

**Metropolitan Transportation Commission
Programming and Allocations Committee**

September 9, 2020

Agenda Item 3b - 20-1177

MTC Resolution Nos. 4429, Revised, 4430, Revised, 4431, Revised and 4432 Revised

Subject: Allocation of \$139 million in FY2020-21 Transportation Development Act (TDA), State Transit Assistance (STA), Regional Measure 2 (RM2), and AB1107 funds to five transit operators and the Solano Transportation Authority to support transit operations and capital projects in the region, in addition to a rescission action of \$5.6 million in STA funds from MTC’s Clipper program to allow for the redirection of these funds to the Clipper START means-based fare pilot.

Background: This month’s proposed actions continue the annual allocation process for these funds for FY2020-21. These funds comprise a significant share of the revenue for agencies’ operating budgets. Five operators, plus Solano Transportation Authority, have requested allocations of TDA, STA, RM2 operating, and/or AB1107 funds this month in excess of the \$1 million delegated authority limit as identified in the table below. Allocation requests that are less than \$1 million are approved separately through the Executive Director’s Delegated Authority process.

Allocation Amounts by Operator and Fund Source					<i>\$ in million</i>
Transit Operator/ Claimant	TDA Resolution No. 4430	STA Resolution No. 4431	RM2 Operating Resolution No. 4429	AB 1107 Resolution No. 4432	Total
CCCTA	\$ 1.5	N/A	N/A	N/A	\$ 1.5
Fairfield	\$ 2.8	N/A	N/A	N/A	\$ 2.8
GGBHTD	\$ 9.8	\$ 5.1	\$ 1.7	N/A	\$ 16.6
Marin Transit	\$ 3.8	N/A	N/A	N/A	\$ 3.8
MTC	N/A	\$ (5.6)	N/A		\$ (5.6)
Solano TA	N/A	\$ 2.3	N/A	N/A	\$ 2.3
SFMTA	\$ 37.7	\$ 37.6	\$ 1.8	\$ 35.1	\$ 112.2
Total	\$ 55.6	\$ 39.4	\$ 3.5	\$ 35.1	\$ 133.6

The ongoing COVID-19 pandemic and the associated Shelter in Place (SIP) order are expected to have a continuing negative impact on revenue levels for transit operating funds in FY2020-21. Allocations have been adjusted as necessary to stay within the amount of revenue forecasted to be available.

Information regarding the status of transit service and budgets for the transit operators claiming funds is provided in Attachment A. In

general, operators have begun to adjust their revenue and budget assumptions for this fiscal year and expect to have sufficient revenue to cover their proposed operating budgets. Notably, Golden Gate Bridge, Highway, and Transportation District (GGBHTD) needs to increase revenue or reduce costs by over \$90 million to have a balanced operating budget or it will need to use operating reserves.

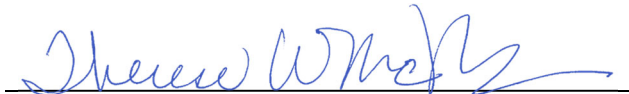
Information regarding County Connection (CCCTA) was presented in June. They are now requesting an allocation of capital funds. Solano Transportation Authority is requesting funds in support of transit projects and transit coordination in the county.

Funds are being rescinded from the Clipper program to redirect funding to Clipper START, the means-based fare pilot, and recovery efforts as described in Item 2c.

Issues: None

Recommendation: Refer MTC Resolution Nos. 4429, Revised, 4430, Revised 4431, Revised, and 4432, Revised to the Commission for approval.

Attachments: Attachment A – Transit Operator Budget Summary
MTC Resolution Nos. 4429, Revised, 4430, Revised, 4431, Revised and 4431, Revised



