

PROJECT DESCRIPTION AND ALLOCATION REQUEST (SUMMARY)

Project Information:

Lead Agency:	Santa Barbara Metropolitan Transit District
Project Name:	SBMTD Line 1 & 2 A.M. Peak-Period Frequency Improvement
Project Type: <i>See Attachment A</i>	A2: Expand/Enhance transit service
Description of Project (Short):	This is an operations project that enhances service during the A.M. peak-period between east and west Santa Barbara.
Project Location:	City of Santa Barbara
Project Start Date (anticipated):	7/1/2016
Project End Date (anticipated):	6/30/2017

Funding Information:

Funding Year:	FY 2016
Requested Amount of PUC 99313:	\$190,000
Requested Amount of PUC 99314:	\$0
Total LCTOP Funding:	\$190,000
Total Project Cost:	\$208,472

Project Benefits:

Greenhouse Gas Benefits (off of worksheet)

Estimated GHG Reduction:	170.31
Project Life:	1
Estimated Total GHG Reduction:	170.31

Disadvantaged Communities (DAC) Benefits:

Does your service area have a DAC?	No
Does the Project Benefit a DAC?	n/a
Identify the DAC Census Tracts?	n/a
Identify Specific DAC Benefit Criteria? <i>See Attachment B</i>	
Qualitative Description of DAC Benefit?	n/a
Describe the DAC Need Project Addresses?	n/a
Total GGRF \$ Allocated to DAC	n/a

Co-benefit

Critical Air Pollution Reduction:	170.31
VMT Reduction:	159,025.61
Ridership Increase	44,275
Fuel Use Reduction:	765
Energy Use Reduction:	



Low Carbon Transit Operations Program (LCTOP)

PROJECT DESCRIPTION AND ALLOCATION REQUEST (ALLOCATION)

Regional Entity: Santa Barbara Co. Assoc. of Gov'ts.	
Project Lead: Santa Barbara Metropolitan Transit District	County: Santa Barbara
Project Title: SBMTD Line 1 & 2 A.M. Peak-Period Frequency Improvement	

Project Lead:

I certify the scope, cost, schedule, and benefits as identified in the attached Allocation Request (Request) and attachments are true and accurate and demonstrate a fully funded operable project. I understand the Request is subject to any additional restrictions, limitations or conditions that may be enacted by the State Legislature, including the State's budgetary process and/or auction receipts. In the event the project cannot be completed as originally scoped, scheduled and estimated, or the project is terminated prior to completion, project lead shall, at its own expense, ensure that the project is in a safe and operable condition for the public. I understand this project will be monitored by the California Department of Transportation - Division of Rail and Mass Transportation.

Name: Jerry Estrada

Signature:

Title: General Manager

Agency: Santa Barbara Metropolitan Transit District

Date: 1-27-16 **Amount:**

Contributing Sponsor(s):

*If this project includes funding from more than one project sponsor, the project lead above becomes the "recipient agency" and the additional contributing project sponsor(s) must also sign and state the amount and type of LCTOP funds (PUC Sections 99313 and 99314) contribution. Sign below or attach a separate officially signed letter providing that information. If there is more than one contributing sponsor, please submit additional page, or a letter from the additional contributors.

Name: Jim Kemp

Signature:

Title: Executive Director

Agency: Santa Barbara County Association of Governments

Date: 1/27/16 **Amount:** PUC 99313: \$190,000

Low Carbon Transit Operations Program (LCTOP)

PROJECT DESCRIPTION AND ALLOCATION REQUEST (FUNDING)

	<i>LCTOP Allocation</i>	15/16	16/17	17/18
Request Amount per PUC 99313:	\$190,000	\$0	\$0	\$0
Request Amount per PUC 99314:	\$0	\$0	\$0	\$0
Total Project Allocation Request:	\$190,000	\$0	\$0	\$0
Project Title:	SBMTD Line 1 & 2 A.M. Peak-Period Frequency Imp			
Project Location/Address:	East & West neighborhoods of Santa Barbara			

Table 1: Project Lead Information

	Legislative District Numbers
Agency Name: <u>Santa Barbara Metropolitan Transit Dis</u>	Assembly: <u>37</u>
Contact Person: <u>Steve Maas</u>	Senate: <u>19</u>
Contact Phone #: <u>(805) 963-3364 x227</u>	Congressional: <u>24</u>
Email Address: <u>smaas@sbmtd.gov</u>	Amount: _____
Address: <u>550 Olive St.</u>	PUC Funds Type: _____
<u>Santa Barbara, CA 93101</u>	\$ _____
	\$ _____

Table 2: Contributing Sponsor Information

Name: <u>SBCAG</u>	Amount :	PUC Fund Type:
Contact: <u>Jim Kemp</u>	\$ <u>190,000</u>	<u>99313</u>
Contact Phone #: <u>(805) 961-8900</u>	\$ _____	_____
Email Address: <u>jkemp@sbcag.org</u>		
Address: <u>260 N. San Antonio Rd., Santa Barbara</u>		

<i>Other Contributing Sponsors: (Attach sheet with contact information)</i>	Amount:	PUC Fund Type:
Name: _____	\$ _____	_____
Name: _____	\$ _____	_____
Name: _____	\$ _____	_____

TOTAL \$190,000

(*Contributing project sponsors provide signed letters of verification as to amount and eligibility or sign cover page)

Low Carbon Transit Operations Program (LCTOP)

PROJECT DESCRIPTION AND ALLOCATION REQUEST (PROJECT)

Table 3: Type of Project

See Attachment A for category of project (example: Category 1A Implement new or expanded transit service (for new routes or expansion of existing routes)).

Operations Projects				Capital Projects			
	A1		Ai		B1		Bi
x	A2		Aii		B2		Bii
	A3		Aiii		B3		Bii
	A4		Aiv		B4		
	A5						

Table 4: Project Summary

a) Project Description - Describe the project in your own words, using comprehensive overall project description regarding improvements to be made, increased level of service and performance goals.

Lines 1 & 2 provide service between the east and west neighborhoods of the City of Santa Barbara. The lines also serve SBMTD's downtown Santa Barbara Transit Center, the main transfer point in SBMTD's transit system. The two lines combined transported more than 1.0 million passengers in FY 2015 (14 percent of SBMTD's total ridership). The enhancement improved the weekday A.M. peak-period (approximately 6:30 to 8:30 A.M.) frequency from 15 minutes to 10 minutes. This required the addition of three peak-period buses to the existing service. SBMTD's performance goal for the enhancement is an average of about 175 additional riders per day during weekday A.M. peak periods during the coming fiscal year. SBMTD intends to continue this enhanced service for a minimum of three years, if the service is successful in increasing the public transit mode split and reducing GHG emissions. The project is included in SBMTD's current adopted budget and current Short-Range Transit Plan (relevant sections attached), and is consistent with the MPO's Sustainable Communities Strategy.

b) Project Location - Describe the location of the project. Also provide an 8 1/2" X 11" project site map that shows the transit service area and project location. Use link to CalEPA website for information, <http://www.calepa.ca.gov/EnvJustice/GHGInvest/default.htm>.

Three maps are attached. The first shows SBMTD's district boundaries, which defines SBMTD's service area; the second shows a section of the CalEnviroScreen 2.0 map, which indicates that SBMTD's service area does not include any DACs as defined under SB 535; and the third shows the specific area served by Lines 1 & 2.

c) Project Life - For capital projects, state the Useful Life of the Project. For operations project state the number of months service will operate.

Capital:	n/a
Operations:	12 Months

Low Carbon Transit Operations Program (LCTOP)

PROJECT DESCRIPTION AND ALLOCATION REQUEST (BENEFITS/OUTCOMES)

Table 5: Description of Major Benefits/Outcomes

a) Greenhouse Gas Reduction - Describe how this project will reduce greenhouse gases and any assumptions or data that support this description. For example, "The expanded transit service will reduce VMT and greenhouse gas emissions by replacing auto trips with transit trips. Initial estimates indicate that the expansion could add 50 commuter bus riders per day to replace an average auto trip of 10 miles each way." If available, please provide the expected amount of VMT reductions and greenhouse gas reductions.

