



**AGENDA**

**Meeting**

of the

**BOARD OF DIRECTORS**

of the

**SANTA BARBARA METROPOLITAN TRANSIT DISTRICT**

A Public Agency

**August 19, 2014**

**8:30 AM**

**Santa Barbara MTD Auditorium**

550 Olive Street, Santa Barbara, CA 93101

**1. CALL TO ORDER**

**2. ROLL CALL OF THE BOARD OF DIRECTORS**

Dave Davis, Chair; Chuck McQuary, Vice Chair; Olivia Rodriguez, Secretary; Dick Weinberg, Director; Bill Shelor, Director; David Tabor, Director; Roger Aceves, Director

**3. REPORT REGARDING POSTING OF AGENDA**

**CONSENT CALENDAR**

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

The Board will be asked to waive the reading of and approve the draft minutes for the meeting of July 22, 2014.

**5. CASH REPORT-(ATTACHMENTS-ACTION MAY BE TAKEN)**

The Board will be asked to review the cash reports of July 15, 2014 through July 28, 2014 and July 29, 2014 through August 11, 2014.

**THIS CONCLUDES THE CONSENT CALENDAR**

**6. PUBLIC COMMENT**

Members of the public may address the Board on items within 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 including a description of the subject you wish to address. Additional public comment will be allowed during each agenda item, including closed session items. Please fill out the Request to Speak form and indicate the agenda item number that you wish to comment on.

**7. FTA TRIENNIAL REVIEW FINAL REPORT- (INFORMATIONAL)**

Staff recommends that the Board receive a report regarding the recent Triennial Review of MTD conducted by the FTA.

**8. QUARTERLY STAFF REPORTS - (ATTACHMENT- ACTION MAY BE TAKEN)**

The Board will review quarterly reports for the period of April 1, 2014 through June 30, 2014.

**9. INTERIM GENERAL MANAGER'S REPORT**

- a) EF International Language School
- b) CHP Audit
- c) SB County Draft Environmental Impact Report (DEIR) - Calle Real Property
- d) Capital Projects
- e) State of CA- Cap and Trade Proceeds

**10. OTHER BUSINESS AND COMMITTEE REPORTS-(ACTION MAY BE TAKEN)**

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

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

**11. RECESS TO CLOSED SESSION- PUBLIC EMPLOYEE APPOINTMENT- (ACTION MAY BE TAKEN)**

The Board will meet in closed session pursuant to Government Code Section 54957

Title: General Manager

**12. ADJOURNMENT**

**AMERICAN WITH DISABILITIES ACT:** If you need special assistance to participate in this meeting, please contact the MTD Administrative Office at 963-3364 at least **48 hours in advance** of the meeting to allow time for MTD to attempt a reasonable accommodation.



**DRAFT MINUTES**

**Meeting**  
of the  
**BOARD OF DIRECTORS**  
of the  
**SANTA BARBARA METROPOLITAN TRANSIT DISTRICT**  
A Public Agency  
**July 22, 2014**  
**8:30 AM**  
**Santa Barbara MTD 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 OF DIRECTORS**

Chair Davis reported that all members were present.

**3. REPORT REGARDING POSTING OF AGENDA**

Natasha Garduno, Executive Assistant, reported that the agenda was posted on Friday, July 18, 2014 at MTD's Administrative Office, mailed and emailed to those on the agenda minutes list, and posted on MTD's website.

**CONSENT CALENDAR**

**4. & 5. APPROVAL OF PRIOR MINUTES AND CASH REPORT (ATTACHMENT- ACTION MAY BE TAKEN)**

Director Tabor moved to approve the draft minutes for the meeting of July 8, 2014 and the cash report of July 1, 2014 through July 14, 2014. Director Rodriguez seconded the motion. The motion passed unanimously

**THIS CONCLUDES THE CONSENT CALENDAR**

**6. PUBLIC COMMENT**

None was made.

**7. COASTAL EXPRESS LIMITED MOU AMENDMENT 2- (ACTION MAY BE TAKEN)**

Staff recommended that the Board authorize Chair Davis to sign an amendment to the existing Coastal Express Limited MOU between MTD and the Santa Barbara County Association of Governments (SBCAG). Amending the MOU would add an additional \$50,000 subsidy from the Measure A South Coast Interregional Transit Program and would also extend the term of the MOU to June 12, 2015. After a brief discussion Director Aceves moved to approve the staff recommendation. Director Tabor seconded the motion. The motion passed unanimously.

**8. INTERIM GENERAL MANAGER'S REPORT UPDATE-(ACTION MAY BE TAKEN)**

Jerry Estrada, Interim General Manager, shared with the Board that MTD staff had met with Santa Barbara City College staff to discuss the West Campus proposed projects and the additional transit demands that may result.

Mr. Estrada reported that two new drivers, Christopher Baty and Steve Goodmanson, have begun training and that the Human Resources department is continuing interviews for the Mechanic Assistant position.

Mr. Estrada shared with the Board that the retirement reception held at the Glenn Annie Golf Course on Thursday, July 17<sup>th</sup> for General Manager Sherrie Fisher was well received, with more than 140 guests in attendance. Ms. Fisher was very touched, and appreciated the recognition for her 40 years of service to the district.

**9. OTHER BUSINESS AND COMMITTEE REPORTS-(ACTION MAY BE TAKEN)**

No other items were reported.

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

**10. RECESS TO CLOSED SESSION- PUBLIC EMPLOYEE APPOINTMENT- (ACTION MAY BE TAKEN)**

The Board met in closed session pursuant to Government Code Section 54957

Title: General Manager

Upon returning from closed session Chair Davis reported that no action was taken.

**11. ADJOURNMENT**

Director Rodriguez moved to adjourn the meeting at 9:47 a.m. Director Aceves seconded the motion. The motion passed unanimously.

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**Santa Barbara Metropolitan Transit District**  
**Cash Report**  
**Board Meeting of August 5, 2014**  
**For the Period July 15, 2014 through July 28, 2014**

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**MONEY MARKET**

**Beginning Balance July 15, 2014** **\$11,620,734.00**

SB-325 (LTF)	483,101.28
Passenger Fares	188,304.50
Accounts Receivable	42,396.55
Miscellaneous/Asset Sales	1,133.36
Measure "A"	.00
<b>Total Deposits</b>	<b>714,935.69</b>

ACH Garn/Escrow	(12,704.19)
ACH Pensions Transfer	(33,363.50)
ACH Tax Deposit	(129,376.14)
Operations Transfer	(245,448.65)
Payroll Transfer	(292,797.82)
<b>Total Disbursements</b>	<b>(713,690.30)</b>

**Ending Balance** **\$11,621,979.39**

**CASH INVESTMENTS**

LAIF Account	\$3,329,857.03
Money Market Account	11,621,979.39

**Total Cash Balance** **\$14,951,836.42**

**SELF INSURED LIABILITY ACCOUNTS**

WC / Liability Reserves	(\$2,147,161.99)
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**Working Capital** **\$12,804,674.43**

**Santa Barbara Metropolitan Transit District  
Accounts Payable**

Check #	Date	Company	Description	Amount	Voids
107157	7/17/2014	ABC BUS COMPANIES INC	BUS PARTS	192.51	
107158	7/17/2014	ACCOUNTEMPS DBA	PROFESSIONAL SERVICE	1,147.20	
107159	7/17/2014	ROGER ACEVES	DIRECTOR FEES	60.00	
107160	7/17/2014	CHRISTEL Y. BARROS	MISCELLANEOUS SERVICES	60.00	
107161	7/17/2014	BIG BRAND TIRES, BRANDCO BILL	SERVICE VEHICLE MAINTENANCE	67.28	
107162	7/17/2014	CALIFORNIA ELECTRIC SUPPLY, I	BUS PARTS	175.69	
107163	7/17/2014	CARQUEST AUTO PARTS	BUS PARTS & SUPPLIES	67.78	
107164	7/17/2014	CENTRAL COAST CIRCULATION, L	BUS BOOK DISTRIBUTION	575.00	
107165	7/17/2014	CHANNEL CITY ENGINEERING	SHOP EQUIPMENT REPAIRS	45.00	
107166	7/17/2014	CHK AMERICA INC.	SYSTEM MAP UPDATE	540.00	
107167	7/17/2014	COAST TRUCK PARTS	BUS PARTS	102.57	
107168	7/17/2014	CUMMINS PACIFIC, LLC	SOFTWARE LICENSE RENEWAL	978.48	
107169	7/17/2014	CA STATE BOE, MOTOR CARRIER	QTRLY USER FUEL TAX	1,535.83	
107170	7/17/2014	CA. STATE BOARD OF EQUALIZAT	UNDERGROUND STORAGE TANK FEE	2,184.21	
107171	7/17/2014	DAVID DAVIS JR.	DIRECTOR FEES	120.00	
107172	7/17/2014	DIESEL INJECTION SYSTEMS, INC.	BUS PARTS	708.39	
107173	7/17/2014	DOCUPRODUCTS CORPORATION	COPIER COPIES & SUPPLIES	31.78	
107174	7/17/2014	DOWNTOWN ORGANIZATION, INC	TC MAINTENANCE	450.00	
107175	7/17/2014	EASY LIFT TRANSPORTATION, IN	ADA SUBSIDY	52,026.00	
107176	7/17/2014	ELECTRO-MECHANICAL REPAIR, I	BUS PARTS & REPAIRS	153.65	
107177	7/17/2014	JERRY ESTRADA	REIMBURSEMENT	325.00	
107178	7/17/2014	FRED PRYOR SEMINARS DBA	SEMINAR FEE	199.00	
107179	7/17/2014	GENFARE, A DIVISION OF SPX CO	FAREBOX REPAIRS & PARTS	1,079.48	
107180	7/17/2014	GIBBS INTERNATIONAL INC	BUS PARTS	1,689.50	
107181	7/17/2014	GOODYEAR TIRE & RUBBER CO	LEASED TIRES	10,184.26	
107182	7/17/2014	HOME IMPROVEMENT CTR.	SHOP SUPPLIES	35.45	
107183	7/17/2014	INTERSTATE BATTERY OF SIERRA	EV ACCESSORY BATTERIES	490.21	
107184	7/17/2014	IPC (USA), INC.	BUS FUEL	49,154.14	
107185	7/17/2014	JANEK CORP	BUS PARTS	1,080.00	
107186	7/17/2014	KIMBALL MIDWEST	SHOP SUPPLIES	195.44	
107187	7/17/2014	MC CORMIX CORP. (OIL)	LUBRICANTS	1,743.36	
107188	7/17/2014	MC CORMIX CORP. (GAS)	FUEL-SERVICE VEHICLES	2,380.53	
107189	7/17/2014	MCMaster-CARR SUPPLY CO.	SHOP/B&G SUPPLIES	98.25	
107190	7/17/2014	CHUCK MCQUARY	DIRECTOR FEES	120.00	
107191	7/17/2014	MOHAWK MFG. AND SUPPLY CO.	BUS PARTS	194.05	
107192	7/17/2014	MCI SERVICE PARTS, INC.	BUS PARTS	173.67	
107193	7/17/2014	NATIONAL DRIVE	PAYROLL DEDUCTION	52.00	
107194	7/17/2014	NU-COOL REDI GREEN, INC	COOLANTS & SHOP SUPPLIES	372.01	

Check #	Date	Company	Description	Amount	Voids
107195	7/17/2014	PREVOST CAR INC.- CREDIT DEPT.	BUS PARTS	302.79	
107196	7/17/2014	PROFORMA COLOR PRESS DBA	PROMOTIONAL GIVEAWAYS	1,958.40	
107197	7/17/2014	REPUBLIC ELEVATOR, INC	ELEVATOR MAINTENANCE	153.20	
107198	7/17/2014	R.C. SIMPSON, INC.	RETAINER FEE	55.00	
107199	7/17/2014	OLIVIA RODRIGUEZ	DIRECTOR FEES	120.00	
107200	7/17/2014	SB HUMAN RESOURCES	RENEWAL MEMBERSHIP	145.00	
107201	7/17/2014	SILVAS OIL CO., INC.	LUBRICANTS	552.42	
107202	7/17/2014	SANTA BARBARA TROPHY	DRIVER NAME PLATES	29.43	
107203	7/17/2014	WILLIAM JOHN SHELOR	DIRECTOR FEES	120.00	
107204	7/17/2014	SM TIRE, CORP.	BUS TIRE MOUNTING	760.50	
107205	7/17/2014	SO. CAL. EDISON CO.	UTILITIES	2,384.40	
107206	7/17/2014	SOFTCHOICE CORP, INC.	COMPUTER SOFTWARE	5,127.62	
107207	7/17/2014	STAPLES INC. & SUBSIDIARIES	OFFICE SUPPLIES	109.63	
107208	7/17/2014	SB COUNTY-AUDITOR/CONTROLL	LAFCO BUDGET PRO RATA SHARE	9,019.00	
107209	7/17/2014	DAVID T. TABOR	DIRECTOR FEES	60.00	
107210	7/17/2014	TRAPEZE SOFTWARE GROUP, INC.	SOFTWARE MAINTENANCE LICENSES	24,425.00	
107211	7/17/2014	UNITED WAY OF SB	PAYROLL DEDUCTION	37.00	
107212	7/17/2014	VALLEY POWER SYSTEMS, INC.	BUS PARTS	146.89	
107213	7/17/2014	VALLEY POWER SYSTEMS, INC.	BUS PARTS	1,954.58	
107214	7/17/2014	VERIZON CALIFORNIA	TELEPHONES	89.99	
107215	7/17/2014	VERIZON WIRELESS	WIRELESS PHONES	190.05	
107216	7/17/2014	VOLT	MISC. SERVICES	2,310.00	
107217	7/17/2014	WAXIE SANITARY SUPPLY DBA	JANITORIAL SUPPLIES	936.37	
107218	7/17/2014	RICHARD WEINBERG	DIRECTOR FEES	120.00	
107219	7/17/2014	WURTH USA WEST INC.	SHOP SUPPLIES	414.85	
107220	7/17/2014	YACO SCHOLARSHIP FUND	PAYROLL DEDUCTION	17.00	
107221	7/17/2014	YELLOW (YRC) TRANSPORTATIO	FREIGHT CHARGES	1,601.00	
107222	7/25/2014	ACCONTEMPS DBA	PROFESSIONAL SERVICE	1,434.00	V
107223	7/25/2014	HENRY ANDREWS	RETIREE HEALTH REIMBURSEMENT	285.00	V
107224	7/25/2014	APPLEONE EMPLOYMENT SERVIC	CONTRACT SERVICES	1,034.64	V
107225	7/25/2014	BIG BRAND TIRES, BRANDCO BILL	SERVICE VEHICLE MAINTENANCE	156.72	V
107226	7/25/2014	BUYNAK, FAUVER, ARCHBALD&S	LEGAL COUNSEL	4,862.05	V
107227	7/25/2014	GILBERT CALLES	RETIREE HEALTH REIMBURSEMENT	60.00	V
107228	7/25/2014	STAN CISOWSKI	RETIREE HEALTH REIMBURSEMENT	203.20	
107229	7/25/2014	CUMMINS-ALLISON CORPORATIO	OFFICE MACHINES REPAIRS	600.72	
107230	7/25/2014	MARY DEAILE	PAYROLL RELATED	106.15	
107231	7/25/2014	ALICIA DIEHL	RETIREE HEALTH REIMBURSEMENT	60.00	
107232	7/25/2014	FEDEX dba	FREIGHT CHARGES	116.13	
107233	7/25/2014	MELVIN FOUNTAIN	RETIREE HEALTH REIMBURSEMENT	60.00	
107234	7/25/2014	STATE OF CALIFORNIA/FTB	PAYROLL RELATED	261.82	
107235	7/25/2014	GARY GLEASON	RETIREE HEALTH REIMBURSEMENT	247.95	

