

Date: June 24, 2009
Referred by: PAC
Revised: 07/22/09-C 10/28/09-C
11/18/09-C

ABSTRACT

Resolution No. 3900, Revised

This resolution approves the allocation of fiscal year 2009-10 Transportation Development Act Article 4, Article 4.5 and Article 8 funds to claimants in the MTC region.

This resolution was revised on July 22, 2009 to allocate additional funds to various claimants for transit operating.

This resolution was revised on October 28, 2009 to allocate additional funds to various claimants for transit operating.

This resolution was revised on November 18, 2009 to allocate \$33.7 million to various claimants for transit operating and capital purposes.

Discussion of the allocations made under this resolution is contained in the Summary Sheets and/or Executive Director Memoranda presented to the Programming and Allocations Committee on June 10, 2009, July 8, 2009, October 14, 2009 and November 4, 2009.

Date: June 24, 2009
Referred by: PAC

Re: Allocation of Fiscal Year 2009-10 Transportation Development Act Article 4, Article 4.5 and Article 8 Funds to Claimants in the MTC Region

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 3900

WHEREAS, pursuant to Government Code Section 66500 et seq., the Metropolitan Transportation Commission (“MTC”) is the regional transportation planning agency for the San Francisco Bay Area; and

WHEREAS, the Mills-Alquist-Deddeh Act (“Transportation Development Act” or “TDA”), Public Utilities Code Section 99200 et seq., makes certain retail sales tax revenues available to eligible claimants for public transportation projects and purposes; and

WHEREAS, MTC is responsible for the allocation of TDA funds to eligible claimants within the MTC region; and

WHEREAS, claimants in the MTC region have submitted claims for the allocation of fiscal year 2009-10TDA funds; and

WHEREAS, Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length, lists the amounts of and purposes for the fiscal year 2009-10allocations requested by claimants, and is from time-to-time revised; and

WHEREAS, this resolution, including the revisions to Attachment A and the sum of all allocations made under this resolution, are recorded and maintained electronically by MTC; and

WHEREAS, Attachment B to this resolution, attached hereto and incorporated herein as though set forth at length, lists the required findings MTC must make, as the case may be, pertaining to the various claimants to which funds are allocated; and

WHEREAS, the claimants to which funds are allocated under this resolution have certified that the projects and purposes listed and recorded in Attachment A are in compliance with the requirements of the California Environmental Quality Act (Public Resources Code Section 21000 et seq.), and with the State Environmental Impact Report Guidelines (14 California Code of Regulations Section 15000 et seq.); now, therefore, be it

RESOLVED, that MTC approves the findings set forth in Attachment B to this resolution; and, be it further

RESOLVED, that MTC approves the allocation of fiscal year 2009-10 TDA funds to the claimants, in the amounts, for the purposes, and subject to the conditions, as listed and recorded on Attachment A to this resolution; and, be it further

RESOLVED, that pursuant to 21 California Code of Regulations Sections 6621 and 6659, a certified copy of this resolution, along with written allocation instructions for the disbursement of TDA funds as allocated herein, shall be forwarded to the county auditor of the county in which each claimant is located.

METROPOLITAN TRANSPORTATION COMMISSION

Scott Haggerty, Chair

The above resolution was approved by the Metropolitan Transportation Commission at a regular meeting of the Commission held in Oakland, California, on June 24, 2009.

Date: June 24, 2009
Referred by: PAC

Attachment A
Resolution No. 3900
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ALLOCATION OF FISCAL YEAR 2009-10
TRANSPORTATION DEVELOPMENT ACT
ARTICLE 4, ARTICLE 4.5 AND ARTICLE 8
FUNDS TO CLAIMANTS IN THE MTC REGION

INSERT MICROSOFT EXCEL DOCUMENT

Prior to Commission approval of this resolution or a revision to this resolution, the Microsoft Excel document resides on the MTC local area network at:

J:/Section/Allstaff/Resolution/Temp-res/MTC/tmp-3900.xls

Subsequent to Commission approval, the Microsoft Excel document resides on the MTC local area network at:

J:/Section/Allstaff/Resolution/RESOLUTIONS/MTC Resolutions/RES-3900.xls

Date: June 24, 2009
Referred by: PAC
Revised: 11/18/09-C

Attachment B
Resolution No. 3900
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ALLOCATION OF FISCAL YEAR 2009-10
TRANSPORTATION DEVELOPMENT ACT
ARTICLE 4, ARTICLE 4.5 AND ARTICLE 8
FUNDS TO CLAIMANTS IN THE MTC REGION

FINDINGS

The following findings pertain, as the case may be, to claimants to which Transportation Development Act funds are allocated under this resolution.