The enhanced A.M. peak-period transit service will reduce VMT and greenhouse gas emissions by replacing auto trips with transit trips. It is estimated that the expansion will add 175 bus riders per weekday for 253 weekdays in the coming fiscal year (July 1, 2016, through June 30, 2017), resulting in an estimated 44,275 additional passengers. Based on the dense neighborhoods served by the enhanced lines, and the attractiveness of the 10-minute service, it is assumed that 75 percent of the additional riders would have traveled by auto prior to the enhancement. The average length of the displaced auto trip is assumed to be 4.79 miles, based on the most-recent sampling year (2014) conducted for the National Transit Database. Under these assumptions, the "lctopcalctool.xlsx" file estimates that the enhancement will displace 159,026 VMT. The service is operated by hybrid diesel-electric buses. Following a discussion with Caltrans staff, the fuel savings of a hybrid bus compared to a diesel bus are reflected in the "lctopcalctool.xlsx" file as an "additional project type - fuel savings," resulting in an annual savings of 765 gallons of diesel fuel. The file estimates that, in total, this enhancement will reduce greenhouse gas emissions by 170.31 metric tons during the fiscal year. The enhancement earns a score of 0.0009 in the spreadsheet.

b) Increased Mode Share - Describe how this project will directly increase mode share.

The Line 1 & 2 A.M. Peak-Period Frequency Improvement project directly enhances the frequency of A.M. peak-period service on those lines. This enhancement increases the attractiveness of the service for commuters and others who would otherwise choose to drive themselves, and encourages many of them to take the bus instead of driving. It is estimated that the enhancement will attract 44,275 additional riders during the fiscal year.

c) Disadvantaged Communities (DAC) Project Criteria

n/a (no DAC in service area)

See Attachment B for DAC Criteria to Evaluate Projects (example: Category 1B Project provides transit incentives to residents with a physical address in a disadvantaged community (e.g., vouchers, reduced fares, transit passes).

<u>Low Carbon Transportation Projects</u>				<u>Transit Projects</u>			
	1A		2A		1A		1G
	1B		2B		1B		1H
	1C		2C		1C		2A
	1D				1D		2B
					1E		2C
					1F		2D
							2E
							2F
							2G
							2H
							2I

d) Disadvantaged Communities (DAC) (if applicable*) - Describe how this project will directly benefit the DAC(s) within your service area in your own words. **For agencies whose service area includes disadvantaged communities, at least 50 percent of the total moneys received shall be expended on projects that will benefit disadvantaged communities.**

n/a (no DAC in service area)

Low Carbon Transit Operations Program (LCTOP)

PROJECT DESCRIPTION AND ALLOCATION REQUEST (BENEFITS/OUTCOMES)

Table 5: Description of Major Benefits/Outcomes

e) Co-Benefits - Check all additional Benefits/Outcomes.

<input type="checkbox"/> Improved Safety	<input checked="" type="checkbox"/>	Coordination with Educational Institutions
<input type="checkbox"/> Improved Public Health		<input type="checkbox"/> College/University <input checked="" type="checkbox"/> Grades K-12
<input type="checkbox"/> Reduced Operating/Maintenance Cost	<input checked="" type="checkbox"/>	Promotes Active Transportation (walking, biking)
<input checked="" type="checkbox"/> Increase System Reliability	<input checked="" type="checkbox"/>	Promotes integration with other modes of transportation
<input type="checkbox"/> Other Benefits (describe below)		

f) Co-Benefits - Describe benefits indicated above in d) and any other benefits not listed.

Increase System Reliability: The more-frequent service during the A.M. peak-period alleviates overcrowding on the current service.

Coordination with Educational Institutions: Lines 1 & 2 serve several elementary and secondary schools and transport a large number of students.

Promotes Active Transportation (walking, biking): Nearly all bus riders begin and end their trips as pedestrians or bicyclists.

Promotes integration with other modes of transportation: The buses used in this service have bicycle racks to encourage bicycle commuting at the beginning and/or end of the bus trip.

Table 6: Project Schedule

Capital Projects	
Begin Construction Phase (Contract Award)	
End Construction Phase (Contract Acceptance)	
Begin Vehicle/Equipment Order (Contract Award)	
End Vehicle/Equipment Order (Contract Acceptance)	
Begin Closeout Phase	
End Closeout Phase	

Operations Projects	
Begin expanded/enhanced transit services	1-Jul-16
End expanded/enhanced transit services	30-Jun-17
Begin Closeout Phase	1-Jul-17
End Closeout Phase	31-Jul-17

START DATE FOR LCTOP FUNDED PHASES MAY NOT PROCEED PROJECT APPROVAL LETTER.

Pre-construction costs (e.g. design, environmental and right-a-way) are not eligible to be funded by LCTOP funds, they must be funded by other sources.

Low Carbon Transit Operations Program (LCTOP)

PROJECT DESCRIPTION AND ALLOCATION REQUEST (OPERATIONS DESCRIPTION)

Table 7: Operations Project Description

a) Describe the operating plan for this system.

Lines 1 & 2 provide service between the east and west neighborhoods of the City of Santa Barbara. The lines also serve the downtown Santa Barbara Transit Center, the main transfer point in SBMTD's transit system. The enhancement improved the weekday A.M. peak-period (approximately 6:30 to 8:30 A.M.) frequency from the prior 15 minutes to 10 minutes. This required the addition of three weekday A.M. peak-period buses to the service, for a total of nine weekday A.M. peak-period buses on the routes.

b) Describe the fare structure for this system.

SBMTD accepts cash fares, tokens, 10-ride passes, unlimited 30-day passes, and unlimited calendar-day passes. In addition, University of California, Santa Barbara (UCSB) and Santa Barbara City College (SBCC) students receive unlimited-ride passes, paid for in the students' registration fees. The SBMTD adult cash fare is \$1.75 for a one-way trip. Transfers to complete a one-way trip are free. SBMTD offers reduced cash fares of \$0.85 to seniors (age 62 and up), persons with disabilities, and Medicare card holders. SBMTD provides free service to children 45 inches and under (a maximum of three children per fare-paying adult).

c) Describe the assumptions and process that were used to develop the ridership projections shown in the request.

Based on past experience with similar service frequency enhancements, SBMTD conservatively expects that the service will average about 175 additional riders per weekday in the coming fiscal year. This would result in an average of 25.4 passengers per revenue hour for the additional service hours. Lines 1 & 2 in total carried an average of more than 38 passengers per revenue hour in FY 2015. SBMTD expects that ridership on the additional service will eventually grow to more closely approximate that of the existing service.

d) Describe the assumptions and process for how the operating cost projections were developed.

The service enhancement requires the addition of three buses for approximately 2.3 hours each to the weekday A.M. peak-period fleet on Lines 1 & 2 in the City of Santa Barbara. (This will result in a total of nine buses in service on those routes during the A.M. peak period.) The service will operate for 253 weekdays in FY 2016-17. Thus, in FY 2016-17, the service will require approximately 6.9 additional revenue hours of service daily (3 buses for 2.3 hours each) for 253 days, for a total of 1,746 revenue hours. At an estimated cost per revenue hour of \$119.40, the operating cost for the service is estimated to total \$208,472 in FY 2016-17.



Low Carbon Transit Operations Program TOTAL PROJECT COST AND FUNDING PLAN

The following Funding Plan has been reviewed and approved by the undersigned. It includes a complete list of funds for this project and is the total cost of the project, including LCTOP funds.

Person preparing this form (please type or print) Steve Maas	Phone: (805) 963-3364 x227	Date: January 25, 2016
Approval Authority: Sign and date 1-27-16	Typed name and phone number: Jerry Estrada (805) 963-3364	

Shaded fields are automatically calculated. Please do not fill these fields.

Proposed Total Project Cost								Project
Component	Prior	FY 2015-16	FY	FY	FY	FY	FY	Total
PA&ED	0	0	0	0	0	0	0	0
PS&E	0	0	0	0	0	0	0	0
R/W	0	0	0	0	0	0	0	0
CON	0	0	0	0	0	0	0	0
Veh/Equip Purchase	0	0	0	0	0	0	0	0
Operations/Other	0	208,472	0	0	0	0	0	208,472
TOTAL	0	208,472	0	0	0	0	0	208,472

Low Carbon Transit Operations Program (LCTOP)								
Component	Prior	FY 2015-16	FY	FY	FY	FY	FY	Total
PA&ED								0
PS&E								0
R/W								0
CON								0
Veh/Equip Purchase								0
Operations/Other		190,000						190,000
TOTAL	0	190,000	0	0	0	0	0	190,000

Funding Source: Farebox Revenue								
Component	Prior	FY 2015-16	FY	FY	FY	FY	FY	Total
PA&ED								0
PS&E								0
R/W								0
CON								0
Veh/Equip Purchase								0
Operations/Other		18,472						18,472
TOTAL	0	18,472	0	0	0	0	0	18,472

Funding Source:								
Component	Prior	FY 2015-16	FY	FY	FY	FY	FY	Total
PA&ED								0
PS&E								0
R/W								0
CON								0
Veh/Equip Purchase								0
Operations/Other								0
TOTAL	0	0	0	0	0	0	0	0