Check #	Date	Company	Description	Amount	Voids
107236	7/25/2014	GOODYEAR TIRE & RUBBER CO	LEASED TIRES	7.71	
107237	7/25/2014	ALI HABIBI	RETIREE HEALTH REIMBURSEMENT	570.00	
107238	7/25/2014	HOME IMPROVEMENT CTR.	SHOP SUPPLIES	16.51	
107239	7/25/2014	LNI CUSTOM MANUFACTURING	BUS SHELTER REPAIRS	176.86	
107240	7/25/2014	MARBORG INDUSTRIES (INC)	UTILITIES & RENTAL FEES	169.80	
107241	7/25/2014	MC CORMIX CORP. (GAS)	FUEL-SERVICE VEHICLES	2,275.40	
107242	7/25/2014	NATIONAL DRIVE	PAYROLL DEDUCTION	90.00	
107243	7/25/2014	NATIONAL INTERSTATE INS INC.	LIABILITY INSURANCE	27,436.66	
107244	7/25/2014	OR DEPT OF JUSTICE	PAYROLL RELATED	145.11	
107245	7/25/2014	ANN BRADY OTTIERI	PAYROLL RELATED	277.00	
107246	7/25/2014	PETTY CASH - CARBAJAL, NATAS	MISC. PURCHASES	282.78	
107247	7/25/2014	PHILLIPS 66-CONOCO-76	SERVICE VEHICLE FUEL	105.13	
107248	7/25/2014	CAREY POINDEXTER	RETIREE HEALTH REIMBURSEMENT	564.68	
107249	7/25/2014	PRAXAIR DISTRIBUTION, INC.	SHOP SUPPLIES	120.54	
107250	7/25/2014	RGIS INVENTORY SPECIALISTS, L	INVENTORY SERVICE	3,975.00	
107251	7/25/2014	ROGERS, SHEFFIELD & CAMPBELL	LEGAL COUNSEL	348.00	
107252	7/25/2014	AL ROMERO SR.	RETIREE HEALTH REIMBURSEMENT	60.00	
107253	7/25/2014	SB COUNTY FEDERAL CREDIT UNI	PAYROLL DEDUCTION	1,060.00	
107254	7/25/2014	SANTA BARBARA NEWSPRESS	PUBLIC NOTICE ADS	36.96	
107255	7/25/2014	KAREN SEELEY	PAYROLL RELATED	75.69	
107256	7/25/2014	SANTA BARBARA SHERIFF'S DEPT	PAYROLL RELATED	476.02	
107257	7/25/2014	SO. CAL. EDISON CO.	UTILITIES	5,924.53	
107258	7/25/2014	SOUTHERN CALIFORNIA GAS CO	UTILITIES	148.87	
107259	7/25/2014	TIERRA CONTRACTING, INC.	BUS SHELTER REPAIRS	411.45	
107260	7/25/2014	TEAMSTERS UNION LOCAL NO. 18	UNION DUES	452.74	
107261	7/25/2014	UNITED WAY OF SB	PAYROLL DEDUCTION	74.00	
107262	7/25/2014	INTERSTATE CAPITAL CORPORAT	UNIFORMS	1,233.35	
107263	7/25/2014	VENTURA COUNTY STAR DBA	PUBLIC NOTICE ADS	83.16	
107264	7/25/2014	VERIZON CALIFORNIA	TELEPHONES	1,984.87	
107265	7/25/2014	VERIZON WIRELESS	WIRELESS PHONES	838.21	
107266	7/25/2014	VOLT	MISC. SERVICES	1,848.00	
107267	7/25/2014	WAXIE SANITARY SUPPLY DBA	JANITORIAL SUPPLIES	360.20	
107268	7/25/2014	WINDHAM PROFESSIONALS, INC	PAYROLL RELATED	389.20	
107269	7/25/2014	YACO SCHOLARSHIP FUND	PAYROLL DEDUCTION	14.00	
107270	7/28/2014	ACCONTEMPS DBA	PROFESSIONAL SERVICE	1,434.00	
107271	7/28/2014	HENRY ANDREWS	RETIREE HEALTH REIMBURSEMENT	285.00	
107272	7/28/2014	APPLEONE EMPLOYMENT SERVIC	CONTRACT SERVICES	1,034.64	
107273	7/28/2014	BIG BRAND TIRES, BRANDCO BILL	SERVICE VEHICLE MAINTENANCE	156.72	
107274	7/28/2014	BUYNAK, FAUVER, ARCHBALD&S	LEGAL COUNSEL	4,862.05	
107275	7/28/2014	GILBERT CALLES	RETIREE HEALTH REIMBURSEMENT	60.00	

Check #	Date	Company	Description	Amount	Voids
				<u>253,281.06</u>	
			Current Cash Report Voided Checks:	7,832.41	
			Prior Cash Report Voided Checks:	0.00	
			<b>Grand Total:</b>	<u><u>\$245,448.65</u></u>	

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

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<b>Date</b>	<b>Company</b>	<b>Description</b>	<b>Amount</b>
7/15/2014	SB Business College	Advertising on Buses	395.00
7/16/2014	KCSB - FM	Advertising on Buses	396.00
7/18/2014	Montecito Bank & Trust	Advertising on Buses	4,045.00
7/21/2014	The Towbes Group, Inc.	Advertising on Buses	920.00
7/21/2014	UCSB Graduate Student Association	Pass Sales	4,992.00
7/25/2014	City of SB-Environmental Services D	Advertising on Buses	1,555.00
7/28/2014	ASTI Holding Company, LLC	Overpass Property Lease - July'14	15,310.45
7/28/2014	City of SB - Browning Allen	Downtown Shuttle - July'14	6,589.00
7/28/2014	Idea Ventures Inc./SC Public Radio	Advertising on Buses	6,516.10
7/28/2014	Santa Barbara Airport	Advertising on Buses	1,678.00
<b>Total Accounts Receivable Paid During Period</b>			<b>\$42,396.55</b>

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**Santa Barbara Metropolitan Transit District**  
**Cash Report**  
**Board Meeting of August 19, 2014**  
**For the Period July 29, 2014 through August 11, 2014**

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**MONEY MARKET**

**Beginning Balance July 29, 2014** **\$11,621,979.39**

Passenger Fares	174,955.63
Accounts Receivable	37,475.05
Advertising/Prepaid Deposi	9,086.50
Miscellaneous/Asset Sales	218.96
<b>Total Deposits</b>	<b>221,736.14</b>

ACH Garn/Escrow	(1,359.73)
ACH Pensions Transfer	(34,042.11)
ACH Tax Deposit	(134,885.40)
Payroll Transfer	(287,608.76)
Operations Transfer	(297,789.83)
<b>Total Disbursements</b>	<b>(755,685.83)</b>

**Ending Balance** **\$11,088,029.70**

**CASH INVESTMENTS**

LAIF Account	\$3,331,693.59
Money Market Account	11,088,029.70

**Total Cash Balance** **\$14,419,723.29**

**SELF INSURED LIABILITY ACCOUNTS**

WC / Liability Reserves	(\$2,128,143.73)
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**Working Capital** **\$12,291,579.56**

**Santa Barbara Metropolitan Transit District  
Accounts Payable**

Check #	Date	Company	Description	Amount	Voids
107276	7/31/2014	CA STATE OF BOARD OF EQUALIZ	SALES/CONSUMER USE TAX	1,648.00	
107277	8/1/2014	ABC BUS COMPANIES INC	BUS PARTS	953.81	
107278	8/1/2014	ACCONTEMPS DBA	CONTRACT EMPLOYMENT	1,434.00	
107279	8/1/2014	ROGER ACEVES	DIRECTOR FEES	180.00	
107280	8/1/2014	BIG BRAND TIRES, BRANDCO BILL	SERVICE VEHICLE MAINTENANCE	373.83	
107281	8/1/2014	CALIFORNIA ELECTRIC SUPPLY, I	SHOP/B&G SUPPLIES	76.63	
107282	8/1/2014	CARQUEST AUTO PARTS	BUS PARTS & SUPPLIES	337.58	
107283	8/1/2014	COMMLINE INC.	RADIO MAINTENANCE AGREEMENT	6,500.00	
107284	8/1/2014	CINTAS CORPORATION NO. 2	FIRST AID SUPPLIES	321.14	
107285	8/1/2014	CIO SOLUTIONS, LP	PROFESSIONAL SERVICES	600.00	
107286	8/1/2014	COAST TRUCK PARTS	BUS PARTS	12.38	
107287	8/1/2014	COSTCO WHOLESALE MEMBERSH	MEMBERSHIP	110.00	
107288	8/1/2014	COX INDUSTRIES	BUS PARTS	364.33	
107289	8/1/2014	COX COMMUNICATIONS, CORP.	INTERNET & CABLE TV	196.00	
107290	8/1/2014	CUMMINS PACIFIC, LLC	BUS PARTS	2,081.72	
107291	8/1/2014	COUNTY OF S.B.PUBLIC WORKS D	WASTE DISPOSAL	157.00	
107292	8/1/2014	DAVID DAVIS JR.	DIRECTOR FEES	120.00	
107293	8/1/2014	FIA CARD SERVICES	MISC CREDIT CARD CHARGES	3,068.62	
107294	8/1/2014	4ONE LLC	BUS PARTS	9,427.99	
107295	8/1/2014	GENFARE, A DIVISION OF SPX CO	FAREBOX REPAIRS & PARTS	46,804.79	
107296	8/1/2014	GEM EQUIPMENT CO. DBA	BUS PARTS & SUPPLIES	62.04	
107297	8/1/2014	GIBBS INTERNATIONAL INC	BUS PARTS	1,863.21	
107298	8/1/2014	GILLIG LLC	BUS PARTS	2,730.87	
107299	8/1/2014	GOLD COAST TRANSIT	BUS BIKE RACKS	3,510.00	
107300	8/1/2014	GOODYEAR TIRE & RUBBER CO	LEASED TIRES	231.18	
107301	8/1/2014	HAAGEN PRINTING TYPECRAFT, I	PRINTING SERVICES	6,288.84	
107302	8/1/2014	H&H WHOLESALE PARTS	BUS PARTS	410.36	
107303	8/1/2014	H.G. MAKELIM CO., INC.	BUS PARTS	5,319.09	
107304	8/1/2014	HI-LINE ELECTRIC COMPANY, INC	BUS PARTS	52.80	
107305	8/1/2014	HOME IMPROVEMENT CTR.	SHOP/B&G SUPPLIES	36.90	
107306	8/1/2014	INTERCON TECHNOLOGIES DBA	EV/CHARGER REPAIRS	408.00	
107307	8/1/2014	IPC (USA), INC.	BUS FUEL	24,572.11	
107308	8/1/2014	J&A EXPRESS ELECTRIC MOTOR	BUS PARTS REPAIRS	3,917.50	
107309	8/1/2014	KLIPPEL TOOL REPAIR DBA	SHOP REPAIRS	131.47	
107310	8/1/2014	LANSPEED DBA	SOFTWARE SUPPORT	390.00	
107311	8/1/2014	LUBRICATION ENGINEERS, INC.	LUBRICANTS	179.17	
107312	8/1/2014	MC CORMIX CORP. (OIL)	LUBRICANTS	1,937.07	
107313	8/1/2014	MCMMASTER-CARR SUPPLY CO.	SHOP/B&G SUPPLIES	107.97	

Check #	Date	Company	Description	Amount	Voids
107314	8/1/2014	CHUCK MCQUARY	DIRECTOR FEES	120.00	
107315	8/1/2014	MGB INDUSTRIAL SUPPLY	SHOP SUPPLIES	34.97	
107316	8/1/2014	MOHAWK MFG. AND SUPPLY CO.	BUS PARTS	86.16	
107317	8/1/2014	NATIONAL INTERSTATE INS INC.	LIABILITY INSURANCE	27,436.66	
107318	8/1/2014	NEWEGG, INC	COMPUTER SUPPLIES & REPAIRS	647.43	
107319	8/1/2014	NORTHWEST PUMP	FUEL ISLAND SUPPLIES	152.61	
107320	8/1/2014	PREVOST CAR INC.- CREDIT DEPT.	BUS PARTS	349.23	
107321	8/1/2014	PETTY CASH - ALEXANDER, NANC	MISC. PURCHASES	380.78	
107322	8/1/2014	PORT SUPPLY DBA	BUS PARTS	29.12	
107323	8/1/2014	POWERSTRIDE BATTERY CO.	BUS STOP BATTERIES	192.07	
107324	8/1/2014	OLIVIA RODRIGUEZ	DIRECTOR FEES	180.00	
107325	8/1/2014	JAVIER ROCHA	DMV/VTT REIMBURSEMENT	51.00	
107326	8/1/2014	SAFETY MATTERS CERTIFIED TRA	TRAINING	100.00	
107327	8/1/2014	SANTA BARBARA TROPHY	DRIVER NAME PLATES	10.37	
107328	8/1/2014	SHIELD HEATING AND AIR DBA	B&G REPAIRS & SUPPLIES	3,247.04	
107329	8/1/2014	WILLIAM JOHN SHELOR	DIRECTOR FEES	120.00	
107330	8/1/2014	SM TIRE, CORP.	BUS TIRE MOUNTING	124.00	
107331	8/1/2014	SPECIALTY TOOL & BOLT, LTD	SHOP SUPPLIES	73.87	
107332	8/1/2014	STAPLES INC. & SUBSIDIARIES	OFFICE SUPPLIES	147.53	
107333	8/1/2014	SB CITY OF-REFUSE/WATER	UTILITIES	761.86	
107334	8/1/2014	TELCOM, INC.	VENTURA REPEATER SERVICES	500.00	
107335	8/1/2014	DAVID T. TABOR	DIRECTOR FEES	120.00	
107336	8/1/2014	TANK TEAM INC.	TANK TESTS	123.00	
107337	8/1/2014	TRI-COUNTY AUTO GLASS INC	REPLACE BUS WINDOWS	220.00	
107338	8/1/2014	TRANSIT INFORMATION PRODUC	BUS STOP SCHEDULE HOLDERS	3,770.80	
107339	8/1/2014	UNITED PARCEL SERVICE, INC.	FREIGHT CHARGES	226.72	
107340	8/1/2014	VALLEY POWER SYSTEMS, INC.	BUS PARTS	6,486.28	
107341	8/1/2014	VAQUERO SYSTEMS	PROFESSIONAL SERVICES	7,125.00	
107342	8/1/2014	VOLT	CONTRACT EMPLOYMENT	2,310.00	
107343	8/1/2014	WAXIE SANITARY SUPPLY DBA	JANITORIAL SUPPLIES	1,095.14	
107344	8/1/2014	WAYTEK INC.	BUS PARTS & SHOP SUPPLIES	264.76	
107345	8/1/2014	RICHARD WEINBERG	DIRECTOR FEES	180.00	
107346	8/1/2014	YELLOW (YRC) TRANSPORTATIO	FREIGHT CHARGES	280.94	
107347	8/8/2014	COTTAGE HEALTH SYSTEM	EMPLOYEE ASSISTANCE PROGRAM	1,323.00	
107348	8/8/2014	COX COMMUNICATIONS, CORP.	INTERNET & CABLE TV	311.50	
107349	8/8/2014	MARY DEAIL	PAYROLL RELATED	106.15	
107350	8/8/2014	STATE OF CALIFORNIA/FTB	PAYROLL RELATED	252.68	
107351	8/8/2014	OR DEPT OF JUSTICE	PAYROLL RELATED	145.11	
107352	8/8/2014	ANN BRADY OTTIERI	PAYROLL RELATED	277.00	
107353	8/8/2014	SB COUNTY FEDERAL CREDIT UNI	PAYROLL DEDUCTION	1,060.00	
107354	8/8/2014	KAREN SEELEY	PAYROLL RELATED	75.69	

<b>Check #</b>	<b>Date</b>	<b>Company</b>	<b>Description</b>	<b>Amount</b>	<b>Voids</b>
107355	8/8/2014	SANTA BARBARA SHERIFF'S DEPT	PAYROLL RELATED	50.00	
107356	8/8/2014	SO. CAL. EDISON CO.	UTILITIES	5,177.80	
107357	8/8/2014	SB CITY OF-REFUSE/WATER	UTILITIES	3,936.80	
107358	8/8/2014	TEAMSTERS PENSION TRUST	UNION PENSION	90,703.93	
107359	8/8/2014	TEAMSTERS UNION LOCAL NO. 18	UNION DUES	10,327.87	
107360	8/8/2014	WINDHAM PROFESSIONALS, INC	PAYROLL RELATED	178.56	
				<b>297,789.83</b>	
				<b>Current Cash Report Voided Checks:</b>	0.00
				<b>Prior Cash Report Voided Checks:</b>	0.00
				<b>Grand Total:</b>	<b>\$297,789.83</b>

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

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<b>Date</b>	<b>Company</b>	<b>Description</b>	<b>Amount</b>
7/31/2014	City of SB-Environmental Services D	Advertising on Buses	1,555.00
7/31/2014	Union Bank/Eleven Inc.	Advertising on Buses	15,580.50
7/31/2014	Union Bank/Eleven Inc.	Advertising on Buses	15,580.50
8/1/2014	Chargepoint, Inc.	Electric Vehicle Commission	39.17
8/1/2014	Wells Marketing, LLC	Advertising on Buses	1,759.50
8/1/2014	Wells Marketing, LLC	Advertising on Buses	1,759.50
8/5/2014	Jaroth, Inc.	Pay Phone Commission	57.38
8/6/2014	The Phelps Group	Advertising on Buses	943.50
8/6/2014	UCSB - Parking Services-7001	Passes/Passports Sales	200.00
<b>Total Accounts Receivable Paid During Period</b>			<b>\$37,475.05</b>

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## BOARD OF DIRECTORS REPORT

**MEETING DATE:** AUGUST 19, 2014      **AGENDA ITEM #:** 7

**TYPE:** INFORMATIONAL

**PREPARED BY:** STEVE MAAS

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

**REVIEWED BY:** GENERAL MANAGER

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

**SUBJECT:** FTA Triennial Review Final Report

### RECOMMENDATION:

Staff recommends that the Board receive a report regarding the recent Triennial Review of MTD conducted by the FTA.

