

Metropolitan Transportation Commission Programming and Allocations Committee

July 10, 2019

Agenda Item 3b

MTC Resolution Nos. 4360, Revised, 4379, Revised, 4380, Revised, 4381, Revised,
4382, and 4389

Subject: Revises the FY 2019-20 Fund Estimate, allocates \$380 million in FY 2019-20 Transportation Development Act (TDA) funds, State Transit Assistance (STA) funds, Assembly Bill 1107 (AB 1107) funds, and Regional Measure 2 (RM 2) operating and capital funds to several transit operators to support transit operations and capital projects in the region, and approves the FY 2019-20 State of Good Repair Program project list.

Background:

1) Fund Estimate Revision

Reconcile Actual FY 2018-19 TDA and AB 1107 Revenue: Overall, actual Bay Area TDA and AB 1107 sales tax receipts for FY 2018-19 are 5.5% higher and 8.1% higher, respectively, than originally estimated by county auditors and MTC in February 2018. This results in roughly \$22 million more in TDA funding for Bay Area transit operators for FY 2018-19 than was originally anticipated. For AB 1107, \$7.0 million in revenue above what was originally expected will be made available to AC Transit and SFMTA based on the 50%-50% split in AB 1107 revenues between the two operators. Only one minor rescission was needed, in Napa County, to bring allocations in line with actual receipts due to actual revenues coming in 1.2% lower than anticipated receipts. Attachment A provides details on actual TDA revenues by county.

2) STA County Block Grant

In February 2018 the Commission adopted MTC Resolution No. 4321 which established a new STA County Block Grant program to distribute STA Population-Based funds in the region. Congestion Management Agencies (CMAs) are tasked with establishing policies to distribute STA County Block Grant funds within their jurisdictions and are required to report their distribution policies to MTC. Attachment B contains information on the proposed distribution policies for FY 2019-20.

Additionally, MTC Resolution No. 4321 required CMAs in Alameda, Contra Costa, San Francisco, San Mateo, and Santa Clara counties to report on progress towards establishing or enhancing mobility management programs to help provide equitable and effective access to transportation. All five counties submitted summaries of current mobility management efforts, provided in Attachment D. Staff will use these reports as a baseline to evaluate mobility management activities going forward.

3) State of Good Repair Program – FY 2019-20 Regional Project List

Beginning in FY 2019-20, the State of Good Repair (SGR) Program guidelines require regional agencies like MTC to approve SGR Program Revenue-Based projects from transit operators, in addition to the population-based funds, and submit a single region-wide list of projects to Caltrans by September 1st of each year. MTC has worked with the Bay Area's transit

operators to compile a single, regional list of SGR Program projects for FY 2019-20, as shown in Attachment A to MTC Resolution 4389.

Approximately \$29 million is expected in revenue-based funds, along with \$10 million in population-based funds. Most operators are using their revenue-based funds for state of good repair projects at facilities and stations, or to provide local match, and in a few cases for rehabilitation of vehicles or to contribute to new vehicles costs. For the population-based funds, MTC is programming all \$10 million to the Clipper® Next Generation system, in accordance with the policy established in MTC Resolution No. 4321.

4) Allocations

Staff proposes an allocation of \$380 million in FY 2019-20 Transportation Development Act (TDA), State Transit Assistance (STA), Regional Measure 2 (RM2), and AB 1107 funds to six operators to support transit operations and capital projects in the region. These funds are allocated annually to the region’s transit providers and are a core component of their funding.

Allocations from any apportionment that exceed the \$1 million delegated authority limit are identified in the table below. Allocation requests that are less than \$1 million are approved separately through the Executive Director’s Delegated Authority process. The allocation requests are consistent with the adopted MTC Fund Estimate (Resolution 4360, Revised for TDA and STA) and the RM2 Operating Program (MTC Resolution 4378, Revised).