Funding Source:								
Component	Prior	FY 2015-16	FY	FY	FY	FY	FY	Total
PA&ED								0
PS&E								0
R/W								0
CON								0
Veh/Equip Purchase								0
Operations/Other								0
TOTAL	0	0	0	0	0	0	0	0



Low Carbon Transit Operations Program TOTAL PROJECT COST AND FUNDING PLAN

Funding Source:								
Component	Prior	FY 2015-16	FY _____	Total				
PA&ED								0
PS&E								0
R/W								0
CON								0
Veh/Equip Purchase								0
Operations/Other								0
TOTAL	0	0	0	0	0	0	0	0

Funding Source:								
Component	Prior	FY 2015-16	FY _____	Total				
PA&ED								0
PS&E								0
R/W								0
CON								0
Veh/Equip Purchase								0
Operations/Other								0
TOTAL	0	0	0	0	0	0	0	0

Funding Source:								
Component	Prior	FY 2015-16	FY _____	Total				
PA&ED								0
PS&E								0
R/W								0
CON								0
Veh/Equip Purchase								0
Operations/Other								0
TOTAL	0	0	0	0	0	0	0	0

Funding Source:								
Component	Prior	FY 2015-16	FY _____	Total				
PA&ED								0
PS&E								0
R/W								0
CON								0
Veh/Equip Purchase								0
Operations/Other								0
TOTAL	0	0	0	0	0	0	0	0

Funding Source:								
Component	Prior	FY 2015-16	FY _____	Total				
PA&ED								0
PS&E								0
R/W								0
CON								0
Veh/Equip Purchase								0
Operations/Other								0
TOTAL	0	0	0	0	0	0	0	0



**California Air Resources Board (ARB)
Greenhouse Gas Emission Reduction Calculator for the
California Department of Transportation (Caltrans)
Low Carbon Transit Operations Program (LCTOP)
Greenhouse Gas Reduction Fund
Fiscal Year 2015-16**

**Updated Emission factors on December 18, 2015.

The California Air Resources Board (ARB) is responsible for providing the quantification methodology to estimate greenhouse gas (GHG) emission reductions from projects receiving monies from the Greenhouse Gas Reduction Fund (GGRF).

This GHG emission reduction calculator accompanies the quantification methodology for the fiscal year (FY) 2015-16 GGRF Low Carbon Transit and Operations Program (LCTOP) available at: <http://www.arb.ca.gov/cc/capandtrade/auctionproceeds/finalctopqm.pdf>

Applicants must use this calculator to estimate the GHG reductions associated with the LCTOP projects. **Refer to the quantification methodology document for background, step by step detailed instructions and examples.** To use this calculator, follow these steps:

- Step 1** Identify the LCTOP proposed project type(s): The applicant must select at least one eligible project type from Tables 1 or 2 and may select additional project types from Tables 3 or 4.
- Step 2** Determine the inputs needed: The applicant will use Tables 5 and 6 to determine the required project details needed for input into this calculator tool for the applicable project type selected in Step 1.
- Step 3** Estimate GHG emission reductions: The applicant will enter the project details identified in Step 2 into this calculator tool to calculate the GHG emission reductions of the proposed project.

Read Me Tab (this page):

Enter the Project Name, Project ID and the contact information for person who can answer project specific questions from staff reviewers on the quantification calculations. The Project ID is assigned by Caltrans. This file will be submitted with other documentation requirements. Please use the following file naming convention: “[Project ID]_[Project Name]” not to exceed 20 characters. For example, if the application ID is “1-1C_001,” the project name is “Transit BRT,” and the file is the input file, the file name may be “1-1C_001Transit BRT.” Project names may be abbreviated.

Project Name:	SBMTD Line 1 & 2 A.M. Peak-Period Freq. Impr.
Project ID:	
Contact Name:	Steve Maas
Contact Phone Number:	(805) 963-3364 x227
Contact Email:	smaas@sbmtd.gov
Date Completed:	1/29/2016

Inputs Tab:

Headers in red indicate input needed by the project applicant. For each row, applicants must work from left to right and enter all relevant data. Some cells may not be applicable to the project. These cells will turn black and be locked based on inputs. Applicants should use as many rows as necessary to characterize all relevant features of the proposed project. Definitions are provided in the definitions tab, including how to determine Year 1, Year F, and adjustment factors. Inputs must be substantiated in the documentation provided to ARB; see Section C. Documentation of the quantification methodology.

Submit documentation: Save file for submittal. See Section C. Documentation of the quantification methodology for additional documentation requirements.

For more information on ARB’s efforts to support implementation of GGRF investments, see: www.arb.ca.gov/auctionproceeds
 Questions on this document should be forwarded to GGRFProgram@arb.ca.gov
 Questions on the LCTOP program should be forwarded to LCTOPcomments@dot.ca.gov



California Air Resources Board (ARB)
Greenhouse Gas Emission Reduction Calculator for the
California Department of Transportation (Caltrans)
Low Carbon Transit Operations Program (LCTOP)
Greenhouse Gas Reduction Fund
Fiscal Year 2015-16

California Environmental Protection Agency
Air Resources Board

Project Name:	SBMTD Line 1 & 2 A.M. Peak-Period Freq. Impr.
Project ID:	0

Inputs into columns highlighted in YELLOW with RED headers are required fields dependent on project type (see quantification methodology)
 Must be filled out from left to right

Project Details					
Eligible Project Type	Transit Service Type	County	Year 1 (Yr1)	Year F (YrF)	Yr1 Annual Ridership
New/Expanded Service	Bus (local bus)	Santa Barbara	2016	2017	44,275

Displaced Autos Details						New/Expanded Vehicle Details		
YrF Annual Ridership	Adjustment (A)	Length (L)	Adjustment (AA)	Length (LL)	Annual Average VMT Displaced	Fuel Type	Engine MY	Annual VMT or Units of Fuel
44,257	0.75	4.79			159,025.61	Diesel	2016	13,065
					-			
					-			
					-			
					-			
					-			
					-			
					-			
					-			

	Old Service Vehicle or Displaced Fuel Details				Net GHG Benefits
Useful Life	Additional Project Type	Fuel Type	Engine MY	Annual VMT or Units of Fuel	Total GHG Emission Reductions (MTCO2e)
12	Fuel Savings	Diesel		765	170.31



**California Air Resources Board (ARB)
 Greenhouse Gas Emission Reduction Calculator for the
 California Department of Transportation (Caltrans)
 Low Carbon Transit Operations Program (LCTOP)
 Greenhouse Gas Reduction Fund
 Fiscal Year 2015-16**

Project Name:	SBMTD Line 1 & 2 A.M. Peak-Period Freq. Impr.
Project ID:	0

Inputs in **RED** must be filled out

Results	GHG Emissions (MTCO ₂ e)	Description
Net GHG Benefits	170.31	Total GHG Emission Reductions (MTCO ₂ e)
LCTOP Funds Requested (\$)	190,000.00	Funds requested per State Controller's Office Eligible list for FY 2015-16
Total LCTOP Funds Requested (\$)	190,000.00	Includes all LCTOP allocations the applicant intends to utilize (up to three FY allocations including FY 2015-16) for the proposed project. Use the State Controller's Office Eligible list for FY 2015-16 allocation funding amounts to estimate the subsequent funding allocations.
Total GGRF Funds Requested (\$)	190,000.00	Includes the Total LCTOP fund requested and any other GGRF Program monies
Total GHG Emission Reductions / Total GGRF Funds Requested (\$)	0.0009	The metric to be reported in the application.



