

**Metropolitan Transportation Commission  
Programming and Allocations Committee**

September 14, 2022

Agenda Item 2c - 22-1259

**MTC Resolution Nos. 4522, Revised 4523, Revised and 4524, Revised, and 4528**

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**Subject:**

Allocation of \$172 million in FY 2022-23 Transportation Development Act (TDA), State Transit Assistance (STA), Regional Measure 2 (RM2), 5% Unrestricted State, and 2% Bridge Toll funds to six operators and MTC to support transit operations and capital projects in the region.

**Background:**

This month’s proposed actions continue the annual allocation process of the funds identified above for FY 2022-23. Six entities are requesting TDA allocations this month that exceed the \$1 million delegated authority limit. Allocation requests that are less than \$1 million are approved separately through the Executive Director’s Delegated Authority process and reported on quarterly to this Committee. These funds are a significant share of the revenue for transit agencies’ operating budgets.

The proposed allocation amounts are based on the programming levels identified in the FY 2022-23 Fund Estimate (MTC Resolution 4504). The proposed allocations are summarized in the following table:

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

<b>Entity</b>	<b>RM2 (Res. 4522)</b>	<b>TDA (Res. 4523)</b>	<b>STA (Res. 4524)</b>	<b>5% Unrestricted State (Res. 4528)</b>	<b>2% Bridge Toll (Res. 4528)</b>	<b>Grand Total</b>
GGBHTD	\$2.1	\$17.2	\$4.6			<b>\$23.9</b>
SamTrans		\$55.8	\$18.6			<b>\$74.4</b>
ECCTA		\$17.3	\$4.6			<b>\$21.9</b>
Marin Transit		\$11.4	\$1.5			<b>\$12.9</b>
SolTrans		\$9.0				<b>\$9.0</b>

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

Entity	RM2 (Res. 4522)	TDA (Res. 4523)	STA (Res. 4524)	5% Unrestricted State (Res. 4528)	2% Bridge Toll (Res. 4528)	Grand Total
WETA	\$16.0			\$8.5	\$4.7	\$29.2
MTC	\$0.7		\$0.3			\$1.0
<b>Grand Total</b>	<b>\$18.8</b>	<b>\$110.7</b>	<b>\$29.6</b>	<b>\$8.5</b>	<b>\$4.7</b>	<b>\$172.3</b>

Information regarding the FY 2022-23 operating budgets and current and future operations for the transit operators included in the list above is provided in Attachment A. Rising fuel and labor costs as well as an increase in service hours are common themes contributing to higher operating costs amongst operators. One million dollars is being allocated to MTC for the Clipper program following a true-up of RM2 operating revenue for FY 2021-22. To stay within authorized revenue levels in FY 2021-22, funds were rescinded only from the Clipper program and the Clipper program is being compensated this fiscal year to retain a proportionate share of RM2 operating funds.

**Issues:**

None identified.

**Recommendations:**

Refer MTC Resolution Nos. 4522, Revised, 4523, Revised, 4524, Revised, and 4528 to the Commission for approval.

**Attachments:**

- Attachment A – Transit Operator Budget Summary
- MTC Resolution No. 4522, Revised
- MTC Resolution No. 4523, Revised
- MTC Resolution No. 4524, Revised
- MTC Resolution No. 4528



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Therese W. McMillan

**Attachment A – Transit Operator Budget Summary**

**Golden Gate Bridge, Highway and Transportation District (GGBHTD)**

Adopted Operating Budget	\$140.7 million
Increase in Budget compared to FY2021-22	25.2%
Projected Ridership (Estimated FY 2022-23 as a percentage of FY 2018-19 actual)	27%
Total Proposed FY2022-23 Operating Allocation <sup>1</sup>	\$24.2 million
Proportion of Operating Budget Funded with Allocations	17%
Estimated COVID Relief Funding at the End of FY2022-23	\$38.9 million

**Budget and Operating Highlights**

The GGBHTD (District) was created to maintain and operate the Golden Gate Bridge as well as a bus and ferry system that serves Marin and Sonoma Counties. It was designed to support these operations with toll revenue from the Golden Gate Bridge. As such, it relies heavily on toll revenues, although it does have other revenue sources to support its transit operations.