Transit Operator/ Claimant	TDA Resolution No. 4380	STA Resolution No. 4381	RM2 Resolution No. 4379	AB1107 Resolution No. 4382	Total
AC Transit	\$ 83,835,546	\$ 28,211,252	\$ 12,955,503	\$ 45,500,000	\$ 170,502,301
ECCTA	\$ 8,403,327	\$ 5,969,639	\$ -		\$ 14,372,966
LAVTA	\$ 10,966,625	\$ 1,834,900			\$ 12,801,525
SFMTA	\$ 49,898,323	\$ 66,574,465	\$ 2,500,000	\$ 45,500,000	\$ 164,472,788
Sonoma County Transit	\$ 9,346,446	\$ 2,133,337	\$ -		\$ 11,479,783
WestCat	\$ 4,144,603	\$ 2,601,185	\$ -		\$ 6,745,788
Total	\$ 166,594,870	\$ 107,324,778	\$ 15,455,503	\$ 91,000,000	\$ 380,375,151

Information regarding the operating budgets and major initiatives of the above operators is provided in Attachment C. Notably, AC Transit, LAVTA, and Sonoma County Transit have recently experienced small increases in ridership. Most of the operators receiving allocations this month are keeping costs within inflation after accounting for service increases.

Issues: None

Recommendation: Refer MTC Resolution Nos. 4360, Revised, 4379, Revised, 4380, Revised, 4381, Revised, 4382, and 4389 to the Commission for approval.

Attachments: Attachment A: TDA and AB 1107 Revenues
Attachment B: STA County Block Grant Summary

Attachment C: Transit Operator Budget Summary
Attachment D: County Mobility Management Activities Summary
MTC Resolution Nos. 4360, Revised, 4379, Revised, 4380, Revised, 4381,
Revised, 4382, and 4389



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Attachment A: TDA and AB 1107 Revenues (\$ millions)

County	A	B	C	D	FY 2018-19 Revenue Adjustment (D - B) - \$	FY 2018-19 Revenue Adjustment (D - B) - %	FY 2018-19 Actual vs FY 2017-18 Actual (D - A) - %
	FY 2017-18	FY 2018-19	FY 2018-19	FY 2018-19			
	Actual Revenue	Feb. 2018 Original Estimate	Feb. 2019 Revised Estimate	Actual Revenue			
Alameda	\$83.59	\$85.63	\$91.63	\$90.42	\$4.79	5.6%	8.2%
Contra Costa	\$42.32	\$43.66	\$47.83	\$45.41	\$1.75	4.0%	7.3%
Marin	\$13.11	\$13.49	\$14.17	\$14.04	\$0.55	4.0%	7.1%
Napa	\$8.89	\$9.62	\$8.76	\$9.51	(\$0.11)	-1.2%	6.9%
San Francisco	\$47.76	\$49.07	\$48.89	\$52.84	\$3.77	7.7%	10.6%
San Mateo	\$41.91	\$44.45	\$46.12	\$45.67	\$1.22	2.7%	9.0%
Santa Clara	\$109.02	\$109.93	\$115.90	\$118.21	\$8.28	7.5%	8.4%
Solano	\$19.22	\$19.72	\$21.24	\$20.45	\$0.73	3.7%	6.4%
Sonoma	\$24.17	\$24.90	\$26.00	\$25.77	\$0.87	3.5%	6.6%
Total TDA	\$389.99	\$400.47	\$420.53	\$422.31	\$21.85	5.5%	8.3%
Total AB 1107	\$85.96	\$86.54	\$89.00	\$93.55	\$7.01	8.1%	8.8%