### DISCUSSION:

The Triennial Review is one of the Federal Transit Administration's (FTA) management tools for examining grantee performance and adherence to current FTA requirements and policies. The Triennial Review, which was mandated by Congress in 1982, examines how recipients of FTA Urbanized Area Formula Program funds (Section 5307) meet statutory and administrative requirements. In addition to helping evaluate grantees, the review gives FTA an opportunity to provide technical assistance on FTA requirements and aids FTA in reporting to the Secretary, Congress, other oversight agencies, and the transit community on the Urbanized Area Formula Program.

The FTA conducted its most recent Triennial Review of MTD this spring, and has now released its Final Report of the review. As stated in the Final Report (attached), the FTA found no deficiencies in MTD's practices. This is MTD's third consecutive Triennial Review with no open deficiencies.<sup>1</sup>

FTA organizes their requirements into the following 17 categories:

1. Financial Management and Financial Capacity
2. Technical Capacity
3. Maintenance
4. Americans with Disabilities Act (ADA)
5. Title VI
6. Procurement

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<sup>1</sup>In MTD's FY 2011 Triennial Review, the Draft Report identified one deficiency. Staff corrected this deficiency before the Final Report was completed, and the Final Report reflected that the deficiency was closed.

7. Disadvantaged Business Enterprise (DBE)
8. Legal
9. Satisfactory Continuing Control
10. Planning/Program of Projects
11. Public Comment on Fare Increases And Major Service Reductions
12. Half Fare
13. Charter Bus
14. School Bus
15. Safety and Security
16. Drug Free Workplace and Drug & Alcohol Program
17. Equal Employment Opportunity

The Triennial Review requires the collection of a great deal of information and the submittal of this information to the reviewer prior to the reviewer's site visit to MTD. Each MTD department provides a portion of this information.

Also, each department contributes to maintaining MTD's exemplary record of compliance with FTA's myriad of requirements. In demonstration of the agency-wide effort involved, the reviewer discussed MTD policies and procedures with all of the following MTD staff members during his site visit: Sherrie Fisher, Jerry Estrada, Steve Maas, Brad Davis, Natasha Garduno, Bill Morris, Gabriel Garcia, Jeff Woolever, Dale Zielinski, Frankie Reynoso, and Susan Schorr. In conclusion, all MTD employees contributed to our series of successful Triennial Reviews.

**ATTACHMENT:**

- FY 2014 Triennial Review Final Report



U.S. Department  
of Transportation  
**Federal Transit  
Administration**

REGION IX  
Arizona, California,  
Hawaii, Nevada, Guam  
American Samoa,  
Northern Mariana Islands

201 Mission Street  
Suite 1650  
San Francisco, CA 94105-1839  
415-744-3133  
415-744-2726 (fax)

Mr. Jerry Estrada  
Interim General Manager  
Santa Barbara Metropolitan Transit District  
555 Olive Street  
Santa Barbara, CA 93101

AUG 12 2014

Re: FY 2014 Final Triennial Review Report

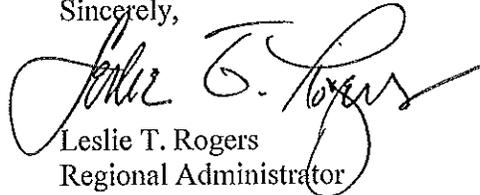
Dear Mr. Estrada:

The enclosed final report documents the Federal Transit Administration's (FTA) Triennial Review of the Santa Barbara Metropolitan Transit District (SBMTD) of Santa Barbara, CA. This review is required by Chapter 53 of Title 49, United States Code; Section 5307. Although not an audit, the Triennial Review is the FTA's assessment of the SBMTD's compliance with Federal requirements, determined by examining a sample of grant management and program implementation practices. As such, the Triennial Review is not intended as, nor does it constitute a comprehensive and final review of compliance with grant requirements.

The Triennial Review focused on SBMTD's compliance in 17 areas. No deficiencies were found with the FTA requirements. There were no repeat deficiencies from the 2011 Triennial Review.

We greatly appreciate your continued commitment to making public transportation America's mode of choice. Thank you for your personal contribution, cooperation, and assistance during this Triennial Review since we realize that the review has involved effort, time and planning. If you need any technical assistance or have any questions, please do not hesitate to contact Ms. Susan Ko at (415) 744-2738 or [susan.ko@dot.gov](mailto:susan.ko@dot.gov).

Sincerely,



Leslie T. Rogers  
Regional Administrator

Enclosure

cc: Steve Maas, SBMTD

**FINAL REPORT**

**FY2014 TRIENNIAL REVIEW**

of the

**Santa Barbara Metropolitan Transit District  
(SBMTD)  
Santa Barbara, CA  
Recipient ID: 1673**

*Performed for:*

**U.S. DEPARTMENT OF TRANSPORTATION  
FEDERAL TRANSIT ADMINISTRATION  
REGION IX**

*Prepared by:*

**Milligan & Company, LLC**

**Scoping Meeting Date: May 5, 2014**

**Site Visit Dates: June 19-20, 2014**

**Final Report Date: August 25, 2014**

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## **I. Executive Summary**

This report documents the Federal Transit Administration's (FTA) Triennial Review of the Santa Barbara Metropolitan Transit District (SBMTD) of Santa Barbara, California. The review was performed by Milligan & Company, LLC. During the site visit, administrative and statutory requirements were discussed and documents were reviewed. SBMTD's transit facilities were toured to provide an overview of activities related to FTA-funded projects.

The Triennial Review focused on SBMTD's compliance in 17 areas. No deficiencies were found in the review areas.

## II. Review Background and Process

### 1. Background

The United States Code, Chapter 53 of Title 49, requires the FTA of the United States Department of Transportation (USDOT) to perform reviews and evaluations of Urbanized Area Formula Grant activities at least every three years. This requirement is contained in 49 U.S.C. 5307(i). This review was performed in accordance with FTA procedures (published in FTA Order 9010.1B, April 5, 1993). At least once every three years, the Secretary shall review and evaluate completely the performance of a grantee in carrying out its program, specifically referring to compliance with statutory and administrative requirements.

The Triennial Review includes a review of the grantee's compliance in 17 areas. The basic requirements for each of these areas are summarized in Section IV.

This report presents the findings from the Triennial Review of the SBMTD. The review concentrated on procedures and practices employed during the past three years; however, coverage was extended to earlier periods as needed to assess the policies in place and the management of grants. The specific documents reviewed are referenced in this report and are available at FTA's Regional Office or at the grantee's office.

### 2. Process

The Triennial Review process includes a pre-review assessment, a review scoping meeting with the FTA regional office, and an on-site visit to the grantee's location. The review scoping meeting was conducted with the Region IX Office on May 5, 2014. Necessary files retained by the regional office were sent to the reviewer electronically. A review package was sent to SBMTD advising it of the site visit and indicating information that would be needed and issues that would be discussed. The site visit to SBMTD occurred on June 19-20, 2014.

The onsite portion of the review began with an entrance conference, in which the purpose of the Triennial Review and the review process were discussed. The remaining time was spent discussing administrative and statutory requirements and reviewing documents. A tour of SBMTD's transit facilities was conducted to provide an overview of activities related to FTA-funded projects. A sample of maintenance records for FTA-funded vehicles and equipment was also examined during the site visit. Upon completion of the review, a summary of preliminary findings was provided to SBMTD at an exit conference. The individuals participating in the review are listed in Section VI of this report.

### 3. Metrics

The metrics used to evaluate whether a grantee is meeting the requirements for each of the areas reviewed are:

- *Not Deficient*: An area is considered not deficient if, during the review, no findings were noted with the grantee's implementation of the requirements.

- *Deficient*: An area is considered deficient if any of the requirements within the area reviewed were not met.
- *Not Applicable*: An area can be deemed not applicable if, after an initial assessment, the grantee does not conduct activities for which the requirements of the respective area would be applicable.

### **III. Grantee Description**

#### **Organization**

SBMTD provides transit service in the southern area of Santa Barbara County, between the Ventura County border to the east and Winchester Canyon at the western edge of Goleta. The service area encompasses the communities of Santa Barbara, Goleta, and Carpinteria and the unincorporated communities of Montecito, Summerland, and Isla Vista. A seven-member board of directors governs SBMTD. Two members are appointed by the County Board of Supervisors, two by the Santa Barbara City Council, one by the Goleta City Council, and one by the Carpinteria City Council. The seventh member, an at-large director, is appointed by the other six members of the board. The population of SBMTD's service area is approximately 199,688 persons.

#### **Services**

SBMTD directly operates fixed route service and contracts for ADA complementary paratransit with Easy Lift, Inc. a non-profit organization that is the designated Consolidated Transportation Service Agency for South Santa Barbara County. SBMTD also served as a pass-through agency for Congestion Mitigation Air Quality (CMAQ) funds used by the Santa Barbara County Association of Governments (SBCAG) to purchase buses for the Clean Air Express, a commuter service now operated for SBCAG by the City of Lompoc. Those buses have since been transferred to the City of Santa Maria with FTA approval.

SBMTD operates a network of 27 regular routes consisting of local service, seaside and downtown electric shuttle routes, and school trippers, identified on maps and schedules as Booster Routes. In addition, SBMTD operates four peak period commuter routes known as the Coastal Express Limited. Fixed route services are provided weekdays from 5:25 a.m. to 12:30 a.m. Saturday service is operated from 6:00 a.m. to 11:20 p.m. Sunday service is from 6:15 a.m. to 10:20 p.m. Easy Lift service operates during the same days and hours as the regular fixed routes. Commuter bus only operates on weekdays, and provides directional peak-period service only.

The basic adult fare for bus service is \$1.75. A reduced fare of \$0.85 is offered to seniors, persons with disabilities, and Medicare cardholders during all service hours. The fare for Easy Lift ADA paratransit service is \$3.50. Fares on the Seaside Shuttle and the Downtown-Waterfront Shuttle are \$0.50, with a \$0.25 half-fare. The fare for the Coastal Express Limited is \$4.00. Day passes and discounted ten-ride or 30-day passes are also available.

SBMTD operates a fleet of 108 buses, 75 of which have FTA interest. The regular fixed route fleet consists of diesel transit coaches, diesel-electric hybrid coaches, and battery-electric shuttle buses. For the Coastal Express service, SBMTD operates five over-the-road commuter coaches. Easy Lift operates nineteen (19) vehicles for its ADA complementary paratransit service. These vehicles also have FTA-interest but were funded through Caltrans under the FTA Section 5310 program with no SBMTD involvement.

SBMTD services are oriented primarily around the downtown Transit Center located at 1020 Chapala Street in Santa Barbara. The maintenance and operations terminal is located at 550 Olive Street in Santa Barbara. Both facilities have FTA interest.

## Grant Activity

Below is a listing of SBMTD's active grants at the time of the review.

Grant Number	Grant Amount	Year Executed	Description
CA-04-0068	\$250,223	2010	Intermodal Transit Center Expansion
CA-90-Y035	\$9,996,940	2008	Electric Bus and Super stops; Operating
CA-90-Z164	\$4,943,999	2014	FY 2013-2014 Operating Assistance

## Completed Projects

During the review period, SBMTD purchased nine revenue buses, eighteen non-revenue vehicles (driver relief cars and maintenance vehicles), and five ticket vending machines with Federal funds. It also purchased a back-up generator, security cameras, and a mobile radio system with non-FTA funds. SBMTD did not implement any new services during the review period, but did make small changes to the services in each year of the review period. SBMTD has recently signed a Memorandum of Understanding with the University of California, Santa Barbara for a new route and increased service on some existing routes that will be subsidized by the university. These services have not yet been implemented.

## Projects Underway

SBMTD's on-going FTA projects include the procurement of two replacement buses (following an expected award by Caltrans of FTA Section 5339 funds) and Super Stop construction, an FTA-funded project to improve bus stops, such as putting up shelters and rehabilitating existing stops. SBMTD also is procuring, with non-Federal funds, an AVL system and three articulated buses to alleviate overload issues on service to Santa Barbara City College.

## Future Projects

Over the next three years, SBMTD plans to remodel its Transit Center, examine the feasibility of installing a new photovoltaic system to provide solar power at its main facility, remanufacture some of its electric buses, replace revenue buses, and initiate a smart card project.

## **IV. Results of the Review**

### **1. Financial Management and Financial Capacity**

Basic Requirement: The grantee must demonstrate the ability to match and manage FTA grant funds, cover cost increases and operating deficits, cover maintenance and operational costs for FTA funded facilities and equipment, as well as conduct and respond to applicable audits.

Finding: During this Triennial Review of SBMTD, no deficiencies were found with the FTA requirements for Financial Management and Financial Capacity.

### **2. Technical Capacity**

Basic Requirement: The grantee must be able to implement FTA funded projects in accordance with the grant application, Master Agreement, and all applicable laws and regulations, using sound management practices.

Finding: During this Triennial Review of SBMTD, no deficiencies were found with the FTA requirements for Technical Capacity.

### **3. Maintenance**

Basic Requirement: Grantees and subrecipients must keep federally funded vehicles, equipment and facilities in good operating condition. Grantees and subrecipients must keep ADA accessibility features on all vehicles, equipment and facilities in good operating order.

Finding: During this Triennial Review of SBMTD, no deficiencies were found with the FTA requirements for Maintenance.

### **4. Americans with Disabilities Act**

Basic Requirement: Titles II and III of the Americans with Disabilities Act of 1990 (ADA) provide that no entity shall discriminate against an individual with a disability in connection with the provision of transportation service. The law sets forth specific requirements for vehicle and facility accessibility and the provision of service, including complementary paratransit service.

Finding: During this Triennial Review of SBMTD, no deficiencies were found with the USDOT requirements for ADA.

### **5. Title VI**

Basic Requirement: The grantee must ensure that no person shall, on the grounds of race, color, or national origin, be excluded from participating in, or be denied the benefits of, or be subject to discrimination under any program or activity receiving federal financial assistance without

regard to whether specific projects or services are federally funded. The grantee must ensure that federally supported transit services and related benefits are distributed in an equitable manner.

*Note:* The 2014 Triennial Review covers a three-year period in which the FTA issued a revised circular for Title VI, which provided more information on how to comply and changed requirements for some grantees with populations over 200,000 persons. As of October 1, 2012, grantees must comply with the requirements of FTA C 4702.1B. The Triennial Review will look at compliance with the requirement of FTA C 4702.1A for the period prior to October 1, 2012, and compliance with the revised circular for activities after this date.

