

## MTC Resolution No. 4556 – Updates

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### **Subject:**

Highlights on recent developments regarding MTC Resolution No. 4556, the FY 2023-24 MTC Fund Estimate.

### **Background:**

MTC Resolution No. 4556 was presented to the Programming and Allocations Committee on February 8<sup>th</sup> where MTC staff highlighted pending issues about which there are new developments to report.

### **State Transit Assistance – Revenue-based Estimates**

Fifty percent of revenues from the State Transit Assistance (STA) program are distributed through a formula based on an operator's share of qualifying revenues as reported to the State Controller's Office (SCO). These distribution factors have been frozen since FY 2020-21 to help mitigate the impacts of the COVID-19 pandemic, with the freeze set to expire for the development of FY 2023-24 revenue estimates. MTC staff noticed significant discrepancies in the calculations when the revenue estimates were initially released and notified the SCO accordingly.

The SCO has since released new estimates based on the frozen distribution factors but indicated that they would be revised in August 2023 to be based on latest available actual qualifying revenues. Using the frozen distribution factors instead of the erroneous factors released by the SCO in January, MTC's statewide share of STA is now \$341million (\$250 million in Revenue-based and \$91 million in Population-based) in FY 2023-24. MTC staff will advocate for a continued freeze on the qualifying revenue basis for FY 2023-24 to eliminate the uncertainty this would create for transit operators. However, staff continue to caution transit operators to budget conservatively as there could be significant differences when the August estimates are released.

### **BART Feeder Bus Agreements**

A 1997 agreement between BART and four East Bay bus operators (County Connection, LAVTA, Tri-Delta, and WestCAT) established a funding mechanism for BART to support feeder bus operators using BART's STA Revenue-Based and TDA sales tax funds. BART had

communicated an interest in amending the agreement before the pandemic and has recently expressed greater urgency given its looming fiscal cliff.

While discussions were ongoing at the time of the February 8<sup>th</sup> Programming and Allocations Committee meeting, the operators have since reached an agreement that feeder bus payments would be reduced by 15% in FY 2022-23 and 25% in FY 2023-24. Feeder bus operators are being provided flexibility to take the cumulative two-year reduction in part or in total, in FY2022-24. Given WestCat's large degree of reliance on the feeder bus payments to support its operating budget, MTC will allocate STA -Population based funds through the MTC Regional Program in FY 2023-24 to WestCat, in an amount that equals WestCat's payment reduction in FY 2022-23. County Connection has also agreed to take on a larger payment reduction amount over the two-year period, to reduce the reductions necessary for WestCat.

**California Tax and Feed Administration (CDTFA) Ruling Impacting TDA Revenue in Santa Clara County**

As noted at the February 8<sup>th</sup> Programming and Allocations Committee meeting, in October 2021, the CDTFA issued a notice to Santa Clara County that an audit uncovered an erroneous attribution of sales on eBay as sales taxes to Santa Clara County instead of a use tax to point of delivery jurisdictions. An appeal was filed by the City of San Jose and Santa Clara County. On February 14, 2023, a negative ruling was issued, denying the appeals. This ruling will have a significant impact on TDA sales tax revenues in Santa Clara County going forward and a recession of already allocated funds dating back to October 2019. MTC staff will be working with the Santa Clara Valley Transportation Authority and Santa Clara County to determine the overall impact of the ruling and what opportunities exist to mitigate the impact by accounting for the negative reallocation of sales tax for Santa Clara County over multiple years.

Staff recommend the Commission approve MTC Resolution No. 4556.

**Issues:**

None identified.

**Recommendations:**

Approve MTC Resolution No. 4556

**Attachment:**

MTC Resolution No. 4556, Attachment A



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Alix A. Bockelman

**FY 2023-24 FUND ESTIMATE  
REGIONAL SUMMARY**

Attachment A  
Res No. 4556  
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**TDA REGIONAL SUMMARY TABLE**

Column	A 6/30/2022	B FY2021-23	C FY2022-23	D FY2022-23	E FY2022-23	F FY2023-24	G FY2023-24	H=Sum(A:G) FY2023-24
Apportionment Jurisdictions	Balance <sup>1</sup>	Outstanding Commitments, Refunds, & Interest <sup>2</sup>	Original Estimate	Revenue Adjustment	Revised Admin. & Planning Charge	Revenue Estimate	Admin. & Planning Charge	Available for Allocation
Alameda	50,903,461	(120,222,771)	101,774,961	10,943,244	(4,508,728)	113,845,387	(4,553,816)	148,181,738
Contra Costa	50,482,840	(79,085,332)	58,468,618	(1,536,254)	(2,277,295)	60,006,712	(2,400,269)	83,659,020
Marin	5,528,591	(20,669,122)	16,523,000	(2,115,449)	(576,302)	14,839,778	(593,591)	12,936,905
Napa	8,447,843	(16,017,112)	10,405,658	1,486,840	(475,700)	12,368,198	(494,728)	15,721,000
San Francisco	2,942,104	(45,348,505)	45,952,500	4,977,500	(2,037,200)	51,445,000	(2,057,800)	55,873,597
San Mateo	16,827,307	(58,850,489)	52,172,265	4,735,908	(2,276,327)	60,360,105	(2,414,405)	70,554,363
Santa Clara	17,521,693	(149,647,968)	140,649,000	3,780,454	(5,777,178)	145,007,000	(5,800,280)	145,732,721
Solano	45,394,948	(38,269,010)	25,527,409	2,263,349	(1,111,630)	27,790,758	(1,831,967)	59,763,857
Sonoma	32,053,379	(35,846,544)	32,025,000	0	(1,281,000)	33,200,000	(1,328,000)	58,822,836
<b>TOTAL</b>	<b>\$230,102,168</b>	<b>(\$563,956,853)</b>	<b>\$483,498,410</b>	<b>\$24,535,593</b>	<b>(\$20,321,360)</b>	<b>\$518,862,938</b>	<b>(\$21,474,856)</b>	<b>\$651,246,037</b>

**STA, AB 1107, BRIDGE TOLL, LOW CARBON TRANSIT OPERATIONS PROGRAM, & SGR PROGRAM REGIONAL SUMMARY TABLE**

Column	A 6/30/2022	B FY2021-23	C FY2022-23	D FY2023-24	E=Sum(A:D) FY2023-24
Fund Source	Balance (w/ interest) <sup>1</sup>	Outstanding Commitments <sup>2</sup>	Revenue Estimate	Revenue Estimate	Available for Allocation
State Transit Assistance					
Revenue-Based <sup>3</sup>	39,983,143	(190,516,640)	256,881,538	250,544,353	356,892,392
Population-Based	84,822,112	(70,982,306)	93,145,482	90,847,614	197,832,903
<b>SUBTOTAL</b>	<b>124,805,255</b>	<b>(261,498,946)</b>	<b>350,027,020</b>	<b>341,391,967</b>	<b>554,725,295</b>
<b>AB1107 - BART District Tax (25% Share)</b>	<b>0</b>	<b>(104,000,000)</b>	<b>104,000,000</b>	<b>104,000,000</b>	<b>104,000,000</b>
Bridge Toll Total					
MTC 2% Toll Revenue	8,399,446	(7,169,269)	1,450,000	1,450,000	4,130,177
5% State General Fund Revenue	21,379,832	(15,621,645)	3,442,511	3,476,936	12,677,633
<b>SUBTOTAL</b>	<b>29,779,278</b>	<b>(22,790,914)</b>	<b>4,892,511</b>	<b>4,926,936</b>	<b>16,807,810</b>
<b>Low Carbon Transit Operations Program</b>	<b>0</b>	<b>0</b>	<b>47,459,360</b>	<b>38,332,560</b>	<b>85,791,921</b>
State of Good Repair Program					
Revenue-Based <sup>3</sup>	4	(32,422,245)	32,422,155	33,656,207	33,656,118
Population-Based	24,080,508	(35,661,328)	11,756,303	12,203,772	12,379,255
<b>SUBTOTAL</b>	<b>24,080,511</b>	<b>(68,083,573)</b>	<b>44,178,458</b>	<b>45,859,979</b>	<b>46,035,373</b>
<b>TOTAL</b>	<b>\$178,665,045</b>	<b>(\$456,373,433)</b>	<b>\$550,557,349</b>	<b>\$534,511,442</b>	<b>\$807,360,398</b>

Please see Attachment A pages 2-20 for detailed information on each fund source.

1. Balance as of 6/30/22 is from the MTC FY2021-22 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/22, and FY2022-23 allocations as of 1/31/23.

3. Estimates for the FY2023-24 STA Revenue-Based programs are based on February 2023 forecasts from the State Controller's Office (SCO). The SCO anticipates updating these estimates in August 2023 with forecasts based on latest available actual qualifying revenues. Accordingly, both the regional total and operator shares are subject to change.

**FY 2023-24 FUND ESTIMATE  
TRANSPORTATION DEVELOPMENT ACT FUNDS  
ALAMEDA COUNTY**

FY2022-23 TDA Revenue Estimate				FY2023-24 TDA Revenue Estimate			
<b>FY2022-23 Generation Estimate Adjustment</b>				<b>FY2023-24 County Auditor's Generation Estimate</b>			
1. Original County Auditor Estimate (Feb, 22)	101,774,961			13. County Auditor Estimate			113,845,387
2. Revised Revenue (Feb, 23)	112,718,205			<b>FY2023-24 Planning and Administration Charges</b>			
3. Revenue Adjustment (Lines 2-1)		10,943,244		14. MTC Administration (0.5% of Line 13)	569,227		
<b>FY2022-23 Planning and Administration Charges Adjustment</b>				15. County Administration (0.5% of Line 13)	569,227		
4. MTC Administration (0.5% of Line 3)	54,716			16. MTC Planning (3.0% of Line 13)	3,415,362		
5. County Administration (Up to 0.5% of Line 3) <sup>4</sup>	54,716			17. Total Charges (Lines 14+15+16)			4,553,816
6. MTC Planning (3.0% of Line 3)	328,297			18. TDA Generations Less Charges (Lines 13-17)			109,291,571
7. Total Charges (Lines 4+5+6)		437,729		<b>FY2023-24 TDA Apportionment By Article</b>			
8. Adjusted Generations Less Charges (Lines 3-7)		10,505,515		19. Article 3.0 (2.0% of Line 18)	2,185,831		
<b>FY2022-23 TDA Adjustment By Article</b>				20. Funds Remaining (Lines 18-19)			107,105,740
9. Article 3 Adjustment (2.0% of line 8)	210,110			21. Article 4.5 (5.0% of Line 20)	5,355,287		
10. Funds Remaining (Lines 8-9)		10,295,405		22. TDA Article 4 (Lines 20-21)			101,750,453
11. Article 4.5 Adjustment (5.0% of Line 10)	514,770						
12. Article 4 Adjustment (Lines 10-11)		9,780,635					

Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2022	FY2021-22	6/30/2022	FY2021-23	FY2022-23	FY2022-23	FY2022-23	6/30/2023	FY2023-24	FY2023-24
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) <sup>1</sup>	Outstanding Commitments <sup>2</sup>	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
<b>Article 3</b>	6,355,031	37,304	6,392,335	(5,475,906)	0	1,954,079	210,110	3,080,617	2,185,831	5,266,448
<b>Article 4.5</b>	890,668	5,802	896,470	(5,353,745)	0	4,787,494	514,770	844,989	5,355,287	6,200,276
<b>SUBTOTAL</b>	<b>7,245,699</b>	<b>43,106</b>	<b>7,288,805</b>	<b>(10,829,651)</b>	<b>0</b>	<b>6,741,573</b>	<b>724,880</b>	<b>3,925,606</b>	<b>7,541,118</b>	<b>11,466,724</b>
<b>Article 4</b>										
AC Transit										
District 1	10,852,851	22,882	10,875,734	(67,976,124)	0	58,247,727	6,263,026	7,410,362	65,495,586	72,905,948
District 2	2,897,741	6,115	2,903,856	(18,280,448)	0	15,683,052	1,686,304	1,992,763	17,245,657	19,238,420
BART <sup>3</sup>	20,010	175	20,185	(57,517)	0	97,096	10,440	70,204	142,186	212,390
LAVTA	19,648,651	94,518	19,743,169	(23,022,031)	0	12,938,264	1,391,173	11,050,576	14,669,457	25,720,033
Union City	10,238,509	76,904	10,315,413	(300,699)	0	3,996,250	429,693	14,440,656	4,197,568	18,638,224
<b>SUBTOTAL</b>	<b>43,657,762</b>	<b>200,594</b>	<b>43,858,356</b>	<b>(109,636,819)</b>	<b>0</b>	<b>90,962,389</b>	<b>9,780,635</b>	<b>34,964,561</b>	<b>101,750,453</b>	<b>136,715,014</b>
<b>GRAND TOTAL</b>	<b>\$50,903,461</b>	<b>\$243,700</b>	<b>\$51,147,161</b>	<b>(\$120,466,470)</b>	<b>\$0</b>	<b>\$97,703,962</b>	<b>\$10,505,515</b>	<b>\$38,890,167</b>	<b>\$109,291,571</b>	<b>\$148,181,738</b>

1. Balance as of 6/30/22 is from the MTC FY2021-22 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.  
2. The outstanding commitments figure includes all unpaid allocations as of 6/30/22, and FY2022-23 allocations as of 1/31/23.  
3. Details on the proposed apportionment of BART funding to local operators are shown on page 16 of the Fund Estimate.  
4. Unclaimed County Administration charges will be redistributed as carryover for apportionment jurisdictions.

