.8 | 77.2 | -9.5% |
| System Subtotal | | 28.7 | 28.1 | 2.2% | 25.7 | 26.2 | -1.7% |
| <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% |
| System Total | | 29.1 | 28.1 | 3.6% | 26.0 | 26.2 | -0.9% |
| <i>Related Routes</i> | | | | | | | |
| 11, 24x, 27, 28 UCSB Lines | | 45.7 | 45.3 | 0.9% | 36.5 | 39.5 | -7.6% |
| 1, 2 East/West | | 25.7 | 24.3 | 5.9% | 25.4 | 24.3 | 4.7% |
| 4, 5, 15x, 16, 17, 19x Mesa Lines | | 22.3 | 22.0 | 1.5% | 20.5 | 20.0 | 2.5% |
| 6, 11 State/Hollister | | 33.1 | 31.7 | 4.4% | 29.8 | 29.8 | 0.0% |

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

MTD “At Capacity” Loads (October 2023 – December 2023)

| | | Quarter | | | YTD | | |
|-------------------------------------|------------------------------|-----------------|-----------------|----------|----------------|----------------|----------|
| LINE | | Oct 23 - Dec 23 | Oct 22 - Dec 22 | % Change | FY 2023 - 2024 | FY 2022 - 2023 | % Change |
| 1 | West Santa Barbara | 8 | 13 | -38.5% | 12 | 23 | -47.8% |
| 2 | East Santa Barbara | 14 | 16 | -12.5% | 23 | 40 | -42.5% |
| 3 | Oak Park | 3 | 6 | -50.0% | 4 | 15 | 100.0% |
| 4 | Mesa / SBCC | - | 1 | -100.0% | - | 3 | -100.0% |
| 5 | Mesa / La Cumbre | - | 5 | -100.0% | 1 | 10 | -90.0% |
| 6 | Goleta | 17 | 24 | -29.2% | 30 | 46 | -34.8% |
| 7 | County Health / Fairview | 3 | 2 | 50.0% | 3 | 8 | -62.5% |
| 10 | Cathedral Oaks | - | - | 0.0% | - | - | 0.0% |
| 11 | UCSB | 191 | 119 | 60.5% | 245 | 214 | 14.5% |
| 12x | Goleta Express | 8 | 1 | 700.0% | 8 | 13 | -38.5% |
| 14 | Montecito | 1 | 1 | 0.0% | 7 | 3 | 133.3% |
| 15x | SBCC / UCSB Express | 4 | 32 | -87.5% | 10 | 48 | -79.2% |
| 16 | City College Shuttle | - | - | 0.0% | - | - | 0.0% |
| 17 | Low er West / SBCC | 4 | - | 100.0% | 9 | 3 | 100.0% |
| 19x | SBCC / East SB Express | - | - | 0.0% | - | - | 0.0% |
| 20 | Carpinteria | 7 | 12 | -41.7% | 18 | 28 | -35.7% |
| 23 | Winchester Canyon | 3 | 4 | -25.0% | 3 | 8 | -62.5% |
| 24x | UCSB Express | 99 | 107 | -7.5% | 130 | 214 | -39.3% |
| 25 | Elw ood | - | - | 0.0% | - | - | 0.0% |
| 27 | Isla Vista Shuttle | 39 | 103 | -62.1% | 44 | 141 | -68.8% |
| 28 | UCSB Shuttle | 13 | 19 | -31.6% | 13 | 26 | -50.0% |
| 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 | 46 | 100 | -54.0% | 78 | 172 | -54.7% |
| System Subtotal | | 460 | 565 | -18.6% | 638 | 1,015 | -37.1% |
| <i>Downtown Waterfront Shuttles</i> | | | | | | | |
| 30 | Dow ntow n Shuttle | - | - | 0.0% | - | - | 0.0% |
| 34 | Waterfront Shuttle | - | - | 0.0% | - | - | 0.0% |
| <i>Related Routes</i> | | | | | | | |
| 11, 24x, 27, 28 UCSB Lines | | 342 | 348 | -1.7% | 432 | 595 | -27.4% |
| 1, 2 East/West | | 22 | 29 | -24.1% | 35 | 63 | -44.4% |
| 4, 5, 15x, 16, 17 Mesa Lines | | 8 | 38 | -78.9% | 20 | 64 | -68.8% |
| 6, 11 State/Hollister | | 208 | 143 | 45.5% | 275 | 260 | 5.8% |
| <i>Unknown/Miscellaneous</i> | | - | - | 0.0% | - | - | 0.0% |
| System Total | | 460 | 565 | -18.6% | 638 | 1,015 | -37.1% |

*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 (October 2023 – December 2023)

| | | Quarter | | | YTD | | |
|-------------------------------------|------------------------------|-----------------|-----------------|----------|----------------|----------------|----------|
| LINE | | Oct 23 - Dec 23 | Oct 22 - Dec 22 | % Change | FY 2023 - 2024 | FY 2022 - 2023 | % Change |
| 1 | West Santa Barbara | 8 | 4 | 100.0% | 10 | 6 | 66.7% |
| 2 | East Santa Barbara | 7 | 13 | -46.2% | 10 | 29 | -65.5% |
| 3 | Oak Park | 1 | 5 | -80.0% | 2 | 7 | -71.4% |
| 4 | Mesa / SBCC | - | - | 0.0% | - | - | 0.0% |
| 5 | Mesa / La Cumbre | 1 | 2 | -50.0% | 2 | 3 | -33.3% |
| 6 | Goleta | 14 | 10 | 40.0% | 28 | 19 | 47.4% |
| 7 | County Health / Fairview | 2 | - | 100.0% | 2 | 1 | 100.0% |
| 10 | Cathedral Oaks | - | - | 0.0% | - | - | 0.0% |
| 11 | UCSB | 399 | 395 | 1.0% | 449 | 621 | -27.7% |
| 12x | Goleta Express | 10 | 6 | 66.7% | 11 | 35 | -68.6% |
| 14 | Montecito | 1 | - | 100.0% | 4 | - | 100.0% |
| 15x | SBCC / UCSB Express | 11 | 35 | -68.6% | 14 | 62 | -77.4% |
| 16 | City College Shuttle | - | - | 0.0% | - | - | 0.0% |
| 17 | Low er West / SBCC | - | - | 0.0% | - | 1 | -100.0% |
| 19x | SBCC / East SB Express | - | - | 0.0% | - | - | 0.0% |
| 20 | Carpinteria | 12 | 5 | 140.0% | 16 | 10 | 60.0% |
| 23 | Winchester Canyon | 5 | 7 | -28.6% | 5 | 12 | -58.3% |
| 24x | UCSB Express | 223 | 188 | 18.6% | 334 | 448 | -25.4% |
| 25 | Ellw ood | - | 1 | -100.0% | - | 1 | -100.0% |
| 27 | Isla Vista Shuttle | 74 | 134 | -44.8% | 80 | 179 | -55.3% |
| 28 | UCSB Shuttle | 151 | 113 | 33.6% | 168 | 180 | -6.7% |
| 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 | 9 | 38 | -76.3% | 24 | 56 | -57.1% |
| System Subtotal | | 928 | 956 | -2.9% | 1,159 | 1,670 | -30.6% |
| <i>Downtown Waterfront Shuttles</i> | | | | | | | |
| 30 | Dow ntow n Shuttle | - | - | 0.0% | - | - | 0.0% |
| 34 | Waterfront Shuttle | - | - | 0.0% | - | - | 0.0% |
| <i>Related Routes</i> | | | | | | | |
| 11, 24x, 27, 28 UCSB Lines | | 847 | 830 | 2.0% | 1,031 | 1,428 | -27.8% |
| 1, 2 East/West | | 15 | 17 | -11.8% | 20 | 35 | -42.9% |
| 4, 5, 15x, 16, 17 Mesa Lines | | 12 | 37 | -67.6% | 16 | 66 | -75.8% |
| 6, 11 State/Hollister | | 413 | 405 | 2.0% | 477 | 640 | -25.5% |
| <i>Unknown/Miscellaneous</i> | | - | - | 0.0% | - | - | 0.0% |
| System Total | | 928 | 956 | -2.9% | 1,159 | 1,670 | -30.6% |