**California Air Resources Board (ARB)
 Greenhouse Gas Emission Reduction Calculator for the
 California Department of Transportation (Caltrans)
 Low Carbon Transit Operations Program (LCTOP)
 Greenhouse Gas Reduction Fund
 Fiscal Year 2015-16**

Inputs		Description
Project Details	Eligible Project Type	Eligible projects fall into two Eligible Project types: "New/Expanded Service" and "Expanded Transit Facilities or Service Enhancements". See quantification methodology to select an eligible project and determine which project type to select.
	Transit Type	Select the transit type (e.g. bus (local bus), train, multi-modal facility) that the project will service. Select Train for expanded train station or Bus (local bus) for new bus stops.
	County	Select the county where the majority of the service occurs
	Year 1 (Yr1)	Select the first year of service, or year that facility construction will be completed.
	Year F (YrF)	Select the final year that the service is funded or of the facility useful life.
Displaced Auto Details	Yr1 Annual Ridership	The estimated annual ridership in Yr1
	YrF Annual Ridership	The estimated annual ridership in YrF
	Adjustment (A)*	Adjustment factor to account for transit dependency Use: documented project specific data or system average developed from a recent, statistically valid survey or default Default: 0.5 for local bus service or 0.83 for long distance commuter service
	Length (L)*	Length (miles) of average auto trip reduced Use: value based on specific project or system average reported to the National Transit Database (consult Caltrans for assistance)
	Adjustment (AA)*	Adjustment factor to account for auto trips used to access transit service Use: value based on project specific data or system average developed from a recent, statistically valid survey or default Default: 0.1 for local bus service or 0.8 for long distance commuter service
	Length (LL)*	Length (miles) of average trip for auto access to transit Use: value based on specific project data or default Default: 2 miles for local bus or 5 miles for long distance commuter service
	Annual Average VMT Displaced	The estimated annual average auto VMT displaced by the project
New/Expanded Vehicle Details	Fuel Type	Select the fuel type of the vehicle proposed for service (e.g. Electric/BEV or PHEV)
	Engine MY	Select the engine model year of the new/expanded vehicle proposed for service
	Annual VMT or Units of Fuel	Enter the annual vehicle miles traveled or units of fuel (e.g. gallons of diesel) of the proposed service. Units of fuel needed is only applicable for ferry service.
	Useful life	Input 10 years for advance technologies (i.e., electric, hydrogen fuel cell buses); for others, use Federal Transit Administration guidance available here www.fta.dot.gov/documents/C_5010_1D_Finalpub.pdf . Documentation of useful life is required to be included with the application.
Old Service Vehicle or Displaced Fuel Details	Additional Project	Additional projects fall into two Additional Project types: "Vehicle Improvements" and "Fuel Savings". See quantification methodology to select an eligible project and determine which project type to select.
	Fuel Type	Select the fuel type of the old vehicle proposed for improvement, or of the "Fuel Savings" project (e.g. Diesel)
	Engine MY	Select the engine model year of the old vehicle proposed for improvement
	Annual VMT or Units of Fuel	Enter the annual VMT of the old service vehicle being replaced by a new vehicle (e.g., 1,000 miles) or for ferry service enter units of fuel (gallons of diesel) of the proposed service. For Fuel Savings projects enter the units of fuel displaced (e.g., 12,000 gallons of diesel).
Net GHG Benefits	Total GHG Emission Reductions (MTCO2e)	The estimated net GHG benefits from the proposed project.
Funds Requested	FY 2015-16 LCTOP Funds Requested (\$)	Funds requested per State Controller's Office Eligible list for FY 2015-16
	Total LCTOP Funds Requested (\$)	Includes all LCTOP allocations the applicant intends to utilize (up to three FY allocations including FY 2015-16) for the proposed project. Use the State Controller's Office Eligible list for FY 2015-16 allocation funding amount to estimate the subsequent funding allocations.
	Total GGRF Funds Requested (\$)	Includes the Total LCTOP fund requested and any other GGRF Program monies

Low Carbon Transit Operations Program (LCTOP) CERTIFICATIONS AND ASSURANCES

Project Sponsor: Santa Barbara Metropolitan Transit District

Agency Name: Santa Barbara Metropolitan Transit District

Effective Date of this Document: December 15, 2015

The California Department of Transportation (Department) has adopted the following certifications and assurances for the Low Carbon Transit Operations Program. As a condition of the receipt of LCTOP funds, project lead must comply with these terms and conditions.

A. General

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

B. Project Administration

- (1) The project lead certifies that required environmental documentation is complete before requesting an allocation of LCTOP funds. The project lead assures that projects approved for LCTOP funding comply with Public Resources Code § 21100 and § 21150.
- (2) The project lead certifies that a dedicated bank account for LCTOP funds only will be established within 30 days of receipt of LCTOP funds.
- (3) The project lead certifies that when LCTOP funds are used for a transit capital project, that the project will be completed and remain in operation for its useful life.
- (4) The project lead certifies that it has the legal, financial, and technical capacity to carry out the project, including the safety and security aspects of that project.
- (5) The project lead certifies that they will notify the Department of pending litigation, dispute, or negative audit findings related to the project, before receiving an allocation of funds.
- (6) The project lead must maintain satisfactory continuing control over the use of project equipment and facilities and will adequately maintain project equipment and facilities for the useful life of the project.
- (7) Any interest the project lead earns on LCTOP funds must be used only on approved LCTOP projects.
- (8) The project lead must notify the Department of any changes to the approved project with a Corrective Action Plan (CAP).
- (9) Under extraordinary circumstances, a project lead may terminate a project prior to completion. In the event the project lead terminates a project prior to completion, the project lead must (1) contact the Department in writing and follow-up with a phone call verifying receipt of such notice; (2) pursuant to

verification, submit a final report indicating the reason for the termination and demonstrating the expended funds were used on the intended purpose; (3) submit a request to reassign the funds to a new project within 180 days of termination.

- (10) Funds must be encumbered and liquidated within the time allowed.

C. Reporting

- (1) The project lead must submit the following LCTOP reports:
 - a. Semi-Annual Progress Reports by May 15th and November 15th each year.
 - b. A Final Report within six months of project completion.
 - c. The annual audit required under the Transportation Development Act (TDA), to verify receipt and appropriate expenditure of LCTOP funds. A copy of the audit report must be submitted to the Department within six months of the close of the year (December 31) each year in which LCTOP funds have been received or expended.
- (2) Other Reporting Requirements: ARB is developing funding guidelines that will include reporting requirements for all State agencies that receive appropriations from the Greenhouse Gas Reduction Fund. Caltrans and project sponsors will need to submit reporting information in accordance with ARB's funding guidelines, including reporting on greenhouse gas reductions and benefits to disadvantaged communities.

D. Cost Principles

- (1) The project lead agrees to comply with Title 2 of the Code of Federal Regulations 225 (2 CFR 225), Cost Principles for State and Local Government, and 49 CFR, Part 18, Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments.
- (2) The project lead agrees, and will assure that its contractors and subcontractors will be obligated to agree, that:
 - a. Contract Cost Principles and Procedures, 48 CFR, Federal Acquisition Regulations System, Chapter 1, Part 31, et seq., shall be used to determine the allow ability of individual project cost items and
 - b. Those parties shall comply with Federal administrative procedures in accordance with 49 CFR, Part 18, Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments. Every sub-recipient receiving LCTOP funds as a contractor or sub-contractor shall comply with Federal administrative procedures in accordance with 49 CFR, Part 18, Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments.
- (3) Any project cost for which the project lead has received funds that are determined by subsequent audit to be unallowable under 2 CFR 225, 48 CFR, Chapter 1, Part 31 or 49 CFR, Part 18, are subject to repayment by the project lead to the State of California (State). All projects must reduce greenhouse gas emissions, as required under Public Resources Code section 75230, and any project that fails to reduce greenhouse gases shall also have its project costs submit to repayment by the project lead to the State. Should the project lead fail to reimburse moneys due to the State within thirty (30) days of demand, or within such other period as may be agreed in writing between the Parties hereto, the State is authorized to intercept and withhold future payments due the project lead from the State or any third-party source, including but not limited to, the State Treasurer and the State Controller.

E. Record Retention

- (1) The project lead agrees, and will assure that its contractors and subcontractors shall establish and maintain an accounting system and records that properly accumulate and segregate incurred project costs and matching funds by line item for the project. The accounting system of the project lead, its contractors and all subcontractors shall conform to Generally Accepted Accounting Principles (GAAP), and enable the determination of incurred costs at interim points of completion. All accounting records and other supporting papers of the project lead, its contractors and subcontractors connected with LCTOP funding shall be maintained for a minimum of three (3) years after the “Project Closeout” report or final Phase 2 report is submitted (per ARB Funding Guidelines, Vol. 3, page 3.A-16), and shall be held open to inspection, copying, and audit by representatives of the State and the California State Auditor. Copies thereof will be furnished by the project lead, its contractors, and subcontractors upon receipt of any request made by the State or its agents. In conducting an audit of the costs claimed, the State will rely to the maximum extent possible on any prior audit of the project lead pursuant to the provisions of federal and State law. In the absence of such an audit, any acceptable audit work performed by the project lead’s external and internal auditors may be relied upon and used by the State when planning and conducting additional audits.
- (2) For the purpose of determining compliance with Title 21, California Code of Regulations, Section 2500 et seq., when applicable, and other matters connected with the performance of the project lead’s contracts with third parties pursuant to Government Code § 8546.7, the project sponsor, its contractors and subcontractors and the State shall each maintain and make available for inspection all books, documents, papers, accounting records, and other evidence pertaining to the performance of such contracts, including, but not limited to, the costs of administering those various contracts. All of the above referenced parties shall make such materials available at their respective offices at all reasonable times during the entire project period and for three (3) years from the date of final payment. The State, the California State Auditor, or any duly authorized representative of the State, shall each have access to any books, records, and documents that are pertinent to a project for audits, examinations, excerpts, and transactions, and the project lead shall furnish copies thereof if requested.
- (3) The project lead, its contractors and subcontractors will permit access to all records of employment, employment advertisements, employment application forms, and other pertinent data and records by the State Fair Employment Practices and Housing Commission, or any other agency of the State of California designated by the State, for the purpose of any investigation to ascertain compliance with this document.

