



METROPOLITAN
TRANSPORTATION
COMMISSION

Bay Area Metro Center
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Memorandum

TO: Bay Area Partnership

DATE: December 14, 2017

FR: Anne Richman, Director, Programming and Allocations

RE: SB 1 and State Transit Assistance (STA) Population-Based Funds

Feedback Received

Over the last three months MTC staff have received feedback from transit operators, CMAs, and other stakeholders on the proposed changes to the distribution of STA Population-Based funds. Based on the feedback received MTC staff have made a number of modifications to the proposed conditions and policy initiatives. A revised proposal was shared with the Partnership Technical Advisory Committee (PTAC) on November 20, 2017. This memo includes additional revisions based on feedback received since the November PTAC meeting. Details on the proposed changes are included below.

Proposed Framework: STA Population-Based Distributed Through a County Block Grant Program

				Est. FY 2018-19 STA Population Based	Est. FY 2017-18 STA Population Based (pre-SB 1)	Increase	Percent Increase
Local Program	70%	<i>Alameda</i>	18%	\$6,546,447	\$3,651,329	\$2,895,118	79%
		<i>Contra Costa</i>	22%	\$8,262,187	\$4,608,294	\$3,653,892	
		<i>Napa</i>	4%	\$1,300,377	\$725,295	\$575,082	
		<i>Marin</i>	6%	\$2,129,276	\$1,187,619	\$941,657	
		<i>San Francisco</i>	8%	\$3,109,937	\$1,734,590	\$1,375,347	
		<i>San Mateo</i>	5%	\$1,866,459	\$1,041,031	\$825,428	
		<i>Santa Clara</i>	14%	\$5,193,795	\$2,896,877	\$2,296,918	
		<i>Solano</i>	11%	\$3,913,788	\$2,182,944	\$1,730,844	
		<i>Sonoma</i>	13%	\$4,777,734	\$2,664,816	\$2,112,918	
		Subtotal		\$37,100,000	\$20,692,795	\$16,407,205	
Regional Program	30%	Subtotal		\$15,900,000	\$7,598,638	\$8,301,362	109%
FY 2018-19 TOTAL				\$53,000,000	\$28,291,433	\$24,708,567	87%

This proposed framework would replace MTC Resolution 3837 with a new OBAG-style county block grant for STA Population-Based funds. Under this option each county CMA would receive a specified share of STA Population-Based funds each year which could be prioritized by the CMA for use by transit operators within their county or in coordination with other counties/the

region. This would allow each county to determine how best to invest in paratransit, transit operating, and Lifeline program needs. Each county's share in the table above was calculated based on the county's share of STA funds from the current Resolution 3837 formula, totaled across all categories (Northern Counties/Small Operators Program, Regional Paratransit Program, and the Lifeline Transportation Program) – see Attachment 2. The regional program would continue to support existing regional programs like Clipper ® 2.0 and could provide seed funding for a regional means-based fare program. The local and regional shares allow significant funding increases for local programs while providing the roughly \$8 million expected to be needed for the regional contribution to the Means-Based program.

Similar to OBAG, the additional funding and flexibility would be accompanied by policy conditions and initiatives:

County Block Grant Program Conditions:

1. Each CMA must submit to MTC by May 1st of each year a report including the following: 1) the county's programming distribution of STA Population-Based funds amongst STA-eligible operators and; 2) the anticipated amount of STA population-Based funding that will be spent within or connecting Communities of Concern.

With this information from the CMAs MTC staff will prepare an annual STA Population-Based "Snapshot" report which will be shared with the Programming and Allocations Committee. This "Snapshot" will ensure transparency for the new SB 1 funds and allow all stakeholders to track how STA Population-Based funds are invested.

2. To respond to comments and concerns raised and ensure that small bus operators in Alameda and Contra Costa counties continue to receive adequate funding from a County Block Grant Program, this proposal could include a minimum amount of funding to be allocated on an annual basis amongst eligible small operators in each county. Based on the share of small operator funding out of the total STA Population-Based funds allocated to Alameda and Contra Costa counties under the current framework, Table 1 below contains the percentage shares which would be required to flow to each county's eligible small operators.

