

**Metropolitan Transportation Commission
Programming and Allocations Committee**

February 9, 2022

Agenda Item 3b - 22-0063

MTC Resolutions Nos. 4321, Revised and 4504. FY 2022-23 Fund Estimate and American Rescue Plan Funding Exchange to support implementation of the Blue Ribbon Transit Transformation Action Plan

Subject:

Annual Fund Estimate and proposed apportionment and distribution of \$967 million 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 2022-23. The Fund Estimate will also implement the exchange of STA and American Rescue Plan (ARP) funds endorsed by the Commission in October 2021 for the purpose of supporting Blue Ribbon Transit Transformation Action Plan initiatives.

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 2022-23. The fund estimate prepared by MTC also includes a number of other fund sources which MTC allocates to transit operators, primarily for operations.

Economic Overview

The Bay Area economy, like local economies worldwide, has been significantly impacted by the COVID-19 pandemic. Unemployment rates remain above pre-pandemic levels across all nine counties but have improved since the onset of the pandemic. Taxable sales, which declined in FY 2020-21 relative to original projections, have improved in FY 2021-22. Significant uncertainty remains about possible shifts in population, work from home policies, and commute patterns – all of which could impact revenues. 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 12% in the current year of FY 2021-22 to \$470 million, with a subsequent increase of 2.9% in FY 2022-23 to \$483 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 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.

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 2021-22 estimate upwards to \$98 million and to forecast FY 2022-23 revenues of \$100 million (16% increase from actual FY 2020-21 revenues of \$86 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 2022-23 State Budget estimates \$735 million in STA funds statewide in FY 2022-23. Based on this estimate, the Bay Area would receive approximately \$268 million (\$197 million in Revenue-Based and \$72 million in Population-Based) in FY 2022-23 STA funds. 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 \$44 million to the Bay Area in FY 2022-23 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 2022-23 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 2022-23, the region is projected to receive \$66 million from the program based on an estimate from Governor Newsom's proposed FY 2022-23 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).

American Rescue Plan Funding Exchange

In the July 2021 the MTC Commission set aside \$85 million of American Rescue Plan (ARP) funds for Blue Ribbon Transit Transformation Action Plan activities. In October 2021, these funds were instead allocated directly to operators through MTC Resolution 4481 to preserve operator eligibility to compete for Federal Transit Administration Additional Assistance Funds. The resolution directed staff to identify fund sources for a funding exchange. The FY 2022-23 Fund Estimate implements part of this fund exchange with STA Population-Based and STA Revenue-Based funds. MTC Resolution 4321 is proposed to be amended to suspend the STA County Block Grant program for one year only, FY 2022-23. The 70% of STA Population-Based funds that would typically be allocated through the STA County Block Grant program will

instead be programmed directly to operators (as noted on page 13 of Attachment A to Resolution 4504), with the first dollars applied to satisfy the ARP funding exchange obligations. Each county share is not adversely affected by the funding exchange. STA Revenue-Based funds will be programmed to operators as usual, and funding agreements will facilitate additional exchange obligations. Attachment 2 details the ARP Exchange amounts by operator.

Issues:

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 changes to 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. Although payment for feeder service was assumed in the calculation of financial need through FY 2022-23 that informed the distribution of federal COVID relief funding, MTC recognizes the need to update the feeder service agreements that govern these payments. Discussions are on-going between MTC and the relevant agencies on this matter. To ensure a timely re-set of the feeder service agreements, MTC will only allocate up to 50% of the feeder bus payments programmed for FY 2022-23 until such time that the agreements are updated, or at a minimum, satisfactory progress has been made toward that goal. An update on progress will be provided this summer at the time of the next Fund Estimate revision.

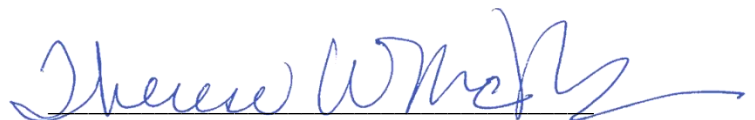
Recommendations:

Refer MTC Resolutions Nos. 4321, Revised and 4504 to the Commission for approval.

Attachments:

Attachment 1: Presentation slides

Attachment 2: ARP-STA Exchange Details



Therese W. McMillan

Date: February 23, 2022
W.I.: 1511
Referred by: PAC

ABSTRACT

MTC Resolution No. 4504

This resolution approves the FY 2022-23 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 Sheet dated February 9, 2022.

Date: February 23, 2022
W.I.: 1511
Referred by: PAC

RE: Determination of Transportation Development Act (TDA) Area Apportionments and Proposed Distribution of Operating Funds for FY 2022-23

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4504

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 2021-22 and FY 2022-23 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 2022-23 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 2022-23 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 2022-23 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 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

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 23, 2022.

**FY 2022-23 FUND ESTIMATE
REGIONAL SUMMARY**

Attachment A
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TDA REGIONAL SUMMARY TABLE

<i>Column</i>	<i>A</i>	<i>B</i>	<i>C</i>	<i>D</i>	<i>E</i>	<i>F</i>	<i>G</i>	<i>H=Sum(A:G)</i>
	6/30/2021	FY2020-22	FY2021-22	FY2021-22	FY2021-22	FY2022-23	FY2022-23	FY2022-23
Apportionment Jurisdictions	Balance ¹	Outstanding Commitments, Refunds, & Interest ²	Original Estimate	Revenue Adjustment	Revised Admin. & Planning Charge	Revenue Estimate	Admin. & Planning Charge	Available for Allocation
Alameda	24,803,191	(79,710,755)	84,846,744	15,920,543	(4,030,691)	101,774,961	(4,070,999)	139,532,994
Contra Costa	34,461,353	(59,471,021)	45,908,428	9,354,916	(2,210,534)	58,468,618	(2,338,745)	84,173,015
Marin	2,923,423	(14,454,328)	12,017,498	4,103,338	(644,833)	16,523,000	(660,920)	19,807,177
Napa	7,734,546	(12,572,975)	8,979,207	1,123,374	(404,103)	10,405,658	(416,226)	14,849,482
San Francisco	1,487,917	(43,506,561)	44,562,500	(840,000)	(1,748,900)	45,952,500	(1,838,101)	44,069,354
San Mateo	4,496,469	(39,097,488)	42,857,457	9,258,515	(2,084,639)	52,172,265	(2,086,890)	65,515,689
Santa Clara	7,630,267	(130,143,494)	130,850,000	5,042,343	(5,435,694)	140,649,000	(5,625,960)	142,966,462
Solano	37,790,606	(16,198,611)	22,483,483	3,043,926	(1,021,096)	25,527,409	(1,021,096)	70,604,620
Sonoma	23,582,197	(28,476,418)	26,600,000	3,900,000	(1,220,000)	32,025,000	(1,281,000)	55,129,780
TOTAL	\$144,909,969	(\$423,631,651)	\$419,105,317	\$50,906,955	(\$18,800,490)	\$483,498,410	(\$19,339,937)	\$636,648,572

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

<i>Column</i>	<i>A</i>	<i>B</i>	<i>C</i>	<i>D</i>	<i>E=Sum(A:D)</i>
	6/30/2021		FY2020-22	FY2021-22	FY2022-23
Fund Source	Balance (w/ interest) ¹		Outstanding Commitments ²	Revenue Estimate	Revenue Estimate
State Transit Assistance					
Revenue-Based	31,040,545		(133,857,886)	179,286,505	196,846,972
Population-Based	69,456,022		(61,086,399)	65,303,438	71,699,675
SUBTOTAL	100,496,567		(194,944,285)	244,589,943	268,546,647
AB1107 - BART District Tax (25% Share)	0		(98,000,000)	98,000,000	100,000,000
Bridge Toll Total					
MTC 2% Toll Revenue	8,458,867		(4,137,805)	1,700,000	1,450,000
5% State General Fund Revenue	18,039,971		(281,706)	3,408,427	3,729,880
SUBTOTAL	26,498,838		(4,419,511)	5,108,427	5,179,880
Low Carbon Transit Operations Program	0		0	59,629,152	66,605,301
State of Good Repair Program					
Revenue-Based	4		(31,477,988)	31,477,988	32,422,154
Population-Based	18,692,026		(30,100,865)	11,465,566	11,809,467
SUBTOTAL	18,692,030		(61,578,853)	42,943,554	44,231,622
TOTAL	\$145,687,435		(\$358,942,649)	\$450,271,076	\$484,563,450

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

1. Balance as of 6/30/21 is from the MTC FY2020-22 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 6/30/21, and FY2021-22 allocations as of 1/31/22.

