

Agenda #2

Mendocino Transit Authority

Board of Directors

Regular Board Meeting April 23, 2015

Ukiah Video-Conferenced with Fort Bragg

Present: Mastin, Tarbell, Cross, Peters
Excused: Doble, Gjerde, Strong
Staff: Baxter, Butler, Webster, Edlund, McNamee
Others: None

Chair **Mastin** called the Meeting to order at 1:30 PM.

Chair **Mastin** asked for Public Comment

CONSENT CALENDER

Agenda Item #2: Minutes March 26, 2015 Regular Board Meeting
Agenda Item #3: Service Performance Report: February 2015
and Winter Quarter 14/15 Report
Agenda Item #4: Financial Report: February 2015
Agenda Item #5: Board Meeting Dates and Locations
Agenda Item #6: Capital Program: Update/Progress Report

Moved by Dir. **Tarbell** and Seconded by Dir. **Peters** to approve Consent Calendar Items #2 -#6. Motion Approved by those present.

Agenda Item #7: Election of Board Chair and Vice Chair: Dir. **Peters** moved to nominate Dir. **Mastin** as Chair; Dir. **Tarbell** seconded. Motion approved by those present. Dir. **Peters** moved to nominate Dir. **Tarbell** as Vice Chair; Dir. **Cross** seconded. Motion approved by those present.

Agenda Item #8: Unmet Transit Needs: Point Arena: Action:
Solicit Input: Reinstate Saturday service to Fort Bragg, and same day round trip Summer Service with local service down in Point Arena were discussed. Restoration of the Old 'Coaster Route' mid-day was added to the list.

Agenda Item #9: FY 2013/2014 Fiscal Audit: This item was presented by Finance/Personnel Manager **Webster**.

She explained that the Fiscal & Compliance Audit was complete. It was a good audit. There were no findings, and three recommendations. MTA's assets increased 10.3% over FY12/13. Dir. **Mastin** asked about how the Unfunded Liability from CalPERS under GASB 68 will affect our Retained Earnings. Finance Manager **Webster** explained that MTA will have to book the Unfunded Liability in FY14/15, however, more information will be needed before that can occur. This item will be brought back to the Board for further discussion after the Actuarials are complete with the precise numbers available.

Finance Manager **Webster** explained that a Single Audit was also completed. This audit is required of all non-federal entities that expend equal to or in excess of \$500,000 in federal awards in a fiscal year. There were no findings or observations.

Recommendation: Staff recommended that the Fiscal Audit and the Single Audit be accepted as presented.

Moved by Dir. **Cross** and seconded by Dir. **Tarbell** to accept the audits for FY13/14. Motion approved by those present.

Agenda Item #10: 5311(f) Grant Application: Possible expansion of Route 65 Service: Public Hearing: This item was presented by General Manager **Baxter**. GM **Baxter** explained that MTA was awarded a 5311(f) Intercity Bus Grant last year, which would allow MTA to add a trip to Route 65 between Ukiah & Willits. This year, MTA has applied for operating funds for the Fort Bragg/Ukiah portion of the second trip. MTA is also applying for two buses to support this service, and another to replace one of the existing Rte 65 buses.

Public Hearing opened at 2:08 pm. No public comment.

Recommendation: Accept public input. Adopt **Resolution 2015-05** authorizing the General Manager or the Finance/Personnel Manager to sign and submit the application.

Moved by Dir. **Tarbell** and seconded by Dir. **Peters** and approved by the following Roll Call vote:

AYES: Cross, Tarbell, Peters, Mastin
NO: None
ABSTAIN: None
ABSENT: Doble, Gjerde, Strong

Agenda #11: 5311 Grant Application: Action: Adopt Resolution 2015-06: Item presented by Finance Manager **Webster**. She explained that staff is applying for a 5311 Regional Apportionment Grant for Operating Assistance. The Grant requires that staff be authorized by the Board to sign and submit the application.

Moved by Dir. **Peters** and seconded by Dir. **Tarbell** and approved by the following Roll Call vote:

AYES: Cross, Tarbell, Peters, Mastin
NO: None
ABSTAIN: None
ABSENT: Doble, Gjerde, Strong

Agenda Item #12: Low Carbon Transit Operations Program (Cap & Trade) Action: Discuss and Adopt Resolutions 2015-07 and 2015-08: Item was presented by GM **Baxter**. This particular Cap and Trade money is allocated by formula and MTA is the only eligible recipient. For FY14/15, \$31,142 is available, and MTA proposes to use the funds to subsidize fares for Mendocino College Students.

Recommendation: Staff recommends that the Board approve **Resolution 2015-07** authorizing staff to submit the project and allocation request for the Low Carbon Transit Operations Program (LCTOP), and **Resolution 2015-08** authorizing the execution of the Certifications and Assurances for the Program.

Resolution 2015-07 moved by Dir. **Peters** and seconded by Dir. **Tarbell** to authorize submittal and allocation of the LCTOP.

Motion approved by the following Roll Call vote:

AYES: Peters, Cross, Tarbell, Mastin
NO: None
ABSTAIN: None
ABSENT: Doble, Gjerde, Strong

Resolution 2015-08 moved by Dir. **Peters** and seconded by Dir. **Tarbell** to authorize the execution of the Certifications and Assurances for the Low Carbon Transit Operations Program (LCTOP).

Motion approved by the following Roll Call vote:

AYES: Tarbell, Cross, Peters, Mastin
NO: None
ABSTAIN: None
ABSENT: Doble, Gjerde, Strong

Agenda Item #13: Prop 1B Security Grant: Authorize acceptance of Grant Funds. Action: Discuss and Adopt Resolution 2015-09:

Item presented by GM **Baxter**. He reported that this funding was part of the Proposition 1B funding directed exclusively for Transit Safety and Security. For FY12/13, \$80,487 is available only to us, and staff proposes to use this funding to install a new Two-Way Radio System, replacing all radios on the buses. Any remaining money would be used for On-Board Video Recording Systems and other security related purchases.

Recommendation: Staff recommends that the Board approve **Resolution 2015-09** authorizing staff to expend the funds.

Resolution 2015-09 moved by Dir. **Tarbell** and seconded by Dir. **Cross** authorizing the General Manager or Finance Manager to expend the FY12/13 Prop 1B Safety and Security bond funds.

Motion approved by the following Roll Call vote:

AYES: Tarbell, Cross, Peters, Mastin
NO: None
ABSTAIN: None
ABSENT: Doble, Gjerde, Strong

Agenda Item #14: Management Report: Maintenance Manager **Butler** reported that the Medium Duty Bus for the 5311(f) Grant and one Large Van will be coming down the line on 5/11/15. The Ukiah Senior Center Bus has been in service for two weeks, and the Redwood Coast Senior Center Bus will be delivered tomorrow. He also reported that staff is working on the Capital Solar Project for Shelters.

GM **Baxter** reported that he attended the CalACT Conference, and received good information on grant funds, new programs, and charter regulations.

Agenda Item #15: Matters from Directors: Dir. **Peters** stated that plans are underway for Chartering MTA buses for the Jere Melo Foundation Walkathon on August 29, 2015. Interim Operations Manager **Wilson** will be coordinating the Charter for the Event.

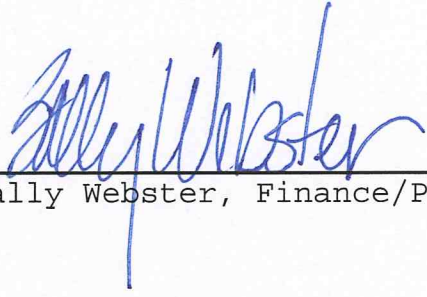
Director **Mastin** reported that he attended a CSDA workshop in McKinleyville last week that covered Ethics, Good Governance, and the Brown Act.

**CLOSED SESSION - General Manager Evaluation, Pursuant to
GC54957(b) (1) Public Employee Evaluation.**

Report out of Closed Session: Discussion of General Manager
Evaluation. No Action Taken.

Meeting Adjourned at 3:32 PM.

James W. Mastin, Chair



Sally Webster, Finance/Pers Mgr

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To: MTA Board of Directors
From: Norma Wilson, Interim Transportation Manager
Date: May 12, 2015
Subj: Service Performance Report: March 2015

Attached is the usual monthly report, comparing performance in March 2015 with the three previous months plus March 2014. Performance in the month of March 2015 exceeded standards for only six of the twelve measures. Compared to March 2014, performance in March 2015 improved in eight of the twelve.

Also attached is a year-to-date summary of statistics and performance measures by route, with subtotals by service type. Due to month-to-month fluctuations, this year-to-date summary is more meaningful than the monthly reports. That page also provides a comparison with the same six months of last year, showing Total Public Service:

Fare Revenue	Up	2.8%
Ridership	Down	9.3%
Service hours	Down	0.1%
Total operating cost	Up	3.7%

That means that compared to last fiscal year after February (six months):

Cost per hour (hourly rate)	Increased 3.8% to \$91.43
Productivity (passengers per hour)	Decreased 9.2% to 8.1
Farebox ratio	Decreased 0.9% to 14.1%
The average fare paid	Increased 13.3% to \$1.60

Ridership remains down due to the reduction in agency fares and the loss of the Boys & Girls Club riders. Fares are up as a result of last fare increase.

