

Metropolitan Transportation Commission Programming and Allocations Committee

July 11, 2007

Item Number 5a

Resolution Nos. 3810, Revised, 3811, Revised and 3812, Revised

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

Background: Last month the Programming and Allocations Committee kicked off the annual allocation process with allocations to AC Transit, County Connection, Golden Gate, Napa County Transportation Planning Agency (NCTPA), Petaluma, Sonoma County Transit, Tri Delta Transit, Vacaville and Western Contra Costa Transit Authority (WestCA). Operators requesting allocations this month that exceed the \$1 million delegated authority limit include Livermore Amador Valley Transit Authority (LAVTA), San Francisco Municipal Transportation Agency (SFMTA), Benicia, Santa Rosa and Union City. The total allocation request detailed in the table below is \$138 million for TDA, \$31 million for STA and \$34 million for AB 1107.

Claimant	Resolution No. 3810 (TDA)	Resolution No. 3811 (STA)	Resolution No. 3812 (AB 1107)	Total
Benicia	1,005,935			1,005,935
LAVTA	7,871,109			7,871,109
SFMTA	35,060,778	24,228,567	34,435,000	93,724,345
Santa Rosa	10,887,588			10,887,588
Union City	1,571,262			1,571,262
VTA	82,097,517	6,321,276		88,418,793
TOTAL	138,494,189	30,549,843	34,435,000	203,479,032

In addition, the following economic backdrop and transit operator financial status are provided for your information:

- 1) **Economic Update:** Taxable sales growth was not as robust as projected by the County Auditors in several counties. Despite high fuel prices and skyrocketing “spillover” revenue generations, State Transit Assistance funding levels are relatively flat based on the May Revise of the budget. Negotiations are on-going, but the majority of transit “spillover” funds could be redirected to address on-going state budget deficits.
- 2) **Transit Operator Budgets and Financial Status:** Transit operators’ budgets generally continue to grow faster than the Revenue Vehicle Hours (RVH) of service they provide. This is an on-going trend, although budget growth this year is generally lower than last year.
- 3) **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. In the Bay Area, only Solano County uses TDA for streets and roads purposes and is therefore subject to the annual unmet transit needs process. MTC is responsible for making this

determination in the Bay Area region, and staff recommends that the Commission find that there are no unmet transit needs sufficiently substantial to require the preparation of an Unmet Transit Needs Plan. As a result, staff recommends that the Commission concur with the finding for FY 2007-08 that there are no unmet transit needs that are reasonable to meet in Solano County. The issues and responses are discussed in Attachment A to this memorandum.

Issues: None

Recommendation: Refer MTC Resolution Nos. 3810, Revised, 3811, Revised and 3812, Revised to the Commission for approval.

Attachments: MTC Resolution Nos. 3810, Revised, 3811, Revised and 3812, Revised



METROPOLITAN
TRANSPORTATION
COMMISSION

Joseph P. Bort MetroCenter
101 Eighth Street
Oakland, CA 94607-4700
Tel: 510.464.7700
TDD/TTY: 510.464.7769
Fax: 510.464.7848

Memorandum

TO: Programming and Allocations Committee

DATE: July 11, 2007

FR: Deputy Executive Director, Policy

RE: FY 2007-08 Allocations and Report on the Transit Operator Financial Status; Resolution Nos. 3810, Revised (TDA), 3811, Revised (STA), and 3812, Revised (AB 1107)

This memorandum continues the FY 2007-08 allocation process for Transportation Development Act (TDA), State Transit Assistance (STA), and AB 1107 funds. Taken together, at roughly \$580 million, these funds are a significant source of operating revenues for the region's transit operators.

