

**Metropolitan Transportation Commission  
Programming and Allocations Committee**

April 13, 2022

Agenda Item 2e - 22-0487

**MTC Resolution Nos. 4465, Revised; and 4466, Revised**

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**Subject:**

Allocation of \$34 million in FY2021-22 Transportation Development Act (TDA) and State Transit Assistance (STA) funds to BART, SMART, and Union City, to support transit operations and capital projects and to rescind \$600,000 in STA from SFMTA.

**Background:**

This month's proposed actions continue the annual allocation process of these funds for FY2021-22. Allocations to BART, SMART, and Union City are proposed. Allocation requests that are less than \$1 million are approved separately through the Executive Director's Delegated Authority (DA) process and reported to this Committee quarterly. The proposed allocation amounts are based on the programming levels identified in the FY 2021-22 Fund Estimate (MTC Resolution 4450) and are summarized in the following table:

**Claim Amounts by Operator (amounts in millions)**

<b>Claimant</b>	<b>TDA (Res. 4465)</b>	<b>STA (Res. 4466)</b>	<b>Total Amount</b>
BART	-	\$28.5 million	\$28.5 million
SMART	-	\$1.8 million	\$1.8 million
Union City	\$4.1 million	-	\$4.1 million
<b>Total</b>	<b>\$4.1 million</b>	<b>\$30.3 million</b>	<b>\$34.4 million</b>

Information about BART's, SMART's, and Union City's operating budgets and operations is provided in Attachment A. Both BART and SMART received additional Federal Transit Administration discretionary American Rescue Plan Act grants of \$270.8 M and \$7.5 M, respectively.

In addition, approximately \$600,000 in STA funds will be rescinded from SFMTA to correct for an overallocation.

**Issues:**

None identified.

**Recommendations:**

Refer MTC Resolution Nos. 4465, Revised; and 4466, Revised to the Commission for approval.

**Attachments:**

- Attachment A – Transit Operator Budget Summary
- MTC Resolution No. 4465, Revised
- MTC Resolution No. 4466, Revised



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Therese W. McMillan

**Attachment A – Transit Operator Budget Summary**

**BART**

Adopted Operating Budget	\$860 million
Increase in Budget compared to FY2019-20	7.5%
Current Average Ridership Change (Dec 2021 to Dec 2019)	-76%
Total Proposed TDA & STA FY2021-22 Allocation <sup>1</sup>	\$28.4 million
Proportion of Operating Budget Funded with Allocations	3.3%
Estimated COVID Relief Funding at the End of FY2021-22 <sup>2</sup>	\$814 million

**Budget and Operating Highlights**

BART's adopted operating budget is \$860 million. More than \$1 billion in revenue was lost between FY 2019-20 to FY 2021-22. Operating income, primarily fares and parking fees, previously covered 66% of operating expenses pre-COVID, but is expected to only cover 20% of operating expenses in FY 2021-22. BART received \$1.3 billion in COVID relief from CARES, CRRSAA, and ARP. Of this, BART predicted they would spend \$820 million by the end of FY 2021-22. They then received an additional \$270 million in additional ARP funds in early 2022. Cost-cutting measures were taken in late FY 2019-20 and continued throughout FY 2020-21, though the high fixed costs associated with heavy rail operations limited the effectiveness of these measures. With the additional discretionary ARP funds received in early 2020, it appears BART will have sufficient funds to cover estimated operating costs through FY 2024-25.

The successive emergence of variants combined with the fact that 70% of pre-pandemic BART trips were commutes (with half of those being to the CBD) means that ridership recovery has been sluggish due to continued office closures. To attract riders back to transit, BART restored

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

<sup>2</sup> Includes around \$271 million of COVID relief awarded under the American Rescue Plan Additional Assistance Grant Program

most service frequencies to pre-COVID levels even though demand is still low. In early FY 2021-22, BART doubled its service frequency and extended operating hours as compared to FY 2020-21. Due to high fixed costs, these service improvements are estimated to increase their operating cost by less than 5%. BART is making efforts to improve station environments by reopening restrooms and hiring elevator attendants, transit ambassadors, and crisis intervention staff.