**FY 2023-24 FUND ESTIMATE  
TRANSPORTATION DEVELOPMENT ACT FUNDS  
CONTRA COSTA COUNTY**

FY2022-23 TDA Revenue Estimate				FY2023-24 TDA Revenue Estimate			
<b>FY2022-23 Generation Estimate Adjustment</b>				<b>FY2022-23 County Auditor's Generation Estimate</b>			
1. Original County Auditor Estimate (Feb, 22)	58,468,618			13. County Auditor Estimate			60,006,712
2. Revised Revenue (Feb, 23)	56,932,364			<b>FY2023-24 Planning and Administration Charges</b>			
3. Revenue Adjustment (Lines 2-1)		(1,536,254)		14. MTC Administration (0.5% of Line 13)		300,034	
<b>FY2022-23 Planning and Administration Charges Adjustment</b>				15. County Administration (0.5% of Line 13)		300,034	
4. MTC Administration (0.5% of Line 3)	(7,681)			16. MTC Planning (3.0% of Line 13)		1,800,201	
5. County Administration (Up to 0.5% of Line 3) <sup>4</sup>	(7,681)			17. Total Charges (Lines 14+15+16)		2,400,269	
6. MTC Planning (3.0% of Line 3)	(46,088)			18. TDA Generations Less Charges (Lines 13-17)		57,606,443	
7. Total Charges (Lines 4+5+6)		(61,450)		<b>FY2023-24 TDA Apportionment By Article</b>			
8. Adjusted Generations Less Charges (Lines 3-7)		(1,474,804)		19. Article 3.0 (2.0% of Line 18)		1,152,129	
<b>FY2022-23 TDA Adjustment By Article</b>				20. Funds Remaining (Lines 18-19)		56,454,314	
9. Article 3 Adjustment (2.0% of line 8)	(29,496)			21. Article 4.5 (5.0% of Line 20)		2,822,716	
10. Funds Remaining (Lines 8-9)		(1,445,308)		22. TDA Article 4 (Lines 20-21)		53,631,598	
11. Article 4.5 Adjustment (5.0% of Line 10)	(72,265)						
12. Article 4 Adjustment (Lines 10-11)		(1,373,043)					

Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2022	FY2021-22	6/30/2022	FY2021-23	FY2022-23	FY2022-23	FY2022-23	6/30/2023	FY2023-24	FY2023-24
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) <sup>1</sup>	Outstanding Commitments <sup>2</sup>	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
<b>Article 3</b>	2,148,275	10,358	2,158,634	(3,117,555)	0	1,122,597	(29,496)	134,179	1,152,129	1,286,308
<b>Article 4.5</b>	526,010	3,353	529,363	(3,240,423)	0	2,750,364	(72,265)	(32,961)	2,822,716	2,789,755
<b>SUBTOTAL</b>	<b>2,674,285</b>	<b>13,711</b>	<b>2,687,996</b>	<b>(6,357,978)</b>	<b>0</b>	<b>3,872,961</b>	<b>(101,761)</b>	<b>101,218</b>	<b>3,974,845</b>	<b>4,076,063</b>
<b>Article 4</b>										
AC Transit										
District 1	1,921,896	6,180	1,928,076	(10,774,214)	0	8,977,874	(235,892)	(104,157)	9,475,264	9,371,107
BART <sup>3</sup>	78,437	502	78,939	(147,930)	0	217,708	(5,720)	142,997	226,131	369,128
CCCTA	33,543,146	110,319	33,653,464	(33,479,642)	0	24,521,140	(644,289)	24,050,672	24,796,860	48,847,532
ECCTA	7,159,661	30,657	7,190,318	(22,764,519)	0	15,435,040	(405,553)	(544,716)	15,962,167	15,417,451
WCCTA	5,105,416	21,068	5,126,484	(5,743,485)	0	3,105,151	(81,587)	2,406,563	3,171,176	5,577,739
<b>SUBTOTAL</b>	<b>47,808,555</b>	<b>168,726</b>	<b>47,977,281</b>	<b>(72,909,791)</b>	<b>0</b>	<b>52,256,912</b>	<b>(1,373,043)</b>	<b>25,951,359</b>	<b>53,631,598</b>	<b>79,582,957</b>
<b>GRAND TOTAL</b>	<b>\$50,482,840</b>	<b>\$182,437</b>	<b>\$50,665,277</b>	<b>(\$79,267,769)</b>	<b>\$0</b>	<b>\$56,129,873</b>	<b>(\$1,474,804)</b>	<b>\$26,052,577</b>	<b>\$57,606,443</b>	<b>\$83,659,020</b>

1. Balance as of 6/30/21 is from the MTC FY2020-21 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/21, and FY2021-22 allocations as of 1/31/22.

3. Details on the proposed apportionment of BART funding to local operators are shown on page 16 of the Fund Estimate.

4. Unclaimed County Administration charges will be redistributed as carryover for apportionment jurisdictions.

**FY 2023-24 FUND ESTIMATE  
TRANSPORTATION DEVELOPMENT ACT FUNDS  
MARIN COUNTY**

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FY2022-23 TDA Revenue Estimate			FY2023-24 TDA Revenue Estimate		
<b>FY2022-23 Generation Estimate Adjustment</b>			<b>FY2022-23 County Auditor's Generation Estimate</b>		
1. Original County Auditor Estimate (Feb, 22)	16,523,000		13. County Auditor Estimate		14,839,778
2. Revised Revenue (Feb, 23)	14,407,551		<b>FY2023-24 Planning and Administration Charges</b>		
3. Revenue Adjustment (Lines 2-1)		(2,115,449)	14. MTC Administration (0.5% of Line 13)	74,199	
<b>FY2022-23 Planning and Administration Charges Adjustment</b>			15. County Administration (0.5% of Line 13)	74,199	
4. MTC Administration (0.5% of Line 3)	(10,577)		16. MTC Planning (3.0% of Line 13)	445,193	
5. County Administration (Up to 0.5% of Line 3) <sup>4</sup>	(10,577)		17. Total Charges (Lines 14+15+16)		593,591
6. MTC Planning (3.0% of Line 3)	(63,463)		18. TDA Generations Less Charges (Lines 13-17)		14,246,187
7. Total Charges (Lines 4+5+6)		(84,617)	<b>FY2023-24 TDA Apportionment By Article</b>		
8. Adjusted Generations Less Charges (Lines 3-7)		(2,030,832)	19. Article 3.0 (2.0% of Line 18)	284,924	
<b>FY2022-23 TDA Adjustment By Article</b>			20. Funds Remaining (Lines 18-19)		13,961,263
9. Article 3 Adjustment (2.0% of line 8)	(40,617)		21. Article 4.5 (5.0% of Line 20)	0	
10. Funds Remaining (Lines 8-9)		(1,990,215)	22. TDA Article 4 (Lines 20-21)		13,961,263
11. Article 4.5 Adjustment (5.0% of Line 10)	0				
12. Article 4 Adjustment (Lines 10-11)		(1,990,215)			

**TDA APPORTIONMENT BY JURISDICTION**

Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2022	FY2021-22	6/30/2022	FY2021-23	FY2022-23	FY2022-23	FY2022-23	6/30/2023	FY2023-24	FY2023-24
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) <sup>1</sup>	Outstanding Commitments <sup>2</sup>	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	113,787	(471)	113,316	(389,942)	0	317,242	(40,617)	0	284,924	284,924
Article 4.5										
<b>SUBTOTAL</b>	<b>113,787</b>	<b>(471)</b>	<b>113,316</b>	<b>(389,942)</b>	<b>0</b>	<b>317,242</b>	<b>(40,617)</b>	<b>0</b>	<b>284,924</b>	<b>284,924</b>
Article 4/8										
GGBHTD	3,091,661	801	3,092,463	(8,867,685)	0	5,804,443	(743,146)	(713,926)	5,483,984	4,770,058
Marin Transit	2,323,143	32	2,323,175	(11,411,858)	0	9,740,395	(1,247,069)	(595,356)	8,477,279	7,881,923
<b>SUBTOTAL</b>	<b>5,414,804</b>	<b>833</b>	<b>5,415,637</b>	<b>(20,279,543)</b>	<b>0</b>	<b>15,544,838</b>	<b>(1,990,215)</b>	<b>(1,309,282)</b>	<b>13,961,263</b>	<b>12,651,981</b>
<b>GRAND TOTAL</b>	<b>\$5,528,591</b>	<b>\$362</b>	<b>\$5,528,954</b>	<b>(\$20,669,485)</b>	<b>\$0</b>	<b>\$15,862,080</b>	<b>(\$2,030,832)</b>	<b>(\$1,309,282)</b>	<b>\$14,246,187</b>	<b>\$12,936,905</b>

1. Balance as of 6/30/21 is from the MTC FY2020-21 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/21, and FY2021-22 allocations as of 1/31/22.

**FY 2023-24 FUND ESTIMATE  
TRANSPORTATION DEVELOPMENT ACT FUNDS  
NAPA COUNTY**

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FY2022-23 TDA Revenue Estimate				FY2023-24 TDA Revenue Estimate			
<b>FY2022-23 Generation Estimate Adjustment</b>				<b>FY2022-23 County Auditor's Generation Estimate</b>			
1. Original County Auditor Estimate (Feb, 22)	10,405,658			13. County Auditor Estimate			12,368,198
2. Revised Revenue (Feb, 23)	11,892,498			<b>FY2023-24 Planning and Administration Charges</b>			
3. Revenue Adjustment (Lines 2-1)		1,486,840		14. MTC Administration (0.5% of Line 13)	61,841		
<b>FY2022-23 Planning and Administration Charges Adjustment</b>				15. County Administration (0.5% of Line 13)	61,841		
4. MTC Administration (0.5% of Line 3)	7,434			16. MTC Planning (3.0% of Line 13)	371,046		
5. County Administration (Up to 0.5% of Line 3) <sup>4</sup>	7,434			17. Total Charges (Lines 14+15+16)		494,728	
6. MTC Planning (3.0% of Line 3)	44,605			18. TDA Generations Less Charges (Lines 13-17)		11,873,470	
7. Total Charges (Lines 4+5+6)		59,473		<b>FY2023-24 TDA Apportionment By Article</b>			
8. Adjusted Generations Less Charges (Lines 3-7)		1,427,367		19. Article 3.0 (2.0% of Line 18)	237,469		
<b>FY2022-23 TDA Adjustment By Article</b>				20. Funds Remaining (Lines 18-19)		11,636,001	
9. Article 3 Adjustment (2.0% of line 8)	28,547			21. Article 4.5 (5.0% of Line 20)	581,800		
10. Funds Remaining (Lines 8-9)		1,398,820		22. TDA Article 4 (Lines 20-21)		11,054,201	
11. Article 4.5 Adjustment (5.0% of Line 10)	69,941						
12. Article 4 Adjustment (Lines 10-11)		1,328,879					

TDA APPORTIONMENT BY JURISDICTION										
Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2022	FY2021-22	6/30/2022	FY2021-23	FY2022-23	FY2022-23	FY2022-23	6/30/2023	FY2023-24	FY2023-24
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) <sup>1</sup>	Outstanding Commitments <sup>2</sup>	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	355,579	2,581	358,160	(308,454)	0	199,789	28,547	278,042	237,469	515,511
Article 4.5	293,827	1,481	295,307	(589,800)	0	489,482	69,941	264,930	581,800	846,730
<b>SUBTOTAL</b>	<b>649,406</b>	<b>4,062</b>	<b>653,468</b>	<b>(898,254)</b>	<b>0</b>	<b>689,271</b>	<b>98,488</b>	<b>542,972</b>	<b>819,269</b>	<b>1,362,241</b>
Article 4/8										
NVTA <sup>3</sup>	7,798,438	69,422	7,867,859	(15,192,341)	0	9,300,161	1,328,879	3,304,558	11,054,201	14,358,759
<b>SUBTOTAL</b>	<b>7,798,438</b>	<b>69,422</b>	<b>7,867,859</b>	<b>(15,192,341)</b>	<b>0</b>	<b>9,300,161</b>	<b>1,328,879</b>	<b>3,304,558</b>	<b>11,054,201</b>	<b>14,358,759</b>
<b>GRAND TOTAL</b>	<b>\$8,447,843</b>	<b>\$73,483</b>	<b>\$8,521,327</b>	<b>(\$16,090,595)</b>	<b>\$0</b>	<b>\$9,989,432</b>	<b>\$1,427,367</b>	<b>\$3,847,530</b>	<b>\$11,873,470</b>	<b>\$15,721,000</b>

1. Balance as of 6/30/21 is from the MTC FY2020-21 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/21, and FY2021-22 allocations as of 1/31/22.