The decreased bridge, bus, and ferry traffic brought about by the pandemic and the associated collapse of toll and fare revenue resulted in decreased revenues overall. In spite of deep service cuts to offset them, the revenue losses resulted in a significant budget deficit that was only filled by federal relief funds provided to the District. Ridership and bridge traffic have recovered somewhat from their pandemic lows but are still well below their pre-COVID levels at approximately 40% and 80% of normal, respectively (ridership increased significantly after the FY 2022-23 ridership projection shown in the table above was made). The successive waves of variants have presented a challenge to the financial recovery of the District from the pandemic.

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

The District has sufficient relief funds to balance their budget for the time being, and is using \$74 million of relief funding to balance their budget in FY 2022-23. However, the District could face fiscal challenges if ridership and bridge traffic remain below their pre-pandemic levels in the following years, as expenses are expected to rise as the District begins to reverse some service cuts to recover lost patronage.

**San Mateo County Transit District (SamTrans)**

Adopted Operating Budget	\$219 million
Increase in Budget compared to FY2021-22	11.5%
Projected Ridership (Estimated FY 2022-23 as a percentage of FY 2018-19 actual)	72%
Total Proposed FY2022-23 Operating Allocation <sup>1</sup>	\$86.3 million
Proportion of Operating Budget Funded with Allocations	39%
Estimated COVID Relief Funding at the End of FY2022-23	\$0

**Budget and Operating Highlights**

SamTrans’ FY2022-23 Operating Budget assumes a 52% growth in TDA and STA revenues, driven by strong sales tax receipts and high diesel prices and consumption. The budget also includes a 14 % increase in fare revenues as ridership continues to rebound. The \$12 million in American Rescue Plan (ARP) funds in this budget represents the remainder of the federal relief funds allocated to SamTrans. SamTrans is also being allocated \$8 million to partially fulfill the MTC commitment for the Caltrain ROW repayment.

The budget includes a 20% increase, or \$26 million, in motor bus operations costs in part to facilitate the implementation of *Reimagine SamTrans* – a plan to redesign the SamTrans bus network to include new, streamlined, and more frequent bus service. The plan was approved by

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

the SamTrans Board in March 2022 following nearly three years of outreach and planning. Implementation began in August 2022 and will require a total of 328 active bus operators by February 2023. With current staffing levels of 283 operators, SamTrans is planning to onboard 88 new bus operator trainees, which accounts for attrition.

**Eastern Contra Costa Transportation Authority (ECCTA) / Tri Delta Transit**

Adopted Operating Budget	\$31.5 million
Increase in Budget compared to FY2021-22	19.9%
Projected Ridership (Estimated FY 2022-23 as a percentage of FY 2018-19 actual)	63%
Total Proposed FY2022-23 Operating Allocation <sup>1</sup>	\$23.4 million
Proportion of Operating Budget Funded with Allocations	74%
Estimated COVID Relief Funding at the End of FY2022-23	\$2.5 million

**Budget and Operating Highlights**

ECCTA’s increased budget over FY2021-22 is due to a combination of increased services and projected cost increases. In response to inflationary pressures, ECCTA instituted a cost-of-living salary increase of 5% along with a bonus. This cost, combined with increased fuel and utilities costs, have meant higher transit provision costs across the board for ECCTA.

ECCTA is taking steps to transition its fleet to Zero-Emission Buses, having purchased two electric buses in addition to six diesel buses this year. Currently, electric buses are roughly twice the price of diesel buses and must be taken out of service for hours at a time to recharge, introducing logistical complexity and great monetary expense into the operations of any agency that uses them. That ECCTA would still assume these costs amidst its current fiscal pressures demonstrates their commitment to achieving the state’s emissions targets.

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

Capital funds allocated in this resolution (but not included in the operations figures listed above) consist of \$1.2 million to help fund the Antioch Park-and-Ride and software upgrades. Other major projects at ECCTA include park-and-ride facilities at other locations and the acquisition of zero-emission buses. The Oakley Park and Ride facility will open this fall and ECCTA plans to implement service changes in conjunction with the opening of that facility. This action results from a comprehensive service analysis that was completed last fiscal year.