Therese W. McMillan

\$ Amounts are in millions

Agency	Total Proposed Allocation ¹ (TDA, STA, RM2 Op, AB 1107)	Status of Operations/Service	Average Fixed Route Ridership % Decrease	Operating Budget Information
Fairfield	\$5.2	<ul style="list-style-type: none"> When shelter-in-place first began, Fairfield quickly reduced service, including suspension of four routes and local Saturday service. In July, there was a partial restoration of service on all routes and to Saturday service levels. Service is now at 55% of pre-COVID levels. FAST will undertake a comprehensive analysis of its local services and programs and identify future options, services, and programs to maximize post-COVID-19 ridership within the FAST service area that considers community input and goals and financial constraints. 	-66% Local; -74% Commute	<ul style="list-style-type: none"> Overall, the operating budget is 11% higher than the FY 2019-20 budget, primarily due to increases in rates under the new purchased service contract. In addition, FAST is providing back-up buses in case demand exceeds capacity, which has a significant cost even if no service is provided.
Golden Gate Transit	\$16.6	<ul style="list-style-type: none"> Bus service is approximately 65% of pre-COVID service and has focused on their core service (Routes 30, 40, 70 and 101), which is where the majority of the ridership exists and continues to grow. These routes also carry primarily transit-dependent riders. Bus commuter service has been reduced by approximately 50%. Reduced service allows flexibility to assign drivers as needed and focus resources on the core routes. Since early April, ferry service has been around 20% of pre-COVID weekday levels and there is no weekend service. One ferry, rather than three, provides service between Larkspur and San 	-81% Bus; -97% Ferry (as of mid-July)	<ul style="list-style-type: none"> The adopted transit budget of \$139.5 million requires \$91.2 million in additional revenue or reduced expenses in order to be balanced. Labor and benefits comprise 73% of operating costs making it difficult to reduce expenses. All CARES funds will be applied to FY 2019-20 expenses. Bridge tolls typically support 50% of the bus budget and 25% of the ferry budget. Bridge toll revenues are expected to be down 28% compared to FY 2018-19 actual receipts. As a result, in FY 2020-21,

¹ The allocation request includes funds that will be allocated through Executive Director's Delegated Authority as allowed by MTC Resolution No. 3620, Revised. Allocations made by Delegated Authority are reported to the Commission quarterly. In addition, allocations of STA County Block Grant funds will be late Fall 2020.

Agency	Total Proposed Allocation ¹ (TDA, STA, RM2 Op, AB 1107)	Status of Operations/Service	Average Fixed Route Ridership % Decrease	Operating Budget Information
		Francisco at 90-120 minute intervals rather than the previous 30 minute peak service. Limited peak hour service is provided on a combined Tiburon/ Sausalito/ San Francisco route. <ul style="list-style-type: none"> Additional service reductions may be necessary, especially if additional financial assistance is not forthcoming. 		bridge tolls are only budgeted to cover 10% of transit operating costs.
Marin Transit	\$5.3	<ul style="list-style-type: none"> Marin Transit suspended supplemental school service and the Muir Woods Shuttle as a result of Shelter-in-Place. In August, Marin Transit restored and increased some supplemental service to meet demand and address pass-ups of riders due to social distancing requirements. Should schools start in-person instruction, additional supplemental service will be restored while some supplemental service will remain suspended due to the inability to meet projected demand due to current social distancing requirements. This increased service adds \$600,000 to the budget and is being funded with CARES Act funding. Marin Transit continues to monitor service and plans to make further adjustments in the spring. The on-demand pilot has expanded the areas served to include all of downtown San Rafael and around all SMART stations. 	-57% (as of mid-July)	<ul style="list-style-type: none"> Marin Transit's adopted budget of \$35.1 M is a little less than the FY 2019-20 estimated expenditures due to careful cost control. Due to CARES Act funds and Measure A reserves, Marin Transit is able to fully fund its budget while maintaining its operating reserve. The second distribution of the CARES Act funds received by Marin Transit were not included in the adopted budget.
SFMTA	\$115.8	<ul style="list-style-type: none"> When shelter in place first began, SFMTA suspended about 75% of routes, including all light rail, street car, and cable car service. Service was prioritized to create a high frequency network with a focus on the most used lines, serve medical facilities, and prioritize equity. SFMTA has slowly restored more service. 	-68% (end of July, bus only)	<ul style="list-style-type: none"> SFMTA is projecting overall revenue loss of 22%. CARES Act funds plus other one-time funds will reduce the revenue loss to 7% for FY 2020-21. The revenue projections assume gradual recovery and has been updated since the SFMTA board adopted its budget on June 30, 2020.