Transportation Development Act Article 4 Funds

Public Utilities Code § 99268 et seq.

1. That each claimant has submitted, or shall have submitted prior to the disbursement of funds, copies, to MTC and to appropriate agencies, of all required State Controller's reports and fiscal audit reports prepared in accordance with Public Utilities Code §§ 99243 and 99245; and
2. That the projects and purposes for which each claimant has submitted an application for TDA Article 4 funds to MTC are in conformance with MTC's Regional Transportation Plan (21 California Code of Regulations § 6651), and with the applicable state regulations (21 California Code of Regulations § 6600 et seq.), and with the applicable MTC rules and regulations; and
3. That each claimant has submitted to MTC as part of its application for TDA Article 4 funds a budget indicating compliance with the 50% expenditure limitation of Public Utilities Code § 99268, or with the applicable fare or fares-plus-local-support recovery ratio requirement (Public Utilities Code §§ 99268.2, 99268.3, 99268.4, 99268.12, or 99270.5), as so attested to by the claimant's chief financial officer; and
4. That the sum of each claimant's total allocation of Transportation Development Act and State Transit Assistance funds does not exceed the amount that the claimant is eligible to receive, in accordance with the calculations prescribed by 21 California Code of Regulations § 6633.1, or § 6634; and

5. That pursuant to Public Utilities Code § 99233.7 funds available for purposes stated in TDA Article 4.5 can be used to better advantage by a claimant for purposes stated in Article 4 in the development of a balanced transportation system.

Transportation Development Act Article 4.5 Funds

Public Utilities Code § 99275

1. That each claimant has submitted, or shall have submitted prior to the disbursement of funds, copies, to MTC and to appropriate agencies, of all required State Controller's reports and fiscal audit reports prepared in accordance with Public Utilities Code §§ 99243 and 99245; and

2. That the projects and purposes for which each claimant has submitted an application for TDA Article 4.5 funds to MTC are in conformance with MTC's Regional Transportation Plan (21 California Code of Regulations § 6651), and with the applicable state regulations (21 California Code of Regulations § 6600 et seq.), and with the applicable MTC rules and regulations, including MTC Resolution No. 1209, Revised; and

3. That in accordance with Public Utilities Code § 99275.5(c), MTC finds that the projects and purposes for which each claimant has submitted an application for TDA Article 4.5 funds to MTC, responds to a transportation need not otherwise met in the community of the claimant; that the services of the claimant are integrated with existing transit services, as warranted; that the claimant has prepared and submitted to MTC an estimate of revenues, operating costs and patronage for the fiscal year in which TDA Article 4.5 funds are allocated; and that the claimant has submitted a budget indicating compliance with the applicable fare or fares-plus-local-match recovery ratio requirement (as set forth, respectively, in Public Utilities Code § 99268.5 or MTC Resolution No. 1209, Revised), as so attested to by the claimant's chief financial officer; and

4. That the sum of each claimant's total allocation of Transportation Development Act and State Transit Assistance funds does not exceed the amount that the claimant is eligible to receive, in accordance with the calculations prescribed by 21 California Code of Regulations § 6634; and

5. That each claimant is in compliance with Public Utilities Code §§ 99155 and 99155.5, regarding user identification cards.

Transportation Development Act Article 8 Transit Funds

Public Utilities Code §§ 99400(c), 99400(d) and 99400(e)

1. That each claimant has submitted, or shall have submitted prior to the disbursement of funds, copies, to MTC and to appropriate agencies, of all required State Controller's reports and fiscal audit reports prepared in accordance with Public Utilities Code §§ 99243 and 99245; and
2. That the projects and purposes for which each claimant has submitted an application for TDA Article 8 funds to MTC are in conformance with MTC's Regional Transportation Plan (21 California Code of Regulations § 6651), and with the applicable state regulations (21 California Code of Regulations § 6600 et seq.), and with the applicable MTC rules and regulations, including MTC Resolution No. 1209, Revised; and
3. That each claimant has submitted to MTC as part of its application for TDA Article 8 funds a budget indicating compliance the applicable fare or fares-plus-local-match recovery ratio requirement (as set forth, respectively, in Public Utilities Code §§ 99268.5, 99268.12, or MTC Resolution No. 1209, Revised), as so attested to by the claimant's chief financial officer; and
4. That the sum of each claimant's total allocation of Transportation Development Act and State Transit Assistance funds does not exceed the amount that the claimant is eligible to receive, in accordance with the calculations prescribed by 21 California Code of Regulations § 6634.
5. That for purposes of reviewing each claim for TDA Article 8 streets and roads purposes, MTC has, pursuant to Public Utilities Code § 99401.5(c), adopted a definition of "unmet transit needs" and "unmet transit needs that are reasonable to meet" and procedures and criteria for making findings of unmet transit needs that are reasonable to meet (MTC Resolution No. 2380, Revised); and
6. That the County of Solano, through the countywide coordination activities of the Solano Transportation address those needs, and has made available to MTC, Solano County's long-term transportation plan and other documentation to provide a basis for revising appropriate portions of MTC's Regional Transportation Plan.