**SMART**

Adopted Operating Budget	\$40.4 million
Increase in Budget compared to FY2019-20	16.1%
Current Average Ridership Change (Dec 2021 to Dec 2019)	-59%
Total Proposed TDA & STA FY2021-22 Allocation <sup>1</sup>	\$2.3 million
Proportion of Operating Budget Funded with Allocations	5.6%
Estimated COVID Relief Funding at the End of FY2021-22 <sup>2</sup>	\$14.3 million

**Budget and Operating Highlights**

For Fiscal Year 2021-22, SMART's operating budget is \$40.4 million which is primarily supported by sales taxes and accounts for 78% of total operating revenue. STA funds of \$2.3 million make up approximately 6% of the budget. SMART fully spent and drew down all its CARES and CRRSAA funds, approximately \$17 million, in Fiscal Years 2019-20 and 2020-21. They then received \$7 million of additional relief funds from ARP in early 2022. SMART continues to experience staffing shortages despite active recruitments and efforts are ongoing to secure sufficient staffing to resume or enhance service to support post-pandemic travel patterns. The SMART Windsor Extension construction is 30% complete but remains suspended until funds are secured to replace the Regional Measure 3 bridge tolls that remain in litigation.

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

<sup>2</sup> Includes \$7.5 million of COVID relief awarded under the American Rescue Plan Additional Assistance Grant Program

In May 2021, SMART lowered its fares by 40% as an incentive to attract customers back to the system. This promotional discount program will run through August 31, 2022. SMART offers an additional 50% discount to seniors, youth, low-income, and those with disabilities. At the end of Fiscal Year 2020-21, service was increased to 26 trips per weekday, which is 68% of pre-COVID levels. Saturday service was resumed with 12 trips per day, compared to 10 prior to the pandemic. Sunday service remains suspended.

**Union City**

Adopted Operating Budget	\$6.6 million
Increase in Budget compared to FY2019-20	20.3%
Current Average Ridership Change (Dec 2021 to Dec 2019)	-32%
Total Proposed TDA & STA FY2021-22 Allocation <sup>1</sup>	\$5.0 million
Proportion of Operating Budget Funded with Allocations	76.2%
Estimated COVID Relief Funding at the End of FY2021-22	\$1.4 million

**Budget and Operating Highlights**

For Fiscal Year 2021-22, Union City Transit’s budget is \$6.6 million. In addition to TDA and STA funds, both Fixed-Route and Paratransit services receive 21% of their operating funds through the Alameda County Transportation Commission from the voter approved county half cent sales tax Measures B and BB. Federal COVID relief funding was not budgeted in the current fiscal year.

Union City restructured service by reallocating service hours from three unproductive and duplicative lines to the remaining routes. The changes improved connections with BART trains at the Union City station. Just as with other operators, ridership declined precipitously with the onset of the pandemic and recovery remains slow even among students who had been a primary

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

source of ridership. In May 2021, Union City began a micro transit pilot service known as the Union City Flea using a BAAQMD grant and matching TDA funds. Major capital projects include fleet electrification and procurement of new vehicles.

Date: June 23, 2021  
W.I.: 1514  
Referred by: PAC  
Revised: 07/28/21-C 09/22/21-C  
10/27/21-C 11/17/21-C  
12/15/21-C 04/27/22-C

ABSTRACT

Resolution No. 4465, Revised

This resolution approves the allocation of fiscal year 2021-2022 Transportation Development Act Article 4, Article 4.5 and Article 8 funds to claimants in the MTC region.

This resolution allocates funds to AC Transit, County Connection (CCCTA), Napa Valley Transportation Authority (NVTA), Soltrans, and Santa Clara Valley Transportation Authority (VTA).

On July 28, 2021, Attachment A was revised to allocate funds to Eastern Contra Costa Transit Authority (ECCTA or Tri Delta Transit), Livermore Amador Valley Transit Authority (LAVTA or Wheels), Napa Valley Transportation Authority (NVTA), Sonoma County Transit, and Western Contra Costa Transit Authority (WestCAT).

On September 22, 2021, Attachment A was revised to allocate funds to the Golden Gate Bridge, Highway and Transportation District (GGBHTD) and the San Francisco Municipal Transportation Agency (SFMTA).

On October 27, 2021, Attachment A was revised to allocate funds to Marin Transit.

