

**Metropolitan Transportation Commission  
Programming and Allocations Committee**

June 8, 2022

Agenda Item 3b - 22-0854

**MTC Resolution Nos. 4522, 4523, 4524, 4525, and 4526**

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**Subject:**

Allocation of \$412 million in FY2022-23 Transportation Development Act (TDA), State Transit Assistance (STA), Regional Measure 2 (RM2), and AB1107 funds to 4 transit operators, MTC, and the Transbay Joint Powers Authority (TJPA) to support transit operations and capital projects in the region.

**Background:**

This month's proposed actions begin the annual allocation process of these funds for FY2022-23. Three entities are requesting TDA, STA, RM2, and/or AB1107 allocations this month that exceed the \$1 million delegated authority limit. Allocation requests that are less than \$1 million are approved separately through the Executive Director's Delegated Authority process. These funds comprise a significant share of the revenue for agencies' operating budgets.

The proposed allocation amounts are based on the programming levels identified in the FY 2022-23 Fund Estimate (MTC Resolution 4504) and the RM2 Operating Program (MTC Resolution 4521). The RM2 statute also identifies a separate set-aside for operation of the Salesforce Transit Center which is statutorily exempt from any expected bridge toll revenue reductions. The proposed allocations are summarized in the following table:

**Allocation Amounts by Entity<sup>1</sup> (amounts in millions)**

<b>Entity</b>	<b>STA (Res. 4524)</b>	<b>TDA (Res. 4523)</b>	<b>RM2 (Res. 4522 and 4526)</b>	<b>AB 1107 (Res. 4525)</b>	<b>Grand Total</b>
MTC	\$12.0		\$1.8		\$13.8
NVTA		\$10.7			\$10.7
VTA	\$30.2	\$137.6			\$167.8
AC Transit	\$29.6	\$102.1	\$11.9	\$50.0	\$193.7

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<sup>1</sup> Includes all allocations to be approved in the resolutions listed above, the details of which are provided in Attachment A, including allocations for transit capital or planning and administration. Not inclusive of allocations approved by Executive Director's Delegated Authority as allowed by MTC Resolution No. 3620, Revised.

<b>Entity</b>	<b>STA</b> (Res. 4524)	<b>TDA</b> (Res. 4523)	<b>RM2</b> (Res. 4522 and 4526)	<b>AB 1107</b> (Res. 4525)	<b>Grand Total</b>
LAVTA	\$1.4	\$16.6			\$18.0
TJPA			\$8.4		\$8.4
<b>Total</b>	<b>\$73.2</b>	<b>\$267.0</b>	<b>\$22.0</b>	<b>\$50.0</b>	<b>\$412.3</b>

Information regarding the FY 2022-23 operating budgets and current and future operations for the transit operators included in the list above is provided in Attachment A. The MTC share of Clipper operating budget is estimated to be \$20.4 million of the total \$40.5 million. STA and RM2 funds provide \$14.6 million (including funds allocated through Delegated Authority) of revenue toward MTC's cost share. The estimated operating cost for the Salesforce Transit Center is \$31.8 million and Regional Measure 2 is providing \$8.4 million to support these costs.

**Issues:**

None identified.

**Recommendations:**

Refer MTC Resolution No. 4522, 4523, 4524, 4525, and 4526 to the Commission for approval.

**Attachments:**

- Attachment A – Transit Operator Budget Summary
- MTC Resolution No. 4522, 4523, 4524, 4525, and 4526



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**Attachment A – Transit Operator Budget Summary**

**AC Transit**

Adopted Operating Budget	\$545.5 million
Increase in Budget compared to FY2021-22	6.4%
Current Average Ridership Change (March 2022 to March 2019)	-40%
Total Proposed FY2022-23 Operating Allocation <sup>1</sup>	\$195.3 million
Proportion of Operating Budget Funded with Allocations	36%
Estimated COVID Relief Funding at the End of FY2022-23	\$33.5 million

**Budget and Operating Highlights**

AC Transit’s Proposed FY 2022-23 Operating Budget consists of \$391 million (or 72% of total budget) of labor expenses. Labor costs increased 5.2% over the FY 2021-22 budget due to the continued hiring of operator positions needed to restore service to 100% of pre-pandemic levels, which AC Transit has set as a target for March 2023. Bus operator availability continues to be a challenge, and AC Transit has been experimenting with new methods to recruit and train new operators. Additional cost drivers include fuel prices (12% increase) and ADA Paratransit costs (18% increase) as ridership is forecast to return.