Agency	Total Proposed Allocation ¹ (TDA, STA, RM2 Op, AB 1107)	Status of Operations/Service	Average Fixed Route Ridership % Decrease	Operating Budget Information
		<ul style="list-style-type: none"> • A six-phase recovery plan has been developed based on projected increases in travel demand from the lessening of shelter in place restrictions. • Restoration of 70% of service by early 2021 is planned. • To support travel by seniors and persons with disabilities who may have difficulty accessing the reduced network, SFMTA introduced an Essential Trip Card which subsidized taxi fare up to \$60. • SFMTA is implementing an emergency expansion of transit only lanes to provide more transit, increase reliability, and reduce travel time. 		<p>SFMTA will monitor and regularly report to their Board about revenue and expenditures for the fiscal year.</p> <ul style="list-style-type: none"> • Continued restriction of passenger capacity will negatively affect fare revenue. Current vehicle capacity is less than one-third, but fare revenue is expected to decrease ~50% compared to pre-COVID fare revenue. • Cost-savings are currently proposed to come primarily from a hiring freeze, attrition, limited overtime, and procurement management controls. Labor and benefits comprise ~65% of the SFMTA operating budget.

Date: June 24, 2020
W.I.: 1255
Referred by: PAC
Revised: 09/23/20-C

ABSTRACT

Resolution No. 4429, Revised

This resolution approves the allocation of the Regional Measure 2 operating and planning funds for FY 2020-21.

This resolution allocates funds to AC Transit, MTC, Transbay Joint Powers Authority, and Water Emergency Transportation Authority (WETA).

On September 23, 2020, Attachment A was revised to allocate funds to Golden Gate Bridge, Highway, and Transportation District (GGBHTD) and San Francisco Municipal Transportation Agency (SFMTA).

Discussion of the allocations made under this resolution are contained in the MTC Programming and Allocations Committee Summary Sheets dated June 10, 2020 and September 9, 2020.

Date: June 24, 2020
W.I.: 1255
Referred by: PAC

Re: Allocation of Regional Measure 2 funds for transit operations and planning for FY 2020-21

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION No. 4429

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

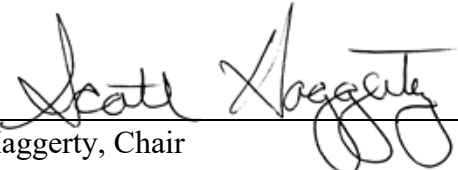
RESOLVED, that MTC approves the allocation of RM2 funds in accordance with Attachment A; and be it further

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



Scott Haggerty, 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 24, 2020.

FY 2020-21 ALLOCATION OF REGIONAL MEASURE 2 FUNDS
FOR TRANSIT OPERATIONS AND PLANNING

1. Funding for each route is limited to the amount identified in the FY2020-21 RM2 Operating Program (MTC Resolution 4428).
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 2020-21, operating advances are suspended, but will be considered on a case-by-case basis.
5. RM2 performance requirements will be suspended through FY 2020-21 due to shelter in place orders and travel changes resulting from COVID-19.

Claimant	Project Description	Allocation Amount	Allocation Code	Approval Date	Project Number
WETA	Planning and Administration	\$ 2,115,000	01	06/24/20	11
WETA	Ferry Operations	\$ 11,632,500	02	06/24/20	6
TJPA	Transbay Transit Center	\$ 2,115,000	03	06/24/20	13
MTC	Clipper	\$ 1,410,000	04	06/24/20	12
AC Transit	Express Bus Service	\$ 3,826,672	05	06/24/20	4
AC Transit	Dumbarton Bus	\$ 2,126,968	06	06/24/20	5
AC Transit	Owl Bus Service	\$ 1,064,989	07	06/24/20	7
AC Transit	Enhanced/Rapid Bus Service	\$ 2,115,000	08	06/24/20	9
SFMTA	Metro 3rd Street Extension	\$ 1,762,500	9	09/23/20	8
GGBHTD	Route 40	\$ 1,743,976	10	09/23/20	1
Total		\$ 29,912,605			

Date: June 24, 2020
W.I.: 1514
Referred by: PAC
Revised: 07/22/20-C
09/23/20-C

ABSTRACT

Resolution No. 4430, Revised

This resolution approves the allocation of fiscal year 2020-21 Transportation Development Act Article 4, Article 4.5 and Article 8 funds to claimants in the MTC region.

This resolution allocates funds to AC Transit, County Connection (CCCTA) and Santa Clara Valley Transportation Authority (VTA).

On July 22, 2020, Attachment A was revised to allocate funds to Livermore Amador Valley Transit Authority (LAVTA), Napa Valley Transportation Authority (NVTA), SolTrans, Sonoma County Transit, and Vacaville.

On September 23, 2020, Attachment A was revised to allocate funds to CCCTA, Fairfield, Golden Gate Bridge, Highway, and Transportation District (GGBHTD), Marin Transit, and San Francisco Municipal Transportation Agency (SFMTA).