Table 1: Alameda and Contra Costa County Small Operator Minimum

County	Minimum % of Block Grant to be Allocated Annually Amongst Eligible Small Operators	Eligible Small Operators
Alameda County	24%	LAVTA and Union City Transit
Contra Costa County	60%	CCCTA, ECCTA, WestCAT

3. CMAs in all counties would be required to seek approval from MTC before requesting that a STA-eligible operator recipient of STA Population-Based funds perform a fund swap involving STA Population-Based funds. In addition, the CMA must notify all STA-eligible operators within their county of the request to swap funds before seeking approval from MTC.

4. Direct CMAs and transit operators to coordinate STA Population-Based fund distribution in their county
 - The CMAs would be expected to play a role in coordinating STA Population-Based claims from operators. CMAs, in cooperation with transit operators, could also consider whether to extend their coordination role in the claims process beyond STA Population-Based funds to include TDA Local Transportation Fund and STA Revenue-Based funds but this would not be required. MTC would still determine the amounts available for TDA and STA Revenue-Based funds through the annual Fund Estimate process.
 - A fully coordinated claim, already in use in Sonoma and Solano Counties, allows for all transit operators in a county to jointly plan their annual operations budgets and coordinate investments of TDA Local Transportation Fund ¼ cent sales tax revenues and STA Revenue and Population-Based funds.

County Block Grant Program Policy Initiatives:

1. All small and medium sized operators to meet Transit Sustainability Project (TSP) performance requirements similar to the large operators (cost efficiency/effectiveness)
 - The TSP was intended to identify strategies to enable transit operators to remain financially viable so that they can continue to provide service to the public. The performance measures requiring a 5% real reduction in cost per service hour, cost per passenger, or cost per passenger mile currently only apply to the region's larger transit operators.
 - This proposal would extend the requirement to small and medium sized operators to further incentivize financial sustainability. For operators already meeting a TSP performance measure as shown in Table 2, the requirement would be to keep future operating cost increases at a level not higher than inflation; no further reduction in costs would be required for these operators. For operators that have not already achieved a TSP performance measure they would have until FY 2022-2023 to do so. Operators would be able to decide which base year to use in calculating their TSP performance measures, similar to the discretion given to large operators.
 - In FY 2023-2024 MTC may link existing and new operating and capital funds administered by MTC to progress towards achieving the performance target.
 - If a CMA already has locally voter or board approved transit operator financial performance requirements in place, these measures may be substituted for TSP performance requirements, subject to concurrence from MTC.

Table 2 below provides preliminary information on which small and medium sized operators are already achieving at least one of the TSP performance measures as of FY 2016. If this policy is adopted, MTC would work with operators to confirm the data, select baseline years, and establish a process for monitoring into the future.

Table 2: Small Operator TSP Performance Measures Comparison, Data for Fixed-Route Service Only

In Constant FY 2012 \$

Source: *FY 2011-12 Through 2015-16 Transit Statistical Summary (Note: data is preliminary)*

Operator	Achieved Cost Reduction of ≥ 5% from FY 2012 to FY 2016	Operator	Achieved Cost Reduction of ≥ 5% from FY 2012 to FY 2016
County Connection	Yes -11% Cost per Passenger	SolTrans	Yes -11% Cost per Passenger
FAST	Yes -15% Cost per Passenger	Sonoma County Transit	No -3% Cost per Service Hour
LAVTA	No -4% Cost per Service Hour	Tri Delta Transit	Yes -18% Cost per Passenger
Marin Transit	Yes -6% Cost per Service Hour	Union City Transit	No +20% Cost per Service Hour
Napa Vine	Yes -49% Cost per Passenger	Vacaville City Coach	Yes -8% Cost per Passenger
Petaluma Transit	Yes -12% Cost per Service Hour	WETA	Yes -31% Cost per Passenger
Rio Vista Delta Breeze	No +13% Cost per Service Hour	WestCAT	No +1% Cost per Service Hour
Santa Rosa CityBus	No +13% Cost per Service Hour		

2. In the Northern Counties (Marin, Napa, Solano, and Sonoma) as an alternative to meeting TSP performance requirements shown above, develop a plan to consolidate into a single county operator (e.g. Napa).
 - Sonoma and Solano Counties have already expressed interest in pursuing consolidation and this initiative would support those efforts and encourage other counties to investigate consolidation.
3. In the five other counties (Alameda, Contra Costa, San Francisco, San Mateo, and Santa Clara) in addition to meeting the TSP performance requirements shown on page 3, establish or enhance mobility management programs.
 - Each CMA/county, working with the transit operators, should establish or enhance mobility management programs within their county to help provide equitable and effective access to transportation.