The FY 2022-23 Budget projects a revenue increase over FY 2021-22 levels from sales taxes (21.7%), property taxes (3.9%) and farebox revenues (5.9%). Noting that previously planned fare increases to both local and transbay service have been suspended until July 2023. "The FY 2022-23 Budget also includes \$60 million of funding from the American Rescue Plan, which is \$18.5M or 24% less than the \$78M of federal relief funds budgeted in FY 2021-22.

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<sup>1</sup> Includes allocations made through Executive Director’s Delegated Authority as allowed by MTC Resolution No. 3620, Revised. Any allocations made by Delegated Authority will be reported as part of the quarterly Delegated Authority update to the Commission. Excludes allocations made for transit capital or planning and administration purposes.

**VTA**

Adopted Operating Budget	\$530 million
Increase in Budget compared to FY2021-22	3.1%
Current Average Ridership Change (Feb 2022 to Feb 2019)	-47%
Total Proposed TDA & STA FY2022-23 Operating Allocation <sup>1</sup>	\$168 million
Proportion of Operating Budget Funded with Allocations	32%
Estimated COVID Relief Funding at the End of FY2022-23	\$237 million

**Budget and Operating Highlights**

VTA's FY 2022-23 Operating Budget is comprised of \$530 million in expenses. Of this amount, \$168 million (32%) is TDA or STA revenue. VTA received \$310 million in Federal COVID relief funds. These funds are being managed to support operations in FY 2022, 2023, and 2024. Accordingly, \$41 million was spent as of 2021, \$18 million of this was spent in FY 2021-22 and \$14 million is expected to be spent in FY 2022-23, leaving \$237 million for use in future years.

VTA operates 47 bus routes and 3 light rail lines. VTA restructured its network in 2019, leading to an increase in boardings and ridership for the first few months of reorganized service.

However, the onset of COVID-19 disrupted this and prompted VTA to sharply curtail service.

VTA's major operational goal is to return transit service levels safely to pre-pandemic levels.

Ongoing challenges to achieve this goal include successive waves of COVID variants and operator shortages. VTA is currently in the process of hiring and training more operational staff in order to restore service. Current major capital projects at VTA include the BART to Silicon Valley Phase 2, Eastridge Light Rail Extension, and Alum Rock BRT Line.

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<sup>1</sup> Includes allocations made through Executive Director's Delegated Authority as allowed by MTC Resolution No. 3620, Revised. Any allocations made by Delegated Authority will be reported as part of the quarterly Delegated Authority update to the Commission. Excludes allocations made for transit capital or planning and administration purposes.

**NVTA**

Adopted Operating Budget	\$14.7 million
Increase in Budget compared to FY2021-22	33%
Current Average Ridership Change (Feb 2022 to Feb 2019)	-59%
Total Proposed TDA, STA, & RM2 FY2022-23 Operating Allocation <sup>1</sup>	\$8.6 million
Proportion of Operating Budget Funded with Allocations	58%
Estimated COVID Relief Funding at the End of FY2022-23	\$2.2 million

**Budget and Operating Highlights**

NVTA's FY 2022-23 transit operating budget is \$14.7 million. Of this amount, \$8.6 million (58%) is TDA, STA, or RM2 revenue with an additional \$3.3 million to cover transit planning and administration. NVTA has also claimed \$1 million for transit capital, bringing their total claim amount to \$12.9 million (\$10.7 million of which will be approved in the resolutions listed above, and \$2.2 million of which will be approved through Delegated Authority). The increased budget reflects cost increases for purchased transportation; for example, fuel, salaries (including new positions), maintenance costs, and insurance. The budget increase is also roughly in line with an increase in vehicle hours, driven by an increase in both revenue vehicle hours and non-revenue vehicle hours. NVTA received \$11.1 million in COVID relief funds, and has spent \$8.9 million of them, leaving \$2.2 million for future use. The \$1 million in TDA capital funding will mostly support the new maintenance facility.

