



# Metropolitan Transportation Commission

Bay Area Metro Center  
375 Beale Street  
San Francisco, CA 94105

## Meeting Agenda

### Programming and Allocations Committee

#### *Committee Members:*

*David Rabbitt, Chair   Gina Papan, Vice Chair*  
*Margaret Abe-Koga, Cindy Chavez, Federal D. Glover, Nate*  
*Miley, Hillary Ronen, Amy R. Worth*  
*Non-Voting Member: Dina El-Tawansy*

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Wednesday, October 13, 2021

9:50 AM

REMOTE

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The Programming and Allocations Committee is scheduled to meet on Wednesday, October 13, 2021 at 9:50 a.m., in the Bay Area Metro Center (Remotely), or immediately following the 9:45 a.m. Administration Committee meeting. In light of Governor Newsom's State of Emergency declaration regarding COVID-19 and in accordance with the recently signed Assembly Bill 361 allowing remote meetings, this meeting will be accessible via webcast, teleconference, and Zoom for all participants. A Zoom panelist link for meeting participants will be sent separately to committee, commission, or board members.

The meeting webcast will be available at  
<https://mtc.ca.gov/whats-happening/meetings/live-webcasts>.

Members of the public are encouraged to participate remotely via Zoom at the following link or phone number:

Attendee Link: <https://bayareametro.zoom.us/j/85244615935>

Or iPhone one-tap: US: +16699006833,,85244615935# or +14086380968,,85244615935#

Or Join by Telephone: (for higher quality, dial a number based on your current location) US:

+1 408 638 0968 or +1 669 900 6833 or +1 253 215 8782 or +1 346 248 7799 or

+1 312 626 6799 or +1 646 876 9923 or +1 301 715 8592 or

877 853 5247 (Toll Free) or 888 788 0099 (Toll Free)

Webinar ID: 852 4461 5935

International numbers available: <https://bayareametro.zoom.us/j/85244615935>

Detailed instructions on participating via Zoom are available at:

<https://mtc.ca.gov/how-provide-public-comment-board-meeting-zoom>. Committee members and members of the public participating by Zoom wishing to speak should use the "raise hand" feature or dial "\*9". In order to get the full Zoom experience, please make sure your application is up to date.

Members of the public may participate by phone or Zoom or may submit comments by email at [info@bayareametro.gov](mailto:info@bayareametro.gov) by 5:00 p.m. the day before the scheduled meeting date. Please include the committee or board meeting name in the subject line. Due to the current circumstances there may be limited opportunity to address comments during the meeting. All comments received will be submitted into the record.

## 1. Call to Order / Roll Call / Confirm Quorum

*Quorum: A quorum of this committee shall be a majority of its regular non-ex-officio voting members (5).*

## 2. Consent Calendar

- 2a. [21-1142](#) Minutes of the September 8, 2021 meeting  
**Action:** Committee Approval  
**Attachments:** [2a - 21-1142 - Sept 8 Prog&Allocations Draft Minutes.pdf](#)
- 2b. [21-0114](#) Quarterly report of the Executive Director's Delegated Authority actions  
**Action:** Information  
**Presenter:** Cheryl Chi  
**Attachments:** [2b - 21-0114 - Delegated Authority Quarterly Report.pdf](#)
- 2c. [21-1145](#) MTC Resolution Nos. 4465, Revised; and 4466, Revised. Allocation of \$34 million in FY2021-22 Transportation Development Act (TDA) and State Transit Assistance (STA) funds to nine operators and Solano Transportation Authority to support transit operations in the region.  
**Action:** Commission Approval  
**Presenter:** Cheryl Chi  
**Attachments:** [2c - 21-1145 - Resos-4465-4466 TDA and STA Allocations.pdf](#)
- 2d. [21-1146](#) MTC Resolution No. 3664, Revised. Regional Measure 2 (RM2) Project 32: Allocation of \$150,000 in RM2 funds to the Livermore Amador Valley Transit Authority (LAVTA) for the Shared Autonomous Vehicle Project.  
**Action:** Commission Approval  
**Presenter:** Anne Spevack  
**Attachments:** [2d - 21-1146 - Reso-3664 RM2 Proj32 Shared Autonomous Vehicle.pdf](#)
- ## 3. Regional
- 3a. [21-1021](#) MTC Resolution No. 4450, Revised. FY2021-22 Fund Estimate.  
  
Updates the Fund Estimate to reflect actual FY2020-21 revenue for the State Transit Assistance (STA) and State of Good Repair (SGR) programs and revises FY2021-22 revenue estimates.  
**Action:** Commission Approval  
**Presenter:** Terence Lee  
**Attachments:** [3a - 21-1021 - Reso-4450 Fund Estimate Updates.pdf](#)

#### 4. Federal

4a. [21-1287](#) American Rescue Plan Act Phase 2 Programming Next Steps

An update on and timeline for the programming of the Bay Area's balance of American Rescue Plan Act (ARP) COVID relief funds for public transit.

Action: Information

Presenter: Theresa Romell

Attachments: [4a - 21-1287 - ARP Programming Next Steps.pdf](#)

4b. [21-1181](#) One Bay Area Grant (OBAG 3) Proposed Framework

Staff will present the proposed program framework for the One Bay Area Grant (OBAG 3), including proposed focus areas, funding levels, and partnership approaches.

Action: Information

Presenter: Mallory Atkinson

Attachments: [4b - 21-1181 - OBAG3 Considerations.pdf](#)  
[4b - 21-1181 - OBAG3 Framework Proposal Presentation.pdf](#)

#### 5. Public Comment / Other Business

#### 6. Adjournment / Next Meeting

The next meeting of the Programming and Allocations Committee is scheduled to be held on Wednesday, November 10, 2021 at 9:45 a.m. remotely and by webcast. Any changes to the schedule will be duly noticed to the public.

**Public Comment:** The public is encouraged to comment on agenda items at Committee meetings by completing a request-to-speak card (available from staff) and passing it to the Committee secretary. Public comment may be limited by any of the procedures set forth in Section 3.09 of MTC's Procedures Manual (Resolution No. 1058, Revised) if, in the chair's judgment, it is necessary to maintain the orderly flow of business.

**Meeting Conduct:** If this meeting is willfully interrupted or disrupted by one or more persons rendering orderly conduct of the meeting unfeasible, the Chair may order the removal of individuals who are willfully disrupting the meeting. Such individuals may be arrested. If order cannot be restored by such removal, the members of the Committee may direct that the meeting room be cleared (except for representatives of the press or other news media not participating in the disturbance), and the session may continue.

**Record of Meeting:** Committee meetings are recorded. Copies of recordings are available at a nominal charge, or recordings may be listened to at MTC offices by appointment. Audiocasts are maintained on MTC's Web site ([mtc.ca.gov](http://mtc.ca.gov)) for public review for at least one year.

**Accessibility and Title VI:** MTC provides services/accommodations upon request to persons with disabilities and individuals who are limited-English proficient who wish to address Commission matters. For accommodations or translations assistance, please call 415.778.6757 or 415.778.6769 for TDD/TTY. We require three working days' notice to accommodate your request.

**可及性和法令第六章:** MTC 根據要求向希望來委員會討論有關事宜的殘疾人士及英語有限者提供服務/方便。需要便利設施或翻譯協助者，請致電 415.778.6757 或 415.778.6769 TDD / TTY。我們要求您在三個工作日前告知，以滿足您的要求。

**Acceso y el Título VI:** La MTC puede proveer asistencia/facilitar la comunicación a las personas discapacitadas y los individuos con conocimiento limitado del inglés quienes quieran dirigirse a la Comisión. Para solicitar asistencia, por favor llame al número 415.778.6757 o al 415.778.6769 para TDD/TTY. Requerimos que solicite asistencia con tres días hábiles de anticipación para poderle proveer asistencia.

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Attachments are sent to Committee members, key staff and others as appropriate. Copies will be available at the meeting.

All items on the agenda are subject to action and/or change by the Committee. Actions recommended by staff are subject to change by the Committee.

MTC's Chair and Vice-Chair are ex-officio voting members of all standing Committees.



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

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**File #:** 21-1142      **Version:** 1      **Name:**  
**Type:** Minutes      **Status:** Committee Approval  
**File created:** 8/31/2021      **In control:** Programming and Allocations Committee  
**On agenda:** 10/13/2021      **Final action:**  
**Title:** Minutes of the September 8, 2021 meeting  
**Sponsors:**  
**Indexes:**  
**Code sections:**  
**Attachments:** [2a - 21-1142 - Sept 8 Prog&Allocations Draft Minutes.pdf](#)

Date	Ver.	Action By	Action	Result
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**Subject:**  
Minutes of the September 8, 2021 meeting

**Recommended Action:**  
Committee Approval



# Metropolitan Transportation Commission Meeting Minutes

Bay Area Metro Center  
375 Beale Street  
San Francisco, CA 94105

## Programming and Allocations Committee

### *Committee Members:*

*David Rabbitt, Chair   Gina Papan, Vice Chair  
Margaret Abe-Koga, Cindy Chavez, Federal D. Glover, Nate  
Miley, Hillary Ronen, Amy R. Worth  
Non-Voting Member: Dina El-Tawansy*

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Wednesday, September 8, 2021

9:45 AM

Board Room - 1st Floor (REMOTE)

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### Call Remote Meeting to Order

#### 1. Roll Call / Confirm Quorum

**Present:** 7 - Commissioner Abe-Koga, Commissioner Chavez, Commissioner Glover, Vice Chair Papan, Chair Rabbitt, Commissioner Ronen, and Commissioner Worth  
**Absent:** 1 - Commissioner Miley

Non-Voting Member Absent: Commissioner El-Tawansy

Ex Officio Voting Members Present: Commission Chair Pedroza and Commission Vice Chair Josefowitz

Ad Hoc Non-Voting Members Present: Commissioner Canepa, Commissioner Fleming, Commissioner Giacomini, and Commissioner Sperling

#### 2. Consent Calendar

**Upon the motion by Commissioner Glover and the second by Commissioner Abe-Koga, the Consent Calendar was unanimously approved by the following vote:**

**Aye:** 7 - Commissioner Abe-Koga, Commissioner Chavez, Commissioner Glover, Vice Chair Papan, Chair Rabbitt, Commissioner Ronen and Commissioner Worth

**Absent:** 1 - Commissioner Miley

**2a.**     [21-1007](#)     Minutes of the July 14, 2021 meeting

**Action:** Committee Approval

**2b.**     [21-1028](#)     FY 2020-21 Federal Earmark Repurposing. Federal Highway Administration (FHWA) repurposed earmark funds under the earmark repurposing provision of the Consolidated Appropriations Act, 2021.

**Action:** Information

**Presenter:** Mallory Atkinson

- 2c. [21-1030](#) MTC Resolution No. 4412, Revised. Regional Measure 3 (RM3) Letter of No Prejudice to the Alameda County Transportation Commission for the I-680 Southbound Express Lane project in Alameda County.

**Action:** Commission Approval

**Presenter:** Kenneth Kao

### 3. Regional

- 3a. [21-1047](#) MTC Resolution Nos. 4464 Revised; 4465, Revised; 4466, Revised; and 4467, Revised

Allocation of \$175 million in FY2021-22 Transportation Development Act (TDA), State Transit Assistance (STA), Regional Measure 2 (RM2) and Assembly Bill 1107 (AB1107) funds to SFMTA and GGBHTD to support transit operations in the region.

**Action:** Commission Approval

**Presenter:** Cheryl Chi

**Upon the motion by Commissioner Chavez and the second by Vice Chair Papan, the Committee unanimously approved the referral of MTC Resolution Nos. 4464 Revised; 4465, Revised; 4466, Revised; and 4467, Revised to the Commission for approval. The motion carried by the following vote:**

**Aye:** 7 - Commissioner Abe-Koga, Commissioner Chavez, Commissioner Glover, Vice Chair Papan, Chair Rabbitt, Commissioner Ronen and Commissioner Worth

**Absent:** 1 - Commissioner Miley

### 4. State

- 4a. [21-1033](#) MTC Resolution No. 4488. Policies and Procedures for the 2022 Regional Transportation Improvement Program (RTIP).

Adoption of the Policies and Procedures for the 2022 RTIP, which includes approximately \$103 million in new programming capacity for the Bay Area.

**Action:** Commission Approval

**Presenter:** Karl Anderson

**Upon the motion by Commissioner Glover and the second by Commissioner Ronen, the Committee unanimously approved the referral of MTC Resolution No. 4488 to the Commission for approval. The motion carried by the following vote:**

**Aye:** 7 - Commissioner Abe-Koga, Commissioner Chavez, Commissioner Glover, Vice Chair Papan, Chair Rabbitt, Commissioner Ronen and Commissioner Worth

**Absent:** 1 - Commissioner Miley

## 5. Federal

- 5a. [21-1029](#) MTC Resolution No. 4202, Revised. Revisions to the One Bay Area Grant (OBAG 2) program.

Revisions to the One Bay Area Grant program (OBAG 2), including programming \$4.2 million to various projects within the Safe and Seamless Mobility Quick-Strike program.

**Action:** Commission Approval

**Presenter:** Mallory Atkinson

**Upon the motion by Commissioner Chavez and the second by Vice Chair Papan, the Committee unanimously approved the referral of MTC Resolution No. 4202, Revised to the Commission for approval. The motion carried by the following vote:**

**Aye:** 7 - Commissioner Abe-Koga, Commissioner Chavez, Commissioner Glover, Vice Chair Papan, Chair Rabbitt, Commissioner Ronen and Commissioner Worth

**Absent:** 1 - Commissioner Miley

- 5b. [21-1034](#) MTC Resolution 4481, Revised. Supplemental Programming of Phase 1 American Rescue Plan Act Funding

Programming of Phase 1 American Rescue Plan Act (ARP) funding for specific hardships and focused recovery strategies, and to transit operators in Solano and Sonoma Counties.

**Action:** Commission Approval

**Presenter:** Theresa Romell

**Upon the motion by Vice Chair Papan and the second by Commissioner Chavez, the Committee unanimously approved the referral of MTC Resolution No. 4481, Revised to the Commission for approval. The motion carried by the following vote:**

**Aye:** 7 - Commissioner Abe-Koga, Commissioner Chavez, Commissioner Glover, Vice Chair Papan, Chair Rabbitt, Commissioner Ronen and Commissioner Worth

**Absent:** 1 - Commissioner Miley



## 6. Information

6a. [21-1022](#) Update on FTA-Funded Megaprojects in the Bay Area

Update on the status and funding of FTA-Funded Megaprojects in the Bay Area and discussion of possible policy to coordinate and strategize on megaproject delivery.

**Action:** Information

**Presenter:** Kenneth Folan

Written correspondence was received in a joint letter from Laura Tolkoff of SPUR and Ian Griffiths of Seamless Bay Area.

The following members of the public were called to speak: Roland Lebrun, Ian Griffiths of Seamless Bay Area, and Richard Hedges.

6b. [21-1008](#) California Transportation Commission (CTC) Update

An update on the August 18-19, 2021 CTC Meeting and other state funding activities.

**Action:** Information

**Presenter:** Kenneth Kao

## 7. Public Comment / Other Business

## 8. Adjournment / Next Meeting

The next meeting of the Programming and Allocations Committee is scheduled to be held on Wednesday, October 13, 2021 at 9:45 a.m. remotely and by webcast. Any changes to the schedule will be duly noticed to the public.



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

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**File #:** 21-0114      **Version:** 1      **Name:**

**Type:** Report      **Status:** Informational

**File created:** 12/14/2020      **In control:** Programming and Allocations Committee

**On agenda:** 10/13/2021      **Final action:**

**Title:** Quarterly report of the Executive Director's Delegated Authority actions

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [2b - 21-0114 - Delegated Authority Quarterly Report.pdf](#)

Date	Ver.	Action By	Action	Result
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**Subject:**  
Quarterly report of the Executive Director's Delegated Authority actions

**Presenter:**  
Cheryl Chi

**Recommended Action:**  
Information

**Metropolitan Transportation Commission  
Programming and Allocations Committee**

October 13, 2021

Agenda Item 2b -21-0114

**Quarterly report of the Executive Director's Delegated Authority actions**

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**Background:**

MTC Resolution No. 3620, Revised, adopted by the Commission in March 2004, allows the Executive Director to make administrative allocations of certain funds up to \$1 million, with authority to take any rescission actions requested by claimants. To keep the Commission informed on actions approved by the Executive Director, staff reports quarterly on all 'delegated authority' allocations or rescissions.

