



BOARD OF DIRECTORS AGENDA

REGULAR MEETING
of the
BOARD OF DIRECTORS
of the
SANTA BARBARA METROPOLITAN TRANSIT DISTRICT
A Public Agency
Tuesday, March 4, 2025
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 Solórzano (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 review and approve the draft minutes for the regular meeting of February 18, 2025.
5. **CASH REPORTS - (ACTION MAY BE TAKEN)**
The Board of Directors will be asked to review and approve the Cash Reports from February 8, 2025 through February 21, 2025.

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.
7. **RECESS TO CLOSED SESSION: REAL PROPERTY NEGOTIATIONS (GOVERNMENT CODE §54956.8) - (ACTION MAY BE TAKEN)**
Property: 4678 Calle Real / 149 North San Antonio Road.
Agency Negotiators: General Manager Jerry Estrada; District Outside Counsel, Graham Lyons.

BOARD OF DIRECTORS AGENDA

Negotiating Parties: Con/Am Group.
Under Negotiation: Price and terms of payment.

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

8. DRAFT BUDGET FOR FY 2025-26 (INFORMATIONAL)

Staff will present the first draft of the fiscal year (FY) 2025-26 budget to the Board of Directors seeking input on preparing the final draft to be considered for adoption in June.

9. ADOPTION OF FISCAL YEAR 2025-26 MEASURE A PROGRAM OF PROJECTS SUBMITTAL (ACTION MAY BE TAKEN)

Staff recommends that the Board approve the submittal of the Santa Barbara Metropolitan Transit District (MTD) Measure A Program of Projects for Fiscal Year (FY) 2025-26.

10. LOW CARBON TRANSIT OPERATIONS PROGRAM RESOLUTION (ACTION MAY BE TAKEN)

Staff recommends that the Board adopt Resolution No. 2025-01 authorizing General Manager Jerry Estrada to execute all required documents for an application to the California Department of Transportation (Caltrans) for FY 2024/25 California cap-and-trade funds from the Low Carbon Transit Operations Program (LCTOP).

9:30 A.M. TIME CERTAIN - 2025 FARE STRUCTURE ADJUSTMENT AND EQUITY ANALYSIS

11. 2025 FARE STRUCTURE ADJUSTMENT AND EQUITY ANALYSIS (ACTION MAY BE TAKEN)

Staff recommends that the Board receive a report on the fare structure adjustment outreach process and survey results, and adopt fare structure Alternative 2. Additionally, staff recommends raising the age of eligibility for the senior fare to 65 from 62, in order to bring the cash and pass fare in line with Tap2Ride senior eligibility.

12. COMMERCIAL AUTO AND GENERAL LIABILITY INSURANCE RENEWAL (ACTION MAY BE TAKEN)

Staff recommends renewal of Commercial Automobile and General Liability Insurance coverage and two Excess liability policies with combined limits of \$14.75 million excess of the self-insured retention of \$250,000, with Interstate Insurance Company (NIIC) effective April 1, 2025 - April 1, 2026, with an estimated annual cost of \$1,025,164 for renewal premiums

13. GENERAL MANAGER'S REPORT – (INFORMATIONAL)

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

14. OTHER BUSINESS AND REPORTS – (INFORMATIONAL)

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

15. ADJOURNMENT

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



BOARD OF DIRECTORS DRAFT MINUTES

REGULAR MEETING
of the
BOARD OF DIRECTORS
of the
SANTA BARBARA METROPOLITAN TRANSIT DISTRICT
A Public Agency
Tuesday, February 18, 2025
8:30 AM
John G. Britton Auditorium
550 Olive Street, Santa Barbara, CA 93101

- 1. CALL TO ORDER**
Chair Davis called the meeting to order at 8:30 A.M
- 2. ROLL CALL OF THE BOARD MEMBERS**
Chair Davis reported that all members were present with the exceptions of Secretary Lemberger and Director Perotte.
- 3. REPORT REGARDING THE POSTING OF THE AGENDA**
Steve Maas, Interim Clerk of the Board/Executive Assistant reported that the agenda was posted on Thursday, February 13, 2025, 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 review and approve the draft minutes for the regular meeting of January 21, 2025 and the special meeting of February 11, 2025.
- 5. CASH REPORTS - (ACTION MAY BE TAKEN)**
The Board of Directors was asked to review and approve the Cash Reports from January 11, 2025, through January 24, 2025, and January 25, 2025, through February 7, 2025.

Vice Chair Tabor moved to approve the consent calendar. Director Lapuz seconded the motion. The consent calendar was approved unanimously with two absent.

THIS CONCLUDES THE CONSENT CALENDAR

Secretary Lemberger arrived at 8:40.

- 6. PUBLIC COMMENT**
No public comments were made.

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| BOARD OF DIRECTORS DRAFT MINUTES |
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- 7. ISLA VISTA MOBILITY PLAN (INFORMATIONAL)**
The Board of Directors received a presentation from Planning & Marketing Manager Hillary Blackerby and staff of the Isla Vista Community Services District on the Isla Vista Community Mobility Plan.
- 8. FINANCIAL UPDATE & 2nd QUARTER REVIEW OF FISCAL YEAR 2024-25 (INFORMATIONAL - ATTACHMENT)**
Staff requested that the Board accept and file the financial report for the Santa Barbara Metropolitan Transit District second quarter of FY 2024-25 for the period July 1, 2024 through December 31, 2024. Director Sarkar moved to approve the staff recommendation. Director Lapuz seconded the motion. The motion was approved unanimously with one absent.
- 9. FY 2024-25 SECOND QUARTER PERFORMANCE REPORTS (INFORMATIONAL - ATTACHMENT)**
Staff presented Second Quarter Fiscal Year (FY) 2024-25 Performance Reports for the period ending December 31, 2024.
- 10. GENERAL MANAGER'S REPORT – (INFORMATIONAL)**
The General Manager reported on District activities.
- 11. OTHER BUSINESS AND REPORTS – (INFORMATIONAL)**
General Manager Estrada reported on a complaint regarding a trip cancellation.
- 12. RECESS TO CLOSED SESSION: REAL PROPERTY NEGOTIATIONS (GOVERNMENT CODE §54956.8) - (ACTION MAY BE TAKEN)**
Property: 4678 Calle Real / 149 North San Antonio Road.
Agency Negotiators: General Manager Jerry Estrada; District Outside Counsel, Graham Lyons.
Negotiating Parties: Con/Am Group.
Under Negotiation: Price and terms of payment.

No public comments were made related to the Closed Session.
Chair Davis recessed the Board to Closed Session at 10:06 A.M.
The Board reconvened from Closed Session at 10:20 A.M.
Chair Davis reported no action was taken.
- 13. ADJOURNMENT**
Chair Davis adjourned the meeting at 10:21 A.M.

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.

Santa Barbara Metropolitan Transit District
Cash Report
Board Meeting of March 4, 2025
For the Period February 8, 2025 through February 21, 2025

MONEY MARKET

Beginning Balance February 8, 2025 **\$863,314.81**

| | |
|-----------------------|---------------------|
| Accounts Receivable | 1,015,966.75 |
| Passenger Fares | 113,943.71 |
| LCTOP Transfer | 69,225.90 |
| Prepays & Advertising | 29,106.00 |
| Miscellaneous Income | 26,407.30 |
| Interest Income | 1,952.77 |
| Total Deposits | 1,256,602.43 |

| | |
|----------------------------|-----------------------|
| Bank & Credit Card Fees | (3,158.84) |
| Miscellaneous Transfers | (18,368.63) |
| 401(k)/Pension Transfer | (39,772.03) |
| Workers' Compensation | (43,559.17) |
| Payroll Taxes | (182,455.28) |
| Payroll | (420,830.85) |
| Accounts Payable | (730,894.97) |
| Total Disbursements | (1,439,039.77) |

Ending Balance **\$680,877.47**

CASH INVESTMENTS

| | |
|----------------------|----------------|
| LAIF Account | \$6,412,443.86 |
| Money Market Account | 680,877.47 |

Total Cash Balance **\$7,093,321.33**

SELF INSURED LIABILITY ACCOUNTS

| | |
|-------------------------|------------------|
| WC / Liability Reserves | (\$3,665,867.67) |
|-------------------------|------------------|

Working Capital **\$3,427,453.66**

**Santa Barbara Metropolitan Transit District
Accounts Payable**

| Check # | Date | Company | Description | Amount | Voids |
|---------|-----------|--------------------------------|------------------------------|-----------|-------|
| 136866 | 2/13/2025 | ABC BUS COMPANIES INC | BUS PARTS | 18.68 | |
| 136867 | 2/13/2025 | AMERICAN MOVING PARTS LLC | BUS PARTS | 4,417.77 | |
| 136868 | 2/13/2025 | HENRY ANDREWS | RETIREE HEALTH REIMBURSEMENT | 285.00 | |
| 136869 | 2/13/2025 | AUTOZONE STORES LLC | BUS/SERVICE VEHICLE PARTS | 40.49 | |
| 136870 | 2/13/2025 | JAMES BRACKETT | RETIREE HEALTH REIMBURSEMENT | 152.00 | |
| 136871 | 2/13/2025 | BROWN & BROWN INSURANCE SE | RISK COVERAGE | 1,362.00 | |
| 136872 | 2/13/2025 | ARTHUR BURNS | RETIREE HEALTH REIMBURSEMENT | 562.00 | |
| 136873 | 2/13/2025 | ROBERT BURNHAM | RETIREE HEALTH REIMBURSEMENT | 294.93 | V |
| 136874 | 2/13/2025 | BYD MOTORS LLC | CAPITAL LEASE PAYMENT | 31,625.22 | |
| 136875 | 2/13/2025 | GILBERT CALLES | RETIREE HEALTH REIMBURSEMENT | 108.00 | |
| 136876 | 2/13/2025 | MIKE CARDONA | RETIREE HEALTH REIMBURSEMENT | 155.00 | |
| 136877 | 2/13/2025 | COX COMMUNICATIONS CORP. | INTERNET & CABLE TV | 565.23 | |
| 136878 | 2/13/2025 | CROCKER REFRIGERATION & AIR | HVAC MAINTENANCE | 3,279.56 | |
| 136879 | 2/13/2025 | CUMMINS SALES & SERVICE DBA | BUS PARTS & REPAIRS | 19,260.12 | |
| 136880 | 2/13/2025 | NANCY CURTIS | RETIREE HEALTH REIMBURSEMENT | 285.00 | |
| 136881 | 2/13/2025 | CROSSLINE SUPPLY LLC | BUS PARTS | 6,809.91 | |
| 136882 | 2/13/2025 | ALLIANT POWER DBA | BUS PARTS | 1,276.19 | |
| 136883 | 2/13/2025 | FIDELITY SECURITY LIFE INS. CO | VISION INSURANCE | 555.10 | |
| 136884 | 2/13/2025 | GILLIG LLC | BUS PARTS | 295.99 | |
| 136885 | 2/13/2025 | GARY GLEASON | RETIREE HEALTH REIMBURSEMENT | 247.95 | |
| 136886 | 2/13/2025 | JILL GRISHAM | RETIREE HEALTH REIMBURSEMENT | 285.00 | |
| 136887 | 2/13/2025 | JIM HAGGERTY | RETIREE HEALTH REIMBURSEMENT | 337.00 | V |
| 136888 | 2/13/2025 | ALI HABIBI | RETIREE HEALTH REIMBURSEMENT | 152.00 | |
| 136889 | 2/13/2025 | RICHARD HARRIGAN | RETIREE HEALTH REIMBURSEMENT | 164.00 | |
| 136890 | 2/13/2025 | ROBERT HARTMAN JR. | RETIREE HEALTH REIMBURSEMENT | 1,140.00 | |
| 136891 | 2/13/2025 | HAYWARD LUMBER | SHOP/B&G SUPPLIES | 23.67 | |
| 136892 | 2/13/2025 | HOME IMPROVEMENT CTR. | SHOP/B&G SUPPLIES | 158.74 | |
| 136893 | 2/13/2025 | INTELLICORP RECORD INC. | PRE-EMPLOYMENT CHECK | 34.85 | |
| 136894 | 2/13/2025 | LOUIS JONES | RETIREE HEALTH REIMBURSEMENT | 76.00 | |
| 136895 | 2/13/2025 | KITCHELL CEM INC. | CONFERENCE ROOM UPGRADES | 8,363.13 | |
| 136896 | 2/13/2025 | LANSPEED DBA | IT SERVICES | 3,072.00 | |
| 136897 | 2/13/2025 | LENZ PEST CONTROL INC | FUMIGATION SERVICES | 152.00 | |
| 136898 | 2/13/2025 | LIFT-U DIV | BUS PARTS | 1,420.67 | |
| 136899 | 2/13/2025 | LITTLEPAY INC | TAP2PAY | 612.42 | |
| 136900 | 2/13/2025 | MC CORMIX CORP. (GAS) | FUEL-SERVICE VEHICLES | 930.25 | |
| 136901 | 2/13/2025 | MCMaster-CARR SUPPLY CO. | SHOP/B&G SUPPLIES | 46.37 | |
| 136902 | 2/13/2025 | MOHAWK MFG. AND SUPPLY CO. | BUS PARTS | 1,173.95 | |
| 136903 | 2/13/2025 | MOUNTAIN SPRING WATER | SHOP & OFFICE SUPPLIES | 1,154.75 | |

| Check # | Date | Company | Description | Amount | Voids |
|---------|-----------|------------------------------|-------------------------------|------------|-------|
| 136904 | 2/13/2025 | WILLIAM MORRIS | RETIREE HEALTH REIMBURSEMENT | 285.00 | |
| 136905 | 2/13/2025 | NEOPART TRANSIT LLC | BUS PARTS | 447.07 | |
| 136906 | 2/13/2025 | NEW PIG CORP. | BUS CLEANING SUPPLIES | 1,869.47 | |
| 136907 | 2/13/2025 | PREVOST CAR (US) INC. | BUS/SERVICE VEHICLE PARTS | 265.24 | |
| 136908 | 2/13/2025 | O'REILLY AUTO PARTS DBA | BUS/SERVICE VEHICLE PARTS | 130.87 | |
| 136909 | 2/13/2025 | CARLOS ORNELAS | RETIREE HEALTH REIMBURSEMENT | 288.00 | V |
| 136910 | 2/13/2025 | ORTIZ SCHNEIDER INTERPRETING | TRANSLATION SERVICES | 500.00 | |
| 136911 | 2/13/2025 | LUIGI OTTIERI | RETIREE HEALTH REIMBURSEMENT | 285.00 | |
| 136912 | 2/13/2025 | SANSUM CLINIC | MEDICAL EXAMS | 720.00 | |
| 136913 | 2/13/2025 | SILVAS OIL CO. INC. | LUBRICANTS | 1,152.80 | |
| 136914 | 2/13/2025 | SPECIAL DISTRICT RISK MGMT | HEALTH INSURANCE | 90,954.15 | |
| 136915 | 2/13/2025 | SM TIRE CORP. | BUS TIRE MOUNTING | 1,356.36 | |
| 136916 | 2/13/2025 | SOAP MAN DISTRIBUTIN DBA | BUS CLEANING SUPPLIES | 346.70 | |
| 136917 | 2/13/2025 | ROBIN SORIA | RETIREE HEALTH REIMBURSEMENT | 472.00 | |
| 136918 | 2/13/2025 | STAPLES CONTRACT & COMMERC | OFFICE SUPPLIES | 26.80 | |
| 136919 | 2/13/2025 | STARWIND SOFTWARE INC | COMPUTER SUPPLIES | 3,996.00 | |
| 136920 | 2/13/2025 | SB CITY OF-REFUSE & WATER | UTILITIES | 2,166.62 | |
| 136921 | 2/13/2025 | TEAMSTERS MISC SECURITY TRU | UNION MEDICAL INSURANCE | 235,739.00 | |
| 136922 | 2/13/2025 | TAC ENERGY LLC | RENEWABLE DIESEL | 24,805.04 | |
| 136923 | 2/13/2025 | JOHN J. VASQUEZ | RETIREE HEALTH REIMBURSEMENT | 482.30 | |
| 136924 | 2/13/2025 | VERIZON WIRELESS | WIRELESS PHONES & AIM CELLULA | 1,256.45 | |
| 136925 | 2/13/2025 | DANIEL WALKER | RETIREE HEALTH REIMBURSEMENT | 285.00 | |
| 136926 | 2/13/2025 | WAGER COMPANY DBA | EQUIPMENT REPAIR | 522.99 | |
| 136927 | 2/13/2025 | WAXIE SANITARY SUPPLY DBA | JANITORIAL SUPPLIES | 1,522.86 | |
| 136928 | 2/13/2025 | WURTH USA WEST INC. | SHOP SUPPLIES | 120.71 | |
| 136929 | 2/13/2025 | ALEXANDER YOUNG | RETIREE HEALTH REIMBURSEMENT | 276.16 | |
| 136930 | 2/14/2025 | ROBERT BURNHAM | RETIREE HEALTH REIMBURSEMENT | 285.00 | |
| 136931 | 2/14/2025 | JIM HAGGERTY | RETIREE HEALTH REIMBURSEMENT | 285.00 | |
| 136932 | 2/14/2025 | CARLOS ORNELAS | RETIREE HEALTH REIMBURSEMENT | 285.00 | |
| 136933 | 2/21/2025 | A-Z BUS SALES INC | FORD DIESEL VANS - TRANSIT | 23,511.86 | |
| 136934 | 2/21/2025 | ABC BUS COMPANIES INC | BUS PARTS | 4,016.43 | |
| 136935 | 2/21/2025 | AT&T MOBILITY-CC | TAP2PAY COMMUNICATIONS | 1,019.44 | |
| 136936 | 2/21/2025 | AMERICAN MOVING PARTS LLC | BUS PARTS | 371.95 | |
| 136937 | 2/21/2025 | AUTOZONE STORES LLC | BUS/SERVICE VEHICLE PARTS | 120.40 | |
| 136938 | 2/21/2025 | BRINK'S INCORPORATED | ARMORED TRANSPORTATION SERVI | 909.66 | |
| 136939 | 2/21/2025 | CINTAS CORPORATION | SAFETY SUPPLIES | 618.22 | |
| 136940 | 2/21/2025 | CUMMINS SALES & SERVICE DBA | BUS PARTS & REPAIRS | 1,417.84 | |
| 136941 | 2/21/2025 | CROSSLINE SUPPLY LLC | BUS PARTS | 6,779.48 | |
| 136942 | 2/21/2025 | EASY LIFT TRANSPORTATION INC | MONTHLY ADA SUBSIDY | 97,459.89 | |
| 136943 | 2/21/2025 | EVERSHADE LLC DBA | STEAM CLEANING TC/EXPRESS ZON | 3,150.00 | |
| 136944 | 2/21/2025 | FRONTIER CALIFORNIA INC. | TELEPHONE/RADIO SERVICE | 150.00 | |

| Check # | Date | Company | Description | Amount | VOIDS |
|---------|-----------|-------------------------------|---------------------------------|-----------|-------|
| 136945 | 2/21/2025 | GIBBS INTERNATIONAL INC | BUS PARTS | 1,654.04 | |
| 136946 | 2/21/2025 | GILLIG LLC | BUS PARTS | 1,549.67 | |
| 136947 | 2/21/2025 | GOODYEAR TIRE & RUBBER CO | BUS TIRE LEASE | 12,645.70 | |
| 136948 | 2/21/2025 | HI-LINE ELECTRIC COMPANY INC | BUS PARTS | 1,741.48 | |
| 136949 | 2/21/2025 | HOME IMPROVEMENT CTR. | SHOP/B&G SUPPLIES | 128.29 | |
| 136950 | 2/21/2025 | IAN'S TIRE AND AUTO REPAIR DB | SERVICE VEHICLE TIRES & REPAIRS | 70.00 | |
| 136951 | 2/21/2025 | IRON HORSE AUTO BODY OF SB D | VEHICLE REPAIRS | 4,682.17 | |
| 136952 | 2/21/2025 | ALBERTO LAPUZ | DIRECTOR FEES | 60.00 | |
| 136953 | 2/21/2025 | JENNIFER LEMBERGER | DIRECTOR FEES | 60.00 | |
| 136954 | 2/21/2025 | MARTIN AUTO COLOR INC | SHOP SUPPLIES | 268.00 | |
| 136955 | 2/21/2025 | MC CORMIX CORP. (OIL) | LUBRICANTS | 8,325.19 | |
| 136956 | 2/21/2025 | MISSION LINEN SUPPLY INC | UNIFORM & LINEN SERVICE | 681.09 | |
| 136957 | 2/21/2025 | MOHAWK MFG. AND SUPPLY CO. | BUS PARTS | 47.63 | |
| 136958 | 2/21/2025 | NATIONAL INTERSTATE INS INC. | LIABILITY INSURANCE | 1,881.00 | |
| 136959 | 2/21/2025 | NFI PARTS DBA | BUS PARTS | 38.72 | |
| 136960 | 2/21/2025 | PREVOST CAR (US) INC. | BUS/SERVICE VEHICLE PARTS | 157.04 | |
| 136961 | 2/21/2025 | O'REILLY AUTO PARTS DBA | BUS/SERVICE VEHICLE PARTS | 1,029.64 | |
| 136962 | 2/21/2025 | ARJUN SARKAR | DIRECTOR FEES | 60.00 | |
| 136963 | 2/21/2025 | SAFEGUARD DBA | OFFICE SUPPLIES | 557.34 | |
| 136964 | 2/21/2025 | SB LOCKSMITHS INC | B&G REPAIR & SUPPLIES | 35.34 | |
| 136965 | 2/21/2025 | SO. CAL. EDISON CO. | UTILITIES | 13,477.00 | |
| 136966 | 2/21/2025 | SOCALGAS | UTILITIES | 2,091.53 | |
| 136967 | 2/21/2025 | MONICA JUANITA SOLORZANO | DIRECTOR FEES | 60.00 | |
| 136968 | 2/21/2025 | STAPLES CONTRACT & COMMERC | OFFICE SUPPLIES | 145.61 | |
| 136969 | 2/21/2025 | SB CITY OF-REFUSE & WATER | UTILITIES | 2,450.33 | |
| 136970 | 2/21/2025 | TDS SERVICE CORP. DBA TRANSIT | BUS PARTS REPAIRS | 678.50 | |
| 136971 | 2/21/2025 | THE MEDCENTER | MEDICAL EXAMS | 725.00 | |
| 136972 | 2/21/2025 | DAVID T. TABOR | DIRECTOR FEES | 180.00 | |
| 136973 | 2/21/2025 | TEAMSTERS UNION LOCAL NO. 18 | UNION DUES | 926.43 | |
| 136974 | 2/21/2025 | TOTAL COMMUNICATIONS SOLUT | ZOOM PHONE SYSTEM | 4,695.56 | |
| 136975 | 2/21/2025 | TAC ENERGY LLC | RENEWABLE DIESEL | 49,494.82 | |
| 136976 | 2/21/2025 | UNITED PARCEL SERVICE INC | FREIGHT CHARGES | 1,013.19 | |
| 136977 | 2/21/2025 | J.C.M. AND ASSOCIATES INC. | UNIFORMS | 488.46 | |
| 136978 | 2/21/2025 | VALLEY POWER SYSTEMS INC | BUS PARTS | 14,435.07 | |
| 136979 | 2/21/2025 | VEHICLE TECHNICAL CONSULTA | BUY AMERICA AUDIT | 700.00 | |
| 136980 | 2/21/2025 | WAXIE SANITARY SUPPLY DBA | JANITORIAL SUPPLIES | 493.76 | |
| 136981 | 2/21/2025 | FRONTIER CALIFORNIA INC. | TELEPHONE/RADIO SERVICE | 1,258.60 | |
| 136982 | 2/21/2025 | FRONTIER CALIFORNIA INC. | TELEPHONE/RADIO SERVICE | 1,283.00 | |

| Check # | Date | Company | Description | Amount | Voids |
|---------|------|---------|---|---------------------|-------|
| | | | | 731,814.90 | |
| | | | Current Cash Report Voided Checks: | 919.93 | |
| | | | Prior Cash Report Voided Checks: | 0.00 | |
| | | | Grand Total: | \$730,894.97 | |

