

**Metropolitan Transportation Commission  
Programming and Allocations Committee**

June 12, 2019

Agenda Item 3c 20-0760

MTC Resolution Nos. 4427, 4429, 4430, 4431, and 4432

**Subject:** Allocation of \$279 million in FY2020-21 Transportation Development Act (TDA), State Transit Assistance (STA), Regional Measure 2 (RM2), and AB1107 funds to four transit operators, MTC, and the Transbay Joint Powers Authority (TJPA) to support transit operations and capital projects in the region.

**Background:** This month’s proposed actions begin the annual allocation process of these funds for FY2020-21. The six entities requesting TDA, STA, RM2, and AB1107 allocations this month that exceed the \$1 million delegated authority limit are identified in the table below. Allocation requests that are less than \$1 million are approved separately through the Executive Director’s Delegated Authority process. These funds comprise a significant share of the revenue for agencies’ operating budgets.

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. To account for the likely reduction in revenues, the following adjustments have been made to the allocated amounts proposed:

- Allocations of TDA funds—derived from a ¼ cent sales tax—have been adjusted downward as needed to be within 75 percent of the amount shown available for allocation in the adopted MTC Fund Estimate (Resolution 4402).
- Allocations of STA funds—derived from a sales tax on diesel fuel— have been adjusted to reflect new revenue estimates contained in the Governor’s May Budget Revision. The May Revision assumes a forty percent decrease in STA revenue as compared to the state’s January budget estimate.
- RM2 Operating funds—derived from 38 percent of the \$1 RM2 bridge toll—are expected to decline 25-30 percent compared to FY 2018-19. The allocation amounts are based on the programming levels identified in MTC Resolution 4428 (Item 3bii). The RM2 statute also identified a separate set-aside for operation of the Transbay Terminal which is statutorily exempt from any expected bridge toll revenue reductions.

| Allocation Amounts by Operator and Fund Source |                               |                               |  |   |                                   | <i>\$ in million</i> |
|--|-------------------------------|-------------------------------|--|---|-----------------------------------|----------------------|
| Transit Operator/<br>Claimant                  | TDA<br>Resolution<br>No. 4430 | STA<br>Resolution<br>No. 4431 | RM2<br>Operating<br>Resolution<br>No. 4429 | Terminal<br>RM2<br>Resolution<br>No. 4427 | AB 1107<br>Resolution<br>No. 4432 | Total                |
| AC Transit                                     | \$ 57.3                       | \$ 14.4                       | \$ 9.1                                     | N/A                                       | \$ 35.1                           | \$ 115.9             |
| CCCTA  | \$ 21.5                       | \$ -                          | \$ -                                       | N/A                                       | N/A                               | \$ 21.5              |
| MTC  | N/A                           | \$ 11.8                       | \$ 1.5                                     | N/A                                       | N/A                               | \$ 13.3              |
| TJPA   | N/A                           | N/A                           | \$ 2.1                                     | \$ 5.4                                    | N/A                               | \$ 7.5               |
| VTA  | \$ 86.0                       | \$ 21.4                       | N/A  | N/A                                       | N/A                               | \$ 107.4             |
| WETA   | N/A                           | \$ -                          | \$13.7                                     | N/A                                       | N/A                               | \$ 13.7              |
| <b>Total</b>                                   | <b>\$ 164.8</b>               | <b>\$ 47.6</b>                | <b>\$ 26.4</b>                             | <b>\$ 5.4</b>                             | <b>\$ 35.1</b>                    | <b>\$ 279.3</b>      |

Information regarding the status of operations and budgets for the above claimants is provided in Attachment A. In general, operators are still working to understand what the impacts of revenue and ridership losses related to COVID-19 and the related Shelter in Place order will be on their FY 2020-21 budgets. CARES Act funding programmed for transit operations and regional programs will help to mitigate some of these impacts, but significant unknowns exist.

**Issues:**

Allocation of RM2 Operating funds is contingent upon Commission approval of the FY 2020-21 Bay Area Toll Authority Budget and the FY 2020-21 RM2 Operating Program, MTC Resolution No. 4428 in Agenda Item 3bii.

STA funds for Clipper are contingent upon approval of funding in Item 2i. The Clipper Operating Budget was approved by the Clipper Executive Board in May. The Clipper operating budget is also included in the MTC Agency Budget that is being presented this month to the Administration Committee.

Allocation of STA Lifeline funds to VTA is contingent upon approval of Item 2e.

**Recommendation:**

Refer MTC Resolution Nos. 4427, 4429, 4430, 4431, and 4432 to the Commission for approval.