3. NVTA is authorized to claim 100% of the apportionment to Napa County.



**FY 2023-24 FUND ESTIMATE  
TRANSPORTATION DEVELOPMENT ACT FUNDS  
SAN FRANCISCO COUNTY**

Attachment A  
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FY2022-23 TDA Revenue Estimate			FY2023-24 TDA Revenue Estimate		
<b>FY2022-23 Generation Estimate Adjustment</b>			<b>FY2022-23 County Auditor's Generation Estimate</b>		
1. Original County Auditor Estimate (Feb, 22)	45,952,500		13. County Auditor Estimate		51,445,000
2. Revised Revenue (Feb, 23)	50,930,000		<b>FY2023-24 Planning and Administration Charges</b>		
3. Revenue Adjustment (Lines 2-1)		4,977,500	14. MTC Administration (0.5% of Line 13)	257,225	
<b>FY2022-23 Planning and Administration Charges Adjustment</b>			15. County Administration (0.5% of Line 13)	257,225	
4. MTC Administration (0.5% of Line 3)	24,888		16. MTC Planning (3.0% of Line 13)	1,543,350	
5. County Administration (Up to 0.5% of Line 3) <sup>4</sup>	24,888		17. Total Charges (Lines 14+15+16)		2,057,800
6. MTC Planning (3.0% of Line 3)	149,325		18. TDA Generations Less Charges (Lines 13-17)		49,387,200
7. Total Charges (Lines 4+5+6)		199,101	<b>FY2023-24 TDA Apportionment By Article</b>		
8. Adjusted Generations Less Charges (Lines 3-7)		4,778,399	19. Article 3.0 (2.0% of Line 18)	987,744	
<b>FY2022-23 TDA Adjustment By Article</b>			20. Funds Remaining (Lines 18-19)		48,399,456
9. Article 3 Adjustment (2.0% of line 8)	95,568		21. Article 4.5 (5.0% of Line 20)	2,419,973	
10. Funds Remaining (Lines 8-9)		4,682,831	22. TDA Article 4 (Lines 20-21)		45,979,483
11. Article 4.5 Adjustment (5.0% of Line 10)	234,142				
12. Article 4 Adjustment (Lines 10-11)		4,448,689			

**TDA APPORTIONMENT BY JURISDICTION**

Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2022	FY2021-22	6/30/2022	FY2021-23	FY2022-23	FY2022-23	FY2022-23	6/30/2023	FY2023-24	FY2023-24
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) <sup>1</sup>	Outstanding Commitments <sup>2</sup>	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	1,684,867	3,086	1,687,954	(903,404)	0	882,288	95,568	1,762,406	987,744	2,750,150
Article 4.5	0	0	0	(2,224,196)	0	2,161,606	234,142	171,552	2,419,973	2,591,525
<b>SUBTOTAL</b>	<b>1,684,867</b>	<b>3,086</b>	<b>1,687,954</b>	<b>(3,127,600)</b>	<b>0</b>	<b>3,043,894</b>	<b>329,710</b>	<b>1,933,958</b>	<b>3,407,717</b>	<b>5,341,675</b>
Article 4										
SFMTA	1,257,237	41,158	1,298,395	(42,265,150)	0	41,070,505	4,448,689	4,552,439	45,979,483	50,531,922
<b>SUBTOTAL</b>	<b>1,257,237</b>	<b>41,158</b>	<b>1,298,395</b>	<b>(42,265,150)</b>	<b>0</b>	<b>41,070,505</b>	<b>4,448,689</b>	<b>4,552,439</b>	<b>45,979,483</b>	<b>50,531,922</b>
<b>GRAND TOTAL</b>	<b>\$2,942,104</b>	<b>\$44,245</b>	<b>\$2,986,349</b>	<b>(\$45,392,750)</b>	<b>\$0</b>	<b>\$44,114,399</b>	<b>\$4,778,399</b>	<b>\$6,486,397</b>	<b>\$49,387,200</b>	<b>\$55,873,597</b>

1. Balance as of 6/30/21 is from the MTC FY2020-21 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/21, and FY2021-22 allocations as of 1/31/22.

**FY 2023-24 FUND ESTIMATE  
TRANSPORTATION DEVELOPMENT ACT FUNDS  
SAN MATEO COUNTY**

FY2022-23 TDA Revenue Estimate			FY2023-24 TDA Revenue Estimate		
<b>FY2022-23 Generation Estimate Adjustment</b>			<b>FY2022-23 County Auditor's Generation Estimate</b>		
1. Original County Auditor Estimate (Feb, 22)	52,172,265		13. County Auditor Estimate		60,360,105
2. Revised Revenue (Feb, 23)	56,908,173		<b>FY2023-24 Planning and Administration Charges</b>		
3. Revenue Adjustment (Lines 2-1)		4,735,908	14. MTC Administration (0.5% of Line 13)	301,801	
<b>FY2022-23 Planning and Administration Charges Adjustment</b>			15. County Administration (0.5% of Line 13)	301,801	
4. MTC Administration (0.5% of Line 3)	23,680		16. MTC Planning (3.0% of Line 13)	1,810,803	
5. County Administration (Up to 0.5% of Line 3) <sup>4</sup>	23,680		17. Total Charges (Lines 14+15+16)		2,414,405
6. MTC Planning (3.0% of Line 3)	142,077		18. TDA Generations Less Charges (Lines 13-17)		57,945,700
7. Total Charges (Lines 4+5+6)		189,437	<b>FY2023-24 TDA Apportionment By Article</b>		
8. Adjusted Generations Less Charges (Lines 3-7)		4,546,471	19. Article 3.0 (2.0% of Line 18)	1,158,914	
<b>FY2022-23 TDA Adjustment By Article</b>			20. Funds Remaining (Lines 18-19)		56,786,786
9. Article 3 Adjustment (2.0% of line 8)	90,929		21. Article 4.5 (5.0% of Line 20)	2,839,339	
10. Funds Remaining (Lines 8-9)		4,455,542	22. TDA Article 4 (Lines 20-21)		53,947,447
11. Article 4.5 Adjustment (5.0% of Line 10)	222,777				
12. Article 4 Adjustment (Lines 10-11)		4,232,765			

**TDA APPORTIONMENT BY JURISDICTION**

Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2022	FY2021-22	6/30/2022	FY2021-23	FY2022-23	FY2022-23	FY2022-23	6/30/2023	FY2023-24	FY2023-24
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) <sup>1</sup>	Outstanding Commitments <sup>2</sup>	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	3,510,154	59,045	3,569,199	(3,230,043)	0	1,001,707	90,929	1,431,792	1,158,914	2,590,706
Article 4.5	665,858	6,973	672,831	(2,790,948)	0	2,454,183	222,777	558,843	2,839,339	3,398,182
<b>SUBTOTAL</b>	<b>4,176,013</b>	<b>66,018</b>	<b>4,242,031</b>	<b>(6,020,991)</b>	<b>0</b>	<b>3,455,890</b>	<b>313,706</b>	<b>1,990,635</b>	<b>3,998,253</b>	<b>5,988,888</b>
Article 4										
SamTrans	12,651,294	132,486	12,783,780	(53,028,002)	0	46,629,485	4,232,765	10,618,028	53,947,447	64,565,475
<b>SUBTOTAL</b>	<b>12,651,294</b>	<b>132,486</b>	<b>12,783,780</b>	<b>(53,028,002)</b>	<b>0</b>	<b>46,629,485</b>	<b>4,232,765</b>	<b>10,618,028</b>	<b>53,947,447</b>	<b>64,565,475</b>
<b>GRAND TOTAL</b>	<b>\$16,827,307</b>	<b>\$198,504</b>	<b>\$17,025,811</b>	<b>(\$59,048,993)</b>	<b>\$0</b>	<b>\$50,085,375</b>	<b>\$4,546,471</b>	<b>\$12,608,663</b>	<b>\$57,945,700</b>	<b>\$70,554,363</b>

1. Balance as of 6/30/21 is from the MTC FY2020-21 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/21, and FY2021-22 allocations as of 1/31/22.

3. Unclaimed County Administration charges will be redistributed as carryover for apportionment jurisdictions.

**FY 2023-24 FUND ESTIMATE  
TRANSPORTATION DEVELOPMENT ACT FUNDS  
SANTA CLARA COUNTY**

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FY2022-23 TDA Revenue Estimate			FY2023-24 TDA Revenue Estimate		
<b>FY2022-23 Generation Estimate Adjustment</b>			<b>FY2022-23 County Auditor's Generation Estimate</b>		
1. Original County Auditor Estimate (Feb, 22)	140,649,000		13. County Auditor Estimate		145,007,000
2. Revised Revenue (Feb, 23)	144,429,454		<b>FY2023-24 Planning and Administration Charges</b>		
3. Revenue Adjustment (Lines 2-1)		3,780,454	14. MTC Administration (0.5% of Line 13)	725,035	
<b>FY2022-23 Planning and Administration Charges Adjustment</b>			15. County Administration (0.5% of Line 13)	725,035	
4. MTC Administration (0.5% of Line 3)	18,902		16. MTC Planning (3.0% of Line 13)	4,350,210	
5. County Administration (Up to 0.5% of Line 3) <sup>4</sup>	18,902		17. Total Charges (Lines 14+15+16)		5,800,280
6. MTC Planning (3.0% of Line 3)	113,414		18. TDA Generations Less Charges (Lines 13-17)		139,206,720
7. Total Charges (Lines 4+5+6)		151,218	<b>FY2023-24 TDA Apportionment By Article</b>		
8. Adjusted Generations Less Charges (Lines 3-7)		3,629,236	19. Article 3.0 (2.0% of Line 18)	2,784,134	
<b>FY2022-23 TDA Adjustment By Article</b>			20. Funds Remaining (Lines 18-19)		136,422,586
9. Article 3 Adjustment (2.0% of line 8)	72,585		21. Article 4.5 (5.0% of Line 20)	6,821,129	
10. Funds Remaining (Lines 8-9)		3,556,651	22. TDA Article 4 (Lines 20-21)		129,601,457
11. Article 4.5 Adjustment (5.0% of Line 10)	177,833				
12. Article 4 Adjustment (Lines 10-11)		3,378,818			

**TDA APPORTIONMENT BY JURISDICTION**

Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2022	FY2021-22	6/30/2022	FY2021-23	FY2022-23	FY2022-23	FY2022-23	6/30/2023	FY2023-24	FY2023-24
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) <sup>1</sup>	Outstanding Commitments <sup>2</sup>	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	8,216,162	31,704	8,247,866	(8,105,223)		2,700,461	72,585	2,915,689	2,784,134	5,699,823
Article 4.5	465,279	2,221	467,499	(7,080,945)	0	6,616,129	177,833	180,516	6,821,129	7,001,645
<b>SUBTOTAL</b>	<b>8,681,441</b>	<b>33,924</b>	<b>8,715,365</b>	<b>(15,186,168)</b>	<b>0</b>	<b>9,316,590</b>	<b>250,418</b>	<b>3,096,205</b>	<b>9,605,263</b>	<b>12,701,468</b>
Article 4										
VTA	8,840,252	42,195	8,882,447	(134,537,919)	0	125,706,450	3,378,818	3,429,796	129,601,457	133,031,253
<b>SUBTOTAL</b>	<b>8,840,252</b>	<b>42,195</b>	<b>8,882,447</b>	<b>(134,537,919)</b>	<b>0</b>	<b>125,706,450</b>	<b>3,378,818</b>	<b>3,429,796</b>	<b>129,601,457</b>	<b>133,031,253</b>
<b>GRAND TOTAL</b>	<b>\$17,521,693</b>	<b>\$76,119</b>	<b>\$17,597,812</b>	<b>(\$149,724,087)</b>	<b>\$0</b>	<b>\$135,023,040</b>	<b>\$3,629,236</b>	<b>\$6,526,001</b>	<b>\$139,206,720</b>	<b>\$145,732,721</b>

1. Balance as of 6/30/21 is from the MTC FY2020-21 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/21, and FY2021-22 allocations as of 1/31/22.

3. Unclaimed County Administration charges will be redistributed as carryover for apportionment jurisdictions.

**FY 2023-24 FUND ESTIMATE  
TRANSPORTATION DEVELOPMENT ACT FUNDS  
SOLANO COUNTY**

FY2022-23 TDA Revenue Estimate			FY2023-24 TDA Revenue Estimate		
<b>FY2022-23 Generation Estimate Adjustment</b>			<b>FY2022-23 County Auditor's Generation Estimate</b>		
1. Original County Auditor Estimate (Feb, 22)	25,527,409		13. County Auditor Estimate		27,790,758
2. Revised Revenue (Feb, 23)	27,790,758		<b>FY2023-24 Planning and Administration Charges</b>		
3. Revenue Adjustment (Lines 2-1)		2,263,349	14. MTC Administration (0.5% of Line 13)	138,954	
<b>FY2022-23 Planning and Administration Charges Adjustment</b>			15. County Administration (0.5% of Line 13)	138,954	
4. MTC Administration (0.5% of Line 3)	11,317		16. MTC Planning (3.0% of Line 13)	833,723	
5. County Administration (Up to 0.5% of Line 3) <sup>4</sup>	11,317		17. Total Charges (Lines 14+15+16)		1,111,631
6. MTC Planning (3.0% of Line 3)	67,900		18. Solano Transportation Authority Planning (2.7% of Line 13-17) <sup>4</sup>	720,336	
7. Total Charges (Lines 4+5+6)		90,534	19. TDA Generations Less Charges (Lines 13-17)		25,958,791
8. Adjusted Generations Less Charges (Lines 3-7)		2,172,815	<b>FY2023-24 TDA Apportionment By Article</b>		
<b>FY2022-23 TDA Adjustment By Article</b>			20. Article 3.0 (2.0% of Line 18)	519,176	
9. Article 3 Adjustment (2.0% of line 8)	43,456		21. Funds Remaining (Lines 18-19)		25,439,615
10. Funds Remaining (Lines 8-9)		2,129,359	22. Article 4.5 (5.0% of Line 20)	0	
11. Article 4.5 Adjustment (5.0% of Line 10)	0		23. TDA Article 4 (Lines 20-21)		25,439,615
12. Article 4 Adjustment (Lines 10-11)		2,129,359			