**Metropolitan Transportation Commission
Programming and Allocations Committee**

June 10, 2009

Item Number 5a

Resolution Nos. 3900 and 3902

Subject: Allocation of Transportation Development Act (TDA) and AB 1107 funding to support transit operations and capital projects.

Background: The Committee's actions this month kick off the annual allocation process. Operators requesting Transportation Development Act (TDA) allocations this month that exceed the \$1 million delegated authority limit include AC Transit, County Connection, Golden Gate, LAVTA, Petaluma, Sonoma County Transit, Tri Delta Transit and WestCAT. AC Transit is requesting allocation of AB 1107 funds. Allocation requests less than \$1.0 million are handled separately by the Executive Director's Delegated Authority process. Total allocation requests, greater than \$1.0 million, are summarized below:

Transit Operator/Claimant	Resolution No. 3900 (TDA)	Resolution No. 3902 (AB 1107)	Total
AC Transit	\$44,967,206	\$28,031,267	\$72,998,473
County Connection	13,530,641		13,530,641
Golden Gate	13,780,368		13,780,368
LAVTA	7,035,792		7,035,792
Petaluma	1,253,100		1,253,100
Sonoma County Transit	6,783,702		6,783,702
Tri Delta Transit	7,948,521		7,948,521
WCCTA	2,058,530		2,058,530
Total	\$97,357,860	\$28,031,267	\$125,389,127

Staff will provide a detailed briefing at the July Programming and Allocations Committee meeting on the state of the economy and the economy's impact on Bay Area transit operators' finances. Staff will also recommend revisions to both the FY 2008-09 Fund Estimate and the FY 2009-10 Fund Estimate to reflect actual revenue generation during the current fiscal year and the loss of State Transit Assistance (STA) funds.

Issues: **1) Final FY 2008-09 TDA Revenues:** Based on MTC staff analysis of actual Board of Equalization sales tax payments for the last eleven months, the region, as a whole, is expected to receive about \$285 million in TDA funds during FY 2008-09, down from the original estimate of \$311 million, or a drop of 8.5%. AB 1107 funds, which are also sales-tax-based, are expected to be about \$63 million, down from the original estimate of \$68 million, a decline of 8.1%. As noted above, the final revenues and companion rescissions to address the lower revenues will be presented at the July meeting.

2) Loss of STA Funds: There are no new STA funds for FY 2009-10. This is a loss of \$54 million in STA funds over what the region will receive this fiscal year, which was already reduced by 50% from the state's original estimate of \$111 million. In addition to creating a hole in transit operating budgets region-wide, the loss of STA will have a particular impact on programs disproportionately funded by this source, such as the BART Feeder Bus Program, the Lifeline Program, TransLink® and 511. Through an agreement between BART and the affected feeder bus operators, there is a proposal to cover roughly 75% of the BART Feeder Bus Program cost for the coming year using a combination of BART General Funds (\$2.5 million) and ARRA funding for transit (\$5.9 million).

3) Transit Operator Response: The sudden drop of taxable sales revenue and the loss of STA funds have led to projected Bay Area transit operating budget deficits ranging from 8% to 30%. For FY 2009-10, transit operators are responding to the revenue loss in a variety of ways, including service cuts, fare increases and labor force reductions. AC Transit, BART, Caltrain, Golden Gate and San Francisco Muni, among large operators, have approved fare increases for FY 2009-10. Additionally, AC Transit, BART, San Francisco Muni and Santa Clara VTA are proposing service cuts while Golden Gate and SamTrans are still contemplating service cuts. Among smaller operators County Connection, LAVTA, Sonoma County Transit, Tri Delta Transit and WestCAT are considering both service cuts and fare increases. The chart below and Table A, attached, summarizes the budgets, fare increases and service cuts being proposed by transit operators seeking allocations in June.

