

# Metropolitan Transportation Commission Programming and Allocations Committee

July 12, 2006

Item Number 5b

**Resolution Nos. 3750, Revised, 3751, Revised and 3752, Revised**

**Subject:** Allocation of Transportation Development Act (TDA), State Transit Assistance (STA) and AB 1107 funding to support transit operations and capital projects.

**Background:** As reported over the last four fiscal years, the economic downturn had a profound impact on transit operations in the Bay Area. Sales tax and other operating support dropped by as much as 20 percent and transit ridership declined. The economy is on the mend – as evidenced by employment gains, stabilization and moderate recovery of sales tax revenues in most counties, and the return of Proposition 42 transportation revenues.

The Committee’s actions last month kicked off the annual allocation process with allocations to AC Transit, County Connection, Golden Gate, Napa County Transportation Planning Agency (NCTPA), Sonoma County Transit, Tri Delta Transit, Union City Transit, Vacaville and WestCAT. Operators requesting allocations this month that exceed the \$1 million delegated authority limit include BART, LAVTA, Muni, Petaluma, Vallejo and VTA. In addition to the allocations to transit operators, MTC is requesting allocation of \$10 million in STA funds from BART pursuant to the early repayment provisions of the \$60 million BART to San Francisco Airport project loan extension agreement. The total allocation request detailed in the table below is \$128 million for TDA, \$58 million for STA and \$32 million for AB 1107.

Claimant	Resolution No. 3750 (TDA)	Resolution No. 3701 (STA)	Resolution No. 3752 (AB 1107)	Total
BART		11,181,541		11,181,541
LAVTA	7,287,247			7,287,247
MUNI	39,171,737	21,976,161	32,110,000	93,257,898
MTC		15,400,000		15,400,000
Petaluma	2,559,608			2,559,608
Vallejo	4,626,240			4,626,240
VTA	74,790,249	9,430,410		84,220,659
<b>TOTAL</b>	<b>128,435,081</b>	<b>57,988,112</b>	<b>32,110,000</b>	<b>218,533,193</b>

- Issues:**
- (1) MTC has shown considerable flexibility in its transit capital programming policies to help relieve the pressure on transit operating budgets. In FY 2006-07, operators are relying on roughly \$66 million in Federal Transit Administration (FTA) formula capital funds to fund preventive maintenance costs normally charged to operating budgets. The Commission approved a preventive maintenance policy in March 2005 that allowed operators to request preventive maintenance funding twice over a 12-year period, within some limited parameters. Several operators, including VTA and AC Transit, are exercising this option in FY 2006-07, for a total of \$49 million. In addition, 10 percent of FTA Section 5307 funds are set aside for flexible programming to operator priorities, and operators are using another \$17 million of their flexible set-aside funds for preventive maintenance in FY 2006-07.
  - (2) The majority of transit operators’ budgets are growing faster than the Revenue Vehicle Hours (RVH) of service they provide. This trend is likely the result of continued high fuel cost and other expense items such as rising labor costs. It is worth noting that several operators have double-digit growth in operating budget

percentage as compared to last year while having minor to no service expansions as measure by RVH. These operators include: WestCAT, Vacaville, LAVTA, Muni, Petaluma and VTA. Of the transit operators with allocation requests in June and July 2006, fare increases are currently anticipated at County Connection, Golden Gate Transit, Tri Delta Transit and Vallejo.

- (3) In the last two performance cycles – each cycle is three years – a finding has been made that Vallejo Transit prepare a federally approved cost allocation plan, but it is not yet complete. The City of Vallejo has committed to completing the plan for submittal to the federal agency by December 2006; therefore, staff recommends that the FY 2006-07 allocation be conditioned upon satisfactory completion of this milestone. Specifically, staff will recommend disbursement of the second half of the fiscal year funds (January-June 2007) only after the city has completed the cost allocation submittal.

**Recommendation:** Refer MTC Resolution Nos. 3750, Revised, 3751, Revised and 3752, Revised to the Commission for approval.

**Attachments:** MTC Resolution Nos. 3750, Revised, 3751, Revised and 3752, Revised



METROPOLITAN  
TRANSPORTATION  
COMMISSION

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## *Memorandum*

TO: Programming and Allocations Committee

DATE: July 12, 2006

FR: Executive Director

W.I.:

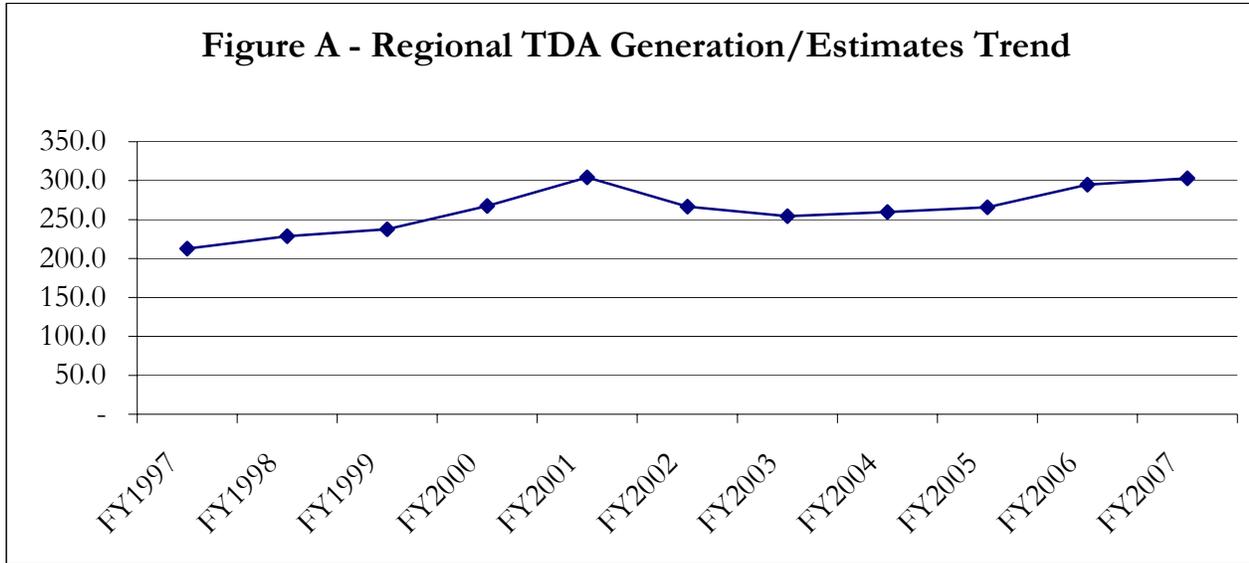
RE: FY 2006-07 Allocation Process and Report on the Transit Operator Financial Status;  
Resolution Nos. 3750, Revised (TDA), 3751, Revised (STA), and 3752, Revised (AB 1107)

This memorandum continues the FY 2006-07 allocation process for Transportation Development Act (TDA), State Transit Assistance (STA), and AB 1107 funds. Taken together, at roughly \$550 million based on the original February 2006 estimates these funds are a significant source of operating revenues for the region's transit operators. With the proposed augmentation to STA as part of the state budget, the total is slated to grow by \$120 million to \$670 million.

### **Economic Backdrop**

As has been reported over the last several fiscal years, the economic downturn that started in FY 2001-02 had a profound impact on transit operations in the Bay Area. Sales tax and other operating support dropped by as much as 20 percent between FY 2000-01 and FY 2002-03. While there have been several bright spots recently – from a slow recovery of sales tax revenues in most counties to a proposed augmentation in transit subsidy provided by the state, the economic pounding of the last few years is still affecting the financial health of some operators. A review of the regional trends suggest that there has been a lag in service adjustments to compensate for the decreasing ridership and sales tax revenues brought about by the recession. In addition, there has been a continued increase in wage and fringe benefit costs, such as pension and medical insurance premiums. This has resulted in many transit operators confronting continued budget shortfalls because of the mismatch between their escalating expenses and their recovering revenue base.

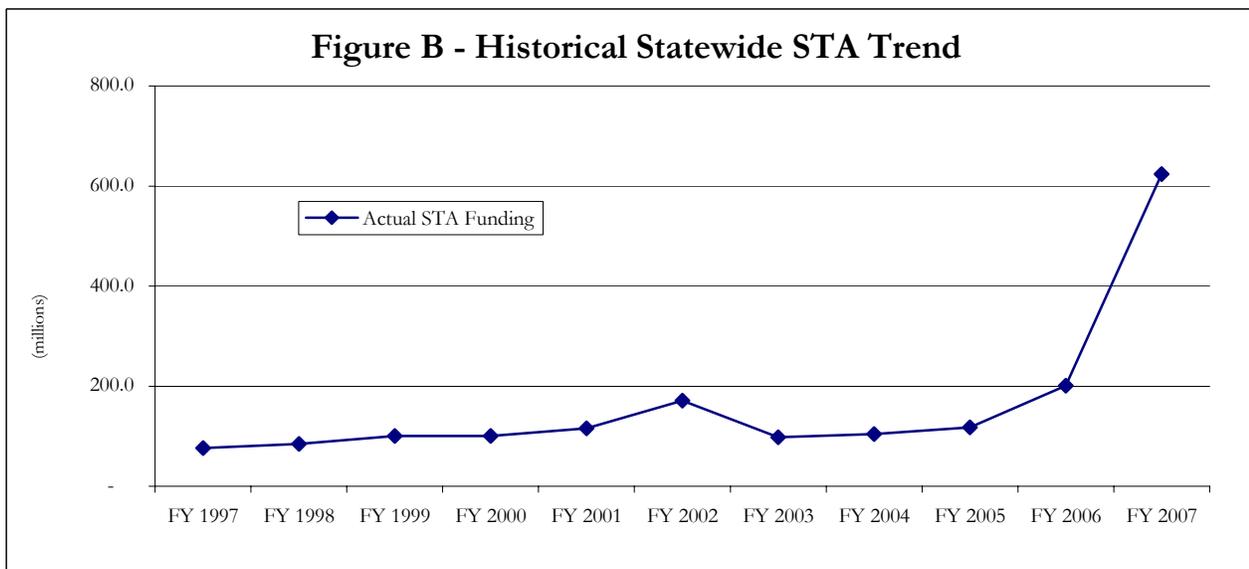
Figure A tracks the Transportation Development Act (TDA) revenues over the past eleven years, illustrating the precipitous drop in sales tax that occurred in FY 2001-02 and the recent increases that are projected to have the levels return to peak FY 2000-01 generations. As a reminder, TDA is a quarter-cent sales tax levied statewide that is directed to transportation. In the Bay Area, transit operators are reliant on TDA and other sales tax-based revenues for roughly 40% of their operating revenues.