On November 17, 2021, Attachment A was revised to allocate funds to SamTrans, Vacaville, and VTA.

On December 15, 2021, Attachment A was revised to allocate funds to Santa Rosa and rescind funds from GGBHTD.

On April 27, 2022, Attachment A was revised to allocate funds to Union City.

Discussion of the allocations made under this resolution is contained in the MTC Programming and Allocations Committee Summary Sheets dated June 9, 2021, July 14, 2021, September 8, 2021, October 13, 2021, November 10, 2021, December 8, 2021, and April 13, 2022.

Date: June 23, 2021  
W.I.: 1514  
Referred by: PAC

Re: Allocation of Fiscal Year 2021-22 Transportation Development Act Article 4, Article 4.5 and Article 8 Funds to Claimants in the MTC Region

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 4465

WHEREAS, pursuant to Government Code Section 66500 et seq., the Metropolitan Transportation Commission (“MTC”) is the regional transportation planning agency for the San Francisco Bay Area; and

WHEREAS, the Mills-Alquist-Deddeh Act (“Transportation Development Act” or “TDA”), Public Utilities Code Section 99200 et seq., makes certain retail sales tax revenues available to eligible claimants for public transportation projects and purposes; and

WHEREAS, MTC is responsible for the allocation of TDA funds to eligible claimants within the MTC region; and

WHEREAS, claimants in the MTC region have submitted claims for the allocation of fiscal year 2020-21 TDA funds; and

WHEREAS, Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length, lists the amounts of and purposes for the fiscal year 2021-22 allocations requested by claimants, and is from time-to-time revised; and

WHEREAS, this resolution, including the revisions to Attachment A and the sum of all allocations made under this resolution, are recorded and maintained electronically by MTC; and

WHEREAS, Attachment B to this resolution, attached hereto and incorporated herein as though set forth at length, lists the required findings MTC must make, as the case may be, pertaining to the various claimants to which funds are allocated; and

WHEREAS, the claimants to which funds are allocated under this resolution have certified that the projects and purposes listed and recorded in Attachment A are in compliance with the requirements of the California Environmental Quality Act (Public Resources Code

Section 21000 et seq.), and with the State Environmental Impact Report Guidelines (14 California Code of Regulations Section 15000 et seq.); now, therefore, be it

RESOLVED, that MTC approves the findings set forth in Attachment B to this resolution; and, be it further

RESOLVED, that MTC approves the allocation of fiscal year 2021-22 TDA funds to the claimants, in the amounts, for the purposes, and subject to the conditions, as listed and recorded on Attachment A to this resolution; and, be it further

RESOLVED, that pursuant to 21 California Code of Regulations Sections 6621 and 6659, a certified copy of this resolution, along with written allocation instructions for the disbursement of TDA funds as allocated herein, shall be forwarded to the county auditor of the county in which each claimant is located; and, be it further

RESOLVED, that all TDA allocations are subject to continued compliance with MTC Resolution No. 3866, Revised, the Transit Coordination Implementation Plan.

METROPOLITAN TRANSPORTATION COMMISSION



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Alfredo Pedroza, Chair

The above resolution was approved by the Metropolitan Transportation Commission at a regular meeting of the Commission held in San Francisco, California, and at other remote locations, on June 23, 2021.

Date: June 23, 2021  
 Referred by: PAC  
 Revised: 07/28/21-C 09/22/21-C  
 10/27/21-C 11/17/21-C  
 12/15/21-C 04/27/22-C

Attachment A  
 MTC Resolution No. 4465  
 Page 1 of 2

ALLOCATION OF TRANSPORTATION DEVELOPMENT ACT ARTICLE 4, 4.5 and 8 FUNDS  
 DURING FISCAL YEAR 2021-22

All TDA allocations are subject to continued compliance with MTC Resolution 3866,  
 the Transit Coordination Implementation Plan.