Operator	FY 2008-09 Operating Budget	FY 2009-10 Operating Budget	% Change	Revenue Vehicle Hours % Change	Fare Increase
AC Transit	\$323,110,819	\$322,474,216	-0.2%	0.3%	Yes
County Connection	32,262,762	31,026,092	-3.8%	-15.2%	Yes
Golden Gate	98,044,478	103,917,465	6.0%	0.3%	Yes
LAVTA	15,828,728	14,300,748	-9.7%	-20.4%	Yes
Petaluma	2,023,600	2,107,650	4.2%	0.7%	No
Sonoma County Transit	13,693,555	12,628,503	-7.8%	-13.5%	Yes
Tri Delta Transit	18,541,830	17,418,600	-6.1%	-14.5%	Yes
WestCAT	8,044,200	7,696,400	-4.3%	-22.5%	No
TOTAL	511,549,972	511,569,674	0.0%	-4.4%	

4) Other Relief Measures: In addition to the above actions planned by the transit operators, the recent infusion of federal ARRA funding for transit provided some financial relief to operating budgets. Transit operators elected to direct roughly \$60 million to preventive maintenance, which will help defray operating expenses. In addition, Item 4a on your agenda today includes a proposal to set-aside \$50 million in federal capital funds that can be used by operators to address the current economic downturn.

5) TransLink® Condition: Of the operators seeking an allocation of funds this month, TransLink has been deployed on AC Transit and Golden Gate Transit. MTC staff has requested that all transit agencies submit a plan that describes the schedule and strategy to replace their existing pre-paid fare media with TransLink within two years or less of reaching the agency's revenue ready milestone, or June 30, 2010 for AC Transit and Golden Gate Transit. Given that TransLink is a key element of the region's transit coordination requirement and subject to evaluation and consideration in the allocation of TDA funds, MTC conditions the disbursement of TDA funds beyond September 30, 2009 on the submittal of the Plan, and will condition FY2010-11 allocation on implementation of the Plan.

Recommendation: Refer MTC Resolution Nos. 3900 and 3902 to the Commission for approval.

Attachments: Table A - Transit Operator Budget Summary
 MTC Resolution Nos. 3900 and 3902

Table A - Transit Operator Budget Summary

Operator	FY 2008-09 Operating Budget	FY 2009-10 Operating Budget	% Increase	Revenue Vehicle Hours % Increase	FY 2009-10 Operating Request	Allocation Request as a % of Operating Budget	Highlight of FY 2009-10 Budgets
AC Transit	\$323,110,819	\$322,474,216	-0.2%	0.3%	72,998,473	22.6%	<ul style="list-style-type: none"> AC Transit has approved a fare increase of 25 cents, raising the basic fare to \$2.00. Youth fare, senior fare and the people with disabilities fare will go up by 15 cents to become \$1 For FY 2009-10 AC's basic service levels will remain at FY 2008-09 levels. Labor costs are held at FY 2008-09 levels County Connection's Revenue Vehicle Hours will decrease by 15.2% in FY 2009-10. Adult fares were increased from \$1.75 to \$2.00 in March, 2009. Senior and Disabled fares were increased to \$1.00 in March 2009. CCCTA's routes are being realigned with new bus schedules and a new route numbering system. Weekend services will change so that both Saturday and Sunday service will operate the same. The free mid day service available to senior and disabled riders with an RTC Discount Card will be eliminated. Seniors and disabled passengers are still eligible to receive discounted fares on fixed-route buses. LINK Paratransit trips will increase to \$4.00 per trip. 38 drivers have been laid off.
County Connection	32,262,762	31,026,092	-3.8%	-15.2%	13,530,641	43.6%	<ul style="list-style-type: none"> On July 1, 2009, regional Golden Gate Transit, Ferry and regional paratransit fares will increase 5% as part of the Five-Year Transit Fare Increase Program approved in March 2006. The 5% fare increases continue annually through 2010 LAVTA increased adult fares from \$1.75 to \$2.00 on March 22, 2009. LAVTA eliminated its policy that allowed seniors to ride free Monday-Friday between 9 AM and 2 PM,
Golden Gate	98,044,478	103,917,465	6.0%	0.3%	13,780,368	13.3%	
LAVTA	15,828,728	14,300,748	-9.7%	-20.4%	7,035,792	49.2%	

