

**Metropolitan Transportation Commission  
Programming and Allocations Committee**

November 9, 2022

Agenda Item 2e - 22-1608

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

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**Subject:**

Allocation of \$183 million in FY 2022-23 Transportation Development Act (TDA), State Transit Assistance (STA), Regional Measure 2 (RM2), and AB 1107 funds to three operators to support transit operations and capital projects in the region.

**Background:**

This month’s proposed actions continue the annual allocation process of the funds identified above for FY 2022-23. Three entities are requesting TDA or STA 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 and reported on quarterly to this Committee. These funds are a significant share of the revenue for transit agencies’ operating budgets.

The proposed allocation amounts are based on the programming levels identified in the FY 2022-23 Fund Estimate (MTC Resolution No. 4504, Revised) and the FY 2022-23 RM2 Operating Program (MTC Resolution No. 4521). The proposed allocations are summarized in the following table:

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

<b>Entity</b>	<b>TDA (Res. 4523)</b>	<b>STA (Res. 4524)</b>	<b>RM2 (Res. 4522)</b>	<b>AB 1107 (Res. 4525)</b>	<b>Grand Total</b>
Fairfield		\$4.7			<b>\$4.7</b>
SolTrans		\$2.4			<b>\$2.4</b>
SFMTA	\$2.2	\$44.5	\$79.2	\$50.0	<b>\$175.9</b>
<b>Grand Total</b>	<b>\$2.2</b>	<b>\$51.5</b>	<b>\$79.2</b>	<b>\$50.0</b>	<b>\$182.9</b>

*Note that amounts may not sum due to rounding*

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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 of the respective resolution, including allocations for transit capital or planning and administration. These amounts do not include allocations approved by Executive Director’s Delegated Authority as allowed by MTC Resolution No. 3620, Revised.

Information regarding the FY 2022-23 operating budgets and current and future operations for SFMTA and Fairfield that are receiving allocations for the first time this fiscal year is provided in Attachment A (see the September PAC agenda for the summary of SolTrans).

**Issues:**

None identified.

**Recommendations:**

Refer MTC Resolution Nos. 4522, Revised, 4523, Revised, 4524, Revised, and 4525, Revised to the Commission for approval.

**Attachments:**

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



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Therese W. McMillan

**Attachment A – Transit Operator Budget Summary**

**San Francisco Municipal Transportation Agency**

Adopted Operating Budget	\$1.1 billion
Increase in Budget compared to FY2021-22	17.2%
Projected Ridership (Estimated FY 2022-23 as a percentage of FY 2018-19 actual)	66%
Total Proposed FY2022-23 Operating Allocation <sup>1</sup>	\$162.5 million
Proportion of Operating Budget Funded with Allocations	15%
Estimated COVID Relief Funding at the End of FY2022-23	\$305 million

**Budget and Operating Highlights**

The San Francisco Municipal Transportation Agency (SFMTA) provides transit services with its vehicle fleet of motor bus, trolley bus, cable car, light rail vehicle, and historic streetcar to the city of San Francisco in a complex network consisting of a rough polar grid of basic services, with many radials forming a hub-and-spoke network of frequent transit lines converging on Market Street in the Financial District. Due to San Francisco’s central position to the Bay Area, many transit agencies from outside the city have lines which connect outlying cities to transit facilities within Downtown San Francisco. Like all operators, SFMTA suffered ridership loss during the pandemic, temporarily suspended or reduced many services, and is taking steps to reintroduce services as ridership recovers. SFMTA’s budget increase reflects planned service increases and is on par with other operators in the Bay Area.

Earlier this year, SFMTA celebrated the completion of the Van Ness BRT project, and anticipates completing the Central Subway before the end of the year. The completion of these

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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.

two projects represents the fulfillment of the second and third corridors of the 1995 Four Corridor Plan (the first corridor being the T-Third light rail line, the last being the Geary Corridor).