FY 2018-19 and Beyond Priorities for STA State of Good Repair Program

The Bay Area can expect to receive approximately \$39 million per year from a new STA State of Good Repair program, \$10.2 million of which will be Population-Based funds. As presented previously, the following priorities are proposed to invest these STA State of Good Repair Population-Based funds.

STA State of Good Repair Priority 1: Clipper® 2.0

	Est. FY 2018-19 STA Population Based	Description
Clipper® 2.0	\$10,200,000	Funds directed to support the development and deployment of Clipper® 2.0

State of Good Repair priority 1 would allow MTC to invest in the development and deployment of the Bay Area's next generation transit fare payment system, Clipper® 2.0. Clipper® is funded jointly by MTC and transit operators, however there are significant unfunded anticipated capital and operating costs associated with Clipper® 2.0 which will need to be funded to ensure a successful deployment. If Regional Measure 3 is approved by the voters, these funds would likely not be needed to support the development and deployment of Clipper® 2.0.

STA State of Good Repair Priority 2: Green Transit Capital Priorities

	Est. FY 2018-19 STA Population Based	Description
Local Program	\$10,200,000	100% used for Transit Capital Priorities program local match to fund the cost increment for zero emission buses (ZEB) or to pay for related ZEB infrastructure.

If not needed for Clipper® 2.0, the Population-Based funds from the new STA State of Good Repair program could fund the acquisition of zero emission buses (ZEB) by the Bay Area's transit operators. The STA State of Good Repair funds would be used to pay for the cost increment of ZEBs over diesel or hybrid vehicles or for charging or hydrogen infrastructure to support ZEBs. Staff is working with the Air District in an effort to leverage this investment with their funding to be able to accelerate the conversion of the transit fleet toward zero emission. With a 1:1 leverage, the region could replace roughly 65 buses to ZEBs annually based on current ZEB costs.

FY 2017-18 STA State of Good Repair Program Programming Recommendation

A project list for use of the FY 2017-18 Population-Based STA State of Good Repair Funds is due to Caltrans by January 31, 2018. Neither option to program for Clipper® 2.0 or ZEBs or ZEB-related infrastructure would put the FY 2017-18 funds to work immediately: MTC only recently released the request for proposals (RFP) for the next generation Clipper® system, and any proposal for ZEBs or ZEB infrastructure would likely take some time to assemble in conjunction with the transit operators. Therefore, for this first year, staff recommends assigning the funds to the Transit Capital Priorities (TCP) program, which can make immediate use of these newly available funds for capital replacement and reduce the amount of a proposed financing package.

Specifically, Staff is recommending to the Commission this month that the FY 2017-18 funds be programmed as part of MTC's TCP program for BART's railcar replacement project. The BART project is underway and could expend the STA State of Good Repair funds in a timely way. The TCP program is oversubscribed for the programming period from FY 2016-17 through FY 2019-20, and staff is proposing a financing package to cover a near-term spike in capital needs. Use of the STA State of Good Repair funds for the railcar project would free up other revenues for other projects, ultimately reducing the need for financing through FY 2019-20 and providing benefits to all operators in the TCP program.

We look forward to your feedback on this proposal and priorities for both STA programs.

Please contact William Bacon at 415.778.6628 / wbacon@bayareametro.gov with any questions.