**FY 2022-23 FUND ESTIMATE
TRANSPORTATION DEVELOPMENT ACT FUNDS
ALAMEDA COUNTY**

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FY2021-22 TDA Revenue Estimate					FY2022-23 TDA Revenue Estimate					
FY2021-22 Generation Estimate Adjustment					FY2022-23 County Auditor's Generation Estimate					
1. Original County Auditor Estimate (Feb, 21)	84,846,744				13. County Auditor Estimate				101,774,961	
2. Revised Revenue (Feb, 21)	100,767,287				FY2022-23 Planning and Administration Charges					
3. Revenue Adjustment (Lines 2-1)		15,920,543			14. MTC Administration (0.5% of Line 13)		508,875			
FY2021-22 Planning and Administration Charges Adjustment					15. County Administration (0.5% of Line 13)		508,875			
4. MTC Administration (0.5% of Line 3)	79,603				16. MTC Planning (3.0% of Line 13)		3,053,249			
5. County Administration (Up to 0.5% of Line 3) ⁴	79,603				17. Total Charges (Lines 14+15+16)				4,070,999	
6. MTC Planning (3.0% of Line 3)	477,616				18. TDA Generations Less Charges (Lines 13-17)				97,703,962	
7. Total Charges (Lines 4+5+6)		636,822			FY2022-23 TDA Apportionment By Article					
8. Adjusted Generations Less Charges (Lines 3-7)		15,283,721			19. Article 3.0 (2.0% of Line 18)		1,954,079			
FY2021-22 TDA Adjustment By Article					20. Funds Remaining (Lines 18-19)				95,749,883	
9. Article 3 Adjustment (2.0% of line 8)	305,674				21. Article 4.5 (5.0% of Line 20)		4,787,494			
10. Funds Remaining (Lines 8-9)		14,978,047			22. TDA Article 4 (Lines 20-21)				90,962,389	
11. Article 4.5 Adjustment (5.0% of Line 10)	748,902									
12. Article 4 Adjustment (Lines 10-11)		14,229,145								
TDA APPORTIONMENT BY JURISDICTION										
Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2021	FY2020-21	6/30/2021	FY2020-22	FY2021-22	FY2021-22	FY2021-22	6/30/2022	FY2022-23	FY2022-23
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) ¹	Outstanding Commitments ²	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	5,213,118	59,236	5,272,354	(5,416,736)	0	1,629,057	305,674	1,790,349	1,954,079	3,744,428
Article 4.5	805,262	4,519	809,781	(4,584,534)	0	3,991,191	748,902	965,340	4,787,494	5,752,834
SUBTOTAL	6,018,380	63,755	6,082,135	(10,001,270)	0	5,620,248	1,054,576	2,755,689	6,741,573	9,497,262
Article 4										
AC Transit										
District 1	581,923	27,769	609,692	(48,597,106)	0	48,597,106	9,118,704	9,728,397	58,247,727	67,976,124
District 2	154,384	7,370	161,754	(12,980,480)	0	12,980,480	2,435,642	2,597,396	15,683,052	18,280,448
BART ³	16,560	65	16,625	(104,953)	0	89,475	16,789	17,937	97,096	115,033
LAVTA	7,763,948	104,123	7,868,071	(18,458,315)	10,711,602	10,823,468	2,030,903	12,975,729	12,938,264	25,913,993
Union City	10,267,996	117,077	10,385,073	(619,234)	18,842	3,342,096	627,107	13,753,884	3,996,250	17,750,134
SUBTOTAL	18,784,811	256,404	19,041,215	(80,760,088)	10,730,444	75,832,626	14,229,145	39,073,343	90,962,389	130,035,732
GRAND TOTAL	\$24,803,191	\$320,160	\$25,123,350	(\$90,761,358)	\$10,730,444	\$81,452,874	\$15,283,721	\$41,829,032	\$97,703,962	\$139,532,994

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 2022-23 FUND ESTIMATE
TRANSPORTATION DEVELOPMENT ACT FUNDS
CONTRA COSTA COUNTY**

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FY2021-22 TDA Revenue Estimate					FY2022-23 TDA Revenue Estimate					
FY2021-22 Generation Estimate Adjustment					FY2022-23 County Auditor's Generation Estimate					
1. Original County Auditor Estimate (Feb, 21)	45,908,428				13. County Auditor Estimate				58,468,618	
2. Revised Revenue (Feb, 21)	55,263,344				FY2022-23 Planning and Administration Charges					
3. Revenue Adjustment (Lines 2-1)			9,354,916		14. MTC Administration (0.5% of Line 13)		292,343			
FY2021-22 Planning and Administration Charges Adjustment					15. County Administration (0.5% of Line 13)		292,343			
4. MTC Administration (0.5% of Line 3)	46,775				16. MTC Planning (3.0% of Line 13)		1,754,059			
5. County Administration (Up to 0.5% of Line 3) ⁴	46,775				17. Total Charges (Lines 14+15+16)				2,338,745	
6. MTC Planning (3.0% of Line 3)	280,647				18. TDA Generations Less Charges (Lines 13-17)				56,129,873	
7. Total Charges (Lines 4+5+6)			374,197		FY2022-23 TDA Apportionment By Article					
8. Adjusted Generations Less Charges (Lines 3-7)			8,980,719		19. Article 3.0 (2.0% of Line 18)		1,122,597			
FY2021-22 TDA Adjustment By Article					20. Funds Remaining (Lines 18-19)				55,007,276	
9. Article 3 Adjustment (2.0% of line 8)	179,614				21. Article 4.5 (5.0% of Line 20)		2,750,364			
10. Funds Remaining (Lines 8-9)			8,801,105		22. TDA Article 4 (Lines 20-21)				52,256,912	
11. Article 4.5 Adjustment (5.0% of Line 10)	440,055									
12. Article 4 Adjustment (Lines 10-11)			8,361,050							
TDA APPORTIONMENT BY JURISDICTION										
Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2021	FY2020-21	6/30/2021	FY2020-22	FY2021-22	FY2021-22	FY2021-22	6/30/2022	FY2022-23	FY2022-23
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) ¹	Outstanding Commitments ²	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	1,768,996	13,503	1,782,498	(2,465,818)	0	881,442	179,614	377,736	1,122,597	1,500,333
Article 4.5	798,516	1,587	800,103	(2,912,016)	0	2,159,532	440,055	487,674	2,750,364	3,238,038
SUBTOTAL	2,567,512	15,090	2,582,602	(5,377,834)	0	3,040,974	619,669	865,410	3,872,961	4,738,371
Article 4										
AC Transit										
District 1	351,997	3,145	355,142	(7,072,554)	0	7,072,554	1,441,198	1,796,340	8,977,874	10,774,214
BART ³	89,490	620	90,110	(362,361)	0	287,090	58,501	73,340	217,708	291,048
CCCTA	21,467,243	66,542	21,533,786	(27,307,465)	0	19,194,326	3,911,293	17,331,940	24,521,140	41,853,080
ECCTA	5,785,308	31,557	5,816,865	(16,505,094)	0	12,032,800	2,451,964	3,796,535	15,435,040	19,231,575
WCCTA	4,199,803	25,968	4,225,771	(3,953,995)	965,360	2,444,348	498,093	4,179,577	3,105,151	7,284,728
SUBTOTAL	31,893,842	127,832	32,021,673	(55,201,468)	965,360	41,031,117	8,361,050	27,177,732	52,256,912	79,434,644
GRAND TOTAL	\$34,461,353	\$142,921	\$34,604,275	(\$60,579,303)	\$965,360	\$44,072,091	\$8,980,719	\$28,043,142	\$56,129,873	\$84,173,015

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 2022-23 FUND ESTIMATE
TRANSPORTATION DEVELOPMENT ACT FUNDS
MARIN COUNTY**

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FY2021-22 TDA Revenue Estimate					FY2022-23 TDA Revenue Estimate					
FY2021-22 Generation Estimate Adjustment					FY2022-23 County Auditor's Generation Estimate					
1. Original County Auditor Estimate (Feb, 21)	12,017,498				13. County Auditor Estimate				16,523,000	
2. Revised Revenue (Feb, 21)	16,120,836				FY2022-23 Planning and Administration Charges					
3. Revenue Adjustment (Lines 2-1)		4,103,338			14. MTC Administration (0.5% of Line 13)		82,615			
FY2021-22 Planning and Administration Charges Adjustment					15. County Administration (0.5% of Line 13)		82,615			
4. MTC Administration (0.5% of Line 3)	20,517				16. MTC Planning (3.0% of Line 13)		495,690			
5. County Administration (Up to 0.5% of Line 3) ⁴	20,517				17. Total Charges (Lines 14+15+16)				660,920	
6. MTC Planning (3.0% of Line 3)	123,100				18. TDA Generations Less Charges (Lines 13-17)				15,862,080	
7. Total Charges (Lines 4+5+6)		164,134			FY2022-23 TDA Apportionment By Article					
8. Adjusted Generations Less Charges (Lines 3-7)		3,939,204			19. Article 3.0 (2.0% of Line 18)		317,242			
FY2021-22 TDA Adjustment By Article					20. Funds Remaining (Lines 18-19)				15,544,838	
9. Article 3 Adjustment (2.0% of line 8)	78,784				21. Article 4.5 (5.0% of Line 20)		0			
10. Funds Remaining (Lines 8-9)		3,860,420			22. TDA Article 4 (Lines 20-21)				15,544,838	
11. Article 4.5 Adjustment (5.0% of Line 10)	0									
12. Article 4 Adjustment (Lines 10-11)		3,860,420								
TDA APPORTIONMENT BY JURISDICTION										
Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2021	FY2020-21	6/30/2021	FY2020-22	FY2021-22	FY2021-22	FY2021-22	6/30/2022	FY2022-23	FY2022-23
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) ¹	Outstanding Commitments ²	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	247,994	(8,755)	239,239	(478,731)	0	230,736	78,784	70,028	317,242	387,270
Article 4.5										
SUBTOTAL	247,994	(8,755)	239,239	(478,731)	0	230,736	78,784	70,028	317,242	387,270
Article 4/8										
GGBHTD	985,374	7,799	993,173	(7,416,263)	0	6,430,889	2,195,807	2,203,606	5,804,443	8,008,049
Marin Transit	1,690,054	6,849	1,696,904	(6,565,228)	0	4,875,174	1,664,613	1,671,463	9,740,395	11,411,858
SUBTOTAL	2,675,428	14,649	2,690,077	(13,981,491)	0	11,306,063	3,860,420	3,875,069	15,544,838	19,419,907
GRAND TOTAL	\$2,923,423	\$5,894	\$2,929,316	(\$14,460,222)	\$0	\$11,536,799	\$3,939,204	\$3,945,097	\$15,862,080	\$19,807,177