Claimant	Project Description	Allocation Amount	Alloc. Code	Approval Date	Apportionment Area	Note
<b>5801 - 99233.7, 99275 Community Transit Service - Operations</b>						
VTA	Paratransit Operations	6,155,184	01	06/23/21	Santa Clara County	
CCCTA	Paratransit Operations	1,211,358	02	06/23/21	Contra Costa County	
AC Transit	Paratransit Operations	4,338,169	03	06/23/21	Alameda County	
VTA	Paratransit Operations	21,522	01	11/17/21	Santa Clara County	
SamTrans	Paratransit Operations	1,845,853	28	11/17/21	San Mateo County	
	<b>Subtotal</b>	<b>13,572,086</b>				
<b>5802 - 99260A Transit - Operations</b>						
AC Transit	Transit Operations	48,597,106	04	06/23/21	AC Transit - D1 Ala	
AC Transit	Transit Operations	12,980,480	05	06/23/21	AC Transit - D2 Ala	
AC Transit	Transit Operations	7,072,554	06	06/23/21	AC Transit - D1 CC	
VTA	Transit Operations	116,948,496	07	06/23/21	VTA	
SolTrans	Transit Operations	3,327,437	08	06/23/21	Vallejo/Benicia	
CCCTA	Transit Operations	20,905,683	09	06/23/21	CCCTA	
ECCTA	Transit Operations	12,074,983	12	07/28/21	ECCTA	
Sonoma County Tra	Transit Operations	6,772,284	13	07/28/21	Sonoma County	
NVTA	Transit Operations	1,451,200	14	07/28/21	NVTA	
WCCTA	Transit Operations	2,444,398	15	07/28/21	WestCat	
LAVTA	Transit Operations	11,282,017	16	07/28/21	LAVTA	

**5802 - 99260A Transit - Operations (continued)**

GGBHTD	Transit Operations	7,416,263	23	09/22/21	GGBHTD (Marin)	
GGBHTD	Transit Operations	6,322,679	24	09/22/21	GGBHTD (Sonoma)	
SFMTA	Transit Operations	2,096,220	25	09/22/21	San Francisco County	1
SFMTA	Transit Operations	39,828,179	26	09/22/21	SFMTA	
Marin Transit	Transit Operations	6,565,228	27	10/27/21	Marin Transit	
VTA	Transit Operations	408,908	07	11/17/21	VTA	
SamTrans	Transit Operations	35,071,204	29	11/17/21	Samtrans	
GGBHTD	Transit Operations	(40,000)	24	12/15/21	GGBHTD (Sonoma)	
Santa Rosa	Transit Operations	5,000,000	31	12/15/21	Santa Rosa	
Union City	Transit Operations	4,057,136	33	04/27/22	Union City	
<b>Subtotal</b>		<b>350,582,455</b>				

**5803 - 99260A Transit - Capital**

SolTrans	Transit Capital	4,012,000	10	06/23/21	Vallejo/Benicia	
CCCTA	Transit Capital	2,694,520	11	06/23/21	CCCTA	
ECCTA	Transit Capital	4,103,457	17	07/28/21	ECCTA	
Sonoma County Tra	Transit Capital	2,032,760	18	07/28/21	Sonoma County	
NVTA	Transit Capital	4,223,000	19	07/28/21	NVTA	
LAVTA	Transit Capital	4,686,907	20	07/28/21	LAVTA	
Santa Rosa	Transit Capital	1,585,000	32	12/15/21	Santa Rosa	
<b>Subtotal</b>		<b>23,337,644</b>				

**5807 - 99400C General Public - Operating**

Sonoma County	Transit Operations	2,307,500	21	07/28/21	Sonoma County	
<b>Subtotal</b>		<b>2,307,500</b>				

**5808 - 99400C General Public - Capital**

Vacaville	Transit Capital	2,400,000	30	11/17/21	Vacaville	
<b>Subtotal</b>		<b>2,400,000</b>				

**5812 - 99400D Planning & Admin - Operating**

NVTA	Planning and Administration	1,070,000	22	07/28/21	NVTA	
<b>Subtotal</b>		<b>1,070,000</b>				

**TOTAL 393,269,685**

**Note:**

(1) MTC finds that these Article 4.5 funds can be used to better advantage for Article 4 purposes.

Date: June 23, 2021  
Referred by: PAC

Attachment B  
Resolution No. 4465  
Page 1 of 3

ALLOCATION OF FISCAL YEAR 2021-22  
TRANSPORTATION DEVELOPMENT ACT  
ARTICLE 4, ARTICLE 4.5 AND ARTICLE 8  
FUNDS TO CLAIMANTS IN THE MTC REGION

**FINDINGS**

The following findings pertain, as the case may be, to claimants to which Transportation Development Act funds are allocated under this resolution.