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

| Date | Company | Description | Amount |
|---|--------------------------------|--------------------------|-----------------------|
| 2/11/2025 | Cox | Advertising on Buses | 5,103.00 |
| 2/11/2025 | Outselling Inc. | Advertising on Buses | 9,450.00 |
| 2/12/2025 | LOSSAN Rail Corridor Agency | LOSSAN Contract Revenue | 757.50 |
| 2/12/2025 | Womens Economic Ventures | Advertising on Buses | 356.25 |
| 2/13/2025 | MML Hospitality | Advertising on Buses | 300.00 |
| 2/18/2025 | Federal Transit Administration | FTA Operating Assistance | 1,000,000.00 |
| Total Accounts Receivable Paid During Period | | | \$1,015,966.75 |



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

MEETING DATE: MARCH 4, 2025 **AGENDA ITEM #:** 8

TYPE: INFORMATIONAL

PREPARED BY: DIRECTOR OF FINANCE & ADMINISTRATION NANCY TILLIE

REVIEWED BY: GENERAL MANAGER JERRY ESTRADA

SUBJECT: DRAFT BUDGET FOR FY 2025-26

RECOMMENDATION:

Staff will present the draft of the fiscal year (FY) 2025-26 budget to the Board of Directors seeking input on preparing the final draft to be considered for adoption in June.

DISCUSSION:

The preparation of the new fiscal year's draft operating budget is based on estimated results for the current year and then adjusted for applicable budget assumptions such as changes to service levels, employment levels, risk related expenses, fuel costs, etc. For the FY 2025-26 draft operating budget, a deficit of \$5.7 million is projected based on revenues of \$28.1 million and expenses of \$33.9 million. The actual income for FY 2024-25 does not include \$1.0 million in American Rescue Plan Act (ARPA) funds that have already been drawn to address the current deficit and support cash flow. Over the next couple of months staff will refine the draft operating budget in preparation for presentation of the final draft FY 2025-26 budget in June.

ATTACHMENT:

- MTD Fiscal Year 2025-26 Operating & Capital Budget Draft



FISCAL YEAR 2025-26
OPERATING & CAPITAL BUDGET
DRAFT

Santa Barbara Metropolitan Transit District
550 Olive Street * Santa Barbara, CA 93101
Phone: (805) 963-3364 * Website: sbmtd.gov

March 4, 2025

SANTA BARBARA METROPOLITAN TRANSIT DISTRICT

**OPERATING & CAPITAL BUDGET
FISCAL YEAR 2025-26**

DRAFT

March 4, 2025

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Operating Summary

FY 2025-26

| | Draft | Approved | Budget Change | | FY 2024-25 | Variance | |
|--------------------------------|----------------------|----------------------|------------------|-----------|---------------------|--------------------|-----------|
| | FY 2025-26 Budget | FY 2024-25 Budget | Amount | % | Estimate | Amount | % |
| <i>OPERATING REVENUE</i> | | | | | | | |
| Fare Revenue | \$5,172,228 | \$5,132,575 | \$39,653 | 1% | \$4,834,063 | \$338,165 | 7% |
| Sales Tax Revenue | 13,193,783 | 13,085,145 | 108,638 | 1% | 13,182,226 | 11,557 | 0% |
| FTA 5307 Operating Assist. | 5,448,672 | 5,193,521 | 255,151 | 5% | 5,193,521 | 255,151 | 5% |
| Other Federal Assistance | 0 | 0 | 0 | n/a | 90 | (90) | -100% |
| State & Local Op Assist. | 1,878,892 | 1,874,861 | 4,031 | 0% | 1,325,550 | 553,342 | 42% |
| Property Tax Revenue | 1,813,534 | 1,801,052 | 12,482 | 1% | 1,777,975 | 35,559 | 2% |
| Non-Transportation Income | 691,087 | 589,044 | 102,043 | 17% | 779,401 | (88,314) | -11% |
| <i>Total Operating Revenue</i> | <u>\$28,198,196</u> | <u>\$27,676,198</u> | <u>\$521,998</u> | <u>2%</u> | <u>\$27,092,827</u> | <u>\$1,105,369</u> | <u>4%</u> |
| <i>OPERATING EXPENSES</i> | | | | | | | |
| Route Operations | \$19,446,742 | \$18,368,210 | \$1,078,532 | 6% | \$18,561,253 | \$885,489 | 5% |
| Vehicle Maintenance | 6,919,980 | 7,233,535 | (313,556) | -4% | 6,240,167 | 679,813 | 11% |
| Passenger Accommodations | 2,349,356 | 2,409,335 | (59,979) | -2% | 1,895,416 | 453,940 | 24% |
| General Overhead | 5,239,699 | 5,073,934 | 165,764 | 3% | 4,460,166 | 779,533 | 17% |
| <i>Total Operating Expense</i> | <u>\$33,955,777</u> | <u>\$33,085,015</u> | <u>\$870,762</u> | <u>3%</u> | <u>\$31,157,001</u> | <u>\$2,798,775</u> | <u>9%</u> |
| Revenue Less Expenses | (\$5,757,581) | (\$5,408,817) | | | (\$4,064,174) | | |
| Federal Stimulus Funds | \$5,757,581 | \$5,408,817 | | | \$4,064,174 | | |
| Net Surplus / (Deficit) | <u>\$0</u> | <u>\$0</u> | | | <u>\$0</u> | | |

Operating Revenue Detail
FY 2025-26

| | Draft | Approved | | FY 2024-25 | | Variance | |
|--------------------------------|----------------------------|----------------------------|-------------------------|------------------|----------------------------|---------------------------|------------------|
| | FY 2025-26 | FY 2024-25 | Budget Change | FY 2024-25 | Estimate | Amount | % |
| | Budget | Budget | Amount | % | | | |
| FAREBOX REVENUE | | | | | | | |
| Cash Fares & Tokens | \$1,725,170 | \$1,569,732 | \$155,438 | 10% | 1,725,170 | \$0 | 0% |
| Adult Passes | 789,908 | 848,503 | (58,595) | -7% | 789,908 | 0 | 0% |
| Youth Passes | 399,987 | 432,510 | (32,523) | -8% | 399,987 | 0 | 0% |
| Senior Passes | 176,141 | 184,191 | (8,050) | -4% | 176,141 | 0 | 0% |
| Mobility Passes | 103,580 | 112,446 | (8,866) | -8% | 103,580 | 0 | 0% |
| Day Passes | 3,934 | 4,351 | (417) | -10% | 3,934 | 0 | 0% |
| Microtransit Fares | 168,545 | 112,363 | 56,182 | 50% | 0 | 168,545 | n/a |
| Downtown-Waterfront Shuttle | 1,000 | 67,051 | (66,051) | -99% | 240 | 760 | 317% |
| UCSB Contract Fares | 1,105,717 | 1,105,717 | 0 | 0% | 924,588 | 181,129 | 20% |
| SBCB Contract Fares | 685,611 | 685,611 | 0 | 0% | 697,012 | (11,401) | -2% |
| Special Event Fares & Amtra | 2,200 | 2,200 | 0 | 0% | 3,329 | (1,129) | -34% |
| City My Ride Program | 10,435 | 7,900 | 2,535 | 32% | 10,174 | 261 | 3% |
| <i>Subtotal</i> | <u>\$5,172,228</u> | <u>\$5,132,575</u> | <u>\$39,653</u> | <u>1%</u> | <u>\$4,834,063</u> | <u>\$338,165</u> | <u>7%</u> |
| GRANTS & SUBSIDIES | | | | | | | |
| LTF Sales Tax Revenue | \$10,327,686 | \$10,239,791 | \$87,895 | 1% | \$10,254,987 | \$72,699 | 1% |
| FTA 5307 Operating Assist. | 5,448,672 | 5,193,521 | 255,151 | 5% | 5,193,521 | 255,151 | 5% |
| Other Federal Assistance | 0 | 0 | 0 | n/a | 90 | (90) | -100% |
| Measure A Sales Tax | 2,866,097 | 2,845,354 | 20,743 | 1% | 2,927,239 | (61,142) | -2% |
| Other State/Local Subsidies | 1,878,892 | 1,874,861 | 4,031 | 0% | 1,325,550 | 553,342 | 42% |
| Property Tax Revenue | 1,813,534 | 1,801,052 | 12,482 | 1% | 1,777,975 | 35,559 | 2% |
| <i>Subtotal</i> | <u>\$22,334,881</u> | <u>\$21,954,579</u> | <u>\$380,302</u> | <u>2%</u> | <u>\$21,479,362</u> | <u>\$855,519</u> | <u>4%</u> |
| OTHER INCOME | | | | | | | |
| Advertising on Buses | \$499,991 | \$397,948 | \$102,043 | 26% | \$499,991 | \$0 | 0% |
| Interest on Investments | 175,000 | 175,000 | 0 | 0% | 260,724 | (85,724) | -33% |
| Other Operating Revenue | 16,096 | 16,096 | 0 | 0% | 18,687 | (2,591) | -14% |
| <i>Subtotal</i> | <u>\$691,087</u> | <u>\$589,044</u> | <u>\$102,043</u> | <u>17%</u> | <u>\$779,401</u> | <u>(\$88,314)</u> | <u>-11%</u> |
| Total Operating Revenue | <u><u>\$28,198,196</u></u> | <u><u>\$27,676,198</u></u> | <u><u>\$521,998</u></u> | <u><u>2%</u></u> | <u><u>\$27,092,827</u></u> | <u><u>\$1,105,369</u></u> | <u><u>4%</u></u> |

Operating Expense Detail FY 2025-26

| | Draft | Approved | | FY 2024-25 | | Variance | |
|---------------------------------|----------------------|----------------------|-------------------------|------------|------------------------|--------------------|------------|
| | FY 2025-26 Budget | FY 2024-25 Budget | Budget Change Amount | % | FY 2024-25 Estimate | Amount | % |
| <i>ROUTE OPERATIONS</i> | | | | | | | |
| Drivers | \$13,108,570 | \$12,462,366 | \$646,204 | 5% | \$12,305,698 | \$802,872 | 7% |
| Dispatch & Supervision | 1,119,243 | 958,981 | 160,262 | 17% | 978,195 | 141,048 | 14% |
| Hiring & Training | 647,964 | 621,051 | 26,913 | 4% | 933,307 | (285,343) | -31% |
| Risk & Safety | 3,364,022 | 3,156,293 | 207,729 | 7% | 3,013,810 | 350,212 | 12% |
| Transportation Subsidies | 1,206,943 | 1,169,519 | 37,424 | 3% | 1,330,243 | (123,300) | -9% |
| <i>Subtotal</i> | <u>\$19,446,742</u> | <u>\$18,368,210</u> | <u>\$1,078,532</u> | <u>6%</u> | <u>\$18,561,253</u> | <u>\$885,489</u> | <u>5%</u> |
| <i>VEHICLE MAINTENANCE</i> | | | | | | | |
| Mechanics | \$1,691,550 | \$1,641,893 | \$49,657 | 3% | \$1,389,156 | \$302,394 | 22% |
| Cleaners & Fuellers | 1,069,853 | 1,038,039 | 31,814 | 3% | 786,055 | 283,798 | 36% |
| Supervision | 1,045,893 | 1,192,567 | (146,674) | -12% | 1,033,141 | 12,752 | 1% |
| Vehicle Consumables | 2,156,402 | 2,433,887 | (277,485) | -11% | 2,007,195 | 149,207 | 7% |
| Bus Parts & Supplies | 714,484 | 705,000 | 9,484 | 1% | 667,846 | 46,638 | 7% |
| Vendor Services | 45,000 | 45,000 | 0 | 0% | 14,761 | 30,239 | 205% |
| Risk & Safety | 139,554 | 137,903 | 1,651 | 1% | 322,477 | (182,923) | -57% |
| Microtransit | 57,244 | 39,246 | 17,997 | 46% | 19,538 | 37,706 | 193% |
| <i>Subtotal</i> | <u>\$6,919,980</u> | <u>\$7,233,535</u> | <u>(\$313,556)</u> | <u>-4%</u> | <u>\$6,240,167</u> | <u>\$679,813</u> | <u>11%</u> |
| <i>PASSENGER ACCOMMODATIONS</i> | | | | | | | |
| Passenger Facilities | \$867,750 | \$860,306 | \$7,444 | 1% | \$793,513 | \$74,237 | 9% |
| Transit Development | 428,888 | 434,000 | (5,112) | -1% | 325,863 | 103,025 | 32% |
| Marketing & Community Rela | 545,115 | 630,318 | (85,203) | -14% | 298,187 | 246,928 | 83% |
| Fare Revenue Collection | 507,603 | 484,711 | 22,892 | 5% | 477,853 | 29,750 | 6% |
| <i>Subtotal</i> | <u>\$2,349,356</u> | <u>\$2,409,335</u> | <u>(\$59,979)</u> | <u>-2%</u> | <u>\$1,895,416</u> | <u>\$453,940</u> | <u>24%</u> |
| <i>GENERAL OVERHEAD</i> | | | | | | | |
| Finance | \$949,139 | \$913,767 | \$35,372 | 4% | \$924,451 | \$24,688 | 3% |
| Human Resources | 245,862 | 287,518 | (41,656) | -14% | 329,698 | (83,836) | -25% |
| Utilities & Communication | 350,241 | 329,149 | 21,092 | 6% | 305,598 | 44,643 | 15% |
| Operating Facilities | 630,169 | 525,142 | 105,026 | 20% | 436,084 | 194,085 | 45% |
| District Administration | 3,064,288 | 3,018,358 | 45,930 | 2% | 2,464,335 | 599,953 | 24% |
| <i>Subtotal</i> | <u>\$5,239,699</u> | <u>\$5,073,934</u> | <u>\$165,764</u> | <u>3%</u> | <u>\$4,460,166</u> | <u>\$779,533</u> | <u>17%</u> |
| <i>Total Operating Expenses</i> | <u>\$33,955,777</u> | <u>\$33,085,015</u> | <u>\$870,762</u> | <u>3%</u> | <u>\$31,157,001</u> | <u>\$2,798,775</u> | <u>9%</u> |

Route Operations Detail FY 2025-26

| | Draft | Approved | | FY 2024-25 | | Variance | |
|-----------------------------------|----------------------|----------------------|-------------------------|------------|------------------------|--------------------|-------------|
| | FY 2025-26 Budget | FY 2024-25 Budget | Budget Change Amount | % | FY 2024-25 Estimate | Amount | % |
| DRIVERS | | | | | | | |
| Scheduled | \$7,601,968 | \$6,981,841 | \$620,127 | 9% | 7,003,720 | \$598,248 | 9% |
| Scheduled Overtime | 277,040 | 516,224 | (239,184) | -46% | 281,453 | (4,413) | -2% |
| Unscheduled Pay | 283,751 | 181,638 | 102,113 | 56% | 231,978 | 51,773 | 22% |
| Driver Lite Duty | 1,106 | 1,067 | 39 | 4% | 0 | 1,106 | n/a |
| FICA | 708,460 | 668,927 | 39,533 | 6% | 690,333 | 18,127 | 3% |
| Pension | 872,118 | 857,287 | 14,831 | 2% | 875,913 | (3,795) | 0% |
| Health | 2,234,180 | 2,160,756 | 73,424 | 3% | 2,075,462 | 158,718 | 8% |
| Sick Pay | 195,014 | 188,946 | 6,068 | 3% | 183,725 | 11,289 | 6% |
| Vacation Pay | 595,672 | 577,600 | 18,072 | 3% | 590,519 | 5,153 | 1% |
| Holiday Pay | 267,227 | 258,913 | 8,314 | 3% | 299,968 | (32,741) | -11% |
| Other Pay | 39,131 | 37,914 | 1,217 | 3% | 42,946 | (3,815) | -9% |
| Unemployment Insuranc | 14,753 | 14,753 | 0 | 0% | 14,560 | 193 | 1% |
| Uniforms | 18,150 | 16,500 | 1,650 | 10% | 15,121 | 3,029 | 20% |
| <i>Drivers Subtotal</i> | <u>\$13,108,570</u> | <u>\$12,462,366</u> | <u>\$646,204</u> | <u>5%</u> | <u>\$12,305,698</u> | <u>\$802,872</u> | <u>7%</u> |
| DISPATCH & SUPERVISION | | | | | | | |
| Supervisors | \$341,647 | \$310,916 | \$30,731 | 10% | \$239,643 | \$102,004 | 43% |
| Staff | 337,106 | 281,822 | 55,284 | 20% | 313,661 | 23,445 | 7% |
| FICA | 59,839 | 52,302 | 7,537 | 14% | 53,262 | 6,577 | 12% |
| Pension | 74,364 | 65,046 | 9,318 | 14% | 60,720 | 13,644 | 22% |
| Health | 201,860 | 157,129 | 44,731 | 28% | 148,849 | 53,011 | 36% |
| Sick Pay | 14,541 | 12,678 | 1,863 | 15% | 39,394 | (24,853) | -63% |
| Vacation Pay | 45,146 | 41,685 | 3,461 | 8% | 86,702 | (41,556) | -48% |
| Holiday Pay | 28,433 | 23,655 | 4,778 | 20% | 23,133 | 5,300 | 23% |
| Other Pay | 15,342 | 12,931 | 2,411 | 19% | 12,832 | 2,510 | 20% |
| Unemployment Insuranc | 965 | 817 | 148 | 18% | 0 | 965 | n/a |
| <i>Dispatch & Supe. Su</i> | <u>\$1,119,243</u> | <u>\$958,981</u> | <u>\$160,262</u> | <u>17%</u> | <u>\$978,195</u> | <u>\$141,048</u> | <u>14%</u> |
| HIRING & TRAINING | | | | | | | |
| Staff | \$95,844 | \$91,520 | \$4,324 | 5% | \$95,385 | \$459 | 0% |
| Student Drivers | 179,564 | 173,988 | 5,576 | 3% | 475,860 | (296,296) | -62% |
| Existing Drivers/Super | 114,872 | 111,304 | 3,568 | 3% | 106,279 | 8,593 | 8% |
| FICA | 33,440 | 32,174 | 1,266 | 4% | 29,696 | 3,744 | 13% |
| Pension | 25,456 | 24,706 | 750 | 3% | 29,988 | (4,532) | -15% |
| Health | 95,807 | 87,488 | 8,319 | 10% | 88,536 | 7,272 | 8% |
| Sick Pay | 7,361 | 7,227 | 134 | 2% | 15,908 | (8,547) | -54% |
| Vacation Pay | 23,031 | 21,420 | 1,611 | 8% | 30,623 | (7,592) | -25% |
| Holiday Pay | 12,015 | 11,049 | 966 | 9% | 9,356 | 2,659 | 28% |
| Other Pay | 4,438 | 4,069 | 369 | 9% | 4,470 | (32) | -1% |
| Unemployment Insuranc | 536 | 506 | 30 | 6% | 0 | 536 | n/a |
| Medical Exams & Lice | 29,100 | 29,100 | 0 | 0% | 31,635 | (2,535) | -8% |
| Employment Advertisir | 10,000 | 10,000 | 0 | 0% | 270 | 9,730 | 3604% |
| Training, Travel & Mee | 16,500 | 16,500 | 0 | 0% | 15,301 | 1,199 | 8% |
| <i>Hiring & Training Sut</i> | <u>\$647,964</u> | <u>\$621,051</u> | <u>\$26,913</u> | <u>4%</u> | <u>\$933,307</u> | <u>(\$285,343)</u> | <u>-31%</u> |