**TDA APPORTIONMENT BY JURISDICTION**

Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2022	FY2021-22	6/30/2022	FY2021-23	FY2022-23	FY2022-23	FY2022-23	6/30/2023	FY2023-24	FY2023-24
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) <sup>1</sup>	Outstanding Commitments <sup>2</sup>	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	959,819	4,381	964,200	(844,727)	0	490,126	43,456	653,055	519,176	1,172,231
Article 4.5										
<b>SUBTOTAL</b>	<b>959,819</b>	<b>4,381</b>	<b>964,200</b>	<b>(844,727)</b>	<b>0</b>	<b>490,126</b>	<b>43,456</b>	<b>653,055</b>	<b>519,176</b>	<b>1,172,231</b>
Article 4/8										
Dixon	1,749,663	4,870	1,754,533	(767,098)	0	1,106,100	98,071	2,191,606	1,085,464	3,277,070
Fairfield	8,555,797	30,289	8,586,086	(7,841,181)	0	6,462,613	572,998	7,780,515	6,819,888	14,600,403
Rio Vista	1,206,538	3,858	1,210,396	(129,905)	0	552,037	48,946	1,681,474	564,546	2,246,020
Solano County	2,985,017	10,252	2,995,269	(244,390)	0	1,005,770	89,175	3,845,824	1,043,031	4,888,855
Suisun City	1,217,370	3,694	1,221,064	(1,613,137)	0	1,581,740	140,243	1,329,909	1,643,640	2,973,549
Vacaville	15,278,251	52,703	15,330,954	(13,790,489)	0	5,369,273	476,058	7,385,796	5,759,622	13,145,418
Vallejo/Benicia	13,442,493	45,203	13,487,696	(13,193,332)	0	7,938,655	703,869	8,936,887	8,523,424	17,460,311
<b>SUBTOTAL</b>	<b>44,435,129</b>	<b>150,869</b>	<b>44,585,998</b>	<b>(37,579,533)</b>	<b>0</b>	<b>24,016,187</b>	<b>2,129,359</b>	<b>33,152,011</b>	<b>25,439,615</b>	<b>58,591,626</b>
<b>GRAND TOTAL</b>	<b>\$45,394,948</b>	<b>\$155,250</b>	<b>\$45,550,198</b>	<b>(\$38,424,260)</b>	<b>\$0</b>	<b>\$24,506,313</b>	<b>\$2,172,815</b>	<b>\$33,805,066</b>	<b>\$25,958,791</b>	<b>\$59,763,857</b>

1. Balance as of 6/30/21 is from the MTC FY2020-21 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/21, and FY2021-22 allocations as of 1/31/22.

3. Where applicable by local agreement, contributions from each jurisdiction will be made to support the Intercity Transit Funding Agreement.

4. Beginning with FY24, the MTC Fund Estimate will directly program the 2.7% of TDA revenues to Solano Transportation Authority for planning purposes, as authorized by PUC 99233.12 of the Transportation Development Act statute.

**FY 2023-24 FUND ESTIMATE  
TRANSPORTATION DEVELOPMENT ACT FUNDS  
SONOMA COUNTY**

FY2022-23 TDA Revenue Estimate			FY2023-24 TDA Revenue Estimate		
<b>FY2022-23 Generation Estimate Adjustment</b>			<b>FY2022-23 County Auditor's Generation Estimate</b>		
1. Original County Auditor Estimate (Feb, 22)	32,025,000		13. County Auditor Estimate		33,200,000
2. Revised Revenue (Feb, 23)	32,025,000		<b>FY2023-24 Planning and Administration Charges</b>		
3. Revenue Adjustment (Lines 2-1)		0	14. MTC Administration (0.5% of Line 13)	166,000	
<b>FY2022-23 Planning and Administration Charges Adjustment</b>			15. County Administration (0.5% of Line 13)	166,000	
4. MTC Administration (0.5% of Line 3)	0		16. MTC Planning (3.0% of Line 13)	996,000	
5. County Administration (Up to 0.5% of Line 3) <sup>4</sup>	0		17. Total Charges (Lines 14+15+16)		1,328,000
6. MTC Planning (3.0% of Line 3)	0		18. TDA Generations Less Charges (Lines 13-17)		31,872,000
7. Total Charges (Lines 4+5+6)		0	<b>FY2023-24 TDA Apportionment By Article</b>		
8. Adjusted Generations Less Charges (Lines 3-7)		0	19. Article 3.0 (2.0% of Line 18)	637,440	
<b>FY2022-23 TDA Adjustment By Article</b>			20. Funds Remaining (Lines 18-19)		31,234,560
9. Article 3 Adjustment (2.0% of line 8)	0		21. Article 4.5 (5.0% of Line 20)	0	
10. Funds Remaining (Lines 8-9)		0	22. TDA Article 4 (Lines 20-21)		31,234,560
11. Article 4.5 Adjustment (5.0% of Line 10)	0				
12. Article 4 Adjustment (Lines 10-11)		0			

**TDA APPORTIONMENT BY JURISDICTION**

Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2022	FY2021-22	6/30/2022	FY2021-23	FY2022-23	FY2022-23	FY2022-23	6/30/2023	FY2023-24	FY2023-24
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) <sup>1</sup>	Outstanding Commitments <sup>2</sup>	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
<b>Article 3</b>	2,479,957	12,815	2,492,771	(2,015,362)	0	614,880	0	1,092,289	637,440	1,729,729
<b>Article 4.5</b>										
<b>SUBTOTAL</b>	<b>2,479,957</b>	<b>12,815</b>	<b>2,492,771</b>	<b>(2,015,362)</b>	<b>0</b>	<b>614,880</b>	<b>0</b>	<b>1,092,289</b>	<b>637,440</b>	<b>1,729,729</b>
<b>Article 4/8</b>										
GGBHTD <sup>3</sup>	913,170	11,009	924,179	(8,396,950)	0	7,490,436	0	17,665	7,767,384	7,785,049
Petaluma	3,820,168	15,480	3,835,648	(880,466)	0	2,405,670	0	5,360,851	2,412,993	7,773,844
Santa Rosa	9,673,241	50,936	9,724,177	(8,780,495)	0	8,156,373	0	9,100,056	8,676,778	17,776,834
Sonoma County	15,166,844	48,707	15,215,551	(15,912,217)	0	12,076,641	0	11,379,975	12,377,405	23,757,380
<b>SUBTOTAL</b>	<b>29,573,423</b>	<b>126,131</b>	<b>29,699,554</b>	<b>(33,970,127)</b>	<b>0</b>	<b>30,129,120</b>	<b>0</b>	<b>25,858,547</b>	<b>31,234,560</b>	<b>57,093,107</b>
<b>GRAND TOTAL</b>	<b>\$32,053,379</b>	<b>\$138,946</b>	<b>\$32,192,326</b>	<b>(\$35,985,490)</b>	<b>\$0</b>	<b>\$30,744,000</b>	<b>\$0</b>	<b>\$26,950,836</b>	<b>\$31,872,000</b>	<b>\$58,822,836</b>

1. Balance as of 6/30/21 is from the MTC FY2020-21 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/21, and FY2021-22 allocations as of 1/31/22.

3. Apportionment to GGBHTD is based on the Sonoma County Transportation Authority's coordinated TDA claim.

4. Unclaimed County Administration charges will be redistributed as carryover for apportionment jurisdictions.

**FY 2023-24 FUND ESTIMATE  
STATE TRANSIT ASSISTANCE  
REVENUE-BASED FUNDS (PUC 99314)**

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FY2022-23 STA Revenue Estimate		FY2023-24 STA Revenue Estimate	
1. State Estimate (Aug, 22) <sup>3</sup>	\$256,881,538	4. Projected Carryover (Jan, 23)	\$106,348,039
2. Actual Revenue (Aug, 23)		5. State Estimate (Jan, 23)	\$250,544,353
3. Revenue Adjustment (Lines 2-1)		6. Total Funds Available (Lines 4+5)	\$356,892,392

STA REVENUE-BASED APPORTIONMENT BY OPERATOR						
Column	A	B	C	D=Sum(A:C)	E	F=Sum(D:E)
	6/30/2022	FY2021-23	FY2022-23	6/30/2023	FY2023-24	Total
Apportionment Jurisdictions	Balance (w/interest) <sup>1</sup>	Outstanding Commitments <sup>2</sup>	Revenue Estimate <sup>3</sup>	Projected Carryover <sup>4</sup>	Revenue Estimate <sup>5</sup>	Available For Allocation
ACCMA - Corresponding to ACE	17,531	0	374,951	392,482	365,701	758,183
Caltrain	4,201,874	(14,030,039)	12,175,901	2,347,736	11,875,526	14,223,262
CCCTA	447,230	(745,694)	1,067,479	769,015	1,041,145	1,810,160
City of Dixon	46,583	0	10,423	57,006	10,166	67,172
ECCTA	96,506	(468,628)	516,110	143,988	503,378	647,366
City of Fairfield	22,439	(132,200)	189,416	79,655	184,743	264,398
GGBHTD	473,888	(4,559,143)	11,683,293	7,598,038	11,395,069	18,993,107
LAVTA	99,518	(468,141)	512,045	143,422	499,413	642,835
Marin Transit	2,180,581	(1,500,000)	1,996,710	2,677,291	1,947,451	4,624,742
NVTA	27,061	(131,587)	144,962	40,436	141,385	181,821
City of Petaluma	13,441	0	62,197	75,638	60,663	136,301
City of Rio Vista	16,553	0	3,314	19,867	3,231	23,098
SamTrans	1,315,038	(10,636,477)	12,211,635	2,890,196	11,910,378	14,800,574
SMART	475,528	0	2,524,164	2,999,692	2,461,894	5,461,586
City of Santa Rosa	9,756	(218,570)	209,001	187	203,846	204,033
Solano County Transit	83,038	(404,070)	445,196	124,164	434,213	558,377
Sonoma County Transit	54,405	(264,313)	291,142	81,234	283,960	365,194
City of Union City	7,587	0	158,170	165,757	154,268	320,025
Vacaville City Coach	122,914	0	33,900	156,814	33,063	189,877
VTA	1,665,279	(38,676,007)	37,012,180	1,452	36,099,102	36,100,554
VTA - Corresponding to ACE	9,726	(226,045)	216,319	0	210,982	210,982
WCCTA	123,734	(518,809)	677,036	281,961	660,333	942,294
WETA	16,530,199	(5,289,400)	3,320,161	14,560,960	3,238,254	17,799,214
<b>SUBTOTAL</b>	<b>28,040,411</b>	<b>(78,269,123)</b>	<b>85,835,705</b>	<b>35,606,991</b>	<b>83,718,164</b>	<b>119,325,155</b>
AC Transit	6,083,987	(29,636,318)	32,652,511	9,100,180	31,846,985	40,947,165
BART	2,320,804	(3,384,218)	51,166,528	50,103,114	49,904,266	100,007,380
SFMTA	3,537,941	(79,226,981)	87,226,794	11,537,754	85,074,938	96,612,692
<b>SUBTOTAL</b>	<b>11,942,732</b>	<b>(112,247,517)</b>	<b>171,045,833</b>	<b>70,741,048</b>	<b>166,826,189</b>	<b>237,567,237</b>
<b>GRAND TOTAL</b>	<b>\$39,983,143</b>	<b>(\$190,516,640)</b>	<b>\$256,881,538</b>	<b>\$106,348,039</b>	<b>\$250,544,353</b>	<b>\$356,892,392</b>

1. Balance as of 6/30/22 is from the MTC FY2021-22 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.
2. The outstanding commitments figure includes all unpaid allocations as of 6/30/22, and FY 2021-22 allocations as of 1/31/23.
3. FY 2022-23 STA revenue generation is based on revised estimates from the State Controller's Office in August 2022.
4. Projected carryover as of 6/30/23 does not include interest accrued in FY2022-23.
5. FY2023-24 STA revenue generation based on February 2023 State Controller's Office (SCO) forecast. SCO expects to update revenue forecasts in August 2023 with new estimates based on latest available actual qualifying revenue.