Discussion of the allocations made under this resolution is contained in the MTC Programming and Allocations Committee Summary Sheets dated June 10, 2020 July 8, 2020, and September 9, 2020.

Date: June 24, 2020
W.I.: 1514
Referred by: PAC

Re: Allocation of Fiscal Year 2020-21 Transportation Development Act Article 4, Article 4.5 and Article 8 Funds to Claimants in the MTC Region

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4430

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 2020-21 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 2020-21 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

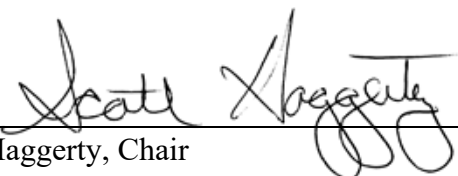
RESOLVED, that MTC approves the findings set forth in Attachment B to this resolution; and, be it further

RESOLVED, that MTC approves the allocation of fiscal year 2020-21 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 3866, Revised, the Transit Coordination Implementation Plan.

METROPOLITAN TRANSPORTATION COMMISSION



Scott Haggerty, 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 24, 2020.

Date: June 24, 2020
 Referred by: PAC
 Revised: 07/22/20-C
 09/23/20-C

Attachment A
 MTC Resolution No. 4430
 Page 1 of 1

ALLOCATION OF TRANSPORTATION DEVELOPMENT ACT ARTICLE 4, 4.5 and 8 FUNDS
 DURING FISCAL YEAR 2020-21

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

Claimant	Project Description	Allocation Amount	Alloc. Code	Approval Date	Apportionment Area	Note
5801 - 99233.7, 99275 Community Transit Service - Operations						
VTA	Paratransit Operations	4,300,949	01	06/24/20	Santa Clara County	
AC Transit	Paratransit Operations	2,941,847	02	06/24/20	Alameda County	
	Subtotal	7,242,796				
5802 - 99260A Transit - Operations						
VTA	Transit Operations	81,718,041	03	06/24/20	VTA	
CCCTA	Transit Operations	21,522,389	04	06/24/20	CCCTA	
AC Transit	Transit Operations	39,194,685	05	06/24/20	AC Transit Alameda D1	
AC Transit	Transit Operations	10,401,518	06	06/24/20	AC Transit Alameda D2	
AC Transit	Transit Operations	4,764,837	07	06/24/20	AC Transit Contra Costa	
LAVTA	Transit Operations	9,941,236	08	07/22/20	LAVTA	
Sonoma County	Transit Operations	5,506,420	09	07/22/20	Sonoma County	
Sonoma County	Transit Operations	172,665	10	07/22/20	Petaluma	
SolTrans	Transit Operations	3,772,833	11	07/22/20	Vallejo/Benicia	
NVTA	Transit Operations	1,497,200	12	07/22/20	NVTA	
SFMTA	Transit Operations	35,847,950	18	09/23/20	SFMTA	
SFMTA	Transit Operations	1,886,687	19	09/23/20	San Francisco County	1
GGBHTD	Transit Operations	5,405,195	20	09/23/20	GGBHTD (Marin)	
GGBHTD	Transit Operations	4,434,197	21	09/23/20	GGBHTD (Sonoma)	
Fairfield	Transit Operations	1,919,984	22	09/23/20	Fairfield	
Fairfield	Transit Operations	882,747	22	09/23/20	Suisun City	
Marin Transit	Transit Operations	3,817,097	23	09/23/20	Marin Transit	
	Subtotal	232,685,681				
5803 - 99260A Transit - Capital						
LAVTA	Transit Capital	2,298,700	13	07/22/20	LAVTA	
NVTA	Transit Capital	2,763,521	14	07/22/20	NVTA	
CCCTA	Transit Capital	1,494,000	24	09/23/20	CCCTA	
	Subtotal	6,556,221				
5807 - 99400C General Public - Operating						
Sonoma County	Transit Operations	1,591,839	15	07/22/20	Sonoma County	
Sonoma County	Transit Operations	34,533	16	07/22/20	Petaluma	
Vacaville	Transit Operations	1,314,318	17	07/22/20	Vacaville	
	Subtotal	2,940,690				
	TOTAL	249,425,388				