MONTHLY PERFORMANCE

Service Month	Passengers per Hour	Farebox Ratio	Operating Cost per Hour
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Dial-A-Rides

Mar-14	4.1	12.1%	86.21
Dec-14	4.0	14.2%	92.10
Jan-15	3.9	10.9%	97.56
Feb-15	3.9	13.1%	99.98
Mar-15	3.7	14.6%	95.73
STANDARD	4.5	15.0%	87.19

Flex Routes (***)

Mar-14	5.3	5.5%	77.48
Dec-14	4.3	5.8%	79.70
Jan-15	4.9	4.5%	87.26
Feb-15	5.6	6.7%	84.52
Mar-15	5.9	9.0%	81.69
STANDARD	8.2	15.0%	89.80

Short Distance Bus Routes (**)

Mar-14	13.6	13.1%	84.36
Dec-14	11.3	13.4%	83.30
Jan-15	13.1	11.4%	87.37
Feb-15	13.6	15.2%	87.13
Mar-15	13.8	17.3%	81.51
STANDARD	14.0	15.0%	88.16

Long Distance Bus Routes (*)

Mar-14	4.4	16.4%	89.18
Dec-14	3.5	18.3%	88.70
Jan-15	3.8	13.6%	87.38
Feb-15	3.5	15.4%	88.42
Mar-15	4.1	20.6%	82.82
STANDARD	3.2	15.0%	90.18

(*) Includes Routes 60 Coaster, 65 C C Rider, 75 Gualala - Ukiah and 95 Point Arena - Santa Rosa

(**) Includes 5 BraggAbout, 7 Jitney, 9 Local, 15 Laytonville, 20/21 Willits, 30 Rdwd Vly

(***) Includes Willits Flex

Mendocino Transit Authority Year to Date Performance Comparison

Monday April 20, 2015

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Route/Run	YTD Through		Mar-15		YTD Through		Mar-15		YTD Through		Mar-15		YTD Through		Mar-15	
	13/14 Hourly Rate	14/15 Hourly Rate	Amount Diff	% Diff	13/14 Pass per Hour	14/15 Pass per Hour	Amount Diff	% Diff	13/14 Farebox Ratio	14/15 Farebox Ratio	Amount Diff	% Diff	13/14 Average Fare	14/15 Average Fare	Amount Diff	% Diff
02 Willits - DAR	ERR	ERR	ERR	ERR	ERR	ERR	ERR	ERR	ERR	ERR	ERR	ERR	ERR	ERR	ERR	ERR
03 Ukiah - DAR	90.28	96.45	6.17	6.8%	4.0	3.8	-0.2	-5.0%	11.4%	11.7%	0.3%	2.9%	2.55	2.95	0.40	15.7%
04 Fort Bragg - DAR	91.84	99.17	7.34	8.0%	4.2	4.0	-0.2	-4.8%	13.1%	13.1%	0.0%	0.4%	2.89	3.28	0.40	13.8%
Total Dial-A-Ride	90.90	97.51	6.61	7.3%	4.1	3.9	-0.2	-4.9%	12.1%	12.3%	0.2%	1.8%	2.69	3.08	0.40	14.8%

08 Local Evening Service	79.41	84.00	4.59	5.8%	6.1	5.4	-0.7	-11.5%	6.3%	6.6%	0.2%	3.9%	0.82	1.02	0.20	24.1%
Total Flex Routes	79.41	84.00	4.59	5.8%	6.1	5.4	-0.7	-11.5%	6.3%	6.6%	0.2%	3.9%	0.82	1.02	0.20	24.1%

01 Willits - Flex	85.70	89.74	4.03	4.7%	5.1	5.2	0.1	1.5%	4.6%	4.7%	0.2%	3.9%	0.76	0.82	0.05	7.1%
05 Bragg/About	74.32	78.75	4.42	6.0%	7.7	8.1	0.5	5.9%	6.9%	7.9%	1.0%	15.1%	0.67	0.77	0.10	15.2%
06 Bragg/About - Saturday	ERR	ERR	ERR	ERR	ERR	ERR	ERR	ERR	ERR	ERR	ERR	ERR	ERR	ERR	ERR	ERR
07 Jilney	88.93	91.02	2.10	2.4%	15.3	11.3	-4.0	-26.1%	8.4%	6.0%	-2.3%	-27.8%	0.49	0.49	0.00	0.1%
09 Local	80.14	82.64	2.50	3.1%	21.0	18.1	-2.9	-13.9%	19.5%	19.0%	-0.5%	-2.4%	0.74	0.87	0.13	16.8%
15 Laytonville-Willits	ERR	ERR	ERR	ERR	ERR	ERR	ERR	ERR	ERR	ERR	ERR	ERR	ERR	ERR	ERR	ERR
20 & 21 Willits	107.62	108.35	0.73	0.7%	11.3	11.0	-0.3	-2.8%	13.7%	13.6%	-0.0%	-0.2%	1.30	1.34	0.04	3.3%
30 Redwood Valley	ERR	ERR	ERR	ERR	ERR	ERR	ERR	ERR	ERR	ERR	ERR	ERR	ERR	ERR	ERR	ERR
40 Potter Valley	ERR	ERR	ERR	ERR	ERR	ERR	ERR	ERR	ERR	ERR	ERR	ERR	ERR	ERR	ERR	ERR
52 Talmage	ERR	ERR	ERR	ERR	ERR	ERR	ERR	ERR	ERR	ERR	ERR	ERR	ERR	ERR	ERR	ERR
54 Hopland	ERR	ERR	ERR	ERR	ERR	ERR	ERR	ERR	ERR	ERR	ERR	ERR	ERR	ERR	ERR	ERR
Total Inland Routes	86.10	88.73	2.64	3.1%	14.7	13.2	-1.5	-10.1%	14.1%	13.9%	-0.2%	-1.2%	0.82	0.93	0.11	13.3%

60 Coaster	92.69	97.04	4.35	4.7%	10.6	9.6	-1.0	-9.8%	8.7%	8.2%	-0.5%	-5.5%	0.76	0.84	0.07	9.7%
61 Coaster - Saturday	ERR	ERR	ERR	ERR	ERR	ERR	ERR	ERR	ERR	ERR	ERR	ERR	ERR	ERR	ERR	ERR
65 CC Rider	97.30	95.71	-1.59	-1.6%	4.2	3.9	-0.3	-6.3%	34.0%	35.2%	1.3%	3.7%	7.96	8.66	0.70	8.8%
70 Coast to Coast	ERR	ERR	ERR	ERR	ERR	ERR	ERR	ERR	ERR	ERR	ERR	ERR	ERR	ERR	ERR	ERR
74 Guiala - Saturday	87.56	90.06	2.49	2.8%	1.8	2.1	0.3	19.4%	5.2%	4.9%	-0.2%	-4.7%	2.59	2.12	-0.46	-17.9%
75 Guiala	86.72	89.20	2.48	2.9%	4.2	4.1	-0.1	-1.7%	8.9%	8.8%	-0.1%	-1.7%	1.84	1.89	0.05	2.8%
95 Point Arena-Santa Rosa	85.55	88.11	2.56	3.0%	2.2	2.2	0.0	-0.7%	11.0%	9.9%	-1.1%	-9.7%	4.34	4.06	-0.27	-6.3%
Total Coastal & Long Routes	90.58	92.01	1.43	1.6%	4.4	4.1	-0.3	-6.6%	17.8%	17.6%	-0.2%	-1.2%	3.68	3.95	0.27	7.5%

Total Public Service	88.07	91.43	3.36	3.8%	8.9	8.1	-0.8	-9.2%	14.2%	14.1%	-0.1%	-0.9%	1.41	1.60	0.19	13.3%
97 Contract Services	62.04	65.41	3.37	5.4%	4.8	4.5	-0.3	-7.2%	83.4%	89.1%	5.6%	6.8%	10.69	12.97	2.28	21.3%
98 Charter	71.59	71.36	-0.23	-0.3%	21.0	28.5	7.5	35.7%	120.5%	146.6%	26.1%	21.7%	4.11	3.68	-0.44	-10.6%
Total Other	65.56	67.16	1.60	2.4%	10.8	11.5	0.7	6.8%	98.4%	107.0%	8.7%	8.8%	5.98	6.24	0.26	4.3%
Total	87.18	90.57	3.39	3.9%	8.9	8.2	-0.8	-8.6%	16.7%	16.6%	-0.2%	-1.1%	1.63	1.84	0.20	12.4%

Comparison FY13/14 - FY14/15

Description	13/14	14/15	Amount Diff	% Diff
Mileage	531,289	526,368	(4,921)	-0.9%
Mileage Based Costs	516,529	482,212	(34,317)	-6.6%
Hourly Based Costs	1,240,454	1,258,911	18,457	1.5%
Direct Costs	273,905	320,378	46,473	17.0%
Overhead Costs	798,850	862,787	63,937	8.0%
Total Costs	2,829,738	2,924,288	94,550	3.3%

Charter Rate Calculation Cost per mile calculation:

	Plus	Plus	Hourly Rate Calculation:
Actual	41.90%	10.0%	Actual Hourly Rate
Overhead	1.01	1.11	Plus Direct Costs
Van/Small Bus	1.36	1.50	Hourly Rate
Coach	2.12	2.33	Plus Overhead
Combined	1.111	1.74	Hourly Rate
			Plus Profit
			20.0%
			71.65