* 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 (October 2023 – December 2023)

| | | Quarter | | | YTD | | |
|-------------------------------------|------------------------------|-----------------|-----------------|----------|----------------|----------------|----------|
| LINE | | Oct 23 - Dec 23 | Oct 22 - Dec 22 | % Change | FY 2023 - 2024 | FY 2022 - 2023 | % Change |
| 1 | West Santa Barbara | 579 | 412 | 40.5% | 1,209 | 867 | 39.4% |
| 2 | East Santa Barbara | 1,244 | 1,036 | 20.1% | 2,395 | 2,040 | 17.4% |
| 3 | Oak Park | 27 | 7 | 285.7% | 50 | 11 | 354.5% |
| 4 | Mesa / SBCC | 284 | 342 | -17.0% | 556 | 619 | -10.2% |
| 5 | Mesa / La Cumbre | 343 | 274 | 25.2% | 659 | 632 | 4.3% |
| 6 | Goleta | 2,720 | 2,313 | 17.6% | 5,719 | 4,814 | 18.8% |
| 7 | County Health / Fairview | 1,537 | 1,519 | 1.2% | 3,372 | 3,001 | 12.4% |
| 10 | Cathedral Oaks | - | - | 0.0% | - | - | 0.0% |
| 11 | UCSB | 4,367 | 4,378 | -0.3% | 8,914 | 8,939 | -0.3% |
| 12x | Goleta Express | 1,420 | 1,212 | 17.2% | 2,982 | 2,458 | 21.3% |
| 14 | Montecito | 321 | 257 | 24.9% | 652 | 603 | 8.1% |
| 15x | SBCC / UCSB Express | 646 | 266 | 142.9% | 1,121 | 676 | 65.8% |
| 16 | City College Shuttle | - | - | 0.0% | - | - | 0.0% |
| 17 | Lower West / SBCC | 206 | 224 | -8.0% | 413 | 402 | 2.7% |
| 19x | SBCC / East SB Express | 33 | - | 100.0% | 57 | - | 100.0% |
| 20 | Carpinteria | 1,578 | 1,475 | 7.0% | 3,502 | 3,353 | 4.4% |
| 23 | Winchester Canyon | 114 | 154 | -26.0% | 228 | 277 | -17.7% |
| 24x | UCSB Express | 2,217 | 2,265 | -2.1% | 4,381 | 4,761 | -8.0% |
| 25 | Elwood | 196 | 170 | 15.3% | 399 | 368 | 8.4% |
| 27 | Isla Vista Shuttle | 232 | 228 | 1.8% | 351 | 394 | -10.9% |
| 28 | UCSB Shuttle | 494 | 345 | 43.2% | 779 | 654 | 19.1% |
| 36 | Seaside Shuttle | - | - | 0.0% | - | - | 0.0% |
| 37 | Croston 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 | 32 | 44 | -27.3% | 59 | 78 | -24.4% |
| System Subtotal | | 18,590 | 16,921 | 9.9% | 37,798 | 34,947 | 8.2% |
| <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 | | 7,310 | 7,216 | 1.3% | 14,425 | 14,748 | -2.2% |
| 1, 2 East/West | | 1,823 | 1,448 | 25.9% | 3,604 | 2,907 | 24.0% |
| 4, 5, 15x, 16, 17 Mesa Lines | | 1,479 | 1,106 | 33.7% | 2,749 | 2,329 | 18.0% |
| 6, 11 State/Hollister | | 7,087 | 6,691 | 5.9% | 14,633 | 13,753 | 6.4% |
| <i>Unknown/Miscellaneous</i> | | - | - | 0.0% | - | - | 0.0% |
| System Total | | 18,590 | 16,921 | 9.9% | 37,798 | 34,947 | 8.2% |

¹ MTD electric shuttles cannot carry bicycles.

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

MTD Wheelchairs Boarded (October 2023 – December 2023)

| | | Quarter | | | YTD | | |
|-------------------------------------|------------------------------|-----------------|-----------------|----------|----------------|----------------|----------|
| LINE | | Oct 23 - Dec 23 | Oct 22 - Dec 22 | % Change | FY 2023 - 2024 | FY 2022 - 2023 | % Change |
| 1 | West Santa Barbara | 169 | 198 | -14.6% | 394 | 469 | -16.0% |
| 2 | East Santa Barbara | 488 | 346 | 41.0% | 889 | 906 | -1.9% |
| 3 | Oak Park | 130 | 61 | 113.1% | 251 | 151 | 66.2% |
| 4 | Mesa / SBCC | 32 | 23 | 39.1% | 74 | 57 | 29.8% |
| 5 | Mesa / La Cumbre | 83 | 31 | 167.7% | 145 | 61 | 137.7% |
| 6 | Goleta | 374 | 240 | 55.8% | 672 | 566 | 18.7% |
| 7 | County Health / Fairview | 323 | 308 | 4.9% | 732 | 630 | 16.2% |
| 10 | Cathedral Oaks | - | - | 0.0% | - | - | 0.0% |
| 11 | UCSB | 429 | 287 | 49.5% | 899 | 674 | 33.4% |
| 12x | Goleta Express | 64 | 60 | 6.7% | 123 | 135 | -8.9% |
| 14 | Montecito | 62 | 42 | 47.6% | 97 | 107 | -9.3% |
| 15x | SBCC / UCSB Express | 1 | 3 | -66.7% | 5 | 10 | -50.0% |
| 16 | City College Shuttle | - | - | 0.0% | - | - | 0.0% |
| 17 | Low er West / SBCC | 71 | 79 | -10.1% | 174 | 133 | 30.8% |
| 19x | SBCC / East SB Express | - | - | 0.0% | 1 | - | 100.0% |
| 20 | Carpinteria | 392 | 167 | 134.7% | 711 | 464 | 53.2% |
| 23 | Winchester Canyon | 10 | 1 | 900.0% | 12 | 5 | 140.0% |
| 24x | UCSB Express | 41 | 61 | -32.8% | 68 | 115 | -40.9% |
| 25 | Ellw ood | 5 | 4 | 25.0% | 11 | 11 | 0.0% |
| 27 | Isla Vista Shuttle | 3 | 30 | -90.0% | 8 | 57 | -86.0% |
| 28 | UCSB Shuttle | 25 | 41 | -39.0% | 30 | 60 | -50.0% |
| 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 | - | 1 | -100.0% | 1 | 1 | 0.0% |
| System Subtotal | | 2,702 | 1,983 | 36.3% | 5,297 | 4,612 | 14.9% |
| <i>Downtown Waterfront Shuttles</i> | | | | | | | |
| 30 | Dow ntown Shuttle | - | - | 0.0% | - | - | 0.0% |
| 34 | Waterfront Shuttle | - | - | 0.0% | - | - | 0.0% |
| <i>Related Routes</i> | | | | | | | |
| 11, 24x, 27, 28 UCSB Lines | | 498 | 419 | 18.9% | 1,005 | 906 | 10.9% |
| 1, 2 East/West | | 657 | 544 | 20.8% | 1,283 | 1,375 | -6.7% |
| 4, 5, 15x, 16, 17 Mesa Lines | | 187 | 136 | 37.5% | 398 | 261 | 52.5% |
| 6, 11 State/Hollister | | 803 | 527 | 52.4% | 1,571 | 1,240 | 26.7% |
| <i>Unknown/Miscellaneous</i> | | - | - | 0.0% | - | - | 0.0% |
| System Total | | 2,702 | 1,983 | 36.3% | 5,297 | 4,612 | 14.9% |

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



FY 2023-24 SECOND QUARTER PERFORMANCE REPORT

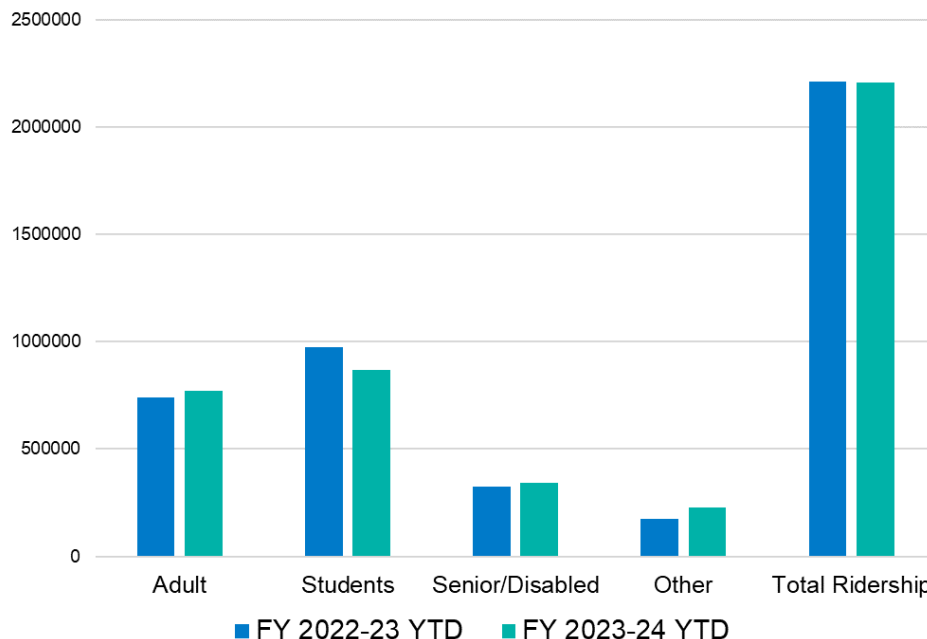
Ridership Summary

For the Six-Month Period Ending on December 31st, 2023

Ridership Performance Indicators

Systemwide ridership year-to-date (July through December) for FY 2023-24 totaled 2,208,974 representing a 0.2% decrease of approximately 4,061 riders from the same period of FY 2022-23. Second quarter ridership increased by 5% or 58,672 riders over the previous year. Staff believes that the FYTD decrease in ridership is largely due to UCSB classes starting a week later in September 2023 than they did in September 2022.. This means that UCSB's fall quarter went one week deeper into December, likely accounting for the increase in Q2 ridership. The graph below illustrates a slight increase in ridership for all categories with the exception of students, which is comprised of UCSB, SBCC and K-12 student bus pass usage. The weather this quarter was characterized by heavy precipitation and flooding on December 21st, which led to a temporary disruption of MTD services that passed through portions of the City of Santa Barbara.