F. Special Situations

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

I certify all of these conditions will be met.

BY: 

JERRY ESTRADA, General Manager
Santa Barbara Metropolitan Transit District

**Low Carbon Transit Operations Program (LCTOP)
AUTHORIZED AGENT**

AS THE Chief Executive Officer
(Chief Executive Officer / Director / President / Secretary)

OF THE Santa Barbara Metropolitan Transit District
(Name of County/City / Organization)

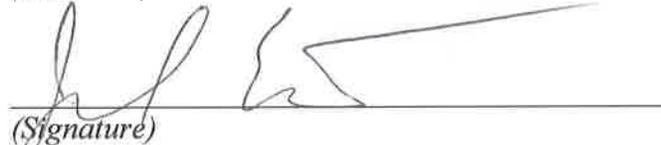
I hereby authorize the following individual(s) to execute for and on behalf of the named Regional Entity/Transit Operator, any actions necessary for the purpose of obtaining Low Carbon Transit Operations Program (LCTOP) funds provided by the California Department of Transportation, Division of Rail and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

Assistant General Manager Brad Davis, OR
(Name and Title of Authorized Agent)

Manager of Government Relations & Compliance Steve Maas OR
(Name and Title of Authorized Agent)

Assistant Controller Thais Sayat
(Name and Title of Authorized Agent)

Jerry Estrada General Manager
(Print Name) (Title)


(Signature)

Approved this 15 day of December, 2015

Attachment: Board Resolution approving Authorized Agent

ATTACHMENT

RESOLUTION 2015-08

**AUTHORIZATION FOR THE EXECUTION OF THE
CERTIFICATIONS AND ASSURANCES AND AUTHORIZED AGENT FORMS
FOR THE LOW CARBON TRANSIT OPERATIONS PROGRAM (LCTOP)**

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

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

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

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

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

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

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

PASSED AND ADOPTED by the Board of Directors of the Santa Barbara Metropolitan Transit District this 15th day of December, 2015, by the following vote:

AYES: 7
NAYS: 0
ABSENT: 0



Chair, Board of Directors

ATTEST


Secretary, Board of Directors

RESOLUTION 2016-01

**AUTHORIZATION FOR THE EXECUTION OF
THE LOW CARBON TRANSIT OPERATIONS PROGRAM (LCTOP) PROJECTS:
SBMTD LINE 1 & 2 A.M. PEAK-PERIOD FREQUENCY IMPROVEMENT: \$190,000
SBMTD SMARTCARD (I.E., NETWORK/FARE INTEGRATION): \$121,403**

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

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

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

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

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

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

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the District that it hereby authorizes the submittal of the following project nominations and allocation requests to the Department in FY 2015-16 LCTOP funds:

Project Name: SBMTD Line 1 & 2 A.M. Peak-Period Frequency Improvement
Amount of LCTOP funds requested: \$190,000
Short description of project: Enhanced service between east and west Santa Barbara
Contributing Sponsors (if applicable): Santa Barbara County Association of Governments

Project Name: SBMTD Smartcard (i.e., Network/Fare Integration)
Amount of LCTOP funds requested: \$121,403
Short description of project: Fare card that can be used for multiple transit systems
Contributing Sponsors (if applicable): Santa Barbara County Association of Governments

PASSED AND ADOPTED by the Board of Directors of the Santa Barbara Metropolitan Transit District this 12th day of January, 2016, by the following vote:

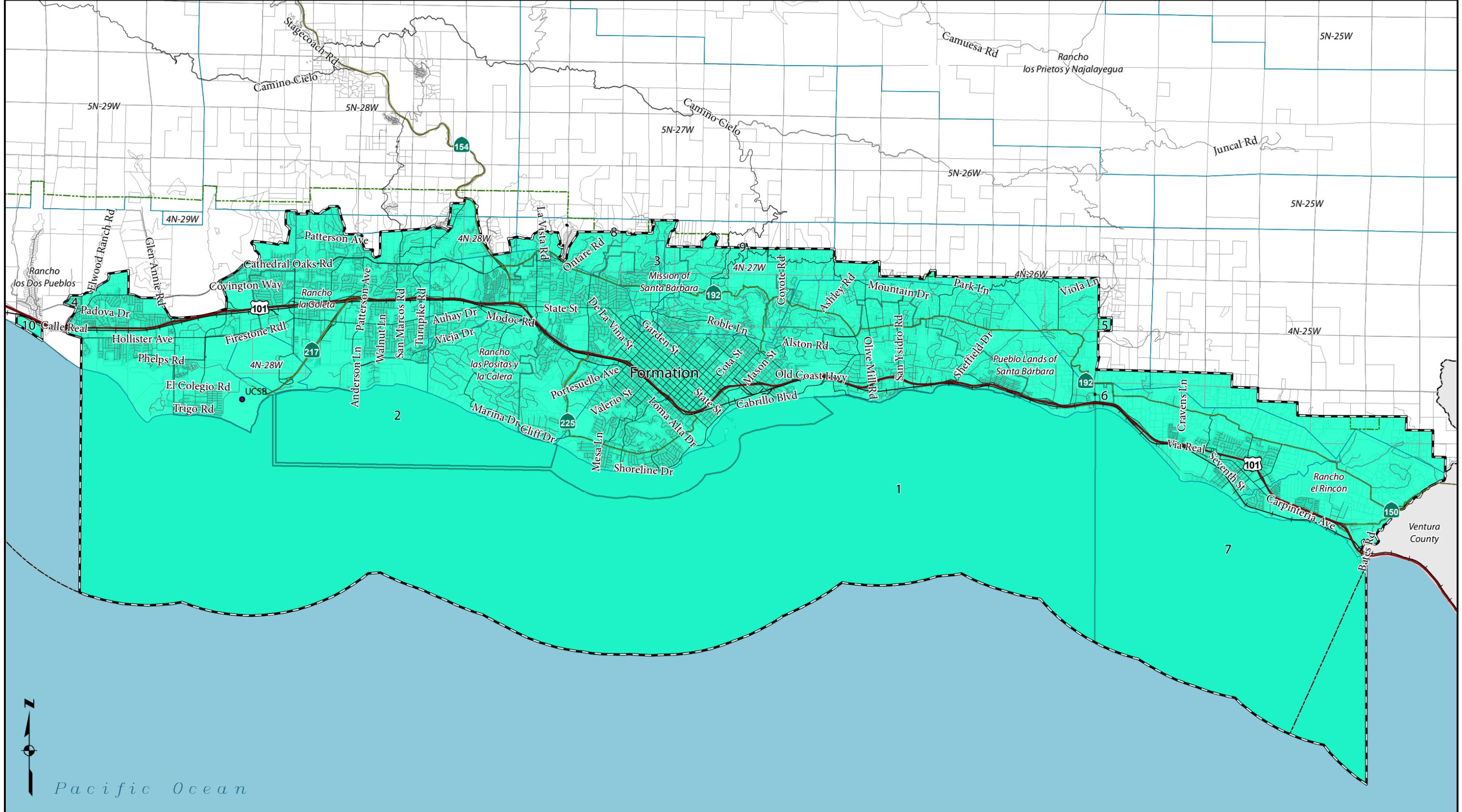
AYES: 7
NAYS: 0
ABSENT: 0



Chair, Board of Directors

ATTEST:

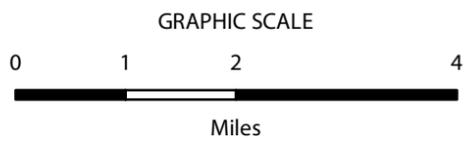

Secretary, Board of Directors



Santa Barbara Metropolitan Transit District

Compiled by the Office of the County Surveyor in August of 2010.
 Formed by County Board of Supervisors Resolution 66-587 on 11/21/1966.
 Last Action: Resort Reorganization, LAFCO 97-08, Recorded 10/31/1997.