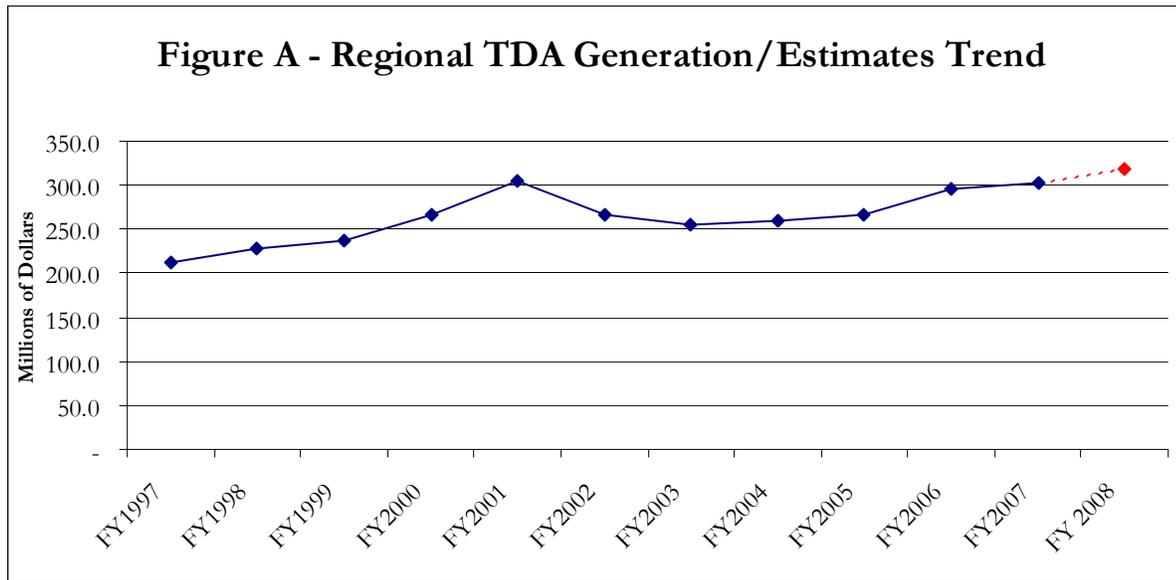
Economic Backdrop

The economic slump that occurred in fiscal years 2001-02 and 2002-03 appears to be behind us, and TDA revenues in most counties have neared or surpassed peak levels that were generated in FY 2000-01. Only Santa Clara and San Mateo counties have yet to return to taxable sales levels commensurate with the height of the economic boom.

Even though the economy has seemingly recovered from the recent recession, the growth in taxable sales revenue that was expected for FY 2006-07 did not fully materialize. Initial forecasts from the Association of Bay Area Governments (ABAG) had predicted that taxable sales in FY 2006-07 would be between 6 to 8% higher than FY 2005-06 levels; however, actual growth at the close of the fiscal year was only about 2.5% – just barely enough to keep up with inflation. The most probable cause of the slowdown in taxable sales growth during the latter part of the fiscal year was the continued weakness in the housing market, coupled with the high cost of fuel. Both of these factors have had the apparent consequence of slowing consumer spending for non-essential goods.

The lower than expected TDA growth rate for FY 2007 will result in some necessary rescissions for several of the region's transit operators since many of the county auditors prepared their revenue estimates based on the more optimistic assumptions of growth. Likewise, the revenue estimates that have been made for FY 2007-08 are also optimistic and will likely need to be revised downward in several counties.

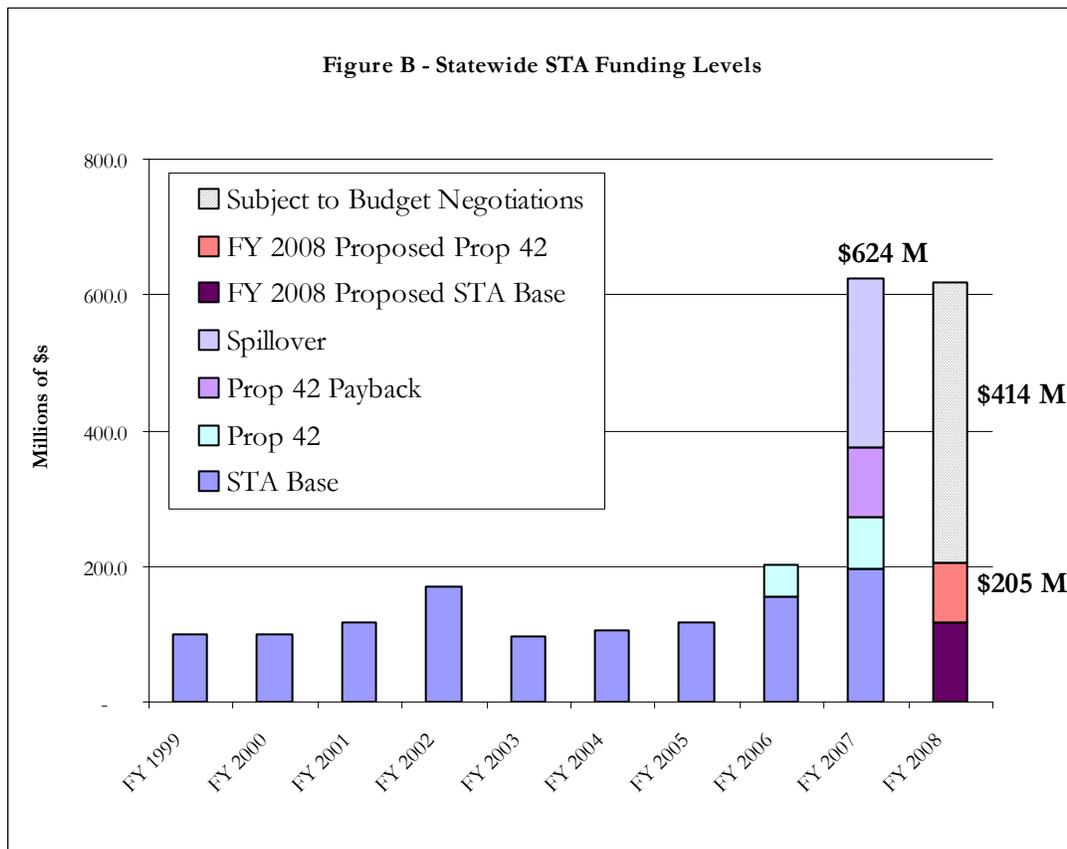
Figure A tracks the TDA revenues over the past twelve years. As a reminder, TDA is a quarter-cent sales tax levied statewide that is directed to transportation. In the Bay Area, transit operators are reliant on TDA and other sales tax-based revenues for roughly 40% of their operating revenues.