**Fairfield and Suisun Transit (FAST)**

Adopted Operating Budget	\$8.1 million
Increase in Budget compared to FY2021-22	-31.3%
Projected Ridership (Estimated FY 2022-23 as a percentage of FY 2018-19 actual) <sup>1</sup>	36%
Total Proposed FY2022-23 Operating Allocation <sup>2</sup>	\$4.9 million
Proportion of Operating Budget Funded with Allocations	60%
Estimated COVID Relief Funding at the End of FY2022-23	\$1.4 million

**Budget and Operating Highlights**

FAST operates eight local transit routes Monday-Friday and six routes on Saturday. Capitol Corridor has two stations within the FAST service area that are currently served by local Routes 2 and 5. FAST’s main hub is at the Fairfield Transportation Center (FTC). The FTC is located adjacent to I-80 and 1.5 miles west of downtown Fairfield. The FTC is also one of the main hubs for the Solano Express intercity commuter bus service.

In August 2021, the Suisun City Council approved replacing some FAST fixed route service with microtransit to be funded with their TDA funds, to meet Suisun City’s future public transportation needs. FAST also operated two of four intercity Solano Express bus lines through August 6, 2022. SolTrans is now the sole operator of SolanoExpress services. Because of these two developments, FAST’s operating budget in FY 2022-23 is reduced significantly.

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<sup>1</sup> Only local ridership is used because FAST will no longer operate SolanoExpress service.

<sup>2</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.

In December 2020, the Fairfield City Council directed staff to initiate its first Comprehensive Operational Analysis (COA) called *FAST Forward* to provide the city with a ten-year road map identifying changes needed for FAST to be a high functioning and sustainable transit network post-pandemic. The COA recommendations for its local services were approved by the Fairfield City in September 2022. The main recommendations included reducing fixed route service from eight to three routes and implementing new microtransit service that will include service to areas of Fairfield not currently served by FAST. These COA recommendations will be implemented in two phases in 2023.

In July 2022, FAST ordered its first three electric vehicles which will be received in late 2023 and be put into service in January 2024. In summer 2022, FAST was also awarded a \$12 million FTA Bus and Bus Facilities grant which will be utilized for infrastructure and vehicles necessary to meet CARB 2040 mandates.

Date: June 22, 2022  
W.I.: 1255  
Referred by: PAC  
Revised: 09/28/22-C  
11/16/22-C

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.

On September 28, 2022, Attachment A was revised to allocate funds to the Golden Gate Bridge Highway and Transit District (GGBHTD), Water Emergency Transportation Authority (WETA), and MTC.

On November 16, 2022, Attachment A was revised to allocate funds to San Francisco Municipal Transportation Agency (SFMTA).

Discussion of the allocations made under this resolution are contained in the MTC Programming and Allocations Committee Summary Sheets dated June 8, 2022, September 14, 2022, and November 9, 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

A handwritten signature in black ink, consisting of a large, stylized 'A' followed by a long horizontal line extending to the right.

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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.

Claimant	Project Description	Allocation Amount	Allocation Code	Approval Date	Project Number
TJPA <sup>1</sup>	Transbay Transit Center	\$ 2,627,193	01	06/22/22	13
MTC	Clipper	\$ 1,751,462	02	06/22/22	12
AC Transit	Express Bus Service	\$ 4,716,766	03	06/22/22	4
AC Transit	Dumbarton Bus	\$ 3,244,888	04	06/22/22	5
AC Transit	Owl Bus Service	\$ 1,310,107	05	06/22/22	7
AC Transit	Enhanced/Rapid Bus Service	\$ 2,627,193	06	06/22/22	9
WETA	Planning and Administration	\$ 2,627,193	07	09/28/22	11
WETA	Ferry Operations	\$ 13,398,683	08	09/28/22	6
GGBHTD	Route 40	\$ 2,135,450	09	09/28/22	1
MTC <sup>2</sup>	Clipper	\$ 744,000	02	09/28/22	12
SFMTA	Metro 3rd Street Extension	\$ 2,189,327	10	11/16/22	8

**Total \$ 37,372,262**

Notes

1. The allocation of funds to TJPA shall be subject to the same conditions included in MTC Resolution 4526.
2. Additional allocation to MTC as a result of reduced revenue in FY 2021-22 and rescission from the Clipper project in FY 2021-22.