**FY 2023-24 FUND ESTIMATE  
STATE TRANSIT ASSISTANCE  
POPULATION-BASED FUNDS (PUC 99313) - FY 2018-19 ONWARDS**

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FY2022-23 STA Revenue Estimate		FY2023-24 STA Revenue Estimate	
1. State Estimate (Aug, 22) <sup>3</sup>	\$93,145,482	4. Projected Carryover (Jan, 23)	\$106,985,289
2. Actual Revenue (Aug, 23)		5. State Estimate <sup>4</sup> (Jan, 23)	\$90,847,614
3. Revenue Adjustment (Lines 2-1)		6. Total Funds Available (Lines 4+5)	\$197,832,903

**STA POPULATION-BASED COUNTY BLOCK GRANT AND REGIONAL PROGRAM APPORTIONMENT**

Column	A	C	D	E=Sum(A:D)	F	G=Sum(E:F)
	6/30/2022	FY2021-23	FY2022-23	6/30/2023	FY2023-24	Total
Apportionment Jurisdictions	Balance (w/interest) <sup>1</sup>	Outstanding Commitments <sup>2</sup>	Revenue Estimate <sup>3</sup>	Projected Carryover <sup>4</sup>	Revenue Estimate <sup>5</sup>	Available For Allocation
<b>County Block Grant<sup>6</sup></b>						
Alameda	558,769	(1,377,503)	5,360,109	4,541,375	11,241,461	15,782,836
Contra Costa	690,980	(8,454,249)	12,026,694	4,263,425	14,106,608	18,370,033
Marin	180,246	(1,512,985)	2,115,180	782,440	3,628,920	4,411,360
Napa	110,716	(1,179,757)	2,059,151	990,110	2,219,817	3,209,927
San Francisco	1,138,688	0	1,659,985	2,798,673	5,377,125	8,175,798
San Mateo	4,556,334	(1,846,597)	1,840,336	4,550,073	3,219,424	7,769,497
Santa Clara	435,911	(4,421,309)	3,985,763	365	8,961,581	8,961,946
Solano	11,766,524	(8,411,328)	6,234,285	9,589,481	6,678,552	16,268,033
Sonoma	1,003,477	(7,376,626)	8,247,973	1,874,824	8,159,842	10,034,666
<b>SUBTOTAL</b>	<b>20,441,646</b>	<b>(34,580,354)</b>	<b>43,529,474</b>	<b>29,390,766</b>	<b>63,593,330</b>	<b>92,984,096</b>
<b>Regional Program</b>	28,471,252	(33,401,952)	27,943,645	23,012,945	18,835,831	41,848,776
<b>WestCat Feeder Bus Support</b>					418,453	418,453
<b>Means-Based Transit Fare Program</b>	34,907,363	(3,000,000)	0	31,907,363	8,000,000	39,907,363
<b>American Rescue Program Exchange</b>	0	0	21,672,364	21,672,364	0	21,672,364
<b>Transit Emergency Service Contingency Fund<sup>8</sup></b>	1,001,851	0	0	1,001,851	0	1,001,851
<b>GRAND TOTAL</b>	<b>\$84,822,112</b>	<b>(\$70,982,306)</b>	<b>\$93,145,482</b>	<b>\$106,985,289</b>	<b>\$90,847,614</b>	<b>\$197,832,903</b>

1. Balance as of 6/30/22 is from the MTC FY2021-22 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed. Balances from the Northern County/Small Operator and Regional Paratransit programs, previously established by MTC Resolution 3837, have been transferred to the appropriate County Block Grant program.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/22, and FY2022-23 allocations as of 1/31/23.

3. FY 2022-23 STA revenue generation is based on revised estimates from the Governor's proposed budget in January 2022, and reflects the remaining balance after satisfying the American Rescue Plan exchange obligations

4. The projected carryover as of 6/30/2023 does not include interest accrued in FY 2022-23.

5. FY2023-24 STA revenue generation based on forecasts from the State Controller's Office from January 2023.

6. County Block Grant adopted through MTC Resolution 4321 in February 2018, and funded through a 70% share of STA Population-Based funds.

7. The County Block Grant program was suspended in FY23, per amendment to MTC Resolution 4321, Revised. Revenues in excess of the American Rescue Plan exchange obligation will be allocated directly to operators. These amounts are reflected in column D.

8. Funds for the Transit Emergency Service Contingency Fund are taken "off the top" from the STA Population-Based program.

**FY 2023-24 FUND ESTIMATE  
STATE TRANSIT ASSISTANCE  
POPULATION-BASED FUNDS (PUC 99313) - AMERICAN RESCUE PLAN EXCHANGE (FY 2022-23)**

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Apportionment Jurisdictions <sup>1</sup>	FY2022-23 Aug. 2022 Estimate <sup>2</sup>	ARP Exchange Amount <sup>3</sup>	Estimated FY2022-23 Revenue to Operators
<b>Alameda</b>	<b>\$11,525,799</b>	<b>\$6,165,689</b>	<b>\$5,360,109</b>
AC Transit	\$6,942,565	\$4,807,453	\$2,135,112
BART	\$1,116,850	\$780,570	\$336,280
LAVTA	\$2,484,962	\$535,322	\$1,949,640
Union City	\$981,422	\$42,344	\$939,078
<b>Contra Costa</b>	<b>\$14,463,415</b>	<b>\$2,436,722</b>	<b>\$12,026,694</b>
County Connection	\$6,826,732	\$548,920	\$6,277,812
Tri Delta	\$4,353,488	\$178,426	\$4,175,062
WestCAT	\$1,099,220	\$270,627	\$828,593
AC Transit	\$2,082,732	\$1,367,989	\$714,743
BART	\$101,244	\$70,760	\$30,484
<b>Marin</b>	<b>\$3,720,708</b>	<b>\$1,605,529</b>	<b>\$2,115,180</b>
GGBHTD	\$1,361,916	\$1,361,916	\$0
Marin Transit	\$2,282,007	\$243,613	\$2,038,394
SMART	\$76,785	\$0	\$76,785
<b>Napa</b>	<b>\$2,275,965</b>	<b>\$216,814</b>	<b>\$2,059,151</b>
NVTA	\$2,275,965	\$216,814	\$2,059,151
<b>San Francisco</b>	<b>\$5,513,132</b>	<b>\$3,853,147</b>	<b>\$1,659,985</b>
SFMTA	\$5,513,132	\$3,853,147	\$1,659,985
<b>San Mateo</b>	<b>\$3,300,855</b>	<b>\$1,460,519</b>	<b>\$1,840,336</b>
SamTrans	\$3,300,855	\$1,460,519	\$1,840,336
<b>Santa Clara</b>	<b>\$9,188,253</b>	<b>\$5,202,490</b>	<b>\$3,985,763</b>
VTA	\$9,188,253	\$5,202,490	\$3,985,763
<b>Solano</b>	<b>\$6,847,477</b>	<b>\$613,192</b>	<b>\$6,234,285</b>
Solano County Operators	\$6,847,477	\$613,192	\$6,234,285
<b>Sonoma</b>	<b>\$8,366,235</b>	<b>\$868,262</b>	<b>\$7,497,973</b>
Sonoma County Operators	\$8,366,235	\$118,262	\$8,247,973
<b>GRAND TOTAL</b>	<b>\$65,201,837</b>	<b>\$21,672,364</b>	<b>\$43,529,474</b>

1. FY 2022-23 programming amounts for each county reflect each county's share of the STA County Block Grant program established in MTC Resolution 4321, Revised.

The County Block Grant program is suspended for FY2022-23, and will resume in FY 2023-24.

2. Programming amounts by operator reflect county transportation agency adopted frameworks for FY 23 in Alameda, Contra Costa, Napa, Santa Clara, Solano and Sonoma counties, a transit operator agreement in Marin County, and a direct apportionment of funds to the local transit operator in San Francisco and San Mateo counties.

3. American Rescue Plan (ARP) exchange amounts for each operator are shown in order to fulfill the funding exchange detailed in MTC Resolution 4481, Revised.



**FY 2023-24 FUND ESTIMATE  
BRIDGE TOLLS<sup>1</sup>**

**BRIDGE TOLL APPORTIONMENT BY CATEGORY**

<i>Column</i>	<b>A</b>	<b>B</b>	<b>C</b>	<b>D=Sum(A:C)</b>	<b>E</b>	<b>F=D+E</b>
	<b>6/30/2022</b>	<b>FY2021-23</b>	<b>FY2022-23</b>	<b>6/30/2023</b>	<b>FY2023-24</b>	<b>Total</b>
<b>Fund Source</b>	<b>Balance<sup>2</sup></b>	<b>Outstanding Commitments<sup>3</sup></b>	<b>Programming Amount<sup>4</sup></b>	<b>Projected Carryover</b>	<b>Programming Amount<sup>4</sup></b>	<b>Available for Allocation</b>
<b>MTC 2% Toll Revenues</b>						
Ferry Capital	7,741,314	(6,336,155)	1,000,000	2,405,159	1,000,000	3,405,159
Bay Trail	64,034	(514,034)	450,000	0	450,000	450,000
Studies	594,098	(319,080)	0	275,018	0	275,018
<b>SUBTOTAL</b>	<b>8,399,446</b>	<b>(7,169,269)</b>	<b>1,450,000</b>	<b>2,680,177</b>	<b>1,450,000</b>	<b>4,130,177</b>
<b>5% State General Fund Revenues</b>						
Ferry	21,031,555	(14,986,000)	3,155,142	9,200,697	3,186,694	12,387,391
Bay Trail	348,277	(635,645)	287,369	0	290,242	290,242
<b>SUBTOTAL</b>	<b>21,379,832</b>	<b>(15,621,645)</b>	<b>3,442,511</b>	<b>9,200,697</b>	<b>3,476,936</b>	<b>12,677,633</b>

1. BATA Resolution 93 and MTC Resolution 3948 required BATA to make a payment to MTC equal to the estimated present value of specified fund transfers for the next 50 years (FY2010-11 through FY2059-60) and relieved BATA from making those fund transfers for that 50 year period. The MTC 2% Toll Revenues listed above, commencing in FY2010-11, are funded from this payment.

2. Balance as of 6/30/22 is from the MTC FY2021-22 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

3. The outstanding commitments figure includes all unpaid allocations as of 6/30/22, and FY2022-23 allocations and pending disencumbrances as of 1/31/23.

4. MTC Resolution 4015 states that annual funding levels are established and adjusted through the fund estimate for 2%, and 5% bridge toll revenues.

**FY 2023-24 FUND ESTIMATE  
 AB1107 FUNDS  
 AB1107 IS TWENTY-FIVE PERCENT OF THE ONE-HALF CENT BART DISTRICT SALES TAX**

FY2022-23 AB1107 Revenue Estimate		FY2023-24 AB1107 Estimate	
1. Original MTC Estimate (Feb, 22)	\$100,000,000	4. Projected Carryover (Jun, 21)	\$0
2. Revised Estimate (Feb, 23)	\$104,000,000	5. MTC Estimate (Feb, 22)	\$104,000,000
3. Revenue Adjustment (Lines 2-1)	\$4,000,000	6. Total Funds Available (Lines 4+5)	\$104,000,000

**AB1107 APPORTIONMENT BY OPERATOR**

Column	A	B	C=Sum(A:B)	D	E	F	G=Sum(A:F)	H	I=Sum(G:H)
	6/30/2021	FY2020-21	6/30/2021	FY2020-22	FY2021-22	FY2021-22	6/30/2022	FY2022-23	FY2022-23
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) <sup>1</sup>	Outstanding Commitments <sup>2</sup>	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
AC Transit	0	0	0	(52,000,000)	50,000,000	2,000,000	0	52,000,000	52,000,000
SFMTA	0	0	0	(52,000,000)	50,000,000	2,000,000	0	52,000,000	52,000,000
<b>TOTAL</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>(\$104,000,000)</b>	<b>\$100,000,000</b>	<b>\$4,000,000</b>	<b>\$0</b>	<b>\$104,000,000</b>	<b>\$104,000,000</b>

1. Balance as of 6/30/22 is from the MTC FY2020-21 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/22, and FY2022-23 allocations as of 1/31/23.

**FY 2023-24 FUND ESTIMATE  
TDA & STA FUND SUBAPPORTIONMENT FOR ALAMEDA & CONTRA COSTA COUNTIES  
& IMPLEMENTATION OF OPERATOR AGREEMENTS**

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<b>ARTICLE 4.5 SUBAPPORTIONMENT</b>		
<b>Apportionment Jurisdictions</b>	<b>Alameda Article 4.5</b>	<b>Contra Costa Article 4.5</b>
<b>Total Available</b>	<b>\$6,200,276</b>	<b>\$2,789,755</b>
AC Transit	\$5,450,068	\$860,536
LAVTA	\$300,683	
Pleasanton	\$61,311	
Union City	\$388,215	
CCCTA		\$1,161,778
ECCTA		\$590,707
WCCTA		\$176,732

**IMPLEMENTATION OF OPERATOR AGREEMENTS**

<b>Apportionment of BART Funds to Implement Transit Coordination Program</b>	
<b>Apportionment Jurisdictions</b>	<b>Total Available Funds (TDA and STA) FY 2023-24</b>
CCCTA	\$640,531
LAVTA	\$663,250
ECCTA	\$2,532,085
WCCTA	\$2,352,033

<b>Fund Source</b>	<b>Apportionment Jurisdictions</b>	<b>Claimant</b>	<b>Amount<sup>1</sup></b>	<b>Program</b>
<b>Total Available BART STA Revenue-Based Funds<sup>2</sup></b>			<b>\$100,007,380</b>	
STA Revenue-Based	BART	CCCTA <sup>2</sup>	(640,531)	BART Feeder Bus
STA Revenue-Based	BART	LAVTA <sup>2</sup>	(450,860)	BART Feeder Bus
STA Revenue-Based	BART	ECCTA <sup>2</sup>	(2,532,085)	BART Feeder Bus
STA Revenue-Based	BART	WCCTA <sup>2,3</sup>	(1,982,905)	BART Feeder Bus
<b>Total Payment</b>			<b>(5,606,381)</b>	
<b>Remaining BART STA Revenue-Based Funds</b>			<b>\$94,400,999</b>	
<b>Total Available BART TDA Article 4 Funds<sup>2</sup></b>			<b>\$581,518</b>	
TDA Article 4	BART-Alameda	LAVTA	(212,390)	BART Feeder Bus
TDA Article 4	BART-Contra Costa	WCCTA	(369,128)	BART Feeder Bus
<b>Total Payment</b>			<b>(581,518)</b>	
<b>Remaining BART TDA Article 4 Funds</b>			<b>\$0</b>	
<b>Total Available SamTrans STA Revenue-Based Funds</b>			<b>\$14,800,574</b>	
STA Revenue-Based	SamTrans	BART	(801,024)	SFO Operating Expense
<b>Total Payment</b>			<b>(801,024)</b>	
<b>Remaining SamTrans STA Revenue-Based Funds</b>			<b>\$13,999,550</b>	
<b>Total Available Union City TDA Article 4 Funds</b>			<b>\$18,638,224</b>	
TDA Article 4	Union City	AC Transit	(116,699)	Union City service
<b>Total Payment</b>			<b>(116,699)</b>	
<b>Remaining Union City TDA Article 4 Funds</b>			<b>\$18,521,525</b>	

1. Amounts assigned to the claimants in this page will reduce the funds available for allocation in the corresponding apportionment jurisdictions by the same amounts, and may include carryover from previous years  
2. Per an agreement between BART and East Bay bus operators, FY24 feeder bus payments will be reduced by \$397,946 for CCCTA, \$221,083 for LAVTA, \$844,028 for Tri-Delta, and and \$1,157,512 for WCCTA.  
3. FY2022-23 marked the conclusion of the WestCat Feeder Bus Capital Payment agreement.