**Marin County Transit District**

Adopted Operating Budget	\$38.9 million
Increase in Budget compared to FY2021-22	24.1%
Projected Ridership (Estimated FY 2022-23 as a percentage of FY 2018-19 actual)	80%
Total Proposed FY2022-23 Operating Allocation <sup>1</sup>	\$14.4 million
Proportion of Operating Budget Funded with Allocations	37%
Estimated COVID Relief Funding at the End of FY2022-23	0

**Budget and Operating Highlights**

Marin Transit’s operating budget includes a significant increase in contract service costs (16%) to account for an anticipated new contract with Golden Gate Transit for operations, new rates on the Marin Airporter contract, and to allow for a 34% increase in paratransit service hours over currently operated hours as demand for paratransit services is anticipated to return. Marin Transit is budgeting for 170,100 hours of local service, which is in line with pre-pandemic service, while fixed-route ridership is approaching 80% of pre-pandemic levels. The budget also assumes a 13% increase in fuel costs to account for rising and volatile fuel prices.

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

Sales tax revenues from TDA and Measures A and AA make up nearly 60% of projected operating revenues. Sales taxes have performed better than originally anticipated, and TDA revenues in FY 2022-23 are projected to be 35% higher than actual revenues in FY 2021-22. The FY 2022-23 budget also includes the expenditure of the remaining \$3.6 million of federal COVID relief funds, while also fully funding emergency and contingency reserves sufficient for six months of operating expenses.

**Solano County Transit (SolTrans)**

Adopted Operating Budget	\$18.3 million
Increase in Budget compared to FY2021-22	17.3%
Projected Ridership (Estimated FY 2022-23 as a percentage of FY 2018-19 actual)	51%
Total Proposed FY2022-23 Operating Allocation <sup>1</sup>	\$7.9 million
Proportion of Operating Budget Funded with Allocations	43%
Estimated COVID Relief Funding at the End of FY2022-23	\$5.0 million

**Budget and Operating Highlights**

Starting this fiscal year, all Solano Express services will be operated by SolTrans. Prior to this change, Fairfield and Suisun Transit (FAST) and SolTrans each operated two intercity express routes. This transfer of service responsibility increases intercity service revenue hours by about 30% and SolTrans has also budgeted for a small increase to local service that is currently around 70% of FY 2018-19 levels. Currently, the contract for service accounts for around two-thirds of the budget increase. The total increase in the service contract of up to 30% is proportionate to the growth in vehicle hours. Around 21%, or \$3.9 million of the operating budget is supported by federal COVID relief funding. The balance of federal COVID funding is projected to be used to

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

support FY 2023-24 operations and a projected operating revenue shortfall starting in FY2024-25.

Major capital projects include upgrading its operation and maintenance facility in anticipation of fleet electrification, however, insufficient funding is affecting implementation. Delivery of one battery-electric commuter coach is expected so that SolTrans can pilot induction charging and test the range of the bus. Five CNG commuter coaches will also be delivered in the current fiscal year. \$3.8 million in TDA will help support capital projects.

**Water Emergency Transportation Authority (WETA)**

Adopted Operating Budget	\$61 million
Increase in Budget compared to FY2021-22	18%
Projected Ridership (Estimated FY 2022-23 as a percentage of FY 2018-19 actual)	64%
Total Proposed FY2022-23 Operating Allocation	\$16.7 million
Proportion of Operating Budget Funded with Allocations	27%
Estimated COVID Relief Funding at the End of FY2022-23 <sup>1</sup>	\$21 million

**Budget and Operating Highlights**

WETA is continuing the Pandemic Recovery Program they initiated at the start of last fiscal year. The program includes placing more emphasis on midday and late evening service to accommodate riders with non-traditional work schedules and reducing fares. WETA plans to complete its 2050 Service Vision and Business Plan by the end of the fiscal year. WETA will also develop a five-year fare program for implementation in FY 2023-24.