0

Mendocino Transit Authority

Year to Date Statistics Comparison

Comparison FY13/14 - FY14/15	YTD Through				Mar-15				YTD Through				Mar-15				YTD Through				Mar-15			
	13/14 Fare Revenue	14/15 Fare Revenue	Amount Diff	% Diff	13/14 Pass	14/15 Pass	Amount Diff	% Diff	13/14 Service Hours	14/15 Service Hours	Amount Diff	% Diff	13/14 Total Cost	14/15 Total Cost	Amount Diff	% Diff								
02 Willits - DAR	0	0	0	ERR	0	0	0	ERR	0	0	0	ERR	0	0	0	ERR								
03 Ukiah - DAR	45,443	51,039	5,596	12.3%	17,821	17,298	(523)	-2.9%	4,422	4,517	95	2.1%	399,227	435,629	36,402	9.1%								
04 Fort Bragg - DAR	34,717	37,266	2,549	7.3%	12,033	11,350	(683)	-5.7%	2,892	2,865	(28)	-1.0%	265,596	284,082	18,486	7.0%								
Total Dial-A-Ride	80,160	88,305	8,145	10.2%	29,854	28,648	(1,206)	-4.0%	7,314	7,381	67	0.9%	664,823	719,711	54,888	8.3%								
08 Local Evening Service	9,020	9,907	887	9.8%	10,940	9,681	(1,259)	-11.5%	1,794	1,794	(0)	-0.0%	142,460	150,650	8,190	5.7%								
Total Flex Routes	9,020	9,907	887	9.8%	10,940	9,681	(1,259)	-11.5%	1,794	1,794	(0)	-0.0%	142,460	150,650	8,190	5.7%								
01 Willits - Flex	7,162	7,788	626	8.7%	9,397	9,537	140	1.5%	1,835	1,835	(0)	-0.0%	157,266	164,658	7,392	4.7%								
05 Bragg/About	10,315	12,532	2,217	21.5%	15,472	16,319	847	5.5%	2,013	2,005	(8)	-0.4%	149,608	157,853	8,245	5.5%								
06 Bragg/About - Saturday	0	0	0	ERR	0	0	0	ERR	0	0	0	ERR	0	0	0	ERR								
07 Jiney	2,088	1,632	(456)	-21.8%	4,286	3,347	(939)	-21.9%	281	297	16	5.7%	24,988	27,043	2,055	8.2%								
09 Local	101,166	101,199	33	0.0%	136,099	116,528	(19,571)	-14.4%	6,475	6,438	(37)	-0.6%	518,932	532,075	13,143	2.5%								
15 Laytonville-Willits	0	0	0	ERR	0	0	0	ERR	0	0	0	ERR	0	0	0	ERR								
20 & 21 Willits	42,495	42,721	226	0.5%	32,722	31,842	(880)	-2.7%	2,868	2,890	22	0.1%	310,815	313,168	2,353	0.8%								
30 Redwood Valley	0	0	0	ERR	0	0	0	ERR	0	0	0	ERR	0	0	0	ERR								
40 Potter Valley	0	0	0	ERR	0	0	0	ERR	0	0	0	ERR	0	0	0	ERR								
52 L'Almagne	0	0	0	ERR	0	0	0	ERR	0	0	0	ERR	0	0	0	ERR								
54 Hopland	0	0	0	ERR	0	0	0	ERR	0	0	0	ERR	0	0	0	ERR								
Total Inland Routes	163,226	165,872	2,646	1.6%	197,976	177,573	(20,403)	-10.3%	13,492	13,465	(27)	-0.2%	1,161,609	1,194,797	33,188	2.9%								
60 Coaster	9,814	9,038	(776)	-7.9%	12,890	10,819	(2,071)	-16.1%	1,215	1,131	(84)	-6.9%	112,620	109,717	(2,903)	-2.6%								
61 Coaster - Saturday	0	0	0	ERR	0	0	0	ERR	0	0	0	ERR	0	0	0	ERR								
65 CC Rider	89,193	90,726	1,533	1.7%	11,209	10,478	(731)	-6.5%	2,698	2,690	(8)	-0.3%	262,523	257,501	(5,022)	-1.9%								
70 Coast to Coast	0	0	0	ERR	0	0	0	ERR	0	0	0	ERR	0	0	0	ERR								
74 Guialala - Saturday	1,570	1,579	9	0.6%	607	744	137	22.6%	346	355	9	2.6%	30,297	31,980	1,683	5.6%								
75 Guialala	13,377	13,601	224	1.7%	7,274	7,191	(83)	-1.1%	1,724	1,733	9	0.5%	149,501	154,592	5,091	3.4%								
95 Point Arena-Santa Rosa	24,350	22,649	(1,701)	-7.0%	5,612	5,572	(40)	-0.7%	2,588	2,588	0	0.0%	221,405	228,045	6,640	3.0%								
Total Coastal & Long Routes	138,304	137,593	(711)	-0.5%	37,592	34,804	(2,788)	-7.4%	8,571	8,497	(74)	-0.9%	776,346	781,834	5,488	0.7%								
Total Public Service	390,710	401,677	10,967	2.8%	276,362	250,706	(25,656)	-9.3%	31,171	31,137	(34)	-0.1%	2,745,238	2,846,992	101,754	3.7%								
97 Contract Services	42,136	47,394	5,258	12.5%	3,942	3,655	(287)	-7.3%	814	813	(1)	-0.1%	50,497	53,205	2,708	5.4%								
98 Charter	40,974	35,321	(5,653)	-13.8%	9,967	9,611	(356)	-3.6%	475	338	(137)	-28.9%	34,004	24,091	(9,913)	-29.2%								
Total Other	83,110	82,715	(395)	-0.5%	13,909	13,266	(643)	-4.6%	1,289	1,151	(138)	-10.7%	84,501	77,296	(7,205)	-8.5%								
Total	473,820	484,392	10,572	2.2%	290,271	263,972	(26,299)	-9.1%	32,460	32,288	(172)	-0.5%	2,829,739	2,924,288	94,549	3.3%								
		484,392				263,972				32,288				2,924,288										

Subsidy, Ft Bragg DAR (RCRC 1,188,418

484,392

263,972

32,288

2,924,288

Year-to-Date Statistics and Performance

Actual FY 2014/15

File:(Budget12\ROUTEVTD)