State Transit Assistance Funds

In FY 2006-07, the State Transit Assistance (STA) program benefited greatly from record high prices for gasoline and diesel fuel. The FY 2007 state budget provided transit operators in the Bay Area with almost three times the STA funding than had been received in the previous year (see Figure B.) The 2007 statewide STA funding level was \$624 million, \$248 million of which resulted from unanticipated “spillover” funds that are generated when growth in sales tax revenue from gasoline outpaces growth in other sales tax revenues, and \$104 million from the repayment of Proposition 42 funds that had been loaned to the State in prior fiscal years.

While the augmentation of the STA program in FY 2007 was a much needed infusion of funding for the region’s transit operators, spillover revenue cannot currently be considered a stable source of revenue for on-going transit operations given the frequency with which these funds are diverted for other purposes in the state budget. Figure B illustrates the FY 2007-08 proposed STA statewide funding levels of \$205 million. As illustrated, this proposed amount falls short of the \$619 million in STA revenues that would be available to transit if all spillover was transferred per current statutory formula. Further, the base revenue level is lower because of a deduction in the current year of \$95 million to address lower prior year generations of spillover than estimated. The final state budget has yet to be adopted, therefore the exact level of STA funding is not yet known. Discussions are also ongoing in the state legislature pertaining to if a “fix” can be found for future spillover revenue so that these funds can be preserved for transit purposes as intended.