Attachments

Attachment 1 – Transit Sustainability Project Performance Measure Comparison

Attachment 2 – October 16, 2017 Bay Area Partnership Memo on SB 1 and STA Population-Based Funds

Transit Sustainability Project Performance Measure Comparison
(Note: Data is preliminary)

Small Operator TSP Performance Measures Comparison, Includes Data for **Fixed-Route Service Only**

Source: FY 2011-12 Through 2015-16 Transit Statistical Summary

	Cost per Service Hour	Cost per Passenger
Operator	% Change 2012-16	% Change 2012-16
County Connection	-3%	-11%
FAST	-11%	-15%
LAVTA	-4%	3%
Marin Transit	-6%	3%
Napa Vine	-21%	-49%
Petaluma Transit	-12%	1%
Rio Vista Delta Breeze	13%	15%
Santa Rosa CityBus	13%	45%
SolTrans	-7%	-11%
Sonoma County Transit	-3%	20%
Tri Delta Transit	-9%	-18%
Union City Transit	20%	67%
Vacaville City Coach	1%	-8%
WestCAT	1%	2%

Note: Only operators that receive funds from the Northern Counties/Small Operators Portion of STA Pop based included.

Note: shading indicates greater than five percent reduction from FY2011-12

Large Operator TSP Performance Measures - **All Modes**

Source: National Transit Database

	Cost per Service Hour	Cost per Passenger
Operator	% Change Baseline-2016	% Change Baseline-2016
AC Transit	0.8%	11.9%
BART	0.7%	-9.3%
Caltrain	3.0%	-33.2%
Golden Gate	-6.8%	-1.1%
SFMTA	2.2%	1.2%
SamTrans	-14.3%	7.0%
VTA	-2.9%	4.6%

Note: shading indicates greater than five percent reduction from baseline year

** Baseline year is highest cost year between 2007-08 and 2010-11 per MTC Resolution 4060



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SB 1 and State Transit Assistance

Senate Bill (SB) 1 provides a significant infusion of funding for public transit, including formula-based and competitive funding. The State Transit Assistance (STA) program will be boosted by approximately \$250 million per year from an increase in the diesel sales tax rate of 3.5 percent. These funds would augment the existing STA program (around \$294 million statewide). It is not presently known whether the state will impose additional requirements or conditions; state guidelines are expected to be developed this fall. MTC estimates the Bay Area would receive approximately \$94 million per year from this augmentation of the STA program.

Another \$105 million per year derived from a new Transportation Improvement Fee (TIF) would also be distributed using the STA Revenue-Based and Population-Based formula but would be targeted at capital improvements focused on modernizing transit vehicles and facilities, although operational costs are also eligible under this STA Capital program. The Bay Area would receive approximately \$39 million per year total from the STA Capital program.

Background

A. The STA Program

STA is the state's flexible transit funding program which may be used for capital or operating purposes. STA provides an important source of operations funding for the Bay Area's transit operators and is a key funding source for regional priorities such as Clipper® and the Lifeline Transportation Program.

The statewide STA program is split equally between a Revenue-Based program (Public Utilities Code 99314) and a Population-Based program (Public Utilities Code 99313). The Revenue-Based program distributes funds directly to transit operators based on each transit operator's share of statewide qualifying revenues used for transit operations, while the Population-Based program distributes funds to regional transportation planning agencies (such as MTC) based on their share of California's population. The Bay Area currently receives 56% of Revenue-Based funds and 19% of Population-Based funds.

B. STA Population-Based Funds in the Bay Area

Of the new STA funding expected to flow to the Bay Area as a result of SB 1, approximately \$34 million per year (\$24 million through existing STA program and \$10 million through the new STA Capital program) will flow through the Population-Based program which is subject to MTC's discretion.

MTC Resolution No. 3837, Revised established MTC's policy for allocating funds from the Population-Based program. Resolution 3837 was originally adopted in January 2008 and designated four major programs as recipients of the Population-Based funding: a Northern Counties/Small Operators Program (28.3% of funds), a Regional Paratransit Program (15.6% of funds), the Lifeline Transportation Program (29.2% of funds), and the MTC Regional Coordination Program (26.9% of funds). Coincidentally, Resolution 3837 called for reevaluating the STA Population-Based distribution in 2017.

This memo presents possible options for the distribution of STA Population-Based funds and STA Capital Population-Based funds.