Finding: During this Triennial Review of SBMTD, no deficiencies were found with the FTA requirements for Title VI.

## **6. Procurement**

Basic Requirement: Grantees use their own procurement procedures that reflect applicable state and local laws and regulations, provided that the process ensures competitive procurement and the procedures conform to applicable federal law, including 49 CFR Part 18 (specifically Section 18.36) and FTA Circular 4220.1F, “Third Party Contracting Guidance.”

Finding: During this Triennial Review of SBMTD, no deficiencies were found with the FTA requirements for Procurement.

## **7. Disadvantaged Business Enterprise**

Basic Requirement: The grantee must comply with 49 CFR Part 26 to ensure nondiscrimination in the award and administration of DOT-assisted contracts. Grantees also must create a level playing field on which DBEs can compete fairly for DOT-assisted contracts.

Finding: During this Triennial Review of SBMTD, no deficiencies were found with the USDOT requirements for DBE.

## **8. Legal**

Basic Requirement: The grantee must be eligible and authorized under state and local law to request, receive, and dispense FTA funds and to execute and administer FTA funded projects. The authority to take actions and responsibility on behalf of the grantee must be properly delegated and executed. Grantees must comply with Restrictions on Lobbying requirements.

Finding: During this Triennial Review of SBMTD, no deficiencies were found with the FTA requirements for Legal.

## **9. Satisfactory Continuing Control**

Basic Requirement: The grantee must ensure that FTA-funded property will remain available to be used for its originally authorized purpose throughout its useful life until disposition.

Finding: During this Triennial Review of SBMTD, no deficiencies were found with the FTA requirements for Satisfactory Continuing Control.

## **10. Planning/Program of Projects**

Basic Requirement: The grantee must participate in the transportation planning process in accordance with FTA requirements, MAP-21, and the metropolitan and statewide planning regulations. Grantees must participate in a coordinated public transit-human services transportation planning process that identifies the transportation needs of individuals with disabilities, older adults, and people with low incomes; provides strategies for meeting those local needs; and prioritizes transportation services for funding and implementation. Each recipient of a Section 5307 grant shall develop, publish, afford an opportunity for a public hearing on, and submit for approval, a POP.

Finding: During this Triennial Review of SBMTD, no deficiencies were found with the FTA requirements for Planning/POP.

## **11. Public Comment on Fare Increases and Major Service Reductions**

Basic Requirement: Section 5307 grantees are expected to have a written, locally developed process for soliciting and considering public comment before raising a fare or carrying out a major transportation service reduction.

Finding: During this Triennial Review of SBMTD, no deficiencies were found with the FTA requirements for Public Comment on Fare Increases and Major Service Reductions.

## **12. Half Fare**

Basic Requirement: For service supported with Section 5307 assistance, fares charged elderly persons, persons with disabilities or an individual presenting a Medicare card during off peak hours will not be more than one half the peak hour fares.

Finding: During this Triennial Review of SBMTD, no deficiencies were found with the FTA requirements for Half Fare.

### **13. Charter Bus**

Basic Requirement: Grantees are prohibited from using federally funded equipment and facilities to provide charter service if a registered private charter operator expresses interest in providing the service. Grantees are allowed to operate community based charter services excepted under the regulations.

Finding: During this Triennial Review of SBMTD, no deficiencies were found with the FTA requirements for Charter Bus.

### **14. School Bus**

Basic Requirement: Grantees are prohibited from providing exclusive school bus service unless the service qualifies and is approved by the FTA Administrator under an allowable exemption. Federally funded equipment or facilities cannot be used to provide exclusive school bus service. School tripper service that operates and looks like all other regular service is allowed.

Finding: During this Triennial Review of SBMTD, no deficiencies were found with the FTA requirements for School Bus.

### **15. Safety and Security**

Basic Requirement: As recipients of Section 5307 funds, grantees must annually certify that they are spending at least one percent of such funds for transit security projects or that such expenditures for security systems are not necessary.

Finding: During this Triennial Review of SBMTD, no deficiencies were found with the FTA requirements for Safety and Security.

### **16. Drug Free Workplace and Drug and Alcohol Program**

Basic Requirement: All grantees are required to maintain a drug-free workplace for all employees and to have an ongoing drug-free awareness program. Grantees receiving Section 5307, 5309 or 5311 funds that have safety-sensitive employees must have a drug and alcohol testing program in place for such employees.

Finding: During this Triennial Review of SBMTD, no deficiencies were found with the FTA requirements for Drug-Free Workplace and Drug and Alcohol Program.

### **17. Equal Employment Opportunities**

Basic Requirement: The grantee must ensure that no person in the United States shall on the grounds of race, color, religion, national origin, sex, age, or disability be excluded from participating in, or denied the benefits of, or be subject to discrimination in employment under

any project, program, or activity receiving federal financial assistance under the federal transit laws. (Note: EEOC's regulation only identifies/recognizes religion and not creed as one of the protected groups.)

Finding: During this Triennial Review of SBMTD, no deficiencies were found with the FTA requirements for Equal Employment Opportunity (EEO).

## V. Summary of Findings

Review Area	Finding	Deficiency	Corrective Action	Response Date	Date Closed
1. Financial Management and Financial Capacity	ND				
2. Technical Capacity	ND				
3. Maintenance	ND				
4. ADA	ND				
5. Title VI	ND				
6. Procurement	ND				
7. DBE	ND				
8. Legal	ND				
9. Satisfactory Continuing Control	ND				
10. Planning/ POP	ND				
11. Public Comment on Fare Increase and Major Service Reductions	ND				
12. Half Fare	ND				
13. Charter Bus	ND				
14. School Bus	ND				
15. Safety and Security	ND				
16. Drug-Free Workplace/ Drug and Alcohol Program	ND				
17. EEO	ND				

## VI. Attendees

Name	Title	Phone Number	E-mail Address
<b><i>SBMTD</i></b>			
Sherrie Fisher	General Manager	805-963-3364	sfisher@sbmtd.gov
Steve Maas	Manager of Government Relations & Compliance	805-963-3364	smaas@sbmtd.gov
Jerry Estrada	Assistant General Manager/Controller	805-963-3364	jestrada@sbmtd.gov
Brad Davis	Purchasing and Contracts Manager	805-883-4201	bdavis@sbmtd.gov
Bill Morris	Manager of Operations	805-963-3364	Bmorris@sbmtd.gov
Gabriel Garcia	Manager of Human Resources and Risk	805-963-3364	ggarcia@sbmtd.gov
Dale Zielinski	Manager of Maintenance	805-963-3364	dzielinski@sbmtd.gov
Natasha Garduno	Executive Assistant/Marketing Team	805-963-3364	ngarduno@sbmtd.gov
Jeff Woolever	Interim Manager of HR and Risk	805-963-3364	jwoolever@sbmtd.gov
Frank Reynoso	Facilities Specialist	805-729-0481	freynoso@sbmtd.gov
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## **VI. Appendices**

No appendices included in this report.

**MTD**  
Santa Barbara

# Quarterly Reports

**FY 2013-2014, 4th Quarter**

April 1, 2014 - June 30, 2014



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# 4Q, FY 2014 Summary

April 1, 2014 to June 30, 2014

## Planning Department

Total MTD ridership for the fourth quarter of the fiscal year decreased from 1.98 million riders in FY 2013 to 1.94 million in FY 2014. The approximately 40,000 fewer passengers represents a 1.9 percent decrease in ridership. Weekday ridership for the fourth quarter declined 2.4 percent and Saturday ridership declined 1.6 percent while Sunday ridership increased 3.0 percent for the quarter.

For the fiscal year, total ridership declined 1.9 percent, or about 150,000 passengers to 7,623,860. Day-type ridership decreases were 2.2 percent, 2.3 percent, and 1.3 percent for weekdays, Saturdays, and Sundays respectively.

## Shuttle Routes

Total Downtown-Waterfront Shuttle ridership decreased by 0.5 percent for the fourth quarter, and by 0.6 percent for the fiscal year to 421,254. Nine cruise ships visited the City in the fourth quarter of FY 2014 which is the same number of visits as in the fourth quarter of FY 2013. For the fiscal year, the total number of cruise ship visits was more than double the previous year: 28 ships in FY 2014 vs 13 in FY 2013. It was discovered in April that multiple booster trips were not being reported and passengers were being undercounted due to GFI farebox and Passdat conversion issues. Since April, drivers have been entering trips in the farebox in a different manner which will result in more accurate ridership reporting in the future. Note that because many of the cruise ship passengers are senior citizens, the increased ridership is shown under "Senior" rather than "Shuttle" in the Ridership by Fare Category table on page 5.

Ridership on the Seaside Shuttle, which circulates every 20 minutes in Carpinteria, increased 4.0 percent compared to the fourth quarter last year, but was almost flat for the year with an increase of only 10 passenger trips to 70,662.

The Crosstown Shuttle, which runs every 23 minutes between east and west Santa Barbara at peak times and every 47 minutes mid-day, carried 3.0 percent fewer passengers for the quarter compared to last year while ridership for the fiscal year decreased 8.4 percent. As discussed in the second quarterly report, annual ridership on the Crosstown Shuttle is down 46 percent from more than 13,000 passengers per month in FY 2011 to 7,000 per month in FY 2014. In July 2012 when mid-day service was reduced to one bus (headways were increased from 23 minutes to 47 minutes between 9am and 3pm) due to the loss of RDA funding, ridership declined more than 25 percent in one month. It is expected that the greater frequency at peak times which was approved as part of the August 2014 service changes will improve schedule adherence and generate more ridership.

## Express Routes

Ridership on the four express routes (12x, 15x, 21x, 24x) combined decreased by 3.8 percent for the fourth quarter and decreased 3.2 percent (47,500 passengers) compared to last fiscal year. The decreases in student ridership (SBCC ridership decreased 6.5 percent or 77,000 passengers and UCSB decreased 24,137 passengers or 2.5 percent) are likely at least partially correlated as students comprise 53 percent of express route ridership on average. Planning staff will continue to monitor ridership on the express routes.

Average inter-regional Coastal Express Limited ridership between Santa Barbara/Goleta and Ventura decreased 100 passengers (0.8 percent) for the fourth quarter, but increased by about 10,000 passenger trips (14.3 percent) for the fiscal year. This may be due to the adjustment of the Line 87 (Santa Barbara - Ventura) schedule to better meet the workforce schedule and the addition of two stops in downtown Ventura which occurred in Fall/Winter of 2013. While ridership on the Goleta service lagged a bit behind the Santa Barbara service last fiscal year, it has been the reverse for FY 2014.

### **Also Noteworthy**

Explanations for the decreases in UCSB and SBCC student ridership and corresponding decreases in ridership on routes serving the campus communities for FY2014 as compared to FY2013 are not entirely clear. While ridership shifted from Lines 23 and 25 to Line 11 as expected when the routes were detached in August 2012, it appears that some ridership on Line 24x has also shifted during the fiscal year. It makes sense that passengers traveling only along the El Colegio corridor would take whichever bus comes along first. Since Line 11 runs on shorter headways, these passengers would most often ride Line 11. UCSB student ridership decreased by 24,000 passengers for the fiscal year. Approximately half of that decrease was spread between lines primarily serving (or formerly serving) the UCSB campus (11, 23, 24x, 25, and 27) and much of the other half of the decrease was on Lines 1, 2, 6, 12x, 16, and 17. While SBCC student ridership decreased by 77,000 trips for the year, SBCC ridership on lines serving the mesa (4, 5, 15x, 16, and 17) decreased by only 34,000 trips. SBCC student ridership also declined significantly on Lines 2, 6, 11, and 24x.

Increasing numbers of international students attending the English language schools in the District are generating higher ridership at peak commute times on various routes within the MTD system. The students are mostly housed with local residents and many of them rely on the bus as their primary transportation. During the morning commute hours in particular, ridership on routes between their residential neighborhoods and the schools has increased to the point of creating capacity issues. For example, overall ridership on Lines 7 and 8 increased by about 4,400 passengers for the fiscal year, which would average to 6 passenger round trips per day and would be easily absorbed if the passengers were spread throughout the day. But “\*8 – At Capacity” and “\*9 – Too Full to Board” incidences have increased significantly over the same period on these routes, indicating that the additional passengers are all traveling in the same direction at the same time. Similar ridership and capacity issues were noted on Lines 3, 5, 10, and 21x. Staff will continue to monitor the situation and continue to coordinate with the directors of the language schools in order to better plan for the accommodation of all passengers in the future.

While total ridership on the booster routes decreased slightly (by 1,868 trips, or 0.7 percent) from last year, the number of passengers using student passes system-wide increased by nearly 60,000, or 8.8 percent for the year. Weekday Youth Pass ridership has increased by 50,000 for FY2014 compared to FY 2013. Thirty percent of weekday Youth Pass users are riding the booster routes, and another 38 percent are riding lines 1, 2, 6, and 11. Most of the new weekday Youth Pass passengers are on these same routes, but Lines 7, 12x, 20, and 24x also saw significant increases. Weekend Youth Pass ridership increased by 9,400 passengers, or 13.7 percent, from FY 2013, with the vast majority of those trips on Lines 2, 20, and 11 in that order. This may mean that students are riding non-booster routes more than previously or it could be indicative of a fare collection issue. Staff has reached out to the local English language schools to help clarify MTD's fare policy.

Disabled passengers are eligible to pay a reduced cash fare when they show an MTD Disability Identification card or a Medicare card as they pay their fare. Ridership in the Persons with Disabilities (cash) fare category dropped by nearly 20 percent, or 11,700 passenger trips for FY2014 as compared to FY2013. During the year, MTD initiated a new requirement that

passengers be periodically recertified to qualify for the identification cards, and it is suspected that misuse of the ID cards has been eliminated.

The apparent large ridership decreases on Lines 23 and 25 actually reflect that the 23 and 25 were detached from Line 11 at the end of August 2012. Ridership between UCSB and Storke & Hollister that was on these routes in July and August of 2012 would now be on Line 11, or one of the other lines serving El Colegio. Ridership on Lines 11, 23, and 25 combined was virtually flat for FY 2014 compared to FY 2013.

As shown on page 3, annual revenue hours and revenue miles operated increased by 1.1 percent and 1.7 percent respectively from FY 2013 to FY 2014. System-wide, the average number of passengers per revenue hour decreased 3.0 percent from 39.1 to 37.9 passengers per hour and average passengers per revenue mile decreased 3.6 percent from 3.1 to 3.0 passengers per mile for the fiscal year.

As shown on pages 6 and 7, the total number of bus trips reported as “at capacity” or “too full to board” declined by 1,715 from FY 2013 to FY 2014, which correlates with decreased ridership.

The number of bicycles carried (page 10) increased by almost 6,000 (5.2 percent) from FY 2013, which may reflect the local and nationwide increase in bicycle use. The number of wheelchairs transported decreased by 296 or 1.5 percent for the year.

Staff looks forward to the implementation of the AVL system which will enable the Planning Department to better understand ridership trends and to enhance the service adjustment process.

## **Operations Department**

The Operations Department tracks on-time bus departures from the Olive Street terminal (a bus leaving no more than five minutes past its scheduled time is considered on-time). MTD achieved 99.9 percent on-time departures from the terminal for FY 2014, with 59 of 34,335 bus departures leaving the terminal more than five minutes late. (MTD also achieved 99.9 percent on-time departures in FY 2013.) Many of the late departures are related to minor issues discovered by the driver during the mandatory “pre-op” inspection, which are corrected in a few minutes. The number of late departures is kept to a minimum by MTD’s policy that Supervisors will cover runs if a driver is late, until such time as the Supervisor can be relieved.

The Operations Department also tracks passenger complaints and compliments. MTD has an adopted standard that passenger complaints shall average no more than one complaint per 10,000 MTD passenger boardings. MTD did significantly better than this standard, with one complaint per approximately 35,250 boardings during the fourth quarter. (The average for the fourth quarter of FY 2013 was one complaint per 58,136 boardings.) For the entire FY 2014, MTD received on average one complaint per 31,899 boardings.