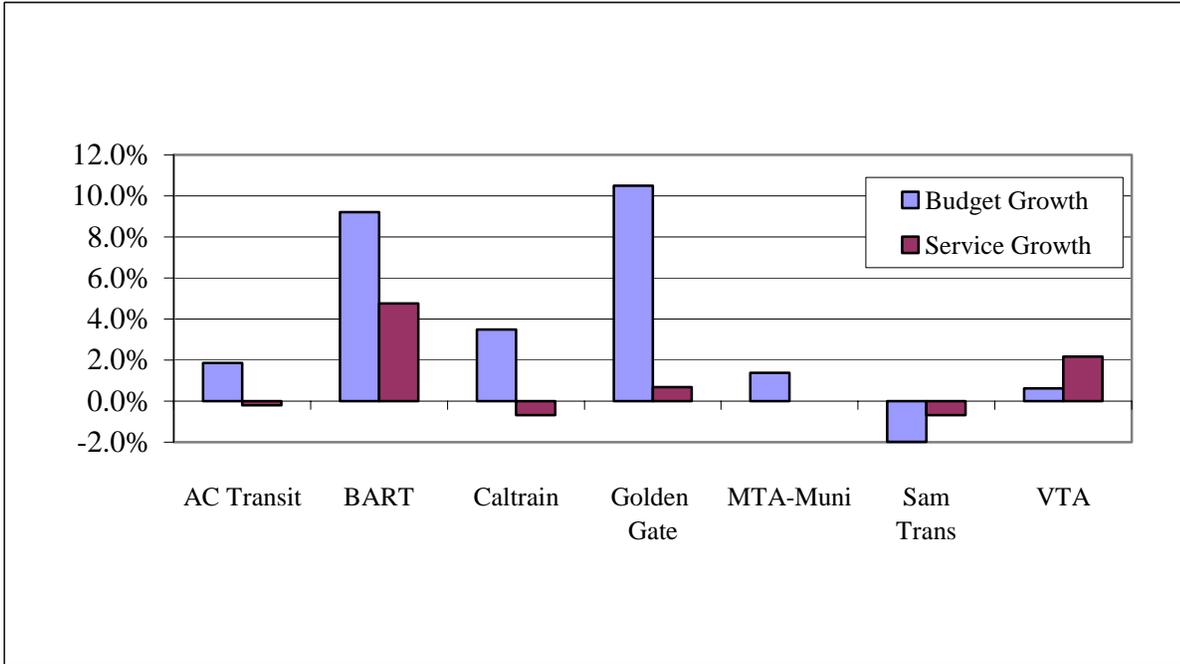


Key Transit Operator Budget Issues

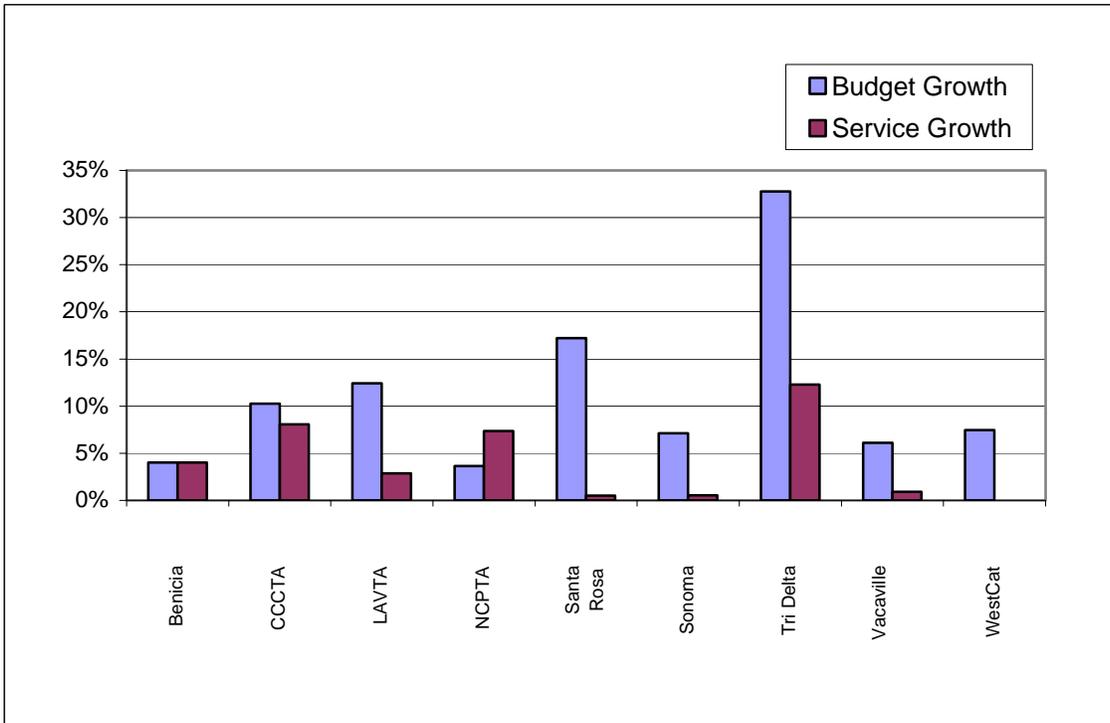
Table A attached to this memo summarizes information on transit operator budgets for those operators requesting operating assistance from MTC in both June and July 2007. In particular, the change in the operating budgets between FY 2006-07 and FY 2007-08 is highlighted. The allocation request for July is \$219 million. Of this amount, \$203 million will be allocated via Commission Resolutions and \$16 million via Delegated Authority. This request for MTC-administered operating assistance varies greatly as a percentage of each operator’s budget – from a low of 16% for the San Francisco Municipal Transportation Agency (SFMTA) and Golden Gate to a high of 87% for Petaluma. For the June and July claimants, these dollars comprise an average of 24% of the revenue necessary for their FY 2007-08 operating budgets.

Table A allows a comparison between service level growth (% change in revenue vehicle hours) and operating budget growth. The majority of transit operators’ operating budget growth exceeds their service level growth. This outpacing of budget to service levels is an on-going trend, although budget growth is generally lower than last year. It is worth noting that a few operators have double-digit growth in operating budget percentage as compared to last year while having no to minor service expansions as measured by revenue vehicle hours. These operators include Golden Gate Transit, Tri-Delta Transit and Santa Rosa CityBus. The charts below illustrate budget growth compared to service growth (measured in terms of revenue vehicle hours) for both larger and smaller operators.

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



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



Summary of FY 2007-08- Allocations – July 2007

Operators requesting allocation this month that exceed the \$1 million delegated authority limit include: 1) Benicia; 2) LAVTA; 3) SFMTA; 4) Santa Rosa; 5) Union City and 6) VTA. The total recommended allocations – both operating and capital – are \$138 million for TDA, \$31 million for STA and \$34 million for AB 1107. Attachment A to MTC Resolution Nos. 3810, Revised 3811, Revised, and 3812, Revised 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.

Claimant	Resolution No. 3810 (TDA)	Resolution No. 3811 (STA)	Resolution No. 3812 (AB 1107)	Total
Benicia	1,005,935			1,005,935
LAVTA	7,871,109			7,871,109
SFMTA	35,060,778	24,228,567	34,435,000	93,724,345
Santa Rosa	10,887,588			10,887,588
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VTA	82,097,517	6321276		88,418,793
TOTAL	138,494,189	30,549,843	34,435,000	203,479,032

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 2007-08 public participation process was conducted on December 11, 2006 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 with the Solano Transportation Authority (STA). STA in coordination with the Solano County transit operators provided detailed responses to these issues. Based on the responses, MTC staff is of the opinion that there are no transit needs sufficiently substantial to require the preparation of an Unmet Transit Needs Plan. As a result, staff recommends that the Commission concur with the finding for FY 2007-08 that there are no unmet transit needs that are reasonable to meet in Solano County. This finding will permit Solano County jurisdictions in FY 2007-08 to claim TDA Article 8 funding for

streets and roads purposes. The issues and responses are discussed in Attachment A to this memorandum.

Recommendation

Staff recommends that the Programming and Allocations Committee forward MTC Resolution Nos. 3810, Revised, 3811, Revised and 3812, Revised to the Commission for approval.