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 2022-23 FUND ESTIMATE
TRANSPORTATION DEVELOPMENT ACT FUNDS
NAPA COUNTY**

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FY2021-22 TDA Revenue Estimate					FY2022-23 TDA Revenue Estimate					
FY2021-22 Generation Estimate Adjustment					FY2022-23 County Auditor's Generation Estimate					
1. Original County Auditor Estimate (Feb, 21)	8,979,207				13. County Auditor Estimate				10,405,658	
2. Revised Revenue (Feb, 21)	10,102,581				FY2022-23 Planning and Administration Charges					
3. Revenue Adjustment (Lines 2-1)			1,123,374		14. MTC Administration (0.5% of Line 13)			52,028		
FY2021-22 Planning and Administration Charges Adjustment					15. County Administration (0.5% of Line 13)			52,028		
4. MTC Administration (0.5% of Line 3)	5,617				16. MTC Planning (3.0% of Line 13)			312,170		
5. County Administration (Up to 0.5% of Line 3) ⁴	5,617				17. Total Charges (Lines 14+15+16)			416,226		
6. MTC Planning (3.0% of Line 3)	33,701				18. TDA Generations Less Charges (Lines 13-17)			9,989,432		
7. Total Charges (Lines 4+5+6)			44,935		FY2022-23 TDA Apportionment By Article					
8. Adjusted Generations Less Charges (Lines 3-7)			1,078,439		19. Article 3.0 (2.0% of Line 18)			199,789		
FY2021-22 TDA Adjustment By Article					20. Funds Remaining (Lines 18-19)			9,789,643		
9. Article 3 Adjustment (2.0% of line 8)	21,569				21. Article 4.5 (5.0% of Line 20)			489,482		
10. Funds Remaining (Lines 8-9)			1,056,870		22. TDA Article 4 (Lines 20-21)			9,300,161		
11. Article 4.5 Adjustment (5.0% of Line 10)	52,844									
12. Article 4 Adjustment (Lines 10-11)			1,004,026							
TDA APPORTIONMENT BY JURISDICTION										
Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2021	FY2020-21	6/30/2021	FY2020-22	FY2021-22	FY2021-22	FY2021-22	6/30/2022	FY2022-23	FY2022-23
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) ¹	Outstanding Commitments ²	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	225,982	3,028	229,011	(398,382)	0	172,401	21,569	24,599	199,789	224,388
Article 4.5	62,969	439	63,409	(300,000)	0	422,382	52,844	238,635	489,482	728,117
SUBTOTAL	288,952	3,468	292,419	(698,382)	0	594,783	74,413	263,234	689,271	952,505
Article 4/8										
NVTA ³	7,445,594	53,860	7,499,455	(11,931,921)	0	8,025,256	1,004,026	4,596,816	9,300,161	13,896,977
SUBTOTAL	7,445,594	53,860	7,499,455	(11,931,921)	0	8,025,256	1,004,026	4,596,816	9,300,161	13,896,977
GRAND TOTAL	\$7,734,546	\$57,328	\$7,791,874	(\$12,630,303)	\$0	\$8,620,039	\$1,078,439	\$4,860,050	\$9,989,432	\$14,849,482

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 2022-23 FUND ESTIMATE
TRANSPORTATION DEVELOPMENT ACT FUNDS
SAN FRANCISCO COUNTY**

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FY2021-22 TDA Revenue Estimate					FY2022-23 TDA Revenue Estimate					
FY2021-22 Generation Estimate Adjustment					FY2022-23 County Auditor's Generation Estimate					
1. Original County Auditor Estimate (Feb, 21)	44,562,500				13. County Auditor Estimate				45,952,500	
2. Revised Revenue (Feb, 21)	43,722,500				FY2022-23 Planning and Administration Charges					
3. Revenue Adjustment (Lines 2-1)			(840,000)		14. MTC Administration (0.5% of Line 13)		229,763			
FY2021-22 Planning and Administration Charges Adjustment					15. County Administration (0.5% of Line 13)		229,763			
4. MTC Administration (0.5% of Line 3)	(4,200)				16. MTC Planning (3.0% of Line 13)		1,378,575			
5. County Administration (Up to 0.5% of Line 3) ⁴	(4,200)				17. Total Charges (Lines 14+15+16)				1,838,101	
6. MTC Planning (3.0% of Line 3)	(25,200)				18. TDA Generations Less Charges (Lines 13-17)				44,114,399	
7. Total Charges (Lines 4+5+6)			(33,600)		FY2022-23 TDA Apportionment By Article					
8. Adjusted Generations Less Charges (Lines 3-7)			(806,400)		19. Article 3.0 (2.0% of Line 18)		882,288			
FY2021-22 TDA Adjustment By Article					20. Funds Remaining (Lines 18-19)				43,232,111	
9. Article 3 Adjustment (2.0% of line 8)	(16,128)				21. Article 4.5 (5.0% of Line 20)		2,161,606			
10. Funds Remaining (Lines 8-9)			(790,272)		22. TDA Article 4 (Lines 20-21)				41,070,505	
11. Article 4.5 Adjustment (5.0% of Line 10)	(39,514)									
12. Article 4 Adjustment (Lines 10-11)			(750,758)							
TDA APPORTIONMENT BY JURISDICTION										
Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2021	FY2020-21	6/30/2021	FY2020-22	FY2021-22	FY2021-22	FY2021-22	6/30/2022	FY2022-23	FY2022-23
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) ¹	Outstanding Commitments ²	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	1,494,496	27,326	1,521,822	(1,621,504)	0	855,600	(16,128)	739,790	882,288	1,622,078
Article 4.5	0	0	0	0	0	2,096,220	(39,514)	2,056,706	2,161,606	4,218,312
SUBTOTAL	1,494,496	27,326	1,521,822	(1,621,504)	0	2,951,820	(55,642)	2,796,496	3,043,894	5,840,390
Article 4										
SFMTA	(6,579)	12,016	5,437	(41,924,399)	0	39,828,179	(750,758)	(2,841,541)	41,070,505	38,228,964
SUBTOTAL	(6,579)	12,016	5,437	(41,924,399)	0	39,828,179	(750,758)	(2,841,541)	41,070,505	38,228,964
GRAND TOTAL	\$1,487,917	\$39,342	\$1,527,259	(\$43,545,903)	\$0	\$42,779,999	(\$806,400)	(\$45,045)	\$44,114,399	\$44,069,354

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 2022-23 FUND ESTIMATE
TRANSPORTATION DEVELOPMENT ACT FUNDS
SAN MATEO COUNTY**

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FY2021-22 TDA Revenue Estimate					FY2022-23 TDA Revenue Estimate					
FY2021-22 Generation Estimate Adjustment					FY2022-23 County Auditor's Generation Estimate					
1. Original County Auditor Estimate (Feb, 21)	42,857,457				13. County Auditor Estimate				52,172,265	
2. Revised Revenue (Feb, 21)	52,115,972				FY2022-23 Planning and Administration Charges					
3. Revenue Adjustment (Lines 2-1)		9,258,515			14. MTC Administration (0.5% of Line 13)		260,861			
FY2021-22 Planning and Administration Charges Adjustment					15. County Administration (0.5% of Line 13)		260,861			
4. MTC Administration (0.5% of Line 3)	46,293				16. MTC Planning (3.0% of Line 13)		1,565,168			
5. County Administration (Up to 0.5% of Line 3) ⁴	46,293				17. Total Charges (Lines 14+15+16)				2,086,890	
6. MTC Planning (3.0% of Line 3)	277,755				18. TDA Generations Less Charges (Lines 13-17)				50,085,375	
7. Total Charges (Lines 4+5+6)		370,341			FY2022-23 TDA Apportionment By Article					
8. Adjusted Generations Less Charges (Lines 3-7)		8,888,174			19. Article 3.0 (2.0% of Line 18)		1,001,707			
FY2021-22 TDA Adjustment By Article					20. Funds Remaining (Lines 18-19)				49,083,668	
9. Article 3 Adjustment (2.0% of line 8)	177,763				21. Article 4.5 (5.0% of Line 20)		2,454,183			
10. Funds Remaining (Lines 8-9)		8,710,411			22. TDA Article 4 (Lines 20-21)				46,629,485	
11. Article 4.5 Adjustment (5.0% of Line 10)	435,521									
12. Article 4 Adjustment (Lines 10-11)		8,274,890								
TDA APPORTIONMENT BY JURISDICTION										
Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2021	FY2020-21	6/30/2021	FY2020-22	FY2021-22	FY2021-22	FY2021-22	6/30/2022	FY2022-23	FY2022-23
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) ¹	Outstanding Commitments ²	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	3,821,580	5,921	3,827,501	(2,335,200)	0	822,863	177,763	2,492,927	1,001,707	3,494,634
Article 4.5	33,745	7,443	41,187	(1,845,853)	0	2,016,015	435,521	646,870	2,454,183	3,101,053
SUBTOTAL	3,855,325	13,363	3,868,688	(4,181,053)	0	2,838,878	613,284	3,139,797	3,455,890	6,595,687
Article 4										
SamTrans	641,144	141,406	782,550	(35,071,204)	0	38,304,281	8,274,890	12,290,517	46,629,485	58,920,002
SUBTOTAL	641,144	141,406	782,550	(35,071,204)	0	38,304,281	8,274,890	12,290,517	46,629,485	58,920,002
GRAND TOTAL	\$4,496,469	\$154,769	\$4,651,239	(\$39,252,257)	\$0	\$41,143,159	\$8,888,174	\$15,430,314	\$50,085,375	\$65,515,689