In FY 2021-22, NVTA shifted to on-demand service because of the pandemic. In May 2021, two new routes were added after an analysis of on-demand ridership. In addition, service was

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<sup>1</sup> Includes allocations made through Executive Director's Delegated Authority as allowed by MTC Resolution No. 3620, Revised. Any allocations made by Delegated Authority will be reported as part of the quarterly Delegated Authority update to the Commission. Excludes allocations made for transit capital or planning and administration purposes.

restored to pre-pandemic levels on two intra- and inter-county routes, and shuttle service hours were extended in Yountville and Calistoga.

**LAVTA**

Adopted Operating Budget	\$24.2 million
Increase in Budget compared to FY2021-22	14.4%
Current Average Ridership Change (Feb 2022 to Feb 2019)	-45%
Total Proposed TDA, STA, & RM2 FY2022-23 Operating Allocation <sup>1</sup>	\$13.5 million
Proportion of Operating Budget Funded with Allocations	56%
Estimated COVID Relief Funding at the End of FY2022-23	\$4.5 million

**Budget and Operating Highlights**

LAVTA's operating budget for FY 2022-23 is \$24.2 million which is 14.4% more than the budget for FY2021-22. LAVTA is claiming \$13.5 million in operating allocations and \$6 million in capital allocations, for a total of \$19.5 million in allocations. This budget increase was driven by cost increases in fixed route and paratransit. Paratransit in particular had a substantial budget increase, growing by over 50% from FY 2021-2022. A new Paratransit contract began in April 2021 featuring a demonstration project with County Connection. LAVTA is currently working on a joint procurement with CCCTA. A large portion of these projects are covered by dedicated grants and allocations. Even with the increase in expenses this year LAVTA was able to balance the Operating budget without taking funds from reserves, this was due in part to the additional Federal Funds received for FY 2023.

Additionally, LAVTA has significant funds in reserve, and even with this drawdown the authority maintains more than the board approved goal of 3-6 months of operating funds.

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<sup>1</sup> Includes allocations made through Executive Director's Delegated Authority as allowed by MTC Resolution No. 3620, Revised. Any allocations made by Delegated Authority will be reported as part of the quarterly Delegated Authority update to the Commission. Excludes allocations made for transit capital or planning and administration purposes.

LAVTA's primary revenue source is TDA, which is projected by Alameda County's forecasters to increase slightly over FY21 actuals. Another critical revenue source is STA funding, which is also estimated to increase slightly, however, both are still less than the amounts prior to the pandemic. Fare revenue is still lower compared to FY19, but as it comprises less than 10% of LAVTA's revenues, the impacts were minimal.

Major projects at LAVTA include their shared autonomous vehicle project in Dublin, the Go Tri-Valley rideshare project, and signal priority work. LAVTA's aforementioned \$6 million TDA claim is intended to support transit capital projects including a bus purchase, BRT shelter overhaul, and transit center rehabilitation.

Date: June 22, 2022  
W.I.: 1255  
Referred by: PAC

ABSTRACT

Resolution No. 4522, Revised

This resolution approves the allocation of the Regional Measure 2 operating and planning funds for FY 2022-23.

This resolution allocates funds to AC Transit, MTC, and the Transbay Joint Powers Authority.

Discussion of the allocations made under this resolution are contained in the MTC Programming and Allocations Committee Summary Sheets dated June 8, 2022.

Date: June 22, 2022  
W.I.: 1255  
Referred by: PAC

Re: Allocation of Regional Measure 2 funds for transit operations and planning for FY 2022-23

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 4522

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, Streets and Highways Code Sections 30950 *et seq.* created the Bay Area Toll Authority (“BATA”) which is a public instrumentality governed by the same board as that governing MTC; and

WHEREAS, on March 2, 2004, voters approved Regional Measure 2, increasing the toll for all vehicles on the seven state-owned toll bridges in the San Francisco Bay Area by \$1.00, with this extra dollar funding various transportation projects within the region that have been determined to reduce congestion or to make improvements to travel in the toll bridge corridors, as identified in SB 916 (Chapter 715, Statutes of 2004), commonly referred as Regional Measure 2 (“RM2”); and

WHEREAS, RM2 establishes the Regional Traffic Relief Plan and programs eligible for RM2 funding for transit operating and planning assistance as identified in Streets and Highways Code Section 30914(d).