Therese McMillan

Attachment: Table A

Table A – June Allocations

Transit Operator	FY 2006-07 Operating Budget	FY 2007-08 Operating Budget	% Change	Revenue Vehicle Hour % Change	FY 2007-08 Operating Request	Allocation Request as a % of Operating Budget	Highlights of FY 2007-08 Budgets
AC Transit	283,473,000	288,766,000	2%	0%	105,525,714	37%	-AC's fringe benefit costs are increasing \$5.8 million (6%) in FY 2007-08. This is matched by a \$3.2 million decline in fuel costs and a \$2.3 million decline in 'Other' expenses. -Casualty and Liability expenses are up from \$6.3 million to \$7.0 million.
County Connection	29,590,430	32,623,557	10%	8%	13,270,163	41%	-Fuel costs are increasing 19% in FY 2007-08. -The largest dollar increase is \$721,000 in additional fringe benefits. -FY 2007-08 budget increases are close to rate of service increase. -County Connection's capital budget includes facility improvements, vehicle replacements, security improvements and miscellaneous equipment.
Golden Gate	85,696,806	94,692,320	10%	1%	15,340,798	16%	-FY 2007-08 budget includes a 3% pay increase for employees. -\$5.9 million in reserve funds will be used to balance the District's overall budget of \$156.9 million.
NCPTA	8,686,711	9,002,548	4%	7%	5,086,264	56%	- NCTPA acts as an umbrella organization, claiming funds for 9 different services in Napa County. -Service hour increases (7%) are larger than budget increases (4%).
Petaluma	1,453,250	1,489,783	3%	-10%	1,300,169	87%	-Petaluma's FY 2007-08 capital program includes facility upgrades. -Paratransit service will remain constant in FY 2007-08 although a redefinition of revenue vehicle hours (to be consistent with federal definitions) gives the appearance of a reduction.

Table A – June Allocations

Transit Operator	FY 2006-07 Operating Budget	FY 2007-08 Operating Budget	% Change	Revenue Vehicle Hour % Change	FY 2007-08 Operating Request	Allocation Request as a % of Operating Budget	Highlights of FY 2007-08 Budgets
Sonoma County Transit	11,923,245	12,770,598	7%	1%	8,541,817	67%	-Purchased Transportation costs, Sonoma County Transit’s largest budget line-item, are increasing \$381,000 (5%) in FY 2007-08. -The FY 2007-08 capital program focuses on vehicle replacement and vehicle, shop and office equipment.
Tri Delta Transit	15,212,000	20,198,000	33%	24%	10,061,314	50%	-Purchased Transportation cost is increasing 52% in FY 2007-08 with fixed-route service hours increasing 26% and paratransit hours increasing 11%. -Capital projects include a major facility overhaul, security equipment, non-revenue vehicle replacement and park and ride lot projects.
Vacaville	2,314,864	2,456,333	6%	1%	1,168,812	48%	-Vacaville’s capital request includes funding for Transit Vehicles, Transit Amenities and Equipment and the Vacaville Intermodal facility -Purchased Transportation is increasing 6% in the FY 2007-08 budget.
WestCAT	7,901,000	8,491,300	7%	0%	2,829,352	33%	-Fuel costs are the most volatile portions of WestCAT’s budget with an anticipated increase of 30% in FY 2007-08. -The purchased transportation element of the FY 2007-08 budget is increasing 4%.
Total	446,251,306	470,490,439			163,124,403	35%	

Table A – July Allocations

Transit Operator	FY 2006-07 Operating Budget	FY 2007-08 Operating Budget	% Change	Revenue Vehicle Hour % Change	FY 2007-08 Operating Request	Allocation Request as a % of Operating Budget	Highlights of FY 2007-08 Budgets
Benicia	1,323,706	1,386,892	4%	4%	1,046,510	75%	-During the fiscal year, Benicia is considering the termination of route 75 and then Benicia will contract with Vallejo for an expanded Route 70, serving much of the same route. -Benicia’s capital program includes a replacement vehicle and scheduling software.
LAVTA	12,710,056	14,289,305	12%	4%	9,133,344	73%	-LAVTA is requesting \$2.2 million in capital funds for vehicle replacement, equipment and equipment necessary to implement bus rapid transit. -The purchased transportation line item increase of \$1.1 million is the largest dollar increase in LAVTA’s budget.
SFMTA	580,250,934	588,258,923	1%	0%	94,416,015	16%	- On June 30, 2007, changes made to light rail service near Caltrain to coordinate with the new T-Third will be partially restored and restructured. The changes aim to improve travel times to Caltrain and the southeast corridor and better serve North Beach and South of Market passengers.
Santa Rosa	9,409,986	11,030,873	17%	1%	7,131,631	65%	-Labor and fringe benefits are increasing about 10% in FY 2007-08. The services line item is increasing 32% while fuel and lubricants are increasing 44% in FY2007-08. These increases account for 89% of the FY 2007-08 cost increases.
Union City	3,166,856	3,515,524	11%	0%	2,408,701	69%	-53% of Union City Transit’s total cost increase is related to purchased-transportation. -Fringe benefits actually decreased by 1% in the FY 2007-08 budget.
VTA	342,737,094	344,844,791	1%	2%	66,944,896	19%	- No major service changes are anticipated in FY 2008.