Year-to-Date Ridership
by Fare Category



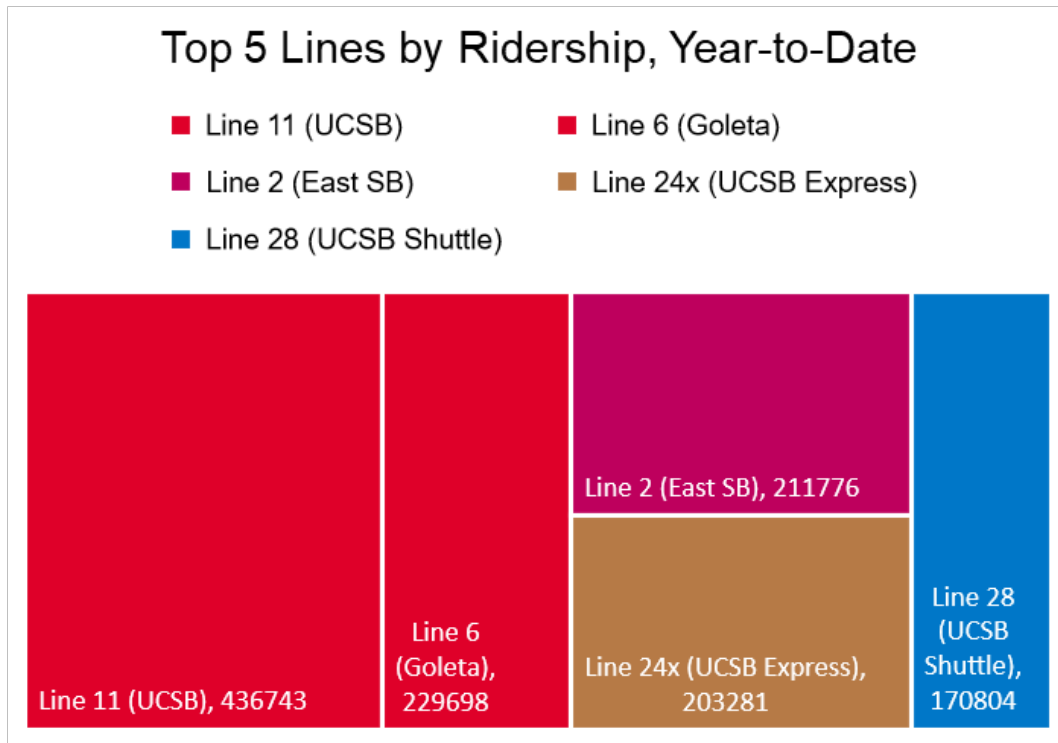
In the second quarter, revenue hours and miles were higher when compared to the same period in FY 2022-23. The 1.3% increase in revenue hours and 1.9% increase in revenue

FY 2023-24 SECOND QUARTER PERFORMANCE REPORTS

miles were a result of the implementation of the new Line 19x service, which provides a direct link between Carpinteria and Santa Barbara City College. Additional revenue hours were added to the layover periods at the Transit Center for Lines 6 and 11, beginning November 27th, 2023 Layover time was added to assist with on-time performance. With the exception of Line 19x and the 6/11 layover adjustments, service remained similar to the previous year. The table below presents various data for the quarter.

| Service Metrics | Quarter | | | Fiscal Year to Date | | |
|-----------------------------|-------------|-------------|---------|---------------------|--------------|---------|
| | FY 23-24 Q2 | FY 22-23 Q2 | %Change | FY 23-24 YTD | FY 22-23 YTD | %Change |
| Total Passengers | 1,231,943 | 1,173,271 | 5.0% | 2,208,974 | 2,213,035 | -0.2% |
| Revenue Hours | 42,285 | 41,728 | 1.3% | 85,028 | 84,408 | 0.7% |
| Revenue Miles | 515,224 | 505,581 | 1.9% | 1,036,524 | 1,023,274 | 1.3% |
| Passengers per Revenue Hour | 29.1 | 28.1 | 3.6% | 26.0 | 26.2 | -0.8% |
| Passengers per Mile | 2.4 | 2.3 | 4.3% | 2.1 | 2.2 | -4.5% |

The chart below shows the top five lines by ridership in FY 23-24, year-to-date. Top lines by ridership were Lines 11, 6, 2, 24x, and 28. In the second quarter, all MTD routes with the exceptions of the 6, 15x, 23, 25, and 27 saw a small increase in ridership compared to the same period last year. With the lines that did see decreases in ridership from the second quarter of last year, it is important to note that a majority of these routes service UCSB or within a close vicinity. UCSB student ID distribution may not have been complete by the beginning of the second quarter, and thus this may explain the decrease in ridership. For Lines 19x and 20, the 101 HOV project continues to impact reliability and on-time performance.

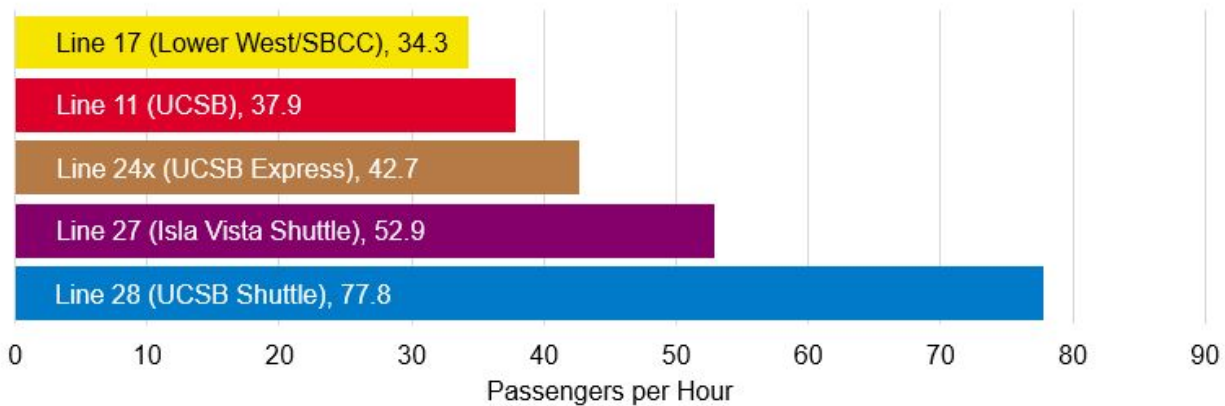


FY 2023-24 SECOND QUARTER PERFORMANCE REPORTS

The systemwide average of passengers per revenue hour for the quarter is at 29.1 passengers per hour. Ridership per revenue hour decreased by a negligible 0.9% year-to-date. While demand is slowly increasing, the continued bus operator shortage has left MTD unable to fully meet the demand or resume additional service.

The chart below shows the top 5 lines by passengers per hour in the second quarter, with the Line 28 (UCSB Shuttle) coming in first with 77.8 passengers per hour, followed by Line 27 (52.9), Line 24x (42.7), Line 11 (37.9), and Line 17 (34.3). Line 28 continues to illustrate that the route is an integral link for riders of the Storke/El Colegio corridor.

Top 5 Lines by Passengers per Hour, 2nd Quarter



The Fiscal Year Numbers At-A-Glance below show the numbers for the second quarter of FY 2023-24 compared to FY 2022-23.

Fiscal Year Numbers At-A-Glance

Total
Ridership
-0.2%

At-Capacity
Loads
-37.1%

Too Full to
Board
Loads
-30.6%



5,297
wheelchairs
boarded
+14.9%



37,798
bicycles
carried
+8.2%

Service Days and Student Ridership

As shown in the table below, the total number of service days in the second quarter of FY 2023-24 was identical to the same period in FY 2022-23, but with one more Sunday and one fewer Saturday. UCSB enrollment has been trending at or above pre-pandemic

| |
|------------------------------------------------------|
| FY 2023-24 SECOND QUARTER PERFORMANCE REPORTS |
|------------------------------------------------------|

numbers since fall of 2021. While SBCC ridership has been slower to return, second quarter ridership showed a promising increase of 11.4% compared to the same period last year. SBCC students have been requesting later service on Line 15x and the return of Line 16. It is important to note that the second quarter of this fiscal year retained five more days where SBCC was in session. Despite having an additional secondary school day in the second quarter for FY24, there was a 6.0% decrease in ridership on booster services and a 3.8% decrease in the usage of youth prepaid passes.