**Transportation Development Act Article 4 Funds**

Public Utilities Code § 99268 et seq.

1. That each claimant has submitted, or shall have submitted prior to the disbursement of funds, copies, to MTC and to appropriate agencies, of all required State Controller's reports and fiscal audit reports prepared in accordance with Public Utilities Code §§ 99243 and 99245; and
2. That the projects and purposes for which each claimant has submitted an application for TDA Article 4 funds to MTC are in conformance with MTC's Regional Transportation Plan (21 California Code of Regulations § 6651), and with the applicable state regulations (21 California Code of Regulations § 6600 et seq.), and with the applicable MTC rules and regulations; and
3. That the claimant is in compliance with the 50% expenditure limitation of Public Utilities Code § 99268, or exempt from compliance with the applicable fare or fares-plus-local-support recovery ratio requirement (Public Utilities Code §§ 99268.2, 99268.3, 99268.4, 99268.12, or 99270.5) as provided by PUC § 99268.9; and
4. That the sum of each claimant's total allocation of Transportation Development Act and State Transit Assistance funds does not exceed the amount that the claimant is eligible to receive, in accordance with the calculations prescribed by 21 California Code of Regulations § 6633.1, or § 6634; and

5. That pursuant to Public Utilities Code § 99233.7 certain funds identified in Attachment A and available for purposes stated in TDA Article 4.5 can be used to better advantage by a claimant for purposes stated in Article 4 in the development of a balanced transportation system.

**Transportation Development Act Article 4.5 Funds**

Public Utilities Code § 99275

1. That each claimant has submitted, or shall have submitted prior to the disbursement of funds, copies, to MTC and to appropriate agencies, of all required State Controller's reports and fiscal audit reports prepared in accordance with Public Utilities Code §§ 99243 and 99245; and

2. That the projects and purposes for which each claimant has submitted an application for TDA Article 4.5 funds to MTC are in conformance with MTC's Regional Transportation Plan (21 California Code of Regulations § 6651), and with the applicable state regulations (21 California Code of Regulations § 6600 et seq.), and with the applicable MTC rules and regulations, including MTC Resolution No. 1209, Revised; and

3. That in accordance with Public Utilities Code § 99275.5(c), MTC finds that the projects and purposes for which each claimant has submitted an application for TDA Article 4.5 funds to MTC, responds to a transportation need not otherwise met in the community of the claimant; that the services of the claimant are integrated with existing transit services, as warranted; that the claimant has prepared and submitted to MTC an estimate of revenues, operating costs and patronage for the fiscal year in which TDA Article 4.5 funds are allocated; and that the claimant is exempt from applicable fare or fares-plus-local-match recovery ratio requirement (as set forth, respectively, in Public Utilities Code § 99268.5 or MTC Resolution No. 1209, Revised) as provided by PUC § 99268.9; and

4. That the sum of each claimant's total allocation of Transportation Development Act and State Transit Assistance funds does not exceed the amount that the claimant is eligible to receive, in accordance with the calculations prescribed by 21 California Code of Regulations § 6634; and

5. That each claimant is in compliance with Public Utilities Code §§ 99155 and 99155.5, regarding user identification cards.

**Transportation Development Act Article 8 Transit Funds**

Public Utilities Code §§ 99400(c), 99400(d) and 99400(e)

1. That each claimant has submitted, or shall have submitted prior to the disbursement of funds, copies, to MTC and to appropriate agencies, of all required State Controller's reports and fiscal audit reports prepared in accordance with Public Utilities Code §§ 99243 and 99245; and
2. That the projects and purposes for which each claimant has submitted an application for TDA Article 8 funds to MTC are in conformance with MTC's Regional Transportation Plan (21 California Code of Regulations § 6651), and with the applicable state regulations (21 California Code of Regulations § 6600 et seq.), and with the applicable MTC rules and regulations, including MTC Resolution No. 1209, Revised; and
3. That the claimant is exempt from applicable fare or fares-plus-local-match recovery ratio requirement (as set forth, respectively, in Public Utilities Code §§ 99268.5, 99268.12, or MTC Resolution No. 1209, Revised) as provided by PUC § 99268.9; and
4. That the sum of each claimant's total allocation of Transportation Development Act and State Transit Assistance funds does not exceed the amount that the claimant is eligible to receive, in accordance with the calculations prescribed by 21 California Code of Regulations § 6634.