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 2022-23 FUND ESTIMATE
TRANSPORTATION DEVELOPMENT ACT FUNDS
SANTA CLARA COUNTY**

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FY2021-22 TDA Revenue Estimate					FY2022-23 TDA Revenue Estimate					
FY2021-22 Generation Estimate Adjustment					FY2022-23 County Auditor's Generation Estimate					
1. Original County Auditor Estimate (Feb, 21)	130,850,000				13. County Auditor Estimate				140,649,000	
2. Revised Revenue (Feb, 21)	135,892,343				FY2022-23 Planning and Administration Charges					
3. Revenue Adjustment (Lines 2-1)		5,042,343			14. MTC Administration (0.5% of Line 13)		703,245			
FY2021-22 Planning and Administration Charges Adjustment					15. County Administration (0.5% of Line 13)		703,245			
4. MTC Administration (0.5% of Line 3)	25,212				16. MTC Planning (3.0% of Line 13)		4,219,470			
5. County Administration (Up to 0.5% of Line 3) ⁴	25,212				17. Total Charges (Lines 14+15+16)				5,625,960	
6. MTC Planning (3.0% of Line 3)	151,270				18. TDA Generations Less Charges (Lines 13-17)				135,023,040	
7. Total Charges (Lines 4+5+6)		201,694			FY2022-23 TDA Apportionment By Article					
8. Adjusted Generations Less Charges (Lines 3-7)		4,840,649			19. Article 3.0 (2.0% of Line 18)		2,700,461			
FY2021-22 TDA Adjustment By Article					20. Funds Remaining (Lines 18-19)				132,322,579	
9. Article 3 Adjustment (2.0% of line 8)	96,813				21. Article 4.5 (5.0% of Line 20)		6,616,129			
10. Funds Remaining (Lines 8-9)		4,743,836			22. TDA Article 4 (Lines 20-21)				125,706,450	
11. Article 4.5 Adjustment (5.0% of Line 10)	237,192									
12. Article 4 Adjustment (Lines 10-11)		4,506,644								
TDA APPORTIONMENT BY JURISDICTION										
Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2021	FY2020-21	6/30/2021	FY2020-22	FY2021-22	FY2021-22	FY2021-22	6/30/2022	FY2022-23	FY2022-23
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) ¹	Outstanding Commitments ²	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	6,698,078	127,681	6,825,759	(6,779,023)		2,512,320	96,813	2,655,869	2,700,461	5,356,330
Article 4.5	46,612	2,098	48,710	(6,176,706)	0	6,155,184	237,192	264,380	6,616,129	6,880,509
SUBTOTAL	6,744,690	129,779	6,874,469	(12,955,729)	0	8,667,504	334,005	2,920,249	9,316,590	12,236,839
Article 4										
VTA	885,577	39,860	925,437	(117,357,404)	0	116,948,496	4,506,644	5,023,173	125,706,450	130,729,623
SUBTOTAL	885,577	39,860	925,437	(117,357,404)	0	116,948,496	4,506,644	5,023,173	125,706,450	130,729,623
GRAND TOTAL	\$7,630,267	\$169,639	\$7,799,906	(\$130,313,133)	\$0	\$125,616,000	\$4,840,649	\$7,943,422	\$135,023,040	\$142,966,462

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 2022-23 FUND ESTIMATE
TRANSPORTATION DEVELOPMENT ACT FUNDS
SOLANO COUNTY**

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FY2021-22 TDA Revenue Estimate			FY2022-23 TDA Revenue Estimate		
FY2021-22 Generation Estimate Adjustment			FY2022-23 County Auditor's Generation Estimate		
1. Original County Auditor Estimate (Feb, 21)	22,483,483		13. County Auditor Estimate		25,527,409
2. Revised Revenue (Feb, 21)	25,527,409		FY2022-23 Planning and Administration Charges		
3. Revenue Adjustment (Lines 2-1)		3,043,926	14. MTC Administration (0.5% of Line 13)	127,637	
FY2021-22 Planning and Administration Charges Adjustment			15. County Administration (0.5% of Line 13)	127,637	
4. MTC Administration (0.5% of Line 3)	15,220		16. MTC Planning (3.0% of Line 13)	765,822	
5. County Administration (Up to 0.5% of Line 3) ⁴	15,220		17. Total Charges (Lines 14+15+16)		1,021,096
6. MTC Planning (3.0% of Line 3)	91,318		18. TDA Generations Less Charges (Lines 13-17)		24,506,313
7. Total Charges (Lines 4+5+6)		121,758	FY2022-23 TDA Apportionment By Article		
8. Adjusted Generations Less Charges (Lines 3-7)		2,922,168	19. Article 3.0 (2.0% of Line 18)	490,126	
FY2021-22 TDA Adjustment By Article			20. Funds Remaining (Lines 18-19)		24,016,187
9. Article 3 Adjustment (2.0% of line 8)	58,443		21. Article 4.5 (5.0% of Line 20)	0	
10. Funds Remaining (Lines 8-9)		2,863,725	22. TDA Article 4 (Lines 20-21)		24,016,187
11. Article 4.5 Adjustment (5.0% of Line 10)	0				
12. Article 4 Adjustment (Lines 10-11)		2,863,725			

TDA APPORTIONMENT BY JURISDICTION										
Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2021	FY2020-21	6/30/2021	FY2020-22	FY2021-22	FY2021-22	FY2021-22	6/30/2022	FY2022-23	FY2022-23
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) ¹	Outstanding Commitments ²	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	1,070,802	12,455	1,083,257	(1,458,247)	0	431,683	58,443	115,136	490,126	605,262
Article 4.5										
SUBTOTAL	1,070,802	12,455	1,083,257	(1,458,247)	0	431,683	58,443	115,136	490,126	605,262
Article 4/8										
Dixon	1,445,864	11,474	1,457,337	(827,497)	0	959,641	129,921	1,719,402	1,106,100	2,825,502
Fairfield	6,662,070	53,486	6,715,556	(510,449)	0	5,620,857	760,979	12,586,943	6,462,613	19,049,556
Rio Vista	754,075	6,511	760,586	(25,434)	0	479,869	64,967	1,279,988	552,037	1,832,025
Solano County	2,774,178	21,152	2,795,330	(780,504)	0	916,397	124,066	3,055,288	1,005,770	4,061,058
Suisun City	302,609	1,889	304,498	(420,138)	0	1,399,148	189,424	1,472,931	1,581,740	3,054,671
Vacaville	13,266,661	100,735	13,367,395	(4,751,090)	0	4,749,915	643,067	14,009,287	5,369,273	19,378,560
Vallejo/Benicia	11,514,349	89,180	11,603,528	(7,722,133)	0	7,026,636	951,301	11,859,332	7,938,655	19,797,987
SUBTOTAL	36,719,804	284,426	37,004,230	(15,037,245)	0	21,152,462	2,863,725	45,983,171	24,016,187	69,999,358
GRAND TOTAL	\$37,790,606	\$296,881	\$38,087,487	(\$16,495,492)	\$0	\$21,584,145	\$2,922,168	\$46,098,307	\$24,506,313	\$70,604,620

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.