C. Funding Needs for Multi-Operator Transit Programs

In 2015, MTC launched a study of potential options for a regional Means-Based fare discount program. Several transit operators participated in the study's Technical Advisory Committee, along with other interested regional stakeholders. The study is concluding, and MTC staff have been in contact with some of the transit operators regarding advancing toward implementing a program. While many of the details of a full program are yet to be developed, there seems to be interest around the region in moving ahead, and staff is considering possible funding sources for a program. The study examined several alternative program designs, with costs (lost fare revenue) generally around \$16 million per year, based on a 50% discount and about 20% of eligible riders participating, on all operators in the region. MTC would propose to split this cost 50/50 with the operators. Thus, the MTC contribution would be expected to total around \$8 million per year. Information on the study and potential next steps is expected to be brought to the Commission this fall.

Another program that affects all transit operators in the region is Clipper®. With the upcoming implementation of Clipper® 2.0, staff are anticipating significant capital funding deficits that are expected to exceed \$50 million by FY 2021-2022. Similarly, operating costs are expected to exceed available revenue by FY 2021-22 even with the SB1 increase anticipated under the current framework.

Options for Regular STA Program

Below is a summary of the current Resolution 3837 STA framework and an alternative option for consideration.

Current Framework/Status Quo

			Est. FY 2018-19 STA Population Based	Est. FY 2017-18 STA Population Based (pre-SB 1)	Increase	Percent Increase
Local Program	<i>Northern Counties / Small Operators</i>	28%	\$14,840,000			
	<i>Marin</i>		\$1,573,447			
	<i>Napa</i>		\$850,311			
	<i>Solano</i>		\$2,560,771			
	<i>Sonoma</i>		\$3,009,381			
	<i>CCCTA</i>		\$2,982,792			
	<i>ECCTA</i>		\$1,801,740			
	<i>LAVTA</i>		\$1,232,646			
	<i>Union City</i>		\$431,522			
	<i>WCCTA</i>		\$397,390			
	<i>Regional Paratransit/Mobility Management</i>	16%	\$8,480,000			
	<i>Lifeline / Means-Based</i>	29%	\$15,370,000			
	Subtotal		\$38,690,000			
Regional Program	MTC Regional Coordination	27%	\$14,310,000			
FY 2018-19 TOTAL			\$53,000,000	\$28,291,433	\$24,708,567	87%

As described above, Resolution 3837, Revised established the funding framework for STA Population-Based revenue that is in place today. As shown in the table above, with the passage of SB1, the population based funds increased by approximately 87% over FY 2017-18 baseline revenue.

Staff does not recommend folding the new revenue into the existing framework – following the status quo - for the following reasons:

- While the STA Population-based policy last underwent a major update in 2008 with the adoption of MTC Resolution 3837, the types of projects funded have their roots in MTC policy dating back to 1991.
- The significant increase in funds that SB 1 will bring to the region's transit operators – through the increase in the STA *Revenue-Based* program and the creation of a new STA Capital Program - provides an opportunity to take a fresh look at this three-decade old funding policy.
- Consideration should be given to the funding of programs for which there is a significant need across all operators in the region such as Means-Based fare programs and implementation of Clipper® 2.0.

Proposed Framework: STA Population-Based Distributed Through a County Block Grant Program

				Est. FY 2018-19 STA Population Based	Est. FY 2017-18 STA Population Based (pre-SB 1)	Increase	Percent Increase
Local Program	70%	Alameda	18%	\$6,546,447	\$3,651,329	\$2,895,118	79%
		Contra Costa	22%	\$8,262,187	\$4,608,294	\$3,653,892	
		Napa	4%	\$1,300,377	\$725,295	\$575,082	
		Marin	6%	\$2,129,276	\$1,187,619	\$941,657	
		San Francisco	8%	\$3,109,937	\$1,734,590	\$1,375,347	
		San Mateo	5%	\$1,866,459	\$1,041,031	\$825,428	
		Santa Clara	14%	\$5,193,795	\$2,896,877	\$2,296,918	
		Solano	11%	\$3,913,788	\$2,182,944	\$1,730,844	
		Sonoma	13%	\$4,777,734	\$2,664,816	\$2,112,918	
		Subtotal			\$37,100,000	\$20,692,795	
Regional Program	30%	Subtotal		\$15,900,000	\$7,598,638	\$8,301,362	109%
FY 2018-19 TOTAL				\$53,000,000	\$28,291,433	\$24,708,567	87%