Table A – July Allocations

Transit Operator	FY 2006-07 Operating Budget	FY 2007-08 Operating Budget	% Change	Revenue Vehicle Hour % Change	FY 2007-08 Operating Request	Allocation Request as a % of Operating Budget	Highlights of FY 2007-08 Budgets
							-VTA is undergoing a comprehensive service analysis with a goal of consolidating or eliminating less productive services and redeploying those resources to core service areas. -VTA reduced fares for senior, youth, and disabled passengers to correct for significant drops in patronage by these groups.
Total	949,598,631	961,499,607			181,081,097	19%	

Attachment A
FY2007-08
Solano Unmet Transit Needs Response

Issue 1:
Request for more night service between Pleasant Hill, Benicia and Fairfield

Transit Operator: Fairfield/Suisun Transit (FST)
Use of TDA: Fairfield/Suisun Transit uses 100% of its TDA for transit

Response

The service changes required to address an issue have been recently studied and determined not reasonable based on locally established standards.

FST's Rt. 40 is a peak period, weekday service that connects Fairfield, Benicia, and Pleasant Hill BART. At 19% farebox recovery rate, Rt. 40 is operating below the systemwide farebox recovery rate (FRR) standard of 20%. As Rt. 40 is a long route (30 miles), any additional trips would be costly in terms of miles and hours. As a 2006 countywide ridership study shows, night service produces lower ridership than daytime service. The survey data collected indicates that on the last two trips in both directions have less than a half dozen riders. In comparison, earlier commute direction trips have double-digit ridership. Thus any increase in night time service is projected to generate relatively low ridership at a high cost and would further decrease the route's FRR. This, in turn, would decrease FST's systemwide FRR. FST's systemwide FRR is projected to exceed the mandated 20% by just a few percentage points and implementing this request for night service on Rt. 40 would jeopardize the system FRR.

Issue 2:
Request for increased service in the I-80 corridor from Cordelia Village to Vallejo and Del Norte BART.

Transit Operator: Vallejo Transit (VT)
Use of TDA: Vallejo Transit uses 100% of its TDA for transit

Response

The service changes required to address an issue have been recently studied and determined not reasonable based on locally established standards.

Vallejo Transit Rt. 85 connects the Cordelia area of Fairfield to Vallejo, and through a transfer to VT's Rt. 80 to El Cerrito del Norte BART Station. Rt. 85 operates seven days a week as does Rt. 80. With a farebox recovery rate of over 40%, Rt. 80 is the most productive Vallejo route. With a FRR below 20%, Rt. 85 is one of the least productive routes. Systemwide, Vallejo Transit expenses are exceeding TDA and other revenues available. To address this, VT implemented a fare increase September 1, 2006. In addition, some service cuts were made in December 2006. Even with those changes, expenses have been projected to exceed TDA and other revenue if no further changes are made. VT is in the process of analyzing its services to bring the budget in line. The most productive services will be prioritized for retention and service expansion, especially those that are detrimental to the system FRR, are not possible at this time.

Issue 3: Request for increased service in the I-80 Corridor between Vacaville, Fairfield, Vallejo, and San Francisco.

Transit Operators: Fairfield/Suisun Transit & Vallejo Transit
Use of TDA: Fairfield/Suisun Transit and Vallejo Transit use 100% of their TDA for transit.

Response

The service changes required to address an issue have been recently studied and determined not reasonable based on locally established standards.

Fairfield/Suisun Transit (FST) Rt. 90 connects Fairfield and Suisun City to El Cerrito del Norte BART Station on weekdays in the peak periods and midday. FST began operating Rt. 90 October 1, 2006 after it was transferred from Vallejo Transit. At the same time, Vallejo Route's 91 was deleted; it had connected Vacaville and Fairfield to El Cerrito del Norte BART Station. The connection from Vacaville to BART remained via Rt. 40 to Rt. 90 to El Cerrito del Norte BART Station. Rt. 91 was deleted due to low ridership. Rt. 90 has maintained strong performance since the operational transfer. It is a long (30 miles one-way) route to operate. Thus, adding any new trips is costly. If service was added to this route, the systemwide farebox recovery rate is projected to fall below the required 20%.

Vallejo Transit Rt. 80 connects Vallejo to BART at El Cerrito del Norte where many riders transfer to BART and travel to San Francisco. In addition, Vallejo's Baylink Ferry/Rt. 200 serves the Vallejo-SF travel market. These are highly productive services. Rt. 80 operates from 4:15am to 11:30pm on weekdays with 15 minutes headways. While many trips have strong ridership, there are also many trips with more than 50% capacity. Rt. 80 also operates on Saturday and Sunday. On Saturday, Rt. 80 operates from 6:00am-11:00pm with a 30-minute headway. On Sunday, the service span is from 7:30am to 10:00pm with a 30-minute headway. Similar to the weekday ridership, there are some trips that have very strong ridership and other trips that have plenty of capacity. Systemwide, Vallejo Transit expenses are exceeding TDA and other revenues available. To address this, VT implemented a fare increase September 1, 2006. In addition, some service cuts were made in December 2006. Even with those changes, expenses have been projected to exceed TDA and other revenue if no further changes are made. VT is in the process of analyzing its services to bring the budget in line. The most productive services will be prioritized for retention and service expansion, especially those that are detrimental to the system FRR, are not possible at this time.

Issue 4:

Request for bus shelter improvements in Benicia and at the Del Norte BART station.

Transit Operator: Benicia Breeze

Use of TDA: Benicia Breeze uses 100% of its TDA for transit

Response

The issue will be addressed by changes in service planned to take place between now through the fiscal year 2007-08.