Route Operations Detail
FY 2025-26

| | Draft | Approved | | FY 2024-25 | Variance | | |
|--|---------------------|---------------------|--------------------|------------|---------------------|------------------|-----------|
| | FY 2025-26 | FY 2024-25 | Budget Change | | FY 2024-25 | Amount | % |
| | Budget | Budget | Amount | % | Estimate | Amount | % |
| <i>RISK & SAFETY</i> | | | | | | | |
| <u>Wages & Benefits</u> | | | | | | | |
| Staff | \$309,101 | \$220,458 | \$88,643 | 40% | \$103,531 | \$205,570 | 199% |
| Contract Employment | \$0 | \$0 | 0 | n/a | 0 | 0 | n/a |
| Supervisors | 351,951 | 401,396 | (49,445) | -12% | 451,454 | (99,503) | -22% |
| Driver Accident Pay | 2,498 | 2,420 | 78 | 3% | 2,056 | 442 | 21% |
| FICA | 57,901 | 54,539 | 3,362 | 6% | 49,715 | 8,186 | 16% |
| Pension | 65,176 | 60,831 | 4,345 | 7% | 44,905 | 20,271 | 45% |
| Health | 160,696 | 152,637 | 8,059 | 5% | 112,842 | 47,854 | 42% |
| Sick Pay | 18,118 | 18,401 | (283) | -2% | 9,112 | 9,006 | 99% |
| Vacation Pay | 39,592 | 35,457 | 4,135 | 12% | 45,496 | (5,904) | -13% |
| Holiday Pay | 24,367 | 23,918 | 449 | 2% | 17,561 | 6,806 | 39% |
| Other Pay | 11,249 | 10,879 | 370 | 3% | 5,957 | 5,292 | 89% |
| Unemployment Insurance | 821 | 851 | (30) | -4% | 119 | 702 | 590% |
| Wages & Benefits Subtotal | \$1,041,470 | \$981,787 | \$59,683 | 6% | \$842,749 | \$198,721 | 24% |
| <u>Public Liability</u> | | | | | | | |
| Professional Services | \$300,731 | \$298,210 | \$2,521 | 1% | \$96,433 | \$204,298 | 212% |
| Insurance | 991,417 | 893,078 | 98,339 | 11% | 865,775 | 125,642 | 15% |
| Current Year Incident Liability | 95,000 | 95,000 | 0 | 0% | 8,157 | 86,843 | 1065% |
| Current Year Incident Liability | 130,000 | 130,000 | 0 | 0% | 30,000 | 100,000 | 333% |
| Prior Years Incident Liability | 75,000 | 75,000 | 0 | 0% | 60,460 | 14,540 | 24% |
| Change in Prior Years | (75,000) | (75,000) | 0 | 0% | 142,886 | (217,886) | -152% |
| Public Liability Subtotal | \$1,517,148 | \$1,416,288 | \$100,860 | 7% | \$1,203,712 | \$313,436 | 26% |
| <u>Workers' Compensation</u> | | | | | | | |
| Professional Services | \$311,259 | \$309,331 | \$1,928 | 1% | \$209,728 | \$101,531 | 48% |
| Insurance | 250,275 | 220,825 | 29,450 | 13% | 226,458 | 23,817 | 11% |
| Current Year Incident Liability | 50,000 | 50,000 | 0 | 0% | 81,123 | (31,123) | -38% |
| Current Year Incident Liability | 125,000 | 125,000 | 0 | 0% | 78,968 | 46,032 | 58% |
| Prior Years Incident Liability | 425,000 | 425,000 | 0 | 0% | 168,860 | 256,141 | 152% |
| Change in Prior Years | (425,000) | (425,000) | 0 | 0% | 127,093 | (552,093) | -434% |
| Miscellaneous Risk & Benefits | 68,870 | 53,062 | 15,808 | 30% | 75,120 | (6,250) | -8% |
| Workers' Comp Subtotal | \$805,404 | \$758,218 | \$47,186 | 6% | \$967,349 | (\$161,945) | -17% |
| Risk & Safety Subtotal | \$3,364,022 | \$3,156,293 | \$207,729 | 7% | \$3,013,810 | \$350,212 | 12% |
| <u>TRANSPORTATION SUBSIDIES</u> | | | | | | | |
| ADA Paratransit Services | \$1,206,943 | \$1,169,519 | \$37,424 | 3% | \$1,330,243 | (\$123,300) | -9% |
| Pandemic-Related Losses | 0 | 0 | 0 | n/a | 0 | 0 | n/a |
| Transportation Subsidies | \$1,206,943 | \$1,169,519 | \$37,424 | 3% | \$1,330,243 | (\$123,300) | -9% |
| Total Route Operations | \$19,446,742 | \$18,368,210 | \$1,078,532 | 6% | \$18,561,253 | \$885,489 | 5% |

Vehicle Maintenance Detail

FY 2025-26

| | Draft | Approved | | | | FY 2024-25 | Variance | |
|-------------------------------------|--------------------|--------------------|--------------------|-------------|--------------------|------------------|------------|---|
| | FY 2025-26 | FY 2024-25 | Budget Change | | | Estimate | Amount | % |
| | Budget | Budget | Amount | % | | | | |
| MECHANICS | | | | | | | | |
| Mechanics | \$1,023,605 | \$989,399 | \$34,206 | 3% | \$829,631 | \$193,974 | 23% | |
| Less Mechanic Capital Lab | (38,205) | (36,886) | (1,319) | 4% | (72,305) | 34,100 | -47% | |
| Mechanics-OT | 82,675 | 80,202 | 2,473 | 3% | 57,304 | 25,371 | 44% | |
| FICA | 94,504 | 91,488 | 3,016 | 3% | 79,394 | 15,110 | 19% | |
| Pension | 110,495 | 108,616 | 1,879 | 2% | 92,033 | 18,462 | 20% | |
| Health | 267,338 | 258,552 | 8,786 | 3% | 246,418 | 20,920 | 8% | |
| Sick Pay | 26,744 | 25,820 | 924 | 4% | 35,131 | (8,387) | -24% | |
| Vacation Pay | 57,399 | 57,119 | 280 | 0% | 67,484 | (10,085) | -15% | |
| Holiday Pay | 42,790 | 41,312 | 1,478 | 4% | 41,181 | 1,609 | 4% | |
| Other Paid Leave | 2,139 | 2,066 | 73 | 4% | 2,760 | (621) | -23% | |
| Unemployment Insurance | 1,666 | 1,666 | 0 | 0% | 224 | 1,442 | 644% | |
| Uniforms | 5,000 | 7,139 | (2,139) | -30% | 4,300 | 700 | 16% | |
| Tool Allowance | 15,400 | 15,400 | 0 | 0% | 5,600 | 9,800 | 175% | |
| <i>Mechanics Subtotal</i> | <u>\$1,691,550</u> | <u>\$1,641,893</u> | <u>\$49,657</u> | <u>3%</u> | <u>\$1,389,156</u> | <u>\$302,394</u> | <u>22%</u> | |
| CLEANERS & FUELERS | | | | | | | | |
| Service Workers | \$600,575 | \$579,177 | \$21,398 | 4% | \$423,400 | \$177,175 | 42% | |
| FICA | 52,911 | 51,289 | 1,622 | 3% | 38,124 | 14,787 | 39% | |
| Pension | 85,604 | 84,148 | 1,456 | 2% | 60,360 | 25,244 | 42% | |
| Health | 229,147 | 221,616 | 7,531 | 3% | 182,287 | 46,860 | 26% | |
| Sick Pay | 20,747 | 20,105 | 642 | 3% | 9,894 | 10,853 | 110% | |
| Vacation Pay | 43,681 | 45,342 | (1,661) | -4% | 45,121 | (1,440) | -3% | |
| Holiday Pay | 25,021 | 24,246 | 775 | 3% | 19,902 | 5,119 | 26% | |
| Other Paid Leave | 1,627 | 1,576 | 51 | 3% | 0 | 1,627 | n/a | |
| Unemployment Insurance | 1,456 | 1,456 | 0 | 0% | 201 | 1,255 | 625% | |
| Uniforms | 4,855 | 4,855 | 0 | 0% | 3,216 | 1,639 | 51% | |
| Medical Exams & License f | 4,229 | 4,229 | 0 | 0% | 3,550 | 679 | 19% | |
| <i>Cleaners & Fuelers Subtc</i> | <u>\$1,069,853</u> | <u>\$1,038,039</u> | <u>\$31,814</u> | <u>3%</u> | <u>\$786,055</u> | <u>\$283,798</u> | <u>36%</u> | |
| SUPERVISION | | | | | | | | |
| Staff | \$629,401 | \$711,477 | (\$82,076) | -12% | \$604,396 | \$25,005 | 4% | |
| FICA | 54,362 | 61,606 | (7,244) | -12% | 53,639 | 723 | 1% | |
| Pension | 70,702 | 80,170 | (9,468) | -12% | 70,169 | 533 | 1% | |
| Health | 195,120 | 230,279 | (35,159) | -15% | 180,389 | 14,731 | 8% | |
| Sick Pay | 11,876 | 15,396 | (3,520) | -23% | 4,523 | 7,353 | 163% | |
| Vacation Pay | 38,465 | 38,399 | 66 | 0% | 53,547 | (15,082) | -28% | |
| Holiday Pay | 23,751 | 30,792 | (7,041) | -23% | 29,439 | (5,688) | -19% | |
| Other Paid Leave | 11,442 | 13,555 | (2,113) | -16% | 20,850 | (9,408) | -45% | |
| Unemployment Insurance | 774 | 893 | (119) | -13% | 0 | 774 | n/a | |
| Training, Travel & Meetings | 10,000 | 10,000 | 0 | 0% | 16,188 | (6,188) | -38% | |
| <i>Supervision Subtotal</i> | <u>\$1,045,893</u> | <u>\$1,192,567</u> | <u>(\$146,674)</u> | <u>-12%</u> | <u>\$1,033,141</u> | <u>\$12,752</u> | <u>1%</u> | |

Vehicle Maintenance Detail
FY 2025-26

| | Draft | Approved | | Budget Change | | FY 2024-25 | Variance | |
|---|---------------------------|---------------------------|---------------------------|-------------------|---------------------------|-------------------------|-------------------|--|
| | FY 2025-26 Budget | FY 2024-25 Budget | Amount | % | Estimate | Amount | % | |
| VEHICLE CONSUMABLES | | | | | | | | |
| Bus Fuel | \$1,699,166 | \$1,974,117 | (\$274,951) | -14% | \$1,518,422 | \$180,744 | 12% | |
| Oil & Lubricants | 197,642 | 197,642 | 0 | 0% | 188,982 | 8,660 | 5% | |
| Electric Vehicle Power | 89,782 | 89,782 | 0 | 0% | 132,905 | (43,123) | -32% | |
| Tire Lease | 153,564 | 156,098 | (2,534) | -2% | 151,343 | 2,221 | 1% | |
| Tire Mounting | 16,248 | 16,248 | 0 | 0% | 15,543 | 705 | 5% | |
| <i>Vehicle Consumables Subtotal</i> | <u>\$2,156,402</u> | <u>\$2,433,887</u> | <u>(\$277,485)</u> | <u>-11%</u> | <u>\$2,007,195</u> | <u>\$149,207</u> | <u>7%</u> | |
| VEHICLE PARTS & SUPPLIES | | | | | | | | |
| Bus Parts Issued | \$600,000 | \$600,000 | \$0 | 0% | \$585,409 | \$14,591 | 2% | |
| Obsolete Parts Write Down | 0 | 0 | 0 | n/a | 0 | 0 | n/a | |
| Shop Supplies | 74,484 | 70,000 | 4,484 | 6% | 45,056 | 29,428 | 65% | |
| Bus Servicing Supplies | 15,000 | 10,000 | 5,000 | 50% | 17,934 | (2,934) | -16% | |
| Hazmat Disposal & Compli. | 25,000 | 25,000 | 0 | 0% | 19,448 | 5,552 | 29% | |
| <i>Veh. Parts & Supplies Subtotal</i> | <u>\$714,484</u> | <u>\$705,000</u> | <u>\$9,484</u> | <u>1%</u> | <u>\$667,846</u> | <u>\$46,638</u> | <u>7%</u> | |
| VENDOR BUS REPAIRS | | | | | | | | |
| Vandalism Repairs | \$5,000 | \$5,000 | \$0 | 0% | \$202 | \$4,798 | 2375% | |
| Accident Damage Repairs | 5,000 | 5,000 | 0 | 0% | 80 | 4,920 | 6136% | |
| Accident Claim Collections | (10,000) | (10,000) | 0 | 0% | (3,431) | (6,569) | 191% | |
| Other Vendor Repairs | 45,000 | 45,000 | 0 | 0% | 17,909 | 27,091 | 151% | |
| <i>Vendor Bus Repairs Subtotal</i> | <u>\$45,000</u> | <u>\$45,000</u> | <u>\$0</u> | <u>0%</u> | <u>\$14,761</u> | <u>\$30,239</u> | <u>205%</u> | |
| RISK & SAFETY | | | | | | | | |
| Workers' Comp Services | \$16,382 | \$16,281 | \$101 | 1% | \$52,128 | (\$35,746) | -69% | |
| Workers' Comp Insurance | 13,172 | 11,622 | 1,550 | 13% | 11,908 | 1,264 | 11% | |
| Current Year Incident Payo | 10,000 | 10,000 | 0 | 0% | 843 | 9,157 | 1087% | |
| Current Year Incident Rese | 25,000 | 25,000 | 0 | 0% | 0 | 25,000 | n/a | |
| Prior Years Incident Payout | 50,000 | 50,000 | 0 | 0% | 74,252 | (24,252) | -33% | |
| Change in Prior Years Res | 25,000 | 25,000 | 0 | 0% | 183,347 | (158,347) | -86% | |
| <i>Risk & Safety Subtotal</i> | <u>\$139,554</u> | <u>\$137,903</u> | <u>\$1,651</u> | <u>1%</u> | <u>\$322,477</u> | <u>(\$182,923)</u> | <u>-57%</u> | |
| MICROTRANSIT | | | | | | | | |
| Microtransit Services | \$38,601 | \$20,604 | \$17,997 | 87% | \$19,538 | \$19,063 | 98% | |
| Microtransit Materials | 18,642 | 18,642 | 0 | 0% | 0 | 18,642 | n/a | |
| <i>Microtransit Subtotal</i> | <u>\$57,244</u> | <u>\$39,246</u> | <u>\$17,997</u> | <u>46%</u> | <u>\$19,538</u> | <u>\$37,706</u> | <u>193%</u> | |
| Total Vehicle Maintenance | <u><u>\$6,919,980</u></u> | <u><u>\$7,233,535</u></u> | <u><u>(\$313,556)</u></u> | <u><u>-4%</u></u> | <u><u>\$6,240,167</u></u> | <u><u>\$679,813</u></u> | <u><u>11%</u></u> | |

Passenger Accommodations Detail

FY 2025-26

| | Draft | Approved | | FY 2024-25 | | Variance | |
|--|----------------------|----------------------|-------------------------|--------------------|------------------------|--------------------|---------------|
| | FY 2025-26 Budget | FY 2024-25 Budget | Budget Change Amount | Budget Change % | FY 2024-25 Estimate | Variance Amount | Variance % |
| PASSENGER FACILITIES | | | | | | | |
| <u>Wages & Benefits</u> | | | | | | | |
| Supervisors | \$256,495 | \$268,655 | (\$12,160) | -5% | \$225,860 | \$30,635 | 14% |
| TC Advisors | 118,930 | 111,314 | 7,616 | 7% | 98,296 | 20,634 | 21% |
| Bus Stop Maintenance | 52,766 | 46,178 | 6,588 | 14% | 48,255 | 4,511 | 9% |
| FICA | 37,634 | 37,433 | 201 | 1% | 33,604 | 4,030 | 12% |
| Pension | 35,450 | 33,639 | 1,811 | 5% | 36,882 | (1,432) | -4% |
| Health | 150,813 | 150,117 | 696 | 0% | 141,430 | 9,383 | 7% |
| Sick Pay | 15,272 | 15,428 | (156) | -1% | 11,809 | 3,463 | 29% |
| Vacation Pay | 24,204 | 23,209 | 995 | 4% | 38,911 | (14,707) | -38% |
| Holiday Pay | 17,631 | 17,822 | (191) | -1% | 17,030 | 601 | 4% |
| Other Paid Leave | 6,652 | 6,714 | (62) | -1% | 4,180 | 2,472 | 59% |
| Unemployment Insurance | 903 | 933 | (30) | -3% | 0 | 903 | n/a |
| Wages & Benefits Subtotal | \$716,750 | \$711,442 | \$5,308 | 1% | \$656,258 | \$60,492 | 9% |
| <u>Buildings & Grounds</u> | | | | | | | |
| TC Contract Maintenance | \$113,000 | \$113,000 | \$0 | 0% | \$107,795 | \$5,205 | 5% |
| TC Repairs/Supplies | 7,500 | 7,500 | 0 | 0% | 5,028 | 2,472 | 49% |
| Bus Stop Repairs/Supplies | 7,000 | 7,000 | 0 | 0% | 2,936 | 4,064 | 138% |
| TC Property Insurance | 23,500 | 21,364 | 2,136 | 10% | 21,496 | 2,004 | 9% |
| Buildings & Grounds Subtotal | \$151,000 | \$148,864 | \$2,136 | 1% | \$137,255 | \$13,745 | 10% |
| <i>Passenger Facilities Subtotal</i> | <u>\$867,750</u> | <u>\$860,306</u> | <u>\$7,444</u> | 1% | <u>\$793,513</u> | <u>\$74,237</u> | 9% |
| TRANSIT DEVELOPMENT | | | | | | | |
| Staff | \$253,305 | \$266,385 | (\$13,080) | -5% | \$190,405 | \$62,900 | 33% |
| FICA | 21,984 | 23,369 | (1,385) | -6% | 17,837 | 4,147 | 23% |
| Pension | 28,737 | 30,547 | (1,810) | -6% | 23,209 | 5,528 | 24% |
| Health | 80,438 | 69,692 | 10,746 | 15% | 43,715 | 36,723 | 84% |
| Sick Pay | 7,737 | 9,399 | (1,662) | -18% | 9,340 | (1,603) | -17% |
| Vacation Pay | 11,944 | 12,214 | (270) | -2% | 14,635 | (2,691) | -18% |
| Holiday Pay | 9,671 | 11,749 | (2,078) | -18% | 9,754 | (83) | -1% |
| Other Paid Leave | 4,715 | 5,728 | (1,013) | -18% | 8,305 | (3,590) | -43% |
| Unemployment Insurance | 357 | 417 | (60) | -14% | 0 | 357 | n/a |
| Training, Travel & Meetings | 8,500 | 3,000 | 5,500 | 183% | 8,663 | (163) | -2% |
| Planning Services & Supplies | 1,500 | 1,500 | 0 | 0% | 0 | 1,500 | n/a |
| <i>Transit Development Subtotal</i> | <u>\$428,888</u> | <u>\$434,000</u> | <u>(\$5,112)</u> | -1% | <u>\$325,863</u> | <u>\$103,025</u> | 32% |
| MARKETING & COMMUNITY RELATIONS | | | | | | | |
| <u>Wages & Benefits</u> | | | | | | | |
| Staff | \$188,873 | \$246,164 | (\$57,291) | -23% | \$107,654 | \$81,219 | 75% |
| FICA | 16,053 | 21,330 | (5,277) | -25% | 10,556 | 5,497 | 52% |
| Pension | 20,984 | 27,882 | (6,898) | -25% | 14,102 | 6,882 | 49% |
| Health | 63,726 | 86,216 | (22,490) | -26% | 35,598 | 28,128 | 79% |
| Sick Pay | 4,446 | 5,644 | (1,198) | -21% | 3,971 | 475 | 12% |
| Vacation Pay | 9,401 | 15,552 | (6,151) | -40% | 18,322 | (8,921) | -49% |
| Holiday Pay | 5,641 | 0 | 5,641 | n/a | 5,867 | (226) | -4% |
| Other Paid Leave | 1,479 | 2,958 | (1,479) | -50% | 2,199 | (720) | -33% |
| Unemployment Insurance | 238 | 417 | (179) | -43% | 57 | 181 | 321% |
| Wages & Benefits Subtotal | \$310,841 | \$406,163 | (\$95,322) | -23% | \$198,325 | \$112,516 | 57% |