**FY 2022-23 FUND ESTIMATE
TRANSPORTATION DEVELOPMENT ACT FUNDS
SONOMA COUNTY**

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FY2021-22 TDA Revenue Estimate					FY2022-23 TDA Revenue Estimate					
FY2021-22 Generation Estimate Adjustment					FY2022-23 County Auditor's Generation Estimate					
1. Original County Auditor Estimate (Feb, 21)	26,600,000				13. County Auditor Estimate				32,025,000	
2. Revised Revenue (Feb, 21)	30,500,000				FY2022-23 Planning and Administration Charges					
3. Revenue Adjustment (Lines 2-1)		3,900,000			14. MTC Administration (0.5% of Line 13)		160,125			
FY2021-22 Planning and Administration Charges Adjustment					15. County Administration (0.5% of Line 13)		160,125			
4. MTC Administration (0.5% of Line 3)	19,500				16. MTC Planning (3.0% of Line 13)		960,750			
5. County Administration (Up to 0.5% of Line 3) ⁴	19,500				17. Total Charges (Lines 14+15+16)				1,281,000	
6. MTC Planning (3.0% of Line 3)	117,000				18. TDA Generations Less Charges (Lines 13-17)				30,744,000	
7. Total Charges (Lines 4+5+6)		156,000			FY2022-23 TDA Apportionment By Article					
8. Adjusted Generations Less Charges (Lines 3-7)		3,744,000			19. Article 3.0 (2.0% of Line 18)		614,880			
FY2021-22 TDA Adjustment By Article					20. Funds Remaining (Lines 18-19)				30,129,120	
9. Article 3 Adjustment (2.0% of line 8)	74,880				21. Article 4.5 (5.0% of Line 20)		0			
10. Funds Remaining (Lines 8-9)		3,669,120			22. TDA Article 4 (Lines 20-21)				30,129,120	
11. Article 4.5 Adjustment (5.0% of Line 10)	0									
12. Article 4 Adjustment (Lines 10-11)		3,669,120								
TDA APPORTIONMENT BY JURISDICTION										
Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2021	FY2020-21	6/30/2021	FY2020-22	FY2021-22	FY2021-22	FY2021-22	6/30/2022	FY2022-23	FY2022-23
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) ¹	Outstanding Commitments ²	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	2,353,141	20,080	2,373,220	(1,705,419)	0	510,720	74,880	1,253,401	614,880	1,868,281
Article 4.5										
SUBTOTAL	2,353,141	20,080	2,373,220	(1,705,419)	0	510,720	74,880	1,253,401	614,880	1,868,281
Article 4/8										
GGBHTD ³	122,632	6,603	129,235	(6,322,679)	0	6,216,280	911,409	934,245	7,490,436	8,424,681
Petaluma	2,146,824	18,338	2,165,162	(381,165)	0	1,951,972	286,191	4,022,160	2,405,670	6,427,830
Santa Rosa	7,538,590	48,693	7,587,283	(7,735,000)	0	6,764,333	991,763	7,608,379	8,156,373	15,764,752
Sonoma County	11,421,010	56,904	11,477,914	(12,482,771)	0	10,092,695	1,479,756	10,567,595	12,076,641	22,644,236
SUBTOTAL	21,229,057	130,537	21,359,594	(26,921,615)	0	25,025,280	3,669,120	23,132,379	30,129,120	53,261,499
GRAND TOTAL	\$23,582,197	\$150,617	\$23,732,814	(\$28,627,034)	\$0	\$25,536,000	\$3,744,000	\$24,385,780	\$30,744,000	\$55,129,780

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 2022-23 FUND ESTIMATE
STATE TRANSIT ASSISTANCE
REVENUE-BASED FUNDS (PUC 99314)**

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FY2021-22 STA Revenue Estimate			FY2022-23 STA Revenue Estimate			
1. State Estimate (Jan, 22) ³			4. Projected Carryover (Jan, 22)			
2. Actual Revenue (Aug, 22)			5. State Estimate (Jan, 22)			
3. Revenue Adjustment (Lines 2-1)			6. Total Funds Available (Lines 4+5)			
STA REVENUE-BASED APPORTIONMENT BY OPERATOR						
Column	A	B	C	D=Sum(A:C)	E	F=Sum(D:E)
	6/30/2021	FY2020-22	FY2021-22	6/30/2022	FY2022-23	Total
Apportionment Jurisdictions	Balance (w/interest) ¹	Outstanding Commitments ²	Revenue Estimate ³	Projected Carryover ⁴	Revenue Estimate ⁵	Available For Allocation
ACCMA - Corresponding to ACE	52,613	0	261,691	314,304	287,323	601,627
Caltrain	6,889,123	10,041,955	8,497,982	25,429,060	9,330,328	34,759,388
CCCTA	265,164	(612,000)	745,031	398,195	818,003	1,216,198
City of Dixon	38,515	0	7,274	45,789	7,987	53,776
ECCTA	70,973	(358,048)	360,211	73,136	395,492	468,628
City of Fairfield	26,516	0	132,200	158,716	145,149	303,865
GGBHTD	190,889	(8,396,836)	8,154,174	(51,773)	8,952,845	8,901,072
LAVTA	430,624	(712,236)	357,375	75,763	392,378	468,141
Marin Transit	2,185,087	(1,480,837)	1,393,573	2,097,823	1,530,069	3,627,892
NVTA	16,737	(97,408)	101,174	20,503	111,084	131,587
City of Petaluma	10,422	0	43,410	53,832	47,662	101,494
City of Rio Vista	13,973	0	2,312	16,285	2,539	18,824
SamTrans	3,657,013	(10,630,852)	8,522,922	1,549,083	9,357,711	10,906,794
SMART	352,982	0	1,761,701	2,114,683	1,934,254	4,048,937
City of Santa Rosa	28,829	(174,524)	145,869	174	160,157	160,331
Solano County Transit	43,917	(291,716)	310,718	62,919	341,151	404,070
Sonoma County Transit	44,626	(206,612)	203,198	41,212	223,101	264,313
City of Union City	22,171	0	110,392	132,563	121,205	253,768
Vacaville City Coach	96,894	0	23,660	120,554	25,977	146,531
VTA	604,707	(26,436,776)	25,832,080	11	28,362,239	28,362,250
VTA - Corresponding to ACE	0	(150,975)	150,976	1	165,763	165,764
WCCTA	93,077	(472,527)	472,526	93,076	518,809	611,885
WETA	13,947,017	(5,289,400)	2,317,255	10,974,872	2,544,222	13,519,094
SUBTOTAL	29,081,870	(45,268,792)	59,907,704	43,720,781	65,775,448	109,496,229
AC Transit	533,531	(18,707,978)	22,789,317	4,614,870	25,021,448	29,636,318
BART	49	(7,190,823)	35,710,889	28,520,115	39,208,642	67,728,757
SFMTA	1,425,094	(62,690,293)	60,878,595	(386,604)	66,841,434	66,454,830
SUBTOTAL	1,958,675	(88,589,094)	119,378,801	32,748,381	131,071,524	163,819,905
GRAND TOTAL	\$31,040,545	(\$133,857,886)	\$179,286,505	\$76,469,162	\$196,846,972	\$273,316,134

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 FY 2021-22 allocations as of 1/31/22.

3. FY 2021-22 STA revenue generation is based on revised estimates from the State Controller's Office in August 2021.

4. Projected carryover as of 6/30/22 does not include interest accrued in FY2021-22.

5. FY2022-23 STA revenue generation based on January 2022 State Controller's Office (SCO) forecast.

**FY 2022-23 FUND ESTIMATE
STATE TRANSIT ASSISTANCE
POPULATION-BASED FUNDS (PUC 99313) - FY 2018-19 ONWARDS**

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FY2021-22 STA Revenue Estimate			FY2022-23 STA Revenue Estimate			
1. State Estimate (Aug, 21) ³		\$65,303,438	4. Projected Carryover (Jan, 22)		\$73,673,061	
2. Actual Revenue (Aug, 21)			5. State Estimate ⁴ (Jan, 22)		\$71,699,675	
3. Revenue Adjustment (Lines 2-1)			6. Total Funds Available (Lines 4+5)		\$145,372,736	
STA POPULATION-BASED COUNTY BLOCK GRANT AND REGIONAL PROGRAM APPORTIONMENT						
Column	A	C	D	E=Sum(A:D)	F	G=Sum(E:F)
	6/30/2021	FY2020-22	FY2021-22	6/30/2022	FY2022-23	Total
Apportionment Jurisdictions	Balance (w/interest) ¹	Outstanding Commitments ²	Revenue Estimate ³	Projected Carryover ⁴	Revenue Estimate ⁵	Available For Allocation
County Block Grant ⁶						
Alameda	199,785	(7,048,829)	8,055,421	1,206,377	0	1,206,377
Contra Costa	243,606	(10,286,298)	10,108,531	65,839	0	65,839
Marin	65,034	(2,547,700)	2,600,416	117,750	0	117,750
Napa	320,353	(1,908,843)	1,590,680	2,190	0	2,190
San Francisco	1,077,367	(4,691,593)	3,853,147	238,921	0	238,921
San Mateo	4,730,645	(2,670,725)	2,306,979	4,366,898	0	4,366,898
Santa Clara	151,837	(6,572,999)	6,421,702	540	0	540
Solano	10,368,402	(9,035,264)	4,785,725	6,118,863	0	6,118,863
Sonoma	149,882	(4,506,010)	5,847,190	1,491,062	0	1,491,062
SUBTOTAL	17,306,911	(49,268,261)	45,569,791	13,608,440	0	13,608,440
Regional Program	17,009,857	(9,867,520)	19,529,911	26,672,248	13,509,903	40,182,151
Means-Based Transit Fare Program	34,338,673	(1,950,618)	0	32,388,055	8,000,000	40,388,055
FY22-23 Revenue - 70% of STA Pop Revenue ⁷	0	0	0	0	50,189,773	50,189,773
Transit Emergency Service Contingency Fund ⁸	800,582	0	203,736	1,004,318	0	1,004,318
GRAND TOTAL	\$69,456,022	(\$61,086,399)	\$65,303,438	\$73,673,061	\$71,699,676	\$145,372,737

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. 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 6/30/21, and FY2021-22 allocations as of 1/31/22.

3. FY 2021-22 STA revenue generation is based on revised estimates from the Governor's proposed budget in January 2022.

4. The projected carryover as of 6/30/2022 does not include interest accrued in FY 2021-22.

5. FY2022-23 STA revenue generation based on forecasts from the State Controller's Office from January 2022.

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 will be suspended in FY23, per amendment to MTC Resolution 4321, Revised. New revenues will instead be programmed directly to operators. Additional details on p13.