### State Transit Assistance Funds

The adopted state budget provides transit operators in the Bay Area with almost three times the State Transit Assistance (STA) funding level they received in last year’s budget (see Figure B). Specifically, the budget provides \$624 million for STA Statewide in FY 2006-07 up from \$201 million in FY 2005-06. Most of this increase is due to an infusion of \$248 million in unanticipated “spillover” funds that resulted from record-level gasoline prices. The Proposition 42 loan repayment is also significant at \$104 million. Note that the spillover funds and the Proposition 42 loan repayment funds, a total of \$352 million of the statewide STA total of \$624 million, are potentially one-time funds that cannot be relied on to sustain ongoing transit operations.

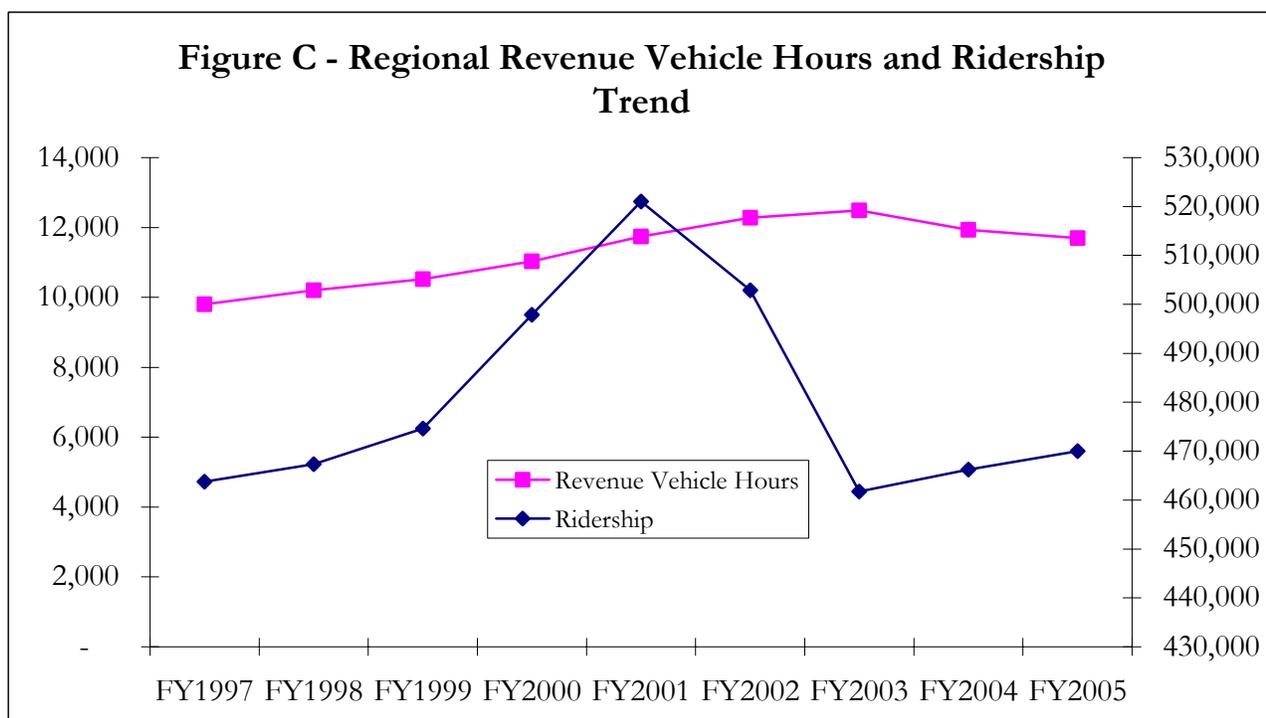
The STA funding increase is also attributable to higher diesel prices and an early repayment of Proposition 42 funds that were suspended in FY 2004-05. Based on the most recent information from the State Controller’s Office, we estimate that the Bay Area will receive \$220 million in STA funding, including \$160 million to be distributed directly to transit operators by revenue formula, and \$60 million to be distributed according to MTC’s policy for the population-based funds.



**Discussion of Transit Operator Financial Health and Key Issue Areas**

While sales tax based revenues are on the upswing, recovery has been slow. In addition, slumping ridership has depressed fare revenue at a time when transit properties are coping with increasing costs to provide the service.

Service Level Versus Ridership Trends: Figure C illustrates that the peak ridership for the largest operators in the Bay Area occurred in FY 2001 while transit service on the street (expressed as revenue hours) continued to climb during the recession until FY 2003 before service contraction was implemented to bring costs back in line with revenues. This mismatch in service levels, a cost driver, and ridership, a revenue factor, is a likely contributor to continued operating shortfalls among some of the large agencies despite gains in subsidy revenues.