The first quarter report for FY 2021-22 covers the period June 2021 through September 2021. Allocations may be approved one month ahead of the start of the fiscal year but are not effective until the fiscal year begins, therefore, June allocations made for FY 2021-22 are included in the first quarter report. The Executive Director approved the following allocation and rescission actions for FY 2021-22 summarized below and detailed in Attachment A:

<b>Delegated Authority FY 2021-22</b>	<b>1st Quarter</b>
<b>Allocations</b>	
Transportation Development Act	\$ 14,792,162
State Transit Assistance	\$ 8,876,071
Regional Measure 2	\$ 5,781,087
Bridge Tolls (Other)	\$ 51,824
<b>Total Allocations</b>	<b>\$ 29,501,144</b>
<b>Rescissions</b>	
Transportation Development Act	(\$ 824,361)
Regional Measure 2	(\$ 1,160)
<b>Total Rescissions</b>	<b>(\$ 825,521)</b>


Although FY 2020-21 has ended, rescissions to FY 2020-21 allocations were made in August 2021 so that the allocated amounts equal available revenue as required by statute. State Transit Assistance (STA) revenue derived from a sales tax on diesel fuel was a little higher than originally projected so only two rescissions for these allocations were necessary. STA revenue derived from vehicle license fees which supports the State of Good Repair program was lower necessitating rescissions to all of those allocations. The Executive Director approved the following rescission actions as summarized below and detailed in Attachment B:

<b>Delegated Authority FY 2020-21</b>	<b>End of Year True-up</b>
<b>Rescissions</b>	
State Transit Assistance	(\$ 1,476,839)
<b>Total Rescissions</b>	<b>(\$ 1,476,839)</b>

**Issues:** None

**Recommendation:** Information

**Attachments:** FY2021-22 Delegated Authority Attachment A  
FY2020-21 Delegated Authority Attachment B

  
Therese W. McMillan

**FY 2021-22 Delegated Authority**

Allocation and Rescission of Transportation Development Act, State Transit Assistance, Regional Measure 2,  
Bridge Toll and Feeder Bus Funds pursuant to MTC Resolution 3620

**First Quarter**

Transportation Development Act - Allocation (001)				Approval	Apportionment/
Claimant	Description	Amount	Code	Date	Notes
5800 - 99233.3 Pedestrian & Bicycle Facilities - Capital					
Healdsburg	Front Street Sidewalk Gap Closure	30,000	001	06/23/21	Sonoma County
Windsor	Crosswalk Enhancement - Starr Rd & Stellar Ln	110,000	002	06/23/21	Sonoma County
Antioch	Antioch School Ped Safety Improvement	75,000	007	07/28/21	Contra Costa County
Concord	Chestnut Ave Bicycle Blvd	50,000	008	07/28/21	Contra Costa County
Contra Costa County	2022 Tara Hills Curb Ramp Project	80,000	009	07/28/21	Contra Costa County
Contra Costa County	Bixler Rd and Regatta Dr Intersection Improvement	100,000	010	07/28/21	Contra Costa County
Contra Costa County	Iron Horse Trail Crossing Enhancement	90,000	011	07/28/21	Contra Costa County
Danville	Diablo Rd Trail Pedestrian and Bicycle Crossing Improvement	150,000	012	07/28/21	Contra Costa County
Lafayette	Pleasant Hill Rd Pathway	60,000	013	07/28/21	Contra Costa County
Orinda	Camino Pablo Pathway Rehabilitation	120,000	014	07/28/21	Contra Costa County
Pinole	HAWK at Appian Way and Marlesta Rd	129,400	015	07/28/21	Contra Costa County
Richmond	Richmond Greenway Rehab and Bicycle Safety Education	100,000	016	07/28/21	Contra Costa County
San Pablo	Giant Road Cycletrack	150,000	017	07/28/21	Contra Costa County
Albany	Masonic Intersections/Ohlone Greenway Trail Safety Improvem	109,083	030	08/25/21	Alameda County
Berkeley	Bike Plan Update	200,000	031	08/25/21	Alameda County
Berkeley	Vision Zero Quick Build Projects	250,000	032	08/25/21	Alameda County
Oakland	Foothill Blvd. Ped. Safety Improvements	360,000	033	08/25/21	Alameda County
Oakland	Burr, Wilson and Palmer Stairpath Rehab	115,000	034	08/25/21	Alameda County
Oakland	Cityracks Bicycle Parking Program	75,000	035	08/25/21	Alameda County
Oakland	E. 20th St. Stairpath Rehabilitation	150,000	036	08/25/21	Alameda County
Piedmont	Pedestrian Curb Ramps and Pedestrian Crossing Improvements	32,935	037	08/25/21	Alameda County
San Leandro	Pedestrian Curb Ramps and Crossing Improvements	105,062	038	08/25/21	Alameda County
Fremont	Fremont Blvd and County Dr Protected Intersections	368,002	039	08/25/21	Alameda County
Newark	Accessible Pedestrian Ramps	184,535	040	08/25/21	Alameda County
Dublin	Safe Routes to Schools - Crosswalk Improvements	188,038	041	08/25/21	Alameda County
Alameda County	Pedestrian Improvements at various locations	221,458	042	08/25/21	Alameda County
American Canyon	Eucalyptus Dr. Sidwalk Gap Closure	45,454	043	08/25/21	Napa County
Yountville	Washington Park ADA Improvements	160,000	044	08/25/21	Napa County
Santa Clara	Class 2 Bicycle Facility on Lafayette/Bassett St	824,361	045	09/22/21	Santa Clara County
Santa Clara	Upgrade Crosswalk Lighting at Traffic Signals	485,000	046	09/22/21	Santa Clara County
Campbell	Campbell Bicycle & Pedestrian Project FY 2021/22	42,302	047	09/22/21	Santa Clara County
Los Altos Hills	Design of Summerhill Avenue Pathway Project	21,203	048	09/22/21	Santa Clara County
Los Gatos	FY2021/22 Pedestrian Improvements	62,884	049	09/22/21	Santa Clara County
Milpitas	ADA Curb Ramp Transition Program 2022	155,316	050	09/22/21	Santa Clara County
Monte Sereno	Highway 9 Safety Improvement Gap Closure	26,447	051	09/22/21	Santa Clara County
Morgan Hill	Install protected bike lanes	92,870	052	09/22/21	Santa Clara County
Palo Alto	Bicycle/Pedestrian Transportation Plan	334,852	053	09/22/21	Santa Clara County
San Jose	Citywide Bikeway Implementation	749,527	054	09/22/21	Santa Clara County
San Jose	Pedestrian Safety Improvements	200,000	055	09/22/21	Santa Clara County
San Jose	Citywide Bicycle Safety Education	100,000	056	09/22/21	Santa Clara County
San Jose	Citywide Bicycle Parking	99,625	057	09/22/21	Santa Clara County
Sunnyvale	Pedestrian/Bicycle Pathway Spot Improvements	156,554	058	09/22/21	Santa Clara County
Saratoga	Saratoga Avenue Pathway Project	31,040	059	09/22/21	Santa Clara County
Subtotal		7,190,948			

**5801 - 99233.7, 99275 Community Transit Service - Operations**

Pleasanton	Community Transit	86,121	018	07/28/21	Alameda County
ECCTA	Community Transit	616,852	019	07/28/21	ECCTA
WestCat	Community Transit	187,019	020	07/28/21	Contra Costa County
NVTA	Community Transit	300,000	021	07/28/21	Napa County
LAVTA	Community Transit	159,119	022	07/28/21	Alameda County
LAVTA	Community Transit	1,125	022	08/25/21	Alameda County
AC Transit	Community Transit	0	003	08/25/21	change category of \$897k
Solano TA	Community Transit	437,065	060	09/22/21	Solano County
Solano TA	Community Transit	58,298	060	09/22/21	Vallejo/Benicia
Solano TA	Community Transit	2,650	060	09/22/21	Dixon
Solano TA	Community Transit	17,274	060	09/22/21	Fairfield
Solano TA	Community Transit	100	060	09/22/21	Rio Vista
Solano TA	Community Transit	34,613	060	09/22/21	Vacaville
<b>Subtotal</b>		<b>1,900,236</b>			

**99275 Community Transit Service - Planning and Admin**

Solano TA	Planning and Administration	316,750	061	09/22/21	Solano County
<b>Subtotal</b>		<b>316,750</b>			

**5802 - 99260A Transit - Operations**

AC Transit	Transit Operations	864,982	003	06/23/21	Contra Costa County
AC Transit	Transit Operations	116,699	004	06/23/21	Union City
NVTA	Transit Operations	1,000,000	005	06/23/21	NVTA
LAVTA	Transit Operations	104,953	023	07/28/21	BART
WestCat	Transit Operations	362,361	024	07/28/21	BART
Sonoma County Transit	Transit Operations	232,846	025	07/28/21	Petaluma
AC Transit	Transit Operations	31,805	003	07/28/21	Contra Costa County
<b>Subtotal</b>		<b>2,713,646</b>			

**5803 - 99260A Transit - Capital**

WestCat	Transit Capital	380,694	026	07/28/21	WCCTA
<b>Subtotal</b>		<b>380,694</b>			

**5807 - 99400C Transit - Operations**

Sonoma County Transit	Transit Operations	46,569	027	07/28/21	Petaluma
NVTA	Transit Operations	424,200	028	07/28/21	NVTA
<b>Subtotal</b>		<b>470,769</b>			

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

NVTA	Planning and Administration	1,000,000	006	06/23/21	NVTA
Solano TA	Planning and Administration	26,689	062	09/22/21	Solano County
Solano TA	Planning and Administration	200,798	062	09/22/21	Vallejo/Benicia
Solano TA	Planning and Administration	26,980	062	09/22/21	Dixon
Solano TA	Planning and Administration	159,680	062	09/22/21	Fairfield
Solano TA	Planning and Administration	12,834	062	09/22/21	Rio Vista
Solano TA	Planning and Administration	134,679	062	09/22/21	Vacaville
Solano TA	Planning and Administration	40,138	062	09/22/21	Suisun City
<b>Subtotal</b>		<b>1,601,798</b>			

**5802 - 99260.6 Rail Passenger Service**

Solano TA	Transit Operations	130,000	063	09/22/21	Suisun City
<b>Subtotal</b>		<b>130,000</b>			

**5813 - 99400E Transit - Capital**

Sonoma County Transit	Transit Capital	87,321	029	07/28/21	Sonoma County
<b>Subtotal</b>		<b>87,321</b>			
<b>Total</b>		<b>14,792,162</b>			

\* MTC finds that these Article 4.5 funds can be used to better advantage for Article 4 purposes.

State Transit Assistance - Allocation (002)				Approval	Apportionment/
Claimant	Description	Amount	Code	Date	Notes
<b>5820 - 6730A Operations - County Block Grant</b>					
SFMTA	Late Night Service	824,480	020	09/22/21	San Francisco County
SFMTA	Health Mobility Navigation Project	132,100	021	09/22/21	San Francisco County
<b>Subtotal</b>		<b>956,580</b>			
<b>5820 - 6730A Operations - Revenue-based</b>					
CCCTA	Transit Operating	612,000	001	06/23/21	CCCTA
CCCTA	Transit Operating	891,994	002	06/23/21	BART
VTA	Transit Operating	123,935	003	06/23/21	VTA - ACE
LAVTA	Transit Operations	661,131	008	07/28/21	BART
LAVTA	Transit Operations	712,236	009	07/28/21	LAVTA
ECCTA	Transit Operations	358,048	010	07/28/21	ECCTA
WestCat	Transit Operations	472,527	011	07/28/21	WCCTA
Sonoma County Transit	Transit Operations	206,612	012	07/28/21	Sonoma County Transit
NVTA	Transit Operations	97,408	013	07/28/21	NVTA
<b>Subtotal</b>		<b>4,135,891</b>			
<b>5821 - 6730B Capital Costs - County Block Grant</b>					
Solano TA	Inductive Charging	325,000	022	09/22/21	Solano County
Solano TA	CBTP Lifeline Projects	170,000	023	09/22/21	Solano County
<b>Subtotal</b>		<b>495,000</b>			
<b>5822 - 6731C Paratransit - Operations - Revenue-based</b>					
SolTrans	Paratransit Operations	291,716	004	06/23/21	Solano County Transit
<b>Subtotal</b>		<b>291,716</b>			
<b>5820 - 6730A Operations - Population-based Lifeline</b>					
SFMTA	Cycle 5: Bayview Transit Assistance	200,000	024	09/22/21	Participatory Budgeting
<b>Subtotal</b>		<b>200,000</b>			
<b>5820 - 6730A Operations - Population-based MTC Coordination</b>					
AC Transit	Transit Operating	286,000	005	06/23/21	MTC
CCCTA	Transit Operating	75,000	006	06/23/21	MTC
MTC	511 Program	290,000	007	06/23/21	MTC
MTC	Clipper START Administration	1,000,000	014	07/28/21	Means-based
MTC	Clipper START Cohort 2 Reimbursements	300,000	015	07/28/21	Means-based
MTC	Coordinated Plan	186,339	016	07/28/21	MTC
MTC	ITS Architecture	90,212	017	07/28/21	MTC
MTC	Return to Transit	122,616	018	07/28/21	MTC
MTC	RTC Transition	150,570	019	07/28/21	MTC
MTC	ITS Architecture	25,000	017	09/22/21	MTC
MTC	Transit Staff Support	261,147	025	09/22/21	MTC
GGBHTD	Transit Operations	10,000	026	09/22/21	MTC
<b>Subtotal</b>		<b>2,796,884</b>			
<b>Total</b>		<b>8,876,071</b>			

Regional Measure 2 Funds - Allocation (006)				Approval	
Claimant	Description	Amount	Code	Date	Notes
<b>Operating Allocations</b>					
<i>Performance standards identified in MTC Res. 3636, Revised are currently suspended due to the COVID-19 pandemic.</i>					
CCCTA	Express Route 96X	123,538	001	06/23/21	
SolTrans	Red Line	889,212	002	06/23/21	
SolTrans	Yellow Line	648,182	003	06/23/21	
LAVTA	Rapid	409,489	008	07/28/21	
ECCTA	Route 300	452,060	009	07/28/21	
WestCat	Lynx/JX Service	781,618	010	07/28/21	
WestCat	JPX	211,900	011	07/28/21	
NVTA	VINE Express Commuter Service, Route 29	362,440	012	07/28/21	
SFMTA	Route 14	159,376	013	09/22/21	
GGBHTD	Route 40/580	252,113	014	09/22/21	
	<b>Subtotal</b>	<b>4,289,928</b>			
<b>Marketing</b>					
MTC	511 Program	340,000	004	06/23/21	
MTC	Mapping and Wayfinding	500,000	005	06/23/21	
MTC	Return to Transit	150,000	006	06/23/21	
AC Transit	AC Transit Services	500,000	007	06/23/21	
	<b>Subtotal</b>	<b>1,490,000</b>			
<b>Capital Allocations</b>					
CCTA	Rail Extension to East Contra Costa County (PS&E and CON)	0		08/25/21	scope change to
MTC	Regional Real Time Transit Data Management System	1,159		09/22/21	Allocation 08368412
	<b>Subtotal</b>	<b>1,159</b>			Allocation 22405009
	<b>Total</b>	<b>5,781,087</b>			
2% Bridge Toll Revenues - Allocation (009)				Approval	
Claimant	Description	Amount	Code	Date	Apportionment
<b>Operating Allocations</b>					
MTC	Rail Partnership Study	51,824	001	07/28/21	Studies
	<b>Total</b>	<b>51,824</b>			
<b>Allocations Grand Total</b>		<b>29,501,144</b>			
Rescission - Transportation Development Act				Approval	Allocation
Claimant	Description	Amount		Date	Instruction
Santa Clara	Class 2 Bicycle Facility on Lafayette/Bassett St	(824,361)		09/22/21	20001038
	<b>Total</b>	<b>(824,361)</b>			
Rescission - Regional Measure 2 Funds				Approval	Allocation
Claimant	Description	Amount		Date	Instruction
LAVTA	LAVTA Automatic Vehicle Location	(1,159.52)		09/22/21	Allocation 14405003
	<b>Total</b>	<b>(1,160)</b>			
<b>Recissions Grand Total</b>		<b>(825,521)</b>			



### FY 2020-21 Delegated Authority

Allocation and Rescission of Transportation Development Act, State Transit Assistance, Regional Measure 2,  
Bridge Toll and Feeder Bus Funds pursuant to MTC Resolution 3620

#### End of Year True-up

Rescission - State Transit Assistance			Approval	Allocation
Claimant	Description	Amount	Date	Instruction
BART	Transit Operations	(307,979.95)	08/25/21	21443122
VTA	Transit Operations	(5,686.01)	08/25/21	21002001
MTC	Clipper/Clipper 2.0	(235,602.08)	08/25/21	21444001
AC Transit	FY 2020-21 STA-SGR Projects	(117,916.85)	08/25/21	21444002
BART	Preventative Maintenance and Renovation of Various B	(184,736.35)	08/25/21	21444003
SFMTA	FY 2020-21 STA-SGR Projects	(314,970.11)	08/25/21	21444004
CCCTA	ITS Security Maintenance	(3,854.75)	08/25/21	21444005
ECCTA	Maintenance Software Replacement	(1,862.78)	08/25/21	21444006
Fairfield	Corporation Yard Transit Fleet Electrification	(844.50)	08/25/21	21444007
GGBHTD	New Passenger Ferry Vessel Acquisition	(42,188.48)	08/25/21	21444008
LAVTA	Hybrid Bus Battery Pack Replacement	(1,848.75)	08/25/21	21444009
Marin Transit	Replace Nine Shuttle vehicles	(7,208.67)	08/25/21	21444010
NVTA	Vine Transit Bus Maintenance Facility	(523.37)	08/25/21	21444011
PCJPB	Marin St Bridge Maintenance and Napoleon St Bridge R	(43,972.44)	08/25/21	21444012
PCJPB	FY 2020-21 STA-SGR Projects	(133,692.82)	08/25/21	21444013
PCJPB	FY21 Rehab and Rehabilitation ( <i>VTA-ACE Share</i> )	(781.39)	08/25/21	21444014
Petaluma	Preventative Maintenance	(224.95)	08/25/21	21444015
WETA	Replacement Vehicle for the M/V Bay Breeze	(11,989.89)	08/25/21	21444016
SamTrans	Onboard WiFi equipment and AVL	(44,105.83)	08/25/21	21444017
Santa Rosa	Preventive Maintenance of Fixed-Route fleet	(755.02)	08/25/21	21444018
Solano County Transit	Mid-Life Battery Refresh for Two Diesel Hybrid Buses	(1,620.02)	08/25/21	21444019
County of Sonoma	Transit Facility Rehabilitation	(1,051.08)	08/25/21	21444020
SMART	SMART Capital Spare Parts	(9,116.74)	08/25/21	21444021
Union City	Radio Upgrade and Replacement	(571.21)	08/25/21	21444022
WCCTA	Local Match to Purchase Replacement Revenue Vehicle	(2,444.03)	08/25/21	21444023
ACE	Railcar Midlife Overhaul	(1,291.12)	08/25/21	21444024
<b>Total</b>		<b>(1,476,839.19)</b>		



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

<b>File #:</b>	21-1145	<b>Version:</b>	1	<b>Name:</b>	
<b>Type:</b>	Resolution	<b>Status:</b>		Commission Approval	
<b>File created:</b>	8/31/2021	<b>In control:</b>		Programming and Allocations Committee	
<b>On agenda:</b>	10/13/2021	<b>Final action:</b>			
<b>Title:</b>	MTC Resolution Nos. 4465, Revised; and 4466, Revised. Allocation of \$34 million in FY2021-22 Transportation Development Act (TDA) and State Transit Assistance (STA) funds to nine operators and Solano Transportation Authority to support transit operations in the region.				
<b>Sponsors:</b>					
<b>Indexes:</b>					
<b>Code sections:</b>					
<b>Attachments:</b>	<a href="#">2c - 21-1145 - Resos-4465-4466 TDA and STA Allocations.pdf</a>				

Date	Ver.	Action By	Action	Result
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### Subject:

MTC Resolution Nos. 4465, Revised; and 4466, Revised. Allocation of \$34 million in FY2021-22 Transportation Development Act (TDA) and State Transit Assistance (STA) funds to nine operators and Solano Transportation Authority to support transit operations in the region.