This proposed framework would replace MTC Resolution 3837 with a new OBAG-style county block grant for STA Population-Based funds. Under this option each county CMA would receive a specified share of STA Population-Based funds each year which could be prioritized by the CMA for use by transit operators within their county or in coordination with other counties/the region. This would allow each county to determine how best to invest in paratransit, transit operating, and Lifeline program needs. Each county's share in the table above was calculated based on the county's share of STA funds from the current Resolution 3837 formula, totaled across all categories (Northern Counties/Small Operators Program, Regional Paratransit Program, and the Lifeline Transportation Program) – see Attachment 1. The regional program would continue to support existing regional programs like Clipper® 2.0 and could provide seed funding for a regional means-based fare program. The local and regional shares allow significant funding increases for local programs while providing the roughly \$8 million expected to be needed for the regional contribution to the Means-Based program.

Similar to OBAG, the additional funding and flexibility would be accompanied by policy conditions and initiatives:

1. Direct local program funding to CMAs to develop a coordinated TDA/STA claim
 - A coordinated claim, already in use in Sonoma and Solano Counties, allows for all transit operators in a county to jointly plan their annual operations budgets and coordinate investments of TDA Local Transportation Fund ¼ cent sales tax revenues and STA funds. The coordinated claim also allows for streamlined allocations of funds to transit operators. MTC would still determine the amounts available for TDA and

STA Revenue-Based funds through the annual Fund Estimate process. The CMAs would be expected to play a role in this coordination effort.

2. Northern Counties (Marin, Napa, Solano, and Sonoma) to meet Transit Sustainability Project (TSP) performance requirements similar to the large operators (cost efficiency/effectiveness) or plan to consolidate to a single county operator (e.g. Napa) and establish a timeframe for operators to meet the TSP requirements.
 - The TSP was intended to identify strategies to enable transit operators to remain financially viable so that they can continue to provide service to the public. While the performance measures requiring a 5% real reduction in cost per service hour, cost per passenger, or cost per passenger mile currently only apply to the region's larger transit operators, this initiative would include smaller operators to further incentivize financial sustainability.
 - Sonoma and Solano Counties have already expressed interest in pursuing consolidation and this initiative would support those efforts and encourage other counties to investigate consolidation.
3. The five other counties (Alameda, Contra Costa, San Francisco, San Mateo, and Santa Clara) to meet TSP performance requirements and establish or enhance mobility management programs.
 - As noted above, apply the TSP performance measures requiring a 5% real reduction in cost per service hour, cost per passenger, or cost per passenger mile to small and medium operators to further incentivize financial sustainability.
 - Each county, working with the transit operations, should establish or enhance mobility management programs within their county to help provide equitable and effective access to transportation.

Priorities for STA Capital Program

As noted on page 1 of this memo the Bay Area can expect to receive approximately \$39 million per year from a new STA Capital program, \$10.2 million of which will be Population-Based funds. The following priorities should inform how to invest these STA Capital Population-Based funds.

STA Capital Priority 1: Clipper ® 2.0

	Est. FY 2018-19 STA Population Based	Description
Clipper ® 2.0	\$10,200,000	Funds directed to support the development and deployment of Clipper ® 2.0

Capital priority 1 would allow MTC to invest in the development and deployment of the Bay Area's next generation transit fare payment system, Clipper ® 2.0. Clipper ® is funded jointly by MTC and transit operators, however there are significant unfunded anticipated capital and operating costs associated with Clipper ® 2.0 which will need to be funded to ensure a successful deployment. If Regional Measure 3 is approved by the voters, these funds would likely not be needed to support the development and deployment of Clipper ® 2.0.

STA Capital Priority 2: Green Transit Capital Priorities

	Est. FY 2018-19 STA Population Based	Description
Local Program	\$10,200,000	100% used for Transit Capital Priorities program local match to fund the cost increment for zero emission buses (ZEB) or to pay for related ZEB infrastructure.