Passenger Accommodations Detail

FY 2025-26

| | Draft | Approved | Budget Change | | FY 2024-25 | Variance | |
|---|----------------------|----------------------|-------------------|------|--------------------|-------------------|-------|
| | FY 2025-26 Budget | FY 2024-25 Budget | Amount | % | Estimate | Amount | % |
| <i>MARKETING & COMMUNITY RELATIONS (cont'd)</i> | | | | | | | |
| <u>Outside Services</u> | | | | | | | |
| Media Ad Placement | 80,000 | 80,000 | 0 | 0% | 23,607 | 56,393 | 239% |
| Brochures & Publications | 10,000 | 6,000 | 4,000 | 67% | 5,000 | 5,000 | 100% |
| Market Research | 2,500 | 2,500 | 0 | 0% | 3,544 | (1,044) | -29% |
| Promotional Giveaways | 12,000 | 6,000 | 6,000 | 100% | 11,395 | 606 | 5% |
| Bus/Shuttle Decorations | 0 | 0 | 0 | n/a | 0 | 0 | n/a |
| Other Promotions | 47,600 | 47,600 | 0 | 0% | 3,764 | 43,836 | 1165% |
| Route Schedules & Information | 79,174 | 79,055 | 119 | 0% | 51,314 | 27,860 | 54% |
| Training, Travel & Meetings | 3,000 | 3,000 | 0 | 0% | 1,239 | 1,761 | 142% |
| Outside Services Subtotal | <u>\$234,274</u> | <u>\$224,155</u> | <u>\$10,119</u> | 5% | <u>\$99,862</u> | <u>\$134,412</u> | 135% |
| <i>Marketing & Comm. Relations</i> | <u>\$545,115</u> | <u>\$630,318</u> | <u>(\$85,203)</u> | -14% | <u>\$298,187</u> | <u>\$246,928</u> | 83% |
| <i>FARE REVENUE COLLECTION</i> | | | | | | | |
| <u>Wages & Benefits</u> | | | | | | | |
| Staff | \$159,044 | \$153,545 | \$5,499 | 4% | \$177,402 | (\$18,358) | -10% |
| FICA | 14,882 | 14,367 | 515 | 4% | 17,574 | (2,692) | -15% |
| Pension | 19,453 | 18,781 | 672 | 4% | 23,098 | (3,645) | -16% |
| Health | 88,496 | 85,096 | 3,400 | 4% | 74,696 | 13,800 | 18% |
| Sick Pay | 7,098 | 6,853 | 245 | 4% | 13,253 | (6,155) | -46% |
| Vacation Pay | 17,745 | 17,132 | 613 | 4% | 24,172 | (6,427) | -27% |
| Holiday Pay | 7,098 | 6,853 | 245 | 4% | 7,664 | (566) | -7% |
| Other Paid Leave | 3,549 | 3,426 | 123 | 4% | 6,958 | (3,409) | -49% |
| Unemployment Insurance | 238 | 238 | 0 | 0% | 0 | 238 | n/a |
| Wages & Benefits Subtotal | <u>\$317,603</u> | <u>\$306,291</u> | <u>\$11,312</u> | 4% | <u>\$344,817</u> | <u>(\$27,214)</u> | -8% |
| <u>Outside Services</u> | | | | | | | |
| Bank Processing Fees | \$100,000 | \$88,420 | \$11,580 | 13% | \$62,236 | \$37,764 | 61% |
| Farebox Parts & Repairs | 50,000 | 50,000 | 0 | 0% | 21,712 | 28,288 | 130% |
| Tickets, Tokens & Transfers | 40,000 | 40,000 | 0 | 0% | 49,088 | (9,088) | -19% |
| Outside Services Subtotal | <u>\$190,000</u> | <u>\$178,420</u> | <u>\$11,580</u> | 6% | <u>\$133,036</u> | <u>\$56,964</u> | 43% |
| <i>Fare Revenue Collection Sbtl</i> | <u>\$507,603</u> | <u>\$484,711</u> | <u>\$22,892</u> | 5% | <u>\$477,853</u> | <u>\$29,750</u> | 6% |
| <i>Total Pssnger Accommodations</i> | <u>\$2,349,356</u> | <u>\$2,409,335</u> | <u>(\$59,979)</u> | -2% | <u>\$1,895,416</u> | <u>\$453,940</u> | 24% |

General Overhead Detail
FY 2025-26

| | Draft | Approved | | | FY 2024-25 | Variance | |
|--------------------------------------|------------------|------------------|-------------------|------|------------------|-------------------|--------|
| | FY 2025-26 | FY 2024-25 | Budget Change | | | Estimate | Amount |
| | Budget | Budget | Amount | % | | | |
| FINANCE | | | | | | | |
| Staff | \$491,654 | \$474,615 | \$17,039 | 4% | \$469,071 | \$22,583 | 5% |
| FICA | 42,413 | 40,943 | 1,470 | 4% | 41,801 | 612 | 1% |
| Pension | 55,442 | 53,520 | 1,922 | 4% | 54,856 | 586 | 1% |
| Health | 228,324 | 219,557 | 8,767 | 4% | 208,801 | 19,523 | 9% |
| Sick Pay | 4,232 | 4,086 | 146 | 4% | 6,454 | (2,222) | -34% |
| Vacation Pay | 31,018 | 29,943 | 1,075 | 4% | 44,502 | (13,484) | -30% |
| Holiday Pay | 21,162 | 20,429 | 733 | 4% | 23,319 | (2,157) | -9% |
| Other Paid Leave | 6,349 | 6,129 | 220 | 4% | 7,832 | (1,483) | -19% |
| Unemployment Insurance | 655 | 655 | 0 | 0% | 616 | 39 | 6% |
| Financial Audit Services | 67,890 | 63,890 | 4,000 | 6% | 67,200 | 690 | 1% |
| <i>Finance Subtotal</i> | <u>\$949,139</u> | <u>\$913,767</u> | <u>\$35,372</u> | 4% | <u>\$924,451</u> | <u>\$24,688</u> | 3% |
| HUMAN RESOURCES | | | | | | | |
| Staff | \$96,603 | \$121,900 | (\$25,297) | -21% | \$181,156 | (\$84,553) | -47% |
| FICA | 9,612 | 11,892 | (2,280) | -19% | 17,082 | (7,470) | -44% |
| Pension | 12,565 | 15,545 | (2,980) | -19% | 13,361 | (796) | -6% |
| Health | 97,618 | 104,157 | (6,539) | -6% | 75,963 | 21,655 | 29% |
| Sick Pay | 3,100 | 3,728 | (628) | -17% | 7,863 | (4,763) | -61% |
| Vacation Pay | 11,481 | 12,425 | (944) | -8% | 17,352 | (5,871) | -34% |
| Holiday Pay | 10,333 | 12,425 | (2,092) | -17% | 9,781 | 552 | 6% |
| Other Paid Leave | 4,133 | 4,970 | (837) | -17% | 6,748 | (2,615) | -39% |
| Unemployment Insurance | 417 | 476 | (59) | -12% | 392 | 25 | 6% |
| <i>Personnel Subtotal</i> | <u>\$245,862</u> | <u>\$287,518</u> | <u>(\$41,656)</u> | -14% | <u>\$329,698</u> | <u>(\$83,836)</u> | -25% |
| UTILITIES | | | | | | | |
| Phone & Data Communications | \$105,078 | \$83,986 | \$21,092 | 25% | \$80,782 | \$24,296 | 30% |
| Power, Water & Refuse | 218,000 | 218,000 | 0 | 0% | 204,426 | 13,574 | 7% |
| Two-Way Radios | 27,163 | 27,163 | 0 | 0% | 20,390 | 6,773 | 33% |
| <i>Utilities Subtotal</i> | <u>\$350,241</u> | <u>\$329,149</u> | <u>\$21,092</u> | 6% | <u>\$305,598</u> | <u>\$44,643</u> | 15% |
| OPERATING FACILITIES | | | | | | | |
| <u>Wages & Benefits</u> | | | | | | | |
| Staff | \$67,321 | \$69,129 | (\$1,808) | -3% | \$68,234 | (\$913) | -1% |
| FICA | 6,232 | 6,256 | (24) | 0% | 6,843 | (611) | -9% |
| Pension | 8,146 | 8,178 | (32) | 0% | 9,011 | (865) | -10% |
| Health | 16,712 | 16,063 | 649 | 4% | 15,286 | 1,426 | 9% |
| Sick Pay | 922 | 926 | (4) | 0% | 873 | 49 | 6% |
| Vacation Pay | 9,222 | 7,715 | 1,507 | 20% | 7,222 | 2,000 | 28% |
| Holiday Pay | 3,074 | 3,086 | (12) | 0% | 3,550 | (476) | -13% |
| Other Paid Leave | 922 | 926 | (4) | 0% | 2,194 | (1,272) | -58% |
| Unemployment Insurance | 119 | 119 | 0 | 0% | 112 | 7 | 6% |
| <i>Wages & Benefits Subtotal</i> | <u>\$112,670</u> | <u>\$112,398</u> | <u>\$272</u> | 0% | <u>\$113,325</u> | <u>(\$655)</u> | -1% |

General Overhead Detail
FY 2025-26

| | Draft | Approved | | FY 2024-25 | | Variance | |
|--------------------------------------|--------------------|--------------------|------------------|--------------------|------------------|----------|--------|
| | FY 2025-26 | FY 2024-25 | Budget Change | FY 2024-25 | Amount | Amount | % |
| | Budget | Budget | Amount | Estimate | Amount | Amount | % |
| <i>OPERATING FACILITIES (cont'd)</i> | | | | | | | |
| <u>Service Vehicles</u> | | | | | | | |
| Parts & Repairs | \$15,000 | \$15,000 | \$0 | \$10,698 | \$4,302 | | 40% |
| Fuel | 65,000 | 65,000 | 0 | 38,968 | 26,032 | | 67% |
| Service Vehicles Subtotal | \$80,000 | \$80,000 | \$0 | \$49,666 | \$30,334 | | 61% |
| <u>Buildings & Grounds</u> | | | | | | | |
| Contract Maintenance | \$121,380 | \$119,000 | \$2,380 | \$111,561 | \$9,819 | | 9% |
| Overpass Site Maintenance | 100,500 | 10,000 | 90,500 | 966 | 99,534 | | 10302% |
| B&G Repairs/Supplies | 85,000 | 85,000 | 0 | 46,309 | 38,691 | | 84% |
| Property Insurance | 130,619 | 118,744 | 11,874 | 114,256 | 16,362 | | 14% |
| Buildings & Grounds Subtotal | \$437,499 | \$332,744 | \$104,754 | \$273,093 | \$164,406 | | 60% |
| <i>Operating Facilities Subtotal</i> | <u>\$630,169</u> | <u>\$525,142</u> | <u>\$105,026</u> | <u>\$436,084</u> | <u>\$194,085</u> | | 45% |
| <i>DISTRICT ADMINISTRATION</i> | | | | | | | |
| <u>Wages & Benefits</u> | | | | | | | |
| Staff | \$1,005,222 | \$950,227 | \$54,995 | \$723,876 | \$281,346 | | 39% |
| Bus Ad Revenue Placement | 0 | 0 | 0 | 0 | 0 | | n/a |
| FICA | 87,349 | 82,891 | 4,458 | 53,584 | 33,765 | | 63% |
| Pension | 135,690 | 129,409 | 6,281 | 82,914 | 52,776 | | 64% |
| Health | 274,697 | 257,793 | 16,904 | 164,825 | 109,872 | | 67% |
| Sick Pay | 13,519 | 13,269 | 250 | 2,674 | 10,845 | | 406% |
| Vacation Pay | 63,421 | 61,992 | 1,429 | 92,237 | (28,816) | | -31% |
| Holiday Pay | 41,876 | 40,654 | 1,222 | 34,768 | 7,108 | | 20% |
| Other Paid Leave | 12,778 | 12,404 | 374 | 40,431 | (27,653) | | -68% |
| Unemployment Insurance | 1,046 | 1,046 | 0 | 224 | 822 | | 367% |
| Wages & Benefits Subtotal | \$1,635,598 | \$1,549,685 | \$85,913 | \$1,195,532 | \$440,066 | | 37% |
| <u>Administrative Services</u> | | | | | | | |
| Directors Fees | \$10,080 | \$10,080 | \$0 | \$3,120 | \$6,960 | | 223% |
| Public Officials Insurance | 128,977 | 128,977 | 0 | 119,508 | 9,469 | | 8% |
| Legal Counsel | 75,000 | 75,000 | 0 | 24,030 | 50,970 | | 212% |
| Pension Administration | 1,000 | 1,000 | 0 | 0 | 1,000 | | n/a |
| Software Licenses & Equip Mai | 713,867 | 541,739 | 172,128 | 634,003 | 79,864 | | 13% |
| Miscellaneous Services | 131,183 | 131,183 | 0 | 132,014 | (831) | | -1% |
| Office & Computer Supplies | 60,000 | 60,000 | 0 | 74,431 | (14,431) | | -19% |
| Dues & Subscriptions | 53,051 | 52,952 | 99 | 42,918 | 10,133 | | 24% |
| Conferences, Meetings, Trainin | 20,000 | 20,000 | 0 | 27,433 | (7,433) | | -27% |
| Employee Relations | 48,960 | 48,000 | 960 | 48,000 | 960 | | 2% |
| Retiree Health Insurance | 96,800 | 89,970 | 6,830 | 91,303 | 5,497 | | 6% |
| Mandated Fees & Permits | 42,272 | 42,272 | 0 | 25,484 | 16,788 | | 66% |
| Bus Ad Revenue Program | 0 | 0 | 0 | 0 | 0 | | n/a |
| Misc. Expenses & Losses | 15,000 | 15,000 | 0 | 23,094 | (8,094) | | -35% |
| Bad Debts | 2,500 | 2,500 | 0 | 0 | 2,500 | | n/a |
| Covid-19 Expenses | 0 | 250,000 | (250,000) | 304 | (304) | | -100% |
| Interest Expense - GASB96 | 0 | 0 | 0 | (6,734) | 6,734 | | -100% |
| Subscription Amortization Expe | 30,000 | 0 | 30,000 | 29,894 | 106 | | 0% |
| Admin. Services Subtotal | \$1,428,690 | \$1,468,673 | (\$39,983) | \$1,268,802 | \$159,888 | | 13% |
| <i>District Admin. Subtotal</i> | <u>\$3,064,288</u> | <u>\$3,018,358</u> | <u>\$45,930</u> | <u>\$2,464,335</u> | <u>\$599,953</u> | | 24% |
| <i>Total General Overhead</i> | <u>\$5,239,699</u> | <u>\$5,073,934</u> | <u>\$165,764</u> | <u>\$4,460,166</u> | <u>\$779,533</u> | | 17% |

Capital Budget Detail FY 2025-26

| | Total FY 2025-26 Budget | = | New FY 2025-26 Projects | + | Carryover FY 2024-25 Projects | Approved FY 2024-25 Budget |
|--|-------------------------------|---|-------------------------------|---|-------------------------------------|----------------------------------|
| <i>REVENUE VEHICLE PURCHASES</i> | | | | | | |
| 40' Electric Buses (8 TIRCP application) | 14,596,832 | | \$0 | | \$14,596,832 | \$14,596,832 |
| 40' Electric Buses(9 FY22 carryover) | 0 | | | | | \$0 |
| 40' Electric Buses (8 FY24 101 Cong) | 14,038,789 | | \$0 | | \$14,038,789 | \$14,038,789 |
| 30' Electric Capital Lease (6) | 365,008 | | \$365,008 | | \$0 | \$365,008 |
| Microtransit Vans (3) | 708,306 | | \$0 | | \$708,306 | \$708,306 |
| Microtransit Vans (5) | 228,945 | | \$0 | | \$228,945 | \$594,863 |
| Paratransit Vans (4) now (3) | 0 | | \$0 | | \$0 | \$198,285 |
| Subtotal | <u>\$29,937,880</u> | | <u>\$365,008</u> | | <u>\$29,572,872</u> | <u>\$30,502,083</u> |
| <i>REVENUE VEHICLE IMPROVEMENTS</i> | | | | | | |
| Fleet Renewal Campaign | \$0 | | \$0 | | \$0 | \$0 |
| COVID-19 Safety Improvements | 0 | | \$0 | | \$0 | \$0 |
| 3-Position Bike Racks | 0 | | \$0 | | \$0 | \$0 |
| Ongoing Component Replacements | 150,000 | | \$150,000 | | \$0 | \$100,000 |
| Subtotal | <u>\$150,000</u> | | <u>\$150,000</u> | | <u>\$0</u> | <u>\$100,000</u> |
| <i>OPERATING FACILITIES</i> | | | | | | |
| T2 Facility Improvements - Phase I | (\$0) | | \$0 | | (\$0) | \$4,759,666 |
| T2 Facility Improvements - Phase II | \$5,000,000 | | \$5,000,000 | | \$0 | \$1,177,580 |
| T1 Facility Improvements(SGR) | \$2,300,000 | | \$600,000 | | \$1,700,000 | \$1,775,000 |
| Charge Ready Bridge-Electric Bus Infrastruc | \$0 | | \$0 | | \$0 | \$500,000 |
| T1 Shop & Haley Driveway | \$2,628,125 | | \$694,616 | | \$1,933,509 | \$1,933,509 |
| Haley Canopy & Facility Electrification Upgr | \$1,993,866 | | \$1,461,066 | | \$532,800 | \$532,800 |
| CEC Blueprint Project | \$0 | | \$0 | | \$0 | \$0 |
| Calle Real Development | \$50,000 | | \$50,000 | | \$0 | \$50,000 |
| Subtotal | <u>\$11,971,991</u> | | <u>\$7,805,682</u> | | <u>\$4,166,309</u> | <u>\$10,728,555</u> |
| <i>PASSENGER FACILITIES</i> | | | | | | |
| Passenger Facility Improvements | \$28,000 | | \$28,000 | | \$0 | \$25,000 |
| Bus Stop Improvements | 300,000 | | \$50,000 | | \$250,000 | \$250,000 |
| Subtotal | <u>\$328,000</u> | | <u>\$78,000</u> | | <u>\$250,000</u> | <u>\$275,000</u> |
| <i>INTELLIGENT TRANSPORTATION SYS.</i> | | | | | | |
| AVL & ITS Systems | \$100,000 | | \$100,000 | | \$0 | \$250,000 |
| LYT Transit Signal Priority | \$0 | | \$0 | | \$0 | \$250,000 |
| Contactless Fare Payment System | 1,061,747 | | \$0 | | \$1,061,747 | \$1,186,747 |
| Subtotal | <u>\$1,161,747</u> | | <u>\$100,000</u> | | <u>\$1,061,747</u> | <u>\$1,686,747</u> |
| <i>INFORMATION SYSTEMS</i> | | | | | | |
| Business Software | \$100,000 | | \$50,000 | | \$50,000 | \$50,000 |
| IT Systems & Security | 235,000 | | \$100,000 | | \$135,000 | \$165,000 |
| Subtotal | <u>\$335,000</u> | | <u>\$150,000</u> | | <u>\$185,000</u> | <u>\$215,000</u> |
| <i>OTHER EQUIPMENT</i> | | | | | | |
| Shop Equipment | \$71,000 | | \$33,000 | | \$38,000 | \$100,000 |
| Service Vehicles | 150,000 | | \$100,000 | | \$50,000 | \$100,000 |
| Office Equipment & Furniture | 150,000 | | \$0 | | \$150,000 | \$250,000 |
| Subtotal | <u>\$371,000</u> | | <u>\$133,000</u> | | <u>\$238,000</u> | <u>\$450,000</u> |
| Total Capital Projects | <u><u>\$44,255,618</u></u> | | <u><u>\$8,781,690</u></u> | | <u><u>\$35,473,928</u></u> | <u><u>\$43,957,385</u></u> |



BOARD OF DIRECTORS REPORT

MEETING DATE: MARCH 4, 2025 **AGENDA ITEM #: 9**

TYPE: ACTION ITEM

PREPARED BY: DIRECTOR OF FINANCE & ADMINISTRATION NANCY TILLIE,

REVIEWED BY: GENERAL MANAGER JERRY ESTRADA

SUBJECT: ADOPTION OF FISCAL YEAR 2025-26 MEASURE A PROGRAM OF PROJECTS SUBMITTAL

RECOMMENDATION:

Staff recommends that the Board approve the submittal of the Santa Barbara Metropolitan Transit District (MTD) Measure A Program of Projects for Fiscal Year (FY) 2025-26.

DISCUSSION:

Consistent with the Measure A ordinance, has MTD prepared its Program of Projects for FY 2025-26. Attached is the submittal form provided by the Santa Barbara County Association of Governments (SBCAG) including MTD's estimated appropriation for the next five years. The Program of Projects must be submitted to SBCAG by March 31, 2025.