**State Transit Assistance (STA) Population-Based County Block Grant
Fiscal Year 2019-20 Distribution Policy**

County	STA Population-Based County Block Grant Amount Fiscal Year 2019-20	STA Population-Based County Block Grant Framework Fiscal Year 2019-20
Alameda	\$9,300,688	<p>The Alameda County Transportation Commission's (Alameda CTC) adopted framework was approved on 4/18/2019 and includes four main programs, which remain the same as the overall program adopted for FY 2018-19:</p> <ul style="list-style-type: none"> -Small Operator (Union City and LAVTA) Guarantee - 24% - \$2,329,398 -Paratransit/Mobility Management - 25% - \$2,426,456 -Low Income Student Riders on the Affordable Student Transit Pass Program - 25.5% - \$2,474,986 -Lifeline Program - 25.5% - \$2,474,986 <p>The breakdown by transit operator for FY 2019-20 is:</p> <ul style="list-style-type: none"> AC Transit - 63.6% - \$6,172,905 BART - 6.1% - \$593,997 LAVTA - 21.9% - \$2,124,605
Contra Costa	\$11,671,183	<p>The Contra Costa Transportation Authority's (CCTA) adopted framework was approved on 5/15/2019 and includes specific percentages for each designated transit operator, these percentages remain the same as the program adopted for FY 2018-19:</p> <ul style="list-style-type: none"> -County Connection - 47.2% - \$5,508,470 -Tri Delta Transit - 30.1% - \$3,513,026 -WestCAT - 7.6% - \$887,010 -AC Transit - 14.4% - \$1,680,650 -BART - 0.6% - \$70,027
Napa	\$1,836,579	100% of Napa County's Block Grant will be directed to the Napa Valley Transportation Authority (NVTA).
Marin	\$3,002,408	<p>The Transportation Authority of Marin's (TAM) adopted framework was approved on 3/28/2019 and includes specific percentages for each designated transit operator:</p> <ul style="list-style-type: none"> -GGBHTD - 57.5% - \$1,726,685 -Marin Transit - 38.5% - \$1,157,128 -SMART - 4.0% - \$118,595

**State Transit Assistance (STA) Population-Based County Block Grant
Fiscal Year 2019-20 Distribution Policy**

County	STA Population-Based County Block Grant Amount Fiscal Year 2019-20	STA Population-Based County Block Grant Framework Fiscal Year 2019-20
San Francisco	\$4,448,795	<p>The San Francisco County Transportation Authority's (SFCTA) adopted framework was approved on 12/11/2018 and includes two main programs, which remain the same as the overall program adopted for FY 2018-19:</p> <p>SFMTA Paratransit - 40% - \$1,779,518 San Francisco Lifeline Transportation Program (competitive) - 60% - \$2,669,277</p> <p>Note that SF is using 60% of its STA County Block Grant funds from FY 2018-19 and FY 2019-20 to fund Cycle 1 of their San Francisco Lifeline Transportation Program. On 4/23/2019 the SFCTA adopted the following three Cycle 1 San Francisco Lifeline Transportation Program projects:</p> <p>BART – Elevator Attendant Initiative – \$2,600,000 SFMTA – SF Community Health Mobility Navigation Project: Removing Health Care Transportation Barriers for Low Access Neighborhoods - \$396,300 SFMTA - Continuing Late Night Transit Service to Communities in Need - \$1,609,700</p>
San Mateo	\$2,663,609	<p>37% of funds will be allocated to SamTrans' paratransit program and 63% will be held by the City/County Association of Governments (C/CAG) for a county-led Lifeline Program.</p> <p>SamTrans Paratransit - 37% - \$985,535 San Mateo Lifeline Program - 63% - \$1,678,074</p>
Santa Clara	\$7,414,416	<p>100% of Santa Clara County's Block Grant will be directed to Valley Transportation Authority (VTA) paratransit operations.</p>
Solano	\$5,525,538	<p>Solano County's normal annual budget process for the use of STA Population-Based funds is being carried forward and will conclude in June 2019. By late-June 2019 the Solano Transportation Authority will share with MTC their FY 2019-20 Block Grant program.</p>
Sonoma	\$6,751,093	<p>The Sonoma County Transportation Authority (SCTA) prepares a coordinated TDA/STA claim annually on behalf of all transit operators serving Sonoma County. Their FY 2019-20 Coordinated Claim distributed Block Grant funds accordingly:</p> <ul style="list-style-type: none"> -Petaluma Transit - 11.3% - \$762,299 -Santa Rosa CityBus - 34.4% - \$2,321,780 -Sonoma County Transit - 46.8% - \$3,156,071 -Golden Gate Transit - 0% -SMART - 7.6% - \$510,944