MTD SERVICE CALENDAR DAYS

| SERVICE DAYS | FY 2023 | | FY 2024 | | Year to Date |
|---------------------|----------------|------------|----------------|------------|---------------------|
| | Q2 | YTD | Q2 | YTD | Variance |
| Weekdays | 61 | 125 | 61 | 124 | (1) |
| Saturdays | 15 | 28 | 14 | 28 | 0 |
| Sundays | 14 | 29 | 15 | 30 | 1 |
| Total | 90 | 182 | 90 | 182 | 0 |

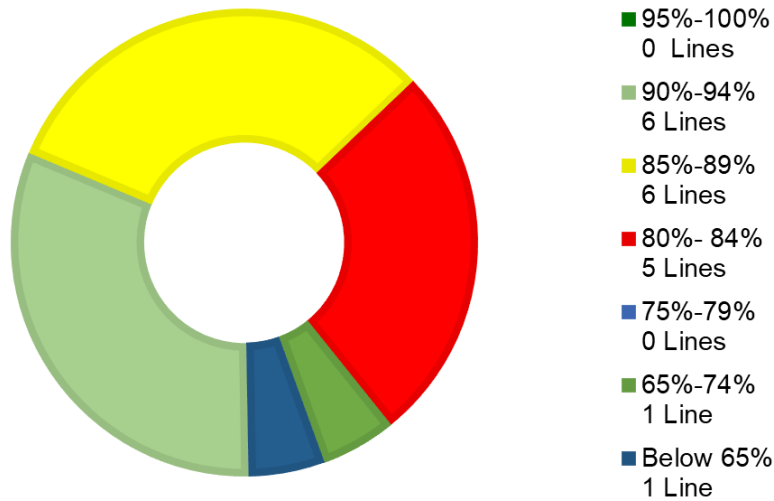
| SCHOOL DAYS | FY 2023 | | FY 2024 | | Year to Date |
|--------------------|----------------|------------|----------------|------------|---------------------|
| | Q2 | YTD | Q2 | YTD | Variance |
| SBCC | 47 | 81 | 52 | 76 | (5) |
| UCSB | 52 | 57 | 52 | 57 | 0 |
| Secondary | 47 | 93 | 48 | 76 | (17) |

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 second quarter of FY 2023-24.

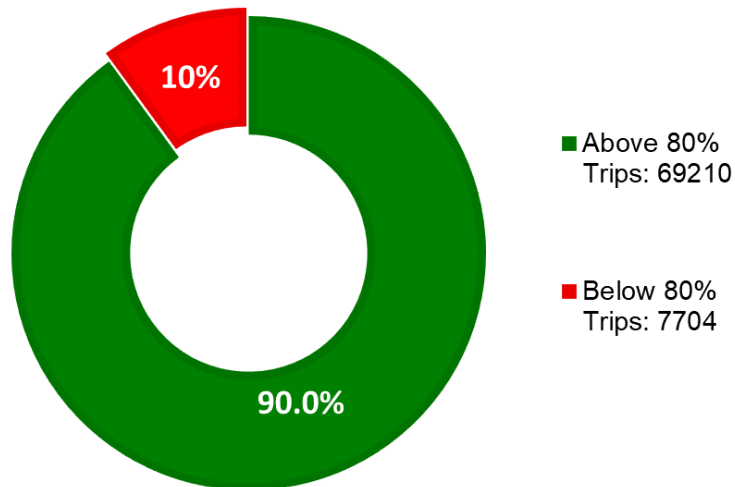
In the second quarter, two lines fell below the 80% mark. These were the 20 (Carpinteria) and the 27 (Isla Vista). The likely contributing factors were freeway construction from the 101 HOV project and dwell time from high volumes of UCSB students, respectively. Currently, the Line 27 operates on a reduced one-bus rotation, compared to pre-pandemic where up to three buses were deployed at one time. The reduced capacity on the 27 has likely led to more crowded vehicles, and more dwell time to allow customers to board and alight. The 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 23-24 2ND 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 second quarter of FY 23-24.

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

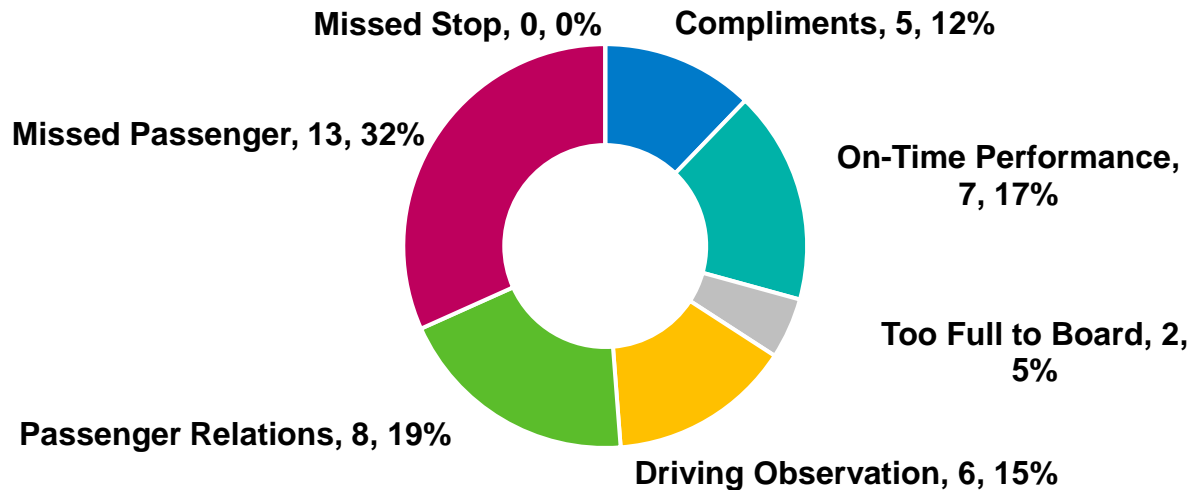




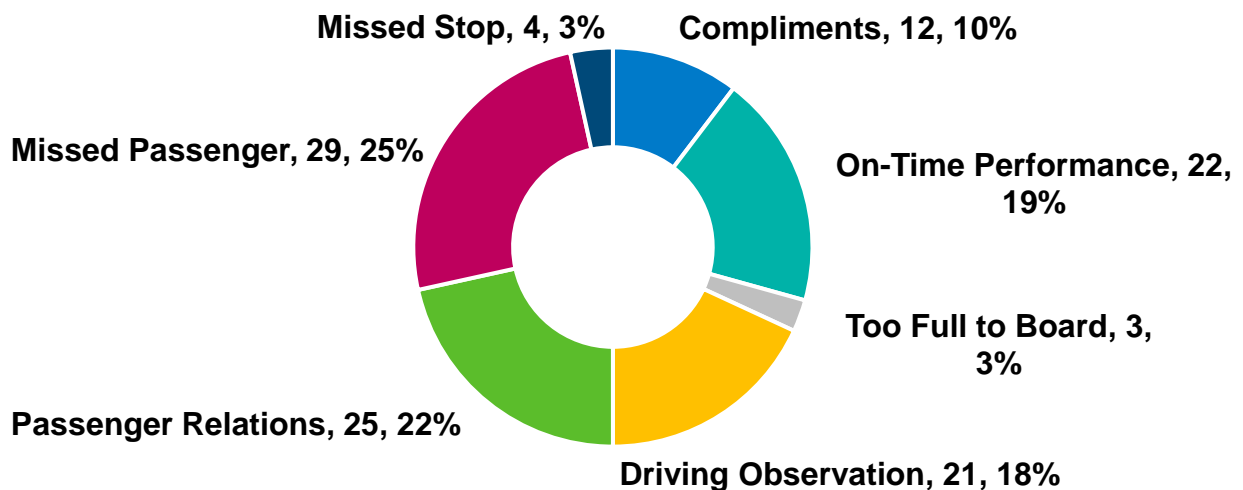
FY 2023-24 SECOND QUARTER PERFORMANCE REPORTS

Customer Service Report

Second Quarter Customer Service Statistics

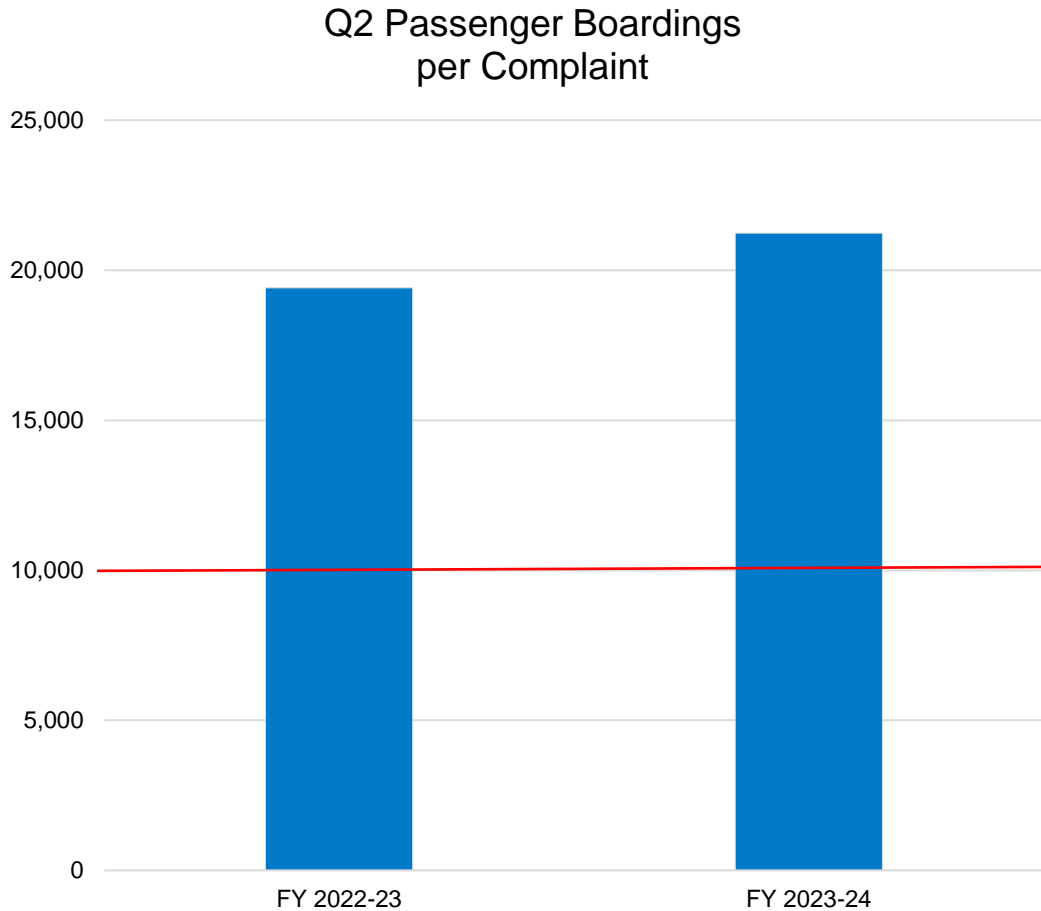


FY 2023-24 Year-to-Date Customer Service Statistics for the Six-Month Period Ending December 31, 2023



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.

