

## Low Carbon Transit Operations Program (LCTOP)

### **Project Information:**

Lead Agency:	Santa Barbara Metropolitan Transit District
Project Name:	SBMTD Smartcard (i.e., Network/Fare Integration)
Project Type: <i>See Attachment A</i>	A4: Network/fare integration
Description of Project (Short):	SBMTD operates a fleet of 105 transit vehicles, and intends to utilize these funds to enhance transit services by introducing "contactless" technology that will speed boarding, improve data collection, and allow integration with other agencies to its fare revenue collection system.
Project Location:	Throughout the South Coast of Santa Barbara County
Project Start Date (anticipated):	6/15/2016
Project End Date (anticipated):	1/31/2017

### **Funding Information:**

Funding Year:	FY 2016
Requested Amount of PUC 99313:	\$0
Requested Amount of PUC 99314:	\$121,403
Total LCTOP Funding:	\$121,403
Total Project Cost:	\$1,000,000

### **Project Benefits:**

#### **Greenhouse Gas Benefits (off of worksheet)**

Estimated GHG Reduction:	77.72
Project Life:	10
Estimated Total GHG Reduction:	777.2

#### **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:	77.72
VMT Reduction:	158,047.47
Ridership Increase	68,866
Fuel Use Reduction:	
Energy Use Reduction:	



## Low Carbon Transit Operations Program (LCTOP)

### PROJECT DESCRIPTION AND ALLOCATION REQUEST (ALLOCATION)

<b>Regional Entity:</b> Santa Barbara Co. Assoc. of Gov'ts.	
<b>Project Lead:</b> Santa Barbara Metropolitan Transit District	<b>County:</b> Santa Barbara
<b>Project Title:</b> SBMTD Smartcard (i.e., Network/Fare Integration)	

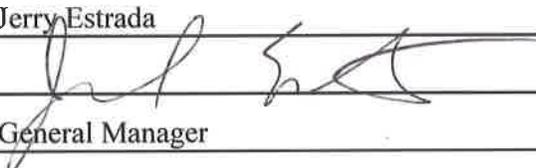
**Project Lead:**

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.

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**Name:** Jerry Estrada

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**Signature:** 

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**Title:** General Manager

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**Agency:** Santa Barbara Metropolitan Transit District

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**Date:** 1-25-16 **Amount:** PUC 99314 \$121,403

**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.**

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**Name:** n/a

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**Signature:**

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**Title:**

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**Agency:**

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**Date:** **Amount:**

## Low Carbon Transit Operations Program (LCTOP)

### PROJECT DESCRIPTION AND ALLOCATION REQUEST (FUNDING)

	<i>LCTOP Allocation</i>	<b>15/16</b>	<b>16/17</b>	<b>17/18</b>
<b>Request Amount per PUC 99313:</b>		\$0	\$0	\$0
<b>Request Amount per PUC 99314:</b>		\$121,403	\$0	\$0
<b>Total Project Allocation Request:</b>		\$121,403	\$0	\$0
<b>Project Title:</b>	SBMTD Smartcard (i.e., Network/Fare Integration)			
<b>Project Location/Address:</b>	The South Coast of Santa Barbara County			

### Table 1: Project Lead Information

	<b>Legislative District Numbers</b>
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><a href="mailto:smaas@sbmtd.gov">smaas@sbmtd.gov</a></u>	Amount: <u>PUC Funds Type:</u>
Address: <u>550 Olive St.</u>	\$ <u>\$121,403</u>
<u>Santa Barbara, CA 93101</u>	\$ <u>99314</u>

### Table 2: Contributing Sponsor Information

Name: _____	Amount :	PUC Fund Type:
Contact: _____	\$ _____	
Contact Phone #: _____	\$ _____	
Email Address: _____		
Address: _____		
<i>Other Contributing Sponsors: (Attach sheet with contact information)</i>	Amount:	PUC Fund Type:
Name: _____	\$ _____	
Name: _____	\$ _____	
Name: _____	\$ _____	
<b>TOTAL \$121,403</b>		

(\*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
	A2		Aii
	A3		Aiii
x	A4		Aiv
	A5		
			B1
			B2
			B3
			B4
			Bi
			Bii
			Bii

**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.

SBMTD operates a fleet of 105 transit revenue vehicles, and intends to utilize these funds to enhance transit services by introducing "contactless" technology to all revenue vehicles. The "smartcard" technology will speed boarding, improve data collection, and allow integration with other agencies to its fare revenue collection system. SBMTD will first work with the University of California, Santa Barbara (UCSB) and Santa Barbara City College (SBCC) to integrate the smartcard technology with their systems to provide for faster boarding and enhanced ridership information. SBMTD will then work with other regional transit systems that travel into SBMTD's service area to allow fare revenue collection integration. Once the smartcard technology is fully implemented, SBMTD expects to see approximately a one percent increase in ridership systemwide (68,866 additional passengers annually), due to the enhanced convenience and attractiveness of the service. 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>.