## **Maintenance Department**

The Maintenance Department tracks the cost per mile to operate MTD’s various bus fleets. For the entire fiscal year, the cost per mile for the electric shuttle fleet decreased from \$1.42 in FY 2013 to \$1.18 in FY 2014. The cost per mile for the 40-foot and 29-foot hybrid buses increased over the previous year. The cost per mile for the 40-foot diesel buses decreased compared to the previous year, while the 29-foot diesel buses increased.

The Maintenance Department also tracks mechanical system failures (“roadcalls”) from both a passenger-convenience perspective and a system-efficiency perspective. MTD has two adopted standards related to roadcalls: 1) MTD diesel-powered revenue vehicles shall travel a minimum of 8,000 vehicle miles between all mechanical system failures (passenger convenience); and 2) MTD diesel-powered revenue vehicles shall travel a minimum of 10,000 vehicle miles

between *major* mechanical system failures (system efficiency). During the fourth quarter of FY 2014, MTD performed better than the standard for both measures. Throughout FY 2014, MTD also performed better than the standard for both measures (8,921 miles between all failures and 13,955 miles between major failures).

### **Human Resources/Risk Department**

The HR/Risk Department reports MTD employee turnover by quarter. The turnover rate among drivers for the fourth quarter of FY 2014 was 2.4 percent, an increase from the fourth quarter of FY 2013. HR/Risk also reports workers' compensation claims and liability claims by quarter. A comparison of the fourth quarter of FY 2014 to the same period in FY 2013 shows that workers' compensation claims that included lost time decreased from 2 to 0, while claims with no lost time increased from 1 to 4. Liability claims reportable to the National Transit Database was unchanged, with 0 in both FY 2013 and FY 2014, while liability claims reportable to MTD increased from 5 to 6.

# Planning

## Ridership by Fare Category (April - June 2014)

Fare Categories	Quarter			YTD		
	Apr 14 - Jun 14	Apr 13 - Jun 13	% Change	FY 2013-2014	FY2012- 2013	% Change
General Fare	298,964	305,360	-2.1%	1,198,775	1,214,174	-1.3%
Transfers	169,944	179,082	-5.1%	676,363	713,416	-5.2%
Full Fare Prepaid (1)	363,360	347,004	4.7%	1,381,951	1,400,614	-1.3%
Santa Barbara City College	246,133	277,239	-11.2%	1,108,255	1,185,587	-6.5%
Senior & Disabled Prepaid (2)	175,702	174,394	0.8%	691,095	688,383	0.4%
Shuttle (DWE & Seaside)	73,857	76,203	-3.1%	277,349	290,474	-4.5%
UC Santa Barbara	274,490	280,613	-2.2%	956,408	980,545	-2.5%
Youth Prepaid (3)	187,822	174,025	7.9%	736,683	676,799	8.8%
Free	51,042	60,576	-15.7%	210,382	239,979	-12.3%
My Ride / Brooks	30,907	36,364	-15.0%	122,609	135,577	-9.6%
Senior	46,346	40,341	14.9%	183,022	150,551	21.6%
Persons with Disabilities	11,696	14,399	-18.8%	47,780	59,514	-19.7%
Tokens	8,512	11,035	-22.9%	33,188	38,716	-14.3%
Total	1,938,775	1,976,635	-1.9%	7,623,860	7,774,329	-1.9%

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

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

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

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

## Revenue Hours and Revenue Miles (April - June 2014)

Metrics	Quarter			YTD		
	Apr 14 - Jun 14	Apr 13 - Jun 13	%Change	FY 2013-2014	FY2012- 2013	% Change
Passengers	1,938,775	1,976,635	-1.9%	7,623,860	7,774,329	-1.9%
Revenue Hours	51,501	51,219	0.6%	201,234	199,083	1.1%
Passengers per Revenue Hour	37.6	38.6	-2.5%	37.9	39.1	-3.0%
Miles	653,951	643,907	1.6%	2,556,499	2,513,128	1.7%
Passengers per Mile	3.0	3.1	-3.4%	3.0	3.1	-3.6%

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

# Planning

## MTD System Ridership (April - June 2014)

LINE	Quarter			YTD		
	Apr 14 - Jun 14	Apr 13 - Jun 13	% Change	FY 2013-2014	FY 2012-2013	% Change
1 West Santa Barbara	102,894	108,240	-4.9%	414,313	441,169	-6.1%
2 East Santa Barbara	167,289	172,589	-3.1%	670,075	677,847	-1.1%
3 Oak Park	59,629	64,124	-7.0%	237,118	252,980	-6.3%
4 Mesa / SBCC	41,731	41,047	1.7%	167,041	168,382	-0.8%
5 Mesa / La Cumbre	51,438	49,461	4.0%	209,168	208,131	0.5%
6 Goleta	180,719	180,428	0.2%	724,629	732,843	-1.1%
7 County Health / Fairview	40,169	40,000	0.4%	157,977	155,258	1.8%
8 County Health	31,814	32,180	-1.1%	128,317	126,630	1.3%
9 Calle Real / Old Town Shuttle	8,736	9,082	-3.8%	36,820	38,917	-5.4%
10 Cathedral Oaks	8,075	6,823	18.3%	29,438	27,202	8.2%
11 UCSB	323,246	319,076	1.3%	1,249,297	1,226,705	1.8%
12x Goleta Express	71,615	73,691	-2.8%	288,114	301,674	-4.5%
14 Montecito	26,486	26,694	-0.8%	109,441	111,226	-1.6%
15x SBCC / UCSB Express	76,807	83,355	-7.9%	345,185	350,198	-1.4%
16 City College Shuttle	32,538	34,903	-6.8%	138,017	151,825	-9.1%
17 Lower West / SBCC	52,628	54,849	-4.0%	212,937	228,182	-6.7%
20 Carpinteria	89,296	93,154	-4.1%	363,650	368,123	-1.2%
21x Carpinteria Express	27,885	29,930	-6.8%	109,432	118,545	-7.7%
22 Old Mission	6,548	5,995	9.2%	23,821	23,230	2.5%
23 Winchester Canyon	20,221	20,995	-3.7%	81,765	101,103	-19.1%
24x UCSB Express	186,399	190,165	-2.0%	684,985	704,733	-2.8%
25 Ellwood	14,740	13,805	6.8%	57,372	64,935	-11.6%
27 Isla Vista Shuttle	87,628	92,446	-5.2%	302,277	305,186	-1.0%
36 Seaside Shuttle	19,132	18,396	4.0%	70,662	70,652	0.0%
37 Crosstown Shuttle	22,258	22,938	-3.0%	85,295	93,089	-8.4%
Booster Services	65,236	68,017	-4.1%	259,739	261,607	-0.7%
<b>System Subtotal</b>	<b>1,815,157</b>	<b>1,852,383</b>	<b>-2.0%</b>	<b>7,156,885</b>	<b>7,310,372</b>	<b>-2.1%</b>
<i>Downtown Waterfront Shuttles</i>						
30 Downtown Shuttle	87,997	90,787	-3.1%	336,183	341,891	-1.7%
31 East Beach Waterfront Shuttle	14,546	14,192	2.5%	55,442	57,623	-3.8%
32 West Beach Waterfront Shuttle	9,262	7,361	25.8%	29,629	24,413	21.4%
<i>Coastal Express Limited</i>						
86,87 Limited - Santa Barbara	5,657	6,060	-6.7%	22,514	20,277	11.0%
88,89 Limited - Goleta	6,156	5,852	5.2%	23,207	19,713	17.7%
<i>Unknown</i>						
	-	-	0.0%	-	40	-100.0%
<b>System Total</b>	<b>1,938,775</b>	<b>1,976,635</b>	<b>-1.9%</b>	<b>7,623,860</b>	<b>7,774,329</b>	<b>-1.9%</b>
<i>Related Routes</i>						
20, 21x Carpinteria	117,181	123,084	-4.8%	473,082	486,668	-2.8%
1, 2, 37 East/West & Crosstown	292,441	303,767	-3.7%	1,169,683	1,212,105	-3.5%
4, 5, 15x, 16, 17 Mesa Lines	255,142	263,615	-3.2%	1,072,348	1,106,718	-3.1%
6, 11 State/Hollister	503,965	499,504	0.9%	1,973,926	1,959,548	0.7%
7, 8, 9 Calle Real/Fairview	80,719	81,262	-0.7%	323,114	320,805	0.7%

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

# Planning

## MTD Passengers per Revenue Hour (April - June 2014)

LINE	Quarter			YTD			
	Apr 14 - Jun 14	Apr 13 - Jun 13	%Change	FY 2013-2014	FY 2012-2013	% Change	
1	West Santa Barbara	37.6	39.5	-4.9%	38.2	41.8	-8.6%
2	East Santa Barbara	46.3	47.9	-3.3%	47.1	47.2	-0.3%
3	Oak Park	29.7	32.0	-7.0%	30.0	32.1	-6.5%
4	Mesa / SBCC	35.5	35.0	1.2%	36.0	36.5	-1.4%
5	Mesa / La Cumbre	29.1	28.0	4.0%	29.9	29.8	0.4%
6	Goleta	37.1	37.0	0.2%	37.5	37.7	-0.6%
7	County Health / Fairview	31.1	31.5	-1.4%	31.4	31.1	0.9%
8	County Health	33.5	33.9	-1.1%	34.4	34.1	1.1%
9	Calle Real / Old Town Shuttle	13.6	14.5	-6.3%	14.5	15.6	-7.4%
10	Cathedral Oaks	20.3	17.1	18.6%	19.0	17.6	7.8%
11	UCSB	41.5	41.0	1.3%	40.4	41.2	-2.1%
12x	Goleta Express	44.4	47.4	-6.2%	45.4	49.1	-7.6%
14	Montecito	20.8	20.9	-0.8%	21.8	22.2	-1.9%
15x	SBCC / UCSB Express	42.1	50.0	-15.9%	49.2	55.7	-11.6%
16	City College Shuttle	77.2	81.5	-5.3%	82.6	92.3	-10.5%
17	Lower West / SBCC	63.8	67.0	-4.7%	65.8	71.0	-7.4%
20	Carpinteria	26.3	27.4	-4.2%	27.0	27.3	-1.3%
21x	Carpinteria Express	25.3	27.1	-6.8%	25.3	27.5	-8.0%
22	Old Mission	16.3	14.9	9.0%	14.8	13.9	6.2%
23	Winchester Canyon	24.0	25.1	-4.1%	24.5	26.1	-6.1%
24x	UCSB Express	69.6	74.4	-6.5%	65.7	71.1	-7.7%
25	Ellwood	38.3	35.9	6.8%	37.5	32.9	14.2%
27	Isla Vista Shuttle	46.6	48.9	-4.6%	44.6	45.1	-1.0%
36	Seaside Shuttle	17.9	17.2	4.0%	16.7	16.7	0.0%
37	Crosstown Shuttle	21.2	21.8	-3.0%	20.9	22.9	-8.7%
	Booster Services	89.8	91.4	-1.7%	94.1	93.2	1.0%
	<b>System Subtotal</b>	<b>38.8</b>	<b>39.9</b>	<b>-2.8%</b>	<b>39.0</b>	<b>40.2</b>	<b>-3.1%</b>
<i>Downtown Waterfront Shuttles</i>							
30	Downtown Shuttle	28.2	27.5	2.5%	29.1	29.6	-1.9%
31	East Beach Waterfront Shuttle	20.4	19.8	3.2%	21.6	22.1	-2.3%
32	West Beach Waterfront Shuttle	22.9	22.1	3.6%	22.6	19.8	13.9%
<i>Coastal Express Limited</i>							
86,87	Limited - Santa Barbara	23.0	26.7	-13.9%	23.8	23.0	3.5%
88,89	Limited - Goleta	22.5	22.3	1.1%	22.0	19.4	13.4%
<i>Unknown</i>							
		0.0	0.0	0.0%	0.0	160.0	-100.0%
	<b>System Total</b>	<b>37.6</b>	<b>38.6</b>	<b>-2.4%</b>	<b>37.9</b>	<b>39.1</b>	<b>-2.9%</b>
<i>Related Routes</i>							
	20, 21x Carpinteria	26.0	27.3	-4.8%	26.6	27.4	-3.0%
	1, 2, 37 East/West & Crosstown	39.5	41.1	-3.8%	40.1	41.8	-4.1%
	4, 5, 15x, 16, 17 Mesa Lines	42.4	45.0	-5.8%	45.5	48.7	-6.5%
	6, 11 State/Hollister	39.8	39.5	0.9%	39.2	39.8	-1.4%
	7, 8, 9 Calle Real	28.0	28.6	-2.0%	28.6	28.6	-0.2%

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

# Planning

## MTD 'At Capacity' Loads\* (April - June 2014)

LINE	Quarter			Year to Date		
	Apr 14 - Jun 14	Apr 13 - Jun 13	% Change	FY 2013-2014	FY 2012-2013	% Change
1 West Santa Barbara	8	27	-70.4%	79	184	-57.1%
2 East Santa Barbara	46	76	-39.5%	255	380	-32.9%
3 Oak Park	39	8	387.5%	89	70	27.1%
4 Mesa / SBCC	4	6	-33.3%	14	20	-30.0%
5 Mesa / La Cumbre	44	17	158.8%	197	150	31.3%
6 Goleta	67	108	-38.0%	265	417	-36.5%
7 County Health / Fairview	20	27	-25.9%	219	155	41.3%
8 County Health	5	5	0.0%	64	16	300.0%
9 Calle Real / Old Town Shuttle	-	-	0.0%	1	1	0.0%
10 Cathedral Oaks	-	1	-100.0%	6	7	-14.3%
11 UCSB	213	380	-43.9%	1,024	1,189	-13.9%
12x Goleta Express	20	34	-41.2%	149	231	-35.5%
14 Montecito	11	7	57.1%	31	23	34.8%
15x SBCC / UCSB Express	144	122	18.0%	751	505	48.7%
16 City College Shuttle	22	23	-4.3%	186	237	-21.5%
17 Lower West / SBCC	17	39	-56.4%	91	137	-33.6%
20 Carpinteria	40	6	566.7%	114	163	-30.1%
21x Carpinteria Express	33	7	371.4%	84	56	50.0%
22 Old Mission	3	2	50.0%	4	2	100.0%
23 Winchester Canyon	3	5	-40.0%	33	26	26.9%
24x UCSB Express	274	310	-11.6%	932	1,177	-20.8%
25 Ellwood	-	2	-100.0%	1	11	-90.9%
27 Isla Vista Shuttle	183	109	67.9%	332	472	-29.7%
36 Seaside Shuttle	1	7	-85.7%	6	12	-50.0%
37 Crosstown Shuttle	18	2	800.0%	27	22	22.7%
Booster Services	83	159	-47.8%	252	478	-47.3%
System Subtotal	1,298	1,489	-12.8%	5,206	6,141	-15.2%
<i>Downtown Waterfront Shuttles</i>						
30 Downtown Shuttle	250	303	-17.5%	726	937	-22.5%
31 East Beach Waterfront Shuttle	7	81	-91.4%	18	103	-82.5%
32 West Beach Waterfront Shuttle	34	10	240.0%	50	12	316.7%
<i>Coastal Express Limited</i>						
86,87 Limited - Santa Barbara	-	-	0.0%	-	-	0.0%
88,89 Limited - Goleta	-	-	0.0%	-	-	0.0%
<i>Related Routes</i>						
20, 21x Carpinteria	73	13	461.5%	198	219	-9.6%
1, 2, 37 East/West & Crosstown	72	105	-31.4%	361	586	-38.4%
4, 5, 15x, 16, 17 Mesa Lines	231	207	11.6%	1,239	1,049	18.1%
6, 11 State/Hollister	280	488	-42.6%	1,289	1,606	-19.7%
7, 8, 9 Calle Real, Fairview	25	32	-21.9%	284	172	65.1%
<i>Unknown/Miscellaneous</i>						
	8	1	700.0%	9	7	28.6%
System Total	1,597	1,884	-15.2%	6,009	7,200	-16.5%