WHEREAS, RM2 assigns administrative duties and responsibilities for the implementation of the Regional Traffic Relief Plan to MTC; and

WHEREAS, BATA shall fund the projects of the Regional Traffic Relief Plan by transferring RM2 authorized funds to MTC; and

WHEREAS, MTC adopted policies and procedures for the implementation of the Regional Measure 2 Regional Traffic Relief Plan on June 23, 2004, specifying the allocation criteria and project compliance requirements for RM 2 funding (MTC Resolution No. 3636, Revised); and

WHEREAS, MTC has reviewed the allocation requests submitted for RM2 transit operations and planning funds from the project sponsor(s) listed in Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length funds; and

WHEREAS, project sponsors seeking RM2 funds are required to submit an Operating Assistance Proposal (OAP), pursuant to Streets and Highway Code Section 30914(e) to MTC for review and approval, which demonstrates a fully funded operating plan and consistency with the performance measures, as applicable; and

WHEREAS, Attachment A lists the projects requested by project sponsors for RM2 funding, project specific conditions, and amounts recommended for RM2 allocation by MTC staff; and

RESOLVED, that MTC approves staff's review of the OAP for the projects listed in Attachment A; and be it further

RESOLVED, that MTC approves the allocation of RM2 funds in accordance with Attachment A; and be it further

RESOLVED, that the allocation and reimbursement of RM2 funds as set forth in Attachment A are conditioned upon the project sponsor complying with the provisions of the Regional Measure 2 Regional Traffic Relief Plan Policy and Procedures as set for in length in MTC Resolution 3636, Revised; and be it further

RESOLVED, that the allocation and reimbursement of RM2 funds are further conditioned upon the project specific conditions as set forth in Attachment A; and, be it further

RESOLVED, that a certified copy of this resolution, shall be forwarded to the project sponsors.

METROPOLITAN TRANSPORTATION COMMISSION

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Alfredo Pedroza, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at the regular meeting of the Commission held in San Francisco, California and at other remote locations, on June 22, 2022.

FY 2022-23 ALLOCATION OF REGIONAL MEASURE 2 FUNDS  
FOR TRANSIT OPERATIONS AND PLANNING

1. Funding for each route is limited to the amount identified in the FY2022-23 RM2 Operating Program (MTC Resolution 4521).
2. Allocation amounts may be reduced in order to stay within the statutorily mandated RM2 operating program limit of 38% of annual revenue [SHC Section 30915(d)].
3. Payment of RM2 operating funds may be limited to no more than 1/12 of the allocated amount monthly.
4. For FY 2022-23, operating advances will be considered on a case-by-case basis.
5. RM2 performance requirements are suspended due to the continuing transit impacts resulting from the COVID-19 pandemic.

<b>Claimant</b>	<b>Project Description</b>	<b>Allocation Amount</b>	<b>Allocation Code</b>	<b>Approval Date</b>	<b>Project Number</b>
TJPA <sup>1</sup>	Transbay Transit Center	\$ 2,627,193	1	06/22/22	13
MTC	Clipper	\$ 1,751,462	2	06/22/22	12
AC Transit	Express Bus Service	\$ 4,716,766	3	06/22/22	4
AC Transit	Dumbarton Bus	\$ 3,244,888	4	06/22/22	5
AC Transit	Owl Bus Service	\$ 1,310,107	5	06/22/22	7
AC Transit	Enhanced/Rapid Bus Service	\$ 2,627,193	6	06/22/22	9
		<b>Total \$ 16,277,609</b>			

Notes

1. The allocation of funds to TJPA shall be subject to the same conditions included in MTC Resolution 4526.

Date: June 22, 2022  
W.I.: 1514  
Referred by: PAC

ABSTRACT

Resolution No. 4523

This resolution approves the allocation of fiscal year 2022-2023 Transportation Development Act Article 4, Article 4.5 and Article 8 funds to claimants in the MTC region.