Route/Run	YTD Fare Revenue	YTD Pass	Mar-15		YTD Paid Hours	YTD Service Miles	0.916		33.54		Direct Costs	Indirect Costs	Total Costs	Hourly Rate	Pass per Hour	Fare Box Ratio	Pass per \$ Subsidy	Average Fare	Rev per Svc Hr	
			YTD Service Hours	YTD Hours			Mileage Based Costs	Hourly Based Costs												
02 Willits - DAR	0	0	0	0	0	0	0	0	0	0	0	0	0	ERR	ERR	ERR	ERR	ERR	ERR	ERR
03 Ukiah - DAR	51,039	17,298	4,517	5,546	47,351	37,366	185,951	83,921	128,361	435,629	96.45	3.8	11.7%	0.045	2.95	11.30	13.01	11.30	13.01	
04 Fort Bragg - DAR	37,266	11,350	2,865	3,276	32,422	25,508	109,859	65,027	83,688	284,082	99.17	4.0	13.1%	0.046	3.28	13.01	11.30	13.01		
Total DiALA-Ride	88,305	28,648	7,381	8,822	79,773	62,904	295,809	148,949	212,049	719,711	97.51	3.9	12.3%	0.045	3.08	11.96	11.96	11.96		
01 Willits - Flex	0	0	0	0	0	0	0	0	0	0	0	0	0	ERR	ERR	ERR	ERR	ERR	ERR	ERR
08 Local Evening Service	9,907	9,681	1,794	2,157	2,157	15,922	72,386	17,968	44,374	150,650	84.00	5.4	6.6%	0.069	1.02	5.52	5.52	5.52		
Total Flex Routes	9,907	9,681	1,794	2,157	2,157	15,922	72,386	17,968	44,374	150,650	84.00	5.4	6.6%	0.069	1.02	5.52	5.52	5.52		
01 Willits - Flex	7,788	9,537	1,835	2,261	22,985	18,157	75,864	22,107	48,530	164,658	89.74	5.2	4.7%	0.061	0.82	4.24	4.24	4.24		
05 Bragg>About	12,532	16,319	2,005	2,363	27,326	22,306	79,205	9,730	46,611	157,853	78.75	8.1	7.9%	0.112	0.77	6.25	6.25	6.25		
06 Bragg>About - Saturday	0	0	0	0	0	0	0	0	0	0	0	0	0	ERR	ERR	ERR	ERR	ERR	ERR	
07 Jilney	1,632	3,347	297	377	4,079	4,587	12,657	1,818	7,981	27,043	91.02	11.3	6.0%	0.132	0.49	5.49	5.49	5.49		
09 Local	101,199	116,528	6,438	7,113	81,266	96,933	238,617	39,442	157,083	532,075	82.64	18.1	19.0%	0.270	0.87	15.72	15.72	15.72		
15 Laytonville-Willits	0	0	0	0	0	0	0	0	0	0	0	0	0	ERR	ERR	ERR	ERR	ERR	ERR	
20 & 21 Willits	42,721	31,842	2,890	3,486	67,948	83,365	116,930	20,440	92,432	313,168	108.35	11.0	13.6%	0.118	1.34	14.78	14.78	14.78		
30 Redwood Valley	0	0	0	0	0	0	0	0	0	0	0	0	0	ERR	ERR	ERR	ERR	ERR	ERR	
40 Potter Valley	0	0	0	0	0	0	0	0	0	0	0	0	0	ERR	ERR	ERR	ERR	ERR	ERR	
52 Talimage	0	0	0	0	0	0	0	0	0	0	0	0	0	ERR	ERR	ERR	ERR	ERR	ERR	
54 Hopland	0	0	0	0	0	0	0	0	0	0	0	0	0	ERR	ERR	ERR	ERR	ERR	ERR	
Total Inland Routes	165,872	177,573	13,465	15,600	203,604	225,348	523,274	93,538	352,637	1,194,797	88.73	13.2	13.9%	0.173	0.93	12.32	12.32	12.32		
60 Coaster	9,038	10,819	1,131	1,405	30,609	24,710	47,111	5,491	32,405	109,717	97.04	9.6	8.2%	0.107	0.84	7.99	7.99	7.99		
61 Coaster - Saturday	0	0	0	0	0	0	0	0	0	0	0	0	0	ERR	ERR	ERR	ERR	ERR	ERR	
65 CC Rider	90,726	10,478	2,690	3,061	82,835	65,674	102,667	13,081	76,078	257,501	95.71	3.9	35.2%	0.063	8.66	33.72	33.72	33.72		
70 Coast to Coast	0	0	0	0	0	0	0	0	0	0	0	0	0	ERR	ERR	ERR	ERR	ERR	ERR	
74 Guialala - Saturday	1,579	744	355	405	8,000	6,313	13,610	2,599	9,458	31,980	90.06	2.1	4.9%	0.024	2.12	4.45	4.45	4.45		
75 Guialala	13,601	7,191	1,733	1,983	37,800	29,847	66,505	12,644	45,596	154,592	89.20	4.1	8.8%	0.051	1.89	7.85	7.85	7.85		
95 Point Arena-Santa Rosa	22,649	5,572	2,588	2,950	53,079	41,910	98,985	19,786	67,353	228,045	88.11	2.2	9.9%	0.027	4.06	8.75	8.75	8.75		
Total Coastal & Long Routes	137,593	34,804	8,497	9,804	212,323	168,454	328,878	53,611	230,890	781,834	92.01	4.1	17.6%	0.054	3.95	16.19	16.19	16.19		
Total Public Service	401,677	250,706	31,137	36,383	515,858	472,628	1,220,348	314,066	839,951	2,846,992	91.43	8.1	14.1%	0.103	1.60	12.90	12.90	12.90		
97 Contract Services	47,394	3,655	813	813	6,684	5,279	27,273	4,970	15,683	53,205	65.41	4.5	89.1%	0.629	12.97	58.27	58.27	58.27		
98 Charter	35,321	9,611	338	338	3,826	4,305	11,291	1,341	7,154	24,091	71.36	28.5	146.6%	-0.856	3.68	104.62	104.62	104.62		
Total Other	82,715	13,266	1,151	1,151	10,510	9,584	38,563	6,312	22,836	77,296	67.16	11.5	107.0%	-2.448	6.24	71.86	71.86	71.86		
Total	484,392	263,972	32,288	37,534	526,368	482,212	1,258,911	320,378	862,787	2,924,288	90.57	8.2	16.6%	0.108	1.84	15.00	15.00	15.00		
Total Mileage, Labor & Direct Costs							16%	43%	11%	42%	2,061,501	30%	100%							

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Agenda Item # 4

To: Board of Directors
From: Sally Webster, Finance & Personnel Manager
Date: April 20, 2015
Subj: Financial Statements as of March 31, 2015

Attached are Financial Statements for the month ending March 2015. The Income Statement shows a gain of \$63,961 and a \$132,222 *positive* budget performance. Comparing year-to-date through Mar 15 to Mar 14: Operating Revenue is up \$18,937 (3.2%). Other Revenue is up \$39,724 (1.7%) and Operating Expenses are up (3.4%) as compared to the previous year. Our operating expenses compared to our budget are down (-6.9%).

The Capital Income/Expense Statement reflects a gain of \$64,994 (including STA Carryover) this month. For further details to the capital program, please see Agenda Item #6.

Mendocino Transit Authority				
Budget to Actual Income Statement for nine months ending				Mar-15
Description Revenue	-----Year to Date-----		Variance \$	Variance %
	Actual \$	Budget \$		
Operating Revenue	614,661	674,603	(59,942)	-8.9%
Other Revenue	2,419,112	2,447,497	(28,385)	-1.2%
Total Revenue	3,033,773	3,122,100	(88,327)	-2.8%
Operating Expenses				
Transportation	2,005,736	2,147,393	(141,657)	-6.6%
Maintenance	381,878	375,608	6,270	1.7%
Administration	583,133	668,960	(85,827)	-12.8%
Total Operating Expenses	2,970,747	3,191,961	(221,214)	-6.9%
Other (Income)/Expense	(1,336)	(1,600)	264	-16.5%
Mobility Management Program				
Revenue	4,592		4,592	ERR
Expense	(4,993)		(4,993)	ERR
Net Gain/(Loss) Before Depreciation	63,961	(68,261)	132,222	ERR

Mendocino Transit Authority		
Balance Sheet as of	Mar-15	
Description	\$	\$
ASSETS		
Current Assets		
Cash	1,852,789	
A/R, Prepaid Expenses & Inventory	669,619	
Total Other Current Assets		2,522,408
Property, Plant & Equip Net of Depreciation		12,667,236
Investment - Deferred		0
Total Assets		15,189,644
LIABILITIES & EQUITY		
Current Liabilities		
Accounts Payable & Accruals	450,932	
Other Liabilities	223,412	
Provision for Restricted Funds	223,799	
Total Current Liabilities		898,143
Deferred Compensation Payable		0
Total Liabilities		898,143
Fund Equity		
Contributed Capital	13,029,806	
Retained Earnings	1,261,695	
Total Fund Equity		14,291,501
Total Liabilities and Equity		15,189,644

REVENUE - Budget to Actual Comparison

Date: 26-May-15

Dpl	A/C #	Description	Mar-15 Budget	Mar-15 Actual	Mar-15 Variance	Mar-15 %	YTD Budget	YTD Actual	YTD Variance	YTD %
Operating Revenue										
40.	401.100	Fares-Passenger	37,119	31,189	(5,930)	-16.0%	325,360	294,470	(30,890)	-9.5%
40.	401.200	Fares Paid by Agencies	17,791	21,150	3,359	18.9%	155,942	107,208	(48,734)	-31.3%
40.	402.200	Contract Service	4,583	5,862	1,279	27.9%	41,250	47,394	6,144	14.9%
40.	405.100	Charter	609	1,937	1,328	218.2%	19,771	38,023	18,253	92.3%
40.	406.100	Displays Ads	781	0	(781)	-100.0%	7,031	4,050	(2,981)	-42.4%
40.	409.200	Sonoma County Participation	13,917	12,227	(1,690)	-12.1%	125,250	123,516	(1,734)	-1.4%
		Total	74,800	72,365	(2,435)	-3.3%	674,603	614,661	(59,942)	-8.9%

Other Revenue

40.	409.100	TDA - Operations	197,382	197,382	1	0.0%	1,776,434	1,776,434	1	0.0%
40.	409.110	STA - Operations	20,833	20,833	(0)	-0.0%	187,500	187,500	0	0.0%
40.	411.100	State Planning Grant	0	0	0	ERR	70,000	36,143	(33,857)	-48.4%
40.	413.100	Fed Sec 5311 Oper Grant	41,333	41,333	(0)	-0.0%	372,000	372,000	0	0.0%
40.	413.110	Welfare to Work Grant	0	0	0	ERR	0	0	0	ERR
40.	413.200	Fed Planning Grant	0	0	0	ERR	0	0	0	ERR
40.	407.200	Senior Center Admin/Dispatch	2,052	2,052	1	0.0%	18,464	18,464	1	0.0%
40.	407.210	Maintenance Labor Revenue	2,500	5,750	3,250	130.0%	22,500	27,431	4,931	21.9%
40.	407.220	Maintenance Parts Revenue	0	44	44	ERR	0	559	559	ERR
40.	407.400	Rental Income	0	0	0	ERR	0	0	0	ERR
40.	407.500	Other Income	67	71	4	6.5%	600	582	(18)	-3.0%
		Total	264,166	267,465	3,299	1.2%	2,447,497	2,419,113	(28,384)	-1.2%
		Combined - Oper/Other Rev	338,966	339,830	864	0.3%	3,122,100	3,033,774	(88,326)	-2.8%

Revenue - Mobility Management Program

41.	401.100	Fares-Passenger		1,218	1,218			4,592	4,592	
41.	401.200	Fares Paid by Agencies			0				0	
41.	402.200	Contract Service			0				0	
41.	411.100	State Grant - Ag Worker/Commute Study			0				0	
41.	413.110	Federal Operating Grant - JARC			0				0	
41.	413.200	Federal Planning Grant - Commute Study			0				0	
41.	407.500	Other Income			0				0	
		Total	0	1,218	1,218		0	4,592	4,592	
		Combined	338,966	341,048	2,082	0.6%	3,122,100	3,038,366	(83,734)	-2.7%
		Fares - Passenger/Agency	54,910	52,339	(2,571)	-4.7%	481,301	401,678	(79,623)	-16.5%