ATTACHMENT:

- Five-year Measure A Program of Projects



SANTA BARBARA METROPOLITAN TRANSIT DISTRICT
Five Year Measure A Program of Projects (Fys 25/26 to 29/30)
Measure A Local Street and Transportation Improvements Submittal Form
 (Figures in \$1000's)

| Local Street & Transportation Improvements | Measure A Revenues | | | | | | | | | | Non-Measure A Revenues | | | | Total Project Cost |
|--|------------------------------|--------------------------|--------------------------|----------|----------|----------|----------|----------|--------------------------|-------|------------------------|---------|------------------------------|--------------------|--------------------|
| | FY 23/24 Actual Expenditures | Carry-over from FY 23/24 | Carry-over from FY 24/25 | FY 25/26 | FY 26/27 | FY 27/28 | FY 28/29 | FY 29/30 | TOTAL Measure A Revenues | Local | State | Federal | TOTAL Non-Measure A Revenues | Total Project Cost | |
| Project Descriptions | | | | | | | | | | | | | | | |
| Maintenance, Improvement or Construction of Roadways & Bridges | | | | | | | | | \$0 | | | | \$0 | \$0 | |
| Safety Improvements | | | | | | | | | \$0 | | | | \$0 | \$0 | |
| Urban Forestry Street Tree Program | | | | | | | | | \$0 | | | | \$0 | \$0 | |
| Storm Damage Repair to Transportation Facilities | | | | | | | | | \$0 | | | | \$0 | \$0 | |
| Roadway Drainage Facilities | | | | | | | | | \$0 | | | | \$0 | \$0 | |
| Traffic Signal Coordination, Intersection Channelization | | | | | | | | | \$0 | | | | \$0 | \$0 | |
| Traffic Management | | | | | | | | | \$0 | | | | \$0 | \$0 | |
| Landscaping Maintenance | | | | | | | | | \$0 | | | | \$0 | \$0 | |
| Highway Improvements | | | | | | | | | \$0 | | | | \$0 | \$0 | |
| Matching Funds for State and Regional Programs and Projects | | | | | | | | | \$0 | | | | \$0 | \$0 | |
| | | | | | | | | | \$0 | | | | \$0 | \$0 | |
| | | | | | | | | | \$0 | | | | \$0 | \$0 | |
| | | | | | | | | | \$0 | | | | \$0 | \$0 | |
| | | | | | | | | | \$0 | | | | \$0 | \$0 | |
| | | | | | | | | | \$0 | | | | \$0 | \$0 | |
| TOTAL | | 0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | |

For Santa Barbara County Only
 Class 2 Bikeway Maintenance Expenditure - Count as Alternative Transportation Expenditure

| Alternative Transportation Expenditures | Measure A Revenues | | | | | | | | | | Non-Measure A Revenues | | | | Total Project Cost |
|---|------------------------------|--------------------------|--------------------------|----------|----------|----------|----------|----------|--------------------------|----------|------------------------|----------|------------------------------|--------------------|--------------------|
| | FY 23/24 Actual Expenditures | Carry-over from FY 23/24 | Carry-over from FY 24/25 | FY 25/26 | FY 26/27 | FY 27/28 | FY 28/29 | FY 29/30 | TOTAL Measure A Revenues | Local | State | Federal | TOTAL Non-Measure A Revenues | Total Project Cost | |
| Project Descriptions | | | | | | | | | | | | | | | |
| Maintenance, Repair, Construction & Improvement of Bike & Ped Facilities | | | | | | | | | \$0 | | | | \$0 | \$0 | |
| | | | | | | | | | \$0 | | | | \$0 | \$0 | |
| Safe Routes to School Improvements | | | | | | | | | \$0 | | | | \$0 | \$0 | |
| | | | | | | | | | \$0 | | | | \$0 | \$0 | |
| Reduced Transit Fares for Seniors & Disabled | | | | | | | | | \$0 | | | | \$0 | \$0 | |
| | | | | | | | | | \$0 | | | | \$0 | \$0 | |
| Bus and Rail Transit Services and Facilities | | | | | | | | | \$0 | | | | \$0 | \$0 | |
| Santa Barbara MTD - Operations | \$3,039 | \$0 | \$0 | \$2,866 | \$2,648 | \$2,747 | \$2,852 | \$2,959 | \$14,072 | \$67,538 | \$53,746 | \$27,243 | \$168,527 | \$182,559 | |
| Santa Barbara MTD - Capital | \$635 | \$666 | \$0 | \$1,345 | \$1,243 | \$1,289 | \$1,338 | \$1,389 | \$6,604 | \$0 | \$79,198 | \$1,062 | \$60,259 | \$86,863 | |
| Programs, Education, & Incentives to Reduce Single Occupant Auto Trips or Transportation Demand | | | | | | | | | \$0 | | | | \$0 | \$0 | |
| | | | | | | | | | \$0 | | | | \$0 | \$0 | |
| | | | | | | | | | \$0 | | | | \$0 | \$0 | |
| | | | | | | | | | \$0 | | | | \$0 | \$0 | |
| TOTAL ALTERNATIVE TRANSPORTATION EXPENDITURES | | 0 | \$0 | \$4,211 | \$3,891 | \$4,037 | \$4,180 | \$4,348 | \$20,677 | \$67,538 | \$132,943 | \$28,305 | \$248,786 | \$269,463 | |
| TOTAL EXPENDITURES | | 0 | \$0 | \$4,211 | \$3,891 | \$4,037 | \$4,180 | \$4,348 | \$20,677 | \$67,538 | \$132,943 | \$28,305 | \$248,786 | \$269,463 | |

| Alternative Transportation Summary | |
|---|------------------|
| TOTAL MEASURE A ALLOCATION (FY 2025/26 TO 2029/30) | \$20,677 |
| MINIMUM ALTERNATIVE PERCENTAGE PRESCRIBED BY INVESTMENT PLAN TO BE MET BY FY 2029/30 FOR FISCAL YEARS 2025/26 THROUGH 2029/30 | Enter Percentage |
| TOTAL MEASURE A ALLOCATION TO ALTERNATIVE TRANSPORTATION | \$20,677 |
| PERCENTAGE OF MEASURE A ALLOCATION TO ALTERNATIVE TRANSPORTATION | Enter Percentage |

Santa Barbara Metropolitan Transit District
Measure A Program of Projects
(Figures in \$1000's)

| <u>Capital Projects Detail</u> | <u>Five Year Total</u> |
|------------------------------------|------------------------|
| Revenue Vehicle Purchases | \$31,414 |
| Revenue Vehicle Improvements | 750 |
| Operating Facilities | 47,422 |
| Passenger Facilities | 1,632 |
| Intelligent Transportation Systems | 1,562 |
| Information Systems | 1,938 |
| Other Equipment | 2,146 |
| | <u>\$86,863</u> |



BOARD OF DIRECTORS REPORT

MEETING DATE: MARCH 4, 2025 **AGENDA ITEM #:** 10

TYPE: ACTION ITEM

PREPARED BY: DIRECTOR OF FINANCE & ADMINISTRATION NANCY TILLIE

REVIEWED BY: GENERAL MANAGER JERRY ESTRADA

SUBJECT: LOW CARBON TRANSIT OPERATIONS PROGRAM RESOLUTION

RECOMMENDATION:

Staff recommends that the Board adopt Resolution 2025-01 authorizing General Manager Jerry Estrada to execute all required documents for an application to the California Department of Transportation (Caltrans) for FY 2024/25 California cap-and-trade funds from the Low Carbon Transit Operations Program (LCTOP), agreeing to comply with all conditions and requirements set forth in the Certification and Assurances, authorizing the allocation request, and authorizing the submittal to Caltrans of the project “SBMTD Microtransit Pilot Extension.”

DISCUSSION:

California cap-and-trade auction proceeds are appropriated to several programs, including the LCTOP, which is administered by Caltrans and the California Air Resources Board. All projects funded with auction proceeds must demonstrate greenhouse gas reduction. LCTOP provides formula funds to transit agencies such as MTD based on the agency’s percentage of statewide fare revenue, and to regional transportation planning agencies such as the Santa Barbara County Association of Governments (SBCAG) based on the area’s percentage of statewide population.

Staff proposes to submit an application to apply the available FY 2024/25 LCTOP funds towards MTD’s project “SBMTD Microtransit Pilot Extension.” The SBCAG population-based FY 2024/25 LCTOP funds total \$1,146,641 and SBCAG staff has recommended that MTD receive \$493,056 of that amount. The SBCAG Board is expected to approve the allocation of these funds to MTD at their meeting of April 17. MTD will also apply the \$239,480 in MTD farebox revenue share of LCTOP funds to the project, for a total of \$732,536 in FY 2024/25 LCTOP funds.

BOARD OF DIRECTORS REPORT

ATTACHMENTS:

- LCTOP Authorized Agent Form
- LCTOP Certifications and Assurances
- MTD Board Resolution 2025-01



FY 2024-2025 LCTOP Authorized Agent

AS THE **General Manager**

(Chief Executive Officer/Director/President/Secretary)

OF THE **Santa Barbara Metropolitan Transit District**

(Name of County/City/Transit Organization)

I hereby authorize the following individual(s) to execute for and on behalf of the named Regional Entity/Transit Operator, any actions necessary for the purpose of obtaining Low Carbon Transit Operations Program (LCTOP) funds provided by the California Department of Transportation, Division of Local Assistance. I understand that if there is a change in the authorized agent, the project sponsor must submit a new form. This form is required even when the authorized agent is the executive authority himself. I understand the Board must provide a resolution approving the Authorized Agent. The Board Resolution appointing the Authorized Agent is attached.

Chief Operating Officer/AGM Mary Gregg OR

(Name and Title of Authorized Agent)

Director of Finance & Administration Nancy Tillie OR

(Name and Title of Authorized Agent)

Finance Manager Thais Sayat OR

(Name and Title of Authorized Agent)

Interim Clerk of the Board/Executive Assistant Steve Maas OR

(Name and Title of Authorized Agent)

Jerry Estrada **General Manager**

(Print Name) (Title)

(Signature)

Approved this 4 day of March , 2025



FY 2024-2025 LCTOP Certifications and Assurances

Lead Agency: Santa Barbara Metropolitan Transit District

Project Title: SBMTD Microtransit Pilot Extension

Prepared by: Director of Finance & Administration Nancy Tillie

The California Department of Transportation (Caltrans) has adopted the following Certifications and Assurances for the Low Carbon Transit Operations Program (LCTOP). As a condition of the receipt of LCTOP funds, Lead Agency must comply with these terms and conditions.

A. General

1. The Lead Agency agrees to abide by the current LCTOP Guidelines and applicable legal requirements.
2. The Lead Agency must submit to Caltrans a signed Authorized Agent form designating the representative who can submit documents on behalf of the project sponsor and a copy of the board resolution appointing the Authorized Agent.

B. Project Administration

1. The Lead Agency certifies that required environmental documentation is complete before requesting an allocation of LCTOP funds. The Lead Agency assures that projects approved for LCTOP funding comply with Public Resources Code § 21100 and § 21150.
2. The Lead Agency certifies that a dedicated bank account for LCTOP funds only will be established within 30 days of receipt of LCTOP funds.
3. The Lead Agency certifies that when LCTOP funds are used for a transit capital project, that the project will be completed and remain in operation for its useful life.
4. The Lead Agency certifies that it has the legal, financial, and technical capacity to carry out the project, including the safety and security aspects of that project.
5. The Lead Agency certifies that they will notify Caltrans of pending litigation, dispute, or negative audit findings related to the project, before receiving an allocation of funds.
6. The Lead Agency must maintain satisfactory continuing control over the use of project equipment and facilities and will adequately maintain project equipment and facilities for the useful life of the project.
7. Any interest the Lead Agency earns on LCTOP funds must be used only on approved LCTOP projects.

FY 2024-2025 LCTOP

8. The Lead Agency must notify Caltrans of any changes to the approved project with a Corrective Action Plan (CAP).
9. Under extraordinary circumstances, a Lead Agency may terminate a project prior to completion. In the event the Lead Agency terminates a project prior to completion, the Lead Agency must (1) contact Caltrans in writing and follow-up with a phone call verifying receipt of such notice; (2) pursuant to verification, submit a final report indicating the reason for the termination and demonstrating the expended funds were used on the intended purpose; (3) submit a request to reassign the funds to a new project within 180 days of termination.

C. Reporting

1. The Lead Agency must submit the following LCTOP reports:

- a. **Annual Project Activity Reports October 30th each year.**
- b. **A Close Out Report within six months of project completion.**
- c. **The annual audit required under the Transportation Development Act (TDA), to verify receipt and appropriate expenditure of LCTOP funds. A copy of the audit report must be submitted to Caltrans within six months of the close of the year (December 31) each year in which LCTOP funds have been received or expended.**
- d. **Project Outcome Reporting as defined by CARB Funding Guidelines.**
- e. **Jobs Reporting as defined by CARB Funding Guidelines.**

2. Other Reporting Requirements: CARB develops and revises Funding Guidelines that will include reporting requirements for all State agencies that receive appropriations from the Greenhouse Gas Reduction Fund. Caltrans and project sponsors will need to submit reporting information in accordance with CARB's Funding Guidelines, including reporting on greenhouse gas reductions and benefits to disadvantaged communities.

D. Cost Principles

1. The Lead Agency agrees to comply with Title 2 of the Code of Federal Regulations 225 (2 CFR 225), Cost Principles for State and Local Government, and 2 CFR, Part 200, Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments.
2. The Lead Agency agrees, and will assure that its contractors and subcontractors will be obligated to agree, that:
 - a. Contract Cost Principles and Procedures, 48 CFR, Federal Acquisition Regulations System, Chapter 1, Part 31, et seq., shall be used to determine the allow ability of individual project cost items and

FY 2024-2025 LCTOP

- b. Those parties shall comply with Federal administrative procedures in accordance with 2 CFR, Part 200, Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments. Every sub-recipient receiving LCTOP funds as a contractor or sub-contractor shall comply with Federal administrative procedures in accordance with 2 CFR, Part 200, Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments.
3. Any project cost for which the Lead Agency has received funds that are determined by subsequent audit to be unallowable under 2 CFR 225, 48 CFR, Chapter 1, Part 31 or 2 CFR, Part 200, are subject to repayment by the Lead Agency to the State of California (State). All projects must reduce greenhouse gas emissions, as required under Public Resources Code section 75230, and any project that fails to reduce greenhouse gases shall also have its project costs subject to repayment by the Lead Agency to the State. Should the Lead Agency fail to reimburse moneys due to the State within thirty (30) days of demand, or within such other period as may be agreed in writing between the Parties hereto, the State is authorized to intercept and withhold future payments due the Lead Agency from the State or any third-party source, including but not limited to, the State Treasurer and the State Controller.

A. Record Retention

1. The Lead Agency agrees and will assure that its contractors and subcontractors shall establish and maintain an accounting system and records that properly accumulate and segregate incurred project costs and matching funds by line item for the project. The accounting system of the Lead Agency, its contractors and all subcontractors shall conform to Generally Accepted Accounting Principles (GAAP) and enable the determination of incurred costs at interim points of completion. All accounting records and other supporting papers of the Lead Agency, its contractors and subcontractors connected with LCTOP funding shall be maintained for a minimum of three (3) years after the "Project Closeout" report or final Phase 2 report is submitted (per CARB Funding Guidelines, Vol. 3, page 3.A-16), and shall be held open to inspection, copying, and audit by representatives of the State and the California State Auditor. Copies thereof will be furnished by the Lead Agency, its contractors, and subcontractors upon receipt of any request made by the State or its agents. In conducting an audit of the costs claimed, the State will rely to the maximum extent possible on any prior audit of the Lead Agency pursuant to the provisions of federal and State law. In the absence of such an audit, any acceptable audit work performed by the Lead Agency's external and internal auditors may be relied upon and used by the State when planning and conducting additional audits.
2. For the purpose of determining compliance with Title 21, California Code of Regulations, Section 2500 et seq., when applicable, and other matters connected with



FY 2024-2025 LCTOP

the performance of the Lead Agency's contracts with third parties pursuant to Government Code § 8546.7, the project sponsor, its contractors and subcontractors and the State shall each maintain and make available for inspection all books, documents, papers, accounting records, and other evidence pertaining to the performance of such contracts, including, but not limited to, the costs of administering those various contracts. All of the above referenced parties shall make such materials available at their respective offices at all reasonable times during the entire project period and for three (3) years from the date of final payment. The State, the California State Auditor, or any duly authorized representative of the State, shall each have access to any books, records, and documents that are pertinent to a project for audits, examinations, excerpts, and transactions, and the Lead Agency shall furnish copies thereof if requested.

3. The Lead Agency, its contractors and subcontractors will permit access to all records of employment, employment advertisements, employment application forms, and other pertinent data and records by the Civil Rights Department, or any other agency of the State of California designated by the State, for the purpose of any investigation to ascertain compliance with this document.

F. Special Situations

Caltrans may perform an audit and/or request detailed project information of the project sponsor's LCTOP funded projects at Caltrans' discretion at any time prior to the completion of the LCTOP.

I certify all these conditions will be met.

Jerry Estrada

(Print Authorized Agent)

(Signature)

General Manager

(Title)

March 4, 2025

(Date)



**FY 2024-2025 LCTOP
SANTA BARBARA METROPOLITAN TRANSIT DISTRICT
RESOLUTION #2025-01**

AUTHORIZATION FOR THE EXECUTION OF THE
CERTIFICATIONS AND ASSURANCES AND AUTHORIZED AGENT FORMS
FOR THE LOW CARBON TRANSIT OPERATIONS PROGRAM (LCTOP)
FOR THE FOLLOWING PROJECT(S):

**SBMTD MICROTRANSIT PILOT EXTENSION
99313: \$493,056; 99314: \$239,480**

WHEREAS, the Santa Barbara Metropolitan Transit District (District) is an eligible project sponsor and may receive state funding from the Low Carbon Transit Operations Program (LCTOP) for transit projects; and

WHEREAS, the statutes related to state-funded transit projects require a local or regional implementing agency to abide by various regulations; and

WHEREAS, Senate Bill 862 (2014) named the Department of Transportation (Department) as the administrative agency for the LCTOP; and

WHEREAS, the Department has developed guidelines for the purpose of administering and distributing LCTOP funds to eligible project sponsors (local agencies); and

WHEREAS, the District wishes to delegate authorization to execute these documents and any amendments thereto to Jerry Estrada, General Manager; and

WHEREAS, the District wishes to implement the following LCTOP project(s) listed above,

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the District that the fund recipient agrees to comply with all conditions and requirements set forth in the Certification and Assurances and the Authorized Agent documents and applicable statutes, regulations and guidelines for all LCTOP funded transit projects.

NOW THEREFORE, BE IT FURTHER RESOLVED that Jerry Estrada, General Manager be authorized to execute all required documents of the LCTOP program and any Amendments thereto with the California Department of Transportation.

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the District that it hereby authorizes the submittal of the following project nomination(s) and allocation request(s) to the Department in FY2024-2025 LCTOP funds:

(Continued to next page)



FY 2024-2025 LCTOP

List project(s), including the following information:

Project Name: SBMTD Microtransit Pilot Extension

Short description of project: Additional one-year pilot of microtransit on-demand service

Amount of LCTOP funds requested: \$732,536

Benefit to Priority Populations: The project will serve AB 1550 Low-Income Communities

Amount to benefit Priority Populations: 100%

Contributing Sponsors (if applicable): Santa Barbara County Association of Governments

PASSED AND ADOPTED by the Board of Directors of the Santa Barbara Metropolitan Transit District this 4th day of March 2025 by the following vote:

AYES: _____

NAYS: _____

ABSENT: _____

Chair, Board of Directors

ATTEST:

Secretary, Board of Directors



BOARD OF DIRECTORS REPORT

MEETING DATE: MARCH 4, 2025 **AGENDA ITEM #:** 11

TYPE: ACTION ITEM

PREPARED BY: DIRECTOR OF FINANCE & ADMINISTRATION NANCY TILLIE
PLANNING & MARKETING MANAGER HILLARY BLACKERBY

REVIEWED BY: GENERAL MANAGER JERRY ESTRADA

SUBJECT: 2025 FARE STRUCTURE ADJUSTMENT AND EQUITY ANALYSIS

RECOMMENDATION:

Staff recommends that the Board receive a report on the fare structure adjustment outreach process and survey results, and adopt fare structure Alternative 2. Additionally, staff recommends raising the age of eligibility for the senior fare to 65 from 62, in order to bring the cash and pass fare in line with Tap2Ride senior eligibility.

DISCUSSION:

MTD is facing a significant budget deficit in future years as costs have increased over the past 16 years. Additionally, as result of the population growth in South Santa Barbara County as reported through the 2020 Census, eligibility for access to a major source of funding from the federal government has been eliminated. To address this budget deficit, MTD is evaluating potential sources of increased revenue, including a potential fare increase that would allow MTD to recover an estimated \$1.3 to \$1.5 million dollars to be put towards operations. Two alternatives to the fare rates are under consideration.

MTD conducted a robust public outreach process in January and February 2025, which included a survey of our riders. This survey gathered demographic information, preference between fare alternatives, and the likelihood of ridership continuing following a fare change. Over 420 individuals responded to the survey. In addition to learning about rider preferences, through the survey, MTD was able to ascertain whether the proposed changes were in alignment with FTA Title VI guidelines and policies as adopted by MTD's Board of Directors.

MTD found that riders were divided 51%-49% on their preference between the proposed alternative fare rates, representing nearly identical sentiment between the two fare scenarios. Both potential fare scenarios would be in accordance with MTD's adopted

BOARD OF DIRECTORS REPORT

Title VI policy, and neither alternative would result in a disparate impact on minority groups or a disproportionate burden on low-income populations. Analyses determined that increased costs of riding MTD buses would be approximately equal for all demographic groups of riders.

Budget projections suggest that, if riders continue paying bus fares in the manner they currently do (e.g., with cash, prepaid cards, Tap2Ride, etc.) revenue will increase slightly more in fare Alternative 2 than would be expected in fare Alternative 1.

Based on these results and projections, and the nearly even split in the preference of those riders have regarding the proposed fare structure alternatives, staff recommends that the Board adopt fare structure Alternative 2, which is projected to provide increased revenue and allow for the most frequent riders to ride the bus at a lower average rate should they purchase prepaid bus passes or utilize fare capping via the Tap2Ride contactless payment system.

Additionally, as part of the fare structure adjustment, staff recommends harmonizing the age for senior eligibility to 65, up from the current 62 and older threshold for cash and passes. The State and Federal definitions of “senior” are 65 years of age and older, and the configuration of contactless payment discounts for seniors is set at 65 plus for that reason. Age 65 is standard at other transit agencies in our region—SLORTA, Gold Coast Transit, City of Lompoc Transit, Monterey-Salinas Transit, and VCTC all use the 65+ rule.

