



City Council Agenda Item

City Council Meeting Date: May 7, 2019

TO: Jim Throop, City Manager

FROM: Richard Fernbaugh, Aviation/Transportation Administrator
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SUBJECT: Adoption of Resolution No. 6250(19) Authorizing the Filing of a Transportation Development Act Claim for Fiscal Year 2019-20

Recommendation:

Staff recommends the City Council adopt Resolution No. 6250(19) (attached), which sets forth expenditures for California Transportation Development Act (TDA) Local Transportation Funds (LTF) and State Transit Assistance Fund (STA) in Fiscal Year (FY) 2019-20, and authorizes the filing of TDA claim package with the Santa Barbara County Association of Governments (SBCAG).

Background:

City of Lompoc Transit (COLT) provides fixed route and ADA (Americans with Disabilities Act) bus service to the City and limited areas of the County of Santa Barbara (Vandenberg Village, Mission Hills and Mesa Oaks) (County). COLT service is available Monday through Friday from 6:10 a.m. to 7:00 p.m., and Saturday from 9:00 a.m. to 5:00 p.m. COLT also provides a night shuttle service to Allan Hancock College Lompoc Valley Center Campus until 9:40 p.m., Monday through Thursday. COLT served over 126,565 riders during FY 2017-18.

In addition to those local services, COLT participates in several regional services. COLT operates the Wine Country Express, which provides three round trips per day, Monday through Saturday, between Lompoc, Buellton and Solvang. That service is provided based on a Memorandum of Understanding (MOU) between the County and the Cities of Lompoc, Buellton and Solvang. The Wine Country Express had 10,135 riders during FY 2017-18. COLT is also a funding partner for the Breeze bus service between Vandenberg Air Force Base, Lompoc and Santa Maria. The Breeze service is operated by Santa Maria Area Transit (SMAT) through an MOU between the City, County, and Santa Maria. The City currently contributes \$200,000 of TDA funding for the Breeze service.

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TDA is a funding source for the development and support of public transportation needs that exist in California. While TDA provides two major sources of funding: LTF and STA, the funding is commonly simplified to TDA. TDA Funds are distributed to all associations of governments throughout the State of California, including SBCAG, by the State of California and they, in turn, oversee the administration and distribution of the funds to the various City and County agencies in each county for transit operations. Each year, in order to receive an allocation from SBCAG for transit, the City is required to file a TDA Claim with SBCAG identifying the proposed expenditures for this money. The recommendation provides for adoption of a resolution approving the TDA claim and authorizing the filing of the TDA claim.

Discussion:

TDA's process allows the City to claim funds for a number of categories of activities. The following categories of funding are available with LTF funding: Regional Transportation Planning, Pedestrian and Bikeway Facilities, Article 4 (Transit – Operations and Capital), Article 4.5 (Community Transit), Article 8a (streets and road maintenance), and Article 8c (Transit Contracts). The following categories of funding are available for STA funding: Transportation Planning and Mass Transportation.

Regional Transportation Planning allocations, while claimed in this process by the City, remains with SBCAG and are utilized by SBCAG for eligible activities under TDA. Preliminary allocation estimates from SBCAG are used for the City's initial claim. SBCAG initially estimates \$2,157,427 of LTF funds and no STA funds will be allocated for the FY 2019-2020 claim period.

Resolution No. 6250(19) identifies the claims for funding included on the TDA Claim as follows:

| | <u>Claim Amount</u> |
|--|---------------------|
| Regional Transportation Planning | \$53,233 |
| Pedestrian and Bikeway Facilities | 36,213 |
| Article 4 (Transit – Operations and Capital) | 2,121,214 |
| Article 4.5 (Community Transit) | none |
| Article 8a (streets and road maintenance) | none |
| Article 8c (Transit Contracts) | none |
| Transportation Planning | none |
| Mass Transportation | none |

Included with the City's claim for Article 4 (Transit) funds are apportionments from the County to pay their share for COLT service to Mission Hills, Vandenberg Village, Wine Country Express and the Bridge House.

Fare Box Revenue

COLT is mandated by TDA to meet a system wide fare box ratio. Currently, the mandated fare box ratio is 20% under TDA guidelines through FY 2019-20. The City Council

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previously authorized the use of local Measure A funds to supplement fare box revenues to meet minimum fare box ratios, if needed. Additionally, the County has agreed to pay for a portion of the service COLT provides to the unincorporated areas of the County with local Measure A funds, a local fund source eligible to be counted as fare box revenues for determining the fare box ratio. Those local fund contributions will ensure COLT meets its TDA fare box requirement.

In addition to securing additional local contributions eligible as fare box revenue, staff continues work to boost fare box recovery using alternate methods. An example is the recent installation of automated fare boxes in all COLT busses in 2017. The use of automatic fare boxes has resulted in increased fare collection. With the opening of the Transit Transfer Center, on April 2nd of last year, schedules and routes were revised to provide better route timing and bus connections. Completion and occupancy of the proposed Transit Operations and Fleet Maintenance Facility, on D Street, is estimated to occur during the FYs 2021-22 cycle. Once completed the facility will generate rental revenue, a local fund source eligible as fare box revenues. The additional local fund source of rental revenue will count towards fare box recovery and reduce the need to utilize local Measure A to supplement fare box revenues to meet minimum fare box recovery ratios.

Fiscal Impact:

As part of the TDA claim process, SBCAG provides the City with estimates of available resources of funds in several categories as identified above in the Discussion section. Transit operations are funded utilizing TDA (LTF and STA funds) and other transit related resources. In addition to TDA sources identified above, Federal Transit Administration (FTA) funds are allocated to the City for COLT operations and riders are charged fares to use the system. As necessary, based on fare box ratio requirements, the City may utilize other local fund sources such as Measure A funds from the County or the City for transit operations. The changes to operations, in conjunction with the change in funding sources, including fare revenues, provide for a fare box ratio in excess of the minimum required (i.e. > 20%).

No General Fund revenue from the City is required for operating costs or capital needs of the COLT system.

In addition to providing \$2,121,214 of TDA funding for transit services, the approval of the TDA claim package authorizes \$53,233 for regional transportation planning staff and \$36,213 for pedestrian and bicycle facilities in FY 2019-20.

Conclusion:

Once adopted, Resolution No. 6250(19) will be submitted to SBCAG for its review and approval in support of our TDA Claim for FY 2019-20.

Respectfully submitted,

Richard Fernbaugh, Aviation/Transportation Administrator

APPROVED FOR SUBMITTAL TO THE CITY MANAGER:

Michael W. Luther, P.E., Public Works Director

APPROVED FOR SUBMITTAL TO THE CITY COUNCIL:

Jim Throop, City Manager

Attachment: Resolution No. 6250(19)