*(Note: Information only available through FY2005. The following operators are included in the analysis: AC Transit, BART, Caltrain, GGBHTD, Muni, SamTrans, VTA, Vallejo, ECCTA, LAVTA, WestCAT, and CCCTA)*

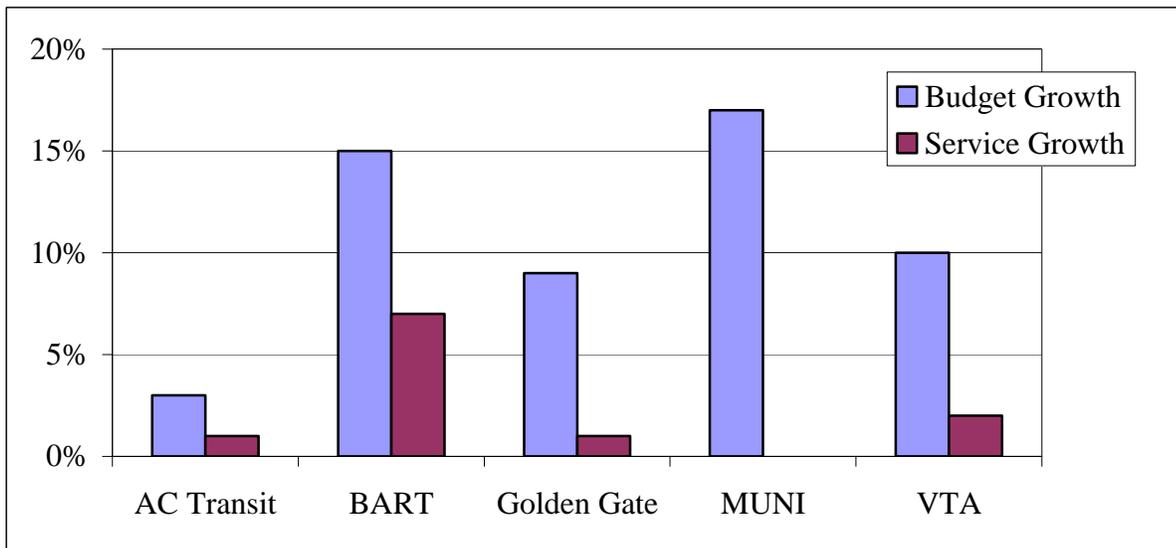
**Key Issues**

Table A attached to this memo summarizes information on transit operator budgets for those operators requesting operating assistance from MTC in both June and July 2006. In particular, the change in the operating budgets between FY 2005-06 and FY 2006-07 is highlighted. The allocation request for July is \$237 million. Of this amount \$219 million will be allocated via Commission Resolutions and \$8 million via Delegated Authority. This request for MTC-administered operating assistance represents different percentages of each operator’s budget – from a low of 2% for BART to a high of 80% for Vacaville. For the July claimants, these dollars comprise 14% of the revenue necessary for their FY 2006-07 operating budgets.

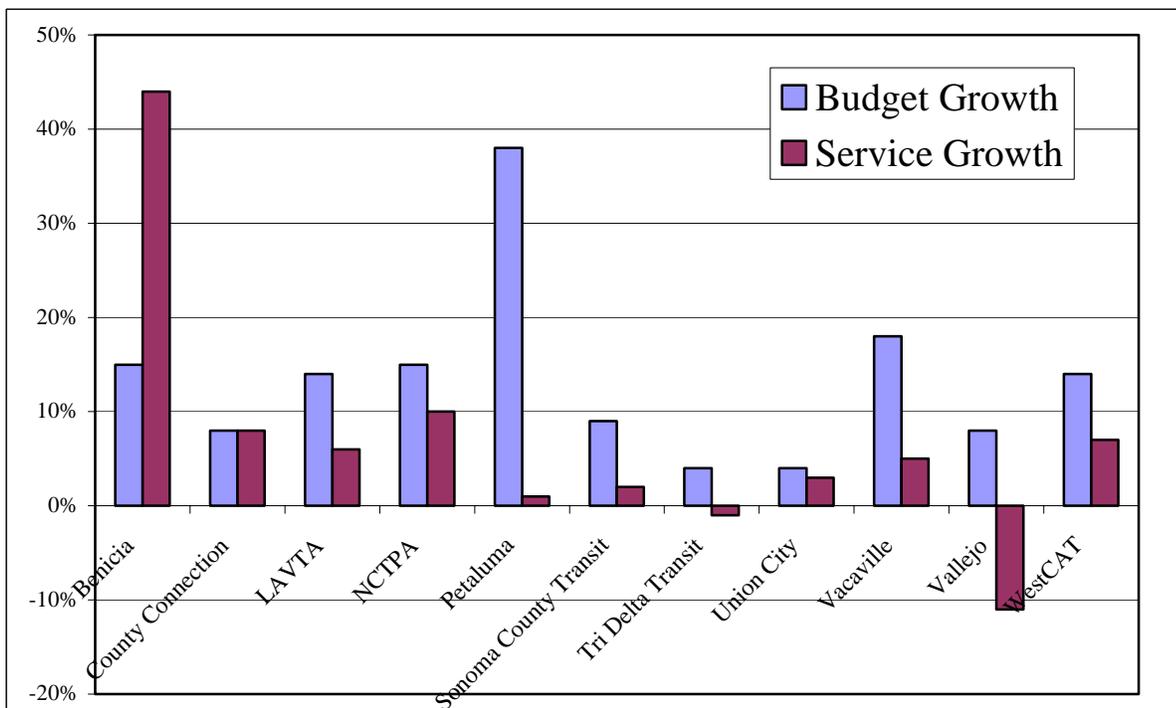
This year, a new column was added to Table A, Revenue Vehicle Hours (RVH) Percent Change, to allow a comparison with Operating Budget Percent Change. The majority of transit operators’ Operating Budget Percent Change exceeds their RVH Percent Change. This trend is likely the result