Mendocino Transit Authority

Budget to Actual Income Statement for nine months ending

Mar-15

Description	Year to Date Actual \$	Annual Budget (Revised Feb 2015) \$	Remaining \$	Actual as % of Budget
Capital Revenue:				
State Grants		139,373	(139,373)	0.0%
STA - Capital	87,064	136,650	(49,586)	63.7%
R/STIP			0	ERR
Federal			0	ERR
Transfer from Transit Reserve			0	ERR
Local - Other			0	ERR
Sale of Assets	20		20	ERR
Interest Income	649		649	ERR
Other			0	ERR
Total Revenue	87,733	276,023	(188,290)	31.8%

Capital Expenses:	Project				
1 Paratransit Van				0	0 ERR
1 Heavy Duty Bus				0	0 ERR
2 Paratransit Vans				0	0 ERR
1 Large Van	91D			87,824	(87,824) 0.0%
1 Medium Duty Bus	94			167,726	(167,726) 0.0%
2 Paratransit Vans				0	0 ERR
					0 ERR
					0 ERR
					0 ERR
					0 ERR
Transportation		27		4,000	(4,000) 0.0%
Maintenance		28		38,000	(38,000) 0.0%
Office		29	9,327	34,125	(24,798) 27.3%
Bus Stops		30	39,118	49,500	(10,382) 79.0%
					0 ERR
Security Cameras/Projects		80			0 ERR
Transmissions/Major Repairs			3,197		3,197 ERR
Vehicle Equipment (Fare Boxes)				23,171	(23,171) 0.0%
					0 ERR
				0	0 ERR
Admin/Ops - Preliminary Design	c/o	89			0 ERR
Admin/Ops - Construct		93			0 ERR
					0 ERR
				0	0 ERR
Redwood Coast Senior Center	c/o	114	1,222	71,177	(69,955) 1.7%
Ukiah Senior Center	c/o	115	1,190	77,501	(76,311) 1.5%
Misc - Other					0 ERR
Total Expenses			54,053	553,024	(498,971) 9.8%

Net Gain/(Loss) before Carryover	33,680	(277,001)	310,681
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FY 2013/14 Carryover					
STA - Capital			31,314	31,314	0 100.0%
Transfer from Transit Reserve					0 ERR

Net Gain/(Loss)	64,994	(245,687)	310,681
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Mendocino Transit Authority - Public Service

File: (Budget15)EXPCUMBA)

Budget to Actual Comparison FY 2014/2015 YTD thru Mar-15

YTD thru Mar-15 Tuesday May 26, 2015

Description	Budget			Actual			Diff Amount	Diff %	Actual MMP	Actual Total
	Transp	Maint	Admin	Transp	Maint	Admin				
Wages	963,650	187,705	249,133	929,583	201,934	246,989	(21,982)	-1.6%		1,378,506
Wages-Vac/Sick/Hol	163,572	37,309	46,676	164,822	36,569	45,611	(555)	-0.2%		247,002
Health	322,803	44,245	44,245	296,893	43,939	36,207	(34,255)	-8.3%		377,039
Workers Comp	95,309	12,389	1,608	95,134	12,499	2,446	75	0.7%		110,079
Retirement	100,537	21,127	26,383	97,277	23,700	26,585	(486)	-0.3%		147,562
Payroll Taxes	32,464	5,946	8,578	32,553	6,164	9,102	831	1.8%		47,819
Uniform Allowance	6,325	4,950		388	4,899		(5,988)	-53.1%		5,287
Travel Expenses	4,825	1,875	5,323	6,552	2,411	5,080	2,021	16.8%	200	14,243
Outside Labor	2,157	4,095	131,535	1,973	5,934	104,698	(25,182)	-18.3%	1,190	113,795
Fuel-Revenue Vehicles	315,231			252,439			(62,792)	-19.9%	1,953	254,392
Lube-Revenue Vehicles	8,125			6,301			(1,824)	-22.4%	1,459	7,760
Tires/Tubes-Revenue Vehicles	14,958			13,956			(1,002)	-6.7%		13,956
Parts-Revenue Vehicles		15,512			8,548		(6,964)	-44.9%		8,548
Expense Parts		1,800			792		(1,008)	-56.0%		792
Non-Capital Equipment	1,900	1,800	1,500	1,616	2,094	1,696	206	4.0%		5,406
Office Supplies	2,725	10,125	12,850	1,753		8,828	(2,269)	-17.7%	191	10,772
Subscriptions	1,265	400	1,071	355	490	647	(1,244)	-45.5%		1,492
Dues & Memberships	55		5,550	55		4,747	(803)	-14.3%		4,802
Janitorial Supplies		9,855			10,279		424	4.3%		10,279
Shop Supplies		2,250			2,071		(179)	-8.0%		2,071
R & M-Buildings & Property		7,775			7,444		(331)	-4.3%		7,444
Shelter Expense		1,650			2,305		655	39.7%		2,305
Telephone	6,984	900	9,675	8,137	900	10,936	2,414	13.7%		19,973
Utilities	5,771	2,775	8,200	5,460	1,165	8,432	(1,689)	-10.1%		15,057
Insurance	68,659	6,750	12,000	57,423	6,001	11,574	(12,411)	-14.2%		74,998
Purchased Transportation	1,350			1,263			(87)	-6.4%		1,263
Marketing			102,315			57,178	(45,137)	-44.1%		57,178
Training	7,446	3,750	1,900	11,011	1,040	980	(65)	-0.5%		13,031
Board Expense			2,800			1,138	(1,662)	-59.4%		1,138
Miscellaneous		450	90		514		(665)	-25.5%		1,937
Vehicle Rental								ERR		
Equipment Rental		300	255		187	258	(110)	-19.8%		445
Property Rental	19,219			19,368			149	0.8%		19,368
Total	2,147,393	375,608	668,960	2,005,735	381,879	583,132	(221,215)	-6.9%	4,993	2,975,739
	2,147,393	375,608	668,960	2,005,735	381,879	583,132				2,975,739

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Board of Directors Meeting Schedule

Fourth Thursday of January through October

Third Thursday of November and December

Date	Time	Location	Video Conference With	Major Agenda Items	
2015					
January	22	1:30	Fort Bragg	Ukiah	General Manager Evaluation
February	26	1:30	Willits	only	Rider/Non-rider Survey Results Initial 2015/16 Budget Discussion
March	26	1:30	Ukiah	Fort Bragg	2015/16 Transit Needs: Ukiah DRAFT 2015/16 Budget & Claim
April	23	1:30	Point Arena	only	2015/16 Transit Needs: Point Arena General Manager Evaluation
May	28	1:30	Fort Bragg	Ukiah	General Manager Contract Unmet needs Ukiah and Fort Bragg
June	25	1:30	Ukiah	Fort Bragg	FINAL 2015/16 Budget
July	23	1:30	Willits	only	2015/16 Transit Needs: Willits
August	27	1:30	Point Arena	only	2015/16 Transit Needs: Point Arena
September	24	1:30	Fort Bragg	Ukiah	2015/16 Transit Needs: Fort Bragg
October	22	1:30	Ukiah	Fort Bragg	2015/16 Transit Needs: Ukiah
November	19	1:30	Fort Bragg	Ukiah	
December	17	1:30	Ukiah	Fort Bragg	

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To: MTA Board of Directors
From: Dan Baxter, General Manager
Date: May 26, 2015
Subj: **Capital Program: Progress Report**



This report is consistent with the capital budget dated June 26, 2014 and amended February 26, 2015

2014/15 Projects

Current Budget

Bus Stop Improvements (Other) \$49,500

NEW ACTION: MCOG approved \$25,000 for phase 2. Draft list of stops and suggested improvements under review
PROBLEMS: None.

**Facility Solarization & Modernization
Admin Building Design/Construction (State of Good Repair,
Prop 1B) \$1,000,000**

NEW ACTION: Preliminary design is completed. Majority of funding is not secure.
PROBLEMS: Searching for funding.

Two Senior Center Vans (5310) \$153,710

NEW ACTION: Vehicles for Redwood Coast and Ukiah Sr. Centers Have been delivered.
PROBLEMS: Project is complete.

One Medium Duty Bus (5311f) \$167,726

NEW ACTION: This vehicle is slated for the additional service from Willits/Ukiah to Santa Rosa. The bus has been built. Delivery is expected before June, in time for the new service.
PROBLEMS: None.

One Large Van (Prop 1B and STIP) \$87,824

NEW ACTION: This vehicle was in the 15/16 Budget, we moved it up ensure we used some soon-to-expire funds. Vehicle has been built, should be delivered in June.
PROBLEMS: None.

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To: Board of Directors
From: Dan Baxter, General Manager
Date: May 22, 2015
Subj: **5311 (f) Continued Funding Application**



Last year we were awarded a 5311(f) grant which will allow us to add a trip on Route 65 (CC Rider) between Ukiah and Santa Rosa (we're now calling this trip Rt. 66). If you recall, last month staff also submitted a 5311(f) grant application to "complete" this trip by adding service to and from Fort Bragg and the Mendocino Coast (in essence making an entire second Rt. 65 trip). This application also asked for an additional six months of funding to the trip between Ukiah and Santa Rosa.