Table A – Transit Operator Budget Summary
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Operator	FY 2008-09 Operating Budget	FY 2009-10 Operating Budget	% Increase	Revenue Vehicle Hours % Increase	FY 2009-10 Operating Request	Allocation Request as a % of Operating Budget	Highlight of FY 2009-10 Budgets
							and free rides for ADA cardholders on fixed route service.
Petaluma	2,023,600	2,107,650	4.2%	0.7%	1,253,100	59.5%	<ul style="list-style-type: none"> Phase I service reductions have been introduced on four routes. Phase II service reductions are also being discussed. Adult fares remain at \$1.00. Paratransit rates are \$2.00 per trip, in both directions. A small increase in Revenue Vehicle Hours is planned for FY 2009-10
Sonoma County Transit	13,693,555	12,628,503	-7.8%	-13.5%	5,662,806	44.8%	<ul style="list-style-type: none"> A 4% fare increase is planned for late June 2009. Service reductions will be implemented in June 2009 on some holiday and weekend services as well as reductions in some less used mid-day routes.
Tri Delta Transit	18,541,830	17,418,600	-6.1%	-14.5%	7,948,521	45.6%	<ul style="list-style-type: none"> Tri Delta Transit is increasing adult, senior and disabled fares by 25 cents in July. Service reductions will occur on certain runs on numerous routes. The Delta Commuter service to Martinez will be eliminated. Tri Delta will change Veteran's Day, the Day after Thanksgiving, Martin Luther King Day and Christmas Eve weekday service on to a holiday schedule.
WestCAT	8,044,200	7,696,400	-4.3%	-22.5%	2,058,530	26.7%	<ul style="list-style-type: none"> WestCAT approved a 1st tier of service cuts that went into effect at the same time the new Hercules Transit Center was opened this spring. Fares were raised in October 2008. There are no plans to raise fares with this new schedule. A second tier of service cuts will be considered in the fall.
TOTAL	511,549,972	511,569,674	0.0%	-4.4%	124,268,231	24.3%	

Table A – Transit Operator Budget Summary
Page 2 of 2

Operator	FY 2008-09 Operating Budget	FY 2009-10 Operating Budget	% Increase	Revenue Vehicle Hours % Increase	FY 2009-10 Operating Request	Allocation Request as a % of Operating Budget	Highlight of FY 2009-10 Budgets
NCTPA	10,225,288	10,746,012	5.1%	1.3%	7,229,263	67.3%	<ul style="list-style-type: none"> NCTPA has a substantial TDA reserve to help cushion the current difficult financial environment. NCTPA will offer a small service increase in FY 2009-10
SFMTA	670,027,350	648,351,635	-3.2%	0.0%	63,448,943	9.8%	<ul style="list-style-type: none"> SFMTA plans fare increases on July 1, raising the base adult fare from \$1.50 to \$2.00 Disabled, senior and youth fare will also be increased from \$0.50 to \$0.75 Adult monthly passes will be increased to \$50.00 from \$45.00. Disabled, senior and youth passes will be increased to \$15.00 from \$10.00. Service changes include discontinuing routes, eliminating segments, adjusting frequencies and modifying the structure of a number of routes.
Vallejo	26,486,563	26,447,554	-0.1%	-0.1%	7,783,332	29.4%	<ul style="list-style-type: none"> Vallejo Transit is planning no service changes in FY 2009-10. Vallejo's FY 2009-10 budget represents no change from FY 2008-09.
TOTAL	706,739,201	685,545,201	-3.0%	0.0%	78,461,538		

**Metropolitan Transportation Commission
Programming and Allocations Committee**

October 14, 2009

Item Number 2d

Resolution No. 3900, Revised

Subject: Allocation of Transportation Development Act (TDA) funds to support transit operations.

Background: This item continues the annual process for allocating TDA funds. Operators requesting Transportation Development Act (TDA) allocations this month that exceed the \$1 million delegated authority limit include Union City and the Santa Clara Valley Transportation Authority (VTA). Allocation requests less than \$1 million are handled separately by the Executive Director's Delegated Authority process. Total requests are summarized below:

Claimant	Resolution 3900	Delegated Authority	Total
Union City	2,503,190	784,717	3,287,907
VTA	67,877,497	3,563,212	71,440,709
Total	70,380,687	4,347,929	74,728,616

The loss of STA funds and the reductions in sales-tax based TDA funds continue to create a difficult operating environment for transit operators. The infusion of federal ARRA funding for transit provided some financial relief to operating budgets with roughly \$60 million put toward preventive maintenance during FY 2009-10.