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

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

# Planning

## MTD 'Too Full to Board' Loads\* (April - June 2014)

LINE	Quarter			Year to Date		
	Apr 14 - Jun 14	Apr 13 - Jun 13	% Change	FY 2013-2014	FY 2012-2013	% Change
1 West Santa Barbara	2	6	-66.7%	31	77	-59.7%
2 East Santa Barbara	19	26	-26.9%	98	138	-29.0%
3 Oak Park	10	2	400.0%	19	16	18.8%
4 Mesa / SBCC	5	1	400.0%	17	10	70.0%
5 Mesa / La Cumbre	33	20	65.0%	138	145	-4.8%
6 Goleta	59	18	227.8%	211	143	47.6%
7 County Health / Fairview	13	2	550.0%	87	42	107.1%
8 County Health	2	2	0.0%	4	4	0.0%
9 Calle Real / Old Town Shuttle	1	-	100.0%	2	-	100.0%
10 Cathedral Oaks	-	-	0.0%	-	5	-100.0%
11 UCSB	138	134	3.0%	674	563	19.7%
12x Goleta Express	15	12	25.0%	71	115	-38.3%
14 Montecito	1	2	-50.0%	7	9	-22.2%
15x SBCC / UCSB Express	115	115	0.0%	916	963	-4.9%
16 City College Shuttle	36	48	-25.0%	178	229	-22.3%
17 Lower West / SBCC	18	18	0.0%	80	102	-21.6%
20 Carpinteria	6	4	50.0%	31	22	40.9%
21x Carpinteria Express	22	3	633.3%	43	12	258.3%
22 Old Mission	6	1	500.0%	7	2	250.0%
23 Winchester Canyon	3	5	-40.0%	26	20	30.0%
24x UCSB Express	260	281	-7.5%	923	1,321	-30.1%
25 Ellwood	-	1	-100.0%	2	6	-66.7%
27 Isla Vista Shuttle	127	66	92.4%	357	364	-1.9%
36 Seaside Shuttle	5	7	-28.6%	6	15	-60.0%
37 Crosstown Shuttle	6	-	100.0%	21	15	40.0%
Booster Services	33	55	-40.0%	274	296	-7.4%
System Subtotal	935	829	12.8%	4,223	4,634	-8.9%
<i>Downtown Waterfront Shuttles</i>						
30 Downtown Shuttle	320	354	-9.6%	1,209	1,409	-14.2%
31 East Beach Waterfront Shuttle	39	30	30.0%	96	69	39.1%
32 West Beach Waterfront Shuttle	42	5	740.0%	69	16	331.3%
<i>Coastal Express Limited</i>						
86,87 Limited - Santa Barbara	-	-	0.0%	-	-	0.0%
88,89 Limited - Goleta	-	-	0.0%	-	1	-100.0%
<i>Related Routes</i>						
20, 21x Carpinteria	28	7	300.0%	74	34	117.6%
1, 2, 37 East/West & Crosstown	27	32	-15.6%	150	230	-34.8%
4, 5, 15x, 16, 17 Mesa Lines	207	202	2.5%	1,329	1,449	-8.3%
6, 11 State/Hollister	197	152	29.6%	885	706	25.4%
7, 8, 9 Calle Real, Fairview	16	4	300.0%	93	46	102.2%
<i>Unknown/Miscellaneous</i>						
	10	2	400.0%	18	10	80.0%
System Total	1,346	1,220	10.3%	5,615	6,139	-8.5%

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

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

# Planning

## MTD Bicycles Carried (April - June 2014)

LINE	Quarter			Year to Date		
	Apr 14 - Jun 14	Apr 14 - Jun 14	% Change	FY 2013-2014	FY 2012-2013	% Change
1 West Santa Barbara	669	635	5.4%	2,752	2,588	6.3%
2 East Santa Barbara	1,625	1,966	-17.3%	6,798	7,373	-7.8%
3 Oak Park	482	613	-21.4%	2,035	2,401	-15.2%
4 Mesa / SBCC	650	678	-4.1%	2,395	2,349	2.0%
5 Mesa / La Cumbre	1,022	1,004	1.8%	4,277	3,613	18.4%
6 Goleta	4,532	4,855	-6.7%	18,156	17,671	2.7%
7 County Health / Fairview	816	855	-4.6%	3,328	2,910	14.4%
8 County Health	572	647	-11.6%	2,507	2,000	25.4%
9 Calle Real / Old Town Shuttle	138	110	25.5%	483	453	6.6%
10 Cathedral Oaks	295	171	72.5%	838	616	36.0%
11 UCSB	6,752	6,567	2.8%	27,343	24,322	12.4%
12x Goleta Express	2,174	2,374	-8.4%	8,614	8,872	-2.9%
14 Montecito	525	442	18.8%	2,032	1,694	20.0%
15x SBCC / UCSB Express	1,295	1,060	22.2%	4,507	3,407	32.3%
16 City College Shuttle	398	201	98.0%	1,456	902	61.4%
17 Lower West / SBCC	426	371	14.8%	1,548	1,567	-1.2%
20 Carpinteria	2,169	1,847	17.4%	8,037	7,589	5.9%
21x Carpinteria Express	763	925	-17.5%	2,869	3,274	-12.4%
22 Old Mission	209	184	13.6%	750	674	11.3%
23 Winchester Canyon	305	293	4.1%	1,364	1,340	1.8%
24x UCSB Express	3,219	3,517	-8.5%	13,694	13,176	3.9%
25 Ellwood	365	303	20.5%	1,359	1,341	1.3%
27 Isla Vista Shuttle	676	880	-23.2%	2,469	3,057	-19.2%
36 Seaside Shuttle <sup>1</sup>	-	-	N/A	-	-	N/A
37 Crosstown Shuttle <sup>1</sup>	-	-	N/A	-	-	N/A
Booster Services	85	156	-45.5%	254	573	-55.7%
<b>System Subtotal</b>	<b>30,162</b>	<b>30,654</b>	<b>-1.6%</b>	<b>119,865</b>	<b>113,762</b>	<b>5.4%</b>
<b>Downtown Waterfront Shuttles <sup>1</sup></b>						
30 State Street Shuttle	-	-	N/A	-	-	N/A
31 East Beach Waterfront Shuttle	-	-	N/A	-	-	N/A
32 West Beach Waterfront Shuttle	-	-	N/A	-	-	N/A
<b>Coastal Express Limited</b>						
86,87 Limited - Santa Barbara	28	49	-42.9%	158	270	-41.5%
88,89 Limited - Goleta	116	50	132.0%	290	359	-19.2%
<b>Related Routes</b>						
20, 21x Carpinteria	2,932	2,772	5.8%	10,906	10,863	0.4%
1,2,37 East/West & Crosstown	2,294	2,601	-11.8%	9,550	9,961	-4.1%
4, 5, 15x, 16, 17 Mesa Lines	3,791	3,314	14.4%	14,183	11,838	19.8%
6,11 State/Hollister	11,284	11,422	-1.2%	45,499	41,993	8.3%
7, 8, 9 Calle Real/Fairview	1,526	1,612	-5.3%	6,318	5,363	17.8%
<b>Unknown/Miscellaneous</b>						
	47	48	-2.1%	189	183	3.3%
<b>System Total</b>	<b>30,353</b>	<b>30,801</b>	<b>-1.5%</b>	<b>120,502</b>	<b>114,574</b>	<b>5.2%</b>

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

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

# Planning

## MTD Wheelchairs Boarded (April - June 2014)

LINE	Quarter			Year to Date		
	Apr 14 - Jun 14	Apr 14 - Jun 14	% Change	FY 2013-2014	FY 2012-2013	% Change
1 West Santa Barbara	267	266	0.4%	965	1,221	-21.0%
2 East Santa Barbara	545	586	-7.0%	1,932	2,138	-9.6%
3 Oak Park	326	320	1.9%	1,477	1,392	6.1%
4 Mesa / SBCC	27	37	-27.0%	93	118	-21.2%
5 Mesa / La Cumbre	265	143	85.3%	1,122	588	90.8%
6 Goleta	670	776	-13.7%	2,465	2,962	-16.8%
7 County Health / Fairview	222	220	0.9%	1,141	706	61.6%
8 County Health	168	189	-11.1%	859	561	53.1%
9 Calle Real / Old Town Shuttle	37	69	-46.4%	162	337	-51.9%
10 Cathedral Oaks	2	1	100.0%	11	71	-84.5%
11 UCSB	799	953	-16.2%	3,074	3,327	-7.6%
12x Goleta Express	235	242	-2.9%	808	1,063	-24.0%
14 Montecito	97	61	59.0%	383	219	74.9%
15x SBCC / UCSB Express	2	7	-71.4%	35	68	-48.5%
16 City College Shuttle	98	26	276.9%	276	217	27.2%
17 Lower West / SBCC	65	39	66.7%	232	161	44.1%
20 Carpinteria	350	410	-14.6%	1,487	1,576	-5.6%
21x Carpinteria Express	109	94	16.0%	417	350	19.1%
22 Old Mission	3	12	-75.0%	17	24	-29.2%
23 Winchester Canyon	50	54	-7.4%	198	133	48.9%
24x UCSB Express	72	57	26.3%	269	366	-26.5%
25 Ellwood	70	66	6.1%	312	200	56.0%
27 Isla Vista Shuttle	34	46	-26.1%	108	103	4.9%
36 Seaside Shuttle	9	4	125.0%	28	42	-33.3%
37 Crosstown Shuttle	17	57	-70.2%	87	190	-54.2%
Booster Services	-	3	-100.0%	5	17	-70.6%
<b>System Subtotal</b>	<b>4,539</b>	<b>4,738</b>	<b>-4.2%</b>	<b>17,963</b>	<b>18,150</b>	<b>-1.0%</b>
<b>Downtown Waterfront Shuttles</b>						
30 State Street Shuttle	153	251	-39.0%	838	776	8.0%
31 East Beach Waterfront Shuttle	23	51	-54.9%	133	214	-37.9%
32 West Beach Waterfront Shuttle	16	26	-38.5%	63	153	-58.8%
<b>Coastal Express Limited</b>						
86,87 Limited - Santa Barbara	-	-	0.0%	-	3	-100.0%
88,89 Limited - Goleta	-	-	0.0%	-	-	0.0%
<b>Related Routes</b>						
20, 21x Carpinteria	459	504	-8.9%	1,904	1,926	-1.1%
1, 2, 37 East/West & Crosstown	829	909	-8.8%	2,984	3,549	-15.9%
4, 5, 15x, 16, 17 Mesa Lines	457	252	81.3%	1,758	1,152	52.6%
6, 11 State/Hollister	1,469	1,729	-15.0%	5,539	6,289	-11.9%
7, 8, 9 Calle Real/Fairview	427	478	-10.7%	2,162	1,604	34.8%
<b>Unknown/Miscellaneous</b>						
	4	2	100.0%	20	17	17.6%
<b>System Total</b>	<b>4,735</b>	<b>5,068</b>	<b>-6.6%</b>	<b>19,017</b>	<b>19,313</b>	<b>-1.5%</b>

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

# Transit Operations

## AM/PM Startup for April, May, June

Starts (from terminal)	FY 2013-2014				FY 2012-2013			
	Total	Missed/ Late Starts (missing driver)	Missed/ Late Starts (operations error)	Late Starts (bus failure)	Total	Missed/ Late Starts (missing driver)	Missed/ Late Starts (operations error)	Late Starts (bus failure)
<b>Weekday AM</b>	5,328	2 (1)	0	3 (2)	4,732	0	3 (3)	4 (2)
<b>Weekday PM</b>	2,592	0	1 (3)	0	2,415	0	0	1 (2)
<b>Saturday</b>	581	0	0	2 (2)	564	2 (1)	0	0
<b>Sunday</b>	565	0	0	0	574	0	0	2 (2)
<b>Quarter Totals</b>	<b>9,066</b>	<b>2</b>	<b>1</b>	<b>5</b>	<b>8,285</b>	<b>2</b>	<b>3</b>	<b>7</b>

## AM/PM Startup YTD

Starts (from terminal)	FY 2013-2014				FY 2012-2013			
	Total	Missed/ Late Starts (missing driver)	Missed/ Late Starts (operations error)	Late Starts (bus failure)	Total	Missed/ Late Starts (missing driver)	Missed/ Late Starts (operations error)	Late Starts (bus failure)
<b>Weekday AM</b>	19,559	6 (1)	2 (3)	27 (2)	18,474	0	4 (3)	22 (2)
<b>Weekday PM</b>	9,938	0	4 (3)	2 (2)	9,779	2 (1)	4 (3)	5 (2)
<b>Saturday</b>	2540	0	0	5 (2)	2365	5 (1)	0	0
<b>Sunday</b>	2298	1 (1)	1 (3)	11 (2)	2322	4 (1)	0	2 (2)
<b>YTD Totals</b>	<b>34,335</b>	<b>7</b>	<b>7</b>	<b>45</b>	<b>32,940</b>	<b>11</b>	<b>8</b>	<b>29</b>

(1) Driver minimally late

(2) Minor maintenance problems requiring repair prior to leaving for start of service.

(3) Incidents/accidents

# Transit Operations

## Complaints (April, May, June 2014)

Month	Passenger Relations	Driving Observations	Schedule/Policy	Missed Passengers	Complaints	Total Monthly per Passenger Boarding April-June 2014	Total Monthly per Passenger Boarding April-June 2013	Compliments
April	6	2	6	4	18	1/39,546	1/104,024	4
May	3	2	7	6	18	1/37,601	1/71,229	3
June	3	1	18	0	19	1/28,953	1/31,539	5
Quarter Total	12	5	28	10	55	1/35,250	1/58,136	12

	Complaints	Compliments
Current FY 13-14 Total	239	34
Prior FY 12-13 Total	252	37

Definitions:

**Passenger Relations:** Perceived negative treatment of passengers by an MTD Employee.

**Driving Observations:** Concerns regarding driving safety.

**Schedule/Policy:** Missed trips, frequency of service, transfer policy, etc.

**Missed Passengers:** Complaints that passengers were passed up at MTD authorized stops.

**Compliments:** Documented praise of MTD Employee's actions.

**No significant trending comparing previous fiscal year or quarters. Complaint ratios fall well within District standard of 1/10,000, and improved over previous quarter.**

# Transit Operations



## Fleet Facts

EV Fleet	Number in Fleet	Battery Type	Traction
EV's 3 -11	6	Lead Acid	DC Drive
EV's 12, 13, 15 – 17 & 20 – 21, 26-28	10	Ni-Cad	AC Drive
EV's 14, 18 & 19	3	LiFePO4	AC Drive

NOTE: EV's 1, 2, 10 & 22 retired & EV's 26, 27 & 28 added at various dates during FY 2013

## Fleet Consumption Statistics

### Fourth Quarter Fiscal Year 2014 (June 30, 2014)

Miles	KWH	MPK	Parts	Labor	Cost per Mile
46,963	71,720	0.65	\$29,576	\$9,592	\$1.18

### Fourth Quarter Fiscal Year 2013 (June 30, 2013)

Miles	KWH	MPK	Parts	Labor	Cost per Mile
47,361	72,431	0.65	\$20,327	\$13,573	\$1.06

### Fiscal Year 2014 ending June 30, 2014

Miles	KWH	MPK	Parts	Labor	Cost per Mile
178,145	276,082	0.65	\$96,965	\$51,292	\$1.18

### Fiscal Year 2013 ending June 30, 2013

Miles	KWH	MPK	Parts	Labor	Cost per Mile
174,998	279,011	0.63	\$123,638	\$62,850	\$1.42

# Transit Operations



## Fleet Facts

Diesel Fleet	Number in Fleet	Engine	Transmission
1998 Nova LFS 40	15	Detroit Diesel Series 40 inline 6	Allison B400R
2000 Nova LFS 40	2	Detroit Diesel Series 40 inline 6	Allison B400R

## Fleet Consumption Statistics

### Fourth Quarter Fiscal Year 2014 (June 30, 2014) Seven (7) buses retired in Q1-Q2

Miles	MPG	Fuel/Oil	Parts	Labor	Cost per Mile
101,532	4.55	\$70,420	\$25,213	\$15,385	\$1.09

### Fourth Quarter Fiscal Year 2013 (June 30, 2013) Six (6) buses retired in Q1

Miles	MPG	Fuel/Oil	Parts	Labor	Cost per Mile
189,907	4.25	\$150,071	\$50,730	\$28,989	\$1.21