of continued high fuel cost and other expense items such as rising labor costs. It is worth noting that several operators have double-digit growth in operating budget percentage as compared to last year while having minor to no service expansions as measure by RVH. These operators include: WestCAT, Vacaville, LAVTA, Muni, Petaluma and VTA. The charts below graphically illustrate budget growth compared to service growth (measured in terms of revenue vehicle hours) for both larger and smaller operators. Of the transit operators with allocation requests in June and July 2006, fare increases are currently anticipated at County Connection, Golden Gate Transit, Tri Delta Transit and Vallejo. Staff will provide similar assessments throughout the year as part of each operator's request to MTC for operating assistance.

**Larger Operators' Budget Growth Compared to Service Growth (Revenue Vehicle Hours)**



**Smaller Operators' Budget Growth Compared to Service Growth (Revenue Vehicle Hours)**



### **MTC Response to Operator Challenges**

MTC has shown considerable flexibility in its transit capital programming policies to help relieve the pressure on transit operating budgets as operators emerge from the effects of the recent economic downturn. In FY 2006-07, operators are relying on roughly \$66 million in Federal Transit Administration (FTA) formula funds, normally reserved for capital replacement, to fund preventive maintenance costs normally charged to operating budgets. The Commission approved a preventive maintenance policy in March of 2005 as part of the FTA formula funding policy that allowed operators to request preventive maintenance funding twice over a 12-year period, within some limited parameters. Several operators, including VTA and AC Transit, are exercising this option in FY 2006-07, for a total of \$49 million. In addition, 10 percent of FTA Section 5307 funds are set aside for flexible programming to operator priorities, and operators are using another \$17 million of their flexible set-aside funds for preventive maintenance in FY 2006-07.

### **Conditional Allocation for Vallejo Transit**

In the last two performance cycles – each cycle is three years – a finding has been made that Vallejo Transit prepare a federally approved cost allocation plan, but it is not yet complete. The City of Vallejo has committed to completing the plan for submittal to the federal agency by December 2006; therefore, staff recommends that the FY 2006-07 allocation be conditioned upon satisfactory completion of this milestone. Specifically, staff will recommend disbursement of the second half of the fiscal year funds (January-June 2007) only after the city has completed the cost allocation submittal.

### **Summary of FY 2006-07 Allocations – July 2006**

Operators requesting allocation this month that exceed the \$1 million delegated authority limit include: 1) BART; 2) LAVTA; 3) Muni; 4) Petaluma; 5) Vallejo; and 6) VTA. The total recommended allocations – both operating and capital – are \$128 million for TDA, \$59 million for STA and \$32 million for AB 1107. Attachment A to MTC Resolution Nos. 3750, 3751 and 3752 and the chart below provides detail on the proposed allocations. The difference between the requested operating allocations in Table A and the recommendation in the chart below reflects the fact that some allocations have been delegated for executive director approval.

To take advantage of the extensive Spare-the-Air coordination and promotional efforts undertaken by MTC, the Air District and the transit operators and to encourage greater transit ridership and better air quality, \$5.4 million in STA Population-Based funds is being allocated to MTC to extend the promotion to include up to three additional days of free transit on Spare-the-Air days.

In addition to the allocations to transit operators, an allocation of \$10 million in BART's STA Revenue-based funds will be made as an early principal payment on the \$60 million BART to San Francisco Airport Project loan pursuant to the recently approved loan repayment plan.

<b>Claimant</b>	<b>Resolution No. 3750 (TDA)</b>	<b>Resolution No. 3701 (STA)</b>	<b>Resolution No. 3752 (AB 1107)</b>	<b>Total</b>
BART		11,181,541		11,181,541
LAVTA	7,287,247			7,287,247
MUNI	39,171,737	21,976,161	32,110,000	93,257,898
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<b>TOTAL</b>	<b>128,435,081</b>	<b>57,988,112</b>	<b>32,110,000</b>	<b>218,533,193</b>

**Recommendation**

Staff recommends that the Programming and Allocations Committee forward MTC Resolution Nos. 3750, Revised, 3751, Revised and 3752, Revised to the Commission for approval.

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Steve Heminger

Attachment: Table A  
SH:AB/BB

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**Table A – June Allocations**