Union City is requesting \$2.5 million in TDA funds to support the FY 2009-10 operating budget. Union City fares have not increased since July 2007, with the base fare being \$1.50. Union City's revenue vehicle hours will decrease 3% in FY 2009-10. VTA is requesting allocation of \$67.9 million to support their FY 2009-10 budget of \$321.4 million. The FY 2009-10 budget represents a 2% increase over FY 2008-09. However, labor and fringe expenses will increase 7%, from roughly \$205 million to \$219 million in FY 2009-10. Offsetting these increases are decreases in the purchased transportation, interest, insurance and other expense categories.

Resolution 3900 previously contained a footnote indicating that disbursement of funds to AC Transit, Golden Gate Transit and the San Francisco Muni was "conditioned upon submittal and approval of a plan that describes the schedule and strategy to replace pre-paid fare media with TransLink®." Since the plans have been submitted and approved the footnote has been removed from the Resolution.

Issues: A projection of FY 2009-10 TDA revenue, based on first quarter TDA payments from the State Board of Equalization, indicate that TDA funds are substantially below estimates contained in the adopted Fund Estimate. For the region as a whole, the first quarter projection indicates that TDA funds will come in, on average, 13% below the numbers contained in the Fund Estimate. If this trend continues, significant additional budget adjustments by the transit operators may be necessary.

Recommendation: Refer MTC Resolution Nos. 3900, Revised to the Commission for approval.

Attachments: Table A - Transit Operator Budget Summary
MTC Resolution Nos. 3900, Revised

Table A - Transit Operator Budget Summary

Operator	FY 2008-09 Operating Budget	FY 2009-10 Operating Budget	% Increase	Revenue Vehicle Hours % Increase	FY 2009-10 Operating Request	Allocation Request as a % of Operating Budget	Highlight of FY 2009-10 Budgets
Union City	3,188,083	3,642,000	14%	-3%	2,577,187	71%	<ul style="list-style-type: none"> • Union City's FY 2009-10 budget will increase from \$3.2 million to \$3.6 million, a 14% increase. • Purchased Transportation accounts for 83% of the overall budgetary increase for FY 2009-10. • Revenue Passengers are expected to increase 1% in FY 2009-10 • Revenue Vehicle Hours are budgeted to decrease 3%.
VTA	315,420,282	321,522,821	2%	1%	71,440,709	22%	<ul style="list-style-type: none"> • VTA's budget for FY 2009-10 will increase 2%, from \$315.4 million to \$321.5 million. • Labor and fringe expense will increase 7%, from \$204.9 million to \$219.6 million in FY 2009-10. • Operating budget decreases are budgeted in the purchased transportation, interest, insurance and other expense categories. • Revenue vehicle hours will increase 1%. • VTA plans a fare increase in October that will increase fare revenue by 6% for FY 2009-10. Fixed route cash fare will increase from \$1.75 to \$2 for an adult one way fare with proportional increases in the monthly and day pass prices.

**Metropolitan Transportation Commission
Programming and Allocations Committee**

November 4, 2009

Item Number 3a

Resolution No. 3900, Revised

Subject: Allocation of Transportation Development Act (TDA) funds to support transit operations and transit capital.

Background:

1) TDA Allocations

This item continues the annual process for allocating TDA funds. Operators requesting Transportation Development Act (TDA) allocations this month that exceed the \$1 million delegated authority limit include SamTrans and Fairfield. Allocation requests less than \$1 million are handled separately by the Executive Director's Delegated Authority process. Total requests are summarized below:

Claimant	Resolution 3900	Delegated Authority	Total
Fairfield	3,721,648	1,952,294	5,673,942
SamTrans	30,044,899	0	30,044,899
Total	33,766,547	1,952,294	35,718,841

SamTrans is requesting \$30.0 million in TDA funds to support their FY 2009-10 operating budget of \$120.1 million. The FY 2009-10 budget is 3% less than the FY 2008-09 budget. SamTrans plans to increase revenue vehicle hours by 1%. SamTrans has adopted a fare increase, effective February 1, 2010, that will increase base fares from \$1.75 to \$2.00.

Fairfield is requesting \$5.7 million in operating and capital assistance for FY 2009-10. Fairfield's operating budget will increase 6% in FY 2009-10 due primarily to a 9% increase in purchased transportation costs. Pursuant to the board adopted fare policy, Fairfield will base its next fare increase on changes in the Consumer Price Index, to be determined in July 2010.

2) Unmet Transit Needs Finding

Pursuant to state law, TDA Article 8 funds may be used for streets and roads purposes in counties with a population of less than 500,000, if it is determined that all unmet transit needs that are reasonable to meet within the jurisdiction of the TDA claimant have been met (PUC §99401.5 and §99401.6). MTC is responsible for making this determination in the Bay Area region, which includes annually conducting an unmet transit needs public participation process, which is controlled by policies and processes adopted in MTC Resolution No. 2380, revised.