Attachment C – Transit Operator Budget Summary

Operator	FY2018-19 Operating Budget	FY2019-20 Operating Budget	% Change	Revenue Vehicle Hours % Increase	FY2019-20 Operating Request ¹	Allocation Request as a % of Operating Budget	Highlight of FY2019-20 Budgets
AC Transit	\$452,747,000	\$474,024,000	4.7%	1.3%	\$174,514,020	37%	<ul style="list-style-type: none"> • 80% of the budget increase is due to rising salary and benefit costs. However, the budget does not include any salary increase for the Amalgamated Transit Union (ATU) contract which covers a majority of the workers since contract negotiations are ongoing. An increase in wage or benefits to this contract will have an impact on the budget. • Five new employees will be hired to support the Bus Rapid Transit (BRT) service: four Ambassadors/Fare Collection Enforcement so that fares can be paid before boarding and one bus stop maintenance staff.
Tri Delta (ECCTA)	\$21,220,720	\$22,398,895	5.6%	5.3%	\$17,178,400	77%	<ul style="list-style-type: none"> • Tri Delta Transit will soon launch an on-demand service (first mile/last mile service) focused around the Antioch and Pittsburg Bay Point BART stations. • Tri Delta has budgeted for potential service hour increases as they adjust service based on ridership changes due to the opening of the BART extension as well as missed service in FY2018-19 due to driver shortages. • The Mobility on Demand program (partnership with ridesharing and taxi companies) provides rides to paratransit customers at reduced costs. Ridership has rapidly increased as a result of this option.
LAVTA	\$19,414,875	\$20,596,291	6.1%	2.0%	\$14,495,070	70%	<ul style="list-style-type: none"> • Three new studies, including autonomous vehicle testing and the Short Range Transit Plan, comprise 60% of the budget increase. The final study, Tri-Valley Hub Network Integration Study, will analyze the feasibility of express bus service to fill gaps in regional rail service as part of its TIRCP grant. • LAVTA received a BAAQMD two- year grant to expand its on-demand shared-ride project to other parts of the Tri-Valley not served by fixed route transit.

1. The allocation request includes funds that will be allocated through Executive Director’s Delegated Authority as allowed by MTC Resolution No. 3620, Revised. Allocations made by Delegated Authority are reported to the Commission quarterly.

Attachment C – Transit Operator Budget Summary

Operator	FY2018-19 Operating Budget	FY2019-20 Operating Budget	% Change	Revenue Vehicle Hours % Increase	FY2019-20 Operating Request ¹	Allocation Request as a % of Operating Budget	Highlight of FY2019-20 Budgets
SFMTA	\$904,318,190	\$955,514,855	5.7%	4.1%	\$162,280,051	17%	<ul style="list-style-type: none"> SFMTA will expand Late Night Service, partly due to Lifeline funding. SFMTA expects to receive its last light rail expansion vehicle later this year as well as finalize procurement for the first phase of light rail replacement vehicles.
Sonoma County Transit	\$17,170,994	\$17,732,249	3.3%	3.0%	\$13,071,692	74%	<ul style="list-style-type: none"> Increases in vehicle maintenance costs account for 70% of the budget increase. Several 2010 and 2012 buses need engine rebuilds, which have not been necessary for mid- to late-life buses in the past. New high-temperature engines and emission technologies have contributed to this issue. Sonoma County Transit's Fare-Free program now includes five routes with the final local route expected to be added soon. Ridership on these routes have increased 48% overall and it has also increased local government interest in local transit services.
WestCat	\$12,059,300	\$12,868,100	6.7%	5.0%	\$8,555,574	66%	<ul style="list-style-type: none"> Purchased transportation accounts for one-third of the budget increase. The contract was increased to retain and recruit drivers. The contract also includes budget capacity to increase service by 5%. Another one-third of the budget increase is due equally to insurance increases and lease expenses for the Salesforce Transit Center. WestCat began operating double decker buses, funded through Bay Bridge Forward, on the LYNX service in February 2019. These buses increase capacity by 50% and support continued ridership growth on this service.

