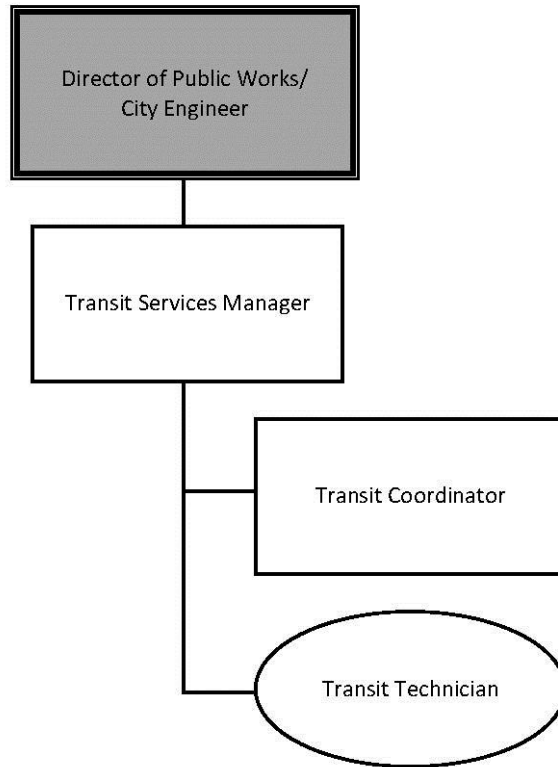
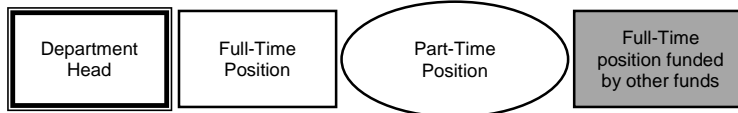


Public Transit



The above organizational chart depicts full-time and part-time employees.



PUBLIC WAYS & FACILITIES

DEPARTMENT: Public Works
DIVISION: Public Transit

PROGRAM: Public Transit Services
FUND: Transit Fund

	Actual 2014-15	Adopted 2015-16	Year-End Estimated 2015-16	Proposed 2016-17	Proposed 2017-18
<u>PROGRAM EXPENSES/REVENUES</u>					
Salaries & Benefits	\$ 301,348	\$ 345,620	\$ 306,920	\$ 361,854	\$ 375,219
Services & Supplies	3,365,610	5,551,790	3,435,660	5,406,439	5,564,550
Total Operating Cost	3,666,958	5,897,410	3,742,580	5,768,293	5,939,769
Capital	1,565,696	3,063,130	3,620,790	2,243,330	3,177,000
Debt Service					
Transfers	114,710	117,010	117,010	551,860	134,600
Total Cost	\$5,347,364	\$9,077,550	\$7,480,380	\$8,563,483	\$9,251,369

SUMMARY OF SERVICE PROGRAMS

Public Transit	\$4,858,954	\$7,661,710	\$6,994,210	\$7,510,897	\$8,157,467
Intercommunity Transit Service	488,410	1,415,840	486,170	1,052,586	1,093,902
Total Service Programs	\$5,347,364	\$9,077,550	\$7,480,380	\$8,563,483	\$9,251,369

SUMMARY OF POSITIONS

FULL-TIME

Transit Services Manager	1	1	1	1	1
Transit Coordinator	1	1	1	1	1
TOTAL	2	2	2	2	2

PART-TIME

Transit Technician	1	1	1	1	1
	1	1	1	1	1

GRAND TOTAL

	3	3	3	3	3
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PROGRAM DESCRIPTION

Santa Maria Area Transit (SMAT) system provides local and regional public transportation services, as mandated under State and Federal regulations, for the transit needs of the Santa Maria urban area.

SUBPROGRAMS AND THEIR OBJECTIVES

Local Fixed Route (General Public)

The Local Fixed Route program has the objective to provide a safe, efficient, reliable, and comfortable local transit service for the public, which includes the elderly and those with disabilities. During 2016-18, the program will continue an aggressive marketing program and the operational actions necessary to meet the basic mobility needs of the residents within the service area. The program will work to increase cost efficiency and productivity of the system by adjusting and modifying routes and schedules using service-planning strategies in an effort to meet the fare box ratio of 20 percent.