There are four counties in the Bay Area which are subject to the unmet transit needs provisions of the Transportation Development Act: Marin, Napa, Sonoma and Solano. None of the jurisdictions in Marin, Sonoma, and Napa counties claim TDA funds for streets and roads purposes; all of these counties' funds are being used to support transit and paratransit services. Solano, therefore, is the only remaining county in the Bay Area, subject to the annual unmet transit needs process.

In accordance with MTC policy, the FY 2009-10 public participation process was conducted on December 15, 2008 in Solano County. This included a public hearing

and a thirty-day window in which written comments could be submitted. MTC staff reviewed all the issues raised at the hearing and in public comment with the Solano Transportation Authority (STA). These are summarized in Attachment A - Unmet Transit Needs Response.

Based on the responses, MTC staff recommends that there are no transit needs sufficiently substantial to require the preparation of an Unmet Transit Needs Plan and recommends that the Commission make a finding that there are no unmet transit needs that are reasonable to meet in Solano County for FY 2009-10.

Issues:

- (1) MTC staff is concerned about growing county paratransit needs as well as frequent requests by Rio Vista for regional discretionary transit funds, which suggests there are unmet needs in that jurisdiction. Therefore, staff will initiate discussions with the STA, Solano County and Rio Vista to phase out the use of TDA transit funds for streets and roads purposes beginning in FY 2010-11.
- (2) Fairfield's TDA allocation includes funds to operate the intercity routes 20 and 40 but not routes 30 and 90. The funding for routes 30 and 90 are being held pending further discussions between Fairfield and Suisun Transit (FAST) and the Solano Transportation Authority.

Recommendation: Refer MTC Resolution Nos. 3900, Revised to the Commission for approval.

Attachments: Attachment A – Unmet Transit Needs Response
MTC Resolution Nos. 3900, Revised

FY 2009-10
Attachment A – Unmet Transit Needs Response

Issue 1: Request for more stops and shelters at Peabody Road/Huntington Drive for Fairfield Rt. 2. Add shelter with seats on Air Base Parkway. Request for better connections to Vacaville, Vallejo, Benicia, and Rio Vista.

Transit Operator: Fairfield and Suisun Transit (FAST)

Use of TDA: The City of Suisun used TDA funds for streets and road in 2008-09. In FY 2009-10, the Cities of Fairfield and Suisun City will use 100% of their TDA for transit.

Response

As part of the May 2009 service improvement, new shelters, stops and new service will be added to Air Base Parkway and routes in that vicinity. Rt. 2 will be modified to provide better on-time service as well as improved frequencies to its departure from Travis AFB. The Air Base Flex route will have a dedicated shuttle with flexible access to other connection points in Fairfield.

FAST operates intercity services that provide access to outlying cities and communities. The Fairfield Transportation Center serves as a transfer hub to cities in and outside Solano County. FAST is planning on implementing an online trip planner to better facilitate connections throughout Solano County. Rio Vista provides two daily trips to the transfer center. Connections to Vacaville via Rt. 20 are provided throughout the day as well as connections to Benicia via the Rt. 40. Vallejo is served through the Benicia connection Rt. 40 and by Vallejo Transit Rt. 85. FAST intercity routes are set for service improvements in May 2009 that should provide better connection timing for all routes throughout the system. Connections will be better facilitated with implementation of new technology such as Google Transit and real time data provided to the end user.

Issue 2: Request for later service on Rt. 90, more service stopping at Suisun City, better driver training, passenger training, and customer support on Rt.90

Transit Operator: Fairfield and Suisun Transit (FAST)

Use of TDA: The City of Suisun used TDA funds for streets and road in 2008-09. In FY 2009-10, the Cities of Fairfield and Suisun City will use 100% of their TDA for transit.

Response

A recent passenger load study found that later service on Rt. 90 would not be reasonable to meet at this time as ridership would not support later service. As an alternative, in January 2009, FAST eliminated one of the afternoon runs and added an additional PM peak trip during this time when peak capacity was being reached. Service to Suisun City is provided through out the peak hour period. Suisun is also serviced by the Route 5 that provides connections to the 90 as well as other routes for the region.

FAST recently requested that the Customer Service manager make periodic trips on the Rt. 90 to speak with passengers and to become more engaged in this route. This effort should lead to better communication with both riders and drivers. Drivers and managers are undergoing periodic training in customer service and safety on a regular schedule as dictated by FAST.