If not needed for Clipper ® 2.0, the Population-Based funds from the new STA Capital program could fund the acquisition of zero emission buses (ZEB) by the Bay Area's transit operators. The STA Capital funds would be used to pay for the cost increment of ZEBs over diesel or hybrid vehicles or for charging or hydrogen infrastructure to support ZEBs. This would assist operators in meeting the expected California Air Resources Board (CARB) mandates. Staff is working with the Air District in an effort to leverage this investment with their funding and be able accelerate the conversion of the transit fleet toward zero emission. With a 1:1 leverage, the region could replace roughly 65 buses to ZEBs annually based on current ZEB costs.

We look forward to your feedback on these options and priorities for both STA programs.

Calculation Methodology of STA Population-Based Proposed Framework County Program Shares

STA Population-Based Distribution per MTC Res. 3837, Revised
Estimated Fiscal Year 2017-18 (pre-SB 1)

Bay Area Transit Operators Estimates	Annual Amount	%
Statewide STA Funding	\$ 293,792,000	
Northern Counties/Small Operators		
Marin	\$ 839,907	11%
Napa	\$ 453,897	6%
Solano/Vallejo	\$ 1,366,941	17%
Sonoma	\$ 1,606,409	20%
CCCTA	\$ 1,592,216	20%
ECCTA	\$ 961,770	12%
LAVTA	\$ 657,987	8%
Union City	\$ 230,347	3%
WCCTA	\$ 212,127	3%
SUBTOTAL	\$ 7,921,601	28%
Regional Paratransit		
Alameda	\$ 904,551	20%
Contra Costa	\$ 640,316	14%
Marin	\$ 123,546	3%
Napa	\$ 100,195	2%
San Francisco	\$ 717,688	16%
San Mateo	\$ 353,855	8%
Santa Clara	\$ 1,013,480	22%
Solano	\$ 276,687	6%
Sonoma	\$ 396,311	9%
SUBTOTAL	\$ 4,526,629	16%
Lifeline		
Alameda	\$ 1,857,922	23%
Contra Costa	\$ 1,174,872	14%
Marin	\$ 215,085	3%
Napa	\$ 166,822	2%
San Francisco	\$ 1,028,602	13%
San Mateo	\$ 691,694	8%
Santa Clara	\$ 1,896,908	23%
Solano	\$ 525,316	6%
Sonoma	\$ 647,293	8%
SUBTOTAL	\$ 8,204,515	29%
MTC Regional Coordination Program	\$ 7,638,687	27%
Transit Emergency Service Contingency Fund		
Total Population-Based Funds	\$ 28,291,433	100%

STA Population-Based County Program Shares
Proposed Framework

County (color coded to rows to left)	Sum of total from all three county/operator programs in 3837	Overall share
Alameda	\$ 3,650,808	18%
Contra Costa	\$ 4,581,301	22%
Napa	\$ 720,914	3%
Marin	\$ 1,178,538	6%
San Francisco	\$ 1,746,290	8%
San Mateo	\$ 1,045,549	5%
Santa Clara	\$ 2,910,388	14%
Solano	\$ 2,168,945	11%
Sonoma	\$ 2,650,013	13%
Total of county/operator programs	\$ 20,652,745	100%

Estimate of State Transit Assistance Funding in Senate Bill 1 (Beall/Frazier)