Date: June 22, 2022  
W.I.: 1514  
Referred by: PAC  
Revised: 07/27/22-C 09/28/22-C  
10/26/22-C 11/16/22-C

ABSTRACT

Resolution No. 4523, Revised

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).

Attachment A of this resolution was revised on July 27, 2022 to allocate funds to Central Contra Costa Transit Authority (CCCTA) and Sonoma County Transit.

On September 28, 2022, Attachment A was revised to allocate funds to the Golden Gate Bridge Highway and Transit District (GGBHTD), San Mateo County Transit District (SamTrans), Eastern Contra Costa Transit Authority (ECCTA or Tri Delta Transit), Marin County Transit District, and Solano County Transit (SolTrans).

On October 26, 2022, Attachment A was revised to allocate funds to Fairfield, Santa Rosa, Vacaville, and Western Contra Costa Transit Authority (WestCAT).

On November 23, 2022, Attachment A was revised to allocate funds to San Francisco Municipal Transportation Agency (SFMTA), Fairfield and Suisun Transit (FAST), and Solano County Transit (SolTrans).

Discussion of the allocations made under this resolution is contained in the MTC Programming and Allocations Committee Summary Sheets dated June 8, 2022, July 13, 2022, September 14, 2022, October 12, 2022, and November 9, 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.

Date: June 22, 2022

Referred by: PAC

Revised: 07/27/22-C

09/28/22-C

10/26/22-C

11/16/22-C

Attachment A

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	Note
<b>5801 - 99233.7, 99275 Community Transit Service - Operations</b>						
VTA	Paratransit Operations	6,880,509	01	06/22/22	Santa Clara County	
AC Transit	Paratransit Operations	5,109,152	02	06/22/22	AC Transit - Ala	
CCCTA	Paratransit Operations	1,332,243	13	07/27/22	CCCTA	
SamTrans	Paratransit Operations	2,790,948	19	09/28/22	San Mateo County	
	<b>Subtotal</b>	<b>16,112,852</b>				
<b>5802 - 99260A Transit - Operations</b>						
VTA	Transit Operations	130,729,623	03	06/22/22	VTA	
NVTA	Transit Operations	5,075,466	04	06/22/22	NVTA	
AC Transit	Transit Operations	67,976,124	05	06/22/22	AC Transit - Ala	
AC Transit	Transit Operations	18,280,448	06	06/22/22	AC Transit - Ala D2	
AC Transit	Transit Operations	10,774,214	07	06/22/22	AC Transit - CC D1	
LAVTA	Transit Operations	10,610,799	08	06/22/22	LAVTA	
Sonoma County						
Transit	Transit Operations	5,905,289	14	07/27/22	Sonoma County	
CCCTA	Transit Operations	19,694,537	15	07/27/22	CCCTA	
ECCTA	Transit Operations	16,147,136	20	09/28/22	ECCTA	
GGBHTD	Transit Operations	8,867,685	21	09/28/22	GGBHTD - Marin	
SamTrans	Transit Operations	53,028,002	22	09/28/22	SamTrans	
Marin Transit	Transit Operations	11,411,858	23	09/28/22	Marin Transit	
GGBHTD	Transit Operations	8,356,950	24	09/28/22	GGBHTD - Sonoma	
SolTrans	Transit Operations	5,175,600	25	09/28/22	Vallejo/Benicia	
WestCAT	Transit Operations	3,097,852	28	10/26/22	WCCTA	
WestCAT	Transit Operations	1,246,913	29	10/26/22	WCCTA	
Santa Rosa	Transit Operations	4,692,700	30	10/26/22	Santa Rosa	
Vacaville	Transit Operations	2,027,370	31	10/26/22	Vacaville	
SolTrans	Transit Operations	1,072,759	25	11/16/22	Vallejo/Benicia	
Fairfield	Transit Operations	3,420,336	33	11/16/22	Fairfield	
SFMTA	Transit Operations	42,265,150	34	11/16/22	SFMTA	
SFMTA	Transit Operations	2,224,196	35	11/16/22	San Francisco County	
	<b>Subtotal</b>	<b>432,081,007</b>				