### Presenter:

Cheryl Chi

### Recommended Action:

Commission Approval

# Metropolitan Transportation Commission Programming and Allocations Committee

October 13, 2021

Agenda Item 2c - 21-1145

## MTC Resolution Nos. 4465, Revised; and 4466, Revised

**Subject:** Allocation of \$34 million in FY2021-22 Transportation Development Act (TDA) and State Transit Assistance (STA) funds to nine operators and Solano Transportation Authority to support transit operations in the region.

**Background** This month's proposed actions continue the annual allocation process of these funds for FY2021-22. Marin Transit and Solano Transportation Authority are requesting initial allocations of TDA and STA this month that exceed the \$1 million delegated authority limit. Eight other operators previously received initial allocations of TDA and STA this fiscal year and are now proposed to be allocated STA County Block Grant (CBG) funds, which are governed by MTC Resolution 4321. MTC policy directs County Transportation Agencies to program the CBG funds within their respective county to eligible transit projects. Allocations of these funds were delayed so that staff could ensure proper calculation of operator shares. Allocation requests that are less than \$1 million are approved separately through the Executive Director's Delegated Authority process.

The proposed allocation amounts are based on the programming levels identified in the FY 2021-22 Fund Estimate (MTC Resolution 4450). The proposed allocations are summarized in the following table:

Allocation Amounts by Claimant and Fund			
Source	\$ in millions		
Transit Operator/ Claimant	TDA Resolution No. 4465	STA Resolution No. 4466	Grand Total
AC Transit	\$0.0	\$6.7	\$6.7
CCCTA	\$0.0	\$4.9	\$4.9
ECCTA	\$0.0	\$3.1	\$3.1
LAVTA	\$0.0	\$1.6	\$1.6
NVTA	\$0.0	\$1.9	\$1.9
Sonoma County Transit	\$0.0	\$1.9	\$1.9
SFMTA	\$0.0	\$0.7	\$0.7
GGBHTD	\$0.0	\$1.4	\$1.4
Marin Transit	\$6.6	\$2.5	\$9.1
Solano TA	\$0.0	\$2.8	\$2.8
<b>Grand Total</b>	<b>\$6.6</b>	<b>\$27.5</b>	<b>\$34.1</b>

Information regarding the FY 2021-22 operating budget and current and future services for Marin Transit is provided in Attachment A. Marin Transit is one of a few operators budgeting for service that will exceed pre-pandemic service levels. Marin Transit is also participating in a part-time transit lanes feasibility study (bus on shoulder) on US-101 in northern Marin County that is being finalized by the Transportation Authority of Marin. This study aligns with the Transit Transformation

Action Plan recently endorsed by the Commission by seeking to facilitate transit priority measures to get transit out of traffic.

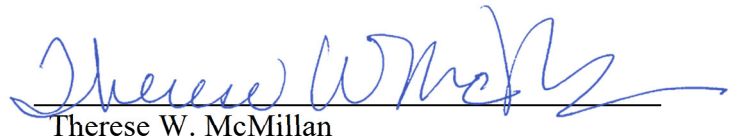
Solano Transportation Authority requests an allocation of \$2.8 million in STA funds to support a variety of transit projects in the county. Some of the projects include a community-based transportation plan for the Suisun City Connected Mobility Study, and support for its responsibilities as the Consolidated Transportation Service Agency (CTSA) for the county for their mobility management programs. Solano Transportation Authority will also receive allocations of TDA by Delegated Authority for transit operations and planning.

To receive allocations of funds proposed under this item, transit agencies agree to comply with transit coordination requirements in MTC Resolution 3866, the Transit Coordination Implementation Plan. The Commission could consider further coordination requirements as a condition of receiving the funds proposed for allocation.

**Issues:** None

**Recommendation:** Refer MTC Resolution Nos. 4465, Revised; and 4466, Revised to the Commission for approval.

**Attachments:** Attachment A – Transit Operator Budget and Operations Summary  
MTC Resolution Nos. 4465 Revised; and 4466, Revised

  
Therese W. McMillan

## Attachment A: Transit Operator Budget and Operations Summary

### Marin Transit

*\$ Amounts are in millions*

Expected Carryover of Federal COVID Relief Funding <sup>1</sup>	Proposed Operating Budget	Change in Budget compared to FY 20	Current Average Ridership % Decrease (June 2021 to June 2019)	Total Proposed TDA & STA FY21-22 Allocation <sup>2</sup>	% of Operating Budget Funded with Allocations
\$4.2	\$35.2	13.8%	-41.9%	\$9.2	26.1%

**Budget Highlights:** The budget includes \$4.2 million in federal funding relief for local service to backfill all revenue losses and fund additional service costs, like enhanced cleaning. Marin Access includes paratransit, on demand and mobility management services provided by Marin Transit. Other local sales tax revenue accounts for half of operating revenue. A new contract for these services was recently approved and the budget will increase approximately \$350,000 compared to the adopted budget. Demand for paratransit service is expected to be only 70% of pre-COVID levels by the end of the fiscal year. That reduced service is helping to minimize increases in the operating budget.

**Operations Summary:** Revenue hours of fixed route service are budgeted to be more than pre-pandemic service levels. Marin Transit will continue to monitor service demand and evaluate if service levels should be adjusted. Ridership on fixed route and paratransit services is expected to be 80% and 70%, respectively, of pre-COVID levels by the end of FY 2021-22. The Connect, on demand pilot, along the Highway 101 corridor within 2.5 miles of SMART stations will continue. Marin Transit plans to implement additional fare promotional and pilot programs to offer near-term assistance to low-income families, students, and seniors using COVID relief funding. These fare programs are anticipated to be covered within the existing budget.

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<sup>1</sup> Includes the balance of CARES and CRRSAA federal relief funds not used in FY20 or FY21, as reported by operators.

<sup>2</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.

Date: June 23, 2021  
W.I.: 1514  
Referred by: PAC  
Revised: 07/28/21-C 09/22/21-C  
10/27/21-C

### ABSTRACT

#### Resolution No. 4465, Revised

This resolution approves the allocation of fiscal year 2021-2022 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), Napa Valley Transportation Authority (NVTA), Soltrans, and Santa Clara Valley Transportation Authority (VTA).

On July 28, 2021, Attachment A was revised to allocate funds to Eastern Contra Costa Transit Authority (ECCTA or Tri Delta Transit), Livermore Amador Valley Transit Authority (LAVTA or Wheels), Napa Valley Transportation Authority (NVTA), Sonoma County Transit, and Western Contra Costa Transit Authority (WestCAT).

On September 22, 2021, Attachment A was revised to allocate funds to the Golden Gate Bridge, Highway and Transportation District (GGBHTD) and the San Francisco Municipal Transportation Agency (SFMTA).

On October 27, 2021, Attachment A was revised to allocate funds to Marin Transit.

Discussion of the allocations made under this resolution is contained in the MTC Programming and Allocations Committee Summary Sheets dated June 9, 2021, July 14, 2021, September 8, 2021, and October 13, 2021.

Date: June 23, 2021  
W.I.: 1514  
Referred by: PAC

Re: Allocation of Fiscal Year 2021-22 Transportation Development Act Article 4, Article 4.5 and Article 8 Funds to Claimants in the MTC Region

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 4465

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 2021-22 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 2021-22 TDA funds to the claimants, in the amounts, for the purposes, and subject to the conditions, as listed and recorded on Attachment A to this resolution; and, be it further

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

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

METROPOLITAN TRANSPORTATION COMMISSION

A handwritten signature in dark ink, appearing to be 'AP' followed by a long horizontal stroke.

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Alfredo Pedroza, Chair

The above resolution was approved by the Metropolitan Transportation Commission at a regular meeting of the Commission held in San Francisco, California, and at other remote locations, on June 23, 2021.



Date: June 23, 2021  
 Referred by: PAC  
 Revised: 07/28/21-C  
 09/22/21-C  
 10/27/21-C

Attachment A  
 MTC Resolution No. 4465  
 Page 1 of 1

ALLOCATION OF TRANSPORTATION DEVELOPMENT ACT ARTICLE 4, 4.5 and 8 FUNDS  
 DURING FISCAL YEAR 2021-22

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
<b>5801 - 99233.7, 99275 Community Transit Service - Operations</b>						
VTA	Paratransit Operations	6,155,184	01	06/23/21	Santa Clara County	
CCCTA	Paratransit Operations	1,211,358	02	06/23/21	Contra Costa County	
AC Transit	Paratransit Operations	4,338,169	03	06/23/21	Alameda County	
	<b>Subtotal</b>	<b>11,704,711</b>				
<b>5802 - 99260A Transit - Operations</b>						
AC Transit	Transit Operations	48,597,106	04	06/23/21	AC Transit - D1 Ala	
AC Transit	Transit Operations	12,980,480	05	06/23/21	AC Transit - D2 Ala	
AC Transit	Transit Operations	7,072,554	06	06/23/21	AC Transit - D1 CC	
VTA	Transit Operations	116,948,496	07	06/23/21	VTA	
SolTrans	Transit Operations	3,327,437	08	06/23/21	Vallejo/Benicia	
CCCTA	Transit Operations	20,905,683	09	06/23/21	CCCTA	
ECCTA	Transit Operations	12,074,983	12	07/28/21	ECCTA	
Sonoma County T	Transit Operations	6,772,284	13	07/28/21	Sonoma County	
NVTA	Transit Operations	1,451,200	14	07/28/21	NVTA	
WCCTA	Transit Operations	2,444,398	15	07/28/21	WestCat	
LAVTA	Transit Operations	11,282,017	16	07/28/21	LAVTA	
GGBHTD	Transit Operations	7,416,263	23	09/22/21	GGBHTD (Marin)	
GGBHTD	Transit Operations	6,322,679	24	09/22/21	GGBHTD (Sonoma)	
SFMTA	Transit Operations	2,096,220	25	09/22/21	San Francisco County	1
SFMTA	Transit Operations	39,828,179	26	09/22/21	SFMTA	
Marin Transit	Transit Operations	6,565,228	27	10/27/21	Marin Transit	
	<b>Subtotal</b>	<b>306,085,207</b>				
<b>5803 - 99260A Transit - Capital</b>						
SolTrans	Transit Capital	4,012,000	10	06/23/21	Vallejo/Benicia	
CCCTA	Transit Capital	2,694,520	11	06/23/21	CCCTA	
ECCTA	Transit Capital	4,103,457	17	07/28/21	ECCTA	
Sonoma County T	Transit Capital	2,032,760	18	07/28/21	Sonoma County	
NVTA	Transit Capital	4,223,000	19	07/28/21	NVTA	
LAVTA	Transit Capital	4,686,907	20	07/28/21	LAVTA	
	<b>Subtotal</b>	<b>21,752,644</b>				
<b>5807 - 99400C General Public - Operating</b>						
Sonoma County	Transit Operations	2,307,500	21	07/28/21	Sonoma County	
	<b>Subtotal</b>	<b>2,307,500</b>				
<b>5812 - 99400D Planning &amp; Admin - Operating</b>						
NVTA	Planning and Administration	1,070,000	22	07/28/21	NVTA	
	<b>Subtotal</b>	<b>1,070,000</b>				
<b>TOTAL</b>		<b>342,920,062</b>				

Date: June 23, 2021  
Referred by: PAC

Attachment B  
Resolution No. 4465  
Page 1 of 3

ALLOCATION OF FISCAL YEAR 2021-22  
TRANSPORTATION DEVELOPMENT ACT  
ARTICLE 4, ARTICLE 4.5 AND ARTICLE 8  
FUNDS TO CLAIMANTS IN THE MTC REGION

**FINDINGS**

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

**Transportation Development Act Article 4 Funds**

Public Utilities Code § 99268 et seq.

1. That each claimant has submitted, or shall have submitted prior to the disbursement of funds, copies, to MTC and to appropriate agencies, of all required State Controller's reports and fiscal audit reports prepared in accordance with Public Utilities Code §§ 99243 and 99245; and
2. That the projects and purposes for which each claimant has submitted an application for TDA Article 4 funds to MTC are in conformance with MTC's Regional Transportation Plan (21 California Code of Regulations § 6651), and with the applicable state regulations (21 California Code of Regulations § 6600 et seq.), and with the applicable MTC rules and regulations; and
3. That the claimant is in compliance with the 50% expenditure limitation of Public Utilities Code § 99268, or exempt from compliance with the applicable fare or fares-plus-local-support recovery ratio requirement (Public Utilities Code §§ 99268.2, 99268.3, 99268.4, 99268.12, or 99270.5) as provided by PUC § 99268.9; and
4. That the sum of each claimant's total allocation of Transportation Development Act and State Transit Assistance funds does not exceed the amount that the claimant is eligible to receive, in accordance with the calculations prescribed by 21 California Code of Regulations § 6633.1, or § 6634; and

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

**Transportation Development Act Article 4.5 Funds**

Public Utilities Code § 99275

1. That each claimant has submitted, or shall have submitted prior to the disbursement of funds, copies, to MTC and to appropriate agencies, of all required State Controller's reports and fiscal audit reports prepared in accordance with Public Utilities Code §§ 99243 and 99245; and

2. That the projects and purposes for which each claimant has submitted an application for TDA Article 4.5 funds to MTC are in conformance with MTC's Regional Transportation Plan (21 California Code of Regulations § 6651), and with the applicable state regulations (21 California Code of Regulations § 6600 et seq.), and with the applicable MTC rules and regulations, including MTC Resolution No. 1209, Revised; and

3. That in accordance with Public Utilities Code § 99275.5(c), MTC finds that the projects and purposes for which each claimant has submitted an application for TDA Article 4.5 funds to MTC, responds to a transportation need not otherwise met in the community of the claimant; that the services of the claimant are integrated with existing transit services, as warranted; that the claimant has prepared and submitted to MTC an estimate of revenues, operating costs and patronage for the fiscal year in which TDA Article 4.5 funds are allocated; and that the claimant is exempt from applicable fare or fares-plus-local-match recovery ratio requirement (as set forth, respectively, in Public Utilities Code § 99268.5 or MTC Resolution No. 1209, Revised) as provided by PUC § 99268.9; and

4. That the sum of each claimant's total allocation of Transportation Development Act and State Transit Assistance funds does not exceed the amount that the claimant is eligible to receive, in accordance with the calculations prescribed by 21 California Code of Regulations § 6634; and

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

**Transportation Development Act Article 8 Transit Funds**

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

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

Date: June 23, 2021  
W.I.: 1514  
Referred by: PAC  
Revised: 07/28/21-C 09/22/21-C  
10/27/21-C

## ABSTRACT

### Resolution No. 4466, Revised

This resolution approves the allocation of State Transit Assistance (STA) funds for fiscal year 2021-22.

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

On July 28, 2021, Attachment A was revised to allocate funds to Eastern Contra Costa Transit Authority (ECCTA or Tri Delta Transit) and Western Contra Costa Transit Authority (WestCAT).

On September 22, 2021, Attachment A was revised to allocate funds to the San Francisco Municipal Transportation Agency (SFMTA) and the Golden Gate Bridge, Highway and Transportation District (GGBHTD).

On October 27, 2021, Attachment A was revised to allocate funds to eight operators, and Solano Transportation Authority.

Discussion of the allocations made under this resolution is contained in the MTC Programming and Allocations Committee Summary Sheets dated June 9, 2021, July 14, 2021, September 8, 2021, and October 13, 2021.

Date: June 23, 2021  
W.I.: 1514  
Referred by: PAC

Re: Allocation of Fiscal Year 2021-22 State Transit Assistance to Claimants in the MTC Region

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 4466

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 2021-22 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 2021-22 allocations requested by claimants, and is from time-to-time revised; and

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

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

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

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

RESOLVED, that MTC approves the allocation of fiscal year 2021-22 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

A handwritten signature in dark ink, appearing to read 'AP', is written over a horizontal line.