Bay Area Transit Operators Estimates	Baseline Current STA Funding (FY 2016-17 Estimate)	Estimate of Net Increase in FY 2017-18*	Estimate of Net Increase in FY 2018-19 Estimate*
Statewide STA Funding	\$ 266,873,000	\$ 166,666,500	\$ 250,000,000
Alameda CTC - Corresponding to ACE	\$ 186,347	\$ 116,275	\$ 174,413
Caltrain	\$ 3,877,168	\$ 2,419,246	\$ 3,628,873
County Connection	\$ 438,211	\$ 273,431	\$ 410,147
City of Dixon	\$ 3,400	\$ 2,121	\$ 3,182
ECCTA (Tri Delta Transit)	\$ 202,949	\$ 126,635	\$ 189,952
City of Fairfield	\$ 85,636	\$ 53,434	\$ 80,151
Golden Gate Transit	\$ 3,432,072	\$ 2,141,518	\$ 3,212,280
City of Healdsburg	\$ (744)	\$ 224	\$ 336
Livermore Amador Transit Authority	\$ 177,130	\$ 110,524	\$ 165,786
Marin Transit	\$ 639,229	\$ 398,861	\$ 598,293
Napa Valley Transit Authority	\$ 44,265	\$ 27,620	\$ 41,430
City of Petaluma	\$ 9,942	\$ 6,204	\$ 9,306
City of Rio Vista	\$ 530	\$ 488	\$ 732
SamTrans	\$ 2,384,429	\$ 1,487,818	\$ 2,231,729
City of Santa Rosa	\$ 97,323	\$ 60,727	\$ 91,090
Solano County Transit	\$ 199,935	\$ 124,754	\$ 187,131
Sonoma County Transit	\$ 105,377	\$ 65,752	\$ 98,628
City of Union City	\$ 29,967	\$ 18,698	\$ 28,048
Valley Transportation Authority	\$ 9,173,929	\$ 5,724,279	\$ 8,586,427
VTA - Corresponding to ACE	\$ 199,485	\$ 124,473	\$ 186,710
WCCTA (Western Contra Costa Transit Authority)	\$ 229,652	\$ 143,296	\$ 214,945
WETA	\$ 943,358	\$ 588,629	\$ 882,945
SUBTOTAL	\$ 22,459,586	\$ 14,015,008	\$ 21,022,533
AC Transit	\$ 6,938,750	\$ 4,329,588	\$ 6,494,389
BART	\$ 15,941,572	\$ 9,947,101	\$ 14,920,667
SFMTA	\$ 29,034,278	\$ 18,116,589	\$ 27,174,911
SUBTOTAL	\$ 51,914,600	\$ 32,393,279	\$ 48,589,967
Total Revenue Based Funds	\$ 74,374,186	\$ 46,408,287	\$ 69,612,500
Population Based Funds	\$ 26,001,993	\$ 16,249,984	\$ 24,375,000
Bay Area Grand Total	\$ 100,376,179	\$ 62,658,271	\$ 93,987,500

* \$250 million assumed statewide. FY 2017-18 amount is estimated at 66 percent of revenue forecast since diesel sales tax increase takes effect November 1, 2017. Also note transit operator shares are based on FY 2014-15 revenue-based STA factors. Actual funding amounts should be expected to change and will not be known until State Controller issues fund estimate in August 2017.

Source: Metropolitan Transportation Commissions. Contact: Rebecca Long at rlong@mtc.ca.gov

Estimate of Annual Transit Capital Funding Distributed via STA Formula in SB 1 (Beall/Frazier)

Bay Area Transit Operators Estimates	FY 2017-18
Statewide Funding for STA Capital	\$ 105,000,000
Alameda CTC - Corresponding to ACE	\$ 73,254
Caltrain	\$ 1,524,127
County Connection	\$ 172,262
City of Dixon	\$ 1,336
ECCTA (Tri Delta Transit)	\$ 79,780
City of Fairfield	\$ 33,664
Golden Gate Transit	\$ 1,349,158
City of Healdsburg	\$ 141
Livermore Amador Transit Authority	\$ 69,630
Marin Transit	\$ 251,283
Napa Valley Transit Authority	\$ 17,401
City of Petaluma	\$ 3,908
City of Rio Vista	\$ 307
SamTrans	\$ 937,326
City of Santa Rosa	\$ 38,258
Solano County Transit	\$ 78,595
Sonoma County Transit	\$ 41,424
City of Union City	\$ 11,780
Valley Transportation Authority	\$ 3,606,299
VTa - Corresponding to ACE	\$ 78,418
WCCTA (Western Contra Costa Transit Authority)	\$ 90,277
WETA	\$ 370,837
SUBTOTAL	\$ 8,829,464
AC Transit	\$ 2,727,643
BART	\$ 6,266,680
SFMTA	\$ 11,413,463
SUBTOTAL	\$ 20,407,786
Total Revenue Based Funds	\$ 29,237,250
Population Based Funds	\$ 10,237,500
Bay Area Grand Total	\$ 39,474,750

Note: Shares are based on FY 2014-15 operator shares. Actual amount will vary based on each transit operator's share of statewide qualifying revenue.