Date: June 24, 2020
Referred by: PAC

Attachment B
Resolution No. 4430
Page 1 of 3

ALLOCATION OF FISCAL YEAR 2020-21
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 each claimant has submitted to MTC as part of its application for TDA Article 4 funds a budget indicating compliance with the 50% expenditure limitation of Public Utilities Code § 99268, or 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 so attested to by the claimant's chief financial officer; 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 funds 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 has submitted a budget indicating compliance with the 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 so attested to by the claimant's chief financial officer; 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 each claimant has submitted to MTC as part of its application for TDA Article 8 funds a budget indicating compliance with the 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 so attested to by the claimant's chief financial officer; 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 24, 2020
W.I.: 1514
Referred by: PAC
Revised: 07/22/20-C
09/23/20-C

ABSTRACT

Resolution No. 4431, Revised

This resolution approves the allocation of State Transit Assistance (STA) funds for fiscal year 2020-21.

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

Attachment A to this resolution was revised on July 22, 2020 to allocate funds to SolTrans.

Attachment A to this resolution was revised on September 23, 2020 to allocate funds to Golden Gate Bridge, Highway, and Transportation District (GGBHTD), San Francisco Municipal Transportation Agency (SFMTA), and Solano Transportation Authority. Funds will be rescinded from MTC.

Discussion of the allocations made under this resolution is contained in the MTC Programming and Allocations Committee Summary Sheets dated June 10, 2020, July 8, 2020, and September 9, 2020.

Date: June 24, 2020
W.I.: 1514
Referred by: PAC

Re: Allocation of Fiscal Year 2020-21 State Transit Assistance to Claimants in the MTC Region

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4431

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 2020-21 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 2020-21 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 4355, 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 2020-21 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



Scott Haggerty, 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 24, 2020.

ALLOCATION OF STATE TRANSIT ASSISTANCE FUNDS
 DURING FISCAL YEAR 2020-21

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
5821 - 6730B Capital - Population-based Lifeline					
VTA	Cycle 4: ADA Transition Plan	3,596,543	01	06/24/20	Santa Clara County
	Subtotal	3,596,543			
5820 - 6730A Operating Costs - Revenue-based					
VTA	Transit Operations	13,808,720	02	06/24/20	VTA
AC Transit	Transit Operations	14,412,123	03	06/24/20	AC Transit
SFMTA	Transit Operations	37,648,058	09	09/23/20	SFMTA
GGBHTD	Transit Operations	5,072,785	10	09/23/20	GGBHTD
	Subtotal	70,941,686			
5820 - 6730A Operating Costs - Population-based MTC Regional Coordination					
MTC	Clipper Operations	5,800,000	04	06/24/20	MTC
MTC	Means-based Fare Pilot Subsidy	3,300,000	05	06/24/20	Means-based
MTC	Means-based Fare Pilot Admin	2,700,000	06	06/24/20	Means-based
MTC	Clipper Operations	(5,584,195)	04	09/23/20	MTC
	Subtotal	6,215,805			
5820 - 6730A Operating Costs - County Block Grant					
SolTrans	Transit Operations	1,388,993	08	07/22/20	Solano County
	Subtotal	1,388,993			
5822 - 6731C Paratransit - Operating - County Block Grant					
VTA	Transit Operations	3,977,636	07	06/24/20	Santa Clara County
	Subtotal	3,977,636			
5828 - 6731B Planning and Admin - County Block Grant					
Solano TA	Planning and Administration	2,272,950	11	09/23/20	Solano County
	Subtotal	2,272,950			
	TOTAL	88,393,613			

Date: June 21, 2020
Referred by: PAC

Attachment B
Resolution No. 4431
Page 1 of 2

ALLOCATION OF FISCAL YEAR 2020-21 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 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 TDA Article 8 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
3. That each claimant has submitted to MTC as part of its application for TDA Article 4 funds a budget indicating compliance with the 50% expenditure limitation of PUC § 99268, or with the applicable fare or fares-plus-local-support recovery ratio requirement (PUC §§ 99268.2, 99268.3, 99268.4, 99268.12, or 99270.5), or with the applicable fare or fares-plus-local-match recovery ratio requirement (as set forth, respectively, in PUC §§ 99268.5, 99268.12, or MTC Resolution No. 1209, Revised), as so attested to by the claimant's chief financial officer; 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 made a reasonable effort to implement the productivity improvements recommended pursuant to PUC § 99244; and
8. 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
9. That each claimant is in compliance with the eligibility requirements of PUC §§ 99314.6 or 99314.7; and
10. That each claimant has certified that it has entered into a joint fare revenue sharing agreement with every connecting transit operator, and that it 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.