Two maps are attached. The first shows SBMTD's district boundaries, which defines SBMTD's service area and the project 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.

**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:	10 Years (120 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 implementation of fare integration "smartcard" technology will reduce VMT and greenhouse gas emissions by replacing auto trips with transit trips. It is estimated that smartcard implementation will increase SBMTD's systemwide ridership by 68,866 additional passengers annually. In the "lctopcalctool.xlsx" spreadsheet, the default values are assumed for adjustments "A," "AA," & "LL." For adjustment "L," 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 158,047 VMT. The file estimates that, in total, this enhancement will reduce greenhouse gas emissions by 77.72 metric tons annually. The enhancement earns a score of 0.0006 in the spreadsheet.

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

The implementation fare integration "smartcard" technology will directly enhance the convenience and attractiveness of SBMTD's public transit service. This enhancement will increase the attractiveness of the service for commuters and others who would otherwise choose to drive themselves, and will encourage many of them to take the bus instead of driving. It is estimated that the enhancement will attract 68,866 additional riders annually

**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).

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

**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	x	Coordination with Educational Institutions
<input type="checkbox"/> Improved Public Health		<input checked="" 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 checked="" 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 smartcard technology is expected to increase the speed of boarding, thus enhancing system reliability..

**Coordination with Educational Institutions:** SBMTD serves UCSB, SBCC, and many elementary and secondary schools, and transports 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:** All SBMTD buses (with the exception of 22-ft. electric shuttles) have bicycle racks to encourage bicycle commuting at the beginning and/or end of the bus trip. Smartcard technology will potentially enable SBMTD to implement fare integration with commuter bus and rail modes.

**Table 6: Project Schedule**

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

Operations Projects	
Begin expanded/enhanced transit services	6/15/2016
End expanded/enhanced transit services	1/31/2017
Begin Closeout Phase	2/1/2017
End Closeout Phase	2/28/2017

**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.

SBMTD operates transit service on 26 fixed-route bus lines utilizing 105 revenue vehicles. SBMTD intends to install fare integration "smartcard" technology on all revenue vehicles. SBMTD serves an area of approximately 52 square miles comprising the South Coast of Santa Barbara County. The South Coast runs east and west, between the Pacific Ocean to the south and the Santa Ynez Mountains and the Los Padres National Forest to the north. The service area includes the cities of Santa Barbara, Carpinteria, and Goleta, and the unincorporated communities of Isla Vista, Montecito, and Summerland. The University of California, Santa Barbara (UCSB), Santa Barbara City College (SBCC), and the Santa Barbara Municipal Airport are also included within the district.

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.

A Transportation Research Board (TRB) publication, Transit Cooperative Research Program (TCRP) Report 32 "Multipurpose Transit Payment Media," sponsored by the Federal Transit Administration (FTA), found that ridership increased from two to five percent following the introduction of advanced-technology fare payment media. SBMTD has conservatively estimated that the introduction of fare integration "smartcard" technology will result in a one percent increase in ridership.

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

The smartcard fare integration project requires the purchase of 125 card reader devices and the accompanying license fees, at an estimated cost of \$800,000. The combined costs of installation labor, professional services, and administration is expected to total an additional \$200,000. Thus, the total cost of the project is estimated at \$1,000,000.



## 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
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Approval Authority: Sign and date 1-25-16	Typed name and phone number: Jerry Estrada (805) 963-3364
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Shaded fields are automatically calculated. Please do not fill these fields.