**5803 - 99260A Transit - Capital**

LAVTA	Transit Capital	5,988,747	09	06/22/22	LAVTA
NVTA	Transit Capital	1,000,000	10	06/22/22	NVTA
Sonoma County					
Transit	Transit Capital	4,890,666	16	07/27/22	Sonoma County
CCCTA	Transit Capital	9,968,877	17	07/27/22	CCCTA
ECCTA	Transit Capital	1,200,000	26	09/28/22	ECCTA
SolTrans	Transit Capital	3,862,652	27	09/28/22	Vallejo/Benicia
Vacaville	Transit Capital	7,485,000	32	10/26/22	Vacaville
SolTrans	Transit Capital	1,282,603	27	11/16/22	Vallejo/Benicia
<b>Subtotal</b>		<b>35,678,545</b>			

**5807 - 99400C Transit - Operations**

NVTA	Transit Operations	1,219,490	11	06/22/22	NVTA
Sonoma County					
Transit	Transit Operations	2,583,792	18	07/27/22	Sonoma County
Fairfield	Transit Operations	1,255,836	36	11/16/22	Fairfield
<b>Subtotal</b>		<b>5,059,118</b>			

**5812 - 99400D Planning and Administration - Operations**

NVTA	Planning & Administration	3,362,200	12	06/22/22	NVTA
<b>Subtotal</b>		<b>3,362,200</b>			

**Total 492,293,722**

Date: June 22, 2022  
Referred by: PAC  
Revised: 11/16/22-C

Attachment B  
Resolution No. 4523  
Page 1 of 3

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.
6. That in San Francisco County, the Article 4.5 funds can be used to better advantage for Article 4 purposes.

**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  
Revised: 09/28/22-C  
10/26/22-C  
11/16/22-C

ABSTRACT

Resolution No. 4524, Revised

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

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

On September 28, 2022, Attachment A was revised to allocate funds to the Eastern Contra Costa Transit Authority (ECCTA or Tri Delta Transit), Golden Gate Bridge Highway and Transit District (GGBHTD), San Mateo County Transit District (SamTrans), Marin County Transit District, and MTC.

On October 26, 2022 to allocate funds to Central Contra Costa Transit Authority (CCCTA), Marin Transit, Santa Rosa Sonoma County Transit, and Western Contra Costa Transit Authority (WestCAT).

On November 16, 2022 to allocate funds to San Francisco Municipal Transportation Agency (SFMTA).

Discussion of the allocations made under this resolution is contained in the MTC Programming and Allocations Committee Summary Sheets dated June 8, 2022, September 14, 2022, October 12, 2022, and November 9, 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  
Revised: 09/28/22-C 10/26/22-C  
11/16/22-C

Attachment A  
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.