1. The allocation request includes funds that will be allocated through Executive Director's Delegated Authority as allowed by MTC Resolution No. 3620, Revised. Allocations made by Delegated Authority are reported to the Commission quarterly.

Attachment D
 State Transit Assistance (STA) Population-Based County Block Grant
 2019 County Mobility Management Activities Summary

County ¹	Summary of Activities
Alameda	<ul style="list-style-type: none"> - Alameda CTC Paratransit Program: <ul style="list-style-type: none"> • Provides and maintains Access Alameda resources • Convenes biannual Countywide Mobility Management Working Group meetings that support information sharing and promotes collaboration and coordination amongst providers in Alameda County • Oversees the paratransit and planning committee and the county paratransit coordinating council • Approximately \$30 million (funded with Measures B and BB) annually for county programs for discretionary grant program which supports cities, transit agencies and other services throughout the county - Travel Training: 7 Cities or non-profits offer travel training services in Alameda County (funded by ACTC) - ADA Certification: LAVTA, East Bay Paratransit and Union City) use in-person certification - Information and referral services (I&R): 4 cities/non-profits provide I&R (note 3 of these agencies also provide travel training) in the county (funded by ACTC)
Contra Costa	<ul style="list-style-type: none"> - CCTA is leading a countywide Accessible Transportation Strategic Plan, funded through a Caltrans Planning grant, which will identify opportunities for improving cooperation and service - Paratransit services are provided by the four operators (WestCat, County Connection, Tri-Delta, AC Transit) and supplemented by non-profit, client-based services <p>Next Steps: Identifying an appropriate Mobility Manager will be one charge of the ATS plan</p>
San Francisco	<ul style="list-style-type: none"> - Mobility management in SF is led by SFMTA and is staffed within SFMTA’s paratransit office - Information and referrals for travel options are provided to paratransit customers (SFMTA programs, the RTC card and senior Clipper card) - SF Paratransit website update under development - SFMTA hosts the Mobility Management Steering Committee, which connects with the larger community of non-profit, client-based providers - SFMTA coordinates with: <ul style="list-style-type: none"> • SF Paratransit Coordinating Council • Department of Aging and Adult Services

¹ Counties of Marin, Napa, Solano and Sonoma are not required to submit reports.

County ¹	Summary of Activities
	<p>Next Steps: Enhanced interjurisdictional coordination; promotion of new website and content (including travel training videos); outreach; investigation of resource and technology sharing between SF Paratransit and community providers</p>
<p>San Mateo</p>	<ul style="list-style-type: none"> - Mobility Management in SM is led by SamTrans - SamTrans adopted the 2018 SamTrans Mobility Plan for Older Adults and People with Disabilities <p>Next Steps: C/CAG is looking to become more involved in mobility management efforts in San Mateo</p>
<p>Santa Clara</p>	<ul style="list-style-type: none"> - Three years of funding (\$2.6M) has been identified using Section 5307, STA and local funds to create a Mobility Assistance Program, which will have three components, all with separate eligibility: <ul style="list-style-type: none"> • Individualized travel plans and training for fixed route public transit • Demand-responsive transportation services for those who lack access to or the ability to use fixed route transit • Guaranteed Ride Home services to cover emergency needs