Date: June 23, 2021  
W.I.: 1514  
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10/27/21-C 11/17/21-C  
12/15/21-C 04/27/22-C

ABSTRACT

Resolution No. 4466, Revised

This resolution approves the allocation of State Transit Assistance (STA) funds for fiscal year 2021-22.

This resolution allocates funds to AC Transit, MTC, SolTrans, and Santa Clara Valley Transportation Authority (VTA).

On July 28, 2021, Attachment A was revised to allocate funds to Eastern Contra Costa Transit Authority (ECCTA or Tri Delta Transit) and Western Contra Costa Transit Authority (WestCAT).

On September 22, 2021, Attachment A was revised to allocate funds to the San Francisco Municipal Transportation Agency (SFMTA) and the Golden Gate Bridge, Highway and Transportation District (GGBHTD).

On October 27, 2021, Attachment A was revised to allocate funds to eight operators, and Solano Transportation Authority.

On November 17, 2021, Attachment A was revised to allocate funds to SamTrans and VTA.

On December 15, 2021, Attachment A was revised to allocate funds to Santa Rosa, Solano Transportation Authority (Solano TA), and the Water Emergency Transportation Authority (WETA).

On April 27, 2022, Attachment A was revised to allocate funds to SMART and BART and rescind funds from SFMTA.

Discussion of the allocations made under this resolution is contained in the MTC Programming and Allocations Committee Summary Sheets dated June 9, 2021, July 14, 2021, September 8, 2021, October 13, 2021, November 11, 2021, December 8, 2021, and April 13, 2022.

Date: June 23, 2021  
W.I.: 1514  
Referred by: PAC

Re: Allocation of Fiscal Year 2021-22 State Transit Assistance to Claimants in the MTC Region

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 4466

WHEREAS, pursuant to Government Code § 66500 et seq., the Metropolitan Transportation Commission (“MTC”) is the regional transportation planning agency for the San Francisco Bay Area; and

WHEREAS, the Mills-Alquist-Deddeh Act (“Transportation Development Act” or “TDA”), Public Utilities Code Section 99200 et seq., provides that the State Controller shall, pursuant to Public Utilities Code Section 99310, allocate funds in the Public Transportation Account (“PTA”) to the MTC region to be subsequently allocated by MTC to eligible claimants in the region; and

WHEREAS, pursuant to Public Utilities Code Section 99313.6, MTC has created a State Transit Assistance (“STA”) fund which resides with the Alameda County Auditor for the deposit of PTA funds allocated to the MTC region; and

WHEREAS, pursuant to Public Utilities Code Section 99313.6(d), MTC may allocate funds to itself for projects to achieve regional transit coordination objectives; and

WHEREAS, pursuant to Public Utilities Code Sections 99314.5(a) and 99314.5(b), claimants eligible for Transportation Development Act Article 4 and Article 8 funds are eligible claimants for State Transit Assistance funds; and

WHEREAS, eligible claimants have submitted applications to MTC for the allocation of fiscal year 2021-22 STA funds; and

WHEREAS, Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length, lists the amounts of and purposes for the fiscal year 2021-22 allocations requested by claimants, and is from time-to-time revised; and

WHEREAS, this resolution, including the revisions to Attachment A and the sum of all allocations made under this resolution, are recorded and maintained electronically by MTC; and

WHEREAS, pursuant to 21 California Code of Regulations Section 6754, MTC Resolution Nos. 4321 and 4433, and Attachment B to this resolution, attached hereto and incorporated herein as though set forth at length, lists the required findings MTC must make, as the case may be, pertaining to the various claimants to which funds are allocated; and

WHEREAS, the claimants to which funds are allocated under this resolution have certified that the projects and purposes listed and recorded in Attachment A are in compliance with the requirements of the California Environmental Quality Act (Public Resources Code Section 21000 et seq.), and with the State Environmental Impact Report Guidelines (14 California Code of Regulations Section 15000 et seq.); now, therefore, be it

RESOLVED, that MTC approves the findings set forth in Attachment B to this resolution; and, be it further