This resolution allocates funds to Alameda-Contra Costa Transit District (AC Transit), Livermore Amador Valley Transit Authority (LAVTA), Napa Valley Transportation Authority (NVTA) and Santa Clara Valley Transportation Authority (VTA).

Discussion of the allocations made under this resolution is contained in the MTC Programming and Allocations Committee Summary Sheets dated June 8, 2022.

Date: June 22, 2022  
W.I.: 1514  
Referred by: PAC

Re: Allocation of Fiscal Year 2022-23 Transportation Development Act Article 4, Article 4.5 and Article 8 Funds to Claimants in the MTC Region

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 4523

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 2021-22 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 2022-23 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 2022-23 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 22, 2022.

ALLOCATION OF TRANSPORTATION DEVELOPMENT ACT ARTICLE 4, 4.5 and 8 FUNDS  
 DURING FISCAL YEAR 2022-23

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
<b>5801 - 99233.7, 99275 Community Transit Service - Operations</b>					
VTA	Community Transit	6,880,509	01	06/22/22	Santa Clara County
	<b>Subtotal</b>	<b>6,880,509</b>			
<b>5802 - 99260A Transit - Operations</b>					
VTA	Transit Operations	130,729,623	02	06/22/22	VTA
NVTA	Transit Operations	5,075,466	03	06/22/22	NVTA
AC Transit	Transit Operations	67,976,124	04	06/22/22	Alameda D1
AC Transit	Transit Operations	18,280,448	05	06/22/22	Alameda D2
AC Transit	Transit Operations	10,774,214	06	06/22/22	Contra Costa D1
AC Transit	Transit Operations	5,109,152	07	06/22/22	AC Transit
LAVTA	Transit Operations	10,610,799	08	06/22/22	LAVTA
	<b>Subtotal</b>	<b>248,555,826</b>			
<b>5803 - 99260A Transit - Capital</b>					
LAVTA	Transit Capital	5,988,747	09	06/22/22	LAVTA
NVTA	Transit Capital	1,000,000	10	06/22/22	NVTA
	<b>Subtotal</b>	<b>6,988,747</b>			
<b>5807 - 99400C General Public - Operating</b>					
NVTA	Transit Operations	1,219,490	11	06/22/22	NVTA
	<b>Subtotal</b>	<b>1,219,490</b>			
<b>5812 - 99400D Planning &amp; Admin - Operating</b>					
NVTA	Planning & Administration	3,362,200	12	06/22/22	NVTA
	<b>Subtotal</b>	<b>3,362,200</b>			
	<b>TOTAL</b>	<b>267,006,772</b>			

Date: June 22, 2022  
Referred by: PAC

Attachment B  
Resolution No. 4523  
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ALLOCATION OF FISCAL YEAR 2022-23  
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 is 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 22, 2022  
W.I.: 1514  
Referred by: PAC

ABSTRACT

Resolution No. 4524

This resolution approves the allocation of State Transit Assistance (STA) funds for fiscal year 2022-23.

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

Discussion of the allocations made under this resolution is contained in the MTC Programming and Allocations Committee Summary Sheets dated June 8, 2022.

Date: June 22, 2022  
W.I.: 1514  
Referred by: PAC

Re: Allocation of Fiscal Year 2022-23 State Transit Assistance to Claimants in the MTC Region

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 4524

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 2022-23 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 2022-23 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 2022-23 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 entered into by the Metropolitan Transportation Commission at a duly called and noticed meeting held in San Francisco, California and at other remote locations on June 22, 2022.