Alfredo Pedroza, Chair

The above resolution was approved by the Metropolitan Transportation Commission at a regular meeting of the Commission held in San Francisco, California and at other remote locations, on June 23, 2021.

Date: June 23, 2021  
 Referred by: PAC  
 Revised: 07/28/21 C 09/22/21-C  
 10/27/21-C

Attachment A  
 MTC Resolution No. 4466  
 Page 1 of 1

ALLOCATION OF STATE TRANSIT ASSISTANCE FUNDS  
 DURING FISCAL YEAR 2021-22

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
5820 - 6730A Operating Costs - Revenue-based					
AC Transit	Transit Operations	18,707,978	01	06/23/21	AC Transit
VTA	Transit Operations	21,232,325	02	06/23/21	VTA
ECCTA	Transit Operations	2,899,892	06	07/28/21	BART
WestCat	Transit Operations	2,737,806	07	07/28/21	BART
SFMTA	Transit Operations	62,690,293	08	09/22/21	SFMTA
GGBHTD	Transit Operations	8,396,836	09	09/22/21	GGBHTD
Marin Transit	Transit Operations	1,500,000	11	10/27/21	Marin Transit
Subtotal		118,165,130			
5820 - 6730A Operating Costs - County Block Grant					
SolTrans	Transit Operations	1,134,745	03	06/23/21	Solano County
AC Transit	Transit Operations	1,492,197	12	10/27/21	Contra Costa County
AC Transit	Transit Operations	5,243,953	13	10/27/21	Alameda County
LAVTA	Transit Operations (small operator)	1,552,923	14	10/27/21	Alameda County
CCCTA	Transit Operations	4,888,140	15	10/27/21	Contra Costa County
ECCTA	Transit Operations	3,115,767	16	10/27/21	Contra Costa County
NVTA	Transit Operations	1,908,843	17	10/27/21	Napa County
Sonoma County	Transit Operations	1,897,396	18	10/27/21	Sonoma County
GGBHTD	Transit Operations	1,447,324	19	10/27/21	Marin County
Marin Transit	Transit Operating	1,040,376	20	10/27/21	Marin County
Subtotal		23,721,665			
5820 - 6730A Operating Costs - Population-based MTC Regional Coordination					
MTC	Clipper Operations	6,300,000	04	06/23/21	MTC
Subtotal		6,300,000			
5822 - 6731C Paratransit - Operating - County Block Grant					
VTA	Transit Operations	5,285,640	05	06/23/21	Santa Clara County
SFMTA	Paratransit Operations	3,012,914	10	09/22/21	San Francisco County
SFMTA	Paratransit Operations	722,099	10	10/27/21	San Francisco County
Subtotal		9,020,653			
5828 - 6731B Planning and Admin - County Block Grant					
Solano TA	Planning and Administration	2,763,812	21	10/27/21	Solano County
Subtotal		2,763,812			
TOTAL		159,971,260			



Date: June 23, 2021  
Referred by: PAC

Attachment B  
Resolution No. 4466  
Page 1 of 2

ALLOCATION OF FISCAL YEAR 2021-22 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 the claimant is in compliance with the 50% expenditure limitation of PUC § 99268, or is exempt from compliance 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 provided by PUC § 99268.9; 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 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.



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

**File #:** 21-1146      **Version:** 1      **Name:**  
**Type:** Resolution      **Status:** Commission Approval  
**File created:** 8/31/2021      **In control:** Programming and Allocations Committee  
**On agenda:** 10/13/2021      **Final action:**  
**Title:** MTC Resolution No. 3664, Revised. Regional Measure 2 (RM2) Project 32: Allocation of \$150,000 in RM2 funds to the Livermore Amador Valley Transit Authority (LAVTA) for the Shared Autonomous Vehicle Project.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [2d - 21-1146 - Reso-3664 RM2 Proj32 Shared Autonomous Vehicle.pdf](#)

Date	Ver.	Action By	Action	Result
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### Subject:

MTC Resolution No. 3664, Revised. Regional Measure 2 (RM2) Project 32: Allocation of \$150,000 in RM2 funds to the Livermore Amador Valley Transit Authority (LAVTA) for the Shared Autonomous Vehicle Project.

### Presenter:

Anne Spevack

### Recommended Action:

Commission Approval

# Metropolitan Transportation Commission Programming and Allocations Committee

October 13, 2021

Agenda Item 2d - 21-1146

## MTC Resolution No. 3664, Revised

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**Subject:** Regional Measure 2 (RM2) Project 32: Allocation of \$150,000 in RM2 funds to the Livermore Amador Valley Transit Authority (LAVTA) for the Shared Autonomous Vehicle Project.

**Background:** **RM2 Project 32 History**  
The \$65 million I-580 Tri-Valley Rapid Corridor Improvements project, identified as capital project number 32 under RM2, currently consists of four subprojects for which MTC has already allocated funds:

1. Project 32.1, **Eastbound I-580 Improvements** (eastbound HOV lane, allocated \$36 million in RM2 funds),
2. Project 32.2, **I-580/I-680 Interchange Modifications and Westbound I-580 Improvements** (HOV connectors between I-580 and I-680, and an I-580 westbound HOV lane, allocated \$17 million in RM2 funds); and
3. Project 32.3, the **Dublin Transit Center Parking Garage project**, (allocated \$7 million in RM2 funds).
4. Project 32.4, the **LAVTA Rapid Bus Stop Improvement Project** (programmed \$2.3 million in RM2 funds for improvements at rapid bus stops serving BART)

Approximately \$2.7 million in RM2 funds remains unprogrammed in Project 32. The Alameda County Transportation Commission (Alameda CTC) is the project sponsor.

### **LAVTA SAV Project Proposal**

This item proposes to add a fifth subproject, 32.5, for the LAVTA Shared Autonomous Vehicle (SAV) Project, and allocate \$150,000 in RM2 funds to LAVTA for the design phase of the project. A second RM2 allocation of the remaining \$2.5 million for the construction phase would likely be recommended for Commission consideration next year.

LAVTA proposes to implement a fixed-route SAV service between Dublin/Pleasanton BART Station and the Zeiss Innovation center and Ross Headquarters business park, one mile from the BART station. Employment at the recently expanded business park is expected to be approximately 3,000. LAVTA has successfully road-tested a version of the SAV service in the area. Phase 2 of the project, proposed to be funded by RM2, includes procurement of three new SAVs, local infrastructure upgrades to support the SAVs, and new passenger facilities near the Ross Headquarters business park to serve as the route endpoint. The total cost for these improvements is \$3.3 million.

As sponsor for RM2 Project 32, Alameda CTC approved the allocation request and designated LAVTA as the implementing agency for the remaining \$2.7 million in RM2 funds for the Shared Autonomous Vehicle project at its Commission meeting on September 23<sup>rd</sup>, 2021.

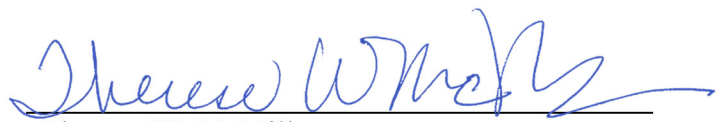
**Issues:**

The total cost of the Phase 2 SAV project is higher than the RM2 funds available for the project. LAVTA is seeking additional capital funding sources, but in case additional funds are not secured, the project could be scaled down, by acquiring two vehicles instead of three, to be delivered with only RM2 funds.

LAVTA has not yet secured funds to operate the SAV service. They have identified potential funding partners in the private businesses that would be served by the new route and are considering other State and Federal operations funding. Ensuring that capital investments for expansion of service are adequately funded for operations is an ongoing area of concern. Staff will continue to monitor LAVTA's progress on this and may take operations funding into consideration when evaluating future requests for construction funding for this project.

**Recommendation:** Refer MTC Resolution No. 3664, Revised to the Commission for approval.

**Attachments:** MTC Resolution No. 3664, Revised.

  
Therese W. McMillan

Date: October 27, 2004  
W.I.: 1255  
Referred by: PAC  
Revised: 03/23/05-DA 07/26/06-C  
04/25/07-C 09/28/07-DA  
12/19/07-DA 04/23/08-C  
08/27/08-DA 09/24/08-C  
11/26/08-C 01/28/09-DA  
09/23/09-DA 02/24/10-C  
07/28/10-C 11/16/11-DA  
02/22/12-DA 03/28/12-DA  
06/27/12-DA 10/24/12-C  
10/23/13-C 07/24/19-C  
05/26/21-C 10/27/21-C

### ABSTRACT

MTC Resolution No. 3664, Revised

This resolution approves the allocation of Regional Measure 2 funds for the I-580 Tri-Valley Rapid Corridor Improvements project sponsored and implemented by the Alameda County Congestion Management Agency.

This resolution includes the following attachments:

Attachment A - Allocation Summary Sheet

Attachment B - Project Specific Conditions for Allocation Approval

Attachment C - MTC staff's review of the Alameda County Congestion Management Agency's Initial Project Report (IPR) for this project

Attachment D - RM2 Deliverable/Useable Segment Cash Flow Plan

This resolution was revised through Executive Director Delegated Authority on March 23, 2005 to give ACCMA the flexibility to invoice MTC as frequently as monthly for expenses incurred on this project.

This resolution was revised through Commission action on July 26, 2006 to include additional allocations for Project 32.1, Eastbound I-580 Improvements for \$11.5 million in new RM2 allocations, and Project 32.2, I-580/I-680 Interchange Modifications and Westbound I-580 Improvements for \$1.7 million in new RM2 allocations.

This resolution was revised through Commission action on April 25, 2007 to include supplemental allocations for Project 32.1, Eastbound I-580 Improvements for \$3.8 million in

## ABSTRACT

MTC Resolution No. 3664, Revised

Page 2

new RM2 allocations, and for Project 32.2, Westbound I-580 Improvements for \$10 million in new RM2 allocations.

This resolution was revised through Delegated Authority on September 28, 2007 to provide a \$500,000 supplemental preliminary engineering allocation for Project 32.1, Eastbound I-580 Improvements.

This resolution was revised through Delegated Authority on December 19, 2007 to allocate \$500,000 in final design funds for Project 32.1, Eastbound I-580 HOV Improvements.

This resolution was revised through Commission Action on April 23, 2008 to allocate \$9.182 million in construction funds for Project 32.1, Eastbound I-580 HOV Improvements, in order to backfill TCRP funds, and to add a condition that any TCRP repayments for this amount shall be returned to MTC. This action also rescinds \$800,000 from an allocation for Environmental and reallocates the same amount for environmental under Project 32.2.

This resolution was revised through Delegated Authority on August 27, 2008 to allocate \$100,000 in environmental and preliminary engineering funds for Project 32.1, Eastbound I-580 HOV Improvements, for High-Occupancy Toll accommodation on the corridor.

This resolution was revised through Commission Action on September 24, 2008 to allocate \$400,000 in environmental phase funds for Project 32.1, Eastbound I-580 HOV Improvements, for corridor management activities, and \$900,000 in environmental and preliminary engineering funds for Project 32.1, Eastbound I-580 HOV Improvements, for High-Occupancy Toll accommodation on the corridor.

This resolution was revised through Commission Action on November 26, 2008 to allocate \$500,000 in environmental and preliminary engineering funds for Project 32.1, Eastbound I-580 HOV Improvements, for High-Occupancy Toll accommodation on the corridor.

This resolution was revised through Delegated Authority on January 28, 2009 to allocate \$700,000 in environmental and preliminary engineering funds for Project 32.1, Eastbound I-580 HOV Improvements, for the supplemental auxiliary lanes on I-580.

## ABSTRACT

MTC Resolution No. 3664, Revised

Page 3

This resolution was revised through Delegated Authority on September 23, 2009 to rescind allocation of \$6,000,000 from the construction of Project 32.1d, Eastbound I-580 HOV Improvements, and to allocate \$200,000 in environmental and preliminary engineering funds for Project 32.2, Westbound I-580 HOV Improvements.

This resolution was revised through Commission Action on February 24, 2010 to allocate approximately \$1.7 million for the final design phase and \$2.6 million for the right of way phase for Project 32.2a, I-580 Westbound HOV Lane Improvements, and allocate \$300,000 for the environmental and preliminary engineering phase for Project 32.1d, I-580 Eastbound HOV Lane Improvements (Auxiliary Lanes).

This resolution was revised through Commission Action on July 28, 2010 to allocate about \$1.3 million for the environmental mitigation of the I-580 HOV corridor (Project 32.1e).

This resolution was revised through Delegated Authority on November 16, 2011 to rescind \$846,246.81 from the construction allocation of Project 32.1d, I-580 Eastbound HOV Lane Improvements (allocation number 08366416), due to payback from Traffic Congestion Relief Program reimbursement from the State of California.

This resolution was revised through Delegated Authority on February 22, 2012 to allocate \$800,000 for the final design and \$200,000 for right-of-way for Project 32.1d, I-580 Eastbound HOV Lane Improvements.

This resolution was revised through Delegated Authority on March 28, 2012 to allocate \$200,000 in RM2 funds for the final design phase of Project 32.1d, I-580 Eastbound HOV Lane Improvements.

This resolution was revised through Delegated Authority on June 27, 2012 to allocate \$585,000 in RM2 funds for the environmental phase of Project 32.1e, I-580 HOV Corridor Environmental Mitigation.

This resolution was revised through Commission Action on October 24, 2012 to allocate \$335,279 for the final design phase and \$3,315,000 for the construction phase of Project 32.1d, I-580 Eastbound HOV Lane Improvements (Auxiliary Lanes).



## ABSTRACT

MTC Resolution No. 3664, Revised

Page 4

This resolution was revised through Commission Action on October 23, 2013 to rescind allocation of \$1.5 million of previously allocated RM2 funds from Projects 32.1 and 32.2 due to cost savings at project close out, and to allocate \$4 million in RM2 funds for the construction phase of Project 32.1f, I-580 HOV Improvements for High-Occupancy Toll accommodation on the corridor.

This resolution was revised through Commission Action on July 24, 2019 to allocate \$7 million in RM2 funds for the construction phase of project 32.3, Dublin Transit Center Parking Garage Project.

This resolution was revised through Commission Action on May 26, 2021 to add a new project 32.4, LAVTA Rapid Bus Stop Improvement Project, and to allocate \$230,000 in RM2 funds for design of this project.

This resolution was revised through Commission Action on October 27, 2021 to add a new project 32.5, LAVTA Shared Autonomous Vehicle Project, and to allocate \$150,000 in RM2 funds for design of this project.

Additional discussion of this allocation is contained in the Executive Director's memorandum to the MTC Programming and Allocations Committee dated October 8, 2004, July 12, 2006, April 11, 2007, and December 10, 2008, and the summary sheet to the Programming and Allocations Committee dated April 9, 2008, July 9, 2008, September 10, 2008, November 12, 2008, February 10, 2010, July 14, 2010, October 10, 2012, October 9, 2013, July 10, 2019, May 12, 2021, and October 13, 2021.

Date: October 27, 2004  
W.I.: 1255  
Referred by: PAC

Re: Approval of Allocation of Regional Measure 2 funds for the I-580 Tri-Valley Rapid Transit Corridor Improvements Project

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION No. 3664

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 lists specific capital projects and programs and transit operating assistance eligible to receive RM2 funding as identified in Streets and Highways Code Sections 30914(c) & (d); and

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); and

WHEREAS, the Alameda County Congestion Management Agency has submitted a request for the allocation of RM 2 funds for the I-580 Tri-Valley Rapid Corridor Improvements project; and

WHEREAS, I-580 Tri-Valley Rapid Corridor Improvements project is identified as capital project number 32 under RM 2 and is eligible to receive RM 2 funding as identified in Streets and Highways Code Sections 30914(c); and

WHEREAS, the Alameda County Congestion Management Agency has submitted an Initial Project Report (“IPR”), as required pursuant to Streets and Highway Code Section 30914(e), to MTC for review and approval; and

WHEREAS, Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length, lists the project and phase for which the Alameda County Congestion Management Agency is requesting RM2 funding and the reimbursement schedule and amount recommended for allocation by MTC staff; and

WHEREAS, Attachment B to this resolution, attached hereto and incorporated herein as though set forth at length, lists the required project specific conditions which must be met prior to execution of the allocation and any reimbursement of RM2 funds; and

WHEREAS, Attachment C to this resolution, attached hereto and incorporated herein as though set forth at length, includes MTC staff’s review of the Alameda County Congestion Management Agency’s Initial Project Report (IPR) for this project; and

WHEREAS, Attachment D attached hereto and incorporated herein as though set forth at length, lists the cash flow of RM2 funds and complementary funding for the deliverable/useable RM2 project segment; now, therefore be it

RESOLVED, that MTC approves MTC staff’s review of the Alameda County Congestion Management Agency’s IPR for this project as set forth in Attachment C; and be it further

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

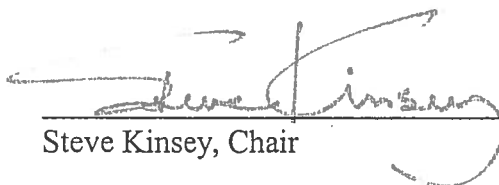
RESOLVED, that the allocation and reimbursement of RM2 funds are further conditioned upon the project specific conditions as set forth in Attachment B; and, be it further

RESOLVED, that the allocation and reimbursement of RM2 funds as set forth in Attachment A are conditioned upon the availability and expenditure of the complementary funding as set forth in Attachment D; and be it further

RESOLVED, that reimbursement of RM2 funds as set forth in Attachment A is subject to the availability of RM2 funding; and be it further

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

METROPOLITAN TRANSPORTATION COMMISSION

  
Steve Kinsey, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at the regular meeting of the Commission held in Oakland, California, on October 27, 2004.