The budget includes \$1.7 million to operate the world’s first hydrogen propelled passenger ferry vessel along the San Francisco waterfront as part of a six-month demonstration project. The budget for fuel is increasing from \$10 million to \$16 million, and accounts for 66% of the total

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<sup>1</sup> Calculation includes the \$26 million in competitive federal American Rescue Plan Act funds WETA received.



operating budget increase. Prior to the pandemic, farebox revenues covered between 50-60% of WETA's operating expense. Although ridership is expected to return to 70% of pre-pandemic levels by the end of the fiscal year, lower ridership coupled with current fare policy means that farebox revenues are budgeted to be \$11.2 million in FY 2022-23, compared to \$22.4 million in FY 2018-19 and are projected to cover 18% of the total operating budget. Approximately 44% of the FY 2022-23 operating budget is funded by \$27 million in federal COVID relief funding.

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

ABSTRACT

Resolution No. 4522, Revised

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

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

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

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 4522

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION

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Alfredo Pedroza, Chair

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

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

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

Claimant	Project Description	Allocation Amount	Allocation Code	Approval Date	Project Number
TJPA <sup>1</sup>	Transbay Transit Center	\$ 2,627,193	01	06/22/22	13
MTC	Clipper	\$ 1,751,462	02	06/22/22	12
AC Transit	Express Bus Service	\$ 4,716,766	03	06/22/22	4
AC Transit	Dumbarton Bus	\$ 3,244,888	04	06/22/22	5
AC Transit	Owl Bus Service	\$ 1,310,107	05	06/22/22	7
AC Transit	Enhanced/Rapid Bus Service	\$ 2,627,193	06	06/22/22	9
WETA	Planning and Administration	\$ 2,627,193	07	09/28/22	11
WETA	Ferry Operations	\$ 13,398,683	08	09/28/22	6
GGBHTD	Route 40	\$ 2,135,450	09	09/28/22	1
MTC <sup>2</sup>	Clipper	\$ 744,000	02	09/28/22	12
<b>Total</b>		<b>\$ 35,182,935</b>			

Notes

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

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

ABSTRACT

Resolution No. 4523, Revised

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

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

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

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

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 4523

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

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

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

WHEREAS, claimants in the MTC region have submitted claims for the allocation of fiscal year 2021-22 TDA funds; and

WHEREAS, Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length, lists the amounts of and purposes for the fiscal year 2022-23 allocations requested by claimants, and is from time-to-time revised; and

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

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

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



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

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

RESOLVED, that MTC approves the allocation of fiscal year 2022-23 TDA funds to the claimants, in the amounts, for the purposes, and subject to the conditions, as listed and recorded on Attachment A to this resolution; and, be it further

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

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

METROPOLITAN TRANSPORTATION COMMISSION

A handwritten signature in black ink, appearing to read 'AP', with a long horizontal line extending to the right.

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Alfredo Pedroza, Chair

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

Date: June 22, 2022  
Referred by: PAC  
Revised: 07/27/22-C  
09/28/22-C

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

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

Claimant	Project Description	Allocation Amount	Alloc. Code	Approval Date	Apportionment Area
<b>5801 - 99233.7, 99275 Community Transit Service - Operations</b>					
VTA	Paratransit Operations	6,880,509	01	06/22/22	Santa Clara County
AC Transit	Paratransit Operations	5,109,152	02	06/22/22	Alameda 4.5
CCCTA	Paratransit Operations	1,332,243	13	07/27/22	CCCTA 4.5
SamTrans	Paratransit Operations	2,790,948	19	09/28/22	San Mateo County
<b>Subtotal</b>		<b>16,112,852</b>			
<b>5802 - 99260A Transit - Operations</b>					
VTA	Transit Operations	130,729,623	03	06/22/22	VTA
NVTA	Transit Operations	5,075,466	04	06/22/22	NVTA
AC Transit	Transit Operations	67,976,124	05	06/22/22	Alameda D1
AC Transit	Transit Operations	18,280,448	06	06/22/22	Alameda D2
AC Transit	Transit Operations	10,774,214	07	06/22/22	Costa D1
LAVTA	Transit Operations	10,610,799	08	06/22/22	LAVTA
Sonoma County T	Transit Operations	5,905,289	14	07/27/22	Sonoma County
CCCTA	Transit Operations	19,694,537	15	07/27/22	CCCTA
ECCTA	Transit Operations	16,147,136	20	09/28/22	ECCTA
GGBHTD	Transit Operations	8,867,685	21	09/28/22	GGBHTD - Marin
SamTrans	Transit Operations	53,028,002	22	09/28/22	SamTrans
Marin Transit	Transit Operations	11,411,858	23	09/28/22	Marin Transit
GGBHTD	Transit Operations	8,356,950	24	09/28/22	GGBHTD - Sonoma
SolTrans	Transit Operations	5,175,600	25	09/28/22	Vallejo/Benicia
<b>Subtotal</b>		<b>372,033,731</b>			