**Attachments:**

Attachment A – Transit Operator Budget Summary  
MTC Resolution Nos. 4427, 4429, 4430, 4431, and 4432



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Therese W. McMillan

## Attachment A – Overview of Funding Recipients

*\$ Amounts are in millions*

| Agency            | CARES Funding | FY19-20 Expected Deficit (w/out CARES) | Current Average Weekday Ridership % Decrease | Total Proposed TDA/ STA/ RM2/ AB 1107 FY20-21 Allocation <sup>1</sup> | Status of Operations/Service  | Budget Information  |
|-------------------|---------------|--|--|---|---|---|
| AC Transit        | \$80.4        | \$46                                   | -75%   | \$121.1   | <ul style="list-style-type: none"> <li>- AC Transit is operating a modified Sunday schedule, 65% of normal weekday service. Most Transbay routes, weekday only routes, and school service routes are suspended.</li> <li>- AC Transit plans to increase service as needed and in August increase to 80% service including Bus Rapid Transit with ten-minute headways.</li> <li>- AC Transit is going through a planning process to make a permanent 20% service reduction to respond to reduced revenue.</li> </ul> | <ul style="list-style-type: none"> <li>- AC Transit adopted a continuing appropriation for three months based on FY2019-20 monthly costs and will adopt the FY2020-21 budget in September to allow for better information about revenues and expenditures.</li> <li>-The 20% service cut would result in about \$54.6 M in savings, but those savings are not expected to begin until March 2021.</li> <li>- Fares accounted for 13% of the budget and AC Transit is exploring ways to safely start collecting fares including installing barriers for operators, mobile payment, and rear-door Clipper card reader.</li> </ul> |
| County Connection | \$7.1         | \$5.3                                  | -80-85%                                      | \$29.7  | <ul style="list-style-type: none"> <li>- Service continues to be adjusted based on demand and operator availability. As of 5/11/20, eleven of thirteen local routes, and three of eight express routes are operating regular weekday service.</li> <li>- Service is prioritized based on ridership and meeting essential needs.</li> </ul>  | <ul style="list-style-type: none"> <li>- Based on their pre-COVID-19 operating budget for FY 20-21 and estimated revenue decline, CCCTA will have a \$9.8 M budget deficit. CARES funding and TDA reserves will make-up the difference.</li> <li>- CCCTA plans to revise its budget in June and during FY20-21.</li> </ul>  |
| Clipper           | \$5.9         | \$2.4                                  | 95%  | \$5.8   | <ul style="list-style-type: none"> <li>- 13 out of 22 operators that allow Clipper payment are currently operating fare free or not enforcing fares. As a result of free</li> </ul>   | <ul style="list-style-type: none"> <li>- Under the terms of the Clipper Memorandum of Understanding (MOU), MTC pays a larger share of fixed and</li> </ul>  |

<sup>1</sup> 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.

## Attachment A – Overview of Funding Recipients

| Agency            | CARES Funding | FY19-20 Expected Deficit (w/out CARES) | Current Average Weekday Ridership % Decrease | Total Proposed TDA/ STA/ RM2/ AB 1107 FY20-21 Allocation <sup>1</sup> | Status of Operations/Service  | Budget Information   |
|-------------------|---------------|--|--|---|---|--|
|                   |               |  |  |   | fares and drastic declines in ridership, Clipper usage (tags) is down about 95%.<br>- Clipper plans to release a mobile fare payment option in late 2020.   | regional costs than transit operators do so drastic declines in usage results in minimal cost-savings to MTC.<br>- STA and RM2 funds comprise 70% of the revenue for MTC’s share of Clipper’s operating costs.   |
| TJPA <sup>2</sup> | N/A           | N/A                                    | N/A  |   | - The Salesforce Transit Center has remained open to allow for essential travel.<br>- The rooftop park space is anticipated to function as a passive use environment. Activities and programming will not resume before 2021. | - TJPA’s proposed budget of \$22.1 M for FY 2020-21 is \$8.8 M (or 28%) less compared to the current year’s budget of \$30.8 M, excluding debt service. Shifting staff to capital projects and reducing security and janitorial services are some of the ways they are reducing operating costs.<br>- The FY 2020-21 operating budget includes \$3.2 M to replenish the operating reserve. Transfer of funds to the reserve is contingent upon sufficient revenue to cover operating expenses as well as AC Transit and SFMTA support. The reserve has \$300,000 available to start the year since \$2.5 M in reserves will be used to fund the FY 2019-20 operating budget. |
| WETA              | \$12.5        | \$3.6                                  | -98%   | \$13.3  | - WETA is operating limited weekday service on two routes (Vallejo-SF, Alameda/Oakland-SF) and suspended service on its other three routes. WETA is envisioning restoring service in roughly four                             | - In May, WETA adopted a budget based on its pre-COVID estimated service levels. The budget also included the full amount of RM2 operating which MTC staff advised would be 30% lower. It also   |

<sup>1</sup> 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.