Proposed Total Project Cost									Project
Component	Prior	FY 2016-17	FY	FY	FY	FY	FY	FY	Total
PA&ED	0	0	0	0	0	0	0	0	0
PS&E	0	0	0	0	0	0	0	0	0
R/W	0	0	0	0	0	0	0	0	0
CON	0	0	0	0	0	0	0	0	0
Veh/Equip Purchase	0	1,000,000	0	0	0	0	0	0	1,000,000
Operations/Other	0	0	0	0	0	0	0	0	0
<b>TOTAL</b>	<b>0</b>	<b>1,000,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,000,000</b>

Low Carbon Transit Operations Program (LCTOP)									Total
Component	Prior	FY 2016-17	FY	FY	FY	FY	FY	FY	
PA&ED									0
PS&E									0
R/W									0
CON									0
Veh/Equip Purchase		121,403							121,403
Operations/Other									0
<b>TOTAL</b>	<b>0</b>	<b>121,403</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>121,403</b>

Funding Source: Prop. 1B - PTMISEA									Total
Component	Prior	FY 2016-17	FY	FY	FY	FY	FY	FY	
PA&ED									0
PS&E									0
R/W									0
CON									0
Veh/Equip Purchase		878,597							878,597
Operations/Other									0
<b>TOTAL</b>	<b>0</b>	<b>878,597</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>878,597</b>

Funding Source:									Total
Component	Prior	FY 2016-17	FY	FY	FY	FY	FY	FY	
PA&ED									0
PS&E									0
R/W									0
CON									0
Veh/Equip Purchase									0
Operations/Other									0
<b>TOTAL</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Funding Source:									Total
Component	Prior	FY 2016-17	FY	FY	FY	FY	FY	FY	
PA&ED									0
PS&E									0
R/W									0
CON									0
Veh/Equip Purchase									0
Operations/Other									0
<b>TOTAL</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

## Low Carbon Transit Operations Program TOTAL PROJECT COST AND FUNDING PLAN

<b>Funding Source:</b>								
Component	Prior	FY 2016-17	FY _____	Total				
PA&ED								0
PS&E								0
R/W								0
CON								0
Veh/Equip Purchase								0
Operations/Other								0
<b>TOTAL</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

<b>Funding Source:</b>								
Component	Prior	FY 2016-17	FY _____	Total				
PA&ED								0
PS&E								0
R/W								0
CON								0
Veh/Equip Purchase								0
Operations/Other								0
<b>TOTAL</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

<b>Funding Source:</b>								
Component	Prior	FY 2016-17	FY _____	Total				
PA&ED								0
PS&E								0
R/W								0
CON								0
Veh/Equip Purchase								0
Operations/Other								0
<b>TOTAL</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

<b>Funding Source:</b>								
Component	Prior	FY 2016-17	FY _____	Total				
PA&ED								0
PS&E								0
R/W								0
CON								0
Veh/Equip Purchase								0
Operations/Other								0
<b>TOTAL</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

<b>Funding Source:</b>								
Component	Prior	FY 2016-17	FY _____	Total				
PA&ED								0
PS&E								0
R/W								0
CON								0
Veh/Equip Purchase								0
Operations/Other								0
<b>TOTAL</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>



**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.

<b>Project Name:</b>	<b>SBMTD Smartcard (i.e., Network/Fare Integration)</b>
<b>Project ID:</b>	
<b>Contact Name:</b>	<b>Steve Maas</b>
<b>Contact Phone Number:</b>	<b>(805) 963-3364 x227</b>
<b>Contact Email:</b>	<b>smaas@sbmtd.gov</b>
<b>Date Completed:</b>	<b>1/29/2016</b>

**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](http://www.arb.ca.gov/auctionproceeds)  
 Questions on this document should be forwarded to [GGRFProgram@arb.ca.gov](mailto:GGRFProgram@arb.ca.gov)  
 Questions on the LCTOP program should be forwarded to [LCTOPcomments@dot.ca.gov](mailto: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**

<b>Project Name:</b>	SBMTD Smartcard (i.e., Network/Fare Integration)
<b>Project ID:</b>	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
Expanded Transit Facilities or Service Enhancements	Bus (local bus)	Santa Barbara	2016	2017	68,866

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
68,866	0.50	4.79	0.10	2.00	158,047.47	Diesel		
					-			
					-			
					-			
					-			
					-			
					-			
					-			
					-			

	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)
					77.72



**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**

<b>Project Name:</b>	SBMTD Smartcard (i.e., Network/Fare Integration)
<b>Project ID:</b>	0