FY 2023-24 SECOND QUARTER PERFORMANCE REPORTS



2nd Quarter Compliments & Complaints



5 Compliments



36 Complaints

FY 2023-24 YTD Compliments & Complaints



12 Compliments



104 Complaints

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

Fleet Maintenance Report

Performance Indicators

For Fiscal Years 2024-2023



| FY 2024 Q2 Totals | | | | | | | | | FY 2023 Q2 Totals | | | | | | | | Change | |
|------------------------|-------------|----------------|-------------|------------------|------------------|------------------|------------------|---------------------|-------------------|----------------|-------------|------------------|------------------|------------------|------------------|---------------------|---------------------|---------------|
| Fleet | Fleet Count | Miles | MPG | Fuel/Oil | Parts | Labor | Parts & Labor | Total Cost per Mile | Fleet Count | Miles | MPG | Fuel/Oil | Parts | Labor | Parts & Labor | Total Cost per Mile | Total Cost per Mile | |
| Gillig 40' | 63 | 454,646 | 4.59 | \$367,917 | \$132,794 | \$84,514 | \$217,308 | \$1.29 | 66 | 453,125 | 4.59 | \$448,380 | \$103,284 | \$84,816 | \$188,100 | \$1.40 | -\$0.12 | -8.4% |
| Gillig 29' | 6 | 29,626 | 4.85 | \$22,304 | \$10,976 | \$6,553 | \$17,530 | \$1.34 | 11 | 33,759 | 4.89 | \$31,178 | \$5,933 | \$6,621 | \$12,554 | \$1.30 | \$0.05 | 3.8% |
| Nova Articulated | 3 | 12,784 | 3.50 | \$13,547 | \$11,946 | \$4,989 | \$16,935 | \$2.38 | 3 | 7,822 | 2.74 | \$12,439 | \$1,492 | \$3,060 | \$4,552 | \$2.17 | \$0.21 | 9.8% |
| Diesel Fleet: | 72 | 497,056 | 4.31 | \$403,769 | \$155,717 | \$96,057 | \$251,773 | \$1.32 | 80 | 494,706 | 4.07 | \$491,997 | \$110,709 | \$94,497 | \$205,206 | \$1.41 | -\$0.09 | -6.4% |
| Fleet | Fleet Count | Miles | MPG | Fuel/Oil | Parts | Labor | Parts & Labor | Total Cost per Mile | Fleet Count | Miles | MPG | Fuel/Oil | Parts | Labor | Parts & Labor | Total Cost per Mile | Total Cost per Mile | |
| Gillig 29' Hybrid | 3 | 11,084 | 5.32 | \$7,614 | \$347 | \$2,622 | \$2,970 | \$0.95 | 3 | 49 | 1.78 | \$109 | \$1,332 | \$1,337 | \$2,669 | \$56.71 | -\$55.75 | -98.3% |
| Gillig 40' Hybrid | 14 | 58,772 | 4.61 | \$46,374 | \$12,996 | \$13,028 | \$26,023 | \$1.23 | 14 | 64,455 | 4.60 | \$63,395 | \$27,232 | \$17,677 | \$44,909 | \$1.68 | -\$0.45 | -26.7% |
| Hybrid Fleet: | 17 | 69,856 | 4.96 | \$53,988 | \$13,343 | \$15,650 | \$28,993 | \$1.19 | 17 | 64,504 | 3.19 | \$63,504 | \$28,565 | \$19,014 | \$47,579 | \$1.72 | -\$0.53 | -31.0% |
| Fleet | Fleet Count | Miles | MPKW | Elec Cost | Parts | Labor | Parts & Labor | Total Cost per Mile | Fleet Count | Miles | MPKW | Elec Cost | Parts | Labor | Parts & Labor | Total Cost per Mile | Total Cost per Mile | |
| New Flyer EV's | 9 | 0 | 0 | \$738 | \$214 | \$1,299 | \$1,513 | 0 | 0 | 0 | 0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0.00 | 0 |
| BYD EV's | 14 | 22,425 | 0.59 | \$10,723 | \$19,347 | \$7,412 | \$26,759 | \$1.67 | 14 | 26,673 | 0.60 | \$12,549 | \$10,913 | \$9,070 | \$19,983 | \$1.22 | \$0.45 | 36.9% |
| Ford EV Vans | 3 | 0 | 0.00 | \$57 | \$187 | \$1,409 | \$1,596 | \$0.00 | 3 | 0 | 0.00 | \$10 | \$0 | \$0 | \$0 | N/A | NA | 0 |
| Electric Fleet: | 26 | 22,425 | 0.59 | \$11,518 | \$19,749 | \$10,119 | \$29,868 | \$1.85 | 17 | 26,673 | 0.60 | \$12,559 | \$10,913 | \$9,070 | \$19,983 | \$1.22 | \$0.63 | 51.6% |
| Totals: | 115 | 589,337 | | \$469,274 | \$188,808 | \$121,826 | \$310,634 | \$1.32 | 114 | 585,883 | | \$568,060 | \$150,187 | \$122,581 | \$272,768 | \$1.44 | -\$0.12 | -8.3% |

| FY 2024 YTD Totals Q2 | | | | | | | | | FY 2023 YTD Totals Q2 | | | | | | | | Change | |
|------------------------|-------------|------------------|-------------|------------------|------------------|------------------|------------------|---------------------|-----------------------|------------------|-------------|--------------------|------------------|------------------|------------------|---------------------|---------------------|--------------|
| Fleet | Fleet Count | Miles | MPG | Fuel/Oil | Parts | Labor | Parts & Labor | Total Cost per Mile | Fleet Count | Miles | MPG | Fuel/Oil | Parts | Labor | Parts & Labor | Total Cost per Mile | Total Cost per Mile | |
| Gillig 40' | 63 | 888,384 | 4.53 | \$727,962 | \$263,307 | \$171,922 | \$435,229 | \$1.31 | 66 | 883,144 | 4.54 | \$851,592 | \$200,351 | \$180,564 | \$380,915 | \$1.40 | -\$0.09 | -6.2% |
| Gillig 29' | 6 | 59,540 | 4.89 | \$44,923 | \$18,227 | \$13,381 | \$31,608 | \$1.29 | 11 | 78,387 | 4.93 | \$67,581 | \$12,814 | \$15,889 | \$28,703 | \$1.23 | \$0.06 | 4.6% |
| Nova Articulated | 3 | 46,622 | 4.07 | \$42,323 | \$33,729 | \$11,610 | \$45,339 | \$1.88 | 3 | 34,112 | 3.63 | \$39,418 | \$6,497 | \$9,733 | \$16,230 | \$1.63 | \$0.25 | 15.3% |
| Diesel Fleet: | 72 | 994,546 | 4.50 | \$815,208 | \$315,263 | \$196,914 | \$512,176 | \$1.33 | 80 | 995,643 | 4.37 | \$958,591 | \$219,663 | \$206,186 | \$425,849 | \$1.39 | -\$0.06 | -4.0% |
| Fleet | Fleet Count | Miles | MPG | Fuel/Oil | Parts | Labor | Parts & Labor | Total Cost per Mile | Fleet Count | Miles | MPG | Fuel/Oil | Parts | Labor | Parts & Labor | Total Cost per Mile | Total Cost per Mile | |
| Gillig 29' Hybrid | 3 | 23,925 | 5.15 | \$16,794 | \$1,492 | \$5,194 | \$6,685 | \$0.98 | 3 | 49 | 1.78 | \$109 | \$1,332 | \$1,337 | \$2,669 | \$56.71 | -\$55.73 | -98.3% |
| Gillig 40' Hybrid | 14 | 117,217 | 4.49 | \$95,276 | \$56,277 | \$29,601 | \$85,878 | \$1.55 | 14 | 126,082 | 4.49 | \$121,347 | \$41,666 | \$32,758 | \$74,424 | \$1.55 | -\$0.01 | -0.5% |
| Hybrid Fleet: | 17 | 141,142 | 4.82 | \$112,070 | \$57,769 | \$34,795 | \$92,563 | \$1.45 | 17 | 126,131 | 3.14 | \$121,456 | \$42,999 | \$34,095 | \$77,094 | \$1.57 | -\$0.12 | -7.9% |
| Fleet | Fleet Count | Miles | MPKW | Elec Cost | Parts | Labor | Parts & Labor | Total Cost per Mile | Fleet Count | Miles | MPKW | Elec Cost | Parts | Labor | Parts & Labor | Total Cost per Mile | Total Cost per Mile | |
| New Flyer EV's | 9 | 0 | 0 | \$738 | \$214 | \$1,299 | \$1,513 | 0 | 0 | 0 | 0 | \$0 | \$0 | \$0 | \$0 | 0 | \$0.00 | 0 |
| BYD EV's | 14 | 46,036 | 0.59 | \$22,109 | \$20,920 | \$12,993 | \$33,913 | \$1.22 | 14 | 53,722 | 0.60 | \$23,086 | \$12,396 | \$16,596 | \$28,992 | \$0.97 | \$0.25 | 25.5% |
| Ford EV Vans | 3 | 0 | 0.00 | \$59 | \$187 | \$2,396 | \$2,583 | NA | 3 | 0 | 0.00 | \$10 | \$0 | \$0 | \$0 | N/A | NA | 0 |
| Electric Fleet: | 26 | 46,036 | 0.59 | \$22,906 | \$21,322 | \$16,687 | \$38,009 | \$1.32 | 17 | 53,722 | 0.60 | \$23,097 | \$12,396 | \$16,596 | \$28,992 | \$0.97 | \$0.35 | 36.5% |
| Totals: | 115 | 1,181,724 | | \$950,184 | \$394,353 | \$248,396 | \$642,749 | \$1.35 | 114 | 1,175,496 | | \$1,103,144 | \$275,057 | \$256,877 | \$531,934 | \$1.39 | -\$0.04 | -3.1% |