**5803 - 99260A Transit - Capital**

LAVTA	Transit Capital	5,988,747	09	06/22/22	LAVTA
NVTA	Transit Capital	1,000,000	10	06/22/22	NVTA
Sonoma County T	Transit Capital	4,890,666	16	07/27/22	Sonoma County
CCCTA	Transit Capital	9,968,877	17	07/27/22	CCCTA
ECCTA	Transit Capital	1,200,000	26	09/28/22	ECCTA
SolTrans	Transit Capital	3,862,652	27	09/28/22	Vallejo/Benicia
<b>Subtotal</b>		<b>26,910,942</b>			

**5807 - 99400C Transit - Operations**

NVTA	Transit Operations	1,219,490	11	06/22/22	NVTA
Sonoma County T	Transit Operations	2,583,792	18	07/27/22	Sonoma County
<b>Subtotal</b>		<b>3,803,282</b>			

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

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

**Total 422,223,007**

Date: June 22, 2022  
Referred by: PAC

Attachment B  
Resolution No. 4523  
Page 1 of 3

ALLOCATION OF FISCAL YEAR 2022-23  
TRANSPORTATION DEVELOPMENT ACT  
ARTICLE 4, ARTICLE 4.5 AND ARTICLE 8  
FUNDS TO CLAIMANTS IN THE MTC REGION

**FINDINGS**

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

**Transportation Development Act Article 4 Funds**

Public Utilities Code § 99268 et seq.

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

receive, in accordance with the calculations prescribed by 21 California Code of Regulations § 6633.1, or § 6634; and

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

### **Transportation Development Act Article 4.5 Funds**

#### Public Utilities Code § 99275

1. That each claimant has submitted, or shall have submitted prior to the disbursement of funds, copies, to MTC and to appropriate agencies, of all required State Controller's reports and fiscal audit reports prepared in accordance with Public Utilities Code §§ 99243 and 99245; and
2. That the projects and purposes for which each claimant has submitted an application for TDA Article 4.5 funds to MTC are in conformance with MTC's Regional Transportation Plan (21 California Code of Regulations § 6651), and with the applicable state regulations (21 California Code of Regulations § 6600 et seq.), and with the applicable MTC rules and regulations, including MTC Resolution No. 1209, Revised; and
3. That in accordance with Public Utilities Code § 99275.5(c), MTC finds that the projects and purposes for which each claimant has submitted an application for TDA Article 4.5 funds to MTC, responds to a transportation need not otherwise met in the community of the claimant; that the services of the claimant are integrated with existing transit services, as warranted; that the claimant has prepared and submitted to MTC an estimate of revenues, operating costs and patronage for the fiscal year in which TDA Article 4.5 funds are allocated; and that the claimant is exempt from applicable fare or fares-plus-local-match recovery ratio requirement (as set forth, respectively, in Public Utilities Code § 99268.5 or MTC Resolution No. 1209, Revised) as provided by PUC § 99268.9; and
4. That the sum of each claimant's total allocation of Transportation Development Act and State Transit Assistance funds does not exceed the amount that the claimant is eligible to

receive, in accordance with the calculations prescribed by 21 California Code of Regulations § 6634; and

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

**Transportation Development Act Article 8 Transit Funds**

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

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

Date: June 22, 2022  
W.I.: 1514  
Referred by: PAC  
Revised: 09/28/22-C

ABSTRACT

Resolution No. 4524, Revised

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

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

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

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 4524

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

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

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

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

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

WHEREAS, eligible claimants have submitted applications to MTC for the allocation of fiscal year 2022-23 STA funds; and