NOTICE OF DISCLAIMER: This data is for reference only. Although every effort has been made to ensure the accuracy of information, errors and conditions originating from physical sources used to develop the database may be reflected in this data. Santa Barbara County shall not be liable for any errors, omissions, or damages that result from inappropriate use of this document. No level of accuracy is claimed for the boundary lines shown hereon and lines should not be used to obtain coordinate values, bearings or distances.

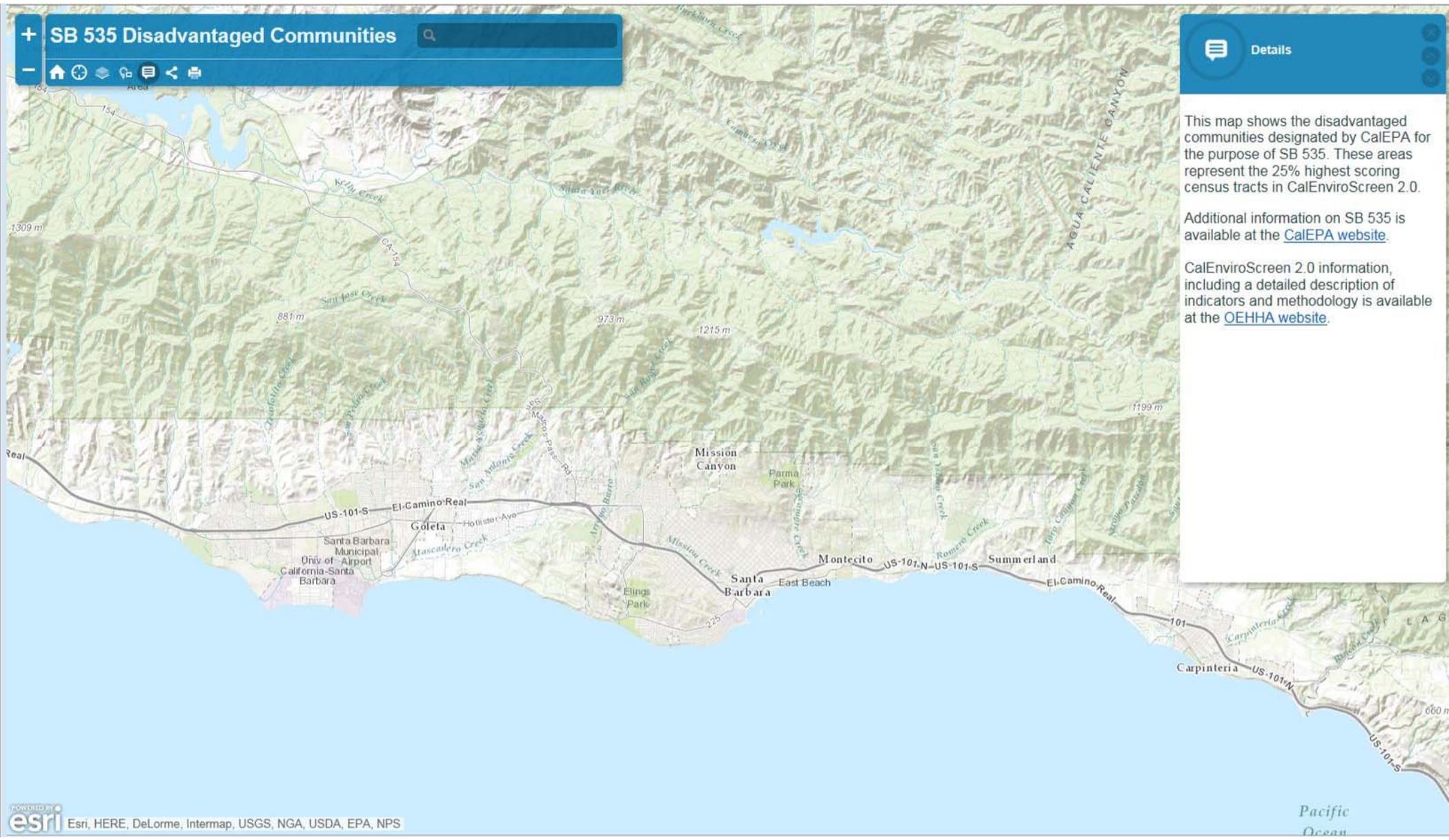


Legend

- Freeways
- Highways
- Roads
- Railroads
- Parcels
- Sections
- Los Padres National Forest
- Ranchos and Townships
- County Boundary
- Sphere of Influence
- Formation
- Annexation
- Detachment



+ SB 535 Disadvantaged Communities



Details

This map shows the disadvantaged communities designated by CalEPA for the purpose of SB 535. These areas represent the 25% highest scoring census tracts in CalEnviroScreen 2.0.

Additional information on SB 535 is available at the [CalEPA website](#).

CalEnviroScreen 2.0 information, including a detailed description of indicators and methodology is available at the [OEHH website](#).

Short Range Transit Plan FY 2015 to FY 2019



Prepared by the

Santa Barbara Metropolitan Transit District
550 Olive Street, Santa Barbara, CA 93101
(805) 963-3364 • www.sbmtd.gov



Adopted by the Board of Directors
March 17, 2015

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Table of Contents

Chapter 1: MTD Five-Year Plan	1
Strategic Plan Priorities.....	1
Marketing Program Strategy.....	2
Service Plan & Ridership Forecast.....	3
Financial Plan.....	3
Chapter 2: MTD Background & Service Area	8
Purposes of the Short Range Transit Plan.....	8
MTD Background & Organizational Structure.....	9
MTD Strategic Plan.....	10
MTD Service Area Characteristics.....	12
South Coast Transportation Options.....	15
Chapter 3: MTD Current Conditions	19
Service Description.....	19
Fare Structure.....	21
Operating Characteristics.....	23
Financial Data.....	26
ADA Complementary Paratransit Service.....	28
Capital Assets.....	29
Service Planning Process.....	35
Public Information.....	38
Marketing Program.....	39
Chapter 4: MTD Service Alternatives	41
Shortcomings of Existing MTD Service.....	41
Lifeline Transit Service.....	41
Programmed Service Enhancements.....	42
Potential Traffic Mitigation Enhancement with Targeted Funding.....	43
Service Enhancements With Additional Unrestricted Funding.....	43
Emergency Service Reduction Plan.....	44
Chapter 5: MTD Capital Alternatives	47
Vehicle Procurements.....	47
Passenger Facilities.....	48
Additional Capital Projects.....	49
Chapter 6: MTD Financial Alternatives	51
Operating Revenue.....	51
Transit Subsidy Sources.....	52
Appendix	57
Additional Operating Characteristics.....	58
Title VI of the Civil Rights Act & Environmental Justice.....	62

List of Figures and Tables

Figures

1	Santa Barbara Metropolitan Transit District (MTD) Organization Chart	11
2	MTD Service Area.....	12
3	MTD System Map	20
4	MTD Annual Operating Characteristics - FY 2005 to FY 2014	24
5	MTD Passenger Profile by Percentage - FY 2014 & FY 2013.....	26
6	Example of Emergency Service Reduction Plan.....	46
A-1	MTD Operating Characteristics by Month - FY 2014 & FY 2013	59

Tables

1	MTD Annual Ridership Five-Year Forecast	4
2	MTD Operating Financial Plan.....	5
3	MTD Programmed Service Enhancements.....	5
4	MTD Capital Financial Plan	6
5	MTD Five-Year Plan Summary	7
6	Demographic Data for the South Coast of Santa Barbara County.....	12
7	Demographic Profile of the Santa Barbara Urbanized Area.....	14
8	Santa Barbara Metropolitan Transit District (MTD) Routes.....	19
9	MTD Fare Structure	22
10	MTD Operating Characteristics by Year - FY 2005 to FY 2014	23
11	MTD Operating Characteristics by Day Type - FY 2014 & FY 2013	25
12	MTD Passenger Profile - FY 2014 & FY 2013	25
13	MTD Operating Revenue - FY 2014 & FY 2013	27
14	MTD Operating Expense - FY 2014 & FY 2013.....	27
15	ADA Paratransit Service - FY 2014 & FY 2013.....	28
16	MTD Revenue Vehicles	30
17	MTD Enhancements with Additional Unrestricted Revenue.....	45
18	MTD Revenue Vehicle Replacement Schedule	48
19	MTD Major Capital Improvement Program	50
20	MTD Farebox Ratio.....	51
A-1	MTD Operating Characteristics by Route - FY 2014 & FY 2013.....	60
A-2	MTD Systemwide Data - FY 2014 & FY 2013.....	61

Chapter 1: MTD Five-Year Plan

The Santa Barbara Metropolitan Transit District (MTD) serves an area of approximately 52 square miles comprising the South Coast of Santa Barbara County. MTD operates transit service on 27 fixed-route bus lines. MTD contracts with Easy Lift Transportation, Inc., a local non-profit organization, for Americans with Disabilities Act (ADA) demand-responsive paratransit service. MTD also currently operates a commuter service that brings employees from outside of the service area into the South Coast, but that service is planned for termination in June 2015.