<sup>2</sup> Allocations to TJPA is subject to adoption of authorizing resolution at its June Board Meetings on June 11, 2020.

## Attachment A – Overview of Funding Recipients

| Agency | CARES Funding | FY19-20 Expected Deficit (w/out CARES) | Current Average Weekday Ridership % Decrease | Total Proposed TDA/ STA/ RM2/ AB 1107 FY20-21 Allocation <sup>1</sup> | Status of Operations/Service  | Budget Information   |
|--------|---------------|--|--|---|---|--|
|        |               |  |  |   | <p>stages starting with increasing service on the two routes in operation. The second stage will begin to introduce limited service at most terminals on weekdays, among other changes.</p> <ul style="list-style-type: none"> <li>- The Seaplane Lagoon Terminal in Alameda is scheduled to open in August 2020. The impact of COVID-19 on this opening is still unknown. Reduced service and ridership may delay use of this new terminal since it is not possible to serve Oakland and the new terminal on the same trip due to the location of the new terminal.</li> </ul> | <p>anticipates an additional \$8 million in CARES funds. These two sources result in WETA beginning the year with at least a \$14 million revenue shortfall.</p> <ul style="list-style-type: none"> <li>- WETA plans to update its budget quarterly to respond to the impact of COVID-19 on service and additional information about revenue.</li> </ul> |
| VTA    | \$73          | \$34.3                                 | -80%   | \$108.9   | <ul style="list-style-type: none"> <li>- VTA is operating reduced schedule and coverage, focusing on routes serving essential destinations. Light rail trains are operating every 30 min.</li> <li>- Weekend service on light rail will resume in June.</li> <li>- VTA's BART extension to Silicon Valley is planned to open June 13, 2020. VTA is providing funding to BART for operation of the extension.</li> </ul>   | <ul style="list-style-type: none"> <li>- VTA adopted a two-year budget in June 2019. FY2020-21 is the second year of the budget and expenses are being adjusted to reflect the impact of COVID-19.</li> <li>- VTA has a preliminary estimated deficit of \$155 M for FY2020-21.</li> </ul>   |

<sup>1</sup> 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.

Date: June 24, 2020  
W.I.: 1254  
Referred By: PAC

ABSTRACT

Resolution No. 4427

This resolution approves the FY2020-21 allocation of bridge tolls to the Transbay Joint Powers Authority (TJPA) for operation and maintenance assistance of the Temporary Transbay Terminal as well as the permanent Transbay Transit Center, pursuant to California Streets and Highways Code 30914(b).

Additional discussion is contained in the MTC Programming and Allocations Committee Summary Sheet dated June 10, 2020.

Date: June 24, 2020  
W.I.: 1254  
Referred By: PAC

RE: Approval of allocation of bridge toll funds to Transbay Joint Powers Authority for the operation and maintenance of the Temporary Transbay Terminal and Salesforce Transit Center

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 4427

WHEREAS, the Metropolitan Transportation Commission (MTC) is the regional transportation planning agency for the San Francisco Bay Area pursuant to Government Code Sections 66500 *et seq.*; 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, pursuant to Streets and Highways Code 30914(b), MTC shall allocate toll bridge revenues in an annual amount not to exceed three million dollars (\$3,000,000) plus a 3.5-percent annual increase beginning July 1, 2004, to the department or to the Transbay Joint Powers Authority after the department transfers the title of the Transbay Terminal Building to that entity, for operation and maintenance expenditures. This allocation shall be payable from funds transferred by the Bay Area Toll Authority; and

WHEREAS, the transfer of ownership of the Transbay Terminal Building from the state to the Transbay Joint Powers Authority occurred on August 6<sup>th</sup>, 2010, now be it

RESOLVED, that MTC approves the allocation and reimbursement of bridge toll funds in accordance with the amount, reimbursement schedule, and conditions set forth in Attachment A; and, be it further

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

METROPOLITAN TRANSPORTATION COMMISSION

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Scott Haggerty, 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 June 24, 2020.