RESOLVED, that MTC approves the allocation of fiscal year 2021-22 STA funds to the claimants, in the amounts, for the purposes, and subject to the conditions, as listed and recorded on Attachment A to this resolution;

RESOLVED, that, pursuant to 21 Cal. Code of Regs. §§ 6621 and 6753, a certified copy of this resolution, along with written allocation instructions for the disbursement of STA funds as allocated herein, shall be forwarded to the Alameda County Auditor; and, be it further

RESOLVED, that all STA allocations are subject to continued compliance with MTC Resolution 3866, the Transit Coordination Implementation Plan; and, be it further

RESOLVED, this resolution incorporates any revisions to the TDA, either by statute or regulation, made hereafter.

METROPOLITAN TRANSPORTATION COMMISSION



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Alfredo Pedroza, Chair

The above resolution was approved by the Metropolitan Transportation Commission at a regular meeting of the Commission held in San Francisco, California and at other remote locations, on June 23, 2021.

Date: June 23, 2021  
 Referred by: PAC  
 Revised: 07/28/21 C 09/22/21-C  
 10/27/21-C 11/17/21-C  
 12/15/21-C 04/27/22-C

Attachment A  
 MTC Resolution No. 4466  
 Page 1 of 2

ALLOCATION OF STATE TRANSIT ASSISTANCE FUNDS  
 DURING FISCAL YEAR 2021-22

All STA allocations are subject to continued compliance with MTC Resolution 3866, Revised,  
 the Transit Coordination Implementation Plan.

Claimant	Project Description	Allocation Amount	Alloc. Code	Approval Date	Apportionment Area
<b>5820 - 6730A Operating Costs - Revenue-based</b>					
AC Transit	Transit Operations	18,707,978	01	06/23/21	AC Transit
VTA	Transit Operations	21,232,325	02	06/23/21	VTA
ECCTA	Transit Operations	2,899,892	06	07/28/21	BART
WestCat	Transit Operations	2,737,806	07	07/28/21	BART
SFMTA	Transit Operations	62,690,293	08	09/22/21	SFMTA
GGBHTD	Transit Operations	8,396,836	09	09/22/21	GGBHTD
Marin Transit	Transit Operations	1,500,000	11	10/27/21	Marin Transit
VTA	Transit Operations	5,204,451	02	11/17/21	VTA
SamTrans	Transit Operations	10,630,852	22	11/17/21	SamTrans
SamTrans	Transit Operations	10,041,955	23	11/17/21	Caltrain
BART	Transit Operations	28,520,066	28	04/27/22	BART
SMART	Transit Operations	1,757,364	29	04/27/22	SMART
<b>Subtotal</b>		<b>174,319,818</b>			
<b>5820 - 6730A Operating Costs - County Block Grant</b>					
SolTrans	Transit Operations	1,134,745	03	06/23/21	Solano County
AC Transit	Transit Operations	1,492,197	12	10/27/21	Contra Costa County
AC Transit	Transit Operations	5,243,953	13	10/27/21	Alameda County
LAVTA	Transit Operations (small operator)	1,552,923	14	10/27/21	Alameda County
CCCTA	Transit Operations	4,888,140	15	10/27/21	Contra Costa County
ECCTA	Transit Operations	3,115,767	16	10/27/21	Contra Costa County
NVTA	Transit Operations	1,908,843	17	10/27/21	Napa County
Sonoma County Tra	Transit Operations	1,897,396	18	10/27/21	Sonoma County

(Continued on next page)