## REGIONAL MEASURE 2 PROGRAM Allocation of Funds

Project Title: LAVTA Shared Autonomous Vehicle Project  
Sponsor: Livermore Amador Valley Transit Authority  
Project Number: 32.5

Allocation No. 32.5						
Activities to be funded with Allocation #1:						
This allocation will fund design work to provide for 100% plans, specification, and estimates for Phase 2 of the Shared Autonomous Vehicle Project.						
Funding Information:						
Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date	
22366437	27-Oct-21	\$ 150,000	PSE	FY 2021-22	\$	150,000

## **REGIONAL MEASURE 2 PROGRAM Project Specific Conditions**

Project Title: LAVTA Shared Autonomous Vehicle Project  
Sponsor: Livermore Amador Valley Transit Authority  
Project Number: 32.5

The allocation and reimbursement of RM2 funds for the above project are conditioned upon the following.

1. Approval by the Alameda County Transportation Commission of the IPR and allocation request and designation of LAVTA as implementing agency for the Shared Autonomous Vehicle Project



**RM2 Project Number: 32.5**  
**LAVTA Shared Autonomous Vehicle Project**

<b>Lead Sponsor</b> Alameda County Transportation Commission	<b>Other Sponsors(s)</b> None	<b>Implementing Agency</b> (if applicable) Alameda County Transportation Commission
<b>Legislated Project Description</b> Provide rail or High-Occupancy Vehicle lane direct connector to Dublin BART and other improvements on I-580 in Alameda County for use by express buses		
<b>RM2 Legislated Funding (in \$1,000)</b> \$2,695		<b>Total Estimated Project Cost (in \$1,000)</b> \$3,295
<b>Project Purpose and Description</b> The primary purpose of this project is to advance deployment of LAVTA's Shared Autonomous Vehicle (SAV) Project with capital investments necessary to support Phase 2 operations. LAVTA's SAV service between the Ross Headquarters business park (Zeiss and other businesses are also in the high-density office park) will generate new public transit ridership on BART and LAVTA that will reduce congestion on I-580, decrease pollution, and contribute to greater safety on roadways.		
<b>Funding Description</b>  Committed Funds: RM2 Uncommitted Funds: TBD Operating Capacity: LAVTA		

**Overall Project Cost and Schedule**

Phase	Scope	Start	End	Cost (in \$1,000)
1	Final Environmental Document and Preliminary Eng.	N/A	N/A	
2	Final Design - Plans, Specifications and Estimates	11/2021	05/2022	\$150
3	Right-of-Way	N/A	N/A	
4	Construction	09/2022	10/2023	\$3,145
<b>Total:</b>				<b>\$3,295</b>

## Total Project Funding Plan: Committed and Uncommitted Sources

(Amounts Escalated in Thousands)

Project Title	LAVTA Shared Autonomous Vehicle Project					Project No. 32.5				
Implementing Agency	Alameda County Transportation Commission									
Fund Source	Phase	Prior	FY 2021-22	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27	Future	Total
<b>Committed</b>										
RM2	PSE		150							150
RM2	CON			2,545						2,545
										0
										0
										0
										0
										0
Total:		0	150	2,545	0	0	0	0	0	2,695
<b>Uncommitted</b>										
TBD	CON			600						600
Total:		0	0	600	0	0	0	0	0	600
<b>Total Project Committed and Uncommitted</b>										
		Prior	FY 2021-22	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27	Future	Total
Total:		0	150	3,145	0	0	0	0	0	3,295



## REGIONAL MEASURE 2 PROGRAM Project Cash Flow Plan

Project Title: LAVTA Shared Autonomous Vehicle Project  
Sponsor: Livermore Amador Valley Transit Authority  
RM2 Project Number: 32.5

	PRIOR	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	Future	Total
<b>RM2 Funds Total</b>	-	-	-	400	2,145	-	2,545
<b>Environmental (ENV)</b>	0	0	0	0	0	0	0
<b>Final Design (PS&amp;E)</b>	0	0	150	0	0	0	150
RM2			150				150
<b>Right of Way</b>	0	0	0	0	0	0	0
<b>Construction</b>	0	0	0	494	2,651	0	3,145
RM2				400	2,145		2,545
TBD				94	506		600
<b>TOTAL FUNDING</b>							
Environmental	0	0	0	0	0	0	0
Final Design (PS&E)	0	0	150	0	0	0	150
Right of Way	0	0	0	0	0	0	0
Construction	0	0	0	494	2,651	0	3,145
<b>PROJECT TOTAL</b>	0	0	150	494	2,651	0	3,295



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

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**File #:** 21-1021      **Version:** 1      **Name:**  
**Type:** Resolution      **Status:** Commission Approval  
**File created:** 7/26/2021      **In control:** Programming and Allocations Committee  
**On agenda:** 10/13/2021      **Final action:**  
**Title:** MTC Resolution No. 4450, Revised. FY2021-22 Fund Estimate.

Updates the Fund Estimate to reflect actual FY2020-21 revenue for the State Transit Assistance (STA) and State of Good Repair (SGR) programs and revises FY2021-22 revenue estimates.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [3a - 21-1021 - Reso-4450 Fund Estimate Updates.pdf](#)

Date	Ver.	Action By	Action	Result
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**Subject:**

MTC Resolution No. 4450, Revised. FY2021-22 Fund Estimate.

Updates the Fund Estimate to reflect actual FY2020-21 revenue for the State Transit Assistance (STA) and State of Good Repair (SGR) programs and revises FY2021-22 revenue estimates.

**Presenter:**

Terence Lee

**Recommended Action:**

Commission Approval

**Metropolitan Transportation Commission  
Programming and Allocations Committee**

October 13, 2021

Agenda Item 3a - 21-1021

**MTC Resolution No. 4450, Revised**

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**Subject:** Updates the Fund Estimate to incorporate actual FY 2020-21 revenue for the State Transit Assistance (STA) and State of Good Repair (SGR) Programs and revises FY 2021-22 revenue estimates.

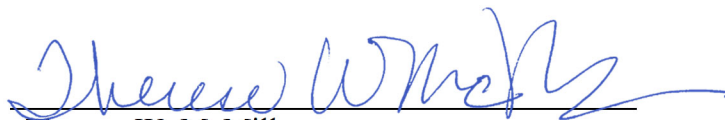
**Background:** **1) Reconcile Actual FY 2020-21 STA and SGR Program Revenue:** In the Bay Area, final FY 2020-21 STA revenue totaled approximately \$199 million which is \$5.7 million higher than estimated in the FY 2021-22 Fund Estimate adopted in February 2021 through MTC Resolution 4450, Revised. This increase is due to higher-than-expected state sales tax revenues from diesel fuel in California. SGR Program revenue totaled approximately \$41.7 million, which is \$1.3 million lower than estimated in February 2020.

**2) Update FY 2021-22 STA and SGR Program Revenue:** On July 30, 2021 the State Controller's Office (SCO) issued revised revenue forecasts for FY 2021-22 for the STA and SGR Programs. This forecast from the SCO revised the FY 2021-22 forecast released in January 2021 to reflect a \$120 million increase in statewide STA revenue as reflected in the adopted FY 2020-21 State Budget. This approximately 22% increase in anticipated STA funds is a result of higher-than-expected prices and consumption of diesel fuel. The latest forecast for the SGR Program, which is funded by the Senate Bill 1 (2017) Transportation Improvement Fee (vehicle registration fee) remained consistent with the SCO's January 2021 estimate, to match the adopted FY 2021-22 State Budget.

**Issues:** None

**Recommendation:** Refer MTC Resolution No. 4450, Revised to the Commission for approval.

**Attachments:** MTC Resolution No. 4450, Revised  
Attachment 1 – STA Program Apportionments

  
Therese W. McMillan

Attachment 1 - STA Revenue-Based Program Apportionments

Apportionment Jurisdictions	FY2020-21 Apportionments			FY2021-22 Apportionments			FY2021-22 Aug-21 Apportionment Share
	FY2020-21 Feb-21 Estimate	FY2020-21 Aug-21 Actual	FY2020-21 Adjustment \$	FY2021-22 Feb-21 Estimate	FY2021-22 Aug-21 Estimate	FY2021-22 Adjustment \$	
ACCMA - Corresponding to ACE	\$206,919	\$213,043	\$6,124	\$214,825	\$261,691	\$46,866	0.1%
Caltrain	\$6,719,312	\$6,918,239	\$198,927	\$6,976,079	\$8,497,982	\$1,521,903	4.7%
CCCTA	\$589,093	\$606,534	\$17,441	\$611,603	\$745,031	\$133,428	0.4%
City of Dixon	\$5,752	\$5,923	\$171	\$5,972	\$7,274	\$1,302	0.0%
ECCTA	\$284,818	\$293,248	\$8,430	\$295,701	\$360,211	\$64,510	0.201%
City of Fairfield	\$104,530	\$107,624	\$3,094	\$108,524	\$132,200	\$23,676	0.1%
GGBHTD	\$6,447,465	\$6,638,345	\$190,880	\$6,693,843	\$8,154,174	\$1,460,331	4.5%
LAVTA	\$282,573	\$290,940	\$8,367	\$293,372	\$357,375	\$64,003	0.2%
Marin Transit	\$1,101,892	\$1,134,514	\$32,622	\$1,143,998	\$1,393,573	\$249,575	0.8%
NVTA	\$79,998	\$82,368	\$2,370	\$83,055	\$101,174	\$18,119	0.1%
City of Petaluma	\$34,324	\$35,341	\$1,017	\$35,635	\$43,410	\$7,775	0.0%
City of Rio Vista	\$1,829	\$1,883	\$54	\$1,899	\$2,312	\$413	0.001%
SamTrans	\$6,739,032	\$6,938,545	\$199,513	\$6,996,552	\$8,522,922	\$1,526,370	4.8%
SMART	\$1,392,969	\$1,434,209	\$41,240	\$1,446,198	\$1,761,701	\$315,503	1.0%
City of Santa Rosa	\$115,338	\$118,752	\$3,414	\$119,746	\$145,869	\$26,123	0.1%
Solano County Transit	\$245,683	\$252,955	\$7,272	\$255,071	\$310,718	\$55,647	0.2%
Sonoma County Transit	\$160,668	\$165,423	\$4,755	\$166,808	\$203,198	\$36,390	0.1%
City of Union City	\$87,286	\$89,872	\$2,586	\$90,622	\$110,392	\$19,770	0.1%
Vacaville City Coach	\$18,708	\$19,263	\$555	\$19,423	\$23,660	\$4,237	0.0%
VTA	\$20,425,298	\$21,029,995	\$604,697	\$21,205,814	\$25,832,080	\$4,626,266	14.4%
VTA - Corresponding to ACE	\$119,376	\$122,911	\$3,535	\$123,938	\$150,976	\$27,038	0.1%
WCCTA	\$373,624	\$384,685	\$11,061	\$387,902	\$472,526	\$84,624	0.3%
WETA	\$1,832,241	\$1,886,488	\$54,247	\$1,902,258	\$2,317,255	\$414,997	1.3%
<b>Subtotal - STA Revenue-Based</b>	<b>\$47,368,728</b>	<b>\$48,771,100</b>	<b>\$1,402,372</b>	<b>\$49,178,838</b>	<b>\$59,907,704</b>	<b>\$10,728,866</b>	<b>33.4%</b>
AC Transit	\$18,019,400	\$18,552,870	\$533,470	\$18,707,978	\$22,789,317	\$4,081,338	12.7%
BART	\$28,236,423	\$29,072,371	\$835,948	\$29,315,427	\$35,710,889	\$6,395,462	19.9%
SFMTA	\$48,136,403	\$49,561,497	\$1,425,093	\$49,975,849	\$60,878,595	\$10,902,746	34.0%
<b>Subtotal - STA Revenue-Based</b>	<b>\$94,392,226</b>	<b>\$97,186,737</b>	<b>\$2,794,511</b>	<b>\$97,999,254</b>	<b>\$119,378,801</b>	<b>\$21,379,547</b>	<b>66.6%</b>
<b>Bay Area Revenue-Based Total</b>	<b>\$141,760,954</b>	<b>\$145,957,837</b>	<b>\$4,196,883</b>	<b>\$147,178,092</b>	<b>\$179,286,505</b>	<b>\$32,108,413</b>	<b>100.00%</b>
<b>Statewide Revenue-Base Total</b>	<b>\$264,556,000</b>	<b>\$272,387,756</b>	<b>\$7,831,756</b>	<b>\$274,665,000</b>	<b>\$334,586,000</b>	<b>\$59,921,000</b>	<b>N/A</b>
<b>Bay Area Population-Based Total</b>	<b>\$51,806,954</b>	<b>\$53,340,719</b>	<b>\$1,533,765</b>	<b>\$53,786,663</b>	<b>\$65,303,438</b>	<b>\$11,516,775</b>	<b>N/A</b>
<b>Statewide Population-Based Total</b>	<b>\$264,556,000</b>	<b>\$272,387,756</b>	<b>\$7,831,756</b>	<b>\$274,665,000</b>	<b>\$334,586,000</b>	<b>\$59,921,000</b>	<b>N/A</b>

Attachment 1 - STA Population-Based Program Apportionments

Apportionment Jurisdictions	FY2020-21 Apportionments			FY2021-22 Apportionments		
	FY2020-21 Feb-21 Estimate	FY2020-21 Aug-21 Actual	FY2020-21 Adjustment \$	FY2021-22 Feb-21 Estimate	FY2021-22 Aug-21 Estimate	FY2021-22 Adjustment \$
<b>County Block Grant<sup>1</sup></b>						
Alameda	\$6,410,580	\$6,600,367	\$189,788	\$6,630,338	\$8,055,421	\$1,425,083
Contra Costa	\$8,044,464	\$8,282,624	\$238,159	\$8,320,233	\$10,108,531	\$1,788,298
Marin	\$2,069,435	\$2,130,702	\$61,266	\$2,140,377	\$2,600,416	\$460,039
Napa	\$1,265,878	\$1,303,355	\$37,477	\$1,309,273	\$1,590,680	\$281,407
San Francisco	\$3,066,371	\$3,157,152	\$90,781	\$3,171,488	\$3,853,147	\$681,659
San Mateo	\$1,835,916	\$1,890,268	\$54,353	\$1,898,852	\$2,306,979	\$408,127
Santa Clara	\$5,110,451	\$5,261,747	\$151,297	\$5,285,640	\$6,421,702	\$1,136,062
Solano	\$3,808,525	\$3,921,278	\$112,753	\$3,939,084	\$4,785,725	\$846,642
Sonoma	\$4,653,249	\$4,791,010	\$137,761	\$4,812,765	\$5,847,190	\$1,034,425
<b>Subtotal</b>	<b>\$36,264,868</b>	<b>\$37,338,503</b>	<b>\$1,073,635</b>	<b>\$37,508,049</b>	<b>\$45,569,791</b>	<b>\$8,061,742</b>
<b>Transit Emergency Contingency Fund</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$203,736</b>	<b>\$203,736</b>	<b>\$0</b>
<b>Regional Program + Means-Based Fare</b>	<b>\$15,542,086</b>	<b>\$16,002,216</b>	<b>\$460,130</b>	<b>\$16,074,878</b>	<b>\$19,529,911</b>	<b>\$3,455,033</b>
<b>Bay Area Total</b>	<b>\$51,806,954</b>	<b>\$53,340,719</b>	<b>\$1,533,765</b>	<b>\$53,786,663</b>	<b>\$65,303,438</b>	<b>\$11,516,775</b>
<b>Statewide Total</b>	<b>\$264,556,000</b>	<b>\$272,387,756</b>	<b>\$7,831,756</b>	<b>\$274,665,000</b>	<b>\$334,586,000</b>	<b>\$59,921,000</b>

<sup>1</sup>County Block Grant adopted through MTC Resolution 4321 in February 2018.

Date: February 24, 2021  
W.I.: 1511  
Referred by: PAC  
Revised: 7/28/21-C  
10/27/21-C

ABSTRACT

MTC Resolution No. 4450, Revised

This resolution approves the FY 2021-22 Fund Estimate, including the distribution and apportionment of Transportation Development Act (TDA), State Transit Assistance (STA), State of Good Repair (SGR) Program, Assembly Bill (AB) 1107 sales tax, Low Carbon Transit Operations (LCTOP) cap-and-trade auction revenues, and transit-related bridge toll funds.

This resolution was revised on July 28, 2021 to reflect actual receipts for TDA and AB1107 funds in FY 2020-21, and revised forecasts for STA funds in FY 2020-21 and FY 2021-22.

This resolution was revised on October 27, 2021 to reflect actual receipts of STA and SGR Program funds in FY 2020-21.

Further discussion of this action is contained in the MTC Programming and Allocations Summary Sheets dated February 10, 2021, July 14, 2021 and October 13, 2021.