This Short Range Transit Plan (SRTP) update includes an assessment of the strengths and weaknesses of the existing service, and a forecast of future service and financial needs. The SRTP includes an assessment of the performance of existing services, including ridership levels and productivity. The data show that MTD provides a high level of service, and the ridership indicates that the service is well-utilized.

STRATEGIC PLAN PRIORITIES

As discussed in detail in the *FY 2015 Strategic Plan Priorities* document, MTD's Board of Directors and staff have identified the following strategic priorities to guide MTD. Priorities are reexamined annually.

MTD Real Property

MTD has current and/or upcoming challenges and opportunities related to each of the properties owned by the District:

- Olive Street Property
 - Space constraints due to construction projects and fleet expansion
- Transit Center Property
 - The facility is outdated and in need of improvement.
- Overpass Property
 - MTD may in the future need this site as a secondary bus yard.
- Calle Real Property
 - The County is considering a change in the zoning of the property to allow residential development.

Special Pass Programs & Fare Structure

Several issues related to farebox revenue are included in MTD's current strategic priorities:

- Smart Card Technology
 - Staff has recently applied for \$1.0 million in state Proposition 1B funding to begin this project.
- Santa Barbara City College (SBCC) & University of California, Santa Barbara (UCSB) Student Pass Programs
 - Staff strives to ensure that the average fare from these programs is consistent with the lowest fare available to the general public.
- General Fare Policy
 - Historically, MTD has revised its general fare structure every several years. The most recent general fare increase was in January 2009.

Unfunded Liabilities & Working Capital Reserves

Staff continues to work to identify the necessary resources to fully fund MTD's currently-unfunded liabilities. These include MTD's retiree health insurance benefits and self-insured retention programs. In conjunction with these efforts, staff will develop a "Working Capital Reserve Policy" for consideration by the board.

General Manager Succession & Transition

The General Manager will present recommended organizational changes to address the transition and foreseeable needs related to the implementation of new technology.

Implementation of the AVL & ITS System

As approved by the board at their meeting of July 8, 2014, MTD is beginning implementation of an Automatic Vehicle Location (AVL) and Intelligent Transportation System (ITS) project that includes several components. Complete implementation of these very complex systems will take some time, and is currently a major focus of several staff members.

MARKETING PROGRAM STRATEGY

The strategy of the marketing program is to create a solid and unified MTD identity as a reliable and efficient transportation choice, by heightening public awareness of MTD as a quality bus system that provides a positive rider experience

The marketing of MTD buses and services is multi-layered. The most important marketing communications are directly to passengers and potential passengers, to ensure that they know what bus to take and when it departs. MTD reaches

these persons through traditional marketing and electronic communications. During the next year, if possible, MTD will examine its current marketing program to determine if an expanded marketing program is warranted.

SERVICE PLAN & RIDERSHIP FORECAST

The current five-year service plan and ridership forecast is based on the factors discussed in “Chapter 4: MTD Service Alternatives” below. The plan assumes a *status quo* base service level for the five-year planning period. That is, it is assumed that service hours will be stable and service changes will be limited to reallocation of current resources (with the exception of the programmed service enhancements).

However, as can be seen below under “Financial Plan,” this assumption of a *status quo* base service level for the five-year planning period currently assumes the use of “Net Assets - Unrestricted” to balance operating revenue with operating expense. This is not sustainable over the long run. Thus, if additional resources are not identified, it is likely that the assumption of a *status quo* base service level will need to be reexamined.

Forecasts of MTD ridership for the five-year planning period are provided in Table 1. These forecasts assume that MTD is able to maintain the service level in effect as of September 2014, with the addition of programmed enhancements funded by UCSB and by California cap-and-trade funds from the “Low Carbon Transit Operations Program” (LCTOP) for greenhouse gas reduction. (These programmed enhancements are discussed in Chapter 4.) In this forecast, it is assumed that the UCSB enhancements to Lines 12x & 24x will be implemented in late August 2015, and the new Line 38 will be implemented in late August 2016. The LCTOP enhancement to Lines 1 & 2 is currently planned for implementation on November 30, 2015.

"Base case" ridership reflects expected ridership assuming a 1.0 percent annual increase. The expected net change in ridership due to the programmed UCSB and LCTOP service enhancements is then identified. In total, system-wide ridership is forecast to increase from an estimated FY 2015 figure of 7.5 million passengers to a FY 2019 total forecast of 8.2 million passengers.

FINANCIAL PLAN

Challenges & Limitations of Financial Forecasting

Financial forecasting helps management project revenues, which in turn shapes decisions regarding expenditures. An accurate forecast helps MTD maintain adequate cash levels so all of its financial obligations can be paid on time. However, actual financial results rarely are right on target with the forecast, for various reasons.

TABLE 1: MTD Annual Ridership Five-Year Forecast (All Figures in Thousands)

Service Description	Fiscal Year				
	2015	2016	2017	2018	2019
Base Case ¹	7,549.2	7,624.7	7,700.9	7,778.0	7,855.7
<i>Enhanced Services (Net Change)²</i>					
Lines 12x & 24x (UCSB)	0.0	68.7	116.6	151.4	169.9
New Line 38 (UCSB)	0.0	0.0	76.6	129.9	168.7
Line 1 & 2 Enhancement (LCTOP)	0.0	14.7	35.7	46.4	52.1
Subtotal Enhancements	0.0	83.4	228.9	327.7	390.7
Total Forecasted Ridership	7,549.2	7,708.1	7,929.8	8,105.7	8,246.4

Note 1: FY 2015 base case estimated ridership, increased for projected 1.0 percent annual growth.

Note 2: Ridership of enhanced services is the forecast net change in ridership compared to the base case.

Source: Santa Barbara Metropolitan Transit District.

The economy is unpredictable, and the strength or weakness of the economy affects all businesses, including public transit. Unforeseen events can have major impacts, and when the unexpected happens, a company's revenues may be affected. The public's behavior is hard to forecast, including the propensity to use public transit. Finally, the accuracy of a forecast depends on the quality of the data used as a basis for the financial models and projections.

Five-Year Financial Forecast

As presented in Table 2, the current five-year operating revenue and expense forecast assumes that MTD will sustain the existing level of service. However, the table reveals that maintaining the *status quo* in the absence of increases in current funding sources, or the identification of new funding sources, will result in a projected structural imbalance between MTD's operating revenue and operating expense. This projected structural imbalance can be seen in the use of "Net Assets - Unrestricted" to balance the operating budget, beginning in FY 2016. The projected use of such assets increases substantially during the five-year period, to nearly \$2.0 million in FY 2019. This is not sustainable.

Thus, maintaining a *status quo* base level of service will require the identification of additional operating funding that can be used to fund existing service. Increases in funding from the Federal Section 5307, the State TDA-LTF, or the local Measure A are examples of such sources. Also, the Board could consider changes to the fare structure to generate additional income.

Note that Table 2 does not include the revenue and expense for the new and enhanced UCSB services and the enhanced service that MTD expects to implement with LCTOP funds.

Table 3 presents estimates of the operating expense (and the associated revenue) for these programmed enhanced services. It is assumed that these service enhancement revenues and expenses will balance, or nearly so. Thus, implementation of these services is not expected to significantly affect the projected structural imbalance discussed above.