**FY 2023-24 FUND ESTIMATE  
STA SPILLOVER FUNDING AGREEMENT PER RESOLUTION 3814**

Attachment A  
Res No. 4556  
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2/22/2023

**PROPOSITION 1B TRANSIT FUNDING PROGRAM -- POPULATION BASED SPILLOVER DISTRIBUTION**

Apportionment Category	MTC Resolution 3814	%	FY 2007-08	FY2009-20	MTC Res-3833	MTC Res-3925	MTC Res-4509	FY2021-22
	Spillover Payment Schedule		Spillover Distribution	Spillover Distribution	(RM 1 Funding)	(STP/CMAQ Funding)	(STP/CMAQ, LCTOP, STA)	Remaining
Lifeline	10,000,000	16%	1,028,413	0	0	8,971,587		0
Small Operators / North Counties	3,000,000	5%	308,524	0	0	2,691,476		0
BART to Warm Springs	3,000,000	5%	308,524	0	0	0		0
eBART	3,000,000	5%	327,726	0	2,672,274	0		0
SamTrans <sup>1</sup>	43,000,000	69%	4,422,174	0	0	19,288,913	19,600,000	0
<b>TOTAL</b>	<b>\$62,000,000</b>	<b>100%</b>	<b>\$6,395,361</b>	<b>\$0</b>	<b>\$0</b>	<b>\$30,951,976</b>	<b>\$19,600,000</b>	<b>\$0</b>

1. On January 26, 2022, the MTC Commission adopted MTC Resolution No. 4509, which approved a funding commitment of \$19.6 million to SamTrans to satisfy the terms of the 2007 Caltrain Right of Way settlement agreement. On June 22, 2022, the MTC Commission revised MTC Resolution Nos. 4273, 4505, and 4520 to reprogramm a total of \$19.6 million in Low Carbon Transit Operations Program, One Bay Area Grant Program, and State Transit Assistance funds to SamTrans to fulfill the commitment.

2. With all remaining balances now satisfied, this page will be removed from future MTC Fund Estimates.

**FY 2023-24 FUND ESTIMATE  
CAP AND TRADE LOW CARBON TRANSIT OPERATIONS PROGRAM (LCTOP)**

<b>FY2022-23 LCTOP Revenue Estimate<sup>1</sup></b>		<b>FY2023-24 LCTOP Revenue Estimate<sup>2</sup></b>	
1. Estimated Statewide Appropriation (Jan, 23)	\$130,000,000	5. Estimated Statewide Appropriation (Jan, 23)	\$105,000,000
2. MTC Region Revenue-Based Funding	\$34,829,978	6. Estimated MTC Region Revenue-Based Funding	\$28,131,905
3. MTC Region Population-Based Funding	\$12,629,382	7. Estimated MTC Region Population-Based Funding	\$10,200,655
<b>4. Total MTC Region Funds</b>	<b>\$47,459,360</b>	<b>8. Estimated Total MTC Region Funds</b>	<b>\$38,332,560</b>

1. The FY 2022-23 LCTOP revenue generation is based on the \$163 million revised estimate included in the FY 2023-24 Proposed State Budget.

2. The FY 2023-24 LCTOP revenue generation is based on the \$182 million estimated in the FY 2023-24 Proposed State Budget.

**FY 2023-24 FUND ESTIMATE  
STATE OF GOOD REPAIR (SGR) PROGRAM  
REVENUE-BASED FUNDS**

Attachment A  
Res No. 4450  
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10/27/2021

FY2022-23 SGR Revenue-Based Revenue Estimate		FY2023-24 SGR Revenue-Based Revenue Estimate	
1. State Estimate (Aug, 22)	\$31,477,988	4. Projected Carryover (Jan, 23)	(\$89)
2. Actual Revenue (Aug, 23)		5. State Estimate (Jan, 23)	\$33,656,207
3. Revenue Adjustment (Lines 2-1)		6. Total Funds Available (Lines 4+5)	\$33,656,118

**STATE OF GOOD REPAIR PROGRAM REVENUE-BASED APPORTIONMENT BY OPERATOR**

Column	A			B	C	D=Sum(A:C)	E	F=Sum(D:E)
	6/30/2022	FY2021-23	FY2021-23	FY2021-23	FY2022-23	6/30/2022	FY2023-24	Total
Apportionment Jurisdictions	Balance (w/interest)	Actuals	Encumbrances	Outstanding Commitments	Revenue Estimate <sup>1</sup>	Projected Carryover	Revenue Estimate <sup>2</sup>	Available For Allocation
ACCMA - Corresponding to ACE	0	(15,373)	(31,951)	(47,324)	47,324	0	49,125	49,125
Caltrain	0	(499,215)	(1,037,559)	(1,536,774)	1,536,774	0	1,595,267	1,595,267
CCCTA	0	(43,767)	(90,964)	(134,731)	134,731	0	139,859	139,859
City of Dixon	0	0	(1,316)	(1,316)	1,316	0	1,366	1,366
ECCTA	0	(21,161)	(43,980)	(65,141)	65,141	0	67,620	67,620
City of Fairfield	0	(7,766)	(16,141)	(23,907)	23,907	0	24,817	24,817
GGBHTD	0	(479,018)	(995,582)	(1,474,600)	1,474,600	0	1,530,726	1,530,726
LAVTA	0	(20,994)	(43,634)	(64,628)	64,628	0	67,087	67,087
Marin Transit	0	(81,866)	(170,148)	(252,014)	252,014	0	261,606	261,606
NVTA	0	(5,943)	(12,353)	(18,296)	18,296	0	18,993	18,993
City of Petaluma	0	(2,550)	(5,300)	(7,850)	7,850	0	8,149	8,149
City of Rio Vista	0	(136)	(282)	(418)	418	0	434	434
SamTrans	0	(500,680)	(1,040,604)	(1,541,284)	1,541,284	0	1,599,949	1,599,949
SMART	0	(103,491)	(215,095)	(318,586)	318,586	0	330,712	330,712
City of Santa Rosa	0	(8,569)	(17,810)	(26,379)	26,379	0	27,383	27,383
Solano County Transit	0	(18,253)	(37,937)	(56,190)	56,190	0	58,329	58,329
Sonoma County Transit	0	(11,937)	(24,809)	(36,746)	36,746	0	38,145	38,145
City of Union City	0	(6,485)	(13,478)	(19,963)	19,963	0	20,723	20,723
Vacaville City Coach	0	(1,390)	(2,889)	(4,279)	4,279	0	4,441	4,441
VTA	0	(1,517,510)	(3,153,961)	(4,671,471)	4,671,471	0	4,849,277	4,849,277
VTA - Corresponding to ACE	0	(8,869)	(18,434)	(27,303)	27,303	0	28,342	28,342
WCCTA	0	(27,759)	(57,783)	(85,542)	85,452	(90)	88,704	88,614
WETA	0	(136,128)	(282,924)	(419,052)	419,052	0	435,002	435,002
<b>SUBTOTAL</b>	<b>3</b>	<b>(3,518,861)</b>	<b>(7,314,933)</b>	<b>(10,833,794)</b>	<b>10,833,704</b>	<b>(90)</b>	<b>11,246,056</b>	<b>11,245,966</b>
AC Transit	0	(1,338,761)	(2,782,457)	(4,121,218)	4,121,218	0	4,278,080	4,278,080
BART	0	(2,097,840)	(4,360,114)	(6,457,954)	6,457,954	0	6,703,756	6,703,756
SFMTA	0	(3,576,326)	(7,432,953)	(11,009,279)	11,009,279	1	11,428,315	11,428,316
<b>SUBTOTAL</b>	<b>1</b>	<b>(7,012,927)</b>	<b>(14,575,524)</b>	<b>(21,588,451)</b>	<b>21,588,451</b>	<b>1</b>	<b>22,410,151</b>	<b>22,410,152</b>
<b>GRAND TOTAL</b>	<b>\$4</b>	<b>(\$10,531,788)</b>	<b>(\$21,890,457)</b>	<b>(\$32,422,245)</b>	<b>\$32,422,155</b>	<b>(\$89)</b>	<b>\$33,656,207</b>	<b>\$33,656,118</b>

1. FY2022-23 State of Good Repair Program revenue generation is based on August 2022 estimates from the State Controller's Office (SCO).

5. FY2023-24 State of Good Repair Program revenue generation based on February 2023 State Controller's Office (SCO) forecast. SCO will update revenue forecasts in August 2023 with new estimates based on latest available actual qualifying revenue.

**FY 2023-24 FUND ESTIMATE  
STATE OF GOOD REPAIR (SGR) PROGRAM  
POPULATION-BASED FUNDS**

*Attachment A  
Res No. 4556  
Page 20 of 20  
2/22/2023*

FY2022-23 SGR Population-Based Revenue Estimate		FY2023-24 SGR Population-Based Revenue Estimate	
1. State Estimate (Aug, 22)	\$11,756,303	4. Projected Carryover (Jan, 23)	\$175,483
2. Actual Revenue (Aug, 23)		5. State Estimate (Jan, 23)	\$12,203,772
3. Revenue Adjustment (Lines 2-1)		6. Total Funds Available (Lines 4+5)	<b>\$12,379,255</b>

**SGR PROGRAM POPULATION-BASED APPORTIONMENT**

Column	A	B	C	D=Sum(A:C)	E	F=Sum(D:E)
	6/30/2022	FY2021-23	FY2022-23	6/30/2022	FY2023-24	Total
Apportionment	Balance (w/interest)	Outstanding Commitments	Revenue Estimate <sup>1</sup>	Projected Carryover	Revenue Estimate <sup>2</sup>	Available For Allocation
Clipper®/Clipper® 2.0 <sup>3</sup>	24,080,508	(35,661,328)	11,756,303	175,483	12,203,772	12,379,255
<b>GRAND TOTAL</b>	<b>\$24,080,508</b>	<b>(\$35,661,328)</b>	<b>\$11,756,303</b>	<b>\$175,483</b>	<b>\$12,203,772</b>	<b>\$12,379,255</b>

1. FY2021-22 State of Good Repair Program revenue generation is based on August 2021 estimates from the State Controller's Office (SCO).

2. FY2022-23 State of Good Repair Program revenue generation is based on January 2022 estimates from the State Controller's Office (SCO).

3. State of Good Repair Program funds are shown here according to the policy in MTC Resolution 4321.

**Metropolitan Transportation Commission  
Programming and Allocations Committee**

February 8, 2023

Agenda Item 3b - 23-0163

**MTC Resolution No. 4556. FY 2023-24 MTC Fund Estimate**

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**Subject:**

Annual Fund Estimate and proposed apportionment and distribution of approximately \$1 billion in Transportation Development Act (TDA) Local Transportation Fund, State Transit Assistance (STA), State of Good Repair (SGR) Program, Assembly Bill 1107 (AB 1107), transit-related bridge toll, and Low Carbon Transit Operations Program (LCTOP) funds for FY 2023-24.

**Background:**

MTC is required by state statute to prepare and adopt an annual fund estimate of TDA Local Transportation Fund (LTF) ¼ cent sales tax revenues for the upcoming fiscal year by March 1st. This estimate assists the Bay Area's transit operators in budgeting for the next fiscal year, in this case FY 2023-24. The fund estimate prepared by MTC also includes several other fund sources which MTC allocates to transit operators, primarily for operations.

**Economic Overview**

The Bay Area economy has improved since the initial shocks caused by the Covid-19 pandemic. Unemployment rates have returned to close to pre-pandemic levels and taxable sales largely outperformed initial estimates. However, significant uncertainty remains about the general health of the economy, shifts in population which continue to trend lower, telecommute share which remains high, and transit ridership where recovery continues to be sluggish. All these factors could impact transit operating revenues significantly. Accordingly, it is prudent for transit operators to continue to budget with great caution.

**Transportation Development Act (TDA)**

State law requires county auditors to submit annual estimates of the ¼-cent TDA sales tax revenue generation to MTC by February 1st. A summary of the county auditors' mid-year estimates indicate that regional TDA revenue generation is expected to improve by 5% in the current year of FY 2022-23 to \$508 million, with a subsequent increase of 2.1% in FY 2023-24 to \$519 million.