Date: February 24, 2021  
W.I.: 1511  
Referred by: PAC

RE: Determination of Transportation Development Act (TDA) Area Apportionments and Proposed Distribution of Operating Funds for FY 2021-22

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 4450

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

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

WHEREAS, pursuant to 21 California Code of Regulations Section 6620, the County Auditor for each of the nine counties in the Bay Area has submitted the revised and new TDA fund estimates for FY 2020-21 and FY 2021-22 as shown in Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length; and

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

WHEREAS, all area apportionments of TDA funds for the 2021-22 fiscal year are shown in Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length; and

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

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

RESOLVED, that MTC approves the area apportionments of TDA funds, and the proposed distribution of operating assistance funds for the 2021-22 fiscal year as shown in Attachment A, subject to the conditions noted therein; and, be it further

RESOLVED, that MTC intends to allocate operating assistance funds for the 2021-22 fiscal year, based on the area apportionments of TDA funds, the proposed distribution of operating assistance funds and upon the receipt of appropriate claims from eligible claimants; and, be it further

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

METROPOLITAN TRANSPORTATION COMMISSION

A handwritten signature in dark ink, appearing to be 'AP' followed by a long horizontal stroke.

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Alfredo Pedroza, Chair

The above resolution was approved by the Metropolitan Transportation Commission at a regular meeting of the Commission held in San Francisco, California, and at other remote locations, on February 24, 2021.



**FY 2021-22 FUND ESTIMATE  
REGIONAL SUMMARY**

Attachment A  
Res No. 4450  
Page 1 of 20  
10/27/2021

**TDA REGIONAL SUMMARY TABLE**

<i>Column</i>	<i>A</i>	<i>B</i>	<i>C</i>	<i>D</i>	<i>E</i>	<i>F</i>	<i>G</i>	<i>H=Sum(A:G)</i>
	6/30/2020	FY2019-21	FY2020-21	FY2020-21	FY2020-21	FY2021-22	FY2021-22	FY2021-22
Apportionment Jurisdictions	Balance <sup>1</sup>	Outstanding Commitments, Refunds, & Interest <sup>2</sup>	Original Estimate	Revenue Adjustment	Revised Admin. & Planning Charge	Revenue Estimate	Admin. & Planning Charge	Available for Allocation
Alameda	21,803,450	(84,837,158)	93,151,568	(8,528,040)	(3,301,823)	84,846,744	(3,393,870)	99,740,869
Contra Costa	27,480,405	(50,154,225)	46,139,252	2,536,705	(1,831,658)	45,908,428	(1,836,337)	68,242,569
Marin	254,408	(11,067,179)	14,000,000	173,464	(566,939)	12,017,498	(480,699)	14,330,553
Napa	2,566,799	(6,400,082)	9,885,444	(1,135,446)	(350,000)	8,979,207	(359,168)	13,186,753
San Francisco	1,706,317	(34,559,356)	53,477,500	(19,401,978)	(1,363,021)	44,562,500	(1,782,501)	42,639,460
San Mateo	4,139,323	(42,693,866)	48,558,690	(6,311,258)	(1,578,660)	42,857,457	(1,714,298)	43,257,389
Santa Clara	6,109,012	(120,691,158)	121,909,000	216,666	(4,834,399)	130,850,000	(5,234,000)	128,325,123
Solano	31,320,613	(18,997,380)	22,251,809	222,766	(898,983)	22,483,483	(899,338)	55,482,971
Sonoma	11,130,299	(17,524,399)	26,300,000	(80,022)	(1,017,699)	26,600,000	(1,064,000)	44,344,180
<b>TOTAL</b>	<b>\$106,510,627</b>	<b>(\$386,924,803)</b>	<b>\$435,673,263</b>	<b>(\$32,307,142)</b>	<b>(\$15,743,182)</b>	<b>\$419,105,317</b>	<b>(\$16,764,211)</b>	<b>\$509,549,867</b>

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

<i>Column</i>	<i>A</i>	<i>B</i>	<i>C</i>	<i>D</i>	<i>E=Sum(A:D)</i>
	6/30/2020		FY2019-21	FY2020-21	FY2021-22
Fund Source	Balance (w/ interest) <sup>1</sup>		Outstanding Commitments <sup>2</sup>	Actual Estimate	Revenue Estimate
State Transit Assistance					
Revenue-Based	20,210,979		(140,762,081)	145,957,837	179,286,505
Population-Based	64,021,806		(59,087,122)	53,340,719	65,303,438
<b>SUBTOTAL</b>	<b>84,232,784</b>		<b>(199,849,204)</b>	<b>199,298,556</b>	<b>244,589,943</b>
<b>AB1107 - BART District Tax (25% Share)</b>	<b>0</b>		<b>(86,173,152)</b>	<b>86,173,152</b>	<b>83,000,000</b>
<b>Bridge Toll Total</b>					
MTC 2% Toll Revenue	6,609,841		(4,790,435)	1,450,000	1,450,000
5% State General Fund Revenue	15,651,030		(2,327,829)	3,656,386	3,408,427
<b>SUBTOTAL</b>	<b>22,260,871</b>		<b>(7,118,264)</b>	<b>5,106,386</b>	<b>4,858,427</b>
<b>Low Carbon Transit Operations Program</b>	<b>0</b>		<b>0</b>	<b>36,583,611</b>	<b>38,778,628</b>
<b>State of Good Repair Program</b>					
Revenue-Based	416,285		(31,018,103)	30,568,197	31,477,988
Population-Based	13,345,856		(24,632,289)	11,168,627	11,465,566
<b>SUBTOTAL</b>	<b>13,762,141</b>		<b>(55,650,392)</b>	<b>41,736,824</b>	<b>42,943,554</b>
<b>TOTAL</b>	<b>\$120,255,796</b>		<b>(\$348,791,012)</b>	<b>\$368,898,529</b>	<b>\$414,170,552</b>

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

1. Balance as of 6/30/20 is from the MTC FY2019-20 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.
2. The outstanding commitments figure includes all unpaid allocations as of 6/30/20, and FY2020-21 allocations as of 6/30/21.

**FY 2021-22 FUND ESTIMATE**  
**TRANSPORTATION DEVELOPMENT ACT FUNDS**  
**ALAMEDA COUNTY**

Attachment A  
Res No. 4450  
Page 2 of 20  
10/27/2021

FY2020-21 TDA Revenue Estimate			FY2021-22 TDA Revenue Estimate		
<b>FY2020-21 Generation Estimate Adjustment</b>			<b>FY2021-22 County Auditor's Generation Estimate</b>		
1. Original County Auditor Estimate (Feb, 20)	93,151,568		13. County Auditor Estimate		84,846,744
2. Actual Revenue (Jun, 21)	84,623,528		<b>FY2021-22 Planning and Administration Charges</b>		
3. Revenue Adjustment (Lines 2-1)		(8,528,040)	14. MTC Administration (0.5% of Line 13)	424,234	
<b>FY2020-21 Planning and Administration Charges Adjustment</b>			15. County Administration (0.5% of Line 13)	424,234	
4. MTC Administration (0.5% of Line 3)	(42,640)		16. MTC Planning (3.0% of Line 13)	2,545,402	
5. County Administration (Up to 0.5% of Line 3) <sup>4</sup>	(125,758)		17. Total Charges (Lines 14+15+16)		3,393,870
6. MTC Planning (3.0% of Line 3)	(255,841)		18. TDA Generations Less Charges (Lines 13-17)		81,452,874
7. Total Charges (Lines 4+5+6)		(424,239)	<b>FY2021-22 TDA Apportionment By Article</b>		
8. Adjusted Generations Less Charges (Lines 3-7)		(8,103,802)	19. Article 3.0 (2.0% of Line 18)	1,629,057	
<b>FY2020-21 TDA Adjustment By Article</b>			20. Funds Remaining (Lines 18-19)		79,823,817
9. Article 3 Adjustment (2.0% of line 8)	(162,076)		21. Article 4.5 (5.0% of Line 20)	3,991,191	
10. Funds Remaining (Lines 8-9)		(7,941,726)	22. TDA Article 4 (Lines 20-21)		75,832,626
11. Article 4.5 Adjustment (5.0% of Line 10)	(397,086)				
12. Article 4 Adjustment (Lines 10-11)		(7,544,640)			

**TDA APPORTIONMENT BY JURISDICTION**

Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2020	FY2019-20	6/30/2020	FY2019-21	FY2020-21	FY2020-21	FY2020-21	6/30/2021	FY2021-22	FY2021-22
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) <sup>1</sup>	Outstanding Commitments <sup>2</sup>	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
<b>Article 3</b>	4,586,074	142,887	4,728,960	(4,317,330)	0	1,788,510	(162,076)	2,038,064	1,629,057	3,667,121
<b>Article 4.5</b>	8,195	14,818	23,013	(3,280,390)	63,218	4,381,850	(397,086)	790,605	3,991,191	4,781,796
<b>SUBTOTAL</b>	<b>4,594,269</b>	<b>157,705</b>	<b>4,751,974</b>	<b>(7,597,720)</b>	<b>63,218</b>	<b>6,170,360</b>	<b>(559,162)</b>	<b>2,828,669</b>	<b>5,620,248</b>	<b>8,448,917</b>
<b>Article 4</b>										
AC Transit										
District 1	232,692	2,895	235,587	(48,396,511)	0	53,403,679	(4,839,479)	403,276	48,597,106	49,000,382
District 2	62,483	773	63,256	(12,840,597)	0	14,168,270	(1,283,939)	106,991	12,980,480	13,087,471
BART <sup>3</sup>	430	11	441	(74,282)	0	99,042	(8,975)	16,225	89,475	105,700
LAVTA	9,118,466	194,569	9,313,035	(14,852,232)	0	11,847,775	(1,073,654)	5,234,924	10,823,468	16,058,392
Union City	7,795,110	242,155	8,037,265	(2,616,227)	879,086	3,736,380	(338,593)	9,697,910	3,342,096	13,040,006
<b>SUBTOTAL</b>	<b>17,209,181</b>	<b>440,403</b>	<b>17,649,584</b>	<b>(78,779,849)</b>	<b>879,086</b>	<b>83,255,145</b>	<b>(7,544,640)</b>	<b>15,459,326</b>	<b>75,832,626</b>	<b>91,291,952</b>
<b>GRAND TOTAL</b>	<b>\$21,803,450</b>	<b>\$598,108</b>	<b>\$22,401,558</b>	<b>(\$86,377,569)</b>	<b>\$942,304</b>	<b>\$89,425,505</b>	<b>(\$8,103,802)</b>	<b>\$18,287,995</b>	<b>\$81,452,874</b>	<b>\$99,740,869</b>

1. Balance as of 6/30/20 is from the MTC FY2019-20 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/20, and FY2020-21 allocations as of 6/31/21.

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

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

**FY 2021-22 FUND ESTIMATE  
TRANSPORTATION DEVELOPMENT ACT FUNDS  
CONTRA COSTA COUNTY**

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FY2020-21 TDA Revenue Estimate				FY2021-22 TDA Revenue Estimate			
<b>FY2020-21 Generation Estimate Adjustment</b>				<b>FY2021-22 County Auditor's Generation Estimate</b>			
1. Original County Auditor Estimate (Feb, 20)		46,139,252		13. County Auditor Estimate		45,908,428	
2. Actual Revenue (Jun, 21)		48,675,957		<b>FY2021-22 Planning and Administration Charges</b>			
3. Revenue Adjustment (Lines 2-1)			2,536,705	14. MTC Administration (0.5% of Line 13)		229,542	
<b>FY2020-21 Planning and Administration Charges Adjustment</b>				15. County Administration (0.5% of Line 13)		229,542	
4. MTC Administration (0.5% of Line 3)		12,684		16. MTC Planning (3.0% of Line 13)		1,377,253	
5. County Administration (Up to 0.5% of Line 3) <sup>4</sup>		(102,696)		17. Total Charges (Lines 14+15+16)		1,836,337	
6. MTC Planning (3.0% of Line 3)		76,101		18. TDA Generations Less Charges (Lines 13-17)		44,072,091	
7. Total Charges (Lines 4+5+6)			(13,911)	<b>FY2021-22 TDA Apportionment By Article</b>			
8. Adjusted Generations Less Charges (Lines 3-7)		2,550,616		19. Article 3.0 (2.0% of Line 18)		881,442	
<b>FY2020-21 TDA Adjustment By Article</b>				20. Funds Remaining (Lines 18-19)		43,190,649	
9. Article 3 Adjustment (2.0% of line 8)		51,012		21. Article 4.5 (5.0% of Line 20)		2,159,532	
10. Funds Remaining (Lines 8-9)			2,499,604	22. TDA Article 4 (Lines 20-21)		41,031,117	
11. Article 4.5 Adjustment (5.0% of Line 10)		124,980					
12. Article 4 Adjustment (Lines 10-11)			2,374,624				

**TDA APPORTIONMENT BY JURISDICTION**

Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2020	FY2019-20	6/30/2020	FY2019-21	FY2020-21	FY2020-21	FY2020-21	6/30/2021	FY2021-22	FY2021-22
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) <sup>1</sup>	Outstanding Commitments <sup>2</sup>	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
<b>Article 3</b>	1,703,472	32,868	1,736,340	(2,273,266)	0	885,874	51,012	399,960	881,442	1,281,402
<b>Article 4.5</b>	4,605	3,110	7,715	(1,507,102)	0	2,170,390	124,980	795,983	2,159,532	2,955,515
<b>SUBTOTAL</b>	<b>1,708,077</b>	<b>35,978</b>	<b>1,744,055</b>	<b>(3,780,368)</b>	<b>0</b>	<b>3,056,264</b>	<b>175,992</b>	<b>1,195,943</b>	<b>3,040,974</b>	<b>4,236,917</b>
<b>Article 4</b>										
AC Transit										
District 1	23,415	1,884	25,299	(7,183,038)	0	7,093,016	408,446	343,722	7,072,554	7,416,276
BART <sup>3</sup>	944	75	1,019	(214,911)	0	286,548	16,501	89,157	287,090	376,247
CCCTA	17,457,869	180,299	17,638,167	(27,714,169)	4,839,209	19,415,580	1,118,031	15,296,818	19,194,326	34,491,144
ECCTA	4,743,089	35,506	4,778,595	(13,261,246)	0	11,970,179	689,293	4,176,821	12,032,800	16,209,621
WCCTA	3,547,012	48,951	3,595,963	(3,142,394)	0	2,472,094	142,354	3,068,017	2,444,348	5,512,365
<b>SUBTOTAL</b>	<b>25,772,328</b>	<b>266,715</b>	<b>26,039,043</b>	<b>(51,515,758)</b>	<b>4,839,209</b>	<b>41,237,418</b>	<b>2,374,624</b>	<b>22,974,535</b>	<b>41,031,117</b>	<b>64,005,652</b>
<b>GRAND TOTAL</b>	<b>\$27,480,405</b>	<b>\$302,693</b>	<b>\$27,783,098</b>	<b>(\$55,296,127)</b>	<b>\$4,839,209</b>	<b>\$44,293,682</b>	<b>\$2,550,616</b>	<b>\$24,170,478</b>	<b>\$44,072,091</b>	<b>\$68,242,569</b>

1. Balance as of 6/30/20 is from the MTC FY2019-20 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/20, and FY2020-21 allocations as of 6/31/21.

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

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

**FY 2021-22 FUND ESTIMATE  
TRANSPORTATION DEVELOPMENT ACT FUNDS  
MARIN COUNTY**

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FY2020-21 TDA Revenue Estimate				FY2021-22 TDA Revenue Estimate			
<b>FY2020-21 Generation Estimate Adjustment</b>				<b>FY2021-22 County Auditor's Generation Estimate</b>			
1. Original County Auditor Estimate (Feb, 20)		14,000,000		13. County Auditor Estimate		12,017,498	
2. Actual Revenue (Jun, 21)		14,173,464		<b>FY2021-22 Planning and Administration Charges</b>			
3. Revenue Adjustment (Lines 2-1)			173,464	14. MTC Administration (0.5% of Line 13)		60,087	
<b>FY2020-21 Planning and Administration Charges Adjustment</b>				15. County Administration (0.5% of Line 13)		60,087	
4. MTC Administration (0.5% of Line 3)		867		16. MTC Planning (3.0% of Line 13)		360,525	
5. County Administration (Up to 0.5% of Line 3)		867		17. Total Charges (Lines 14+15+16)		480,699	
6. MTC Planning (3.0% of Line 3)		5,204		18. TDA Generations Less Charges (Lines 13-17)		11,536,799	
7. Total Charges (Lines 4+5+6)			6,938	<b>FY2021-22 TDA Apportionment By Article</b>			
8. Adjusted Generations Less Charges (Lines 3-7)			166,526	19. Article 3.0 (2.0% of Line 18)		230,736	
<b>FY2020-21 TDA Adjustment By Article</b>				20. Funds Remaining (Lines 18-19)		11,306,063	
9. Article 3 Adjustment (2.0% of line 8)		3,331		21. Article 4.5 (5.0% of Line 20)		0	
10. Funds Remaining (Lines 8-9)			163,195	22. TDA Article 4 (Lines 20-21)		11,306,063	
11. Article 4.5 Adjustment (5.0% of Line 10)		0					
12. Article 4 Adjustment (Lines 10-11)			163,195				

**TDA APPORTIONMENT BY JURISDICTION**

Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2020	FY2019-20	6/30/2020	FY2019-21	FY2020-21	FY2020-21	FY2020-21	6/30/2021	FY2021-22	FY2021-22
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) <sup>1</sup>	Outstanding Commitments <sup>2</sup>	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	267,508	47,792	315,300	(469,105)	0	268,800	3,331	118,326	230,736	349,062
Article 4.5										
<b>SUBTOTAL</b>	<b>267,508</b>	<b>47,792</b>	<b>315,300</b>	<b>(469,105)</b>	<b>0</b>	<b>268,800</b>	<b>3,331</b>	<b>118,326</b>	<b>230,736</b>	<b>349,062</b>
Article 4/8										
GGBHTD	(7,822)	7,889	67	(6,841,983)	0	7,731,494	95,795	985,374	6,430,889	7,416,263
Marin Transit	(5,278)	5,325	46	(3,817,097)	0	5,439,706	67,399	1,690,054	4,875,174	6,565,228
<b>SUBTOTAL</b>	<b>(13,100)</b>	<b>13,214</b>	<b>113</b>	<b>(10,659,080)</b>	<b>0</b>	<b>13,171,200</b>	<b>163,195</b>	<b>2,675,428</b>	<b>11,306,063</b>	<b>13,981,491</b>
<b>GRAND TOTAL</b>	<b>\$254,408</b>	<b>\$61,005</b>	<b>\$315,413</b>	<b>(\$11,128,185)</b>	<b>\$0</b>	<b>\$13,440,000</b>	<b>\$166,526</b>	<b>\$2,793,754</b>	<b>\$11,536,799</b>	<b>\$14,330,553</b>

1. Balance as of 6/30/20 is from the MTC FY2019-20 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/20, and FY2020-21 allocations as of 6/31/21.