ATTACHMENTS:

- Report on Survey Responses Regarding the 2025 Proposed Fare Structure Adjustment Bilingual Paper Survey
- Bilingual Paper Survey

**Report on Survey Responses
Regarding the 2025 Proposed Fare Structure Adjustment**

February 2025

Prepared by the

Santa Barbara Metropolitan Transit District





Report on Survey Responses
Regarding the 2025 Proposed Fare Structure Adjustment
February 2025

Introduction

The Santa Barbara Metropolitan Transit District (MTD) provides safe, appealing, equitable, environmentally responsible, and fiscally sound public transit service for residents and visitors of the South Coast of Santa Barbara County. Continuing to provide this service to Santa Barbara requires careful consideration of both the current and projected costs associated with providing this service. During the 2024 Fiscal Year (FY24) alone (July 1st, 2023 to June 30th 2024), MTD provided 4,684,415 rides totaling 17,466,538 miles traveled for passengers. This represented a massive turnaround with ridership that is now approaching pre-COVID-19 pandemic levels of community use, as measured by passengers per revenue hour. In order to operate this service, MTD relies on funding from a variety of sources, shown below.

| MTD Budget Revenue Sources (FY 23-24) | % |
|---|----------|
| Cash Fares | 5.3% |
| Prepaid Tickets and Tokens | 5.7% |
| Contracts with Local Universities and Agencies | 6.2% |
| Federal Assistance | 23.8% |
| State and Local Subsidies | 50.4% |
| Property Taxes | 6.2% |
| Other Revenue | 2.4% |
| Total | 100% |

With dwindling federal subsidy, based on current operating costs, MTD faces upcoming budget constraints that threaten the ability for MTD to continue to provide its present level of service to the community. Most notably, due to the rising population in the service area, MTD no longer qualifies for funding from the Federal Transit Administration’s Small Transit Intensive Cities program. As a result, MTD must make up a difference of \$3 million in lost funding annually from the federal government. In the present year, these losses have been offset by funding approved in the Coronavirus Aid, Relief, and Economic Security Act (CARES), the Coronavirus Response and Relief Supplemental Appropriations Act, 2021 (CRRSAA) and the American Rescue Plan Act (ARPA). However, funds from CARES, CRRSAA, and ARPA are projected to be exhausted by FY 2028-29, requiring MTD to find alternative modes of funding to maintain service at its present level.

| Five-Year Operating Forecast (\$ thousands) | | | | | |
|--|--------------------|----------------------|----------------------|----------------------|----------------------|
| | FY 25-26 Budget | FY 26-27 Forecast | FY 27-28 Forecast | FY 28-29 Forecast | FY 29-30 Forecast |
| Operating Surplus/(Deficit) | (\$5,758) | (\$6,889) | (\$7,755) | (\$8,248) | (\$8,796) |
| Federal Funds | \$5,758 | \$6,889 | \$7,755 | \$5,042 | \$0 |
| Balanced | \$0 | \$0 | \$0 | (\$3,207) | (\$8,796) |

In order to make up projected budget deficits, MTD is investigating opportunities to increase revenue from the federal, state, and local governments, but must also consider future contract agreements and current costs for riding the bus. Fare structure and fare policy are in the direct control of MTD. Therefore, at the November 19, 2024, Board of Directors meeting, staff recommended and received approval to conduct an initial outreach process to gather public feedback on proposed fare structure adjustments. The remainder of this report serves to update the Board of Directors and the general public on the results of the outreach effort, which informed MTD management’s recommendation for the future MTD fare structure.

Proposed Fare Structure

In order to generate increased revenue that will assist MTD in maintaining service near present levels, staff proposed two alternative fare scenarios. These scenarios are illustrated in the table below. As shown, Alternative 1 proposes a \$0.50—or 29%—increase in the full fare per trip along with 62-63% increases in the cost of prepaid passes. Alternative 2 proposes a \$0.75—or 43%—increase in the full cash fare along with 53-54% increases in the cost of prepaid passes. These scenarios were each estimated to generate approximately \$1.3 to \$1.5 million in increased revenue annually.

| Fare Structure | | Current | Alternative 1 | Alternative 2 |
|----------------|-----------------|---------|---------------|---------------|
| Cash Fares | Regular Fare | \$1.75 | \$2.25 | \$2.50 |
| | Youth | \$1.75 | \$2.25 | \$2.50 |
| | Senior/Disabled | \$0.85 | \$1.00 | \$1.25 |
| Day Pass | | \$6.00 | \$6.00 | \$6.00 |
| 10-Ride Pass | Adult | \$11.50 | \$18.50 | \$17.50 |
| | Youth | \$8.25 | \$13.50 | \$12.50 |
| | Senior/Disabled | \$5.50 | \$9.00 | \$8.50 |
| 30-Day Pass | Adult | \$52.00 | \$85.00 | \$80.00 |
| | Youth | \$42.00 | \$68.00 | \$65.00 |
| | Senior/Disabled | \$20.00 | \$32.00 | \$30.00 |

Outreach Efforts

MTD staff set out to engage with riders and allow for public input through a number of outreach efforts. These steps are outlined below.

- **Dedicated Page on MTD Website**

MTD added a page to its website detailing the proposed alternative fares, why the change would be necessary, potential budget scenarios, and soliciting community feedback. The dedicated page is available here: <https://sbmtd.gov/farechange>

- **Bilingual Online and Paper Surveys**

MTD provided online surveys that were accessible through QR codes posted on buses, in the Transit Center, and at bus stops, and at the website mentioned above. For riders who were unable to access online links or preferred to answer on a physical sheet of paper, the survey was also available in paper form, with English on one side and Spanish on the other. The paper surveys were available at the Transit Center and on board every bus. In total, these surveys resulted in over 420 responses in English and Spanish combined, with 15% of responses coming from a paper survey.

- **Bus Stop Flyers**

Flyers were posted at every active bus stop, and were bilingual in English and Spanish. The flyer including a brief description of the proposed fare changes, the table with the two alternatives (as pictured on the previous page), information on in-person public meetings, and QR codes that allowed community members direct access to the dedicated webpage and online survey regarding the proposed fare change. This allowed riders to learn more as they waited for buses or passed by stops on foot. The Transit Center also had several posters with this information.

- **Onboard Flyers and Paper Surveys**

The same flyer mentioned above (in a larger 11x17 format) was installed towards the front of all MTD buses, with paper surveys available. Each bus also had a plastic box where riders could return their completed surveys.

- **Community Open-House Style Meetings**

MTD staff hosted four community meetings across our service region over the course of three weeks, one each at the Goleta Valley Community Center, the Eastside Santa Barbara Public Library, the Central Santa Barbara Public Library, and the Carpinteria Library. Each event was attended by multiple members of MTD leadership and staff and interpretation services were available. English/Spanish interpretation was used at 3 of the 4 meetings. Instead of the traditional presentation and public comment format, these meetings had staffed display boards that members of the public could read and then converse with MTD staff to better understand the proposal and share their input. These events led to direct contact with approximately 35 community members in total.

- **Social Media and Traditional Media Campaign**

At the beginning of the outreach process, staff sent out a press release in English and Spanish to local media outlets announcing the meetings and survey in an effort to boost the visibility of the fare change process. Several local media outlets covered the process.

MTD maintains accounts on several social media platforms, including Instagram, Facebook, X (formerly Twitter), and TikTok. For the month and a half of the outreach campaign, staff posted a combined 50 times about the fare changes across the platforms.

MTD also maintains a monthly e-newsletter and sent two messages to that list of over 600 individuals with information on the process and links to take the survey.

Survey Design

Surveys were designed to both inform the public of the proposed fare scenarios and gain key information about ridership and their preferences. Thus, all paper and online surveys provided explanations of the proposed fare structures and why MTD feels it is necessary to restructure fare costs prior to asking questions. The questionnaire was designed to be efficient so as to increase the number of respondents while allowing MTD to gauge the desires of passengers and complete required analyses under Title VI of the Civil Rights Act of 1964 as instructed by the Federal Transit Administration. Thus, 12 questions were asked about rider habits, preferences, and demographics. A copy of the paper survey in English and Spanish is attached.

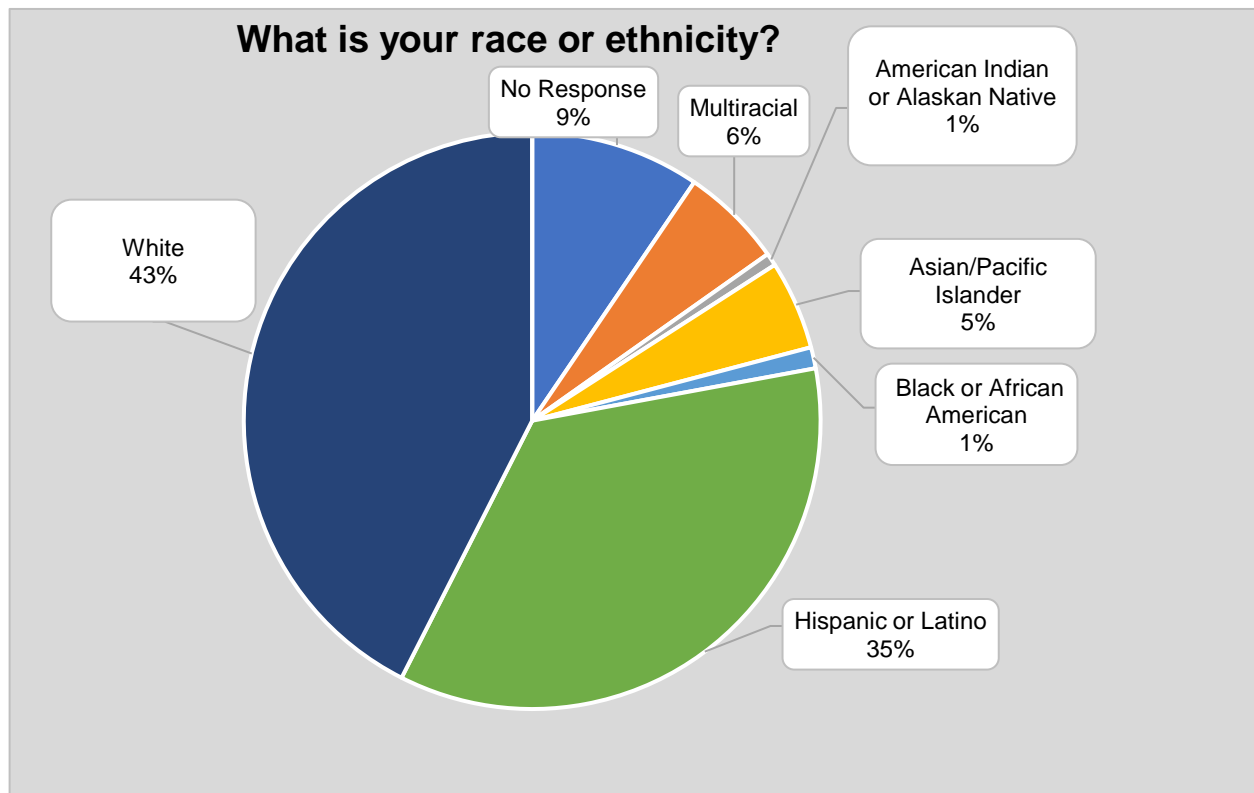
The questions are as follows:

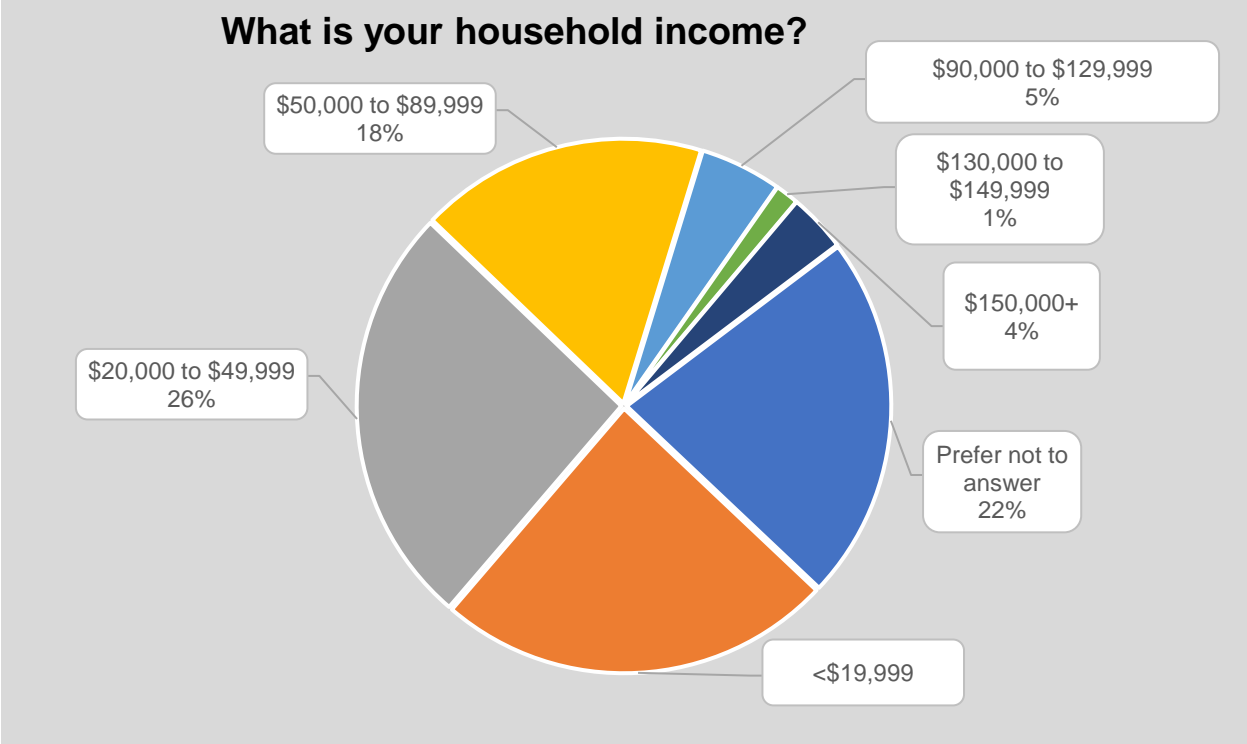
1. How often do you ride MTD buses?
2. How reasonable is a \$2.25 bus fare?
3. How reasonable is a \$2.50 bus fare?
4. Between Alternative 1 and Alternative 2, which would you like to see implemented?
5. How do you currently pay your fare?
6. If you haven't used [Tap2Ride], why not?
7. How would you prefer to pay for your fare?
8. How likely are you to continue using MTD transit services if the proposed fare increase is approved?
9. What is your household income?
10. Which race or ethnicity best describes you?
11. Please write your home zip code.
12. Do you have any other comments concerning MTD's proposed fare adjustment?

Survey Responses

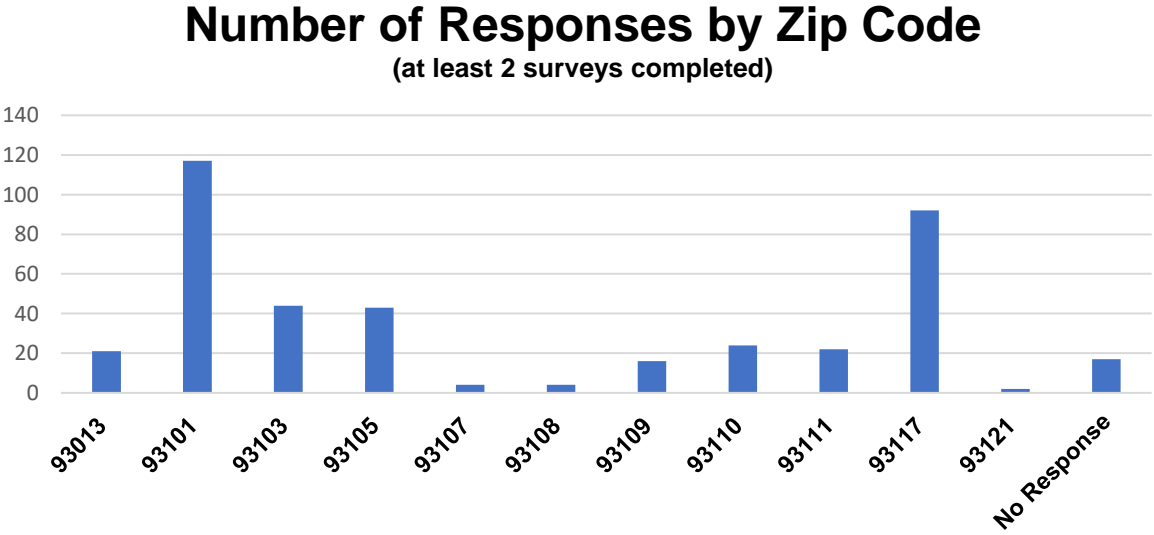
Demographic Data

The responses MTD received from riders were generally representative of the South Santa Barbara County region as a whole. Forty-three percent (43%) of respondents identified themselves as White/Caucasian, 35% as Hispanic or Latino, 6% as multiracial, 5% as Asian/Pacific Islander, 1% as American Indian or Native Alaskan, and 1% as Black or African American. Respondents also came from a variety of economic backgrounds, though most respondents were lower income, including 50% of respondents who said their household income was at or below \$49,999. More details are provided in the figure below.



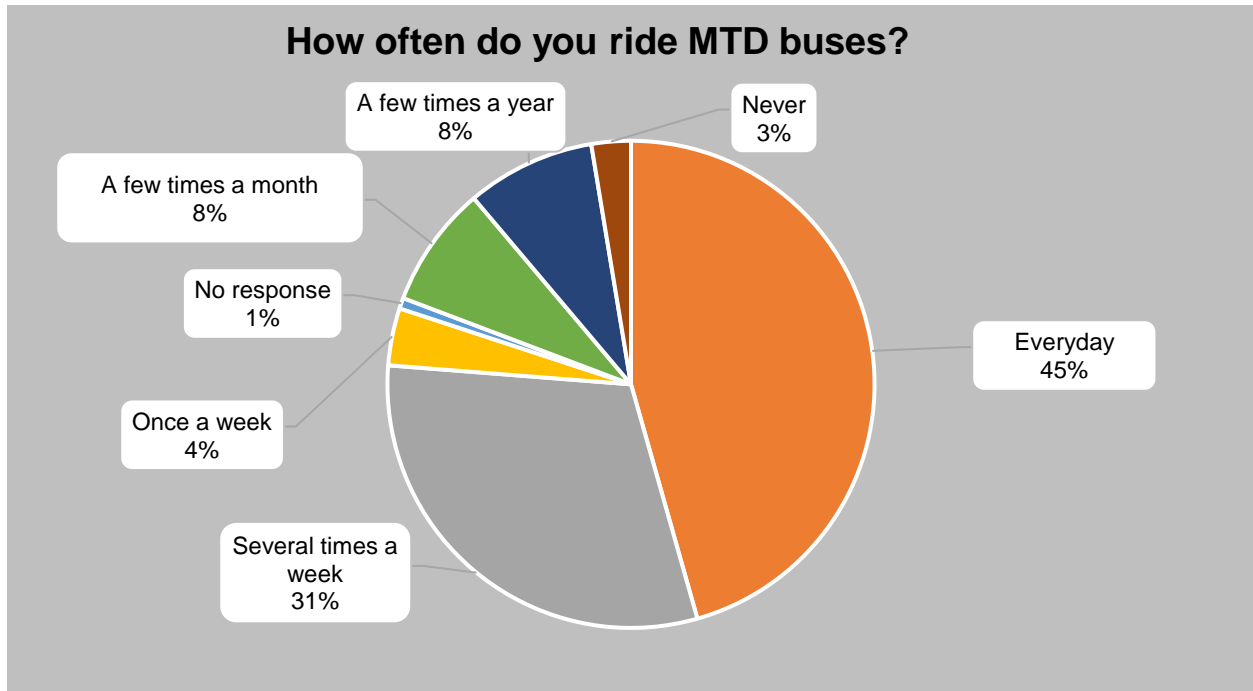


In addition to considering race/ethnicity and income, a third demographic characteristics was the respondents home zip code. The survey gathered information from 22 different zip codes across the service area. The distribution of responses across zip codes is shown below for zip codes with multiple respondents.

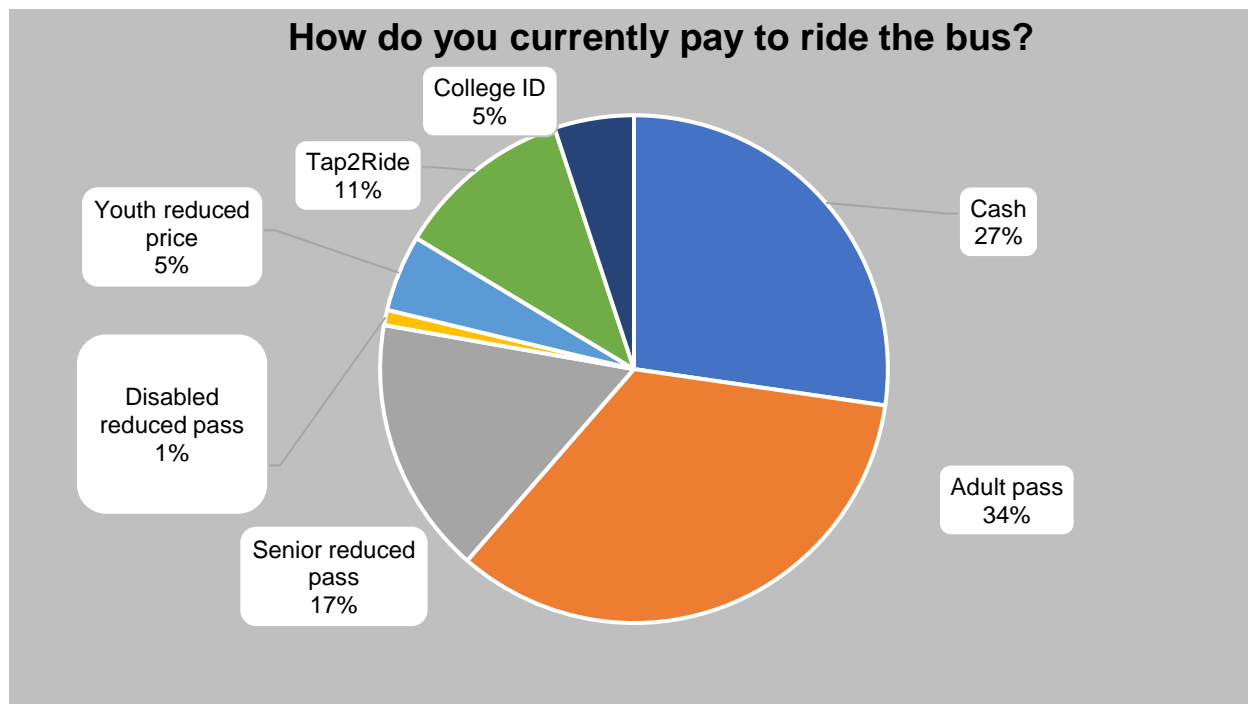


Ridership Habits

Of critical importance to ensuring the future of MTD's effectiveness is knowing about our rider's habits and how they will be impacted by changes to the fare structure. To that end, riders were asked to report how often they ride the bus. Most respondents were frequent riders, including 45% who said they ride the bus every day, and another 31% who said they ride the bus several times a week. Still, a sizeable number of responses were received from less frequent riders, and even some from community members who said they never ride the bus.