| |
|-----------------------------------------------|
| FY 2023-24 SECOND QUARTER PERFORMANCE REPORTS |
|-----------------------------------------------|

Road Calls Report

FY 2024 Q2 National Transit Database Road Calls ("Mechanical System Failures")
For the 3-Month Period Ending December 31, 2023

| Fleet Category | All Reportable Mechanical System Failures Q2 | Quarterly Miles Q2 | Miles Between All Reportable Mechanical System Failures Q2 |
|---------------------------------------|----------------------------------------------|--------------------|------------------------------------------------------------|
| BYDs (Units 30-43) | 2 | 22,425 | 11,213 |
| 400 Gilligs (Units 434-450) | 6 | 88,401 | 14,734 |
| 600 Gilligs (Units 600-652) | 18 | 366,245 | 20,347 |
| 700 Gilligs (Units 700-713) | 4 | 29,626 | 7,407 |
| 700 Gillig Hybrids (Units 715-717) | 2 | 11,084 | 5,542 |
| 900 Gillig Hybrids (Units 900-915) | 14 | 58,772 | 4,198 |
| 1000 Novas (Units 1001-1003) | 1 | 12,784 | 12,784 |
| System Total Excluding EVs | 45 | 566,912 | 12,598 |
| System Total All Vehicles | 47 | 589,337 | 12,539 |



| |
|------------------------------------------------------|
| FY 2023-24 SECOND QUARTER PERFORMANCE REPORTS |
|------------------------------------------------------|

Liability Report

**Reportable to National Transit Database (NTD)
For the Three-Month Period Ending December 31, 2023**

| Fiscal Year End June 30 | 2024 | 2023 | 2022 | 2021 | 2020 |
|--------------------------------|-------------|-------------|-------------|-------------|-------------|
| 1st Quarter: July - September | 0 | 0 | 0 | 0 | 1 |
| 2nd Quarter: October- December | 1 | 0 | 1 | 2 | 0 |
| Fiscal Year to Date: | 1 | 0 | 1 | 2 | 1 |

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

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

Workers' Compensation Claims Report

| Fiscal Year End June 30 | 2024 | 2023 | 2022 | 2021 | 2020 |
|--------------------------------|-------------|-------------|-------------|-------------|-------------|
| 1st Quarter: July - September | 1 | 3 | 5 | 0 | 0 |
| 2nd Quarter: October-December | 4 | 1 | 4 | 1 | 6 |
| Fiscal Year to Date: | 5 | 4 | 9 | 1 | 6 |



FY 2023-24 FIRST QUARTER PERFORMANCE REPORTS

Transit Finance Compliance Report

As a recipient of Federal funds from the Federal Transit Administration (FTA), the Santa Barbara Metropolitan Transit District (MTD) is subject to a number of rules and regulations and reporting requirements. This report describes actions taken between October 1 and December 31, 2023, to address these requirements.

MTD Compliance Actions

Submitted MTD FY 2023 National Transit Database Annual Report to FTA.

Submitted MTD monthly National Transit Database Safety and Security reports to the Federal Transit Administration (FTA).

Submitted MTD monthly National Transit Database Ridership reports and one-week each month estimated Ridership reports to FTA.

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

Submitted Semiannual "Uniform Report of Disadvantaged Business Enterprise (DBE) Commitments/ Awards and Payments" to FTA.

Completed annual recertification of appropriate MTD employees in FTA's Transit Award Management System (TrAMS) website.

Submitted quarterly report to Caltrans for the cap-and-trade Transit and Intercity Rail Capital Program (TIRCP) program and submitted three TIRCP deliverables to Caltrans.

Submitted annual report to Caltrans for the cap-and-trade Low Carbon Transit Operations Program (LCTOP) program.

Submitted monthly reports to the California Energy Commission for MTD's CEC Blueprint Project.

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

**Santa Barbara Metropolitan Transit District Governing Body
Board of Directors**

Officers of the Board

DAVE DAVIS
CHAIR

First appointed by County of Santa Barbara on 6/3/2003
Current Term: 5/16/2023-5/21/2027

DAVE TABOR
VICE CHAIR

First appointed by City of Santa Barbara on 3/6/2013
Current Term: 12/8/2020-12/8/2024

JENNIFER LEMBERGER
SECRETARY

First appointed by City of Santa Barbara on 12/8/2020
Current Term: 12/8/2020-12/8/2024

Directors

PAULA PEROTTE
BOARD DIRECTOR

First appointed by City of Goleta on 12/20/2016
Current Term: 1/17/2023-1/17/2027

MONICA SOLORZANO
BOARD DIRECTOR

First appointed by City of Carpinteria on 1/23/2023
Current Term: 1/23/2023-1/23/2027

ARJUN SARKAR
BOARD DIRECTOR

First appointed by County of Santa Barbara on 6/22/2021
Current Term: 6/22/2021-6/21/2025