Inputs in **RED** must be filled out

Results	GHG Emissions (MTCO <sub>2</sub> e)	Description
<b>Net GHG Benefits</b>	77.72	Total GHG Emission Reductions (MTCO <sub>2</sub> e)
<b>LCTOP Funds Requested (\$)</b>	121,403.00	Funds requested per State Controller's Office Eligible list for FY 2015-16
<b>Total LCTOP Funds Requested (\$)</b>	121,403.00	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.
<b>Total GGRF Funds Requested (\$)</b>	121,403.00	Includes the Total LCTOP fund requested and any other GGRF Program monies
<b>Total GHG Emission Reductions / Total GGRF Funds Requested (\$)</b>	0.0006	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	<b>Eligible Project Type</b>	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.
	<b>Transit Type</b>	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.
	<b>County</b>	Select the county where the majority of the service occurs
	<b>Year 1 (Yr1)</b>	Select the first year of service, or year that facility construction will be completed.
	<b>Year F (YrF)</b>	Select the final year that the service is funded or of the facility useful life.
Displaced Auto Details	<b>Yr1 Annual Ridership</b>	The estimated annual ridership in Yr1
	<b>YrF Annual Ridership</b>	The estimated annual ridership in YrF
	<b>Adjustment (A)*</b>	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
	<b>Length (L)*</b>	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)
	<b>Adjustment (AA)*</b>	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
	<b>Length (LL)*</b>	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
	<b>Annual Average VMT Displaced</b>	The estimated annual average auto VMT displaced by the project
New/Expanded Vehicle Details	<b>Fuel Type</b>	Select the fuel type of the vehicle proposed for service (e.g. Electric/BEV or PHEV)
	<b>Engine MY</b>	Select the engine model year of the new/expanded vehicle proposed for service
	<b>Annual VMT or Units of Fuel</b>	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.
	<b>Useful life</b>	Input 10 years for advance technologies (i.e., electric, hydrogen fuel cell buses); for others, use Federal Transit Administration guidance available here <a href="http://www.fta.dot.gov/documents/C_5010_1D_Finalpub.pdf">www.fta.dot.gov/documents/C_5010_1D_Finalpub.pdf</a> . Documentation of useful life is required to be included with the application.
Old Service Vehicle or Displaced Fuel Details	<b>Additional Project</b>	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.
	<b>Fuel Type</b>	Select the fuel type of the old vehicle proposed for improvement, or of the "Fuel Savings" project (e.g. Diesel)
	<b>Engine MY</b>	Select the engine model year of the old vehicle proposed for improvement
	<b>Annual VMT or Units of Fuel</b>	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	<b>Total GHG Emission Reductions (MTCO2e)</b>	The estimated net GHG benefits from the proposed project.
Funds Requested	<b>FY 2015-16 LCTOP Funds Requested (\$)</b>	Funds requested per State Controller's Office Eligible list for FY 2015-16
	<b>Total LCTOP Funds Requested (\$)</b>	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.
	<b>Total GGRF Funds Requested (\$)</b>	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 15<sup>th</sup> and November 15<sup>th</sup> 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.

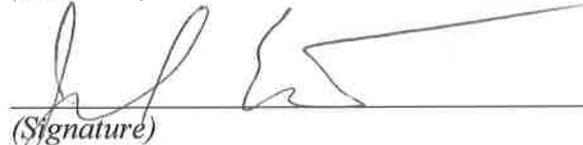
Assistant General Manager Brad Davis, OR  
(Name and Title of Authorized Agent)

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  
(Print Name)

General Manager  
(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.

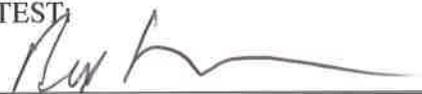
**NOW, THEREFORE, BE IT RESOLVED** by the Board of Directors of the DISTRICT that the fund recipient agrees to comply with all conditions and requirements set forth in the Certification and Assurances and the Authorized Agent documents and applicable statutes, regulations and guidelines for all LCTOP 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 15<sup>th</sup> day of December, 2015, by the following vote:

AYES:	<u>7</u>
NAYS:	<u>0</u>
ABSENT:	<u>0</u>

  
\_\_\_\_\_  
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*

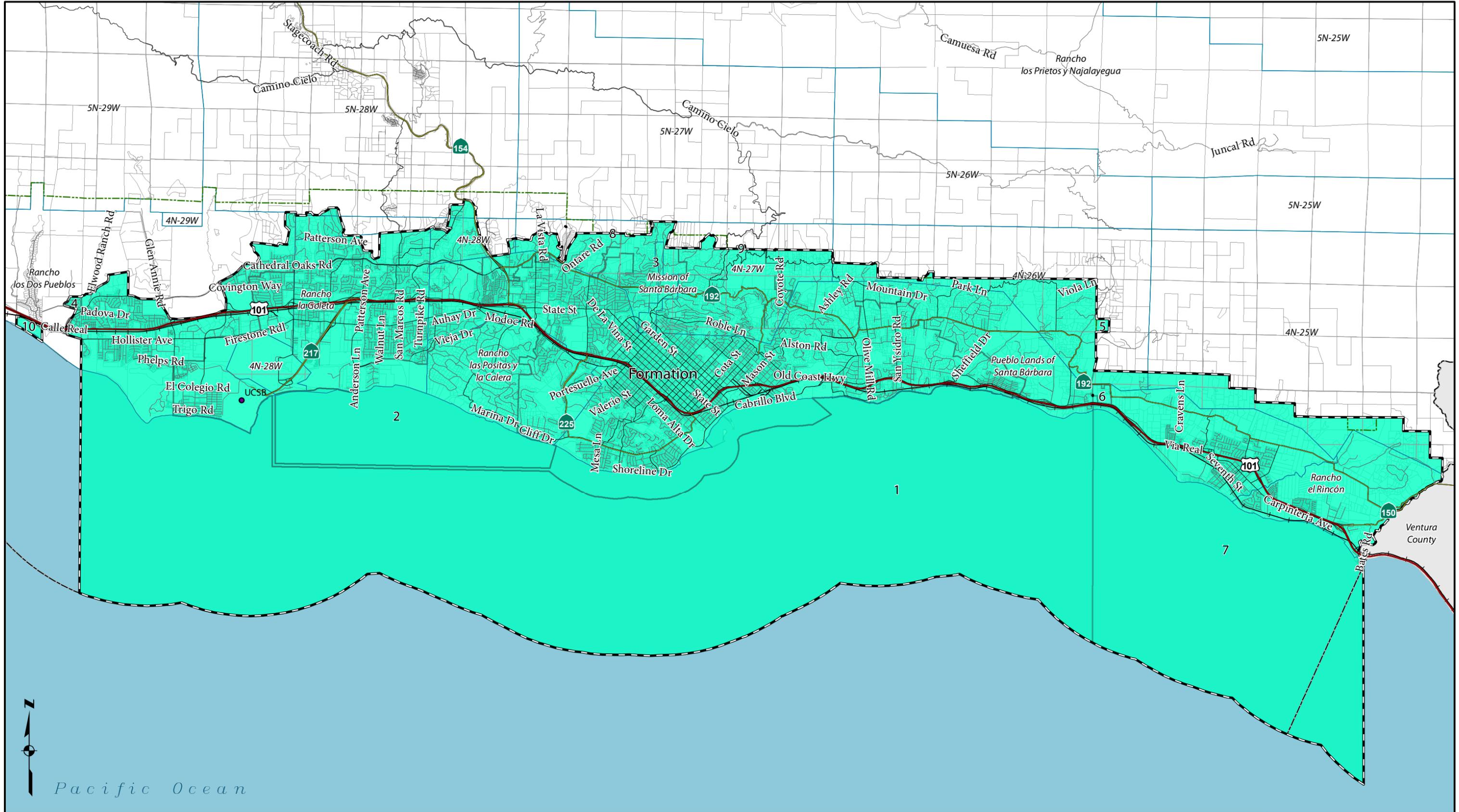
*Project Name: SBMTD Smartcard (i.e., Network/Fare Integration)*  
*Amount of LCTOP funds requested: \$121,403*  
*Short description of project: Fare card that can be used for multiple transit systems*  
*Contributing Sponsors (if applicable): Santa Barbara County Association of Governments*

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

AYES: 7  
NAYS: 0  
ABSENT: 0

  
\_\_\_\_\_  
Chair, Board of Directors

ATTEST:  
  