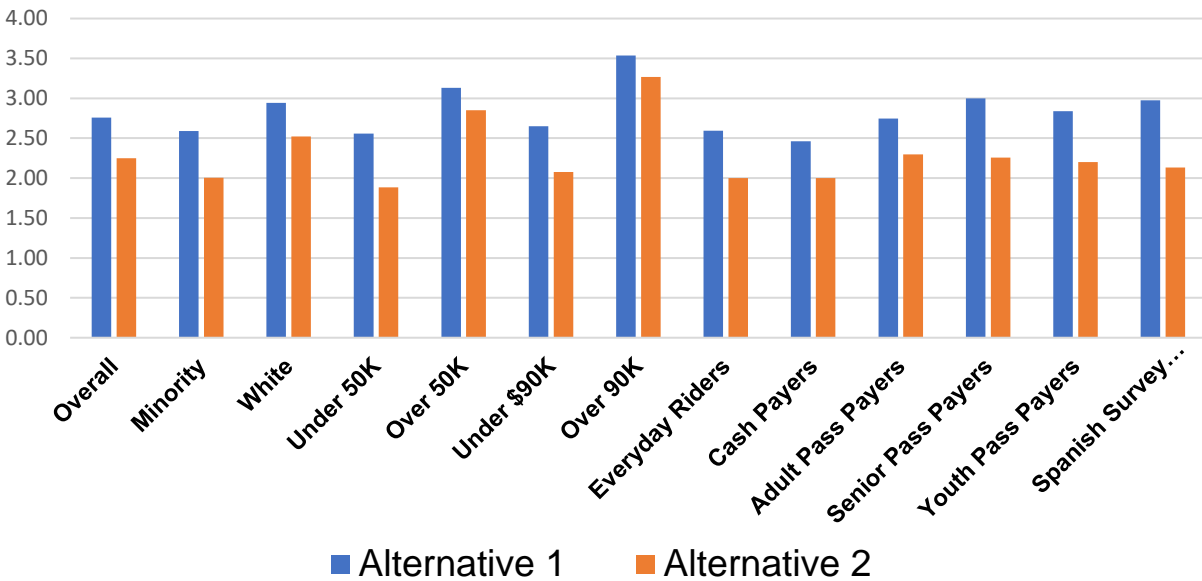
Given the different changes in fare levels, it was also important to gauge how respondents preferred to pay their fare when riding the bus. Survey respondents, like ridership on the whole, pay their fare in a number of different ways, including prepaid cards (34% adult prepaid, 17% senior prepaid, 5% youth prepaid, 56% overall), cash (27%), Tap2Ride (11%), and College IDs (5%). These numbers are closely aligned with ridership overall, though with fewer college ID users than in the ridership MTD typically reports. That is appropriate given that college ID users pay through their tuition process and may be less concerned or inclined to complete a survey about fare changes.



Rider Preferences

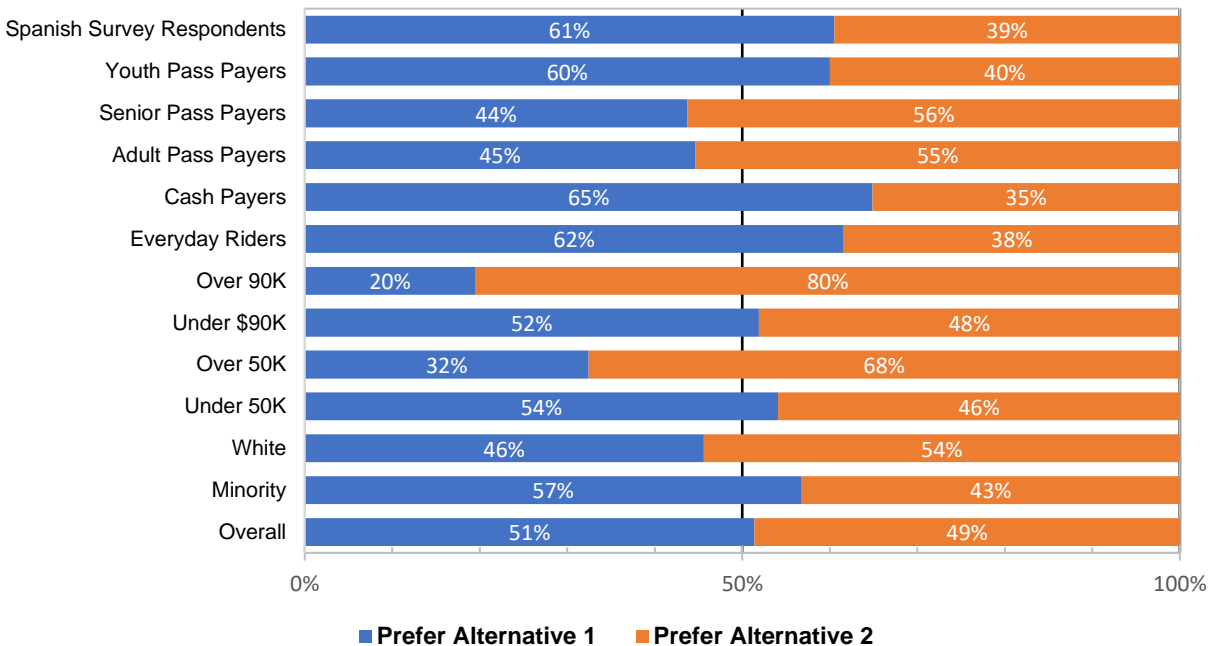
A key component of the survey was the opportunity to discern which alternative riders would prefer and how ridership would be affected by changes to the fare structure. To that end, respondents were asked on a scale of 1 to 5 how reasonable they felt each fare alternative was, and which alternative they would prefer to see implemented. Overall, respondents found Alternative 1 to be more reasonable than Alternative 2; the average rating for Alternative 1 was 2.8 compared to an average rating of 2.3 for Alternative 2. Though the exact averages varied, this pattern was observed across a number of different demographic and ridership groups, including minority, White, low-income, higher-income, everyday riders, cash payers and even those who currently pay with an adult senior or youth pass.

How reasonable do you find the proposed fare alternatives?



Relatedly, among the full sample of respondents, riders tended to prefer Alternative 1 to Alternative 2, though only by a slight amount, with 51% of all respondents saying they preferred Alternative 1 and 49% saying they preferred Alternative 2. There was also variance across different groups of riders. Several groups said they preferred Alternative

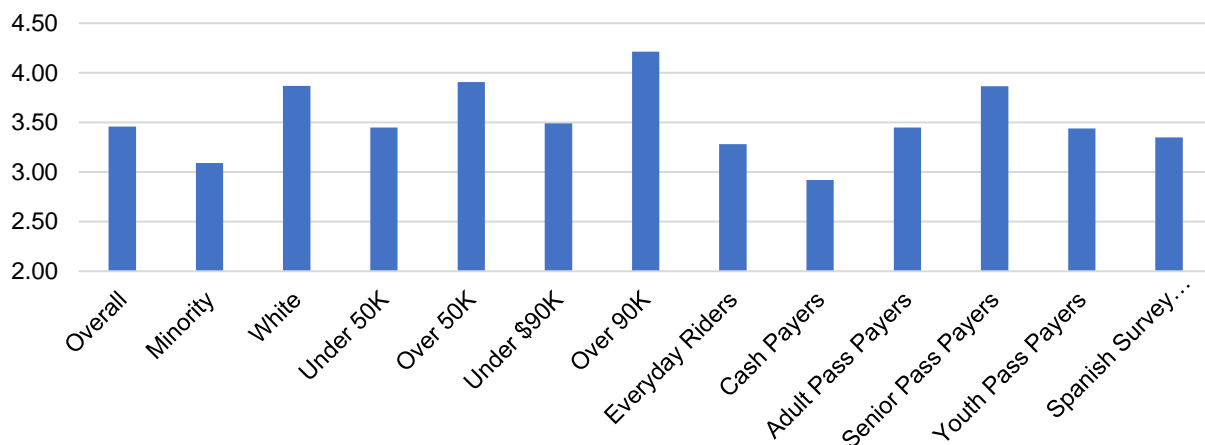
Which fare alternative do you prefer?



1, including: minority (57%), low-income (54%), everyday (62%) cash paying riders (65%), and youth prepaid pass users (60%). Other groups, however, said they preferred Alternative 2, including: White (54%), higher income (80%), adult prepaid pass users (56%), and senior prepaid pass users (55%).

Finally, we remain aware that if a fare increase is instituted, current riders may reevaluate their transportation options. Thus, riders were asked how likely they were to continue riding MTD buses if a fare increase was instituted. Overall, riders said they were likely to continue to use MTD buses following a fare increase. Nonetheless, there was variance in how likely they were to continue using the bus across groups. Cash payers had the reported the lowest likelihood of continuing to ride MTD buses, while higher income, White, and senior pass payers were reported the highest likelihood of continuing to ride the bus.

On a scale of 1-5, how likely are you to continue using MTD transit services if the proposed fare increase is approved?



Title VI

Under the authority of Title VI of the Civil Rights Act of 1964 (Title VI), Federal Transit Administration (FTA) Circular 4702.1B directs transit providers to define and set standards for analyzing the potential adverse effects of proposed major service changes and all proposed fare changes on protected populations. An equity analysis is conducted prior to implementing any such service or fare change to evaluate whether the proposed change is likely to have a disparate impact on populations protected under Title VI, or place a disproportionate burden on low-income populations.

The Santa Barbara Metropolitan Transit District (SBMTD) follows this Service and Fare Change Equity Policy (Policy) in accordance with Chapter IV, Section 7 of Circular 4702.1B to assist with equitable and transparent decision-making and with the goal of fairly distributing the adverse impacts of and any burdens associated with fare and major service changes.

In correspondence with this policy, before implementing a fare change, SBMTD has conducted an equity analysis to determine whether the effects of the proposed change will impose a disparate impact on populations protected under Title VI or a disproportionate burden on low-income populations. Here, we outline the present policy as it relates to fare changes and the results of our survey as they relate to impacts on protected populations.

MTD Service and Fare Equity Policy

The following paragraphs are excerpts from MTD's Service and Fare Equity Policy, adopted by the MTD Board of Directors in October 2024.

Fare Changes

A disparate impact or disproportionate burden will be deemed to have occurred if the difference between the percentage change in fares for protected riders and non-protected riders is greater than 15%. For example, if a fare change yields a 25% increase in fares for protected riders and a 5% increase in fares for non-protected riders, the difference in impact between the two populations would be 20%. This would result in a disparate impact and/or disproportionate burden finding, because the difference in impact between protected and non-protected riders is greater than 15%.

Defining Disparate Impact

Consistent with the FTA Circular, if the proposed change will have a disparate impact on riders or potential riders who are protected on the basis of race or ethnicity, SBMTD may only adopt the change upon demonstrating: 1) a substantial legitimate justification for the proposed change; and 2) there are no alternatives that would have a less disparate impact on minority riders but would still accomplish the agency's legitimate program goals.

Defining Disproportionate Burden

If the proposed change will disproportionately affect low-income populations, whether by benefit or burden, SBMTD may only adopt the change if further mitigation measures or alternatives that would reduce the disproportionately high and adverse effects are not practicable. In determining whether a mitigation measure or alternative is practicable, the social, economic, and environmental effects of avoiding or mitigating the adverse effects shall be taken into account.

Fare Equity Analysis Process

SBMTD will conduct a fare equity analysis before implementing any proposed change that would increase or decrease individual or system-wide fares or fares by fare payment type or fare media. For a fare increase or decrease, SBMTD will assess whether protected riders are more likely than non-protected riders to use the affected fare type, and what the potential cost impact would be to these riders. Concurrently-proposed fare changes are considered in the aggregate.

Results of Fare Equity Analyses

Analyses were conducted to determine if each of the proposed fare alternatives is acceptable under SBMTD's adopted Title VI guidelines. To that end, the tables below show that no disparate impacts or disproportionate burdens were identified for either of the proposed alternative fare structures, based on the 15 percent difference threshold. An additional set of analyses show that expected fare increases are nearly identical for all focal groups, with slightly lower increases in fare costs for minority and low-income riders compared to White or higher income riders, respectively.

Fare Equity Analysis Tables Based on Survey Results

| Alternative 1 | Cost | | Change | | Impact by Usage by Group | | | | | | |
|---|----------|----------|-----------------|---------|--------------------------|---------|-----------|----------|----------|-------|---------|
| | Existing | Proposed | Increase Amount | Percent | Under 50K | 50K-90K | Under 90K | Over 90K | Minority | White | Overall |
| Fare Type | | | | | | | | | | | |
| Currently pays with cash | \$1.75 | \$2.25 | \$0.50 | 28.6% | 31.0% | 22.5% | 29.3% | 17.4% | 32.8% | 23.0% | 28.7% |
| Currently pays with adult pass | \$1.04 | \$1.68 | \$0.64 | 62.0% | 34.3% | 39.4% | 34.9% | 45.7% | 37.3% | 34.0% | 35.9% |
| Currently pays with senior reduced pass | \$0.51 | \$0.83 | \$0.32 | 62.0% | 18.4% | 17.6% | 18.5% | 15.2% | 9.4% | 28.5% | 17.2% |
| Currently pays with disabled reduced pass | \$0.51 | \$0.83 | \$0.32 | 62.0% | 2.0% | 0.0% | 1.5% | 0.0% | 1.7% | 0.0% | 1.0% |
| Currently pays with youth reduced pass | \$0.87 | \$1.42 | \$0.55 | 63.0% | 4.1% | 3.5% | 4.1% | 2.2% | 4.5% | 6.0% | 5.1% |
| Currently pays with Tap2Ride | \$1.75 | \$2.25 | \$0.50 | 28.6% | 10.2% | 16.9% | 11.7% | 19.6% | 14.3% | 8.5% | 11.9% |

The fare equity analysis of Alternative 1 demonstrates no disparate impact or disproportionate burden.

| Alternative 2 | Cost | | Change | | Impact by Usage by Group | | | | | | |
|---|----------|----------|-----------------|---------|--------------------------|---------|-----------|----------|----------|-------|---------|
| | Existing | Proposed | Increase Amount | Percent | Under 50K | 50K-90K | Under 90K | Over 90K | Minority | White | Overall |
| Fare Type | | | | | | | | | | | |
| Currently pays with cash | \$1.75 | \$2.50 | \$0.75 | 42.9% | 31.0% | 22.5% | 29.3% | 17.4% | 32.8% | 23.0% | 28.7% |
| Currently pays with adult pass | \$1.04 | \$1.59 | \$0.55 | 53.0% | 34.3% | 39.4% | 34.9% | 45.7% | 37.3% | 34.0% | 35.9% |
| Currently pays with senior reduced pass | \$0.51 | \$0.78 | \$0.27 | 52.5% | 18.4% | 17.6% | 18.5% | 15.2% | 9.4% | 28.5% | 17.2% |
| Currently pays with disabled reduced pass | \$0.51 | \$0.78 | \$0.27 | 52.5% | 2.0% | 0.0% | 1.5% | 0.0% | 1.7% | 0.0% | 1.0% |
| Currently pays with youth reduced pass | \$0.87 | \$1.34 | \$0.47 | 53.5% | 4.1% | 3.5% | 4.1% | 2.2% | 4.5% | 6.0% | 5.1% |
| Currently pays with Tap2Ride | \$1.75 | \$2.50 | \$0.75 | 42.9% | 10.2% | 16.9% | 11.7% | 19.6% | 14.3% | 8.5% | 11.9% |

The fare equity analysis of Alternative 2 demonstrates no disparate impact or disproportionate burden.

Alternative 1 Disparate Impact and Disproportionate Burden Analysis

| Disparate Impact on Minority Groups Analysis for Alternative 1 | | | | | | | |
|--|---------------|---------------|-----------------|----------------|-----------------|----------------|---|
| Fare Type | Existing Cost | Proposed Cost | Increase Amount | Percent Change | Minority Impact | Overall Impact | % Difference between Minority and Overall |
| Currently pays with cash | \$ 1.75 | \$ 2.25 | \$ 0.50 | 28.6% | 32.8% | 28.7% | 4.1% |
| Currently pays with adult pass | \$ 1.04 | \$ 1.68 | \$ 0.64 | 62.0% | 37.3% | 35.9% | 1.4% |
| Currently pays with senior reduced pass | \$ 0.51 | \$ 0.83 | \$ 0.32 | 62.0% | 9.4% | 17.2% | 7.8% |
| Currently pays with disabled reduced pass | \$ 0.51 | \$ 0.83 | \$ 0.32 | 62.0% | 1.7% | 1.0% | 0.7% |
| Currently pays with youth reduced pass | \$ 0.87 | \$ 1.42 | \$ 0.55 | 63.0% | 4.5% | 5.1% | 0.6% |
| Currently pays with Tap2Ride | \$ 1.75 | \$ 2.25 | \$ 0.50 | 28.6% | 14.3% | 11.9% | 2.4% |

Because the percentage difference between the impact on minorities and the overall population is less than 15%, there would be no disparate impact on minority groups if Alternative 1 were implemented.

| Disproportionate Burden on Low-Income Groups Analysis for Alternative 1 | | | | | | | |
|---|---------------|---------------|-----------------|----------------|-------------------|----------------|---|
| Fare Type | Existing Cost | Proposed Cost | Increase Amount | Percent Change | Low-Income Impact | Overall Impact | % Difference between Low-Income and Overall |
| Currently pays with cash | \$ 1.75 | \$ 2.25 | \$ 0.50 | 28.6% | 29.3% | 28.7% | 0.6% |
| Currently pays with adult pass | \$ 1.04 | \$ 1.68 | \$ 0.64 | 62.0% | 34.9% | 35.9% | 1% |
| Currently pays with senior reduced pass | \$ 0.51 | \$ 0.83 | \$ 0.32 | 62.0% | 18.5% | 17.2% | 1.3% |
| Currently pays with disabled reduced pass | \$ 0.51 | \$ 0.83 | \$ 0.32 | 62.0% | 1.5% | 1.0% | 0.5% |
| Currently pays with youth reduced pass | \$ 0.87 | \$ 1.42 | \$ 0.55 | 63.0% | 4.1% | 5.1% | 1% |
| Currently pays with Tap2Ride | \$ 1.75 | \$ 2.25 | \$ 0.50 | 28.6% | 11.7% | 11.9% | 0.2% |

Because the percentage difference between the impact on low-income populations and the overall population is less than 15%, there would be no disparate impact on low-income populations if Alternative 1 were implemented.

Alternative 2 Disparate Impact and Disproportionate Burden Analysis

| Disparate Impact on Minority Groups Analysis for Alternative 2 | | | | | | | |
|--|---------------|---------------|-----------------|----------------|-----------------|----------------|---|
| Fare Type | Existing Cost | Proposed Cost | Increase Amount | Percent Change | Minority Impact | Overall Impact | % Difference between Minority and Overall |
| Currently pays with cash | \$ 1.75 | \$ 2.50 | \$ 0.75 | 42.9% | 32.8% | 28.7% | 4.1% |
| Currently pays with adult pass | \$ 1.04 | \$ 1.59 | \$ 0.55 | 53.0% | 37.3% | 35.9% | 1.4% |
| Currently pays with senior reduced pass | \$ 0.51 | \$ 0.78 | \$ 0.27 | 52.5% | 9.4% | 17.2% | 7.8% |
| Currently pays with disabled reduced pass | \$ 0.51 | \$ 0.78 | \$ 0.27 | 52.5% | 1.7% | 1.0% | 0.7% |
| Currently pays with youth reduced pass | \$ 0.87 | \$ 1.34 | \$ 0.47 | 53.5% | 4.5% | 5.1% | 0.6% |
| Currently pays with Tap2Ride | \$ 1.75 | \$ 2.50 | \$ 0.75 | 42.9% | 14.3% | 11.9% | 2.4% |

Because the percentage difference between the impact on minorities and the overall population is less than 15%, there would be no disparate impact on minority groups if Alternative 2 were implemented.

| Disproportionate Burden on Low-Income Groups Analysis for Alternative 2 | | | | | | | |
|---|---------------|---------------|-----------------|----------------|-------------------|----------------|---|
| Fare Type | Existing Cost | Proposed Cost | Increase Amount | Percent Change | Low-Income Impact | Overall Impact | % Difference between Low-Income and Overall |
| Currently pays with cash | \$ 1.75 | \$ 2.50 | \$ 0.75 | 42.9% | 29.3% | 28.7% | 0.6% |
| Currently pays with adult pass | \$ 1.04 | \$ 1.59 | \$ 0.55 | 53.0% | 34.9% | 35.9% | 1% |
| Currently pays with senior reduced pass | \$ 0.51 | \$ 0.78 | \$ 0.27 | 52.5% | 18.5% | 17.2% | 1.3% |
| Currently pays with disabled reduced pass | \$ 0.51 | \$ 0.78 | \$ 0.27 | 52.5% | 1.5% | 1.0% | 0.5% |
| Currently pays with youth reduced pass | \$ 0.87 | \$ 1.34 | \$ 0.47 | 53.5% | 4.1% | 5.1% | 1% |
| Currently pays with Tap2Ride | \$ 1.75 | \$ 2.50 | \$ 0.75 | 42.9% | 11.7% | 11.9% | 0.2% |

Because the percentage difference between the impact on low-income populations and the overall population is less than 15%, there would be no disproportionate burden on low-income populations if Alternative 2 were implemented.