<b>Transit Operator</b>	<b>FY 2005-06 Operating Budget</b>	<b>FY 2006-07 Operating Budget</b>	<b>% Change</b>	<b>Revenue Vehicle Hour % Change</b>	<b>FY 2006-07 Operating Request</b>	<b>Allocation Request as a % of Operating Budget</b>	<b>Highlights of FY 2006-07 Budgets</b>
AC Transit	265,459,450	274,194,134	3%	1%	102,532,260	37%	<ul style="list-style-type: none"> <li>- Projected ridership for FY 06-07 is 65.7 million, which is a half percent above the prior year, but still below the FY 00-01 peak of 71.5 million.</li> <li>-Projected fixed route farebox ratio is 19.6%; however, AC Transit qualifies for TDA under the 50% expenditure limitation.</li> <li>-Service cuts totaling 12% were made in FY's 03-04 &amp; 04-05; 1% has been added since then.</li> </ul>
County Connection	27,748,986	29,871,557	8%	8%	19,844,814	66%	<ul style="list-style-type: none"> <li>-County Connection will provide 7,000 additional revenue vehicle hours in FY 2006-07 due to a full year of new Express and Nite Owl service.</li> <li>-Paratransit hours will increase 3% with the addition of 2,400 hours of service.</li> <li>-Fare revenue is anticipated to increase due to a February fare increase and the additional service being offered.</li> </ul>
Golden Gate	80,503,648	87,646,008	9%	1%	18,367,991	21%	<ul style="list-style-type: none"> <li>-Golden Gate's budget anticipates a 5% fare increase on July 1, 2006.</li> <li>-The FY 2006-07 budget contains a negotiated 2% pay increase for bus operators.</li> <li>-Golden Gate will use \$17 million in reserves to balance the overall District budget.</li> </ul>
NCTPA	7,611,624	8,777,500	15%	10%	5,987,121	68%	<ul style="list-style-type: none"> <li>- NCTPA acts as an umbrella organization, claiming funds for 9 different services in Napa County.</li> <li>-The VINE will add an additional 8,000 hours of service in FY 2006-07 to increase service between Calistoga and the Vallejo Baylink Ferry, primarily funded by RM2.</li> <li>-Paratransit and community service transit hours will increase 3%.</li> </ul>

**Table A – June Allocations**

<b>Transit Operator</b>	<b>FY 2005-06 Operating Budget</b>	<b>FY 2006-07 Operating Budget</b>	<b>% Change</b>	<b>Revenue Vehicle Hour % Change</b>	<b>FY 2006-07 Operating Request</b>	<b>Allocation Request as a % of Operating Budget</b>	<b>Highlights of FY 2006-07 Budgets</b>
Sonoma County Transit	11,266,731	12,336,367	9%	2%	8,235,741	67%	<ul style="list-style-type: none"> <li>-Sonoma County Transit (SCT) is requesting approximately \$1.2 million for capital projects including a transfer facility, facility and vehicle improvements and replacement vehicles.</li> <li>-SCT will use approximately \$931,000 of Sonoma County’s newly passed Measure M funds in FY 2006-07 to fund both transit and paratransit operations.</li> <li>-SCT will use \$844,867 in federal funds to support FY 2006-07 operations.</li> </ul>
Tri Delta Transit	15,740,382	16,399,000	4%	(1)%	11,646,828	71%	<ul style="list-style-type: none"> <li>-Tri Delta is requesting \$542,000 for capital projects including local match for vehicle replacement and bus catalyst devices and security equipment.</li> <li>-Purchased Transportation is increasing 11% in FY 2006-07; this is the largest dollar increase (\$820,000) in Tri Delta Transit’s budget.</li> <li>-Tri Delta is planning a fare increase in December 2006, raising base fare from \$1.00 to \$1.25.</li> </ul>
Union City	3,071,898	3,194,345	4%	3%	2,109,983	66%	<ul style="list-style-type: none"> <li>-Union City Transit offers transit and paratransit service within Union City and contributes to AC Transit and the Dumbarton services.</li> <li>-Union City Transit’s paratransit service will increase 13% in FY 2006-07 due to increased evening service hours.</li> </ul>

**Table A – June Allocations**

<b>Transit Operator</b>	<b>FY 2005-06 Operating Budget</b>	<b>FY 2006-07 Operating Budget</b>	<b>% Change</b>	<b>Revenue Vehicle Hour % Change</b>	<b>FY 2006-07 Operating Request</b>	<b>Allocation Request as a % of Operating Budget</b>	<b>Highlights of FY 2006-07 Budgets</b>
Vacaville	2,250,614	2,664,387	18%	5%	2,181,443	82%	-Vacaville City Coach is requesting \$647,000 in capital allocations for facility and vehicle upgrades and bus shelter and amenity improvements. -Operating cost increases are primarily for fuel and increased maintenance costs. -Vacaville will increase service by hours 7% in FY 2006-07.
WestCAT	6,850,200	7,829,800	14%	7%	4,866,510	62%	-WestCAT's purchased transportation costs have increased, anticipating a new operations and maintenance contract. -Service hour increases reflect full-year costs for the Lynx transbay service and service to Contra Costa College.
Total	420,023,651	442,819,404	5%	na	175,772,691	40%	