There remains some uncertainty about the attribution of sales taxes for non-retail (online) sales in California. In October 2021, the California Department of Tax and Fee Administration (CDTFA)



issued a notice to Santa Clara County that an audit uncovered an erroneous attribution of sales on eBay as sales taxes to Santa Clara County instead of a use tax to point of delivery jurisdictions. An appeal has been filed by the City of San Jose and Santa Clara County, and a negative ruling would result in a reduction of TDA sales tax revenues in Santa Clara County going forward and a rescission of some already allocated funds dating back to October 2019. The CDTFA is also conducting audits of other major online retailers and it is possible that additional situations similar to the eBay case could be found which may impact other Bay Area jurisdictions. The result of the appeal is still pending.

**Assembly Bill 1107 (AB 1107)**

A portion (25%) of BART's half-cent sales tax revenue generated in Alameda, Contra Costa, and San Francisco counties is subject to allocation by MTC, and MTC staff is responsible for estimating the annual revenue generation. Based on actual performance to date along with sales tax projections from county auditor offices, staff proposes to revise the current FY 2022-23 estimate upwards to \$104 million and to forecast FY 2023-24 revenues of \$104 million. This amount would be split evenly between SFMTA and AC Transit per longstanding Commission policy.

**State Transit Assistance (STA)**

Governor Newsom's proposed FY 2023-24 State Budget estimates \$932 million in STA funds statewide in FY 2023-24. Based on this estimate, the Bay Area would receive approximately \$388 million (\$297 million in Revenue-Based and \$91 million in Population-Based) in FY 2023-24 STA funds. As noted in the Issues section below, FY 2023-24 is the first year that the STA Revenue-Based distribution should be based on actual FY 2021-22 qualifying revenues after several years of the calculation being frozen at pre-COVID-19 FY 2018-19 qualifying revenue levels. The revenue distribution factors for certain Bay Area operators are dramatically different from prior years and will require further investigation with the State.

While the Fund Estimate will reflect the latest available information from the State Controller's Office for the current year (FY 2022-23) estimates, the Governor's budget also forecasts additional increases in FY 2022-23 STA revenues. If the estimates in the Governor's Proposed Budget are correct, the Bay Area will see an increase of \$119 million STA revenues in FY 2022-

23 over FY 2021-22 levels, and \$127 million in FY 2023-24 over FY 2021-22 levels. STA revenues are based on a sales tax on diesel fuel, and higher prices and consumption in recent years have resulted in higher revenues to the STA programs. Based on data from the US Energy Information Administration, diesel retail price in California reached a peak of \$6.91 per gallon in June 2022, but have come down 20% to \$5.48 in January 2023. Staff will return to the Commission to update the estimates following the state budget approval later this year.

### **State of Good Repair (SGR) Program**

Senate Bill (SB) 1 established the State of Good Repair (SGR) Program which will bring \$46 million to the Bay Area in FY 2023-24 for transit capital state of good repair projects. The funds from the SGR Program follow the same state-wide distribution policies as the regular STA program, with a Revenue-Based and Population-Based program.

### **Bridge Tolls**

In April 2010, MTC Resolution No. 3948 resulted in a lump sum payment from BATA to MTC for an amount equal to the 50-year present value of AB 664, RM 1, and 2% Toll revenue. Future payments from these toll revenues will be made from this lump sum, in accordance with Commission policies established in MTC Resolution Nos. 4015 and 4022.

### **Cap and Trade – Low Carbon Transit Operations Program**

The FY 2023-24 Fund Estimate includes details on funding that will flow to the region through the Low Carbon Transit Operations Program, which is a component of the state Cap and Trade program. In FY 2023-24, the region is projected to receive \$38 million from the program based on an estimate from Governor Newsom's proposed FY 2023-24 State Budget. Apportionments of these funds are guided by Caltrans policies for the Revenue-Based program (which are the same as the STA Revenue-Based program) and by the MTC Commission for the Population-Based program through the MTC Cap and Trade Framework (MTC Resolution No. 4130, Revised).

**Issues:**

1. STA- Revenue Based Calculations – Funds from the STA Revenue-Based program are apportioned through a formula-based calculation using operator qualifying revenues (ie. fare revenues, local sales tax, parking revenues). While these distribution factors have been frozen at FY 2018-19 levels since FY 2020-21 due to impacts of the COVID-19 pandemic, the FY 2023-24 revenue estimates should be calculated using actual qualifying revenues from FY 2021-22. The factors for SFMTA are significantly different than expected, resulting in drastic impacts to revenue estimates. Staff is working with the State Controller’s Office and SFMTA to investigate, and Attachment A will remain under development until the issue is resolved.
2. BART Feeder Bus Agreement – A 1997 agreement between BART and four East Bay bus operators (County Connection, LAVTA, Tri-Delta, and WestCAT) established a funding mechanism for BART to support feeder bus operators using BART’s STA Revenue-Based and TDA sales tax funds. Initial payment amounts were established by transition agreements, and subsequent payments over the last 25 years have been calculated based on growth of AB 1107 ½-cent sales tax revenues. BART had communicated an interest to amend the agreement before the pandemic and has recently expressed greater urgency given its looming fiscal cliff. Discussions towards a resolution are ongoing, and an update on progress will be provided verbally at the February 2023 Programming and Allocations Committee meeting.

**Recommendations:**

Refer MTC Resolution No. 4556 to the Commission for approval.

**Attachments:**

- MTC Resolution No. 4556 (*Attachment A to this Resolution is under development and will be posted prior to the meeting*).
- Attachment 1: Presentation slides



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Alix A. Bockelman

Date: February 22, 2023  
W.I.: 1511  
Referred by: PAC

ABSTRACT

MTC Resolution No. 4556

This resolution approves the FY 2023-24 Fund Estimate, including the distribution and apportionment of Transportation Development Act (TDA), State Transit Assistance (STA), State of Good Repair (SGR) Program, Assembly Bill (AB) 1107 sales tax, Low Carbon Transit Operations (LCTOP) cap-and-trade auction revenues, and transit-related bridge toll funds.

Further discussion of this action is contained in the MTC Programming and Allocations Summary Sheets dated February 8, 2023.

Date: February 22, 2023  
W.I.: 1511  
Referred by: PAC

RE: Determination of Transportation Development Act (TDA) Area Apportionments and Proposed Distribution of Operating Funds for FY 2023-24

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 4556

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

WHEREAS, the Transportation Development Act (TDA), Public Utilities Code (PUC) Sections 99200 *et seq.*, provides that funds are made available from the Local Transportation Fund (LTF) for various transportation purposes; and

WHEREAS, pursuant to 21 California Code of Regulations Section 6620, the County Auditor for each of the nine counties in the Bay Area has submitted the revised and new TDA fund estimates for FY 2022-23 and FY 2023-24 as shown in Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length; and

WHEREAS, MTC is required to determine and advise all prospective claimants, prior to March 1 each year, of all area apportionments from the LTF for the following fiscal year pursuant to 21 California Code of Regulations Section 6644; and

WHEREAS, all area apportionments of TDA funds for the 2023-24 fiscal year are shown in Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length; and

WHEREAS, MTC has prepared a proposed distribution of operating/capital assistance funds, including TDA, State Transit Assistance (STA) pursuant to Public Utilities Code § 99310 *et seq.*, State of Good Repair (SGR) Program pursuant to Public Utilities Code § 99312.1, Low Carbon Transit Operations Program (LCTOP) pursuant to Health and Safety Code § 39719(b)(1)(B), the twenty-five percent (25%) of the one-half cent transaction and use tax collected pursuant to PUC Section 29142.2 (AB 1107), and estimates of certain toll bridge revenues (SHC §§ 30910 *et seq.*), in order to provide financial information to all prospective claimants to assist them in developing budgets in a timely manner; and

WHEREAS, the proposed distribution of such operating assistance funds is also shown in Attachment A; now, therefore, be it

RESOLVED, that MTC approves the area apportionments of TDA funds, and the proposed distribution of operating assistance funds for the 2023-24 fiscal year as shown in Attachment A, subject to the conditions noted therein; and, be it further

RESOLVED, that MTC intends to allocate operating assistance funds for the 2023-24 fiscal year, based on the area apportionments of TDA funds, the proposed distribution of operating assistance funds and upon the receipt of appropriate claims from eligible claimants; and, be it further

RESOLVED, that Attachment A may be revised by the MTC Executive Director or his/her designee to reflect funds returned to the Local Transportation Fund and expired capital allocations or by approval of the MTC Programming and Allocations Committee, except that any significant changes shall be submitted to the full Commission for approval.

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 February 22, 2023.

# MTC Resolution No. 4556

## FY 2023-24 MTC Fund Estimate

MTC Programming and Allocations Committee

February 8, 2023



# Fund Estimate Background

- State law requires MTC to complete a Fund Estimate by March 1<sup>st</sup> annually
- Assists transit operators in budgeting
- Approx. 40% of Bay Area transit operating revenues are based on sales taxes
- As expected, caution is warranted in budgeting for FY 2023-24 given uncertainties around the ongoing impacts of COVID-19 on public transit
- **FY 2023-24 Fund Estimate identifies for distribution ~\$1 billion, mostly for transit operations**





# Fund Estimate Overview

	Program	Description	FY 2021-22 Actuals	FY 2022-23 Revised Estimates	FY 2023-24 Estimates
Sales Taxes and Tolls	Transportation Development Act (TDA) ¼ ¢ Sales Tax	¼ ¢ sales tax in each county	\$481M	\$508M	\$519M
	AB 1107 ½ ¢ Sales Tax	MTC administers 25% of the revenue from the ½ ¢ sales tax in the three BART district counties	\$104M	\$104M	\$104M
	Bridge Tolls	MTC 2% Toll Revenues and 5% State General Fund Revenues	\$5M	\$5M	\$5M
STA Formula	State Transit Assistance (STA)	Sales tax on diesel fuel in CA	\$260M	\$350M	\$388M*
	State of Good Repair (SGR) Program	Transportation Improvement Fee (vehicle registration fee)	\$43M	\$44M	\$52M
	Low Carbon Transit Operations Program (LCTOP)	5% of Cap-and-Trade auction revenues	\$70M	\$47M	\$43M

Note: Estimated revenue amounts are rounded to nearest million.

\* There are inconsistencies with the underlying distribution factors. Staff is working to reconcile these issues.

# TDA Sales Tax Forecast FY 2023-24

- Estimates for each county prepared by individual county Auditor/Controllers
- FY23 (Current Year) estimates revised to **\$508M**
  - Up 5% from original \$484M FY23 estimate
  - Up 6% from FY22 Actuals (\$481M)
- FY24 estimates projected to be 2.1% higher at **\$519M**
  - Contra Costa, Napa, and San Mateo projecting ~5% growth over FY22 revised estimates
- Does not account for possible impacts due to eBay sales tax adjustment in Santa Clara



# STA Formula Programs

## FY 2023-24

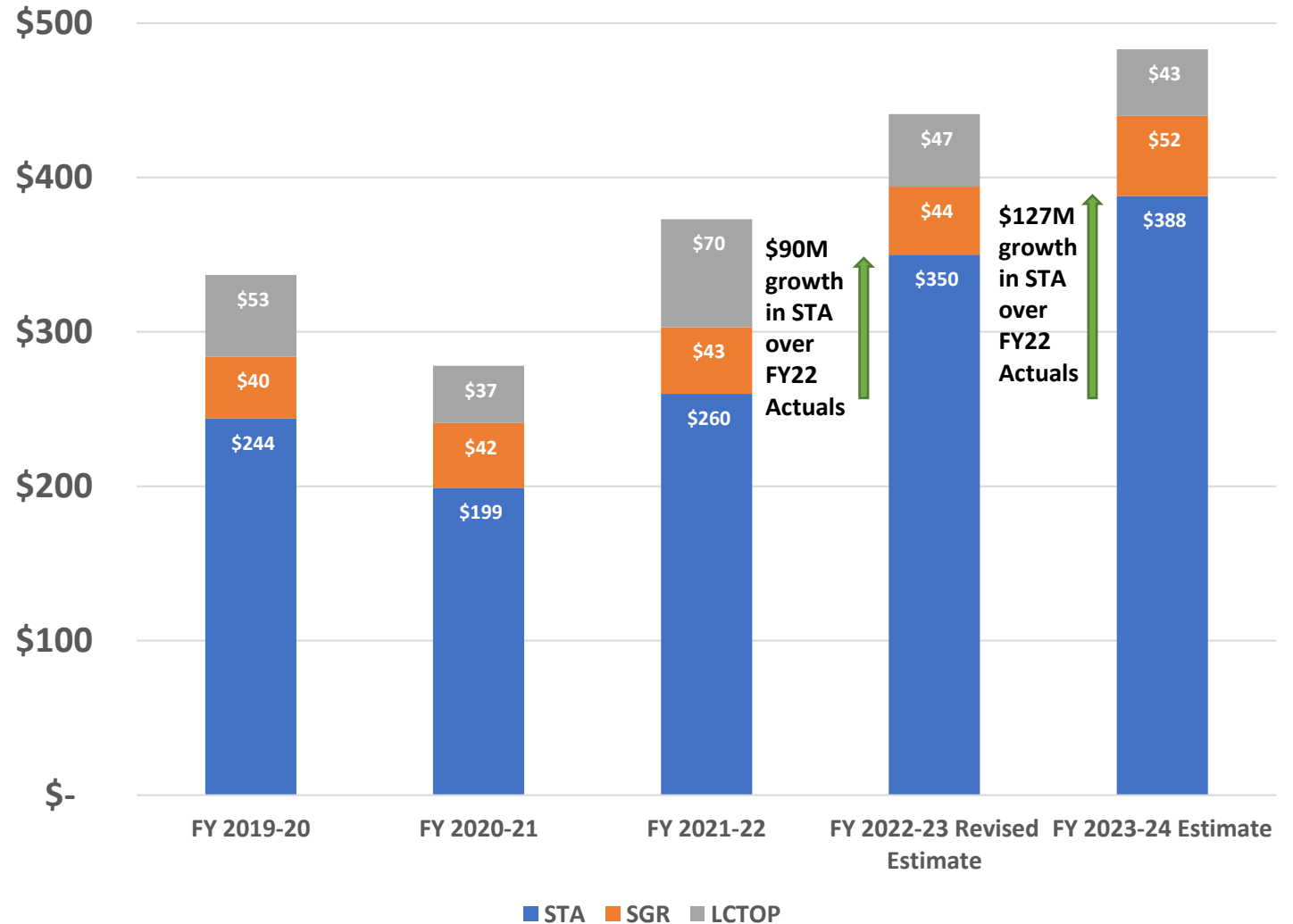
State Transit Assistance (STA) formula splits statewide revenue 50/50 between a Revenue-Based program and a Population-Based program