Date: June 22, 2022  
Referred by: PAC

Attachment A  
MTC Resolution No. 4524  
Page 1 of 1

ALLOCATION OF STATE TRANSIT ASSISTANCE FUNDS  
DURING FISCAL YEAR 2022-23

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

<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</b>					
LAVTA	Transit Operations	1,377,503	01		LAVTA
	<b>Subtotal</b>	<b>1,377,503</b>			
<b>5820 - 6730A Operating Costs - Population-based MTC Regional Coordination</b>					
MTC	Clipper START	3,000,000	02	06/22/22	Means-Based Program
MTC	Clipper Operations	9,000,000	03	06/22/22	MTC Regional
	<b>Subtotal</b>	<b>12,000,000</b>			
<b>5820 - 6730A Operating Costs - Revenue-based</b>					
VTA	Transit Operations	28,362,250	04	06/22/22	VTA
AC Transit	Transit Operations	29,636,318	05	06/22/22	AC Transit
	<b>Subtotal</b>	<b>57,998,568</b>			
<b>5822 - 6731C Paratransit - Operating - County Block Grant</b>					
VTA	Paratransit Operations	1,870,260	06	06/22/22	Santa Clara County
	<b>Subtotal</b>	<b>1,870,260</b>			
	<b>TOTAL</b>	<b>73,246,331</b>			

Date: June 22, 2022  
Referred by: PAC

Attachment B  
Resolution No. 4524  
Page 1 of 2

ALLOCATION OF FISCAL YEAR 2022-23 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 (STA) 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 STA 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
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 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

8. 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.

Notes:

The following requirements are suspended for FY 2022-23:

- a. Productivity Improvement Program requirement (PUC § 99244)
- b. Efficiency standards under PUC § 99314.6
- c. MTC State Transit Assistance standard (PUC § 99314.7)

Date: June 22, 2022  
WI: 1514  
Referred by: PAC

ABSTRACT

Resolution No. 4525

This resolution approves the allocation of fiscal year 2022-23 AB 1107 half-cent sales tax funds to AC Transit.

Discussion of the allocations made under this resolution is contained in the MTC Programming and Allocations Committee Summary Sheet dated June 8, 2022.

Date: June 22, 2022  
Referred by: PAC

Re: Allocation of Fiscal Year 2022-23 “AB 1107” Half-Cent Sales Tax Funds

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 4525

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, Public Utilities Code Section 29142.2(b) provides that, after deductions for certain administrative expenses, twenty-five percent (25%) of the proceeds from the one-half cent transactions and use tax collected within the San Francisco Bay Area Rapid Transit District (hereinafter referred as “AB 1107” funds), shall, on the basis of regional priorities established by MTC, be allocated by MTC to the City and County of San Francisco for the San Francisco Municipal Transportation Agency (“SFMTA”) and to the Alameda-Contra Costa Transit District (“AC Transit”), for transit services; and

WHEREAS, SFMTA and/or AC Transit has submitted a request for the allocation of fiscal year 2022-23 AB 1107 funds for transit service projects and purposes in accordance with the regional priorities established by MTC; 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 2022-23 allocations requested by SFMTA and/or AC Transit, 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 findings pertaining to the allocations made under this resolution to SFMTA and/or AC Transit, as the case may be; and

WHEREAS, SFMTA and/or AC Transit has certified that its 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 finds that the projects and purposes as listed and recorded in Attachment A are in conformance with MTC's Regional Transportation Plan; and, be it further

RESOLVED, that MTC approves the allocation of fiscal year 2022-23 funds under this resolution to SFMTA and/or AC Transit, in the amounts, for the purposes, and subject to the conditions, as listed and recorded on Attachment A.

RESOLVED, that all AB1107 allocations are subject to continued compliance with MTC Resolution 3866, 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 22, 2022.

ALLOCATION OF AB 1107 FUNDS  
DURING FISCAL YEAR 2022-23

All AB 1107 allocations are subject to continued compliance with MTC Resolution 3866,  
the Transit Coordination Implementation Plan.

Claimant	Project Description	Fare Ratio Plus Local Support Percentage		Allocation Amount	Alloc. Code	Approval Date
		FY 20-21	FY 22-23			
AC Transit	Transit Operations			50% of deposits to MTC's AB 1107 account.	1	06/22/22

ALLOCATION OF FISCAL YEAR 2022-23  
AB 1107 FUNDS

**FINDINGS**

The following findings pertain to the allocation of funds under this resolution to AC Transit and/or SFMTA, as the case may be.