If this just submitted second grant is not approved 5311(f) funding for the Ukiah Santa Rosa trip would end June 30, 2016. While we have every reason to expect approval CalTrans suggested we apply for back-up funding to continue the Ukiah/Santa Rosa service through June 30, 2017.

Although the 5311(f) Continued Funding Program does not allow the use of Toll Credits for local match it's still worth making an application. This program would provide 55.33% of the operating cost for the Ukiah/Santa Rosa service. The regular 5311(f) program funds the entire service with a combination of federal and "local" toll credit funds.

This grant requires that staff be authorized by the Board in order to sign and submit the application.

Recommendation

Accept public input. Adopt Resolution 2015-10 authorizing the General Manager or the Finance/Personnel Manager to sign and submit a 5311(f) Continued Funding Application.

MENDOCINO TRANSIT AUTHORITY
RESOLUTION 2015-10

**Authorizing the Federal Funding under FTA Section 5311
(49 U.S.C. Section 5311) with California Department of
Transportation**

WHEREAS:

1. The U.S. Department of Transportation is authorized to make grants to states through the Federal Transit Administration to support capital/operating assistance for non-urbanized public transportation systems under Section 5311 of the Federal Transit Act (**FTA C 9040.1F and C 9050.1**); and
2. The California Department of Transportation (Department) has been designated by the Governor of the State of California to administer Section 5311 grants for transportation projects for the general public for the rural and intercity bus; and
3. The Mendocino Transit Authority (MTA) desires to apply for said financial assistance to permit operation of service; and
4. The MTA has, to the maximum extent feasible, coordinated with other transportation providers and users in the region (including social service agencies).

NOW, THEREFORE, BE IT RESOLVED and ORDERED that the MTA Board of Directors hereby:

1. Authorize the General Manager or the Finance/Personnel Manager to file and execute applications on behalf of the MTA with the Department to aid in the financing of operating assistance projects pursuant to Section 5311 of the Federal Transit Act (**FTA C 9040.1F and C 9050.1**), as amended.
2. That the General Manager or the Finance/Personnel Manager is authorized to execute and file all certifications of assurances, contracts or agreements or any other document required by the Department.
3. That the General Manager or the Finance/Personnel Manager is authorized to provide additional information as the Department may require in conjunction with the application for the 5311 projects.

4. That the General Manager or the Finance/Personnel Manager is authorized to submit and approve request for reimbursement of funds from the Department for Section 5311 project(s).

PASSED and ADOPTED by the Board of Directors of the Mendocino Transit Authority, State of California, at a regular meeting of the MTA Board of Directors on May 28, 2015.

MOVED by Director _____ and SECONDED by Director _____ by the following Roll Call vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

ATTEST:

Jim Mastin, Chair

Dan Baxter, General Manager

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To: Board of Directors
From: Dan Baxter, General Manager
Date: May 26, 2015
Subj: Letter of Support for SB 508



State Senator Jim Beall, Chair of the Senate Transportation and Housing Committee, is sponsoring SB 508, a bill which offers several improvements to the eligibility criteria required to access certain state funds for transit. These proposed changes offer major benefits to MTA and a letter of support seems appropriate. A detailed analysis provided by the California Transit Association follows this memo.

Briefly, SB 508 makes the farebox ratio required to be eligible for Transportation Development Act (TDA) funds 10%, the same for all rural operators. Our current required farebox ratio is 14.7% now but that varies from agency to agency (urban operators would be required to maintain a farebox ratio of 20%).

The bill also improves the criteria required to be able to use State Transit Assistance (STA) funds for operating expenses. Due to the volatility of STA funds MTA has not historically used, or been eligible to use, these funds for operating. We have typically used STA funds as a match for capital projects. (The STA program is solely funded by the tax on diesel fuel).

During the economic downturn MTA did use STA funds to balance our operating budget and, while we still plan to wean ourselves away from using this particular source for operating funds, the flexibility to do so increases stability during difficult economic times.

A draft letter of support is attached, subject to revision based on the bills status.

Recommendation

Discuss. Adopt Resolution 2015-11 authorizing the Chair to sign a letter of support for SB 508.



SB 508 (Beall) – Rationalizing State Transit Funding Eligibility Criteria

Background

State law currently imposes two different kinds of eligibility criteria on transit operators – these criteria must be satisfied before the operators receive certain funds, as follows:

Farebox Recovery Ratio: Public Utilities Code section 99268 *et seq.* provide that operators must recover a certain percentage of their operating costs from the farebox – in other words, from the transit rider. Farebox recovery ratios must be maintained in order for operators to receive their Transportation Development Act (TDA) funds (called Local Transportation Fund dollars, or, LTF), and their State Transit Assistance (STA) Program funds if they are to be used for operating purposes. TDA funds represent the lifeblood of transit funding, and are derived from the local quarter-cent sales tax on all goods, collected by the state, and returned to each county on a population basis to be used solely for public transit purposes. TDA funds are flexible, and can be used for either operations or capital purposes. The STA Program is the one remaining source of flexible transit funding provided directly by the state, and can be used for either operations or capital purposes. It is derived from one source, the sales tax on diesel fuel.

STA Eligibility Criteria: To receive STA funds for operating purposes, according to Public Utilities Code section 99314.6, the transit operator's total operating cost per revenue vehicle hour must be maintained at or less than the previous year's cost, as adjusted by the CPI. (There is also a 3-year average cost option.)

The Problems

Both of these funding eligibility criteria require transit operators to maintain costs within a certain parameter or risk losing vital funding. It is, of course, appropriate for the state to impose efficiency and productivity criteria on transit operators, and the industry works very hard to meet these goals. However, certain costs are beyond the reasonable control of a transit operator. For instance, the commercial insurance market regularly goes through cycles of extreme tightening of available capital, which has in the past caused insurance premiums for all risks to skyrocket, including for public transit liability insurance.

Similarly, the energy crisis of several years ago caused the steep increase in the price of certain fuels for many operators in California. Similarly, the costs of providing federally-mandated paratransit services

continue to double almost every year. We could face steep fuel prices again, like last year, as Cap and Trade brings in the fuel producers. And, Americans with Disabilities Act paratransit services are needed now more than ever, as the California population ages.

These kinds of cost increases – sudden, unplanned and unavoidable – have threatened the continued receipt of transit operators’ TDA and STA funding.

With regard to treatment of these costs, the current farebox recovery system for TDA funds creates *different exemptions and definitions* of non-included costs than the eligibility criteria system for STA funds. **These should be standardized.**

Moreover, the TDA eligibility criteria come with them several anachronistic requirements, first put in place in the 1970s and early 1980s when mass transit systems were new, and the state wasn’t practiced in overseeing local transit development; some of these rules no longer make sense.

For instance, operators today are required to maintain a farebox recovery ratio of either 20% (for urban systems) or 10% (for suburban and rural systems), *OR* the actual farebox recovery ratio each system maintained in 1978-79, **whichever is GREATER.** Local economic conditions, operating environments, the various built landscapes, and even political preferences with regard to transit affordability – all these factors change dynamically year-to-year, much less decade-to-decade. **A more predictable, flexible system of accountability is needed with regard to farebox recovery.**

With regard to the STA eligibility criteria system, several years ago, as the legislature was enacting the gas tax swap and reducing other sources of transit funding, a temporary exemption was put in place such that operators did not have to meet the STA eligibility criteria in order to use their remaining STA funds for operations. The exemption sunsets on June 30, 2015 – even though the STA program funding level has shrunk since passage of the gas tax swap. **The STA eligibility exemption must be dealt with, or, some operators will face in 2015-16 the prospects of reduced STA funds that can only be used for capital purposes, and that are no longer available to them for operating purposes.**

Finally, the STA eligibility criteria also impose a “*pass / fail*” standard – i.e. even if an operator exceeds its required cost limit by only 0.01%, that operator is penalized 100% of its STA allocation for operations (i.e. it must use its *whole* allocation *only* for capital purposes.) **The standard must be rationalized.**

SB 508 (Beall)

This bill addresses the multiple challenges described above. Specifically, the bill:

- Deletes the farebox recovery requirement that agencies maintain the ratio they achieved in 1978-79. This leads to a simple urban / rural requirement of 20% / 10%, and eliminates the circumstance we have now whereby one rural agency can have a much different ratio requirement than a rural agency operating right next door.
- Enumerates the exact same list of exclusions from the definition of operating cost for both the farebox recovery ratio requirement and the STA Program qualifying criteria requirement. Thus, true “parity” is created between the two systems.

- Excludes principal and interest payment on all capital projects funded with certificates of participation from the definition of operating cost used for the farebox recovery ratio requirement.
- Clarifies that local funds, counted toward the farebox recovery ratio requirement, include any any nonfederal or nonstate grants or other revenues generated by, or distributed to the operator.