Budget Projection

A focus of this report is to determine how revenue would increase if MTD institutes a fare change. To that end, we considered the potential fare revenue for each fare scenario according to three patterns of payment among our riders. In the first, we estimated future revenues if ridership and form of payment align with those from the 2024 Fiscal Year. If riders continue to board the bus paying in the same manner they did in FY 2024, MTD would add \$1.37 million following the institution of Alternative 2, slightly more than the \$1.29 million increase that would be gained by instituting the fares in Alternative 1. We also considered how revenue would change if fare preference aligned with responses in the survey we conducted regarding how respondents currently pay to ride the bus. These results also favored instituting Alternative 2, with an estimated \$1.46 million dollar increase for Alternative 2 compared to \$1.32 million for Alternative 1. Finally, we considered how revenue would change based on how survey respondents said they would prefer to pay to ride the bus. Again, we found that the revenue would be increased more by instituting Alternative 2 (\$1.44 million) than by instituting Alternative 1 (\$1.35 million).

| Projected Revenue Based on Ridership and Survey Responses | | | |
|--|------------------------|----------------------------------|---|
| | FY 24 Ridership | Respondents Paying Habits | Respondents Preferred Way to Pay in the Future |
| Current Fares | \$ 2,824,371.64 | \$ 3,087,004.24 | \$ 2,997,727.56 |
| Alternative 1 | \$ 4,118,209.57 | \$ 4,405,025.05 | \$ 4,348,775.99 |
| Alternative 2 | \$ 4,189,918.27 | \$ 4,548,949.04 | \$ 4,434,885.21 |



Proposed Fare Adjustment

Santa Barbara MTD is considering a fare increase for its fixed route bus service. To understand how the proposed changes will impact the community we serve, MTD wants to hear from you. Your input is valuable to us.

You can take the survey online by scanning the QR code down below, or by completing the physical survey on this pamphlet. Paper surveys can be turned in at the Transit Center or onboard the bus.



TO LEARN MORE AND TAKE THE SURVEY, SCAN THE QR CODE!

Why a Fare Adjustment?

While our services are primarily government-funded, fares make up roughly 20% of our annual operating budget and are vital to ensuring MTD can continue delivering high-quality service.

Here are the key reasons behind a fare adjustment:

Operational Cost

MTD has worked to keep fares low, avoiding a fare increase since 2009. However, the cost of fuel, labor, and maintenance have all increased substantially in the past 16 years. The proposed fare adjustment will help offset these operational expenses and ensure the continued sustainable operations of our services.

Service Quality

Connecting people to opportunity by providing high-quality service is one of our top priorities. How and when fares are paid impacts the quality of service. Paying cash takes time and slows down trips for everyone. The proposed fare adjustment offers discounts for pre-paid or Tap2Ride fares to keep your bus moving.

Thank you for participating!

Contact us to learn more about these changes:
805.963.3366 | sbmtd.gov/farechange

Fare Structure Alternatives

We remain committed to offering affordable transportation options for all community members, which is why MTD is considering two different fare adjustment scenarios which can be reviewed down below.

| Fare Structure | Current | Alternative 1 | Alternative 2 |
|----------------|-----------------|---------------|---------------|
| Cash Fares | Regular Fare | \$2.25 | \$2.50 |
| | Youth | \$2.25 | \$2.50 |
| | Senior/Disabled | \$1.00 | \$1.25 |
| Day Pass | Day Pass | \$6.00 | \$6.00 |
| | Adult | \$11.50 | \$17.50 |
| | Youth | \$8.25 | \$12.50 |
| 10-Ride Pass | Senior/Disabled | \$5.50 | \$8.50 |
| | Adult | \$52.00 | \$80.00 |
| | Youth | \$42.00 | \$65.00 |
| 30-Day Pass | Senior/Disabled | \$20.00 | \$30.00 |
| | Day Pass | \$20.00 | \$30.00 |

Fare Adjustment Survey

1. How often do you ride MTD buses?

- Every day
- Several times a week
- Once a week
- A few times a month
- A few times a year
- Never

2. How reasonable is a \$2.25 bus fare?

- Not Very Reasonable
- Very Reasonable

1 2 3 4 5

3. How reasonable is a \$2.50 bus fare?

- Not Very Reasonable
- Very Reasonable

1 2 3 4 5

4. Between Alternative 1 and Alternative 2, which would you like to see implemented?

- Alternative 1 (\$2.25 base fare and a moderate discount on pre-paid passes)
- Alternative 2 (\$2.50 base fare and a greater discount on pre-paid passes)

5. How do you currently pay your fare? (Check all that apply.)

- Cash
- Adult Pass
- Senior Reduced Pass
- Disabled Reduced Pass
- Youth Reduced Pass
- Tap2Ride Contactless
- None, I'm a UCSB/SBCC student

6. Riders now have the ability to pay-as-you-go with the Tap2Ride contactless payment system, with costs capped at the same amount of a discounted pass. If you haven't used it yet, why not?

- I haven't used it, but I plan to do so
- I can't because I don't have a contactless-enabled bank card or smart device
- I can't because I don't have a bank account
- I ride the bus as a UCSB/SBCC student
- I didn't know about it
- Other: _____

7. How would you prefer to pay for your fare?

- Cash
- Tap2Ride contactless payment with daily and monthly fare costs capped
- MTD bus pass (Day Pass, 10-Ride or 30-Day Pass)
- I ride the bus as a UCSB/SBCC student
- Other: _____

8. How likely are you to continue using MTD transit services if the proposed fare increase is approved?

- Not Very Likely
- Very Likely

1 2 3 4 5

9. What is your household income?

- \$0 to \$19,999
- \$20,000-\$49,999
- \$50,000-\$89,999
- \$90,000-\$129,999
- \$130,000-\$149,000
- \$150,000+
- Prefer not to answer

10. Which race or ethnicity best describes you?

- American Indian or Alaskan Native
- Asian / Pacific Islander
- Black or African American
- Hispanic or Latino
- White / Caucasian
- Multiple ethnicity/ Other (please specify) _____

11. Please write your home zip code:

12. Do you have any other comments concerning MTD's proposed fare adjustment?



Ajuste de Tarifas Propuesto

Santa Barbara MTD está considerando un aumento de tarifa para su servicio de autobús de ruta fija. Para comprender cómo los cambios propuestos afectarán a la comunidad a la que servimos, MTD quiere saber de usted. Su opinión es valiosa para nosotros.

Puede realizar la encuesta en línea escaneando el código QR que aparece a continuación o completando la encuesta física en este folleto. Las encuestas en papel se pueden entregar en el Centro de Tránsito o a bordo del autobús.

¡PARA OBTENER MÁS INFORMACIÓN Y COMPLETAR LA ENCUESTA, ESCANEE EL CÓDIGO QR!!



¿Por qué un ajuste de tarifas?

Si bien nuestros servicios están financiados principalmente por el gobierno, las tarifas representan aproximadamente el 20 % de nuestro presupuesto operativo anual y son vitales para garantizar que MTD pueda continuar brindando un servicio de alta calidad.

Estas son las razones clave detrás de un ajuste de tarifas:

Costo operacional

MTD ha trabajado para mantener las tarifas bajas, evitando un aumento de tarifas desde 2009. Sin embargo, el costo del combustible, la mano de obra y el mantenimiento han aumentado sustancialmente en los últimos 16 años. El ajuste de tarifas propuesto ayudará a compensar estos gastos operativos y garantizará la continuidad de las operaciones sostenibles de nuestros servicios.

Calidad de servicio

Conectar a las personas con oportunidades brindándoles un servicio de alta calidad es una de nuestras principales prioridades. Cómo y cuándo se pagan las tarifas influye en la calidad del servicio. Pagar en efectivo lleva tiempo y ralentiza los viajes para todos. El ajuste de tarifa propuesto ofrece descuentos para tarifas prepagas o Tap2Ride para mantener su autobús en movimiento.

¡Gracias por participar!

Contactenos para obtener más información sobre estos cambios:
805.963.3366 | sbmtid.gov/farechange

Alternativas de tarifas propuestas

Seguimos comprometidos a ofrecer opciones de transporte asequibles para todos los miembros de la comunidad, razón por la cual MTD está considerando dos escenarios diferentes de ajuste de tarifas que se pueden revisar a continuación.

| Estructura de tarifas | Actual | Alternativa 1 | Alternativa 2 | |
|-----------------------|----------------------|---------------|---------------|---------|
| Tarifas en efectivo | Tarifa Regular | \$1.75 | \$2.25 | \$2.50 |
| | Juventud | \$1.75 | \$2.25 | \$2.50 |
| | Senior/Discapacitado | \$0.85 | \$1.00 | \$1.25 |
| Pase de un día | | | | |
| Adulto | \$11.50 | \$18.50 | \$17.50 | |
| Pase de 10-viajes | Juventud | \$8.25 | \$13.50 | \$12.50 |
| | Senior/Discapacitado | \$5.50 | \$9.00 | \$8.50 |
| Pase de 30-viajes | Adulto | \$52.00 | \$85.00 | \$80.00 |
| | Juventud | \$42.00 | \$68.00 | \$65.00 |
| | Senior/Discapacitado | \$20.00 | \$32.00 | \$30.00 |

Encuesta de ajuste de tarifas

1. ¿Con qué frecuencia viaja en los autobuses de MTD?

- Cada día
- Varias veces a la semana
- Una vez a la semana
- Algunas veces al mes
- Algunas veces al año
- Nunca

2. ¿Qué tan razonable es una tarifa de autobús de \$2.25?

- No muy probable
- Muy razonable

1 2 3 4 5

3. ¿Qué tan razonable es una tarifa de autobús de \$2.50?

- No muy razonable
- Muy razonable

1 2 3 4 5

4. Entre la Alternativa 1 y la Alternativa 2, ¿cuál le gustaría que se implementara?

- Alternativa 1 (tarifa base de \$2.25 y menos descuentos en pases prepagos)
- Alternativa 2 (\$2.50 tarifa base y mayores descuentos en pases prepagos)

5. ¿Cómo paga actualmente su tarifa?

(Marque todo lo que corresponda).

- Efectivo
- Pase Adulto
- Pase Reducido Senior
- Pase reducido para discapacitados
- Pase reducido para jóvenes
- Tap2Ride sin contacto
- Ninguno, soy estudiante de UCSB/SBCC

6. Los pasajeros ahora tienen la posibilidad de pagar por uso con el sistema de pago sin contacto Tap2Ride, con costos limitados al mismo monto de un pase con descuento. Si aún no lo has usado, ¿por qué no?

- No lo he usado, pero planeo hacerlo.
- No puedo porque no tengo una tarjeta bancaria sin contacto o un dispositivo inteligente
- No puedo porque no viajo en autobús como estudiante de UCSB/SBCC
- No lo sabía
- Otro: _____

7. ¿Cómo preferirías pagar tu tarifa?

- Efectivo
- Pago sin contacto
- Tap2Ride con tarifas diarias y mensuales limitadas
- Pase de autobús MTD (Pase de un día, Pase de 10 viajes o de 30 días)
- Viajo en autobús como estudiante de UCSB/SBCC
- Otro: _____

8. ¿Qué probabilidades hay de que continúe utilizando los servicios de tránsito de MTD si se aprueba el aumento de tarifa propuesto?

No muy probable

Muy probable

1 2 3 4 5

9. ¿Cuál es el ingreso de su hogar?

- \$0 to \$19,999
- \$20,000-\$49,999
- \$50,000-\$89,999
- \$90,000-\$129,999
- \$130,000-\$149,000
- \$150,000+
- Prefiero no responder

10. ¿Qué raza o etnia te describe mejor?

- Indio americano o nativo de Alaska
- Asiático/Islaño del Pacífico
- Negro o afroamericano
- Hispano o latino
- Blanco / Caucásico
- Múltiples etnias/Otro (especifica)

11. Por favor escriba el código postal de su domicilio:

12. ¿Tiene algún otro comentario sobre el ajuste de tarifas propuesto por MTD?



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| BOARD OF DIRECTORS REPORT |
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MEETING DATE: MARCH 4, 2025 **AGENDA ITEM #: 12**

TYPE: ACTION ITEM

PREPARED BY: HUMAN RESOURCES AND RISK MANAGER DAVID SERRANO

REVIEWED BY: GENERAL MANAGER JERRY ESTRADA

SUBJECT: **COMMERICAL AUTO AND GENERAL LIABILITY INSURANCE RENEWAL**

RECOMMENDATION:

Staff recommends renewal of Commercial Automobile and General Liability Insurance coverage and two Excess liability policies with combined limits of \$14.75 million excess of the self-insured retention of \$250,000, with Interstate Insurance Company (NIIC) effective April 1, 2025 - April 1, 2026, with an estimated annual cost of \$1,025,164 for renewal premiums as outlined below. Please note, there are extra cost throughout the year for additional endorsements issued throughout the year, for example adding new vehicles to the policies, that increases overall annual premiums.

DISCUSSION:

As presented to the Board in March 2024, NIIC has changed to a more standardized insurance form making it easier for Excess carriers to follow form (i.e., converting from a manuscript form to an ISO form), which helped secure Excess placement quotes at that time, and resulted in the lines of coverage being separated into two policies. The expiring 2024 - 2025 policies are \$923,859 Excess Indemnity over a \$250,000 Self Insured Retention (SIR) and \$10,000,000 Excess/Umbrella. All liability losses are covered under Excess Indemnity in the current policy on a per occurrence basis. The renewal 2025 – 2026 policy is for the same coverage limits, the two business lines of coverage: Commercial Auto Liability Policy that retains the per occurrence basis (Combined Single Limit) and General Liability Policy, with an Aggregate limit. Another change to General Liability is a coverage reduction for Sexual Abuse & Molestation from the current \$5,000,000 limit to \$1,000,000 limit, and, the addition of coverage for Assault & Battery.

| Coverage: Commercial Auto | Limit | Self-Insured Retention |
|------------------------------------|--------------|-------------------------------|
| Combined Single Limit | \$5,000,000 | \$250,000 |
| | | |
| Coverage: General Liability | Limit | Self-Insured Retention |
| Each Occurrence | \$5,000,000 | \$250,000 |
| General Aggregate | \$5,000,000 | |
| Sexual Abuse & Molestation | \$1,000,000 | |

BOARD OF DIRECTORS REPORT

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|-------------------|-----------|--|
| Assault & Battery | \$250,000 | |
|-------------------|-----------|--|

The Primary \$5,000,000 Limit after the SIR for Commercial Auto is based on a rate established by NIIC for each vehicle type, then calculated by the total number of each vehicle type in MTD's fleet as of the submission of the renewal application. The final cost for the policy at the end of the policy period is subject to endorsement as vehicles are added and/or deleted. The Primary \$5,000,000 Limit after the SIR for General Liability is a flat rate. The Excess coverages are quoted per \$5,000,000 layer, with each layer a flat annual rate and not subject to increase by changes in fleet size.

FINANCIAL INFORMATION:

The renewal quote is an approximate overall increase of 6.5% over the expiring policy.

Table A:

| Line of Coverage | Renewal FY 25/26 | Expiring FY 24/25 | Prior FY 23/24 | Prior FY 22/23 | FY 25/26 % to FY 24/25 |
|--|---------------------|----------------------|-------------------|-------------------|------------------------------|
| Commercial Automobile | \$509,802 | \$466,833 | \$476,880 | \$430,192 | 9% |
| General Liability | \$5,531 | \$3,700 | Incl. above | Incl. above | 33% |
| Excess Liability \$5,000,000 | \$256,475 | \$220,334 | \$191,295 | \$150,365 | 14% |
| Excess Liability \$5,000,000 xs \$10,000,000 | \$195,000 | \$175,000 | \$145,161 | \$111,333 | 10% |
| Claims Services Agreement | \$49,494 | \$47,034 | \$43,879 | \$39,922 | 5% |
| California Auto Policy Tax | \$146 | \$148 | n/a | n/a | -1.37% |
| Totals | \$1,016,448 | \$913,049 | \$857,215 | \$731,812 | 10.17% |

TABLE B:

| Rate Per Vehicle | Renewal FY 25/26 | Expiring FY 24/25 | Prior FY 23/24 | Renewal FY 22/23 |
|---------------------------|---------------------|----------------------|-------------------|---------------------|
| Transit Bus | \$4,047 | \$3,731 | \$3,678 | \$3,444 |
| Articulated Bus | \$5,267 | \$4,856 | \$4,781 | \$3,678 |
| Service/Private Passenger | \$1,507 | \$1,396 | \$1,395 | \$1,411 |
| Transit Van | \$2,851 | N/A | N/A | N/A |

BOARD OF DIRECTORS REPORT

| | | | | |
|--|-------|-------|--|--|
| Claims Services Agreement (Annual Charge per Vehicle) | \$339 | \$316 | | |
|--|-------|-------|--|--|

With respect to the Claims Service Agreement per vehicle rate of \$339 x combined total of 146 vehicles, amounts to \$49,494. This cost is reflected in the Line of Coverage totals (but shown in table B to reflect the rate per vehicle. The total amount due will vary as vehicles are added or deleted from the fleet vehicle schedule, as does the total cost for Auto/General Liability pending endorsements adding or deleting vehicles to/from policy coverage. It is anticipated that the District will add 2 Transit Vans in policy year 25/26, plus two additional service/private passenger vehicles (\$339 x 4 = \$1,356 additional premium for Claims Service Agreement), plus an additional premium for each type of vehicle – 2 transit vans @ \$2,851 x 2 = \$5,702; and, 2-passenger vehicles @\$1,507 x 2 = \$3,014. Similarly, when vehicles are deleted from service/deleted from the vehicle/fleet schedule, the overall cost is reduced accordingly, thus, the District pays the average over/under cost associated with adding/deleting vehicles.

Thus, the cost of insurance policies \$1,016,448 + \$1,356 in new vehicle additions to Claims Service Agreement +vehicle addition endorsements \$8,716 is estimated to be \$1,025,164.

To: MTD Board of Directors
From: Jerry Estrada, General Manager
Date: March 4, 2025
Subject: General Manager's Report

With spring just around the corner, we welcome our next service change, effective Monday, March 3. Then we will have a service change again, June 16, to dovetail with summer. Congratulations to Operator Phillip Martin, who has been released into revenue service after completing all of his training. Our newest Operator in Training, Roberto Torres, started this past week. With our most recent rain events in mid-February, as a precautionary measure Operations staged a bus at Carpinteria City Hall, in anticipation of any needs in our southern area of service. Fortunately, service was not interrupted and the bus was returned to our Terminal 1 facility once the rains subsided.

Staff applied to the California Energy Commission's (CEC) Energiize grant program under the Transit Set-Aside funding lane. The program provides reimbursement style grants for infrastructure projects in California that deploy Zero-Emission Vehicle (ZEV) charging/fueling infrastructure for medium- and heavy-duty commercial fleets. Staff applied to the grant program to seek discretionary grant funding for MTD's Haley Canopy ZEV Infrastructure Improvements Project. The Transit Set-Aside funding lane offers up to 90% of the adjusted project costs incurred, capped at \$750,000 per project.

The Planning team is finalizing the draft service plan for 2025-26 to present to the Board of Directors at the March 18th meeting.

MTD staff participates in the California Transit Association's State Legislative Committee, which meets every other week and is engaged in policy and budget advocacy. The 2025-26 State Budget as proposed by Governor Newsom currently projects a surplus of \$363 million, as opposed to the significant deficit in last year's budget. Once 2024 tax receipts come in and possible impacts to Federal funding to the State materialize, the budget situation will become clearer. As currently proposed, State transit funding remains stable in the Governor's proposed budget.

Since the last General Manager's report, we have continued making progress in our Bus Operator recruitment efforts. We have successfully extended six offers of employment, resulting in one new hire currently in training and one rehire who will be joining us soon. Additionally, four candidates are in the hiring process, working toward obtaining their permits and completing background screenings. We also have more interviews scheduled and remain eager to continue building our operations team. Human Resources has also

teamed up with our Marketing Department, to further develop a marketing campaign to recruit drivers via social media. Recruitment remains a top priority, and we are committed to bringing in qualified candidates to support SBMTD's mission of providing safe, reliable transit service

We have made progress in our recruitment efforts towards filling the open Fleet Supervisor I (Service) position. Our Fleet Services Manager has interviewed the top three candidates, and will make his decision on hiring very soon. We have opened our recruitment for Assistant Manager Planning and Marketing, and will begin to evaluate candidate applications. Finally, we have a strong candidate field of six highly qualified candidates for our Safety Manager position, and will hold interviews on March 3, with a panel of experts in the field from our partners at other transit agencies. Second-round/hiring authority interviews will take place once the top-three candidates are identified.

We've had our bi-annual visit with VOYA 457(b) plan administrator, who spent nearly 9 hours on site to meet with our represented staff in Operations, Maintenance, and Utility. We are next scheduled for our VOYA representatives in September 2025.

We look forward to celebrating Transit Appreciation Day on March 18, 2025, celebrating and honoring those involved with public transit. In addition, MTD will celebrate three employees who are reaching their 50-year anniversary with MTD. The best part is they get to celebrate their 50-year anniversary with MTD during Transit Appreciation Day!

MTD will continue to work with MTD's insurance Broker, Brown & Brown, on the property & earthquake renewal for the April/May Board meetings. Also, our Workers' Compensation renewal in May/June through PRISM will be presented to the Board for approval