<b>Claimant</b>	<b>Project Description</b>	<b>Allocation Amount</b>	<b>Alloc. Code</b>	<b>Approval Date</b>	<b>Apportionment Area</b>
<b>5820 - 6730A Operating Costs - County Block Grant (continued)</b>					
GGBHTD	Transit Operations	1,447,324	19	10/27/21	Marin County
Marin Transit	Transit Operating	1,040,376	20	10/27/21	Marin County
Santa Rosa	Transit Operations	1,976,149	25	12/15/21	Sonoma County
	<b>Subtotal</b>	<b>25,697,814</b>			
<b>5820 - 6730A Operating Costs - Population-based MTC Regional Coordination</b>					
MTC	Clipper Operations	6,300,000	04	06/23/21	MTC
	<b>Subtotal</b>	<b>6,300,000</b>			
<b>5821 - 6730B Capital Costs - Revenue-based</b>					
WETA	Replacement Vessel - MV Intintoli	5,289,400	26	12/15/21	WETA
	<b>Subtotal</b>	<b>5,289,400</b>			
<b>5821 - 6730B Capital Costs - County Block Grant</b>					
Solano TA	Suisun Mobility Hub	2,750,000	27	12/15/21	Solano County
	<b>Subtotal</b>	<b>2,750,000</b>			
<b>5822 - 6731C Paratransit - Operating - County Block Grant</b>					
VTA	Paratransit Operations	5,285,640	05	06/23/21	Santa Clara County
SFMTA	Paratransit Operations	3,012,914	10	09/22/21	San Francisco County
SFMTA	Paratransit Operations	722,099	10	10/27/21	San Francisco County
VTA	Paratransit Operations	1,287,359	05	11/17/21	Santa Clara County
SamTrans	Transit Operations	1,796,440	24	11/17/21	San Mateo County
SFMTA	Paratransit Operations	636,851	10	04/27/22	San Francisco County
	<b>Subtotal</b>	<b>12,741,303</b>			
<b>5828 - 6731B Planning and Admin - County Block Grant</b>					
Solano TA	Planning and Administration	2,763,812	21	10/27/21	Solano County
	<b>Subtotal</b>	<b>2,763,812</b>			
	<b>TOTAL</b>	<b>229,862,147</b>			

Date: June 23, 2021  
Referred by: PAC

Attachment B  
Resolution No. 4466  
Page 1 of 2

ALLOCATION OF FISCAL YEAR 2021-22 STATE TRANSIT ASSISTANCE FUNDS  
TO CLAIMANTS IN THE MTC REGION

**FINDINGS**

The following findings pertain, as the case may be, to claimants to which State Transit Assistance funds are allocated under this resolution.

1. That each claimant has submitted, or shall have submitted prior to the disbursement of funds, copies, to MTC and to appropriate agencies, of all required State Controller's reports and fiscal audit reports prepared in accordance with PUC §§ 99243 and 99245; and
2. That the projects and purposes for which each claimant has submitted an application for TDA Article 8 funds to MTC are in conformance with MTC's Regional Transportation Plan (21 Cal. Code of Regs. § 6651), and with the applicable state regulations (21 Cal. Code of Regs. § 6600 et seq.), and with the applicable MTC rules and regulations; and
3. That the claimant is in compliance with the 50% expenditure limitation of PUC § 99268, or is exempt from compliance with the applicable fare or fares-plus-local-support recovery ratio requirement (PUC §§ 99268.2, 99268.3, 99268.4, 99268.12, or 99270.5), or with the applicable fare or fares-plus-local-match recovery ratio requirement (as set forth, respectively, in PUC §§ 99268.5, 99268.12, or MTC Resolution No. 1209, Revised) as provided by PUC § 99268.9; and
4. That each claimant is making full use of federal funds available under the Fixing America's Surface Transportation (FAST) Act, as amended; and
5. That the sum of each claimant's allocation of Transportation Development Act and State Transit Assistance funds does not exceed the amount the claimant is eligible to receive, in accordance with the calculations prescribed by 21 Cal. Code of Regs. § 6633.1 or § 6634; and
6. That MTC has given priority consideration to claims to offset reductions in federal operating assistance and the unanticipated increase in the cost of fuel, to enhance existing public

transportation services, and to meet high priority regional, countywide, or area wide public transportation needs; and

7. That each claimant has made a reasonable effort to implement the productivity improvements recommended pursuant to PUC § 99244; and

8. That each claimant has submitted to MTC a copy of a certification from the California Highway Patrol verifying that the claimant is in compliance with Section 1808.1 of the Vehicle Code (“Pull Notice Program”), as required by PUC § 99251; and

9. That each claimant is in compliance with the eligibility requirements of PUC §§ 99314.6 or 99314.7; and

10. That each claimant is in compliance with MTC’s Transit Coordination Implementation Plan, pursuant to Government Code §§ 66516 and 66516.5, PUC §§ 99314.5(c) and §99314.7, and MTC Resolution No. 3866, Revised.