**FY 2021-22 FUND ESTIMATE  
TRANSPORTATION DEVELOPMENT ACT FUNDS  
NAPA COUNTY**

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FY2020-21 TDA Revenue Estimate			FY2021-22 TDA Revenue Estimate		
<b>FY2020-21 Generation Estimate Adjustment</b>			<b>FY2021-22 County Auditor's Generation Estimate</b>		
1. Original County Auditor Estimate (Feb, 20)	9,885,444		13. County Auditor Estimate		8,979,207
2. Actual Revenue (Jun, 21)	8,749,998		<b>FY2021-22 Planning and Administration Charges</b>		
3. Revenue Adjustment (Lines 2-1)		-1,135,446	14. MTC Administration (0.5% of Line 13)	44,896	
<b>FY2020-21 Planning and Administration Charges Adjustment</b>			15. County Administration (0.5% of Line 13)	44,896	
4. MTC Administration (0.5% of Line 3)	(5,677)		16. MTC Planning (3.0% of Line 13)	269,376	
5. County Administration (Up to 0.5% of Line 3)	(5,677)		17. Total Charges (Lines 14+15+16)		359,168
6. MTC Planning (3.0% of Line 3)	(34,063)		18. TDA Generations Less Charges (Lines 13-17)		8,620,039
7. Total Charges (Lines 4+5+6)		(45,417)	<b>FY2021-22 TDA Apportionment By Article</b>		
8. Adjusted Generations Less Charges (Lines 3-7)		(1,090,029)	19. Article 3.0 (2.0% of Line 18)	172,401	
<b>FY2020-21 TDA Adjustment By Article</b>			20. Funds Remaining (Lines 18-19)		8,447,638
9. Article 3 Adjustment (2.0% of line 8)	(21,801)		21. Article 4.5 (5.0% of Line 20)	422,382	
10. Funds Remaining (Lines 8-9)		(1,068,228)	22. TDA Article 4 (Lines 20-21)		8,025,256
11. Article 4.5 Adjustment (5.0% of Line 10)	(53,411)				
12. Article 4 Adjustment (Lines 10-11)		(1,014,817)			

**TDA APPORTIONMENT BY JURISDICTION**

Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2020	FY2019-20	6/30/2020	FY2019-21	FY2020-21	FY2020-21	FY2020-21	6/30/2021	FY2021-22	FY2021-22
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) <sup>1</sup>	Outstanding Commitments <sup>2</sup>	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	249,948	8,033	257,981	(392,928)	0	189,801	(21,801)	33,053	172,401	205,454
Article 4.5	33,783	126	33,909	(382,540)	0	465,011	(53,411)	62,969	422,382	485,351
<b>SUBTOTAL</b>	<b>283,731</b>	<b>8,159</b>	<b>291,891</b>	<b>(775,468)</b>	<b>0</b>	<b>654,812</b>	<b>(75,212)</b>	<b>96,022</b>	<b>594,783</b>	<b>690,805</b>
Article 4/8										
NVTA <sup>3</sup>	2,283,067	73,033	2,356,100	(8,192,201)	2,486,395	8,835,215	(1,014,817)	4,470,692	8,025,256	12,495,948
<b>SUBTOTAL</b>	<b>2,283,067</b>	<b>73,033</b>	<b>2,356,100</b>	<b>(8,192,201)</b>	<b>2,486,395</b>	<b>8,835,215</b>	<b>(1,014,817)</b>	<b>4,470,692</b>	<b>8,025,256</b>	<b>12,495,948</b>
<b>GRAND TOTAL</b>	<b>\$2,566,799</b>	<b>\$81,192</b>	<b>\$2,647,991</b>	<b>(\$8,967,669)</b>	<b>\$2,486,395</b>	<b>\$9,490,027</b>	<b>(\$1,090,029)</b>	<b>\$4,566,714</b>	<b>\$8,620,039</b>	<b>\$13,186,753</b>

1. Balance as of 6/30/20 is from the MTC FY2019-20 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/20, and FY2020-21 allocations as of 6/31/21.

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

**FY 2021-22 FUND ESTIMATE  
TRANSPORTATION DEVELOPMENT ACT FUNDS  
SAN FRANCISCO COUNTY**

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FY2020-21 TDA Revenue Estimate			FY2021-22 TDA Revenue Estimate		
<b>FY2020-21 Generation Estimate Adjustment</b>			<b>FY2021-22 County Auditor's Generation Estimate</b>		
1. Original County Auditor Estimate (Feb, 20)	53,477,500		13. County Auditor Estimate		44,562,500
2. Actual Revenue (Jun, 21)	34,075,522		<b>FY2021-22 Planning and Administration Charges</b>		
3. Revenue Adjustment (Lines 2-1)		(19,401,978)	14. MTC Administration (0.5% of Line 13)	222,813	
<b>FY2020-21 Planning and Administration Charges Adjustment</b>			15. County Administration (0.5% of Line 13)	222,813	
4. MTC Administration (0.5% of Line 3)	(97,010)		16. MTC Planning (3.0% of Line 13)	1,336,875	
5. County Administration (Up to 0.5% of Line 3)	(97,010)		17. Total Charges (Lines 14+15+16)		1,782,501
6. MTC Planning (3.0% of Line 3)	(582,059)		18. TDA Generations Less Charges (Lines 13-17)		42,779,999
7. Total Charges (Lines 4+5+6)		(776,079)	<b>FY2021-22 TDA Apportionment By Article</b>		
8. Adjusted Generations Less Charges (Lines 3-7)		(18,625,899)	19. Article 3.0 (2.0% of Line 18)	855,600	
<b>FY2020-21 TDA Adjustment By Article</b>			20. Funds Remaining (Lines 18-19)		41,924,399
9. Article 3 Adjustment (2.0% of line 8)	(372,518)		21. Article 4.5 (5.0% of Line 20)	2,096,220	
10. Funds Remaining (Lines 8-9)		(18,253,381)	22. TDA Article 4 (Lines 20-21)		39,828,179
11. Article 4.5 Adjustment (5.0% of Line 10)	(912,669)				
12. Article 4 Adjustment (Lines 10-11)		(17,340,712)			

**TDA APPORTIONMENT BY JURISDICTION**

Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2020	FY2019-20	6/30/2020	FY2019-21	FY2020-21	FY2020-21	FY2020-21	6/30/2021	FY2021-22	FY2021-22
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) <sup>1</sup>	Outstanding Commitments <sup>2</sup>	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	1,707,384	71,406	1,778,791	(2,566,998)	0	1,026,768	(372,518)	(133,958)	855,600	721,642
Article 4.5	(2,285)	2,285	0	0	(1,602,912)	2,515,582	(912,669)	1	2,096,220	2,096,221
<b>SUBTOTAL</b>	<b>1,705,100</b>	<b>73,691</b>	<b>1,778,791</b>	<b>(2,566,998)</b>	<b>(1,602,912)</b>	<b>3,542,350</b>	<b>(1,285,187)</b>	<b>(133,957)</b>	<b>2,951,820</b>	<b>2,817,863</b>
Article 4										
SFMTA	1,218	11,754	12,972	(32,077,803)	1,602,912	47,796,049	(17,340,712)	(6,582)	39,828,179	39,821,597
<b>SUBTOTAL</b>	<b>1,218</b>	<b>11,754</b>	<b>12,972</b>	<b>(32,077,803)</b>	<b>1,602,912</b>	<b>47,796,049</b>	<b>(17,340,712)</b>	<b>(6,582)</b>	<b>39,828,179</b>	<b>39,821,597</b>
<b>GRAND TOTAL</b>	<b>\$1,706,317</b>	<b>\$85,445</b>	<b>\$1,791,763</b>	<b>(\$34,644,801)</b>	<b>\$0</b>	<b>\$51,338,399</b>	<b>(\$18,625,899)</b>	<b>(\$140,539)</b>	<b>\$42,779,999</b>	<b>\$42,639,460</b>

1. Balance as of 6/30/20 is from the MTC FY2019-20 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/20, and FY2020-21 allocations as of 6/31/21.

**FY 2021-22 FUND ESTIMATE  
TRANSPORTATION DEVELOPMENT ACT FUNDS  
SAN MATEO COUNTY**

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<b>FY2020-21 TDA Revenue Estimate</b>					<b>FY2021-22 TDA Revenue Estimate</b>					
<b>FY2020-21 Generation Estimate Adjustment</b>					<b>FY2021-22 County Auditor's Generation Estimate</b>					
1. Original County Auditor Estimate (Feb, 20)			48,558,690		13. County Auditor Estimate				42,857,457	
2. Actual Revenue (Jun, 21)			42,247,432		<b>FY2021-22 Planning and Administration Charges</b>					
3. Revenue Adjustment (Lines 2-1)				(6,311,258)	14. MTC Administration (0.5% of Line 13)			214,287		
<b>FY2020-21 Planning and Administration Charges Adjustment</b>					15. County Administration (0.5% of Line 13)			214,287		
4. MTC Administration (0.5% of Line 3)			(31,556)		16. MTC Planning (3.0% of Line 13)			1,285,724		
5. County Administration (Up to 0.5% of Line 3) <sup>3</sup>			(142,793)		17. Total Charges (Lines 14+15+16)				1,714,298	
6. MTC Planning (3.0% of Line 3)			(189,338)		18. TDA Generations Less Charges (Lines 13-17)				41,143,159	
7. Total Charges (Lines 4+5+6)				(363,687)	<b>FY2021-22 TDA Apportionment By Article</b>					
8. Adjusted Generations Less Charges (Lines 3-7)				(5,947,570)	19. Article 3.0 (2.0% of Line 18)			822,863		
<b>FY2020-21 TDA Adjustment By Article</b>					20. Funds Remaining (Lines 18-19)				40,320,296	
9. Article 3 Adjustment (2.0% of line 8)			(118,951)		21. Article 4.5 (5.0% of Line 20)			2,016,015		
10. Funds Remaining (Lines 8-9)				(5,828,619)	22. TDA Article 4 (Lines 20-21)				38,304,281	
11. Article 4.5 Adjustment (5.0% of Line 10)			(291,431)							
12. Article 4 Adjustment (Lines 10-11)				(5,537,188)						
<b>TDA APPORTIONMENT BY JURISDICTION</b>										
Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2020	FY2019-20	6/30/2020	FY2019-21	FY2020-21	FY2020-21	FY2020-21	6/30/2021	FY2021-22	FY2021-22
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) <sup>1</sup>	Outstanding Commitments <sup>2</sup>	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	4,104,858	203,186	4,308,044	(3,635,980)	0	932,327	(118,951)	1,485,440	822,863	2,308,303
Article 4.5	1,460	7,126	8,586	(1,969,917)	0	2,284,201	(291,431)	31,439	2,016,015	2,047,454
<b>SUBTOTAL</b>	<b>4,106,317</b>	<b>210,313</b>	<b>4,316,630</b>	<b>(5,605,897)</b>	<b>0</b>	<b>3,216,528</b>	<b>(410,382)</b>	<b>1,516,879</b>	<b>2,838,878</b>	<b>4,355,757</b>
Article 4										
SamTrans	33,006	129,743	162,748	(37,428,024)	0	43,399,815	(5,537,188)	597,351	38,304,281	38,901,632
<b>SUBTOTAL</b>	<b>33,006</b>	<b>129,743</b>	<b>162,748</b>	<b>(37,428,024)</b>	<b>0</b>	<b>43,399,815</b>	<b>(5,537,188)</b>	<b>597,351</b>	<b>38,304,281</b>	<b>38,901,632</b>
<b>GRAND TOTAL</b>	<b>\$4,139,323</b>	<b>\$340,055</b>	<b>\$4,479,378</b>	<b>(\$43,033,921)</b>	<b>\$0</b>	<b>\$46,616,343</b>	<b>(\$5,947,570)</b>	<b>\$2,114,230</b>	<b>\$41,143,159</b>	<b>\$43,257,389</b>

1. Balance as of 6/30/20 is from the MTC FY2019-20 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/20, and FY2020-21 allocations as of 6/31/21.

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

**FY 2021-22 FUND ESTIMATE  
TRANSPORTATION DEVELOPMENT ACT FUNDS  
SANTA CLARA COUNTY**

Attachment A  
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FY2020-21 TDA Revenue Estimate				FY2021-22 TDA Revenue Estimate			
<b>FY2020-21 Generation Estimate Adjustment</b>				<b>FY2021-22 County Auditor's Generation Estimate</b>			
1. Original County Auditor Estimate (Feb, 20)		121,909,000		13. County Auditor Estimate		130,850,000	
2. Actual Revenue (Jun, 21)		122,125,666		<b>FY2021-22 Planning and Administration Charges</b>			
3. Revenue Adjustment (Lines 2-1)			216,666	14. MTC Administration (0.5% of Line 13)		654,250	
<b>FY2020-21 Planning and Administration Charges Adjustment</b>				15. County Administration (0.5% of Line 13)		654,250	
4. MTC Administration (0.5% of Line 3)		1,083		16. MTC Planning (3.0% of Line 13)		3,925,500	
5. County Administration (Up to 0.5% of Line 3) <sup>3</sup>		(49,545)		17. Total Charges (Lines 14+15+16)		5,234,000	
6. MTC Planning (3.0% of Line 3)		6,500		18. TDA Generations Less Charges (Lines 13-17)		125,616,000	
7. Total Charges (Lines 4+5+6)			(41,962)	<b>FY2021-22 TDA Apportionment By Article</b>			
8. Adjusted Generations Less Charges (Lines 3-7)			258,629	19. Article 3.0 (2.0% of Line 18)		2,512,320	
<b>FY2020-21 TDA Adjustment By Article</b>				20. Funds Remaining (Lines 18-19)		123,103,680	
9. Article 3 Adjustment (2.0% of line 8)		5,173		21. Article 4.5 (5.0% of Line 20)		6,155,184	
10. Funds Remaining (Lines 8-9)			253,456	22. TDA Article 4 (Lines 20-21)		116,948,496	
11. Article 4.5 Adjustment (5.0% of Line 10)		12,673					
12. Article 4 Adjustment (Lines 10-11)			240,783				

**TDA APPORTIONMENT BY JURISDICTION**

Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2020	FY2019-20	6/30/2020	FY2019-21	FY2020-21	FY2020-21	FY2020-21	6/30/2021	FY2021-22	FY2021-22
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) <sup>1</sup>	Outstanding Commitments <sup>2</sup>	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
<b>Article 3</b>	5,592,145	183,802	5,775,947	(5,843,080)		2,340,653	5,173	2,278,693	2,512,320	4,791,013
<b>Article 4.5</b>	25,844	0	25,844	(5,751,594)	0	5,734,599	12,673	21,522	6,155,184	6,176,706
<b>SUBTOTAL</b>	<b>5,617,988</b>	<b>183,802</b>	<b>5,801,791</b>	<b>(11,594,674)</b>	<b>0</b>	<b>8,075,252</b>	<b>17,846</b>	<b>2,300,215</b>	<b>8,667,504</b>	<b>10,967,719</b>
<b>Article 4</b>										
VTA	491,024	0	491,024	(109,280,287)	0	108,957,388	240,783	408,908	116,948,496	117,357,404
<b>SUBTOTAL</b>	<b>491,024</b>	<b>0</b>	<b>491,024</b>	<b>(109,280,287)</b>	<b>0</b>	<b>108,957,388</b>	<b>240,783</b>	<b>408,908</b>	<b>116,948,496</b>	<b>117,357,404</b>
<b>GRAND TOTAL</b>	<b>\$6,109,012</b>	<b>\$183,802</b>	<b>\$6,292,815</b>	<b>(\$120,874,961)</b>	<b>\$0</b>	<b>\$117,032,640</b>	<b>\$258,629</b>	<b>\$2,709,123</b>	<b>\$125,616,000</b>	<b>\$128,325,123</b>

1. Balance as of 6/30/20 is from the MTC FY2019-20 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/20, and FY2020-21 allocations as of 6/31/21.