Claimant	Project Description	Allocation Amount	Alloc. Code	Approval Date	Apportionment Area	Note
<b>5820 - 6730A Operations - County Block Grant</b>						
LAVTA	Transit Operations	1,377,503	01	06/22/22	LAVTA	
ECCTA	Transit Operations	3,172,715	07	09/28/22	Tri-Delta Transit	
Sonoma County					Sonoma County	
Transit	Transit Operations	4,024,590	14	10/26/22	Transit	
CCCTA	Transit Operations	4,706,026	15	10/26/22	County Connection	
Marin Transit	Transit Operations	1,452,985	16	10/26/22	Marin Transit	
Santa Rosa	Transit Operations	2,679,663	17	10/26/22	Santa Rosa CityBus	
	<b>Subtotal</b>	<b>17,413,482</b>				
<b>5820 - 6730A Operations - Population-based TTAP</b>						
BART	Clipper BayPass	1,089,451	18	10/26/22	TTAP - Project 1: Fare Integration	
	<b>Subtotal</b>	<b>1,089,451</b>				
<b>5820 - 6730A Operations - Population-based MTC Coordination</b>						
					Means-Based Transit	
MTC	Clipper START Administratic	3,000,000	02	06/22/22	Fare Program	
MTC	Clipper Operations	9,000,000	03	06/22/22	MTC	
MTC	Clipper	256,000	03	09/28/22	MTC	
SamTrans	Transit Operations	8,000,000	08	09/28/22	MTC	
	<b>Subtotal</b>	<b>20,256,000</b>				
<b>5820 - 6730A Operations - 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	
ECCTA	Transit Operations	1,404,496	09	09/28/22	BART	
SamTrans	Transit Operations	9,095,193	10	09/28/22	SamTrans	
Marin Transit	Transit Operations	1,500,000	11	09/28/22	Marin Transit	
GGBHTD	Transit Operations	4,559,143	12	09/28/22	GGBHTD	
SamTrans	Transit Operations	11,288,161	19	10/26/22	Caltrain	
WestCAT	Transit Operations	1,246,913	20	10/26/22	BART	
SFMTA	Transit Operations	79,226,981	23	11/16/22	SFMTA	
	<b>Subtotal</b>	<b>166,319,455</b>				

**5821 - 6730B Capital Costs - Population-based TTAP**

MTC	Clipper Paratransit Integrator	1,100,000	21	10/26/22	TTAP - Project 23: Clipper Paratransit Integration
	<b>Subtotal</b>	<b>1,100,000</b>			

**5821 - 6730B Capital Costs - Revenue-based**

SamTrans	Transit Capital	1,541,284	13	09/28/22	SamTrans
SamTrans	Transit Capital	1,741,878	22	10/26/22	Caltrain
	<b>Subtotal</b>	<b>3,283,162</b>			

**5822 - 6731C Paratransit - Operations - Population-Based County Block Grant**

VTA	Paratransit Operations	1,870,260	06	06/22/22	Santa Clara County
	<b>Subtotal</b>	<b>1,870,260</b>			

**Total 211,331,810**

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  
Revised: 11/16/22-C

ABSTRACT

Resolution No. 4525, Revised

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

On November 16, 2022, Attachment A was revised to allocate funds to San Francisco Municipal Transportation Agency (SFMTA).

Discussion of the allocations made under this resolution is contained in the MTC Programming and Allocations Committee Summary Sheet dated June 8, 2022, and November 9, 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

A handwritten signature in black ink, consisting of a large, stylized 'A' followed by a long horizontal line extending to the right.

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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	85%	71%	50% of deposits to MTC's AB 1107 account.	01	06/22/22
SFMTA	Transit Operations	41%	65%	50% of deposits to MTC's AB 1107 account.	02	11/16/22

Date: June 22, 2022  
 Referred by: PAC  
 Revised: 11/16/22-C

Attachment B  
 Resolution No. 4525  
 Page 1 of 1

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>	<i>SFMTA</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	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	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 2020-21 and included with the proposed FY 2022-23 budget demonstrate a fare ratio of greater than 33 percent when considering other local excess revenue.  Local revenue includes fares, advertising, Low Carbon Transit Operations funds, General Fund, local sales tax not including TDA, property tax, local revenue such as parking and traffic fees, bridge tolls, and BART sales tax funds.	YES	YES
4. In accordance with Public Utilities Code § 29142.4, MTC may grant, an operator which was in compliance with the 33 percent farebox requirement prior to that date, a credit not to exceed 5 percent to meet that requirement.	N/A	N/A