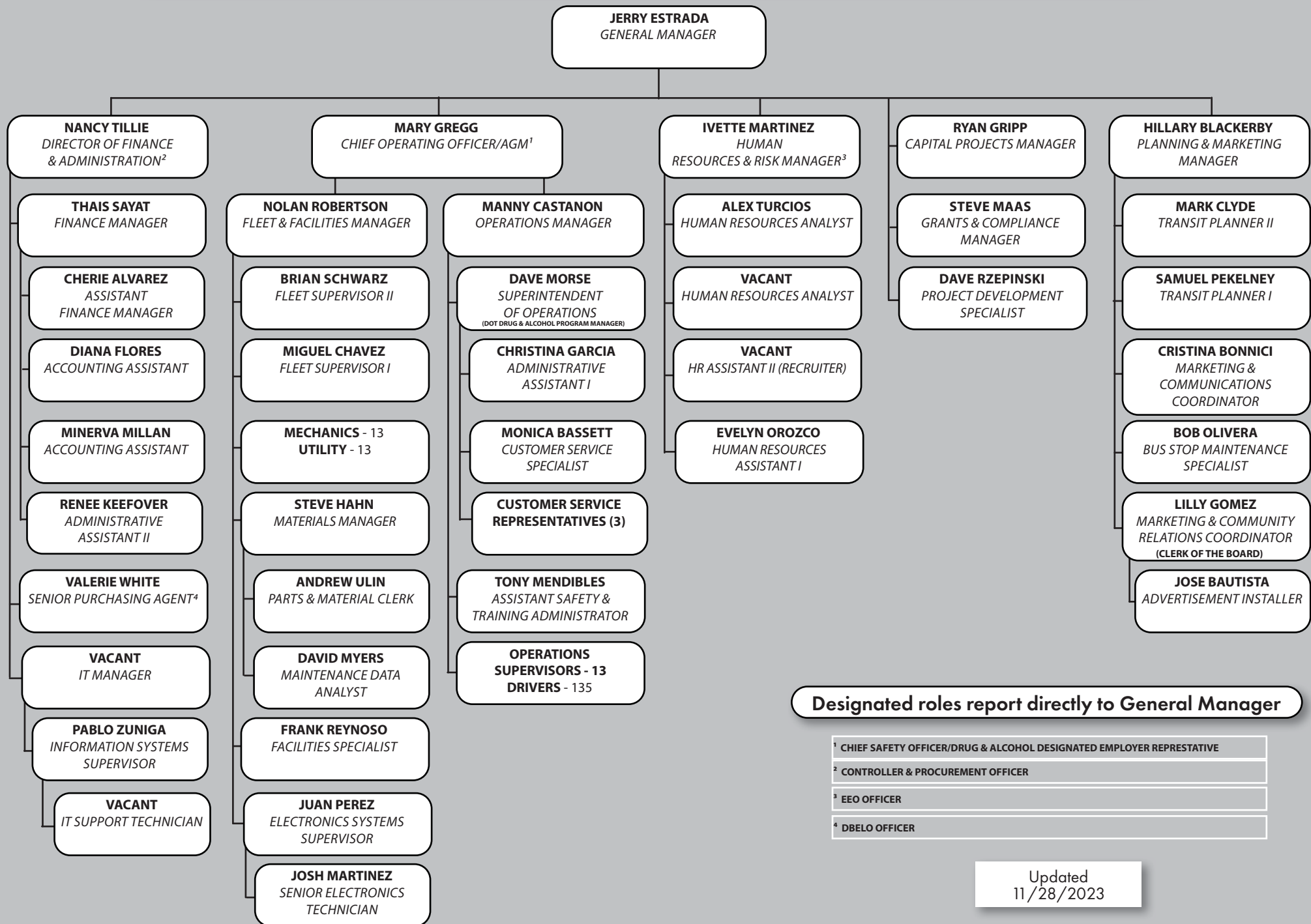
ALBERTO LAPUZ
BOARD DIRECTOR

First appointed by At Large on 7/3/2023
Current Term: 7/3/2023-7/3/2027

*** Board appoints the General Manager**

Updated
11/28/2023

Santa Barbara Metropolitan Transit District Management Organizational Chart





BOARD OF DIRECTORS REPORT

MEETING DATE: FEBRUARY 6, 2024

AGENDA ITEM #: 9

TYPE: ACTION ITEM

PREPARED BY: DIRECTOR OF FINANCE AND ADMINISTRATION, NANCY TILLIE

REVIEWED BY: GENERAL MANAGER, JERRY ESTRADA

SUBJECT: IMPACTS TO SANTA BARBARA URBANIZED AREA TRANSIT SERVICE
DUE TO THE 2020 POPULATION EXCEEDING 200,000 PERSONS

RECOMMENDATION:

Staff recommends that the Board of Directors authorize the General Manager to recruit and hire three administrative positions: Grants and Compliance Specialist, Safety Management Systems Specialist, and Assistant Fleet & Facilities Manager. Descriptions and justifications for these new positions are discussed below under "Staffing Necessary to Fulfill Large UZA Requirements."

DISCUSSION:

Because MTD is a direct recipient of federal funding from the Federal Transit Administration (FTA), the agency is subject to numerous FTA rules and regulations. (MTD expects to soon be appointed a designated recipient, along with SBCAG.) Various impacts to MTD are expected due to the population of MTD's service area (i.e., the Santa Barbara urbanized area) exceeding 200,000 persons as of the 2020 Census. Some of these impacts are discussed below.

FTA Section 5307 Urbanized Area Formula Program Apportionments

MTD has historically used the entire Santa Barbara UZA apportionment of Section 5307 funds for operating expenses. However, in FY 2022 and FY 2023, MTD set aside a portion of the apportionment for capital expenses, in anticipation of decreased funding beginning in the current fiscal year. Thus, the impact to MTD's operating revenue of the anticipated decrease will be significantly less than the entire Section 5307 decrease. When compared to the FY 2021 apportionment of \$5.81 million, the estimated FY 2024 apportionment of \$4.80 million represents approximately a \$1.00 million decrease in operating revenue (staff is hopeful that the actual apportionment will exceed this estimate). The remaining estimated decrease represents a decrease in capital revenue.

A summary of FTA Section 5307 funds apportioned to the Santa Barbara UZA (actual or estimated) from FY 2021 to FY 2024 is presented in the table below:

BOARD OF DIRECTORS REPORT

Actual & Estimated Section 5307 Apportionments

| Fiscal Year | Total Apportionment (Millions) | Operating Funding (Millions) |
|-------------|--------------------------------|------------------------------|
| FY 2021 | \$5.81 | \$5.81 |
| FY 2022 | \$8.58 | \$5.28 |
| FY 2023 | \$8.77 | \$5.28 |
| FY 2024* | \$4.80 | TBD |

*The FY 2024 amount is a tentative estimate.

Compliance Issues

Transit Asset Management (TAM)

FTA requires every federally-funded transit agency to have a Transit Asset Management (TAM) Plan. TAM requires MTD to ensure that its capital assets remain in a state of good repair (SGR) by monitoring and managing those assets to enhance safety, reduce maintenance costs, increase reliability, and improve performance. TAM further requires that MTD develop SGR targets for each class of capital assets, and MTD's capital investment priorities must be coordinated with these targets. Transit agencies are required to prepare a TAM Plan every four years. MTD prepared its first Plan in 2018, and its second in 2022.

Public Transportation Agency Safety Plan (PTASP)

Under the Public Transportation Agency Safety Plan (PTASP) Final Rule, 49 Code of Federal Regulations Part 673, MTD is required to have an Agency Safety Plan (ASP) as a recipient of Section 5307 federal funds. MTD's Board of Directors adopted MTD's ASP on November 3, 2020 and approved the last updated ASP on June 20, 2023.

The primary component of the PTASP regulation is the establishment of processes and procedures to implement and maintain Safety Management Systems (SMS). SMS is comprised of the data driven processes the agency uses to proactively manage risks of our transportation system, with performance targets set based on the safety performance criteria and state of good repair (SGR) standards set out in the National Public Transportation Safety Plan. Through SMS analysis, the ASP coordinates with the TAM Plan and informs on the investment priorities to achieve and maintain a capital asset SGR. There are four components of SMS: 1) Safety Management Policy, 2) Safety Risk Management, 3) Safety Assurance, and 4) Safety Promotion.

MTD is effectively living in two PTASP worlds – one as a small transportation provider by PTASP definition, operating 100 or fewer vehicles in peak revenue service across all non-rail fixed route modes, and the regulations that come with it. And, the other as a new Large UZA designation with new PTASP requirements that come with it as established in the Bipartisan Infrastructure Law (BIL) that became effective December 31, 2022. MTD has rigorous safety

BOARD OF DIRECTORS REPORT

programs already established that meet local, state and Federal compliance regulations which are included in the ASP. The new additional requirements under the BIL include:

- Increased engagement by frontline workers in safety planning by convening a PTASP specific safety committee through a joint labor management (JLM) process. This JLM process is singularly defined beyond those JLM processes already established through Collective Bargaining Agreements and those of day-to-day labor management engagement matters.
- Establishment of a risk reduction program to reduce vehicular and pedestrian accidents involving buses, and specifically assessing potential visibility impairments for bus operators that may contribute to accidents, and responding with mitigations including retrofits to existing buses, and specifications for future procurements that reduce visibility impairments. The program must also now specifically address the mitigation of assaults on transit workers and include the deployment of assault mitigation infrastructure and technology on buses when a risk analysis performed by the safety committee determines that such measures would reduce assaults and injuries to transit workers. (An example is the installation of driver safety doors such as those already installed in MTD's fleet.)
- Inclusion of maintenance personnel in comprehensive training programs and requirement of dedicated de-escalation training for all covered employees, including operations, maintenance, and personnel directly responsible for safety. The program must include continuing safety education and ongoing training.
- Allocation of at least 0.75 percent of annual 5307 funds to support safety related projects, in what is being called a "safety set-aside".

As a large UZA, these new PTASP requirements will be enhancements to MTD's existing safety related procedures, but do significantly add to the operational responsibilities of the agency, and administrative and regulatory compliance functions of the Chief Safety Officer, a PTASP required role that has primary oversight of the transit agency's safety function and reports directly to the Accountable Executive (AE). Additionally, emerging technologies and equipment associated with battery electrification of MTD's fleet and corresponding facility infrastructure improvements will require dedicated training programs, procurement activities, facilities support, and development, implementation, and continuous improvement of SMS processes for the maintenance department. The hiring of additional qualified staff to meet resulting increased administrative functions and to help the agency adapt to and address these requirements is essential for ensuring compliance with PTASP regulations.

Title VI of the Civil Rights Act of 1964

Title VI requires that MTD ensure that no person shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity provided by MTD. In addition to these requirements, MTD is also committed to ensure these same protections for all persons on the grounds of limited English proficiency, religion, age, marital status, sexual orientation, and disability.

Every three years, MTD must prepare a Title VI Program that describes how the agency ensures that it is in compliance with the protections required under Title VI. The requirements for complying with Title VI are substantially more labor-intensive for agencies such as MTD that serve a large UZA and operate 50 or more fixed-route buses at peak than for those serving a

BOARD OF DIRECTORS REPORT

small UZA. Thus, the upcoming iterations of MTD's Title VI program, due December 1, 2025, will require substantially more resources to complete.

FTA Section 5307 Urbanized Area Formula Program Allowable Uses

The change from a small UZA to a large UZA also impacts the allowable uses of Section 5307 funds. Agencies operating in small UZAs are allowed to use the entire Section 5307 apportionment for operating expenses. As stated above, MTD has historically done so. Agencies operating in large UZAs are generally required to use their Section 5307 funds for capital expenses. However, there are several exceptions to this rule:

- An agency that serves a large UZA and operates between 76 and 100 buses in peak service is allowed to use up to 50 percent of its Section 5307 apportionment for operating expenses. MTD qualifies under this exception.
- An agency can utilize up to 10 percent of its apportionment for Americans with Disabilities Act (ADA) complementary paratransit service, such as the service that Easy Lift operates for MTD.
- Maintenance costs related to vehicles, equipment, and facilities are considered eligible capital expenses for the purpose of Section 5307 funds.
- Lease payments for capital assets are considered eligible capital expenses for the purpose of Section 5307 funds.

Due to these exceptions, staff believes that MTD will continue to be allowed to use most or all of its Section 5307 funds for costs that are considered operating costs as defined in Title 49, Section 5307, of the United States Code (49USC5307).