### Fiscal Year 2014 ending June 30, 2014 Seven (7) buses retired in FY

Miles	MPG	Fuel/Oil	Parts	Labor	Cost per Mile
511,049	4.32	\$386,833	\$106,954	\$78,864	\$1.12

### Fiscal Year 2013 ending June 30, 2013 Six (6) buses retired in FY

Miles	MPG	Fuel/Oil	Parts	Labor	Cost per Mile
736,924	4.23	\$594,301	\$178,669	\$114,980	\$1.20

# Transit Operations



## Fleet Facts

Diesel Fleet	Number in Fleet	Engine Type	Transmission
2004 Gillig LF 29	14	Cummins ISB inline 6	Allison B300R

## Fleet Consumption Statistics

### Fourth Quarter Fiscal Year 2014 (June 30, 2014)

Miles	MPG	Fuel/Oil	Parts	Labor	Cost per Mile
101,231	4.65	\$68,788	\$25,565	\$16,228	\$1.09

### Fourth Quarter Fiscal Year 2013 (June 30, 2013)

Miles	MPG	Fuel/Oil	Parts	Labor	Cost per Mile
116,867	4.68	\$83,932	\$25,366	\$13,344	\$1.05

### Fiscal Year 2014 ending June 30, 2014

Miles	MPG	Fuel/Oil	Parts	Labor	Cost per Mile
405,450	4.61	\$286,482	\$132,867	\$64,754	\$1.19

### Fiscal Year 2013 ending June 30, 2013

Miles	MPG	Fuel/Oil	Parts	Labor	Cost per Mile
440,544	4.57	\$328,276	\$110,326	\$56,043	\$1.12

# Transit Operations



## Fleet Facts

Diesel Fleet	Number in Fleet	Engine	Transmission
2009 Gillig Hybrid LF 29	3	Cummins ISB Inline 6	Allison EP40

## Fleet Consumption Statistics

### Fourth Quarter Fiscal Year 2014 (June 30, 2014)

Miles	MPG	Fuel/Oil	Parts	Labor	Cost per Mile
12,070	5.15	\$7,322	\$1,057	\$1,551	\$0.82

### Fourth Quarter Fiscal Year 2013 (June 30, 2013)

Miles	MPG	Fuel/Oil	Parts	Labor	Cost per Mile
13,119	5.24	\$8,341	\$884	\$1,358	\$0.81

### Fiscal Year 2014 ending June 30, 2014

Miles	MPG	Fuel/Oil	Parts	Labor	Cost per Mile
48,758	5.22	\$30,555	\$12,778	\$9,395	\$1.08

### Fiscal Year 2013 ending June 30, 2013

Miles	MPG	Fuel/Oil	Parts	Labor	Cost per Mile
51,493	5.53	\$32,232	\$3,331	\$3,929	\$0.77

# Transit Operations



## Fleet Facts

Diesel Fleet	Number in Fleet	Engine Type	Transmission
2004 Gillig LF 40	15	Detroit Diesel Series 50 inline 4	Allison B400R
2011 Gillig LF 40	7	Cummins ISL	Allison B400R
2013 Gillig LF 40	13	Cummins ISL	Allison B400R

## Fleet Consumption Statistics

### Fourth Quarter Fiscal Year 2014 (June 30, 2014) Thirteen (13) new buses added Q1-Q2

Miles	MPG	Fuel/Oil	Parts	Labor	Cost per Mile
344,408	4.50	\$244,976	\$69,955	\$37,621	\$1.02

### Fourth Quarter Fiscal Year 2013 (March 31, 2013)

Miles	MPG	Fuel/Oil	Parts	Labor	Cost per Mile
204,742	4.44	\$157,977	\$41,437	\$25,125	\$1.10

### Fiscal Year 2014 to Date (June 30, 2014) Thirteen (13) new buses added in FY

Miles	MPG	Fuel/Oil	Parts	Labor	Cost per Mile
1,183,276	4.48	\$864,082	\$218,647	\$129,681	\$1.02

### Fiscal Year 2013 to Date (June 30, 2013)

Miles	MPG	Fuel/Oil	Parts	Labor	Cost per Mile
807,592	4.38	\$639,626	\$155,396	\$94,954	\$1.10

# Transit Operations



## Fleet Facts

Diesel Fleet	Number in Fleet	Engine	Transmission
2007 Gillig Hybrid LF 40	8	Cummins ISB Inline 6	Allison EP40
2011 Gillig Hybrid LF 40	7 (New)	Cummins ISB Inline 6	Allison EP40

## Fleet Consumption Statistics

Fourth Quarter Fiscal Year 2014 (June 30, 2014)					
Miles	MPG	Fuel/Oil	Parts	Labor	Cost per Mile
137,351	5.26	\$84,635	\$38,075	\$13,436	\$0.99

Fourth Quarter Fiscal Year 2013 (June 30, 2013)					
Miles	MPG	Fuel/Oil	Parts	Labor	Cost per Mile
158,221	5.50	\$99,163	\$22,170	\$17,630	\$0.88

Fiscal Year 2014 ending June 30, 2014					
Miles	MPG	Fuel/Oil	Parts	Labor	Cost per Mile
567,177	5.31	\$351,424	\$100,683	\$61,014	\$0.90

Fiscal Year 2013 ending June 30, 2013					
Miles	MPG	Fuel/Oil	Parts	Labor	Cost per Mile
611,951	5.45	\$387,324	\$66,794	\$54,333	\$0.83

# Transit Operations



## Fleet Facts

Diesel Fleet	Number in Fleet	Engine	Transmission
2004 MCI D4000 40	3	Detroit Diesel Series 60 inline 6	Allison B500
2004 MCI D4500 45	2	Detroit Diesel Series 60 inline 6	Allison B500

## Fleet Consumption Statistics

### Fourth Quarter Fiscal Year 2014 (June 30, 2014)

Miles	MPG	Fuel/Oil	Parts	Labor	Cost per Mile
26,463	4.62	\$18,299	\$4,934	\$4,421	\$1.05

### Fourth Quarter Fiscal Year 2013 (June 30, 2013)

Miles	MPG	Fuel/Oil	Parts	Labor	Cost per Mile
26,661	4.61	\$19,764	\$16,525	\$4,929	\$1.55

### Fiscal Year 2014 ending June 30, 2014

Miles	MPG	Fuel/Oil	Parts	Labor	Cost per Mile
103,293	4.62	\$72,805	\$17,710	\$15,685	\$1.03

### Fiscal Year 2013 ending June 30, 2013

Miles	MPG	Fuel/Oil	Parts	Labor	Cost per Mile
102,897	4.72	\$74,299	\$38,755	\$15,132	\$1.25

**Santa Barbara Metropolitan Transit District**  
**FY 2014 National Transit Database Roadcalls ("Mechanical System Failures") - Fourth Quarter**

Fleet	Fiscal Year	All Mechanical System Failures	Major Mechanical System Failures	Accumulated Miles	Miles between <u>All</u> Mechanical System Failures	Miles between <u>Major</u> Mechanical System Failures
Electric Vehicles (EVs)	<b>2013/2014</b>	<b>25</b>	<b>23</b>	<b>46,963</b>	<b>1,879</b>	<b>2,042</b>
	2012/2013	44	37	47,361	1,076	1,280
400 Nova 40 ft	<b>2013/2014</b>	<b>8</b>	<b>6</b>	<b>101,532</b>	<b>12,692</b>	<b>16,922</b>
	2012/2013	20	14	189,907	9,495	13,565
600 Gillig 40 ft	<b>2013/2014</b>	<b>30</b>	<b>24</b>	<b>344,408</b>	<b>11,480</b>	<b>14,350</b>
	2012/2013	26	21	204,742	7,875	9,750
700 Gillig 29 ft	<b>2013/2014</b>	<b>30</b>	<b>16</b>	<b>101,231</b>	<b>3,374</b>	<b>6,327</b>
	2012/2013	22	18	116,867	5,312	6,493
700 Gillig 29 ft Hybrid	<b>2013/2014</b>	<b>2</b>	<b>2</b>	<b>12,070</b>	<b>6,035</b>	<b>6,035</b>
	2012/2013	0	0	13,119	None this Qtr	None this Qtr
800 MCI 45 & 40 ft	<b>2013/2014</b>	<b>2</b>	<b>1</b>	<b>26,463</b>	<b>13,232</b>	<b>26,463</b>
	2012/2013	1	0	26,661	26,661	None this Qtr
900 Gillig 40 ft Hybrid	<b>2013/2014</b>	<b>4</b>	<b>2</b>	<b>137,351</b>	<b>34,338</b>	<b>68,676</b>
	2012/2013	6	5	158,221	26,370	31,644
System Total - Excluding EVs	<b>2013/2014</b>	<b>76</b>	<b>51</b>	<b>723,055</b>	<b>9,514</b>	<b>14,178</b>
	2012/2013	75	58	709,517	9,460	12,233
System Total - All Vehicles	<b>2013/2014</b>	<b>101</b>	<b>74</b>	<b>770,018</b>	<b>7,624</b>	<b>10,406</b>
	2012/2013	119	95	756,878	6,360	7,967

**Santa Barbara Metropolitan Transit District**  
**FY 2014 National Transit Database Roadcalls ("Mechanical System Failures") - Annual Total**

Fleet	Fiscal Year	All Mechanical System Failures	Major Mechanical System Failures	Accumulated Miles	Miles between <u>All</u> Mechanical System Failures	Miles between <u>Major</u> Mechanical System Failures
Electric Vehicles (EVs)	<b>2013/2014</b>	<b>168</b>	<b>149</b>	<b>178,145</b>	<b>1,060</b>	<b>1,196</b>
	2012/2013	238	218	174,998	735	803
400 Nova 40 ft	<b>2013/2014</b>	<b>57</b>	<b>33</b>	<b>511,049</b>	<b>8,966</b>	<b>15,486</b>
	2012/2013	117	76	785,338	6,712	10,333
600 Gillig 40 ft	<b>2013/2014</b>	<b>110</b>	<b>80</b>	<b>1,183,276</b>	<b>10,757</b>	<b>14,791</b>
	2012/2013	86	68	807,592	9,391	11,876
700 Gillig 29 ft	<b>2013/2014</b>	<b>95</b>	<b>58</b>	<b>405,450</b>	<b>4,268</b>	<b>6,991</b>
	2012/2013	73	52	440,544	6,035	8,472
700 Gillig 29 ft Hybrid	<b>2013/2014</b>	<b>8</b>	<b>6</b>	<b>48,758</b>	<b>6,095</b>	<b>8,126</b>
	2012/2013	1	1	51,493	51,493	51,493
800 MCI 45 & 40 ft	<b>2013/2014</b>	<b>2</b>	<b>1</b>	<b>103,293</b>	<b>51,647</b>	<b>103,293</b>
	2012/2013	0	0	102,897	None this FY	None this FY
900 Gillig 40 ft Hybrid	<b>2013/2014</b>	<b>44</b>	<b>24</b>	<b>567,177</b>	<b>12,890</b>	<b>23,632</b>
	2012/2013	34	20	611,951	17,999	30,598
System Total - Excluding EVs	<b>2013/2014</b>	<b>316</b>	<b>202</b>	<b>2,819,003</b>	<b>8,921</b>	<b>13,955</b>
	2012/2013	311	217	2,799,815	9,003	12,902
System Total - All Vehicles	<b>2013/2014</b>	<b>484</b>	<b>351</b>	<b>2,997,148</b>	<b>6,192</b>	<b>8,539</b>
	2012/2013	549	435	2,974,813	5,419	6,839

# Management & Administration

April through June 2014

## Workers' Compensation Claims

Workers' Compensation Claims (employee injury)	Temporary Disability (lost time)	No Lost time (first aid only)
April - June 2011	4	2
April - June 2012	3	5
April - June 2013	2	1
April - June 2014	0	4

## Liability Claims

Liability Claims (bus accidents)	Reportable to National Transit Data Base	Reportable to MTD
April - June 2011	0	9
April - June 2012	0	6
April - June 2013	0	5
April - June 2014	0	6

### \*Definition of a Reportable Incident (Major Incident)

A reportable incident is an event that is related to or affects revenue service and meets one or more of the following reporting thresholds:

#### Fatality

- Includes suicides
- Does not include deaths resulting from illnesses or other natural causes

#### Immediate transport away from the scene for medical attention (1 or more persons)

- Except in the case of Other Safety Occurrences not Otherwise Classified (OSONOC) (detailed information on this exception is provided in the Other Incidents section of this manual)
- Each person immediately transported away from the scene for medical attention, whether or not they appear to be injured, should be reported as an injury.
- Illnesses requiring transport for medical attention are not reportable

#### Estimated property damage equal to or exceeding \$25,000

- Includes ALL property involved

#### An evacuation for life safety reasons

- A life safety event is one that presents an imminent danger to ALL people in or on transit property.

Reportable incidents include events that occur at bus stops on streets, in transit centers, and in parking lots of transit centers. Incidents occurring in the maintenance department of MTD or related to maintenance activities are excluded from the reportable incident category, as are incidents involving an on-duty bus operator not engaged in directly performing his/her operator duties.

A reportable incident may involve a vehicle operated by your transit agency that is not providing revenue service. If the incident directly affects your agency's ability to provide revenue service (i.e., a schedule would be affected) and a threshold is met, the incident is reportable.

### Safety Monthly Summary Reporting

Safety Monthly Summary Reporting is used to report monthly summary information on fires and other less severe safety incidents that are not reportable on the *Major Incident Report form*. You report only the number of occurrences of incidents per month and the number of persons immediately transported away from the scene for medical attention due to those occurrences. You do not provide details of the incidents.

# Management & Administration

## April through June - Department VS. Total Population

<b>MTD Turnover Rate FY 2011-2014</b>	<b>Fourth Quarter FY 2011</b>	<b>Fourth Quarter FY 2012</b>	<b>Fourth Quarter FY 2013</b>	<b>Fourth Quarter FY 2014</b>
<b>Staff</b>	3.0%	5.0%	3.0%	0.0%
<b>Drivers</b>	1.0%	1.0%	0.0%	2.4%
<b>Service Workers</b>	0.0%	7.0%	0.0%	0.0%
<b>Mechanics</b>	0.0%	7.0%	0.0%	0.0%

# Marketing-Advertising Sales

April through June 2014

## Current: 4th Quarter 2014 Advertising Revenue

Gross Revenue	Total Discounts (Agency 15%)	Net Revenue
\$156,944.00	(\$13,929.60)	\$143,014.40

## Past: 4th Quarter 2013 Advertising Revenue

Gross Revenue	Total Discounts (Agency 15%)	Net Revenue
\$145,196.00	(\$13,702.80)	\$131,493.20

\*2013 Total Advertising Revenue: \$485,553.00

\*2014 Total Advertising Revenue:\$511,333.30(Sold as of 8/13/14)

\***Agency Discount:** MTD currently provides a 15% discount off of the current advertising rates for agencies that bring advertising clients to MTD.

# Transit Finance

## Compliance Report for Quarter Ending June 30, 2014

As a recipient of Federal funds from the Federal Transit Administration (FTA), the Santa Barbara Metropolitan Transit District (MTD) is subject to a number of rules and regulations. This report describes actions taken between April 1 and June 30, 2014, to address these requirements.

### MTD Compliance Actions

Completed FTA's Triennial Review of MTD. The Triennial Review examined MTD's compliance with FTA rules. The reviewer made no findings of deficiencies, suggesting that MTD is fully in compliance with FTA requirements.

Received FTA close-out letter with no issues for MTD's 2013 National Transit Database Annual Report, as required.