Date: June 24, 2020
WI: 1514
Referred by: PAC
Revised: 09/23/20-C

ABSTRACT

Resolution No. 4432, Revised

This resolution approves the allocation of fiscal year 2020-21 AB 1107 half-cent sales tax funds to AC Transit.

On September 23, 2020, Attachment A was revised to allocate funds to San Francisco Municipal Transportation Agency (SFMTA).

Discussion of the allocations made under this resolution is contained in the MTC Programming and Allocations Committee Summary Sheet dated June 10, 2020 and September 9, 2020.

Date: June 24, 2020
Referred by: PAC

Re: Allocation of Fiscal Year 2020-21 “AB 1107” Half-Cent Sales Tax Funds

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4432

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

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

WHEREAS, SFMTA and/or AC Transit has submitted a request for the allocation of fiscal year 2020-21 AB 1107 funds for transit service projects and purposes in accordance with the regional priorities established by MTC; and

WHEREAS, Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length, lists the amounts of and purposes for the fiscal year 2020-21 allocations requested by SFMTA and/or AC Transit, and is from time-to-time revised; and

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

WHEREAS, Attachment B to this resolution, attached hereto and incorporated herein as though set forth at length, lists findings pertaining to the allocations made under this resolution to SFMTA and/or AC Transit, as the case may be; and

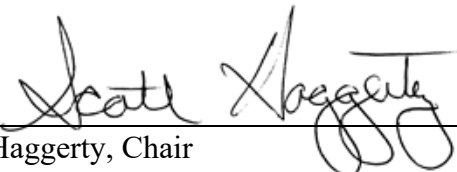
WHEREAS, SFMTA and/or AC Transit has certified that its projects and purposes listed and recorded in Attachment A are in compliance with the requirements of the California Environmental Quality Act (Public Resources Code Section 21000 et seq.), and with the State Environmental Impact Report Guidelines (14 California Code of Regulations Section 15000 et seq.); now, therefore, be it

RESOLVED, that MTC finds that the projects and purposes as listed and recorded in Attachment A are in conformance with MTC's Regional Transportation Plan; and, be it further

RESOLVED, that MTC approves the allocation of fiscal year 2020-21 funds under this resolution to SFMTA and/or AC Transit, in the amounts, for the purposes, and subject to the conditions, as listed and recorded on Attachment A.

RESOLVED, that all AB1107 allocations are subject to continued compliance with MTC Resolution 3866, the Transit Coordination Implementation Plan.

METROPOLITAN TRANSPORTATION COMMISSION



Scott Haggerty, 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 24, 2020.

Date: June 24, 2020
 Referred by: PAC
 Revised: 09/23/20-C

Attachment A
 MTC Resolution No. 4432
 Page 1 of 1

ALLOCATION OF AB 1107 FUNDS
 DURING FISCAL YEAR 2020-21

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

Claimant	Project Description	Fare Ratio Plus Local Support Percentage		Allocation Amount	Alloc. Code	Approval Date
		FY 18-19	FY 20-21			
AC Transit	Transit Operations	58.9%	39.3%	50% of deposits to MTC's AB 1107 account.	1	06/24/20
SFMTA	Transit Operations	70.1%	63.0%	50% of deposits to MTC's AB 1107 account.	2	09/23/20

Date: June 24, 2020
 Referred by: PAC
 Revised: 09/23/20-C

Attachment B
 Resolution No. 4432
 Page 1 of 1

ALLOCATION OF FISCAL YEAR 2020-21
 AB 1107 FUNDS

FINDINGS

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

	<i>AC Transit</i>	<i>SFMTA</i>
1. In accordance with Public Utilities Code §29142.4(a), the operator is a participating member of the Clipper Executive Board and the Bay Area Partnership Board, established by MTC and which serve the function of a regional transit coordinating council.	<i>YES</i>	<i>YES</i>
2. In accordance with Public Utilities Code §29142(c), the operator has complied with the transit system standards established by MTC pursuant to Government Code §66517.5.	<i>YES</i>	<i>YES</i>
3. In accordance with Public Utilities Code § 29142.5, MTC may consider local support revenues in excess of the operator’s base amount as fare revenues, as long as by doing so it will enable the operator to maintain or improve vital transit service within a coordinated fare structure. The audited financials submitted by the claimant for FY 2018-19 and included in the proposed FY 2020-21 budget demonstrate a fare ratio of greater than 33 percent when considering other local excess revenue.	<i>YES</i>	<i>YES</i>