Financial Implications

As discussed above, a transit agency serving a large UZA can utilize its Section 5307 apportionment for operations under several exceptions. MTD plans to utilize the funds in accordance with the regulation as indicated in the following table.

FTA Section 5307 Urbanized Area Formula Program Allowable Uses

| | |
|------------------------------------------------------|--------------------|
| Budgeted 2024-25 5307 Revenue | \$5,277,120 |
| 50% Operating (Between 76/100 buses in peak service) | \$2,638,560 |
| Maintenance | \$1,653,432 |
| 10% ADA Paratransit (Easy Lift) | \$ 527,771 |
| Lease Payments | \$ 365,008 |
| 1.0% Public Transportation Security Projects | \$ 52,771 |
| 0.75% Safety-Related Projects | \$ 39,578 |

Staffing Necessary to Fulfill Large UZA Requirements

As previously mentioned, the requirements of a transit agency serving a large UZA in terms of reporting and compliance are much greater in the areas of safety, asset management, and Title VI of the Civil Rights Act. To that end, MTD plans to budget for the additional human resources necessary to be able to meet the requirements of a large UZA. The necessary positions are described below.

BOARD OF DIRECTORS REPORT

Grants and Compliance Specialist

This position will administratively support the grants and compliance functions tracking application and reporting dates, organizing reports for submission including writing and performing research, maintaining grant records as well as project budgets with income and expense documentation for grants and projects, setting meetings with agendas and recording minutes/notes, coordinating Procurement documentation, and managing Insurance certificates.

Recommendation: Administrative Staff classification at salary schedule 26 range of between \$68,933 - \$85,898 in annual compensation based on the level of responsibility, knowledge, and required experience for this position.

Safety Management Systems Specialist

The Safety Management Systems Specialist will provide highly complex administrative support to the Chief Safety Officer (CSO), including the implementation of SMS training programs, hazard and risk assessment activities, SMS statistical reports and analytics, and recordkeeping compliance. The Safety Management Systems Specialist may assume responsibility as acting Chief Safety Officer, reporting directly to Accountable Executive, in the absence of the CSO.

Recommendation: Supervision classification at salary schedule 32 range of between \$92,089 - \$115,112 in annual compensation based on the level of responsibility, knowledge, and required experience and certifications for this position.

Assistant Fleet & Facilities Manager

The Assistant Fleet & Facilities Manager will monitor department compliance with all safety and regulatory requirements under the direction of the Fleet & Facilities Manager. The Assistant Fleet & Facilities Manager will administer maintenance procurement activities, special maintenance projects and campaigns, and facility capital projects to ensure State of Good Repair of agency assets under the department purview. In coordination with the Fleet & Facilities Manager, supervisory responsibilities will include working with the Facilities Specialist on local, state and Federal regulatory compliance. And the Assistant Fleet & Facilities Manager will coordinate with the Safety department to develop and implement training programs in compliance with PTASP and SMS activities specific to Maintenance and in response to emerging technologies and battery electrification.

Recommendation: Management classification at salary schedule 34 range of between \$101,530 - \$126,912 in annual compensation based on the level of responsibility, knowledge, and required experience for this position.

Funding for Positions

It is the plan for these positions to be as budget-neutral as possible for MTD. Payment sources to cover the recommended staffing positions have been identified. MTD has requested funding to pay off the BYD bus leases from the California Senate Bill 125 (SB 125) program. This is an acceptable use of the SB 125 TIRCP funds, and staff is confident the funds will be made available. The payoff of those leases will result in the ability to redirect \$379,500 annually towards these staffing resources.

BOARD OF DIRECTORS REPORT

As the organization is Capital Project intensive over the next few years, it is anticipated that salaries previously charged to Operations will appropriately be allocated to the Capital Projects these positions are assigned to. The implementation of the ADP HRIS/Payroll System will be able to capture these project costs with ease to reallocate them accurately. That would include some time for the Director of Finance & Administration, the Senior Purchasing Agent, and some Project Managers being fully allocated to the Capital Projects they are supporting. This would make available \$175,000 for additional staff. Additionally, Staff will work with FTA in order to be able to claim the 10% *de minimis* Capital Project overhead fee. In total, the reallocation and *de minimis* overhead rate collection is expected to cover \$250,000 of the new position costs.

To: MTD Board of Directors
From: Jerry Estrada, General Manager
Date: February 6, 2024
Subject: General Manager's Report

Bidding for our Spring 2024 started this past Monday, which is our next service change, to be implemented on February 26. The bidding has run smoothly and it appears we will complete this process in the upcoming week. The team facilitating the bidding is doing a fantastic job.

MTD has taken delivery of, and accepted, all nine of the New Flyer battery-electric buses. Staff is wrapping-up the vehicle onboarding process and completing project closeout, which includes final payment to New Flyer for that last series of buses delivered. Training for MTD's new 40' all electric New Flyer units is underway. All Operators are being given instruction and drive time experience with this new fleet as we anticipate getting one or more out in revenue service very soon.

At the January 16, Meeting of the Board of Directors, the Board Authorized the General Manager to award the Construction Contract to Menemsha Development Group, Inc., for the Terminal 2, Phase I Project, the lowest, most responsible and responsive bidder. All documentation has been received and the Master Agreement has been prepared for signature. The Notice to Proceed is expected to be sent the first week of February.

Staff continues to work with Sinwaves Inc. dba LYT on the Transit Priority Signal Software Contract in conjunction with the Board advance authority provided the General Manager on November 7, 2023. Hopthru, National Transit Database (NTD) certified automated passenger count software has been acquired and will be implemented February 2024. Kick-off for the Clever Devices System upgrade approved by the Board of Directors on December 5, 2023, has been scheduled. The project completion date is anticipated for September 30, 2024.

MTD's California Energy Commission (CEC) Blueprint Grant Project team completed the last task in the project scope of work, the Final Presentation. The Final Presentation is an opportunity for the grantee to present to CEC staff on the project deliverables as well as the goals, objectives and outcomes of the project itself. The final presentation was well received by CEC, and marks the end of MTD's CEC Blueprint Grant Project. The Blueprint Grant Project team is now completing the remaining project closeout items.

The HRIS/Payroll System work with ADP has commenced to automate the Human Resources Information System and integrate the system with a new Payroll system. The implementation process is expected to be complete by April 1, 2024.

All 2023, year-end tax forms have been distributed by Accounting to Staff and Vendors. The State Controller's Office and Special District annual report was filed. Financial Statements through December 31, 2023, have been prepared and will be delivered to the Board of Directors. Quarterly Federal Financial Reports were prepared and filed for the period ending 12/31/2023.

The Director of Finance and Administration, Grant and Compliance Manager and Senior Procurement Agent attended the FTA Triennial Review Workshop, in Los Angeles to prepare for the 2024 Review. The Chief Operating Officer/Assistant General Manager attended the workshop

in San Francisco. Virtual workshops were available subsequent to the workshops and were attended by the Finance Manager, Director of Finance and Administration, as well as others. These trainings were helpful in preparing pre-site visit documentation of which most departments have been gathering for submittal prior to the February 29 deadline. The Director of Finance and Administration also completed a Transportation Planning Process training through the National Transit Institute.

The Federal Transit Administration (FTA) accepted MTD's FY 2023 National Transit Database (NTD) Annual Report and closed the report. Staff submitted the December monthly Ridership report and Safety and Security report, and the January weekly Ridership report to NTD. Staff also will submit the required quarterly Federal Financial Reports (FFRs) and Milestone Progress Reports (MPRs) for the October to December quarter to FTA for MTD's open federal awards prior to the Board meeting.

Staff submitted two reports to Caltrans: the annual Project Status and Expenditure Report for Fiscal Year 2022-23 for the California State of Good Repair program; and the Quarterly Report for MTD's 2022 Transit and Intercity Rail Capital Program (TIRCP) award. Staff listened in on a Caltrans webinar on the guidelines for the FY 2023-24 Low Carbon Transit Operations Program (LCTOP) program.

The Human Resources and Risk Manager and Operations Manager attended the Labor Arbitration Institute conference held in mid-January. The one-day training featured updates on the legal and arbitral issues in discipline & discharge and contract cases, new case studies, advocacy strategies and more.

Recruitment continues for Bus Operator, Mechanic and Service People positions. One Mechanic started on January 29, 2024. One Bus Operator due to start on February 5, 2024 and nine Bus Operators in the pipeline. Positions for HR Generalist and Transit Planner have been reopened.

Staff will attend meetings of the Santa Barbara County Association of Governments' (SBCAG's) Technical Transportation Advisory Committee (TTAC) and Joint Technical Advisory Committee on February 1. TTAC will be asked to recommend that the SBCAG Board approve the final FY 2022-23 Transportation Development Act - Local Transportation Fund (TDA-LTF) apportionments changes to the Regional Transportation Improvement Program (RTIP). TTAC will receive updates on various topics, including: the Measure A Strategic Plan Update, recent activities of the California Transportation Commission. JTAC will receive updates on several topics, including the status of the project lists by agency for the ongoing Regional Transportation Plan - Sustainable Communities Strategy (RTP-SCS), scenario options, goals, objectives, and performance measures, and revenue projections for the RTP-SCS, and draft 2024 SBCAG State and Federal Legislative Platform.