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

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

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Apportionment Jurisdictions ¹	FY2022-23 Jan. 2022 Estimate ²	ARP Exchange Amount ³	Estimated FY2022-23 Revenue to Operators
Alameda	\$8,872,100	\$6,165,689	\$2,706,410
AC Transit	\$5,344,109	\$4,807,453	\$536,656
BART	\$859,706	\$780,570	\$79,136
LAVTA	\$1,912,825	\$535,322	\$1,377,503
Union City	\$755,459	\$42,344	\$713,115
Contra Costa	\$11,133,360	\$2,436,722	\$8,696,638
County Connection	\$5,254,946	\$548,920	\$4,706,026
Tri Delta	\$3,351,141	\$178,426	\$3,172,715
WestCAT	\$846,135	\$270,627	\$575,508
AC Transit	\$1,603,204	\$1,367,989	\$235,215
BART	\$77,934	\$70,760	\$7,174
Marin	\$2,864,053	\$1,291,961	\$1,572,091
GGBHTD	\$1,048,348	\$1,048,348	\$0
Marin Transit	\$1,756,598	\$243,613	\$1,512,985
SMART	\$59,106	\$0	\$59,106
Napa	\$1,751,947	\$216,814	\$1,535,133
NVTA	\$1,751,947	\$216,814	\$1,535,133
San Francisco	\$4,243,789	\$3,853,147	\$390,642
SFMTA	\$4,243,789	\$3,853,147	\$390,642
San Mateo	\$2,540,866	\$1,460,519	\$1,080,347
SamTrans	\$2,540,866	\$1,460,519	\$1,080,347
Santa Clara	\$7,072,750	\$5,202,490	\$1,870,260
VTA	\$7,072,750	\$5,202,490	\$1,870,260
Solano	\$5,270,914	\$613,192	\$4,657,722
Solano County Operators	\$5,270,914	\$613,192	\$4,657,722
Sonoma	\$6,439,993	\$868,262	\$5,571,731
Sonoma County Operators	\$6,439,993	\$118,262	\$6,321,731
GRAND TOTAL	\$50,189,773	\$21,358,796	\$28,830,976

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 2022-23 FUND ESTIMATE
BRIDGE TOLLS¹**

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BRIDGE TOLL APPORTIONMENT BY CATEGORY

<i>Column</i>	<i>A</i>	<i>B</i>	<i>C</i>	<i>D=Sum(A:C)</i>	<i>E</i>	<i>F=D+E</i>
	6/30/2021	FY2020-22	FY2021-22	6/30/2022	FY2022-23	Total
Fund Source	Balance ²	Outstanding Commitments ³	Programming Amount ⁴	Projected Carryover	Programming Amount ⁴	Available for Allocation
MTC 2% Toll Revenues						
Ferry Capital	7,896,840	(3,523,771)	1,000,000	5,373,069	1,000,000	6,373,069
Bay Trail	64,034	(514,034)	450,000	0	450,000	450,000
Studies	497,993	(100,000)	250,000	647,993	0	647,993
SUBTOTAL	8,458,867	(4,137,805)	1,700,000	6,021,062	1,450,000	7,471,062
5% State General Fund Revenues						
Ferry	17,859,499	0	3,126,721	20,986,220	3,442,511	24,428,731
Bay Trail	180,472	(281,706)	281,706	180,472	287,369	467,841
SUBTOTAL	18,039,971	(281,706)	3,408,427	21,166,692	3,729,880	24,896,572

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 6/30/21 is from the MTC FY2020-21 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.
3. The outstanding commitments figure includes all unpaid allocations as of 6/30/21, and FY2021-22 allocations as of 1/31/22.
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 2022-23 FUND ESTIMATE
AB1107 FUNDS
AB1107 IS TWENTY-FIVE PERCENT OF THE ONE-HALF CENT BART DISTRICT SALES TAX

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FY2021-22 AB1107 Revenue Estimate					FY2022-23 AB1107 Estimate				
1. Original MTC Estimate (Feb, 21)			\$83,000,000		4. Projected Carryover (Jun, 21)			\$0	
2. Revised Estimate (Feb, 22)			\$98,000,000		5. MTC Estimate (Feb, 22)			\$100,000,000	
3. Revenue Adjustment (Lines 2-1)			\$15,000,000		6. Total Funds Available (Lines 4+5)			\$100,000,000	
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) ¹	Outstanding Commitments ²	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
AC Transit	0	0	0	(49,000,000)	41,500,000	7,500,000	0	50,000,000	50,000,000
SFMTA	0	0	0	(49,000,000)	41,500,000	7,500,000	0	50,000,000	50,000,000
TOTAL	\$0	\$0	\$0	(\$98,000,000)	\$83,000,000	\$15,000,000	\$0	\$100,000,000	\$100,000,000

1. Balance as of 6/30/21 is from the MTC FY2019-20 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 FY2020-21 allocations as of 1/31/22.

**FY 2022-23 FUND ESTIMATE
TDA & STA FUND SUBAPPORTIONMENT FOR ALAMEDA & CONTRA COSTA COUNTIES
& IMPLEMENTATION OF OPERATOR AGREEMENTS**

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ARTICLE 4.5 SUBAPPORTIONMENT				
Apportionment Jurisdictions	Alameda Article 4.5	Contra Costa Article 4.5		
Total Available	\$5,752,834	\$3,238,038		
AC Transit	\$5,109,152	\$962,989		
LAVTA	\$191,227			
Pleasanton	\$105,121			
Union City	\$347,336			
CCCTA				
ECCTA		\$1,332,243		
WCCTA		\$724,474		
		\$218,331		
IMPLEMENTATION OF OPERATOR AGREEMENTS				
Apportionment of BART Funds to Implement Transit Coordination Program				
Apportionment Jurisdictions	Total Available Funds (TDA and STA) FY 2021-22			
CCCTA	\$864,033			
LAVTA	\$716,617			
ECCTA	\$2,808,992			
WCCTA	\$2,784,874			
Fund Source	Apportionment Jurisdictions	Claimant	Amount ¹	Program
Total Available BART STA Revenue-Based Funds ²			\$67,728,757	
STA Revenue-Based	BART	CCCTA	(864,033)	BART Feeder Bus
STA Revenue-Based	BART	LAVTA	(601,584)	BART Feeder Bus
STA Revenue-Based	BART	ECCTA	(2,808,992)	BART Feeder Bus
STA Revenue-Based	BART	WCCTA	(2,493,826)	BART Feeder Bus
Total Payment			(6,768,434)	
Remaining BART STA Revenue-Based Funds			\$60,960,322	
Total Available BART TDA Article 4 Funds ²			\$406,081	
TDA Article 4	BART-Alameda	LAVTA	(115,033)	BART Feeder Bus
TDA Article 4	BART-Contra Costa	WCCTA	(291,048)	BART Feeder Bus
Total Payment			(406,081)	
Remaining BART TDA Article 4 Funds			\$0	
Total Available SamTrans STA Revenue-Based Funds			\$10,906,794	
STA Revenue-Based	SamTrans	BART	(801,024)	SFO Operating Expense
Total Payment			(801,024)	
Remaining SamTrans STA Revenue-Based Funds			\$10,105,770	
Total Available Union City TDA Article 4 Funds			\$17,750,134	
TDA Article 4	Union City	AC Transit	(116,699)	Union City service
Total Payment			(116,699)	
Remaining Union City TDA Article 4 Funds			\$17,633,435	

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.

2. Discussions are ongoing between BART, MTC, county transportation agencies, and the four East Bay bus operators shown here regarding possible changes to the operator agreements which govern these payments. Until such time as an agreement is reached, or when there is a clear path to agreement, operators will be able to claim no more than 50% of FY 2022-23 programmed amounts.

**FY 2022-23 FUND ESTIMATE
STA SPILLOVER FUNDING AGREEMENT PER RESOLUTION 3814**

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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	FY2021-22
	Spillover Payment Schedule		Spillover Distribution	Spillover Distribution	(RM 1 Funding)	(STP/CMAQ Funding)	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 ¹	43,000,000	69%	4,422,174	0	0	19,288,913	19,288,913
TOTAL	\$62,000,000	100%	\$6,395,361	\$0	\$0	\$30,951,976	\$19,288,914

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.

FY 2022-23 FUND ESTIMATE
CAP AND TRADE LOW CARBON TRANSIT OPERATIONS PROGRAM (LCTOP)

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FY2021-22 LCTOP Revenue Estimate¹		FY2022-23 LCTOP Revenue Estimate²	
1. Estimated Statewide Appropriation (Jan, 22)	\$163,139,000	5. Estimated Statewide Appropriation (Jan, 22)	\$182,225,000
2. MTC Region Revenue-Based Funding	\$43,708,675	6. Estimated MTC Region Revenue-Based Funding	\$48,822,251
3. MTC Region Population-Based Funding	\$15,920,477	7. Estimated MTC Region Population-Based Funding	\$17,783,050
4. Total MTC Region Funds	\$59,629,152	8. Estimated Total MTC Region Funds	\$66,605,301

1. The FY 2021-22 LCTOP revenue generation is based on the \$163 million revised estimate included in the FY 2022-23 Proposed State Budget.

2. The FY 2022-23 LCTOP revenue generation is based on the \$182 million estimated in the FY 2022-23 Proposed State Budget.