PUBLIC WAYS & FACILITIES

DEPARTMENT: Public Works
DIVISION: Public Transit

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Priorities will be to install bus stop shelters, benches, information signs at higher passenger activity areas, improve the overall bus stop system to better meet the needs of the community and maximize Federal assistance for operations and capital projects.

Americans with Disabilities Act (ADA) Service

The ADA service will continue to provide transit service to meet the needs of the elderly and persons with disabilities as required by the ADA of 1990. Provide safe, efficient, reliable, and comfortable transit service while achieving a fare box ratio of 10 percent.

Regional Transit Services

There are three regional transit services that provide safe, efficient, reliable, and comfortable regional transit services for the public, which primarily includes: commuters, students, military personnel, as well as the elderly and disabled.

The Breeze bus service is a regional transit service consisting of two routes. Both routes provide commuter-based general public transportation. Breeze Route 100 provides connecting service between Santa Maria, Vandenberg Air Force Base, and Lompoc as mandated under State and Federal regulations, for the transit needs of the northern Santa Barbara County urbanized areas.

Beginning January 14, 2013, the City implemented the Breeze Route 200 that services Solvang, Buellton, Los Alamos, and Santa Maria. The pilot program provides three round trips each weekday, Monday through Friday.

The Clean Air Express is a regional transit service, which provides commuter based general public transportation connecting the cities of Santa Maria, Buellton, Solvang, Goleta, and Santa Barbara. The service was initiated by the Santa Barbara Air Pollution Control District and continued by the Santa Barbara Association of Governments. The City operated this service in 2012-14 and now the service is operated by the City of Lompoc and is funded by local Measure A sales tax and passenger fares.

Route 10 is a regional transit service, which provides commuter-based general public transportation connecting Santa Maria, the Five-Cities area, and San Luis Obispo. The service is operated by the San Luis Obispo Regional Transit Authority and is funded by a combination of Federal and State funds, and passenger fares.

PERFORMANCE/WORKLOAD MEASURES	ACTUAL 2012-14	ESTIMATED 2014-16	PROJECTED 2016-18
DEMAND/WORKLOAD			
Fixed Route – (General)			
Passengers	1,667,659	1,638,772	1,663,884
Fixed Route – (The Breeze)			
Passengers	118,522	148,094	151,669
Fixed Route – (Clean Air Express)			
Passengers	91,061		
ADA Paratransit			
Passengers	64,070	65,185	64,363
EFFECTIVENESS/EFFICIENCIES			
Fixed Route – (General)			
Fare Box Ratio	19.66%	25.69%	25.48%
Cost Per Passenger	\$2.83	\$3.19	\$3.20
Passengers Per Service - Hour	15.82	15.60	15.86
Passengers Per Revenue - Mile	1.19	1.18	1.22
Revenue/Hours	105,433	105,052	104,881
Revenue/Miles	1,400,399	1,389,268	1,366,369
Fixed Route – (The Breeze)			
Fare Box Ratio	22.12%	33.91%	37.03%

PUBLIC WAYS & FACILITIES

DEPARTMENT: Public Works
DIVISION: Public Transit

PROGRAM: Public Transit Services
FUND: Transit Fund

PERFORMANCE/WORKLOAD MEASURES	ACTUAL 2012-14	ESTIMATED 2014-16	PROJECTED 2016-18
Cost Per Passenger	\$8.94	\$4.44	\$3.82
Passengers Per Service – Hour	12.15	13.15	13.43
Passengers Per Revenue – Mile	0.38	0.44	0.45
Revenue/Hours	309,844	337,990	337,653
Revenue/Miles			
Fixed Route – (Clean Air Express)			
Fare Box Ratio	112.04%		
Cost Per Passenger	\$4.77		
Passengers Per Service – Hour	25.32		
Passengers Per Revenue – Mile	0.57		
Revenue/Hours	3,597		
Revenue/Miles	159,901		
ADA Paratransit			
Fare Box Ratio	10.41%	11.64%	9.94%
Cost Per Passenger	\$20.82	\$16.64	\$16.44
Passengers Per Service – Hour	2.69	2.73	2.82
Passengers Per Revenue – Mile	0.19	0.18	0.20
Revenue/Hours	23,858	23,876	22,787
System Wide			
Fare Box Ratio	23.68%	24.28%	24.07%
Cost Per Passenger	\$3.89	\$3.77	\$3.70
Passengers Per Service – Hour	13.61	13.21	13.53
Passengers Per Revenue – Mile	0.88	0.88	0.93
Revenue/Hours	142,644	140,188	138,961
Revenue/Miles	2,205,668	2,099,710	2,019,996