STA revenues are derived from a sales tax on diesel fuel. Increases in diesel prices in recent years have contributed to substantial increases in STA revenues compared to FY22

Revenue-Based funds flow to transit operators via MTC based on their qualifying local revenue

Population-Based funds flow to the Bay Area based on our ~19% share of the state's population and are programmed by MTC

**FY 2023-24 forecast of \$483 million for the Bay Area** in STA, State of Good Repair (SGR) Program and Low Carbon Transit Operations Program (LCTOP) revenue



# Issues Related to TDA/STA Programs

## State Transit Assistance

- The STA Revenue-Based program uses distribution factors based on an operator's qualifying revenue
- Qualifying revenues have been frozen for several years to mitigate impacts due to the COVID-19 pandemic
- The freeze has been lifted for FY 2023-24, which is based on actual qualifying revenues from FY 2021-22
- Qualifying revenues for SFMTA are significantly different than expected, resulting in substantially lower estimates for SFMTA
- Staff is working with the State Controller's Office (SCO) and SFMTA to investigate and resolve the issue

## Feeder Bus Agreement

- A 1997 agreement establishes a funding mechanism for BART to support four East Bay bus operators using BART's STA Revenue-Based and TDA sales tax funds
- BART has expressed a desire to amend and restructure the agreement
- Discussions are on-going between all impact parties to reconcile issues and identify a new approach

# AB 1107 Sales Tax Forecast

## FY 2023-24

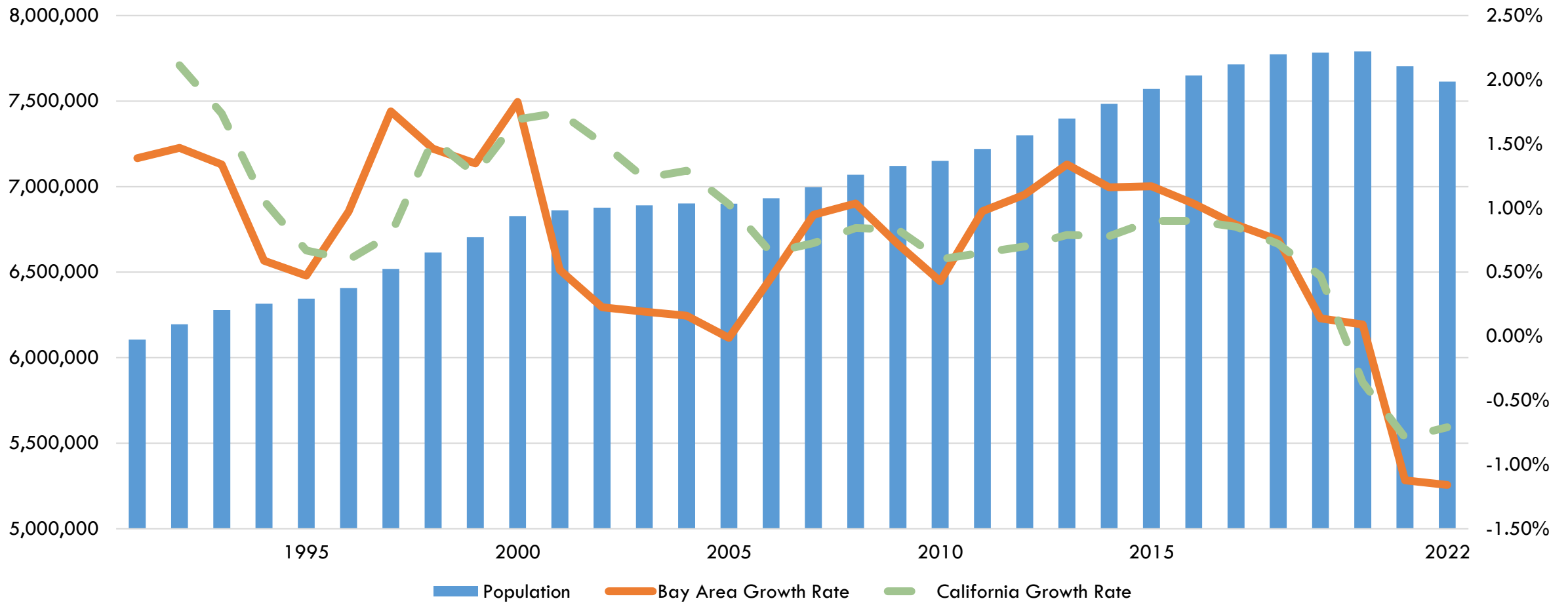
- 25% of total revenue from BART's sales tax in Alameda, Contra Costa, and San Francisco counties
- MTC estimates revenue and establishes funding policy
- Only AC Transit, BART, and SFMTA eligible to receive AB 1107 funds per state statute
- Historically, Commission policy is to distribute 50% of funds to AC Transit and 50% to SFMTA
- **FY 2023-24 forecast of \$104 million is in line with projected growth in TDA sales tax in Alameda, Contra Costa and San Francisco**

***FY 2022-23 forecast is revised upwards to \$104 million from \$100 million***



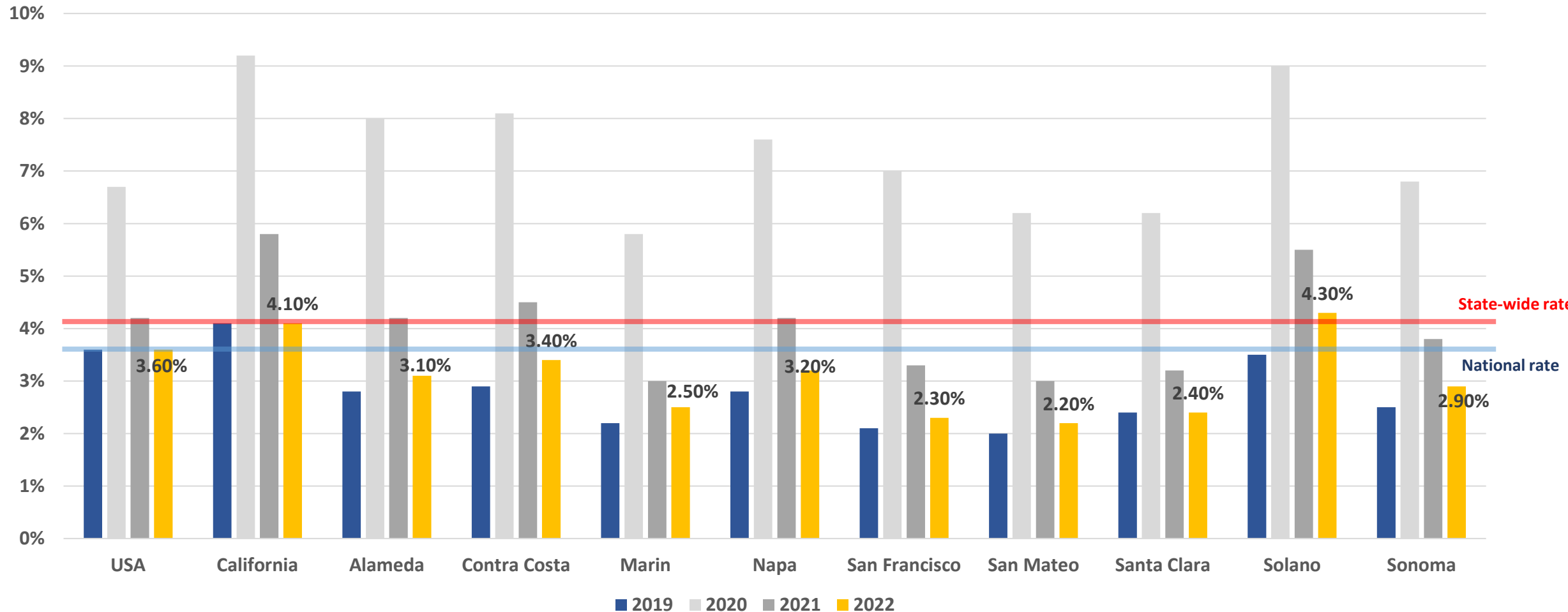
# Bay Area Population

- Bay Area Population has declined, now equal to 2015 levels
- The regional population is shrinking faster than the state population.



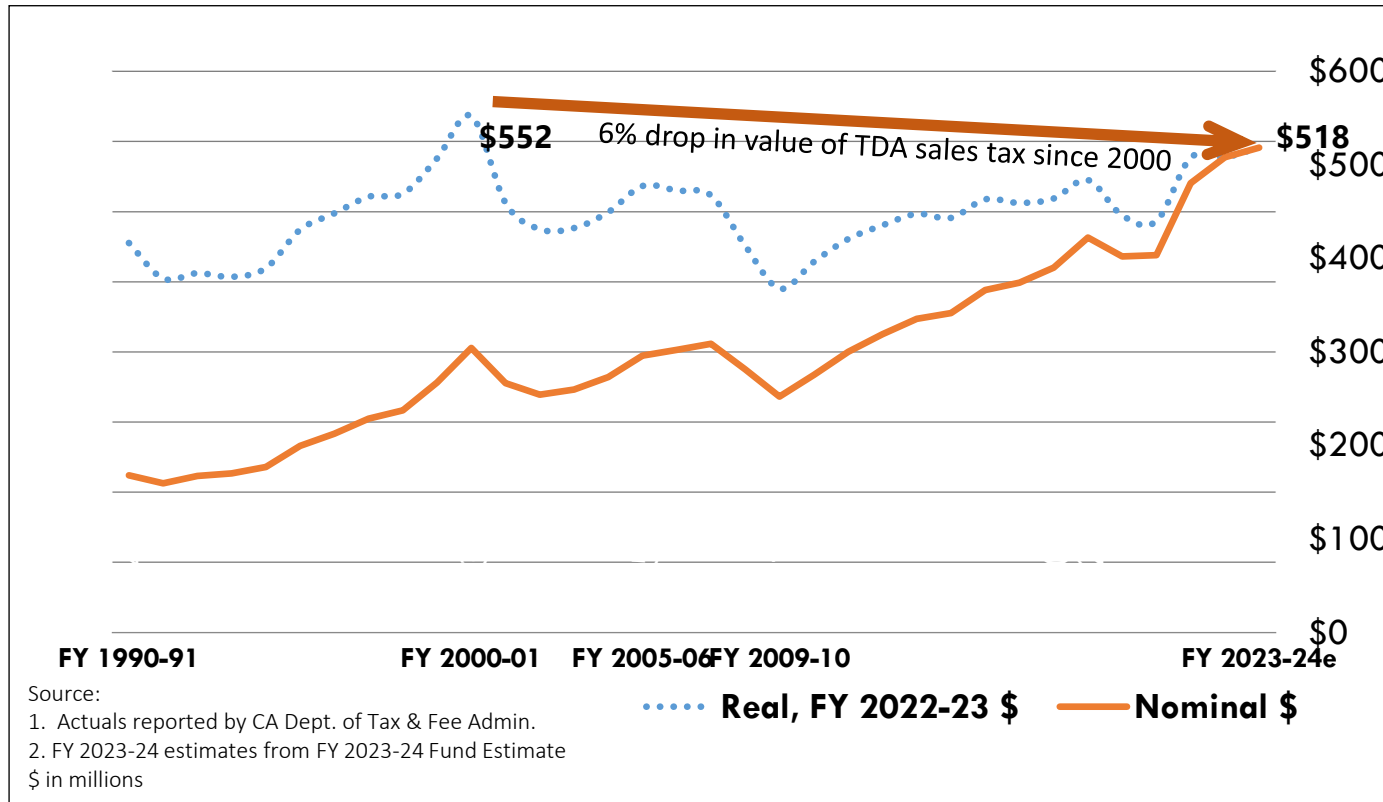
# Bay Area Unemployment Rate

- Unemployment rates have improved significantly, returning to or near pre-pandemic levels



Source: US Bureau of Labor Statistics, Local Area Unemployment Statistics  
Graph reflects November unemployment rates of each year

# Real Sales Tax Revenue: 6% drop since 2000



- Despite near continuous increases in sales tax revenues in nominal terms, revenues have not kept up with inflation
- Since 2000, real sales tax revenues have declined 6%



# Staff Recommendation

**Staff recommendation is to forward to the Commission for approval:**

MTC Resolution No. 4556 (FY 2023-24 MTC Fund Estimate)