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

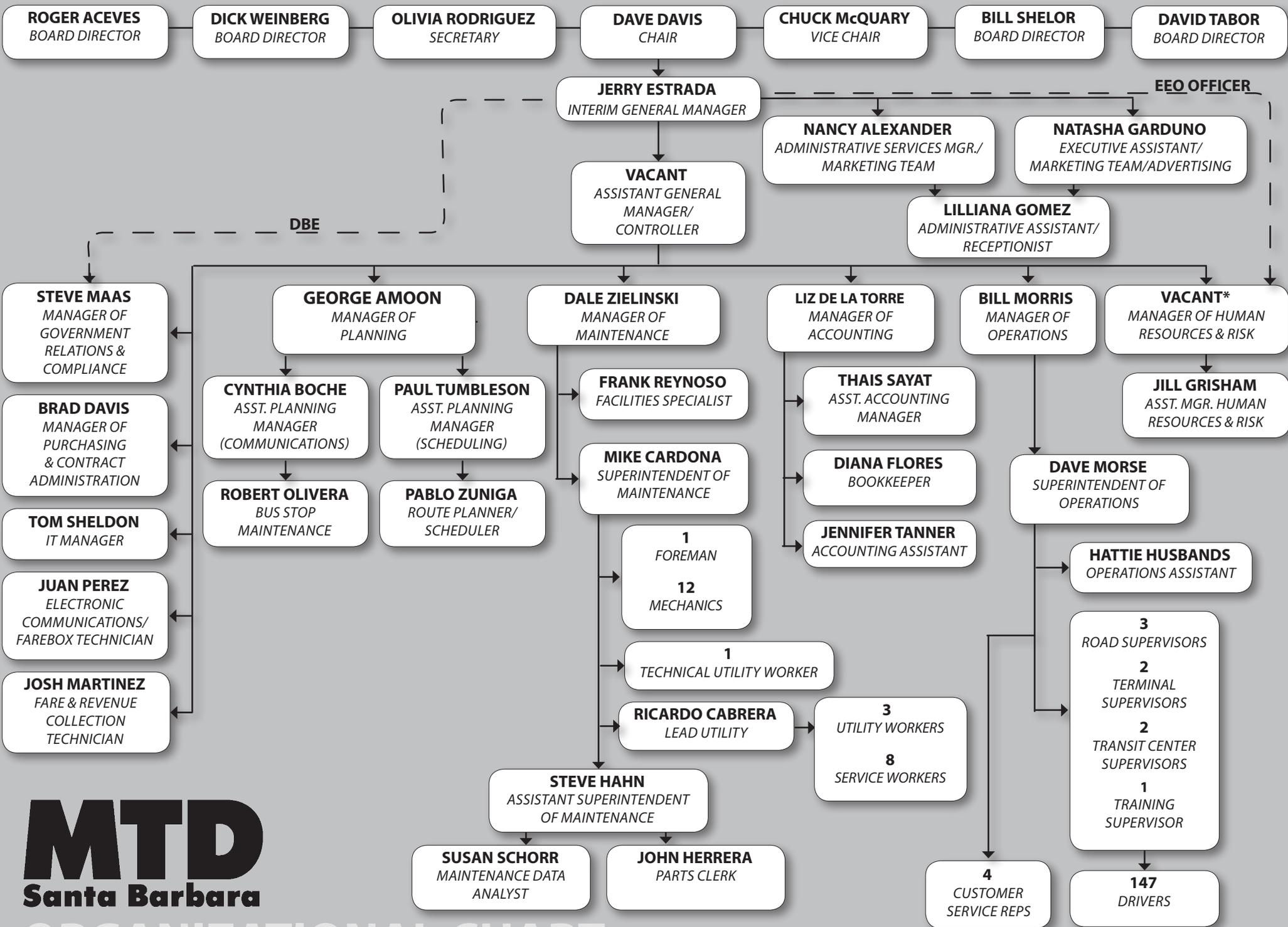
Submitted MTD monthly National Transit Database Ridership reports to FTA, as required.

Submitted Semiannual "Uniform Report of DBE Commitments/ Awards and Payments" to FTA, as required.

Attended DBE networking events.

Continued to monitor progress on the FY 2013 Section 5339 grant application for capital assistance that MTD submitted to Caltrans.

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



# ORGANIZATIONAL CHART

\* The Manager of Human Resources & Risk position is currently filled by Jeff Woolever via an employment agency.

To: MTD Board of Directors  
From: Jerry Estrada, Interim General Manager  
Date: August 15, 2014  
Subject: Interim General Manager's Report

### Planning

Staff met with the new director of the English First (EF) International Language Center Santa Barbara to coordinate on enrollment and housing trends and to review MTD's fare policy. Continued coordination with EF as well as the other language schools will allow planning staff to better prepare for the accommodation of all passengers in future planning.

UCSB is planning to seek approval of both the 2010 Long Range Development Plan and the Coastal Development Permit for the 1,000 student bed San Joaquin housing project from the California Coastal Commission (CCC) in October. To help offset the demand that will be created from the San Joaquin project, MTD and UCSB signed an agreement earlier this year to provide enhanced transit service to Lines 24x and 12x beginning in August 2015 and a new Line 38 beginning in August 2016, all funded by UCSB. In regard to the Sierra Madre student and faculty housing project recently damaged by a fire, the damage was limited to mostly faculty housing which likely will delay completion of that portion of the project by approximately a year until approximately August 2016.

### Operations

MTD's yearly CHP audit is scheduled for the week of August 18<sup>th</sup>. The Operations Department, in preparation for this annual visit, internally audits the affected programs which include pull notices, drug and alcohol testing, employee license, verification of transit training certification and current medical cards. Strict adherence regarding documentation of the State and Federal Hours-of-Service mandates and regulations (i.e. other employment, such as moonlighting, and the 70/8 rule – no more than 70 compensated hours in 8 days) is also being internally audited and prepared for examination by the CHP Inspector.

Our two newest Operators in training, Christopher Baty and Steven Goodmanson, successfully passed their DMV exams on August 4<sup>th</sup> at the Santa Barbara DMV. To pass these rigorous tests, individuals must demonstrate to the DMV examiner, complete, concise, accurate, and articulate pre-trip inspections, skills testing, and an over-the-road test. All three areas must be passed by individuals wishing to obtain their Class B CDL. Both Christopher and Steve are still in training for a few more weeks.

"Old Spanish Days" came and went without incident, at least pertaining to MTD. The two parades that impact our service: El Desfile Histórico and El Desfile de los Niños did create closures and detours which Operations had planned for well in advance. Minor adjustments were necessary from the plans implemented due to heavy traffic, delayed openings of closed streets, and large crowds.

Our quarterly Verification of Transit Training sessions will commence the week of August 18<sup>th</sup>. Classes are held on four different days and times to accommodate different work schedules. Topics to be discussed include, but are not limited to: Professionalism, Customer Service, Preventing Distracted Driving, and Current Concerns. Operators are required to obtain 40 hours (8 per year) of mandated training, over a 5 year period, to maintain this certification.

### Maintenance

Preparations continue in advance of next week's annual CHP inspection. Particular attention is given to thorough washing of the bus under carriages.

Valley Power Systems is doing an on-site campaign to replace a failing spring in the valve body of the Allison B400R transmissions in the seven (7) 2011 40 ft. Gilligs. To date four (4) of the seven (7) buses have been completed.

Work on replacement of the Gillig #600 - #614 and #700 - #713 seat inserts is progressing. Buses #600, #601 and #607 are completed and recovering of inserts from #603, #604 and #605 are in progress. The plan is to do two sets of three per week and completion of the project by the first week of September.

The spare DOC (Diesel Oxidizing Catalyst) & DPF (Diesel Particulate Filter) for the 2011 Gilligs #615 - #621 has been received. The DOC/DPF for the early Gillig Hybrids #900 - # 907 is on order through Cummins. DOC/DPF's for other buses are in various stages of the procurement process.

The annual fuel station Monitoring Certification was completed and passed this week. Receipt of documentation for MTD filing is pending.

### Administration

A new trainee, Eddie Pacheco, began training on August 13<sup>th</sup>. Welcome Eddie! The most recent video orientation held for the bus driver position on August 6<sup>th</sup> identified four viable candidates. Human Resources is in the process of setting up interviews with these candidates and the Operations Manager this week.

The AIM System contract for the AVL project was formally executed in late July. The project "kickoff" meeting with Clever Devices will take place before the end of August. The first stage of the 18-month project will be the discovery phase in which Clever Devices will meet with MTD employees to review our current operating policies and practices in order to begin the software design configuration.

The conceptual design phase for the Transit Center remodel project was recently completed. It was prepared with a basic set of improvements and various more extensive and expensive options. A cost estimate is being prepared to enable MTD to determine the level of improvements that can be considered.

The design phase and a cost estimate has been completed for the raising of a section of the Olive Terminal bus canopy. The purpose of the project is to accommodate covered work on the articulated buses. A structural engineering review indicates that the bus canopy can support 30% coverage with photo-voltaic cells with no additional canopy modifications after the roof raising. To substantially increase the PV cell coverage capacity of the canopy would necessitate significant upgrades including replacement of the existing columns to comply with current earthquake safety requirements.

A preliminary assessment by a local company that installs PV systems estimated that the available space could result in a project capable of generating over 400,000 Kwh per year dependent upon the type of panels selected.

The notice to proceed was issued for the EV battery tray fabrication contract last week. The project is part of the ongoing electric shuttle battery upgrade from NiCad to lithium-ion batteries. An invitation for bids for lithium-ion batteries was recently issued as well. Bids for the lithium-iron-phosphate batteries are due today.

Santa Barbara County has released the Draft Environmental Impact Report (DEIR) for the Goleta Valley Community Plan (GVCP) for public review. MTD's Calle Real site is included in the GVCP. A public hearing on the DEIR will be held on September 10 at 6:00 P.M. in the Planning Commission Hearing Room 17, 123 East Anapamu Street, Santa Barbara. Staff will provide the board with an update on the DEIR at a future date. The DEIR is available at: <http://longrange.sbcountyplanning.org/planareas/goleta/gcpeir.php>

Staff is reviewing two Federal Register notices that were jointly released by the Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA). One notice is "Policy Guidance" regarding Metropolitan Planning Organization (MPO) representation by providers of public transportation, as required by the federal transportation bill (Moving Ahead for Progress in the 21st Century, or MAP-21). The other notice is a "Notice of Proposed Rulemaking" regarding both MPO representation and new requirements under MAP-21 for performance-based planning and programming by MPOs, public works departments, and transit providers. FTA and FHWA are accepting comments on the latter notice until September 2.

Staff has prepared draft language for a legislative proposal regarding the current state maximum combined transportation and parking fees that can be charged to community college students. Staff will work with SBCC staff to ensure that SBCC is in agreement with our proposal before moving forward.

This year's state budget included proceeds from the Air Resources Board's Cap and Trade program. The current year spending plan included over \$800 million in funding for the following programs:

- \$25 million for Transit Operations or Capital [Local]
  - State Transit Assistance formula, subject to ARB guidelines and Caltrans sign-off [similar to Prop. 1B PTMISEA program, with GHG reduction nexus]
- \$25 million for Transit Capital or Operations [State]
  - Includes bus transit, and commuter and intercity and urban light rail Competitive at California Transportation Commission, California State Transportation Agency review (also per ARB guidelines)
- \$130 million for Sustainable Communities and Housing
  - Sustainable Communities projects and services, such as Transit/Active Transportation Program/Transit Oriented Development, are eligible Competitive at Strategic Growth Council (with ARB guidelines and consultation with regional agencies)
- \$200 million for Low-Carbon Transportation (Zero-Emission Buses)
- \$250 million for High-Speed Rail
- \$242 million for a variety of Energy, Water, Waste Diversion and Weatherization programs

Long-term the funding plan calls for the following allocations:

- 5% pot for Transit Operations or Capital [Local]
- 10% for Transit Capital or Operations [State]
- 20% pot for Affordable Housing and Sustainable Communities
- 25% for High-Speed Rail
- 40% for Energy, Low-Carbon Trans, Water, Waste Diversion, Weatherization

However, staff understands that the program splits are not dedicated and are subject to annual appropriation by the Legislature.

The state is conducting Public Workshops on the Investment of Cap-and-Trade Auction Proceeds to Benefit Disadvantaged Communities and MTD staff will attend the meeting in Los Angeles.

On July 3<sup>rd</sup>, MTD submitted a letter to Congresswoman Capp's office requesting support for a bipartisan proposal to enhance the Small Transit Intensive Cities (STIC) program. Copies of the relevant letters are attached.

July 3, 2014

Honorable Lois Capps  
Congresswoman  
California's 24<sup>th</sup> District  
301 East Carrillo, Suite A  
Santa Barbara, CA 93101

Dear Ms. Capps:

As the House of Representatives considers reauthorization of federal surface transportation programs, the Santa Barbara Metropolitan Transit District (MTD) respectfully requests that you support enhancements to the very successful FTA Small Transit Intensive Cities (STIC) program. The STIC program has strong bipartisan support from local transit officials representing smaller urbanized areas across the country. There are 165 communities that have benefited from the STIC program. MTD has benefited from the program in each year that the STIC has been in existence.

Please support enhancement of the STIC program, which brings much needed financial resources to smaller transit operators such as MTD. We ask for your support for an increase in STIC funding, as proposed by Congressmen Sam Farr and Steven Palazzo (see attached letter). Their proposal would increase the percentage of the Section 5307 urbanized area formula program that funds the STIC from 1.5 percent to 3 percent. This modest change does not require new funding and would significantly improve public transit service in transit-intensive small communities such as Santa Barbara.

As you know, the STIC program provides funds, based on measurable transit system characteristics, to public transit agencies in smaller urbanized areas that provide per-capita levels of service that are comparable to the average of larger agencies. This additional funding has allowed these smaller transit systems to increase the efficiency and capacity of their public transportation systems.

We look forward to your support for strengthening the STIC program.

Sincerely,



Sherrie Fisher  
General Manager

Attachment

## Bipartisan Small Transit Intensive Cities program

**From: The Honorable Sam Farr**

**Sent By: [debbie.merrill@mail.house.gov](mailto:debbie.merrill@mail.house.gov)**

**Date: 6/27/2014**

Dear Colleague:

There are 165 communities that have participated in the FTA Small Transit Intensive Cities (STIC) program. The program has strong bipartisan support from local transit officials representing smaller urbanized areas across the country. Please show your support for enhancements to the STIC program, which brings much needed financial resources to smaller transit operators, by joining us in signing the letter below. The deadline for signing is July 18. If you would like to cosign, or have any questions, please contact [Debbie.Merrill@mail.house.gov](mailto:Debbie.Merrill@mail.house.gov) in Congressman Farr's office or [Megan.Mitchell@mail.house.gov](mailto:Megan.Mitchell@mail.house.gov) in Congressman Palazzo's office

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June 27, 2014

The Honorable Bill Shuster  
Chairman  
Committee on Transportation and Infrastructure  
U.S. House of Representatives  
Washington, D.C. 20515

The Honorable Nick J. Rahall, II  
Ranking Member  
Committee on Transportation and Infrastructure  
U.S. House of Representatives  
Washington, D.C. 20515

Dear Chairman Shuster and Ranking Member Rahall:

As the House Transportation and Infrastructure Committee considers reauthorization of federal surface transportation programs, we suggest enhancements to the very successful FTA Small Transit Intensive Cities (STIC) program that would not require any new funding.

As you know, the STIC program was authorized in SAFETEA-LU after rigorous consideration that dates back to the 1998 TEA-21 law. The program provides funds, based on measurable transit system characteristics, to public transit agencies in smaller urbanized areas that provide higher levels of service as compared to the average service levels of their larger public transit counterparts.

An FTA study in 2000 identified 77 smaller urbanized areas that would meet the service-based eligibility criteria of a formula program based on high ridership. However, since its inception in 2006, over 160 communities in 45 states and Puerto Rico have received STIC funding at least once. This additional funding has allowed these smaller transit systems to fund a variety of projects that have increased the efficiency and capacity of public transportation nationwide.

By all FTA measures of transit intensity, the STIC program has been very successful. However, it has been a victim of its own success, as more communities qualify for the program, annual allocations for eligible transit agencies decrease. Therefore, we respectfully request the Committee enhance the program by increasing the percentage of the Section 5307 urbanized area formula program that funds the STIC from 1.5 percent to 3 percent. This modest change, that does not require new funding, would significantly improve public transit service in 165 communities across the country.

We look forward to working with you to strengthen the STIC program.

Sincerely,

SAM FARR  
Member of Congress

STEVEN PALAZZO  
Member of Congress