Benicia's latest SRTP includes funding for bus benches and shelters. More specifically, over \$15,000 is projected to be spent in FY07 for this purpose and another at least \$10,000 each in FY2008-09, FY2010-11, and FY2012-13. Bus shelters at the del Norte BART Station are the responsibility of BART not of the Solano operators who serve this location.

Issue 5:

Request for additional Vallejo bus service, including earlier and later service, keeping the Route 80 on a commute schedule until 10:00 am and running the Route 3 every 30 minutes during the commute period.

Transit Operator: Vallejo Transit

Use of TDA: Vallejo Transit uses 100% of its TDA for transit

Response

The service changes required to address an issue have been recently studied and determined not reasonable based on locally established standards.

Rt. 80 has been and is currently operating 15-minute headways during the morning peak and throughout the day. Rt. 3 operates on 60-minute headways. Its farebox recovery rate is eighth out of the thirteen routes that VT operates. Systemwide, Vallejo Transit expenses are exceeding TDA and other revenues available. To address this, VT implemented a fare increase September 1, 2006. In addition, some service cuts were made in December 2006. Even with those changes, expenses have been projected to exceed TDA and other revenue if no further changes are made. VT is in the process of analyzing its services to bring the budget in line. The most productive services will be prioritized for retention. Service expansion, especially those that are detrimental to the system FRR, is not possible at this time.

Date: June 27, 2007
Referred by: PAC
Revised: 07/25/07-C

ABSTRACT

Resolution No. 3810, Revised

This resolution approves the allocation of fiscal year 2007-08 Transportation Development Act Article 4, Article 4.5 and Article 8 funds to claimants in the MTC region.

This resolution was revised on July 25, 2007 to allocate funds to various claimants in the region.

Discussion of the allocations made under this resolution are contained in the MTC Operator Summary and/or Executive Director Memoranda presented to the Programming and Allocations Committee on June 13, 2007 and July 11, 2007.

ALLOCATION OF TRANSPORTATION DEVELOPMENT ACT ARTICLE 4, 4.5 and 8 FUNDS
 DURING FISCAL YEAR 2007-08

Claimant	Project Description	Allocation Amount	Alloc. Code	Approval Date	Apportionment Area/Footnotes
5801 - 99233.7, 99275 Comm Transit Serv- Operations					
AC Transit	Transit Operations	2,973,829	01	06/27/07	Alameda County
	Subtotal	2,973,829			
5802 - 99260A Transit - Operations					
County Connection	Transit Operations	12,574,668	02	06/27/07	CCCTA
WestCAT	Transit Operations	2,513,436	03	06/27/07	WCCTA
NCTPA	Transit Operations	2,719,850	04	06/27/07	NCTPA
Sonoma County Transit	Transit Operations	7,106,314	05	06/27/07	Sonoma County Transit
Tri Delta Transit	Transit Operations	9,694,556	06	06/27/07	ECCTA
AC Transit	Transit Operations	40,442,964	07	06/27/07	AC Transit D.1 - Alameda
AC Transit	Transit Operations	10,383,203	08	06/27/07	AC Transit D. 2 - Alameda
AC Transit	Transit Operations	5,907,570	09	06/27/07	AC Transit - Contra Costa
Golden Gate	Transit Operations	10,333,685	10	06/27/07	Golden Gate - Marin
Golden Gate	Transit Operations	5,007,113	11	06/27/07	Golden Gate - Sonoma
Benicia	Transit Operations	1,005,935	15	07/25/07	Benicia
LAVTA	Transit Operations	7,871,109	16	07/25/07	LAVTA
Union City	Transit Operations	1,571,262	17	07/25/07	Union City
Santa Rosa	Transit Operations	6,830,088	18	07/25/07	Santa Rosa
SFMTA	Transit Operations	1,753,055	19	07/25/07	San Francisco (1)
SFMTA	Transit Operations	33,307,723	19	07/25/07	San Francisco
VTA	Transit Operations	55,225,115	20	07/25/07	Santa Clara
VTA	Transit Operations	4,496,396	20	07/25/07	Santa Clara (1)
	Subtotal	214,247,646			
5803 - 99260A Transit - Capital					
Santa Rosa	Vehicles, Parts & Maint.	4,057,500	21	07/25/07	Santa Rosa
VTA	Passenger Facilities	5,297,826	22	07/25/07	VTA
	Customer Info., Caltrain				
VTA	Capital, Contingency	5,317,650	23	07/25/07	VTA
	Information Systems &				
VTA	Technology	5,380,781	24	07/25/07	VTA
	Operations Facilities &				
VTA	Equipment	6,379,749	25	07/25/07	VTA
	Subtotal	26,433,506			
5807 - 99400C General Public - Operating					
NCTPA	Transit Operations	1,450,643	12	06/27/07	NCTPA
Vacaville	Transit Operations	1,168,812	13	06/27/07	Vacaville
Petaluma	Transit Operations	1,386,590	14	06/27/07	Petaluma
	Subtotal	4,006,045			
	TOTAL	247,661,026			

Footnotes:

(1) MTC finds that these Article 4.5 funds can be used to better advantage for Article 4 purposes.