TABLE 2: MTD Operating Financial Plan (All Figures in Thousands)

Operating Expense & Revenue	Fiscal Year				
	2015	2016	2017	2018	2019
Operating Revenue					
Passenger Fares	\$8,336.3	\$8,419.6	\$8,503.8	\$8,588.9	\$8,674.7
Non-Transportation Income	\$729.0	\$743.6	\$758.5	\$773.7	\$789.1
Local Operating Assistance	\$69.8	\$70.5	\$71.2	\$71.9	\$72.6
Measure A	\$1,859.0	\$1,840.4	\$1,877.2	\$1,914.7	\$1,953.0
TDA - Local Transportation Fund	\$7,027.5	\$7,238.3	\$7,455.5	\$7,679.1	\$7,909.5
Property Tax Revenue	\$965.0	\$994.0	\$1,003.9	\$1,013.9	\$1,024.1
FTA 5307 Operating Assistance	\$4,944.0	\$4,944.0	\$4,944.0	\$4,944.0	\$4,944.0
Net Assets - Unrestricted	\$0.0	\$443.1	\$944.1	\$1,403.6	\$1,965.0
Total Operating Revenue	\$23,930.5	\$24,693.4	\$25,558.1	\$26,389.8	\$27,332.1
Operating Expense					
Route Operations	\$13,728.7	\$14,149.0	\$14,586.9	\$15,043.3	\$15,519.5
Vehicle Maintenance	\$3,647.2	\$3,782.5	\$3,924.2	\$4,072.6	\$4,228.1
Fuel Costs	\$2,254.5	\$2,299.6	\$2,414.5	\$2,462.8	\$2,586.0
Passenger Accommodations	\$1,515.4	\$1,570.2	\$1,627.6	\$1,687.9	\$1,751.1
General Overhead	\$2,784.7	\$2,892.1	\$3,004.8	\$3,123.1	\$3,247.4
Total Operating Expense	\$23,930.5	\$24,693.4	\$25,558.1	\$26,389.8	\$27,332.1

Source: Santa Barbara Metropolitan Transit District.

TABLE 3: MTD Programmed Service Enhancements (All Figures in Thousands)

Operating Expense & Revenue	Fiscal Year				
	2015	2016	2017	2018	2019
Service Enhancements					
New & Enhanced UCSB Service	\$0.0	\$335.3	\$1,150.6	\$1,339.6	\$1,387.5
Line 1 & 2 Enhancement (LCTOP)	\$0.0	\$117.6	\$208.6	\$215.4	\$223.1
Grand Total With Enhancements	\$23,930.5	\$25,146.2	\$26,917.2	\$27,944.8	\$28,942.6

Source: Santa Barbara Metropolitan Transit District.

Table 4 presents five-year forecasts of capital revenue by source and capital expense by project. As is expected, capital expenses (and, thus, capital revenues) fluctuate greatly from year to year. As shown in the table, FY 2015

includes several revenue vehicle procurements, as discussed in Chapter 5. No revenue vehicle procurements are programmed in the remaining years of the planning period. FY 2015 also includes a substantial investment in Intelligent Transportation Systems.

TABLE 4: MTD Capital Financial Plan (All Figures in Thousands)

Line Item	Fiscal Year				
	2015	2016	2017	2018	2019
Capital Revenue					
Measure A - Capital	\$2,204.6	\$845.5	\$871.9	\$899.6	\$937.7
California Proposition 1B	\$3,077.6	\$0.0	\$0.0	\$0.0	\$0.0
TDA - State Transit Assistance	\$6,358.9	\$700.0	\$757.3	\$786.3	\$813.1
Federal Capital Assistance	\$2,796.6	\$0.0	\$0.0	\$0.0	\$0.0
Other Capital Assistance	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Total Capital Revenue	\$14,437.6	\$1,545.5	\$1,629.2	\$1,686.0	\$1,750.8
Capital Projects					
Revenue Vehicle Purchase	\$7,912.3	\$0.0	\$0.0	\$0.0	\$0.0
Revenue Vehicle Rehab.	\$1,119.5	\$1,175.5	\$1,234.2	\$1,296.0	\$1,360.8
Fixed Facilities	\$900.0	\$50.0	\$75.0	\$75.0	\$75.0
Fareboxes & Radios	\$75.0	\$50.0	\$50.0	\$50.0	\$50.0
Service Vehicles	\$0.0	\$65.0	\$65.0	\$60.0	\$60.0
Bus Stops	\$502.0	\$50.0	\$50.0	\$50.0	\$50.0
Shop Equipment	\$88.0	\$60.0	\$60.0	\$60.0	\$60.0
Management Information Systems	\$80.0	\$30.0	\$30.0	\$30.0	\$30.0
Intelligent Transportation Systems	\$3,735.8	\$50.0	\$50.0	\$50.0	\$50.0
Office Furniture & Equipment	\$25.0	\$15.0	\$15.0	\$15.0	\$15.0
Total Capital Projects	\$14,437.6	\$1,545.5	\$1,629.2	\$1,686.0	\$1,750.8

Source: Santa Barbara Metropolitan Transit District.

Table 5 presents a summary of MTD's forecasted ridership, revenue hours, and operating expense under this five-year plan. The growth in these forecasts is as follows:

- 2.2 percent average annual growth in ridership
- 1.4 percent average annual growth in revenue hours
- 4.9 percent average annual growth in operating expense

As can be seen, the rate of growth in service consumed (ridership), service provided (revenue hours), and the cost of service varies. The growth rate in forecasted ridership reflects staff's presumption that average ridership per revenue hour will recover to a level comparable to that prior to the great

recession (approximately 40 riders per revenue hour). The forecasted growth in revenue hours reflects the programmed service enhancements discussed above. The forecasted growth in operating expense reflects both the programmed enhancements and increased costs consistent with prior year trends.

TABLE 5: MTD Five-Year Plan Summary (All Figures in Thousands)

Line Item	Fiscal Year				
	2015	2016	2017	2018	2019
Operating Characteristic					
Ridership (Boardings)	7,549.2	7,708.1	7,929.8	8,105.7	8,246.4
Revenue Hours of Service	203.2	207.0	214.1	215.3	215.3
Operating Expense	\$23,930.5	\$25,146.2	\$26,917.2	\$27,944.8	\$28,942.6

Source: Santa Barbara Metropolitan Transit District.

Santa Barbara Metropolitan Transit District

Adopted Budget

Fiscal Year

July 1, 2015 through June 30, 2016



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Adopted: June 9, 2015

Table of Contents

Budget Summary	1
Executive Summary	5
Conclusion	8
Operating Budget	9
Operating Revenue	9
Operating Expense	12
Capital Budget	16
Major Capital Improvement Program	18
Capital Replacement Schedule (Buses/Shuttles)	19
Financial Forecast	20
Long-term Financial Concern	21
Post-employment Health Benefits	21
Appendices	I
Detailed Financial Forecast	II
Operating Revenue	III
Operating Expense	IV
Route Operations Budget Detail	V
Vehicle Maintenance Budget Detail	VII
Passenger Accommodations Budget Detail	IX
General Overhead Budget Detail	XI
Capital Project Detail	XIII
Projected Capital Project Funding Plan	XIV

Budget Summary

Service

- Service hours are budgeted to increase by 3,466 or 1.7% to 210,326 annually. The result is an increase of 9,242 or 4.6% higher than two years ago.
- Ridership is projected to increase slightly.
- The additional service is comprised largely of expansion of Lines 12x & 24x and supplementary AM Peak service on the Lines 1 & 2.
- Funding provided by Caltrans & SBCAG for the Coastal Express Limited was exhausted and the service is scheduled for termination effective June 12, 2015.

Revenues

- Estimated Federal 5307 formula operating assistance of \$4,943,999 for fiscal year 2015-16 is equal to what was budgeted in the prior fiscal year.
- Staff estimates that Transportation Development Act – Local Transportation Fund (TDA-LTF)¹ sales tax revenue generated in fiscal year 2015-16 will be approximately \$7,437,215. The estimated amount represents a 2% increase over the current year estimate.
- Passenger Fare revenue of \$8,318,556 is -1% versus the estimated figure for the current fiscal year. The budgeted amount includes an estimated amount of additional SBCC contract revenue associated with a new second summer session being offered by the college. However, the lost passenger fare revenue associated with the Coastal Express Limited service offsets the new revenue.

Expenses

- Operating expense of \$25,122,302 is projected to increase by \$919,537 or 3.8% over the prior year budget and by \$1,544,539 or 6.6% from the prior year estimate.
- Wages & Benefits are budgeted to increase by \$945,635 or 5.5% over the prior year budget and by \$1,257,724 or 7.5% from the prior year estimate.
- Fuel/Electric Bus Power cost of \$2,179,974 reflects a \$136,301 or 5.9% decrease versus the prior year budget. Staff has assumed an average price of \$2.74 per gallon for diesel fuel. The price per gallon includes delivery expense but not taxes.

Net Position – Unrestricted

- Staff is recommending the use of unrestricted net assets in the amount of \$219,307 to balance the budget in fiscal year 2015-16.² The amount is less than 1% of the approved operating budget for the year.

¹ Transportation Development Act - Local Transportation Fund (TDA-LTF) sales tax revenue is used to balance the District's operating budget. TDA-LTF sales tax revenue not applied to either operating or capital activities is reported as Net Position – Unrestricted.

² Annually the estimated unfunded OPEB liability is expected to result in the use of approximately \$200,000 in unrestricted net assets at the end of the year once the actuarially derived estimate is posted.