With regard to the STA eligibility criteria, the bill *also*:

- Eliminates the “pass / fail” nature of the STA qualifying criteria, under which an operator – currently – could fail its CPI target by 0.01% but still lose 100% of its STA allocation for operations.
- Instead, the bill replaces that provision with a new section creating a “sliding scale” or *proportional* approach to penalizing an operator (with regard to using the funds for operations versus capital). For example, if an operator goes over its required cost per hour target by 10%, then 10% of its STA funds could be withheld from operations.
- This section also provides an example of how the 1-year versus rolling 3-year average qualifying criteria interact (i.e. the operator loses the lower amount by which the operator fails the two efficiency standards).

Contact: Joshua W. Shaw, Executive Director
(916) 446-4656, josh@caltransit.org

MENDOCINO TRANSIT AUTHORITY
RESOLUTION 2015-11

Letter of Support for SB 508

WHEREAS:

1. The MTA uses both Transportation Development Act (TDA) and State Transit Assistance (STA), and
2. These funds ^{are} necessary for MTA's continued operations, and
3. SB 508 improves the eligibility criteria required in order to use these important funding sources.

NOW, THEREFORE, BE IT RESOLVED that the MTA Board of Directors hereby:

1. Authorizes the Chair to send a letter of support for SB 508

ADOPTION of this RESOLUTION was MOVED by Director _____ and SECONDED by Director _____ at a regular meeting of the MTA Board of Directors on May 28, 2015 by the following Roll Call vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

ATTEST:

Jim Mastin, Chairman

Dan Baxter, General Manager

[Date]

The Honorable Mike McGuire
California State Senate
State Capitol, Room 5064
Sacramento, CA 95814

Re: SB 508 (Beall) – Rationalizing State Transit Funding Eligibility Criteria

Dear Senator McGuire,

On behalf of the Mendocino Transit Authority I ask for your **SUPPORT** for **SB 508 (Beall)**, which would rationalize the current eligibility criteria for various state transit funding sources.

Under current law, transit operators are required to meet specified farebox recovery and operating cost criteria in order to receive funds for operations from the Transportation Development Act (called Local Transportation Fund dollars or LTF) and/or the State Transit Assistance (STA) program.

Originally, these requirements were put into place to further the goal of efficiency and productivity in transit operations. Unfortunately, aspects of these requirements have proven to be unworkable in today's marketplace due, in part, to external factors that drive costs, but which fall outside of a transit operator's control (e.g. the cost of health and liability insurance, fuel, and federally-mandated paratransit). The inability to rein in these external cost drivers, combined with the "pass/fail" nature of these requirements, results in transit operators forfeiting access to 100% of their LTF and STA allocation for operations. In practical terms, this means that many transit operators are often forced to make service decisions that are antithetical to the state's larger environmental, mobility, and social equity objectives.

SB 508 would address the challenges posed by current law by creating more flexible farebox recovery and operating cost criteria; new exemptions for health and pension costs, and standard facilities financing costs; and, eliminating the "pass/fail" nature of the STA program eligibility criteria in favor of a sliding scale or proportional approach to penalizing operators. We strongly believe that SB 508 will lead to clearer state objectives and increased chances for smooth flow of funds to transit systems, while maintaining the state's vital interest in ensuring efficiency in transit operations.

Again, I reiterate our **SUPPORT** for **SB 508 (Beall)** and we thank you for considering our position on this important measure.

Sincerely,

Jim Mastin, Board Chair

cc: Joshua W. Shaw, Executive Director, California Transit Association

TO: Board of Directors
From: Dan Baxter, General Manager
Date: May 26, 2015



Subject: Unmet Transit Needs FY 2016/17

As you know, MTA collects the Unmet Transit Needs submitted in a variety of ways during the fiscal year. This public forum is for Unmet Transit Needs for the FY 2016/17.

Unmet Transit Need identified thus far:

- Table 27 of our 2014 transit Survey is included
- Saturday bus service between Willits and Ukiah
- Service between Fort Bragg and South Coast with same day return
- Adding the Coaster Mid-day
- Additional service on Route 7 The Jitney in Ukiah
- Service to MCOE in Talmage
- Saturday service on the Coast, including:
 - Service in Fort Bragg
 - Service to Mendocino
 - Connection at Navarro Junction
- Fort Bragg-Willits service
- Service to MCOE and Talmage
- Service along the ridge east of Gualala
- Service to Laytonville

Staff Recommendation:

Solicit public input for any Unmet Transit Needs for the Point Arena area and/or other areas of the County. Add any unmet transit needs to the list.

TABLE 27: Requests for Increased Service Frequency (page 1)

Italics = Summer Survey

Bold = Fall Survey

When Additional Service Requested	Where Additional Service Requested
COASTAL SERVICES	
<i>3 times a day</i>	Coast
<i>30 minute headways</i>	Fort Bragg
Additional hours Fort Bragg	
<i>All day</i>	<i>Mendocino and Fort Bragg</i>
AM PM	Fort Bragg
<i>Earlier stops</i>	<i>To Ft Bragg and Mendocino on Coaster</i>
<i>Morning</i>	Coast
<i>Multiple daily</i>	Fort Bragg
Multiple daily	Fort Bragg
<i>Round trip daily, so don't have to stay overnight</i>	To Fort Bragg
<i>Saturday</i>	Fort Bragg
Saturday	In Fort Bragg
<i>Saturday</i>	Fort Bragg
<i>Saturday</i>	Fort Bragg
Saturday	Fort Bragg
<i>Saturday</i>	Fort Bragg
<i>Saturday</i>	<i>From Point Arena to Fort Bragg</i>
Saturday and Sunday	Fort Bragg
<i>To AM, Return PM</i>	<i>Point Arena</i>
<i>Weekdays and Sundays</i>	Fort Bragg
<i>Weekends</i>	Coastal - Ukiah
Weekends	Ft Bragg
	Fort Bragg
	<i>To Fort Bragg and Mendo</i>
	<i>To Mendocino from Fort Bragg</i>
	To Mendocino from Fort Bragg
INLAND SERVICES	
<i>1:00 AM</i>	<i>Willits to Ukiah</i>
<i>2PM and 4PM 101 to Ukiah</i>	
<i>5:00 AM</i>	<i>Hopland</i>
5:00 AM	Hopland
<i>6:00 AM</i>	<i>Ukiah</i>
<i>7:30 PM</i>	From Ukiah to Willits
<i>8AM to Ukiah</i>	
<i>10PM - 11PM</i>	Redwood Valley
<i>11AM or 12PM</i>	Calpella Ukiah
<i>24-7</i>	Ukiah
<i>3PM and 6PM</i>	<i>Ukiah to RV</i>
<i>6:30 - 7:30 AM</i>	<i>Mendo College</i>
<i>7 Jitney Lane</i>	Down North and South State Street
<i>8AM</i>	<i>to Ukiah</i>
8AM to 5PM	Willits to Ukiah
<i>After 5PM</i>	<i>Willits to Ukiah and vice versa</i>
<i>All day</i>	<i>State Street</i>
<i>All day</i>	<i>Willits and Ukiah</i>
<i>All night</i>	<i>Ukiah</i>
<i>Beginning and end of work day</i>	<i>Willits</i>
Calpella	Redwood Valley
<i>Daily</i>	<i>All the way up State Street</i>
Daily	Better Redwood Valley
Daily	State Steet
Earlier	Willits to Ukiah
Earlier than 8AM southbound	7AM bus
Early - late	Southbound 101
<i>Early morning</i>	<i>Ukiah to Willits</i>
Every 20 min	Local
Every half hour	Capella
<i>Every hour</i>	<i>Redwood Valley</i>
Fort Bragg	Morning/evening
Fort Bragg route more often	Downtown
Hourly	Ukiah
Hourly	Ukiah
<i>Hourly</i>	<i>Willits to Ukiah</i>
Jitney more than twice daily	
<i>Later</i>	<i>Willits</i>

TABLE 27: Requests for Increased Service Frequency (page 2)