<i>Statutory Requirement</i>	<i>AC Transit</i>
1. In accordance with Public Utilities Code §29142.4(a), the operator is a participating member of the Clipper Executive Board and the Bay Area Partnership Board, established by MTC and which serve the function of a regional transit coordinating council.	YES
2. In accordance with Public Utilities Code §29142(c), the operator has complied with the transit system standards established by MTC pursuant to Government Code §66517.5.	YES
3. In accordance with Public Utilities Code § 29142.5, MTC may consider local support revenues in excess of the operator's base amount as fare revenues, as long as by doing so it will enable the operator to maintain or improve vital transit service within a coordinated fare structure. The audited financials submitted by the claimant for FY 2019-20 and included with the proposed FY 2022-23 budget demonstrate a fare ratio of greater than 33 percent when considering other local excess revenue.	YES

Date: June 22, 2022  
W.I.: 1254  
Referred By: PAC

ABSTRACT

Resolution No. 4526

This resolution approves the FY2022-23 allocation of bridge tolls to the Transbay Joint Powers Authority (TJPA) for operation and maintenance assistance of the Salesforce Transit Center, pursuant to California Streets and Highways Code 30914(b).

Additional discussion is contained in the MTC Programming and Allocations Committee Summary Sheet dated June 8, 2022.

Date: June 22, 2022  
W.I.: 1254  
Referred By: PAC

RE: Approval of allocation of bridge toll funds to Transbay Joint Powers Authority for the operation and maintenance of the Salesforce Transit Center

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 4526

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

WHEREAS, Streets and Highways Code Sections 30950 *et seq.* created the Bay Area Toll Authority (“BATA”) which is a public instrumentality governed by the same board as that governing MTC; and

WHEREAS, pursuant to Streets and Highways Code 30914(b), MTC shall allocate toll bridge revenues in an annual amount not to exceed three million dollars (\$3,000,000) plus a 3.5-percent annual increase beginning July 1, 2004, to the department or to the Transbay Joint Powers Authority after the department transfers the title of the Transbay Terminal Building to that entity, for operation and maintenance expenditures. This allocation shall be payable from funds transferred by the Bay Area Toll Authority; and

WHEREAS, the transfer of ownership of the Transbay Terminal Building from the state to the Transbay Joint Powers Authority occurred on August 6<sup>th</sup>, 2010; and

WHEREAS, the Salesforce Transit Center opened in 2018 now therefore be it

RESOLVED, that MTC approves the allocation and reimbursement of bridge toll funds in accordance with the amount, reimbursement schedule, and conditions set forth in Attachment A; and, be it further

RESOLVED, that a certified copy of this resolution, shall be forwarded to the project sponsor.

METROPOLITAN TRANSPORTATION COMMISSION

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Alfredo Pedroza, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in San Francisco, California and at other remote locations on June 22, 2022.

Date: June 22, 2022  
W.I.: 1254  
Referred By: PAC

Attachment A  
MTC Resolution No. 4526  
Page 1 of 1

**ALLOCATION OF BRIDGE TOLLS  
PURSUANT TO STREETS AND HIGHWAY CODE 30914(b)**

Project Title: **Operations and Maintenance of Salesforce Transit Center**  
Sponsor: **Transbay Joint Powers Authority**

Allocation No.	Approval Date	Amount	Reimbursement Period
23452601	6/22/22	\$5,767,504	FY 2022-23

Conditions of Allocation:

1. Reimbursement shall be provided for eligible operating and maintenance expenditures at the Salesforce Transit Center.
2. If requested by MTC, details regarding any operating expenditures for the Transbay Terminal Facilities shall be provided by TJPA.
3. TJPA shall continue to incorporate regional wayfinding standards to the maximum extent feasible.
4. When implementing wayfinding in cases that regional wayfinding standards do not exist, such as digital kiosks and digital kiosk interfaces, TJPA shall work with MTC and transit operators to support development of a regional approach to the extent practicable.
5. Payment for operating expenses shall not be requested more than once monthly.
6. Progress reports on implementing the overall wayfinding program shall be provided with quarterly with invoices.
7. Maximum monthly reimbursement for operating expenses may be limited to no more than 1/12 of the amount allocated.