WHEREAS, Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length, lists the amounts of and purposes for the fiscal year 2022-23 allocations requested by claimants, and is from time-to-time revised; and

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



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

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

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

RESOLVED, that MTC approves the allocation of fiscal year 2022-23 STA funds to the claimants, in the amounts, for the purposes, and subject to the conditions, as listed and recorded on Attachment A to this resolution;

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION



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Alfredo Pedroza, Chair

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

Date: June 22, 2022  
Referred by: PAC  
Revised: 09/28/22-C

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

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

Claimant	Project Description	Allocation Amount	Alloc. Code	Approval Date	Apportionment Area	Note
<b>5820 - 6730A Operations - County Block Grant</b>						
LAVTA	Transit Operations	1,377,503	01	06/22/22	LAVTA	
ECCTA	Transit Operations	3,172,715	07	09/28/22	Tri-Delta Transit	
	<b>Subtotal</b>	<b>4,550,218</b>				
<b>5820 - 6730A Operations - Population-based MTC Coordination</b>						
MTC	Clipper START Administratic	3,000,000	02	06/22/22	Fare Program	
MTC	Clipper Operations	9,000,000	03	06/22/22	MTC	
MTC	Clipper	256,000	03	09/28/22	MTC	
SamTrans	Transit Operations	8,000,000	08	09/28/22	MTC	
	<b>Subtotal</b>	<b>20,256,000</b>				
<b>5820 - 6730A Operations - Revenue-based</b>						
VTA	Transit Operations	28,362,250	04	06/22/22	VTA	
AC Transit	Transit Operations	29,636,318	05	06/22/22	AC Transit	
ECCTA	Transit Operations	1,404,496	09	09/28/22	BART	
SamTrans	Transit Operations	9,095,193	10	09/28/22	SamTrans	
Marin Transit	Transit Operations	1,500,000	11	09/28/22	Marin Transit	
GGBHTD	Transit Operations	4,559,143	12	09/28/22	GGBHTD	
	<b>Subtotal</b>	<b>74,557,400</b>				
<b>5821 - 6730B Capital Costs - Revenue-based</b>						
SamTrans	Transit Capital	1,541,284	13	09/28/22	SamTrans	
	<b>Subtotal</b>	<b>1,541,284</b>				
<b>5822 - 6731C Paratransit - Operations - Population-Based County Block Grant</b>						
VTA	Paratransit Operations	1,870,260	06	06/22/22	Santa Clara County	
	<b>Subtotal</b>	<b>1,870,260</b>				
	<b>Total</b>	<b>102,775,162</b>				

Date: June 22, 2022  
Referred by: PAC

Attachment B  
Resolution No. 4524  
Page 1 of 2

ALLOCATION OF FISCAL YEAR 2022-23 STATE TRANSIT ASSISTANCE FUNDS  
TO CLAIMANTS IN THE MTC REGION

**FINDINGS**

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

1. That each claimant has submitted, or shall have submitted prior to the disbursement of funds, copies, to MTC and to appropriate agencies, of all required State Controller's reports and fiscal audit reports prepared in accordance with PUC §§ 99243 and 99245; and
2. That the projects and purposes for which each claimant has submitted an application for STA funds to MTC are in conformance with MTC's Regional Transportation Plan (21 Cal. Code of Regs. § 6651), and with the applicable state regulations (21 Cal. Code of Regs. § 6600 et seq.), and with the applicable MTC rules and regulations; and
4. That each claimant is making full use of federal funds available under the Fixing America's Surface Transportation (FAST) Act, as amended; and
5. That the sum of each claimant's allocation of Transportation Development Act and State Transit Assistance funds does not exceed the amount the claimant is eligible to receive, in accordance with the calculations prescribed by 21 Cal. Code of Regs. § 6633.1 or § 6634; and
6. That MTC has given priority consideration to claims to offset reductions in federal operating assistance and the unanticipated increase in the cost of fuel, to enhance existing public transportation services, and to meet high priority regional, countywide, or area wide public transportation needs; and
7. That each claimant has submitted to MTC a copy of a certification from the California Highway Patrol verifying that the claimant is in compliance with Section 1808.1 of the Vehicle Code ("Pull Notice Program"), as required by PUC § 99251; and

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

Notes:

The following requirements are suspended for FY 2022-23:

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

Date: September 28, 2022  
W.I.: 1514  
Referred by: PAC

ABSTRACT

Resolution No. 4528

This resolution approves the Five Percent Unrestricted State Fund Revenues and the Two Percent Bridge Toll Revenues program of projects and allocation of funds for FY 2022-23. Attachment A to this resolution lists the projects to be funded.