Issue 3: More service from Benicia to Fairfield in the commute hours and better coordination with Rt. 90 and service to Davis and Sacramento.

Transit Operator: Fairfield and Suisun Transit (FAST)

Use of TDA: The City of Suisun used TDA funds for streets and road in 2008-09. In FY 2009-10, the Cities of Fairfield and Suisun City will use 100% of their TDA for transit.

Response

FAST currently operates the Rt. 40 that serves Benicia with 18 trips per day (weekday). The route operates only during peak commute hours. All routes connect at the Fairfield Transportation Center for connections to the Rt. 90 and Rt. 30 (Davis/Sacramento). At this time, it is not reasonable to increase service to Benicia due to low ridership. All FAST intercity routes are set for service improvements in May 2009 that should provide better connection timing for all routes throughout the system.

Issue 4: Reduce paratransit pickup window to 10 minutes from 15 minutes. Increase pickup "wait" time from 5 minutes to 7 minutes. Increase ability to schedule trips-- longer than one week in advance. Earlier ADA service in Fairfield and removal of 'standby' status for trips.

Transit Operator: Fairfield and Suisun Transit (FAST)

Use of TDA: The City of Suisun used TDA funds for streets and road in 2008-09. In FY 2009-10, the Cities of Fairfield and Suisun City will use 100% of their TDA for transit.

Response

FAST recently explored the possibility of changing the policy of the pickup/wait times for Paratransit Riders. It found that the current time provides the needed flexibility for a diverse group of riders. The ability to schedule trips only one week in advance has reduced abuse of the system. Additionally it provides the needed flexibility to both riders and the dispatchers to better plan the most efficient way to create the daily manifests. Removing of the Standby status has the potential for causing the DART/Paratransit to run inefficiently when riders cancel their scheduled ride.

Standbys are defined as those riders who call in for a ride but cannot be accommodated due to a full manifest for that day. Riders who were not able to schedule a trip due to unavailable space are asked if they would like to be placed on the standby list in the event a trip that is scheduled is cancelled and they are then moved onto that manifest. Paratransit service places approximately 10-15 standbys per week or 50-60 per month (approximately 2%). Of those put into the standby status, 80% receive trips. Approximately 2-3 standbys are scheduled daily. Having Standby status allows riders and the operations the additional flexibility to run as efficiently as possible and provide as many trips as possible. If the standby list were eliminated those who cancel their trips or miss their trip would preclude others who could not get on the list from making their trip. The vehicles would then remain idle for that period.

Issue 5: Request for return of hourly headways to Rt. 3 and increased frequency for Rt. 78. Later service on Vallejo Rt. 5 from the Vallejo Center of Solano College.
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Transit Operator: Vallejo Transit

Use of TDA: The City of Vallejo uses 100% of their TDA for transit.

Response

The service changes required to address the issue have been recently studied and determined not reasonable based on locally established standards. Since 1999, Vallejo Transit had been incurring operating deficits due to increasing operating expenses, sporadic escalations in the price of fuel, and a growing disparity between the rate of increase of rising operating expenses and transit revenues and a deferred capital program. Beginning in 2006 and continuing through 2007, a series of service adjustments and cuts and fare increases helped bring the Transportation fund within budget and with the addition of JARC/New Freedom funds made new service to SCC with Route 5 possible in the last year. Route 78 is part of the Intercity Funding Agreement in Solano County and is supported with Regional Measure 2 money. The system is currently undergoing a major restructuring of routes, but given the recent State budget cuts and elimination of the State Transit Assistance Fund, Vallejo Transit's restructuring will most likely be unable to address these unmet needs. Vallejo Transit has lost 15-16% of this funding source that is used to fund bus operations. Economic stimulus money to cover preventative maintenance expenses will fund operating deficits of the existing level of service only for the next two years. Without additional funding, in lieu of the need to fund other more heavily utilized lifeline routes (ex: Route 1 and 2), later and more frequent service is not expected to be possible on any routes.

Issue 6: Develop more stops on Columbus Parkway for Route 22 and a more direct route to Benicia.

Transit Operator: Benicia Breeze

Use of TDA: The City of Benicia uses 100% of its TDA for transit.

Response

The Benicia Breeze Route 21 serves the western-most Rose Drive Shopping Center, which is the end-point for Columbus Parkway. Route 21 is a flex route, which means that it stops wherever a passenger requests along Columbus Parkway "inside the City of Benicia boundary lines." The Benicia Breeze does not have adequate funding to expand Route 21 along Columbus Parkway that falls within the City of Vallejo boundary lines.