Date: June 24, 2020  
W.I.: 1254  
Referred By: PAC

Attachment A  
MTC Resolution No. 4427  
Page 1 of 1

**ALLOCATION OF BRIDGE TOLLS  
PURSUANT TO STREETS AND HIGHWAY CODE 30914(b)**

Project Title: **Transbay Terminal Facilities Operations and Maintenance**  
Sponsor: **Transbay Joint Powers Authority**

Conditions of Allocation:

1. Reimbursement shall be provided for eligible operating and maintenance expenditures at the permanent Transbay Transit Center.
2. If requested by MTC, details regarding any operating expenditures for the Transbay Terminal Facilities shall be provided by TJPA.
3. Periodic updates regarding the wayfinding planning and implementation shall be provided.
4. Payment for operating expenses shall not be requested more than once monthly.
5. Maximum monthly reimbursement for operating expenses may be limited to no more than 1/12 of the amount allocated.

| Allocation No. | Approval Date | Amount      | Reimbursement Period |
|----------------|---------------|-------------|----------------------|
| 21442701       | 6/24/20       | \$5,384,027 | FY 2020-21           |

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

ABSTRACT

Resolution No. 4429

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).

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

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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.

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| <b>Claimant</b> | <b>Project Description</b>  | <b>Allocation Amount</b>   | <b>Allocation Code</b> | <b>Approval Date</b> | <b>Project Number</b> |
|-----------------|-----------------------------|----------------------------|------------------------|----------------------|-----------------------|
| 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                     | \$ 1,450,000               | 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                     |
|                 |                             | <b>Total \$ 26,446,129</b> |                        |                      |                       |

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

ABSTRACT

Resolution No. 4430

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).

Discussion of the allocations made under this resolution is contained in the MTC Programming and Allocations Committee Summary Sheets dated June 10, 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

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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

Attachment A  
MTC Resolution No. 4430  
Page 1 of 2

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.

| <b>Claimant</b>  | <b>Project Description</b> | <b>Allocation Amount</b> | <b>Alloc. Code</b> | <b>Approval Date</b> | <b>Apportionment Area</b> |
|--|----------------------------|--------------------------|--------------------|----------------------|---------------------------|
| <b><i>5801 - 99233.7, 99275 Community Transit Service - Operations</i></b> |                            |                          |                    |                      |                           |
| 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            |
|  | <b><i>Subtotal</i></b>     | <b>7,242,796</b>         |                    |                      |                           |
| <b><i>5802 - 99260A Transit - Operations</i></b>                           |                            |                          |                    |                      |                           |
| 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   |
|  | <b><i>Subtotal</i></b>     | <b>157,601,470</b>       |                    |                      |                           |
|  | <b>TOTAL</b>               | <b>164,844,266</b>       |                    |                      |                           |

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

ABSTRACT  
Resolution No. 4431

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).

Discussion of the allocations made under this resolution is contained in the MTC Programming and Allocations Committee Summary Sheets dated June 10, 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

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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 |
|--|--------------------------------|-------------------|-------------|---------------|--------------------|
| <b>5821 - 6730B Capital - Population-based Lifeline</b>                          |                                |                   |             |               |                    |
| VTA  | Cycle 4: ADA Transition Plan   | 3,596,543         | 01          | 06/24/20      | Santa Clara County |
|  | <b>Subtotal</b>                | <b>3,596,543</b>  |             |               |                    |
| <b>5820 - 6730A Operating Costs - Revenue-based</b>                              |                                |                   |             |               |                    |
| VTA  | Transit Operations             | 13,808,720        | 02          | 06/24/20      | VTA                |
| AC Transit   | Transit Operations             | 14,412,123        | 03          | 06/24/20      | AC Transit         |
|  | <b>Subtotal</b>                | <b>28,220,843</b> |             |               |                    |
| <b>5820 - 6730A Operating Costs - Population-based MTC Regional Coordination</b> |                                |                   |             |               |                    |
| 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        |
|  | <b>Subtotal</b>                | <b>11,800,000</b> |             |               |                    |
| <b>5822 - 6731C Paratransit - Operating - County Block Grant</b>                 |                                |                   |             |               |                    |
| VTA  | Transit Operations             | 3,977,636         | 07          | 06/24/20      | Santa Clara County |
|  | <b>Subtotal</b>                | <b>3,977,636</b>  |             |               |                    |
|  | <b>TOTAL</b>                   | <b>47,595,022</b> |             |               |                    |

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

ABSTRACT

Resolution No. 4432

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

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

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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 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      |

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>   |