Date: June 27, 2007
Referred by: PAC
Revised: 07/25/07-C

Attachment B
Resolution No. 3810
Page 1 of 4

ALLOCATION OF FISCAL YEAR 2007-08
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 Authority, in conjunction with the cities within Solano County and the county's Paratransit Coordinating Council, has responded to identified unmet transit needs and developed programs to 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.

7. That in accordance with Public Utilities Code § 99401.5(d), MTC has determined that there are no unmet transit needs which are reasonable to meet within the jurisdiction of the County of Solano.

Date: June 27, 2007
Referred by: PAC
Revised: 07/25/07-C

ABSTRACT

Resolution No. 3811, Revised

This resolution approves the allocation of fiscal year 2007-08 State Transit Assistance funds to claimants in the MTC region.

This resolution was revised on July 25, 2007 to allocate funds to the San Francisco Municipal Transportation Agency (SFMTA).

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 13, 2007 and July 11, 2007.

ALLOCATION OF STATE TRANSIT ASSISTANCE FUNDS
 DURING FISCAL YEAR 2007-08

Claimant	Project Description	Allocation Amount	Alloc. Code	Approval Date	Apportionment Area
5820 - 6730A Operating Costs - Revenue-based					
WestCAT	Transit Operations	1,864,421	01	06/27/07	BART
Tri Delta Transit	Transit Operations	2,078,639	02	06/27/07	BART
AC Transit	Transit Operations	3,968,186	03	06/27/07	AC Transit
AC Transit	Transit Operations	5,319,951	04	06/27/07	BART
Golden Gate	Transit Operations	2,826,254	05	06/27/07	Golden Gate
SFMTA	Transit Operations	24,228,567	11	07/25/07	SFMTA
VTA	Transit Operations	6,321,276	12	07/25/07	VTA
		Subtotal	46,607,294		
5820 - 6730A Operating Costs - Population-based Small Operator					
County Connection	Transit Operations	4,324,347	06	06/27/07	CCCTA
Tri Delta Transit	Transit Operations	2,346,776	07	06/27/07	ECCTA
		Subtotal	6,671,123		
5820 - 6730A Operating Costs - Population-based MTC Regional Coordination Program					
MTC	Community-Based Trans. Plans	1,200,000	08	06/27/07	Regional Coordination
MTC	TransLink®	4,797,000	09	06/27/07	Regional Coordination
		Subtotal	5,997,000		
5821 - 6730B Capital Costs - Population-based MTC Discretionary					
MTC	Wayfinding Signage & Real Time Display	9,958,000	10	06/27/07	Regional Coordination
		Subtotal	9,958,000		
		TOTAL	69,233,417		

Date: June 27, 2007
Referred by: PAC
Revised: 07/25/07-C

ABSTRACT

Resolution No. 3812, Revised

This resolution approves the allocation of fiscal year 2007-08 AB 1107 half-cent sales tax funds to AC Transit.

This resolution was revised on July 25, 2007 to allocate funds to the San Francisco Municipal Transportation Agency (SFMTA).

Discussion of the allocations approved under this resolution is contained in the Executive Director memorandum to the Programming and Allocations Committee dated June 13, 2007 and July 11, 2007.

Date: June 27, 2007
Referred by: PAC
Revised: 07/25/07-C

Attachment A
MTC Resolution No. 3812
Page 1 of 1

ALLOCATION OF AB 1107 FUNDS
DURING FISCAL YEAR 2007-08

Claimant	Project Description	Fare Ratio Percentage		Allocation Amount	Alloc. Code	Approval Date
		FY 06-07	FY 07-08			
AC Transit	Transit Operations	48.5%	47.6%	50% of deposits to MTC's AB 1107 account.	01	06/27/07
SFMTA	Transit Operations	55.7%	63.5%	50% of deposits to MTC's AB 1107 account.	02	07/25/07

Date: June 27, 2007
Referred by: PAC
Revised: 07/25/07-C

Attachment B
Resolution No. 3812
Page 1 of 1

ALLOCATION OF FISCAL YEAR 2007-08
AB 1107 FUNDS

FINDINGS

The following findings pertain to the allocation of funds under this resolution to the San Francisco Municipal Transportation Agency (SFMTA) and AC Transit, as the case may be.

	<i>AC Transit</i>	<i>SFMTA</i>
1. In accordance with Public Utilities Code §29142.4(a), the operator is a participating member of the Bay Area Partnership, Partnership Transit Coordinating Committee, established by MTC and which serves the function of a regional transit coordinating council.	YES	YES
2. In accordance with Public Utilities Code §29142(c), the operator has complied with the transit system standards established by MTC pursuant to Government Code §66517.5.	YES	YES
3. In accordance with Public Utilities Code § 29142.5, MTC may consider local support revenues in excess of the operator's base amount as fare revenues, as long as by doing so it will enable the operator to maintain or improve vital transit service within a coordinated fare structure. The audited financials submitted by the claimant for FY 2005-06 and included in the proposed FY 2007-08 budget demonstrate a fare ratio of greater than 33 percent when considering other local excess revenue.	YES	YES