**Table A – July Allocations**

<b>Transit Operator</b>	<b>FY 2005-06 Operating Budget</b>	<b>FY 2006-07 Operating Budget</b>	<b>% Change</b>	<b>Revenue Vehicle Hour % Change</b>	<b>FY 2006-07 Operating Request</b>	<b>Allocation Request as a % of Operating Budget</b>	<b>Highlights of FY 2006-07 Budgets</b>
BART	424,568,997	486,435,351	15%	7%	11,181,541	2%	<ul style="list-style-type: none"> <li>-Over the last five years, BART has had a power contract that locked in favorable power rates. Because that contract has now expired, BART's power costs for FY 2006-07 are increasing 79% over to \$40 million.</li> <li>-Other large cost increases include 3% for Labor (from \$315 million to \$326 million) and 15% for Other Non-Labor (from \$67 million to \$77 million).</li> </ul>
Benicia	1,101,015	1,267,620	15%	44%	1,009,080	80%	<ul style="list-style-type: none"> <li>-Benicia's TDA requests are below the \$1 million threshold and are being processed via Delegated Authority.</li> <li>-Benicia is increasing base fares from \$1.00 to \$1.50 on July 1, 2006.</li> <li>-Benicia's revenue vehicle hour increase is due to a switch from purely dial-a-ride service to a combination dial-a-ride/route deviation service.</li> </ul>
LAVTA	11,134,873	12,710,055	14%	6%	8,660,502	68%	<ul style="list-style-type: none"> <li>-LAVTA's fuel costs are 21% higher in FY 2006-07 than in FY 2005-06.</li> <li>-Purchased Transportation, the largest LAVTA expense item, is increasing by 6% due to both inflation and increased service.</li> </ul>
MUNI	513,043,049	598,339,009	17%	0%	93,932,700	16%	<ul style="list-style-type: none"> <li>-Using between 5.5 and 6.0 million gallons of fuel annually, Muni will budget 6 million gallons of fuel at \$2.44 per gallon for a cost increase of \$4.5 million.</li> <li>-Muni has included six-months of funding for the new, 5.4 mile Third Street Light Rail line in the FY 2006-07 budget. The new service will be offset by changes in local bus service along the corridor, resulting in no net change to revenue vehicle hours.</li> </ul>

**Table A – July Allocations**

<b>Transit Operator</b>	<b>FY 2005-06 Operating Budget</b>	<b>FY 2006-07 Operating Budget</b>	<b>% Change</b>	<b>Revenue Vehicle Hour % Change</b>	<b>FY 2006-07 Operating Request</b>	<b>Allocation Request as a % of Operating Budget</b>	<b>Highlights of FY 2006-07 Budgets</b>
Petaluma	1,379,500	1,903,250	38%	1%	1,411,943	74%	-Budget increases in the FY 2006-07 year are primarily related to substantially higher wages being paid to attract and keep drivers. Petaluma's contractor will increase the hourly rate from \$8.25 to \$12.00 per hour.
Vallejo	24,144,235	26,009,249	8%	-11%	7,100,024	27%	-Vallejo revenue vehicle hours will decrease due to the transfer of two routes to other providers. -Expenses will continue to rise, primarily to higher fuel costs. -Vallejo is considering a fare increase to bolster revenue.
VTA	334,761,552	368,112,545	10%	2%	85,153,545	23%	-VTA's budget will increase by 10% in FY 2006-07 and will support a modest 2% increase in revenue vehicle hours. -Local sales taxes are anticipated to grow by 5% in FY 2006-07. -VTA estimates a 3% increase in paratransit costs matched by a 2% increase in ridership.
Total	1,310,133,221	1,494,777,079	14%	na	198,449,335	13%	

Date: June 28, 2006  
Referred by: PAC  
Revised: 07/26/06-C

### ABSTRACT

#### Resolution No. 3750, Revised

This resolution approves the allocation of fiscal year 2006-07 Transportation Development Act Article 4, Article 4.5 and Article 8 funds to claimants in the MTC region.

This resolution was revised on July 26, 2006 to allocate additional funds to claimants in the MTC region.

Discussion of the allocations made under this resolution are contained in the MTC Operator Summaries and/or Executive Director Memoranda presented to the Programming and Allocations Committee on June 14, 2006 and July 12, 2006.

ALLOCATION OF TRANSPORTATION DEVELOPMENT ACT ARTICLE 4, 4.5 and 8 FUNDS  
 DURING FISCAL YEAR 2006-07

Claimant	Project Description	Allocation Amount	Alloc. Code	Approval Date	Apportionment Area/Footnotes
<b>5801 - 99233.7, 99275 Comm Transit Serv- Operating</b>					
AC Transit	Community Transit	3,004,355	01	06/28/06	AC Transit Alameda
	<b>Subtotal</b>	<b>3,004,355</b>			
<b>5802 - 99260A Transit - Operations</b>					
AC Transit	Transit Operations	38,022,606	02	06/28/06	AC Transit Alameda D1
AC Transit	Transit Operations	9,780,793	03	06/28/06	AC Transit Alameda D2
AC Transit	Transit Operations	5,998,440	04	06/28/06	AC Transit Contra Costa
County Connection	Transit Operations	16,352,875	05	06/28/06	CCCTA
Golden Gate	Transit Operations	10,544,577	06	06/28/06	Golden Gate
Golden Gate	Transit Operations	4,446,428	07	06/28/06	Sonoma County
NCTPA	Transit Operations	2,940,212	08	06/28/06	NCTPA
Sonoma County Transit	Transit Operations	6,027,236	09	06/28/06	Sonoma County Transit
Tri Delta Transit	Transit Operations	8,384,958	10	06/28/06	ECCTA
Union City	Transit Operations	1,620,829	11	06/28/06	Union City
WestCAT	Transit Operations	2,304,880	12	06/28/06	WCCTA
LAVTA	Transit Operations	7,287,247	16	07/26/06	LAVTA
Muni	Transit Operations	1,959,306	17	07/26/06	Muni (1)
Muni	Transit Operations	37,212,431	17	07/26/06	Muni
Vallejo	Transit Operations	4,626,240	18	07/26/06	Vallejo (2)
VTA	Transit Operations	71,050,737	19	07/26/06	VTA
VTA	Transit Operations	3,739,512	19	07/26/06	VTA (1)
	<b>Subtotal</b>	<b>232,299,307</b>			
<b>5803 - 99260A Transit - Capital</b>					
NCTPA	Vehicle Replacement	2,155,000	13	06/28/06	NCTPA
Petaluma	Vehicle Repl & Misc.	1,346,000	20	07/26/06	Petaluma
	<b>Subtotal</b>	<b>3,501,000</b>			
<b>5807 - 99400C General Public - Operating</b>					
NCTPA	Transit Operations	1,633,298	14	06/28/06	NCTPA
Vacaville	Transit Operations	2,181,443	15	06/28/06	Vacaville
Petaluma	Transit Operations	1,213,608	21	07/26/06	Petaluma
	<b>Subtotal</b>	<b>5,028,349</b>			
<b>TOTAL</b>		<b>243,833,011</b>			