This resolution allocates funds to the Water Emergency Transportation Authority (WETA).

Further discussion is contained in the MTC Programming and Allocations Summary sheet dated September 14, 2022.

Date: September 28, 2022  
W.I.: 1514  
Referred by: PAC

RE: Programming and Allocation of Five Percent Unrestricted State Fund Revenues and Two Percent Bridge Toll Revenues in the Fiscal Year 2022-23 to Various Claimants

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 4528

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, with the toll increase authorized by the Regional Measure 1, approved by the voters on November 8, 1988, 3% of the revenue from the toll increase collected on all the state-owned bridges in the region may be allocated by MTC pursuant to Streets and Highways Code §§ 30913 and 30914, for certain projects which are designed to reduce vehicular traffic congestion on these bridges; and

WHEREAS, Streets and Highways Code §§ 30913 and 30914 have been amended to require that an additional 2% of those toll revenues be allocated by MTC for the planning, construction, and acquisition of rapid water transit systems; and,

WHEREAS, pursuant to Streets and Highways Code § 30894, MTC has adopted MTC Resolution No. 4015 which sets forth MTC's Bridge Toll Revenue Allocation Policy and established the Five Percent Unrestricted State Fund Revenues and Two Percent Bridge Toll Revenues Programming and Allocation Policy; and

WHEREAS, the claimants listed on Attachment A have submitted applications to MTC for allocation of Five Percent Unrestricted State Fund Revenues and Two Percent Bridge Toll Revenues in FY 2022-23; and

WHEREAS, those applications are for projects and purposes that are in conformance with MTC's Regional Transportation Plan, with the requirements of the California Environmental Quality Act (Public Resources Code § 2100 et seq.) and the State Environmental Impact Report Guidelines (14 Cal. Admin. Code § 15000 et seq.); now therefore, be it

RESOLVED, that MTC approves the programming and allocation of Five Percent Unrestricted State Fund Revenues and Two Percent Bridge Toll Revenues in FY 2022-23 to the claimants, in the amounts, for the purposes, and subject to the conditions listed on Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length.

METROPOLITAN TRANSPORTATION COMMISSION

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Alfredo Pedroza, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in San Francisco, California and at other remote locations on September 28, 2022.

Date: September 28, 2022  
Referred by: PAC

Attachment A

ALLOCATION OF FIVE PERCENT UNRESTRICTED STATE FUND REVENUES AND TWO PERCENT  
BRIDGE TOLL REVENUES  
FOR FISCAL YEAR 2022-23

<b>Claimant</b>	<b>Project Description</b>	<b>Allocation Amount</b>	<b>Alloc. Code</b>	<b>Approval Date</b>	<b>Appportionment Area</b>
<b><i>Five Percent Unrestricted State Fund Revenues</i></b>					
WETA	WETA Business Plan	700,000	01	09/28/22	Ferry
WETA	Replacement Vessels - MV Solano and MV Mare Island	7,786,000	02	09/28/22	Ferry
	<b><i>Subtotal</i></b>	<b>8,486,000</b>			
<b><i>Two Percent Bridge Toll Revenues</i></b>					
WETA	Utility/Infrastructure Study for All-Electric Vessels	250,000	01	09/28/22	Ferry
WETA	Electric Vessels Expansion	1,260,000	02	09/28/22	Ferry
WETA	Terminal Reconfiguration - Vallejo	550,000	03	09/28/22	Ferry
WETA	MV Solano Replacement	2,600,000	04	09/28/22	Ferry
	<b><i>Subtotal</i></b>	<b>4,660,000</b>			
	<b><i>Total</i></b>	<b>13,146,000</b>			