\_\_\_\_\_  
Secretary, Board of Directors



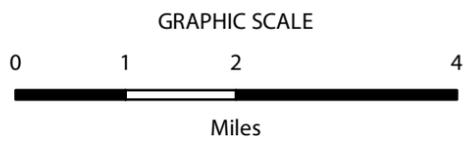
Pacific Ocean



# 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.

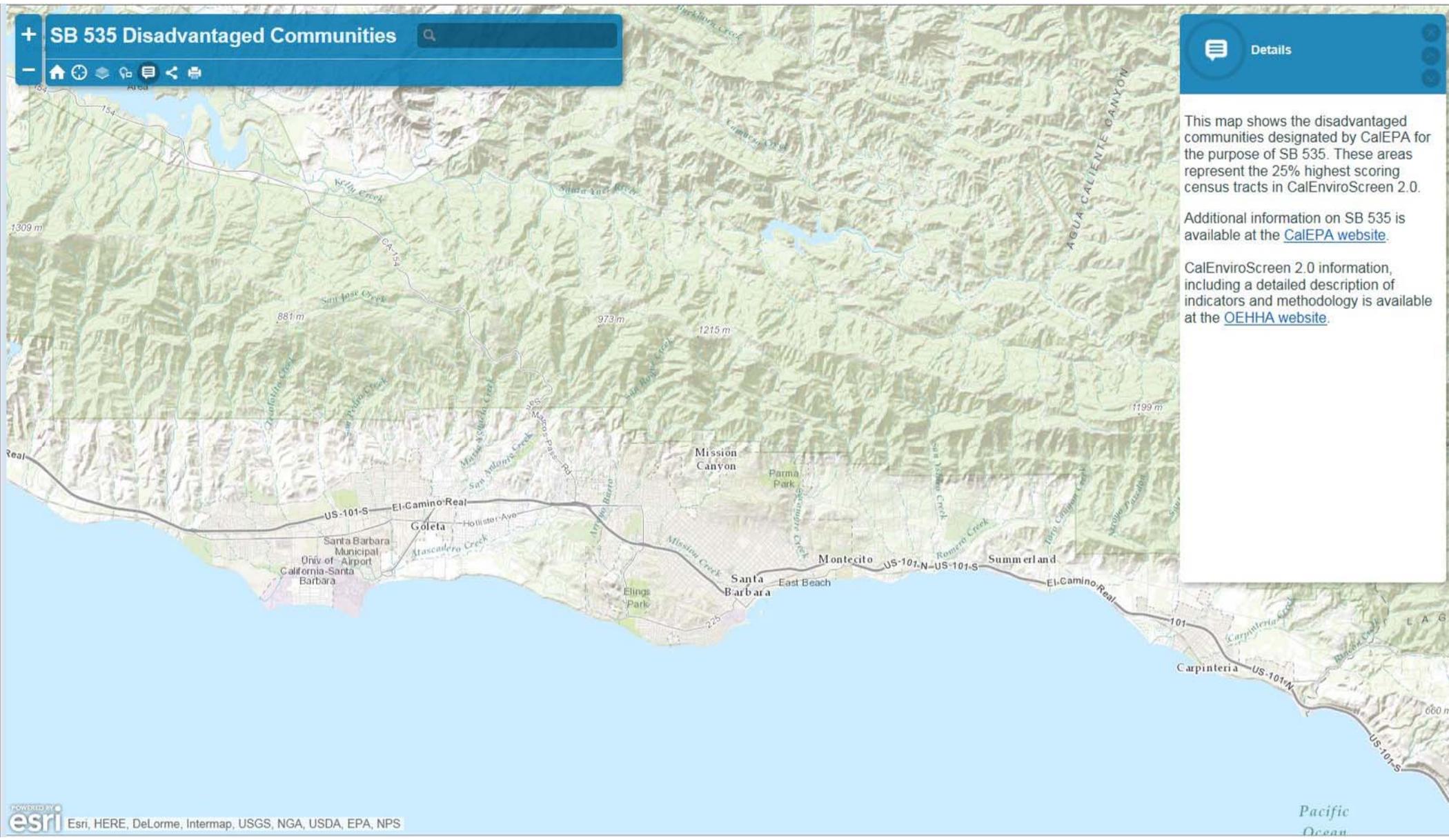


### Legend

- 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](http://www.sbmtd.gov)



Adopted by the Board of Directors  
March 17, 2015

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**TABLE 19: MTD Major Capital Improvement Program**