**FY 2022-23 FUND ESTIMATE
STATE OF GOOD REPAIR (SGR) PROGRAM
REVENUE-BASED FUNDS**

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FY2021-22 SGR Revenue-Based Revenue Estimate			FY2022-23 SGR Revenue-Based Revenue Estimate				
1. State Estimate (Aug, 21)			\$31,477,988		4. Projected Carryover (Jan, 22)		\$1
2. Actual Revenue (Aug, 22)					5. State Estimate (Jan, 22)		\$32,422,154
3. Revenue Adjustment (Lines 2-1)					6. Total Funds Available (Lines 4+5)		\$32,422,155
STATE OF GOOD REPAIR PROGRAM REVENUE-BASED APPORTIONMENT BY OPERATOR							
Column	A	B	C	D=Sum(A:C)	E	F=Sum(D:E)	
	6/30/2021	FY2020-22	FY2021-22	6/30/2022	FY2022-23	Total	
Apportionment Jurisdictions	Balance (w/interest)	Outstanding Commitments	Revenue Estimate ¹	Projected Carryover	Revenue Estimate ²	Available For Allocation	
ACCMA - Corresponding to ACE	0	(45,946)	45,946	0	47,324	47,324	
Caltrain	0	(1,492,021)	1,492,021	0	1,536,774	1,536,774	
CCCTA	0	(130,808)	130,808	0	134,731	134,731	
City of Dixon	0	(1,277)	1,277	0	1,316	1,316	
ECCTA	0	(63,244)	63,244	0	65,141	65,141	
City of Fairfield	0	(23,211)	23,211	0	23,907	23,907	
GGBHTD	0	(1,431,657)	1,431,657	0	1,474,600	1,474,600	
LAVTA	0	(62,746)	62,746	0	64,628	64,628	
Marin Transit	0	(244,675)	244,675	0	252,014	252,014	
NVTA	0	(17,763)	17,763	0	18,296	18,296	
City of Petaluma	0	(7,622)	7,622	0	7,850	7,850	
City of Rio Vista	0	(406)	406	0	418	418	
SamTrans	0	(1,496,400)	1,496,400	0	1,541,284	1,541,284	
SMART	0	(309,308)	309,308	0	318,586	318,586	
City of Santa Rosa	0	(25,611)	25,611	0	26,379	26,379	
Solano County Transit	0	(54,554)	54,554	0	56,190	56,190	
Sonoma County Transit	0	(35,676)	35,676	0	36,746	36,746	
City of Union City	0	(19,382)	19,382	0	19,963	19,963	
Vacaville City Coach	0	(4,154)	4,154	0	4,279	4,279	
VTA	0	(4,535,433)	4,535,433	0	4,671,471	4,671,471	
VTA - Corresponding to ACE	0	(26,508)	26,508	0	27,303	27,303	
WCCTA	0	(82,963)	82,963	0	85,452	85,452	
WETA	0	(406,849)	406,849	0	419,052	419,052	
SUBTOTAL	3	(10,518,214)	10,518,214	0	10,833,704	10,833,704	
AC Transit	0	(4,001,204)	4,001,204	0	4,121,218	4,121,218	
BART	0	(6,269,892)	6,269,892	0	6,457,954	6,457,954	
SFMTA	0	(10,688,678)	10,688,678	1	11,009,279	11,009,280	
SUBTOTAL	1	(20,959,774)	20,959,774	1	21,588,451	21,588,452	
GRAND TOTAL	\$4	(\$31,477,988)	\$31,477,988	\$1	\$32,422,155	\$32,422,156	

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 SCO.

**FY 2022-23 FUND ESTIMATE
STATE OF GOOD REPAIR (SGR) PROGRAM
POPULATION-BASED FUNDS**

Attachment A
Res No. 4504
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2/23/2022

FY2021-22 SGR Population-Based Revenue Estimate		FY2022-23 SGR Population-Based Revenue Estimate					
1. State Estimate (Jan, 22)		\$11,465,566		4. Projected Carryover (Jan, 22)		\$56,727	
2. Actual Revenue (Aug, 22)				5. State Estimate (Jan, 22)		\$11,809,467	
3. Revenue Adjustment (Lines 2-1)				6. Total Funds Available (Lines 4+5)		\$11,866,194	
SGR PROGRAM POPULATION-BASED APPORTIONMENT							
Column	A	B	C	D=Sum(A:C)	E	F=Sum(D:E)	
	6/30/2021	FY2020-22	FY2021-22	6/30/2022	FY2022-23	Total	
Apportionment	Balance (w/interest)	Outstanding Commitments	Revenue Estimate ¹	Projected Carryover	Revenue Estimate ²	Available For Allocation	
Clipper®/Clipper® 2.0 ³	18,692,026	(30,100,865)	11,465,566	56,727	11,809,467	11,866,194	
GRAND TOTAL	\$18,692,026	(\$30,100,865)	\$11,465,566	\$56,727	\$11,809,467	\$11,866,194	

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.

Date: February 28, 2018
W.I.: 1511
Referred By: PAC
Revised: 02/27/19-C
02/23/22-C

ABSTRACT

Resolution No. 4321, Revised

This resolution establishes a policy for the programming and allocation of State Transit Assistance (STA) funds and State of Good Repair Program funds, made available under the provisions of Public Utilities Code Sections 99312.1, 99313, and 99314.

This resolution supersedes Resolution No. 3837.

This resolution was revised on February 27, 2019 to update the STA Population-Based County Block Grant performance measure requirements for small and medium sized transit operators as well as to make adjustments to the State of Good Repair (SGR) Program Revenue-Based program policies to reflect updated Caltrans SGR Program guidelines.

This resolution was revised on February 23, 2022 to suspend the County Block Grant program for FY 2022-23 to implement the American Rescue Plan funding exchange.

Further discussion of this action is contained in the Executive Director's Memorandum to the Programming and Allocations Committee dated January 3, 2018 and the MTC Programming and Allocations Committee Summary Sheets dated February 14, 2018, February 13, 2019 and February 9, 2022.

Date: February 28, 2018
W.I.: 1511
Referred By: PAC

Re: Adoption of MTC's State Transit Assistance (STA) and State of Good Repair Program Programming and Allocation Policy.

METROPOLITAN TRANSPORTATION COMMISSION

RESOLUTION NO. 4321

WHEREAS, State Transit Assistance (STA) funds are to be used to enhance public transportation service, including community transit service, and to meet high priority regional transportation needs; and

WHEREAS, Senate Bill (SB) 1 (Chapter 5, Statutes of 2017), known as the Road Repair and Accountability Act of 2017, establishes the State of Good Repair Program (SGR Program); and

WHEREAS, both STA and SGR Program funds are distributed by the State Controller's Office pursuant to Public Utilities Code § 99313 and 99314, a Population-Based and Revenue-Based program, respectively; and

WHEREAS, the Metropolitan Transportation Commission (MTC), as the Regional Transportation Planning Agency for the San Francisco Bay Area, is responsible for the allocation of STA and SGR Program funds available to eligible claimants in this region; and

WHEREAS, MTC adopted an STA Allocation Policy in Resolution No. 3837 in 2008; and

WHEREAS, SB 1 significantly increased the amount of funding to the STA program and established the SGR Program; and

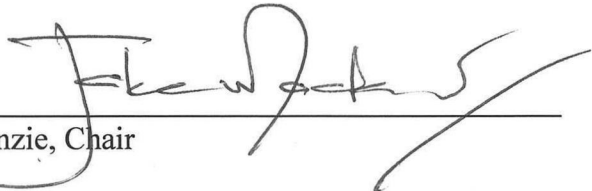
WHEREAS, in order to align the allocation of STA and SGR Program funding with the Bay Area's most pressing transportation needs; now, therefore, be it

RESOLVED, that MTC adopts its State Transit Assistance and State of Good Repair Program Programming and Allocation Policy described in Attachment A, attached hereto and incorporated by reference, for guidance to eligible claimants in the preparation of their

applications for STA and SGR Program funds and to staff for reviewing such applications; and
be it further

RESOLVED, that the prior policy governing allocation of State Transit Assistance Funds
contained in Resolution No. 3837 is superseded by this resolution.

METROPOLITAN TRANSPORTATION COMMISSION


A handwritten signature in dark ink, appearing to read "Jake Mackenzie", is written over a horizontal line. The signature is stylized with a large initial "J" and a long, sweeping underline.

Jake Mackenzie, Chair

The above resolution was entered
into by the Metropolitan Transportation
Commission at a regular meeting of
the Commission held in San Francisco,
California, on February 28, 2018.

Date: February 28, 2018
W.I.: 1511
Referred By: PAC
Revised: 02/27/19-C

Attachment A
Resolution No. 4321
Page 1 of 5

**STATE TRANSIT ASSISTANCE AND STATE OF GOOD REPAIR PROGRAM
PROGRAMMING AND ALLOCATION POLICY
Exhibit 1**

This policy affects all allocations by the Metropolitan Transportation Commission (MTC) of STA and SGR Program funds, made available under the provisions of Public Utilities Code Sections 99312.1, 99313 and 99314 and relevant subsections.

I. STA Population-Based Funds (PUC Code 99313) Including Interest Earnings

1. STA Population-Based County Block Grant

Commencing with Fiscal Year 2018-19 70% of the STA Population-Based funds and interest is reserved for programming to STA-eligible operators by Congestion Management Agencies (CMAs) in each of the nine Bay Area counties as part of a STA Population-Based County Block Grant (County Block Grant). The County Block Grant will allow each county to determine how best to invest in transit operating needs, including providing lifeline transit services. The funds reserved for the County Block Grant shall be distributed amongst the nine counties according to the percentages shown in Table 1. Each county's share in Table 1 was calculated based on the county's share of STA funds from the Resolution 3837 formula, totaled across all categories (Northern Counties/Small Operators Program, Regional Paratransit Program, and the Lifeline Transportation Program).