**Note: The format of the above table has been updated to provide more precise system wide performance by service.*

GOALS AND OBJECTIVES

- Improve transit-oriented customer service by installing a transit ticketing machine at publicly accessible locations (i.e. bus yard, civic center, etc.) that will be available for bus passengers to purchase passes 24/7. Introduce re-usable smart bus passes that will improve customer convenience and on-time performance. Implement recommendations from the Short Range Transit Plan (SRTP) Update that will improve the customer convenience and improve the farebox ratio to the City's public transit system.
- Complete construction expansion of the Transit Maintenance and Operations Facility that consists of bus parking, fencing, security cameras, lighting, and an access gate.
- Continue with the bus stop improvement program to provide more amenities for waiting passengers in an effort to improve customer service and increase the community's use of public transportation.
- Introduce an intelligent transportation system to the City's public transit service to provide real-time schedule information and improve customer service.

PUBLIC WAYS & FACILITIES

DEPARTMENT: Public Works
DIVISION: Public Transit

PROGRAM: Public Transit Services
FUND: Transit Fund

NOTEWORTHY BUDGET HIGHLIGHTS

- The Transit Division will be working to add modern technology to the transit system. Some of the planned changes are 1) install automatic passenger counters on buses that will provide real-time boarding and alighting information by bus stop. This information is valuable for planning purposes; 2) provide intelligent transportation system to the City's public transit service to provide real-time schedule information and improve customer service. The transit user will be able to use their smart phone or other device to obtain the location of the transit vehicle they are waiting for and when it will arrive; 3) provide re-usable smart bus passes that will improve customer convenience and on-time performance. In the future it is planned to have these passes usable on all other local and regional transit systems. This will make the transit trip more seamless.
- The City prepared a SRTP Update in 2015 that focused on right-sizing evening services, fare increases, and days of service. The purpose of this SRTP Update is to make the City's public transportation system more efficient and cost effective. The current evening service is non-productive and is difficult to navigate. This change will reduce operating costs, provide more direct destinations and be easier for passengers to navigate.
- The SRTP Update also included a fare increase. The proposed fare increase for SMAT is the first increase in 10 years and will be brought before the City Council in the summer of 2016. The proposed fare increase for SMAT is necessary to maintain farebox ratios (i.e. SMAT and ADA Paratransit) as fuel and other operating costs will increase in the future. SMAT currently operates a full schedule on most holidays. The SRTP Update also recommends to operate weekend service on select holidays in an effort to reduce operating costs. The Transit Division conducted six outreach meetings to receive public input. Staff is preparing a recommendation to take to the City Council about the same time this budget is considered.
- During this budget cycle, the City will prepare an update to the SRTP to evaluate the operational and financial health of the City's public transit system. The scope of a SRTP Update will be narrow and will make recommendations on service changes, expansion, and other operating and capital improvements. This SRTP will also investigate possibilities for the City to be involved in the operations of the Clean Air Express and the Guadalupe Flyer.
- The improvement in the farebox ratio for all services is attributed to the renegotiation of the operations contract and capitalizing of maintenance to reduce operating costs. In that regard, the improved cost per passenger for the Breeze service is also attributed to the projected increase in passengers, and increase in fare revenues.
- The City is implementing a state-of-the-art 700 MHz trunked radio communications system from Motorola that is Project-25, Phase 2 Time Division Multiple Access, and Phase 1 Frequency Division Multiple Access compliant per FCC regulations. The system will be highly reliable and fault tolerant; meet specified requirements for performance, coverage, and backup configuration; include capacity for growth; and have a clear migration path for new emergent technologies without the need to replace major equipment elements. The 100-foot tower has been installed at 1111 West Betteravia Road and a 160-foot tower will be constructed at Los Flores Ranch and will enhance the transit-related radio and communication system as buses traverse up and down the Central Coast.

2016-18 BUDGET

CITY OF SANTA MARIA



Opened in 2011, the Santa Maria Transit Center at 400 E Boone Street, is near the downtown corridor, apartments, and Allan Hancock College.



As the City continues to grow, public transit is likely to increase in importance, and help to reduce traffic congestion.