Italics = Summer Survey

Bold = Fall Survey

When Additional Service Requested	Where Additional Service Requested
Later in the day	Ukiah/Willits (20)
Limited	Willits to Ukiah
<i>Monday-Friday</i>	<i>Willits 20</i>
Mid-day	Through middle of town
<i>More buses to and from Ft Bragg</i>	
More times a day	Redwood Valley
<i>Morning</i>	<i>To Ukiah</i>
<i>Morning Monday-Friday</i>	<i>Ukiah</i>
Night, Weekends	Ukiah Willits
Nights and Weekends	Willits
Noon	To Ukiah
Noon	To Ukiah
<i>PM</i>	<i>Willits - Ukiah</i>
Saturday	Willits
Saturday and Sunday	Within town
Saturday later	Ukiah
<i>Saturday</i>	<i>To and from Willits</i>
<i>Saturday</i>	<i>Willits</i>
<i>Saturday and Sunday</i>	<i>To Willits</i>
<i>Saturday and Sunday</i>	<i>Ukiah</i>
Saturday and Sunday	Willits
<i>Saturday evening</i>	<i>Ukiah Local 9</i>
Saturdays	To Willits
Saturdays	Ukiah - Willits
School	Willits Commercial Street (Charter School)
State Street	Jitney
Stop by hospital	
<i>Sunday</i>	<i>In town</i>
<i>Sunday</i>	<i>Local 9</i>
Sunday	Local Ukiah Valley
Sunday	Ukiah
Sunday	Ukiah
Sunday	Ukiah
The #20 should come more often to the college	
<i>Weekdays</i>	<i>Ukiah</i>
<i>Weekends</i>	<i>Willits to Ukiah</i>
Weekends	Willits to Ukiah
Weekends	Willits to Ukiah
Weekends	Willits
Weekends	Willits to Ukiah
Weekends	Willits, Ukiah
Weekends	Philo, Boonville
	Ukiah
	Ukiah
	Ukiah
	Ukiah
	Willits to Ukiah
COASTAL - INLAND CONNECTING SERVICES	
2 trips a day	To Fort Bragg from Santa Rosa
<i>2nd run</i>	<i>Santa Rosa Ft Bragg</i>
2nd run	Santa Rosa to Ft Bragg
<i>7 PM bus</i>	<i>Mendocino to Fort Bragg</i>
7PM bus	Mendocino to Fort Bragg
7PM	From Mendocino to Fort Bragg
AM Fort Bragg to Point Arena with PM return same day	
AM-PM	Bus 75
<i>Between 7 AM and 12 PM</i>	<i>Fort Bragg - Mendo</i>
Between 7 AM and 12 PM	Fort Bragg - Mendo
<i>Daily</i>	<i>Mendocino/Ukiah</i>
Daily	Mendocino/Ukiah
<i>Every hour</i>	<i>Willits to Ukiah/Fort Bragg</i>
<i>More times daily</i>	<i>To the coast and north</i>
More weekend buses to the coast with a return journey that day - could even be seasonal	
Morning 7-10 AM	Mendocino to Fort Bragg
	Direct from Ft Bragg to Mendocino College, as I don't like waiting a half hour in Ukiah to transfer.
<i>Return trip</i>	<i>Fort Bragg to Albion</i>
Weekends	Direct from Ft Bragg to Mendocino College, as I don't like waiting a half hour in Ukiah to transfer.
	Fort Bragg to Ukiah
	Fort Bragg - Ukiah
	Fort Bragg to Mendocino College
	More to the coast
	More to the coast
	One directly to the college that meets their schedule
	Ukiah - Fort Bragg
	Ukiah - Fort Bragg
	Ukiah to Fort Bragg
	Ukiah to Fort Bragg
	Ukiah to Ft Bragg
	Willits to Fort Bragg
	Willits to Fort Bragg

TABLE 27: Requests for Increased Service Frequency (page 3)

Italics = Summer Survey

Bold = Fall Survey

When Additional Service Requested	Where Additional Service Requested
SERVICE TO LOCATIONS OUTSIDE OF MENDOCINO COUNTY	
<i>7/7:30 AM return 7/8 PM</i>	<i>Santa Rosa/Sebastopol</i>
<i>9 AM - 12 PM</i>	<i>Windsor/Santa Rosa</i>
9 AM - 12 PM	Windsor/Santa Rosa
<i>Every 3 hrs</i>	<i>Fort Bragg to Santa Rosa</i>
Mid-day	Willits/Ukiah Santa Rosa later
<i>Mid-day or later</i>	<i>To and from Santa Rosa</i>
Mid-day or later	To and from Santa Rosa
<i>Morning</i>	<i>Santa Rosa</i>
<i>Morning and evening</i>	<i>Santa Rosa - Fort Bragg</i>
Sundays	At least a few hours stopping in between Santa Rosa & Ukiah (Healdsburg)
	<i>Farther than Santa Rosa (Petaluma)</i>
	<i>Fort Bragg to Santa Rosa</i>
	Fort Bragg to Santa Rosa
	<i>More to Santa Rosa</i>
	<i>Santa Rosa</i>
	<i>Santa Rosa</i>
OTHER / UNDEFINED	
<i>7 days a week</i>	
<i>All days 11 AM to 12 PM</i>	
All the time	All afternoon
All weekend every 1/2 hour	Everywhere
Always	Needed
<i>AM/PM</i>	<i>Both</i>
Early morning	Work-school
Every 20 min	
<i>Every 30 min</i>	
<i>Every 30 minutes</i>	
<i>Every half an hour</i>	<i>Everywhere</i>
<i>It's okay</i>	<i>Maybe more in the evening</i>
<i>Later</i>	<i>Everywhere</i>
Later CC rider bus	<i>Sonoma airport to Willits</i>
Later evening	More locations
<i>More</i>	<i>Everywhere</i>
More frequent PM stops	
More hours	Everywhere
Mornings	Safeway
None until you get dispatch and another operator	
Regular Saturday and Sunday	
Saturday Sunday	Weekday route
Saturday Sunday	
<i>Saturday bus runs</i>	
Saturdays and Sundays	
Saturdays-every 30 minutes-evening	
Some Saturday service	
Sunday and all day Saturday	
Sunday and Saturday	
Sunday service	
Sunday service would allow me to get more hours at work	
Sundays	Shopping, library
Sundays	
Sundays local churches	
<i>Weekdays and weekends</i>	<i>Around Willits</i>
	<i>CC Rider</i>

TABLE 28: Requests for New or Extended Routes (page 1)

Italics = Summer Survey

Bold = Fall Survey

Where Additional Service Requested

COASTAL AREAS

Add Sea Ranch Apartments to Ukiah

Coastal Fort Bragg to Albion

Ft Bragg Saturday and Sunday

Library in Fort Bragg

Mid-day route to and from Fort Bragg to southeast

More to Fort Bragg

On Ridge (21 individual requests)

Round trip to Point Arena

Westport

Westport

INLAND AREAS

Around the little Lake Valley

Both Willits Hopland

Bus down Talmage Street

By Oak Manor

Casino/hospital

Daily casino

Down State Street

Extended time on Saturday evenings to Ukiah

Further down S Dora Street

Late afternoon to Russian River Estates

Laytonville

Laytonville

Laytonville

Laytonville

Laytonville

Laytonville

Laytonville

Laytonville

Laytonville

Laytonville

Laytonville to Willits

Local

Local 9 - more Dora, State St, stops. Jitney not always workable without transferring

More in town by courthouse

More in town stops

More on Dora/ State Street

More routes especially early morning

Oak Manor area

on Perkins Street

Potter Valley

Right down middle of State St

Route to Willits Hospital

TABLE 28: Requests for New or Extended Routes (page 2)

Italics = Summer Survey

Bold = Fall Survey

Where Additional Service Requested

State St

Talmage

Talmage

Through town in Ukiah

To college

To college

To Consolidated Tribal Health

To Eagle Peak Middle School

To Mendocino College

To Mendocino College

Toward Ukiah

Ukiah

Ukiah

Ukiah

Ukiah - Willits

Willits

Willits, Laytonville

Willits to Ukiah

Willits to Ukiah

Willits to Ukiah

Willits weekends

Yes, stops by the public pool, transfer out by Twin Pine Trailer Park

SERVICE TO LOCATIONS OUTSIDE OF MENDOCINO COUNTY

75 to Santa Rosa

Arcata - Garberville

Connection to oakland

Connection to oakland

Connections to Humboldt and Sonoma

Eureka

Eureka and Mt Shasta

Fort Bragg - Clearlake

Healdsburg and Cloverdale

Healdsburg and Cloverdale

Healdsburg and Cloverdale

Healdsburg and Cloverdale

Humboldt County

Petaluma

Petaluma to Ukiah

Return trip Ft Bragg bus, weekends all routes

Sacramento

Sacramento through Clearlake

San Francisco - Laytonville

Santa Rosa

Santa Rosa - San Francisco

Santa Rosa and Bay Area

OTHER / NOT DEFINED

More stops

More stops around town

Morning and evening

Other places

Sunday service

Sundays local churches

Weekends

TABLE 29: Requests for Bus Stop Improvements

Italics = Summer Survey

Bold = Fall Survey

Where Improvements Requested

COASTAL AREAS

A shelter at Caspar Beach

Footlighters is really dirty

The Boatyard should be cleaner

The Boatyard should be cleaner

USA Gas Station area

USA Gas Station area

INLAND AREAS

101 covered shelters

Downtown Ukiah

Hospital

Make a stop at the new Grocery Outlet

More stops in Fort Bragg

New stops around Ukiah

On North State St in front of Travel Lodge

Plant Road by Norgard, bus shelter

Please put the roofed shelter back at the Forks (Ukiah N. State)

Put a stop by Walgreens on Perkins

RV mkt to Ukiah

State St (too hot, no cover, worried about rain)

Willits

LOCATIONS OUTSIDE OF MENDOCINO COUNTY

Benches, especially one westbound Sebastapol

Bodega Post Office

Improved seating for MTA Sebastapol stop

OTHER / NOT DEFINED

Add shelters at the stops

Add shelters at the stops

All over should have covered seating to wait in

Benches at all stops

Better lighting at night

Bus shelters everywhere

Cleanliness

Could use more benches

Everywhere or anywhere

Everywhere or anywhere

Have shelters

Local stops

Mark bus stops clearly. Show where bus stop is in opposite direction. Need better displays of bus info and schedules and route.

More times

More covered shelters

More route maps at stops

More shade and schedules

More shelter for rain/kids

More shelter roofs

More shelters

More shelters

More shelters/mist water

More stops

Need benches

Need rain shelters

Put shelters in places where a lot of people go

Seats

Shade at stops without shelter

Shelters

Shelters - for rain

Shelters/mist like vegas

Some bus stops need benches/seating

There is no shelter

Where there is a lot of sun

Wood/plastic seats

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