Table 1. Distribution of STA Population-Based County Block Grant, by County

Alameda	17.68%
Contra Costa	22.18%
Marin	5.71%
Napa	3.49%
San Francisco	8.46%
San Mateo	5.06%
Santa Clara	14.09%
Solano	10.50%
Sonoma	12.83%

Within Alameda and Contra Costa Counties a minimum amount of County Block Grant funds shall be programmed amongst the transit operators detailed in Table 2.

Table 2. Alameda and Contra Costa County Small Operator Minimum

County	Minimum % of Block Grant to be Allocated Annually Amongst Eligible Small Operators	Eligible Small Operators
Alameda County	24%	LAVTA and Union City Transit
Contra Costa County	60%	CCCTA, ECCTA, WestCAT

The following program conditions apply to the County Block Grant:

- **Reporting:** Each CMA must submit to MTC by May 1st of each year, a report including the following information about the previous, completed, fiscal year: 1) the county's programming distribution of STA Population-Based funds amongst STA-eligible operators and; 2) the estimated amount of STA Population-Based funding that will be spent within or benefiting Communities of Concern.
- **Fund Swaps:** Each CMA is required to seek approval from MTC before requesting that a STA-eligible operator recipient of STA Population-Based funds perform a fund swap involving STA Population-Based funds. The CMA must notify all STA-eligible operators within their county of the request to swap funds before seeking approval from MTC.
- **Coordinated Claim/Submission Deadline:** Each CMA must play a coordinating role in the development of STA Population-Based claims from STA-eligible operators within their county. Each CMA must also submit to MTC by May 1st of each year a governing board-approved resolution listing the distribution policy for STA Population-Based funds amongst the STA-eligible operators for the subsequent fiscal year. Operators will continue to submit their own claims, if desired.
- **Performance Measures:** All small and medium sized operators shall be required to maintain operating costs (cost per service hour, cost per passenger, or cost per passenger mile) at least twenty (20) percent below the annual average operating cost of the seven operators included in the Transit Sustainability Project (TSP). Operating costs for small and medium sized operators shall be calculated for each mode (bus, rail, ferry, etc.) and benchmarked against the comparable modal average for the operators included in the TSP. In addition, annual year-over-year increases in operating costs for each small and medium sized operator shall be no greater than five (5) percent per year. If an operator is unable to meet the above requirements they may submit an appeal/justification to MTC explaining the circumstances that prevented achievement of the targets. Beginning in Fiscal Year 2023-24 MTC may link existing and new operating and capital funds administered by MTC to progress towards achieving the performance target.
- **Operator Consolidation Planning Efforts:** In the Northern Counties (Marin, Napa, Solano, and Sonoma) as an alternative to meeting TSP performance requirements, counties and transit operators may develop a plan to consolidate into a single county operator.
- **Mobility Management:** In the five other counties (Alameda, Contra Costa, San Francisco, San Mateo, and Santa Clara) each county must establish or enhance mobility management programs to help provide equitable and effective access to transportation.

[PROPOSED REVISION 2/2022]: The STA County Block Grant program is suspended for fiscal year 2022-23. Funds that would normally flow into the STA County Block Grant program will instead be programmed directly by the Commission to transit operators to implement the American Rescue Plan funding exchange as a part of MTC Resolution 4481, Revised.

2. *MTC Regional Program*

Commencing with Fiscal Year 2018-19 30% of the STA Population-Based funds and interest is reserved for projects and programs that improve regional coordination, including but not limited to:

- Clipper®
- 511
- Transit connectivity

In addition, a portion of the Regional Program funding (approximately \$8 million in the first year based on the estimated Senate Bill 1 increment for Fiscal Year 2018-19) will be used to pay for the administrative costs and to help offset transit fare revenue loss for a regional means-based fare program.

MTC will develop an annual MTC Regional Coordination program. All final programming will be reviewed and approved by the MTC Programming and Allocations Committee (PAC).

3. *Transit Emergency Service Contingency Fund*

The Transit Emergency Service Contingency Fund shall be used to provide assistance for an emergency response to a qualifying incident or event, under specific circumstances as described in MTC Resolution No. 4171.

The fund shall not exceed a total balance of \$1 million of STA Population-Based funds. In any individual fiscal year no more than \$333,333 of STA Populated-Based funds and interest shall be apportioned to the fund. Interest accrued to the fund shall not count towards the \$1 million total balance limit and interest can continue to accrue once the fund has reached \$1 million. Beginning in Fiscal Year (FY) 2015-16, \$333,333 in STA Population-Based funds, taken “off the top” from estimated STA Population-Based revenues for the fiscal year, will be apportioned to the fund. Apportionments will continue in subsequent fiscal years until the fund reaches a total of \$1 million. In future years should the balance of the fund fall below \$1 million, funds shall be apportioned in the next fiscal year to restore the full balance of the fund, subject to the annual apportionment limit.

II. STA Revenue-Based Funds (PUC Code 99314)

Funds apportioned to the region based on revenues generated by the transit operators will be allocated to each STA-eligible operator for the support of fixed route and paratransit operations, for inter-operator coordination, including the cost of interoperator transfers,

joint fare subsidies, integrated fares etc., and for capital projects consistent with the adopted long-range plan.

III. SGR Program Population-Based Funds (PUC Code 99312.1, distributed via PUC 99313)

MTC will develop an annual investment program for SGR Program Population-Based Funds through the annual Fund Estimate. All final programming will be reviewed and approved by the MTC Programming and Allocations Committee (PAC) and will be consistent with the below priorities. All proposed programming actions will be submitted to Caltrans for approval, consistent with SGR Program Guidelines.

1. *Priority 1: Clipper® 2.0*

Invest in the development and deployment of the Bay Area's next generation transit fare payment system, Clipper® 2.0.

2. *Priority 2: Green Transit Capital Priorities*

If not needed for Clipper® 2.0, program SGR Program Population-Based funds to the acquisition of zero emission buses (ZEB) by the Bay Area's transit operators. SGR Program funds are intended to pay for the cost increment of ZEBs over diesel or hybrid vehicles or for charging or hydrogen infrastructure to support ZEBs. MTC staff will work to secure a 1:1 match commitment from the Bay Area Air Quality Management District to expand and accelerate the deployment of ZEBs in the region.

IV. SGR Program Revenue-Based Funds (PUC Code 99312.1, distributed via PUC 99314)

Funds apportioned to the region based on revenues generated by the transit operators will be allocated to each respective STA-eligible operator for state of good repair projects, preventative maintenance, and other projects approved by the California Department of Transportation (Caltrans) as eligible for SGR Program expenditure. Starting with Fiscal Year 2019-20 operators must submit their proposed SGR Program Revenue-Based projects to MTC, consistent with Caltrans' proposed amendments to the SGR Program Guidelines for Fiscal Year 2019-20. Operators should submit their SGR Program Revenue-Based project list to MTC by May 15th of each year. MTC staff will compile SGR Program Revenue-Based projects from all operators across the region and submit to the Commission for approval before submitting the approved regional SGR Program Revenue-Based project list to Caltrans by September 1st of each year.

Transit operator's SGR Program Revenue-Based projects should be consistent with their agency's Transit Assessment Management (TAM) plan.

**State Transit Assistance (STA)
Rules and Regulations
for the MTC Region
Exhibit 2**

These Rules and Regulations cover the eligibility requirements and the rules for a full or partial allocation of these funds.

Eligibility Requirements

To be eligible for any STA funds in the MTC region, an operator must comply with all SB 602 fare and schedule coordination requirements for the fiscal year. The evaluation of operator's compliance with the SB 602 program is made annually.

An operator's requested STA allocation may also be partially or fully reduced if the operator did not make satisfactory progress in meeting its Productivity Improvement Program (PIP) and/or the Regional Coordination projects for which each operator is a participant.

SB 602 Requirements/California Government Code Section 66516

Fare coordination revenue-sharing agreements, must be fully executed by all participating operators and provisions of the agreement(s) must be in compliance with MTC rules and regulations.

MTC Res. 3866 (Transit Coordination Implementation Plan) documents coordination requirements for Bay Area transit operators to improve the transit customer experience when transferring between transit operators and in support of regional transit projects such as Clipper. If a transit operator fails to comply with the requirements of Res. 3866 or its successor, MTC may withhold, restrict or reprogram funds or allocations.

PIP Projects

PIP projects are a requirement of STA funding. Failure by operators to make a reasonable effort to implement their PIP projects may affect the allocation of these funds. Projects will be evaluated based on actual progress as compared to scheduled. STA funds may be reduced proportionate to the failure of the operator to implement the PIP project/s. Progress in meeting the milestones identified for a project may be used as the basis for assessing reasonable effort.

The amount withheld will be reviewed with the affected operator. Partial funds withheld may be held by MTC up to two years to allow an operator to comply with its PIP as required by statute.

After two years, funds withheld under this section may also be re-allocated to any eligible operator for purposes of improving coordination, according to the unfunded coordination projects in the Regional Coordination Plan (MTC Res. 3866 or its successor). MTC may also allocate these funds to any operator whose increase in total operating cost per revenue vehicle hour is less than the increase in the CPI.