



AGENDA

MEETING OF THE
EXTERNAL AFFAIRS/LEGISLATIVE COMMITTEE
OF THE
SANTA BARBARA METROPOLITAN TRANSIT DISTRICT
A PUBLIC AGENCY

WEDNESDAY, OCTOBER 8, 2014
9:00 A.M.

SANTA BARBARA MTD CONFERENCE ROOM
550 OLIVE STREET (UPSTAIRS), SANTA BARBARA, CA 93101

1. **CALL TO ORDER**
2. **ROLL CALL OF THE EXTERNAL AFFAIRS/LEGISLATIVE COMMITTEE**
Dave Davis, Chair, Olivia Rodriguez, Director, Roger Aceves, Director
3. **REPORT REGARDING POSTING OF AGENDA**
4. **PUBLIC COMMENT**
Members of the public may address the Committee on items within the jurisdiction of the Committee that are not scheduled for public hearing. The time allotted per speaker will be at the discretion of the Committee Chair. **Please complete and deliver to the MTD Board Clerk, before the meeting is convened, a "Request to Speak" form including a description of the subject you wish to address.**
5. **THREE- BIKE RACKS - (INFORMATIONAL)**
The committee will receive an update on three-bike racks for transit buses.
6. **CAP-AND-TRADE AUCTION PROCEEDS- (INFORMATIONAL)**
The committee will receive an update on the allocation of California Cap-and-Trade auction proceeds.
7. **COMMUNITY COLLEGE TRANSPORTATION FEE LEGISLATION- (INFORMATIONAL)**
Staff will update the committee on its progress related to potential legislation.
8. **OTHER**
9. **ADJOURNMENT**

AMERICANS WITH DISABILITIES ACT: If you need special assistance to participate in this meeting, please contact the MTD Administrative Office at 963-3364 at least **48 hours in advance** of the meeting to allow time for MTD to attempt a reasonable accommodation.



EXTERNAL AFFAIRS COMMITTEE REPORT

MEETING DATE: OCTOBER 8, 2014 AGENDA ITEM #: 5

TYPE: INFORMATIONAL

PREPARED BY: STEVE MAAS

Signature

REVIEWED BY: GENERAL MANAGER

GM Signature

SUBJECT: Three-Bike Racks

RECOMMENDATION:

Receive update on three-bike racks for transit buses.

DISCUSSION:

On September 9, Governor Brown approved Assembly Bill (AB) 2707 (Chau 2013-2014). This bill increases the maximum distance that a bike rack can extend from the front of a transit bus to 40 inches¹ (on buses up to 40 feet in length). With this change in state law, staff believes it would be possible to install three-bike racks on the majority of MTD buses.

The two 45-foot MCI coaches and the three coming 60-foot articulated buses are still limited by law to 36-inch bike racks. Finally, MTD has never installed bike racks on the 22-foot electric shuttles, and staff would not propose to do so.

Thus, if MTD were to move forward with the purchase of three-bike racks, approximately 80 three-bike racks would be needed for MTD’s 40-foot and 29-foot transit buses. If grant funding is available, staff would also propose the purchase of 20 spare racks, for a total of 100 racks. The estimated capital cost of 100 three-bike racks would total in the range \$150,000.

Staff estimates that it would take a mechanic approximately one hour to replace a two-bike rack with a three-bike rack, for a total of 80 hours for the initial installation. With capital costs, labor costs, and contingencies, it would be prudent to budget \$200,000 in FY 2016, if MTD moves forward with the project.

Staff is aware of two competitive grant programs that could potentially provide MTD with funding for this project:

¹The maximum distance was previously 36 inches.

- Santa Barbara County's Measure A includes the South Coast Bicycle and Pedestrian Program, with the next grant cycle planned for 2015.
- The California Active Transportation Program is a statewide competitive grant program, and the next grant cycle is expected to take place in spring 2015.