Project Description	Projected Cost	Status
Bus Signal Priority (State/Hollister - City of SB)	In Kind	Coordination with City of SB & SBCAG in Progress
Electric Shuttle Replacement (8 buses)	\$3,375,000	Pending FTA Grant Application
Downtown SB - Superstops Project	\$251,990	Estimated Completion: March 2015
Articulated Bus Acquisition (3)	\$2,270,775	Estimated Completion: December 2014
Radio/AVL System	\$3,227,635	Estimated Completion: June 2015
Nova Bus Replacements (17 buses)	\$2,266,475	Estimated Completion: August 2015
Security Cameras on Buses	\$508,202	Option to AVL Project - Funded
Nova Bus Replacements (11 buses)	\$5,283,058	Pending Funding Opportunity
Photovoltaic System	TBD	Project Assessment Scheduled for 2014
Transit Center Remodel/Expansion	\$550,000	Summer 2015
Fare Revenue Collection - Contactless Technology	TBD	Preliminary Project Assessment in Progress
Total (Exclusive of "TBD" Projects)	\$17,733,135	

Source: Santa Barbara Metropolitan Transit District.

# **Santa Barbara Metropolitan Transit District**

**Adopted Budget**

**Fiscal Year**

**July 1, 2015 through June 30, 2016**



Santa Barbara Metropolitan Transit District  
550 Olive Street  
Santa Barbara, CA 93101  
Phone (805) 963-3364  
Fax (805) 963-3365

Adopted: June 9, 2015

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## Projected Capital Project Funding Plan

FISCAL YEAR 2015-16

	Total Revenue	TDA-STA CY	TDA -STA PY	Measure A CY	Measure A PY	Prop 1B PTMISEA	Prop 1B TSC	Federal	Other
<b>REVENUE VEHICLE PURCHASES</b>									
40' Diesel Buses (5)	\$2,100,000		16,629		0	1,664,597		418,774	
40' Diesel Buses (3)	1,425,000		303,839		0	1,121,161		0	
60' Articulated Buses (3) (\$756,925)	0								
EV Shuttles	2,000,000		844,220	200,000				955,780	
<i>Subtotal</i>	<u>\$5,525,000</u>								
<b>REVENUE VEHICLE IMPROVEMENTS</b>									
Diesel Fleet Drivetrains	\$360,000		0	360,000	0				
EV Drivetrain/Battery Chargers etc	50,000		0	50,000	0				
Lithium Battery Project	280,000		0	280,000	0				
<i>Subtotal</i>	<u>\$690,000</u>								
<b>OFFICE FURNITURE &amp; EQUIPMENT</b>									
Office Furniture Allowance	\$25,000		25,000		0				
<i>Subtotal</i>	<u>\$25,000</u>								
<b>MANAGEMENT INFORMATION SYSTEMS</b>									
Software Programming	\$50,000		50,000		0				
PC Hardware/ Major Software Upgrades	40,000		40,000		0				
<i>Subtotal</i>	<u>\$90,000</u>								
<b>INTELLIGENT TRANSPORTATION SYSTEMS</b>									
AVL Radio System	\$2,630,000		1,073,961	46,550	453,450	582,538	473,501		
Security Cameras on Bus	650,000				384,416		265,584		
Smartcard Project	1,000,000				0	1,000,000	0		
<i>Subtotal</i>	<u>\$4,280,000</u>								
<b>SERVICE VEHICLES</b>									
Service Vehicle Replacements	\$0		0						
<i>Subtotal</i>	<u>\$0</u>								
<b>BUS STOP EQUIPMENT</b>									
Superstops	\$250,000		51,511		0			198,489	
Bus Stop Upgrades	250,000		250,000						0
<i>Subtotal</i>	<u>\$500,000</u>								
<b>FIXED FACILITIES</b>									
T1 Fixed Facilities	\$395,000	350,000	45,000						
TC Renovation Project	1,500,000	0	244,737		13,299	1,000,000		241,964	
TC Fixed Facilities	150,000		150,000						
<i>Subtotal</i>	<u>\$2,045,000</u>								
<b>FAREBOXES &amp; RADIOS</b>									
Fare Collection & Radio Allowance	\$75,000		75,000		0			0	
<i>Subtotal</i>	<u>\$75,000</u>								
<b>SHOP EQUIPMENT</b>									
Shop Equipment Allowance	\$75,000		75,000		0				
<i>Subtotal</i>	<u>\$75,000</u>								
<b>TOTAL CAPITAL PROJECTS</b>	<b>\$13,305,000</b>	<b>\$350,000</b>	<b>\$3,244,897</b>	<b>\$936,550</b>	<b>\$851,165</b>	<b>\$5,368,296</b>	<b>\$739,085</b>	<b>\$1,815,007</b>	<b>\$0</b>