**Footnotes:**

- (1) MTC finds that these Article 4.5 funds can be used to better advantage for Article 4 purposes.
- (2) Disbursement is limited to one-half of the total allocation (\$2,313,120) pending submittal of the cost-allocation plan.

Date: June 28, 2006  
Referred by: PAC  
Revised: 07/26/06-C

## ABSTRACT

### Resolution No. 3751, Revised

This resolution approves the allocation of fiscal year 2006-07 State Transit Assistance funds to claimants in the MTC region.

This resolution was revised on July 26, 2006 to allocate additional funds to claimants in the MTC region.

Discussion of the allocations made under this resolution are contained in the MTC Operator Summaries and/or Executive Director Memoranda presented to the Programming and Allocations Committee on June 14, 2006 and July 12, 2006.

Date: June 28, 2006  
 Referred by: PAC  
 Revised: 07/26/06

Attachment A  
 MTC Resolution No. 3751, Revised  
 Page 1 of 1

ALLOCATION OF STATE TRANSIT ASSISTANCE FUNDS  
 DURING FISCAL YEAR 2006-07

Claimant	Project Description	Allocation Amount	Alloc. Code	Approval Date	Apportionment Area
<b>5820 - 6730A Operating Costs - Revenue-based</b>					
AC Transit	Transit Operating	6,991,064	01	06/28/06	AC Transit
AC Transit	Transit Operating	4,595,816	02	06/28/06	BART
Golden Gate	Transit Operating	2,618,777	03	06/28/06	Golden Gate
Tri Delta Transit	Transit Operating	1,871,698	04	06/28/06	BART Contra Costa
WestCAT	Transit Operating	1,625,995	05	06/28/06	BART Contra Costa
BART	Transit Operating	11,181,541	08	07/26/06	BART
Muni	Transit Operating	21,976,161	09	07/26/06	Muni
VTA	Transit Operating	9,430,410	10	07/26/06	VTA
	<b>Subtotal</b>	<b>60,291,462</b>			
<b>5821 - 6730B Capital Costs - Revenue-based</b>					
MTC	Partial Loan Repayment to MTC for BART to SFO Project	10,000,000	11	07/26/06	BART
	<b>Subtotal</b>	<b>10,000,000</b>			
<b>5820 - 6730A Operating Costs - Population-based Small Operator</b>					
County Connection	Transit Operating	1,540,459	06	06/28/06	CCCTA
	<b>Subtotal</b>	<b>1,540,459</b>			
<b>5820 - 6730A Operating Costs - Population-based MTC Regional Coordination Program</b>					
MTC	TransLink® Operations	5,000,000	07	06/28/06	Regional Coordination
MTC	Spare-the-Air	5,400,000	12	07/26/06	Regional Coordination
	<b>Subtotal</b>	<b>10,400,000</b>			
	<b>TOTAL</b>	<b>82,231,921</b>			

Date: June 28, 2006  
Referred by: PAC  
Revised: 07/26/06-C

ABSTRACT

Resolution No. 3752, Revised

This resolution approves the allocation of fiscal year 2006-07 AB 1107 half-cent sales tax funds to AC Transit.

This resolution was revised on July 26, 2006 to allocate AB 1107 half-cent sales tax funds to the San Francisco Muni.

Discussion of the allocations approved under this resolution is contained in the Executive Director memorandum to the Programming and Allocations Committee dated June 14, 2006 and July 12, 2006.

Date: June 28, 2006  
Referred by: PAC

Attachment A  
MTC Resolution No. 3752  
Page 1 of 1  
Revised: July 26, 2006-C

ALLOCATION OF AB 1107 FUNDS  
DURING FISCAL YEAR 2006-07

<b>Claimant</b>	<b>Project Description</b>	<b>Fare Ratio Percentage</b>		<b>Allocation Amount</b>	<b>Alloc. Code</b>	<b>Approval Date</b>
		<b>FY 05-06</b>	<b>FY 06-07</b>			
AC Transit	Transit Operations	51.40%	48.50%	50% of deposits to MTC's AB 1107 account.	01	06/28/06
Muni	Transit Operations	60.90%	55.70%	50% of deposits to MTC's AB 1107 account.	02	07/26/06