MTD has previously tested three-bike racks on two occasions, in late 2008 and late 2013. On one of those occasions, the rack was damaged when a car cut in front of the bus.

MTD currently has a large number of two-bike racks that were purchased used from Gold Coast Transit when that agency switched to three-bike racks. If MTD were to move forward with the purchase of three-bike racks, staff would attempt to find a buyer for those two-bike racks.



EXTERNAL AFFAIRS COMMITTEE REPORT

MEETING DATE: OCTOBER 8, 2014 **AGENDA ITEM #:** 6

TYPE: INFORMATIONAL

PREPARED BY: STEVE MAAS

Signature

REVIEWED BY: GENERAL MANAGER

GM Signature

SUBJECT: **Cap-and-Trade Auction Proceeds**

RECOMMENDATION:

Receive update on the allocation of California Cap-and-Trade auction proceeds.

DISCUSSION:

Staff continues to monitor developments in the allocation of California Cap-and-Trade auction proceeds. Although Santa Barbara County may not be eligible for the 25 percent of the proceeds that are to be dedicated to projects that benefit disadvantaged communities as defined by the California Environmental Protection Agency (CalEPA), it is expected that county agencies will be an eligible recipient of other portions of the Cap-and-Trade auction proceeds.

Beginning in FY 2016, Cap-and-Trade auction proceeds are continuously appropriated to several programs (the FY 2015 appropriations are somewhat different). All projects funded with auction proceeds must demonstrate greenhouse gas reduction. Cap-and-Trade programs that that can fund transit include:

- **5 percent of proceeds (\$25 million in FY 2015) to the Low-Carbon Transit Operations Program (LCTOP).**
 - Staff expects that MTD will be a recipient of LCTOP formula funds. The additional funding could total \$400,000 or more annually.
 - LCTOP funds will be available for new and expanded transit service. (Staff believes that, in following years, the funds will be available to continue new or expanded service.) The program will be administered by the California Department of Transportation (Caltrans) and allocated under the State Transit Assistance (STA) formula.
 - Agencies that include communities designated as disadvantaged by CalEPA must ensure that at least 50 percent of LCTOP expenditures

benefit those disadvantaged communities. Although Santa Barbara County may not include any disadvantaged communities as designated by CalEPA, it appears that the County will receive its full allocation of LCTOP funds.

- **10 percent of proceeds (\$25 million in FY 2015) to the Transit and Intercity Rail Capital Program (TIRCP).**
 - Staff expects that MTD and the Santa Barbara County Association of Governments (SBCAG) will be eligible to apply for competitive transit funding from the TIRCP (possibly in partnership with a rail operator).
 - For TIRCP, the California State Transportation Agency (CalSTA) will work with Caltrans to develop guidelines, review applications, and make funding recommendations to the California Transportation Commission (CTC), and the CTC will award grants. Eligibility guidelines for this program are not yet finalized.
 - Santa Barbara County agencies may not be eligible for the minimum 25 percent of TIRCP funds dedicated to disadvantaged communities as defined by CalEPA.

- **20 percent of proceeds (\$130 million in FY 2015) to the Affordable Housing and Sustainable Communities (AHSC) program.**
 - Transit projects that meet certain criteria are eligible for AHSC funds in a competitive process.
 - The California Strategic Growth Council (SGC) administers the AHSC program, and has recently released draft guidelines. The Department of Housing and Community Development and the Natural Resources Agency will implement the program, in consultation with the California Air Resources Board. State law requires that the SGC coordinate with Metropolitan Planning Organizations (such as SBCAG) to identify and recommend projects.
 - Santa Barbara County agencies may not be eligible for the minimum 50 percent of AHSC funds dedicated to disadvantaged communities as defined by CalEPA. Also, 50 percent of AHSC funds must be used for affordable housing (including housing that benefits disadvantaged communities and counts toward the 50 percent described above).

Staff will continue to keep the board updated on these programs.