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



**FY 2021-22 FUND ESTIMATE  
TRANSPORTATION DEVELOPMENT ACT FUNDS  
SOLANO COUNTY**

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FY2020-21 TDA Revenue Estimate			FY2021-22 TDA Revenue Estimate		
<b>FY2020-21 Generation Estimate Adjustment</b>			<b>FY2021-22 County Auditor's Generation Estimate</b>		
1. Original County Auditor Estimate (Feb, 20)	22,251,809		13. County Auditor Estimate		22,483,483
2. Actual Revenue (Jun, 21)	22,474,575		<b>FY2021-22 Planning and Administration Charges</b>		
3. Revenue Adjustment (Lines 2-1)		222,766	14. MTC Administration (0.5% of Line 13)	112,417	
<b>FY2020-21 Planning and Administration Charges Adjustment</b>			15. County Administration (0.5% of Line 13)	112,417	
4. MTC Administration (0.5% of Line 3)	1,114		16. MTC Planning (3.0% of Line 13)	674,504	
5. County Administration (Up to 0.5% of Line 3)	1,114		17. Total Charges (Lines 14+15+16)		899,338
6. MTC Planning (3.0% of Line 3)	6,683		18. TDA Generations Less Charges (Lines 13-17)		21,584,145
7. Total Charges (Lines 4+5+6)		8,911	<b>FY2021-22 TDA Apportionment By Article</b>		
8. Adjusted Generations Less Charges (Lines 3-7)		213,855	19. Article 3.0 (2.0% of Line 18)	431,683	
<b>FY2020-21 TDA Adjustment By Article</b>			20. Funds Remaining (Lines 18-19)		21,152,462
9. Article 3 Adjustment (2.0% of line 8)	4,277		21. Article 4.5 (5.0% of Line 20)	0	
10. Funds Remaining (Lines 8-9)		209,578	22. TDA Article 4 (Lines 20-21)		21,152,462
11. Article 4.5 Adjustment (5.0% of Line 10)	0				
12. Article 4 Adjustment (Lines 10-11)		209,578			

**TDA APPORTIONMENT BY JURISDICTION**

Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2020	FY2019-20	6/30/2020	FY2019-21	FY2020-21	FY2020-21	FY2020-21	6/30/2021	FY2021-22	FY2021-22
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) <sup>1</sup>	Outstanding Commitments <sup>2</sup>	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	1,251,791	25,097	1,276,888	(1,664,162)	0	427,235	4,277	44,238	431,683	475,921
Article 4.5										
<b>SUBTOTAL</b>	<b>1,251,791</b>	<b>25,097</b>	<b>1,276,888</b>	<b>(1,664,162)</b>	<b>0</b>	<b>427,235</b>	<b>4,277</b>	<b>44,238</b>	<b>431,683</b>	<b>475,921</b>
Article 4/8										
Dixon	1,120,732	24,501	1,145,234	(982,748)	0	938,978	9,400	1,110,864	959,641	2,070,505
Fairfield	5,266,879	104,099	5,370,978	(4,655,294)	0	5,557,256	55,634	6,328,574	5,620,857	11,949,431
Rio Vista	641,837	15,233	657,070	(384,638)	0	446,672	4,472	723,575	479,869	1,203,444
Solano County	2,493,104	37,449	2,530,553	(1,007,503)	0	928,826	9,299	2,461,175	916,397	3,377,572
Suisun City	5,473	1,632	7,105	(1,115,374)	0	1,396,892	13,984	302,607	1,399,148	1,701,755
Vacaville	10,837,671	213,369	11,051,040	(4,248,078)	0	4,687,157	46,924	11,537,043	4,749,915	16,286,958
Vallejo/Benicia	9,703,126	164,553	9,867,679	(5,525,515)	0	6,978,721	69,865	11,390,750	7,026,636	18,417,386
<b>SUBTOTAL</b>	<b>30,068,822</b>	<b>560,835</b>	<b>30,629,658</b>	<b>(17,919,150)</b>	<b>0</b>	<b>20,934,502</b>	<b>209,578</b>	<b>33,854,588</b>	<b>21,152,462</b>	<b>55,007,050</b>
<b>GRAND TOTAL</b>	<b>\$31,320,613</b>	<b>\$585,932</b>	<b>\$31,906,546</b>	<b>(\$19,583,312)</b>	<b>\$0</b>	<b>\$21,361,737</b>	<b>\$213,855</b>	<b>\$33,898,826</b>	<b>\$21,584,145</b>	<b>\$55,482,971</b>

1. Balance as of 6/30/20 is from the MTC FY2019-20 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/20, and FY2020-21 allocations as of 6/31/21.

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

**FY 2021-22 FUND ESTIMATE  
TRANSPORTATION DEVELOPMENT ACT FUNDS  
SONOMA COUNTY**

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FY2020-21 TDA Revenue Estimate			FY2021-22 TDA Revenue Estimate		
<b>FY2020-21 Generation Estimate Adjustment</b>			<b>FY2021-22 County Auditor's Generation Estimate</b>		
1. Original County Auditor Estimate (Feb, 20)	26,300,000		13. County Auditor Estimate	26,600,000	
2. Actual Revenue (Jun, 21)	26,219,978		<b>FY2021-22 Planning and Administration Charges</b>		
3. Revenue Adjustment (Lines 2-1)	(80,022)		14. MTC Administration (0.5% of Line 13)	133,000	
<b>FY2020-21 Planning and Administration Charges Adjustment</b>			15. County Administration (0.5% of Line 13)	133,000	
4. MTC Administration (0.5% of Line 3)	(400)		16. MTC Planning (3.0% of Line 13)	798,000	
5. County Administration (Up to 0.5% of Line 3) <sup>4</sup>	(31,500)		17. Total Charges (Lines 14+15+16)	1,064,000	
6. MTC Planning (3.0% of Line 3)	(2,401)		18. TDA Generations Less Charges (Lines 13-17)	25,536,000	
7. Total Charges (Lines 4+5+6)	(34,301)		<b>FY2021-22 TDA Apportionment By Article</b>		
8. Adjusted Generations Less Charges (Lines 3-7)	(45,721)		19. Article 3.0 (2.0% of Line 18)	510,720	
<b>FY2020-21 TDA Adjustment By Article</b>			20. Funds Remaining (Lines 18-19)	25,025,280	
9. Article 3 Adjustment (2.0% of line 8)	(914)		21. Article 4.5 (5.0% of Line 20)	0	
10. Funds Remaining (Lines 8-9)	(44,807)		22. TDA Article 4 (Lines 20-21)	25,025,280	
11. Article 4.5 Adjustment (5.0% of Line 10)	0				
12. Article 4 Adjustment (Lines 10-11)	(44,807)				

**TDA APPORTIONMENT BY JURISDICTION**

Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2020	FY2019-20	6/30/2020	FY2019-21	FY2020-21	FY2020-21	FY2020-21	6/30/2021	FY2021-22	FY2021-22
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) <sup>1</sup>	Outstanding Commitments <sup>2</sup>	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	2,232,541	56,846	2,289,387	(2,016,361)	0	504,960	(914)	777,072	510,720	1,287,792
Article 4.5										
<b>SUBTOTAL</b>	<b>2,232,541</b>	<b>56,846</b>	<b>2,289,387</b>	<b>(2,016,361)</b>	<b>0</b>	<b>504,960</b>	<b>(914)</b>	<b>777,072</b>	<b>510,720</b>	<b>1,287,792</b>
Article 4/8										
GGBHTD <sup>3</sup>	13,140	11,449	24,588	(6,092,748)	0	6,185,760	(11,202)	106,399	6,216,280	6,322,679
Petaluma	1,436,464	36,409	1,472,872	(1,757,888)	0	2,182,336	(3,952)	1,893,369	1,951,972	3,845,341
Santa Rosa	2,062,512	58,374	2,120,886	(6,106,479)	3,615,414	6,509,894	(11,789)	6,127,926	6,764,333	12,892,259
Sonoma County	5,385,643	91,274	5,476,917	(9,580,430)	4,159,742	9,865,050	(17,865)	9,903,414	10,092,695	19,996,109
<b>SUBTOTAL</b>	<b>8,897,758</b>	<b>197,505</b>	<b>9,095,263</b>	<b>(23,537,545)</b>	<b>7,775,156</b>	<b>24,743,040</b>	<b>(44,807)</b>	<b>18,031,108</b>	<b>25,025,280</b>	<b>43,056,388</b>
<b>GRAND TOTAL</b>	<b>\$11,130,299</b>	<b>\$254,352</b>	<b>\$11,384,651</b>	<b>(\$25,553,906)</b>	<b>\$7,775,156</b>	<b>\$25,248,000</b>	<b>(\$45,721)</b>	<b>\$18,808,180</b>	<b>\$25,536,000</b>	<b>\$44,344,180</b>

1. Balance as of 6/30/20 is from the MTC FY2019-20 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/20, and FY2020-21 allocations as of 6/31/21.

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

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

**FY 2021-22 FUND ESTIMATE  
STATE TRANSIT ASSISTANCE  
REVENUE-BASED FUNDS (PUC 99314)**

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<b>FY2020-21 STA Revenue Estimate</b>		<b>FY2021-22 STA Revenue Estimate</b>	
1. State Estimate (May, 21) <sup>3</sup>	\$147,096,376	4. Projected Carryover (Aug, 21)	\$25,406,736
2. Actual Revenue (Aug, 21)	\$145,957,837	5. State Estimate (Aug, 21)	\$179,286,505
3. Revenue Adjustment (Lines 2-1)	(\$1,138,539)	6. Total Funds Available (Lines 4+5)	\$204,693,241

**STA REVENUE-BASED APPORTIONMENT BY OPERATOR**

<i>Column</i>	<b>A</b>	<b>B</b>	<b>C</b>	<b>D=Sum(A:C)</b>	<b>E</b>	<b>F=Sum(D:E)</b>
	<b>6/30/2020</b>	<b>FY2019-21</b>	<b>FY2020-21</b>	<b>6/30/2021</b>	<b>FY2021-22</b>	<b>Total</b>
<b>Apportionment Jurisdictions</b>	<b>Balance</b>	<b>Outstanding</b>	<b>Actual</b>	<b>Projected</b>	<b>Revenue</b>	<b>Available For</b>
	<b>(w/interest)<sup>1</sup></b>	<b>Commitments<sup>2</sup></b>	<b>Revenue<sup>3</sup></b>	<b>Carryover<sup>4</sup></b>	<b>Estimate<sup>5</sup></b>	<b>Allocation</b>
<b>ACCMA - Corresponding to ACE</b>	4,010	(164,909)	213,043	52,144	261,691	313,835
<b>Caltrain</b>	4,441,267	(9,019,702)	6,918,239	2,339,804	8,497,982	10,837,786
<b>CCCTA</b>	126,728	(469,029)	606,534	264,233	745,031	1,009,264
<b>City of Dixon</b>	32,178	0	5,923	38,101	7,274	45,375
<b>ECCTA</b>	41,264	(263,735)	293,248	70,777	360,211	430,988
<b>City of Fairfield</b>	56	(81,165)	107,624	26,515	132,200	158,715
<b>GGBHTD</b>	476	(6,447,940)	6,638,345	190,881	8,154,174	8,345,055
<b>LAVTA</b>	344,011	(207,720)	290,940	427,231	357,375	784,606
<b>Marin Transit</b>	1,976,465	(967,237)	1,134,514	2,143,742	1,393,573	3,537,315
<b>NVTA</b>	3,252	(68,897)	82,368	16,723	101,174	117,897
<b>City of Petaluma</b>	68,009	(93,598)	35,341	9,752	43,410	53,162
<b>City of Rio Vista</b>	11,936	0	1,883	13,819	2,312	16,131
<b>SamTrans</b>	1,030,437	(4,341,960)	6,938,545	3,627,022	8,522,922	12,149,944
<b>SMART</b>	7,315	(1,089,118)	1,434,209	352,406	1,761,701	2,114,107
<b>City of Santa Rosa</b>	82	(90,179)	118,752	28,655	145,869	174,524
<b>Solano County Transit</b>	9	(209,047)	252,955	43,917	310,718	354,635
<b>Sonoma County Transit</b>	13,205	(134,069)	165,423	44,559	203,198	247,757
<b>City of Union City</b>	18	(67,898)	89,872	21,992	110,392	132,384
<b>Vacaville City Coach</b>	76,620	0	19,263	95,883	23,660	119,543
<b>VTA</b>	1,009	(20,426,308)	21,029,995	604,696	25,832,080	26,436,776
<b>VTA - Corresponding to ACE</b>	70	(122,982)	122,911	(1)	150,976	150,975
<b>WCCTA</b>	109,334	(401,452)	384,685	92,567	472,526	565,093
<b>WETA</b>	11,908,854	0	1,886,488	13,795,342	2,317,255	16,112,597
<b>SUBTOTAL</b>	<b>20,196,604</b>	<b>(44,666,945)</b>	<b>48,771,100</b>	<b>24,300,760</b>	<b>59,907,704</b>	<b>84,208,464</b>
<b>AC Transit</b>	6,082	(18,025,482)	18,552,870	533,470	22,789,317	23,322,787
<b>BART</b>	8,259	(29,933,218)	29,072,371	(852,588)	35,710,889	34,858,301
<b>SFMTA</b>	33	(48,136,436)	49,561,497	1,425,094	60,878,595	62,303,689
<b>SUBTOTAL</b>	<b>14,375</b>	<b>(96,095,136)</b>	<b>97,186,737</b>	<b>1,105,976</b>	<b>119,378,801</b>	<b>120,484,777</b>
<b>GRAND TOTAL</b>	<b>\$20,210,979</b>	<b>(\$140,762,081)</b>	<b>\$145,957,837</b>	<b>\$25,406,736</b>	<b>\$179,286,505</b>	<b>\$204,693,241</b>

1. Balance as of 6/30/20 is from the MTC FY2019-20 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/20, and FY 2020-21 allocations as of 6/30/21.

3. FY 2020-21 STA actual revenue generation is based on total allocations reported by the SCO.

4. Projected carryover as of 6/30/21 does not include interest accrued in FY2020-21.

5. FY2021-22 STA revenue generation based on forecasts from the State Controller's Office from July 30, 2021.

**FY 2021-22 FUND ESTIMATE  
STATE TRANSIT ASSISTANCE  
POPULATION-BASED FUNDS (PUC 99313) - THROUGH FY 2017-18**

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<b>STA POPULATION-BASED APPORTIONMENT BY JURISDICTION &amp; OPERATOR</b>						
<i>Column</i>	<b>A</b>	<b>B</b>	<b>C</b>	<b>D=Sum(A:C)</b>	<b>E</b>	<b>F=Sum(D:E)</b>
	<b>6/30/2020</b>	<b>FY2019-21</b>	<b>FY2020-21</b>	<b>6/30/2020</b>	<b>FY2021-22</b>	
<b>Apportionment Jurisdictions</b>	<b>Balance</b>	<b>Outstanding</b>	<b>Revenue</b>	<b>Projected</b>	<b>Revenue</b>	<b>Total</b>
	<b>(w/interest)<sup>1</sup></b>	<b>Commitments<sup>2</sup></b>	<b>Estimate<sup>4</sup></b>	<b>Carryover<sup>3</sup></b>	<b>Estimate<sup>4</sup></b>	<b>Available For Allocation</b>
<b>Northern Counties/Small Operators<sup>5</sup></b>						
Marin	3,306	0	0	3,306	0	3,306
Napa	1,785	0	0	1,785	0	1,785
Solano/Vallejo	1,758,289	(605,360)	0	1,152,929	0	1,152,929
Sonoma	9,872	0	0	9,872	0	9,872
CCCTA	16	0	0	16	0	16
ECCTA	2,787	0	0	2,787	0	2,787
LAVTA	2,839	0	0	2,839	0	2,839
Union City	2,983	0	0	2,983	0	2,983
WCCTA	835	0	0	835	0	835
<b>SUBTOTAL</b>	<b>1,782,713</b>	<b>(605,360)</b>	<b>0</b>	<b>1,177,352</b>	<b>0</b>	<b>1,177,352</b>
<b>Regional Paratransit<sup>5</sup></b>						
Alameda	3,552	0	0	3,552	0	3,552
Contra Costa	1,715	0	0	1,715	0	1,715
Marin	412	0	0	412	0	412
Napa	380	0	0	380	0	380
San Francisco	2,713	0	0	2,713	0	2,713
San Mateo	3,369	0	0	3,369	0	3,369
Santa Clara	528	0	0	528	0	528
Solano	134,147	708,631	0	842,778	0	842,778
Sonoma	2,098	0	0	2,098	0	2,098
<b>SUBTOTAL</b>	<b>148,915</b>	<b>708,631</b>	<b>0</b>	<b>857,545</b>	<b>0</b>	<b>857,545</b>
<b>Lifeline<sup>5</sup></b>						
Alameda	1,129,802	(1,003,205)	0	126,597	0	126,597
Contra Costa	333,684	(276,200)	0	57,484	0	57,484
Marin	40,935	(25,837)	0	15,098	0	15,098
Napa	341,774	(324,324)	0	17,450	0	17,450
San Francisco	271,018	(45,000)	0	226,018	0	226,018
San Mateo	503,035	(405,765)	0	97,270	0	97,270
Santa Clara	7,820,548	(7,083,653)	0	736,895	0	736,895
Solano	127,365	122,532	0	249,897	0	249,897
Sonoma	37,447	0	0	37,447	0	37,447
JARC Funding Restoration	400,668	(340,668)	0	60,000	0	60,000
Participatory Budgeting Pilot	1,032,650	(600,000)	0	432,650	0	432,650
<b>SUBTOTAL</b>	<b>12,038,925</b>	<b>(9,982,120)</b>	<b>0</b>	<b>2,056,806</b>	<b>0</b>	<b>2,056,806</b>
<b>MTC Regional Coordination Program<sup>6</sup></b>		0	0	0	0	0
<b>BART to Warm Springs</b>	0	0	0	0	0	0
<b>SamTrans</b>	42,420	0	0	42,420	0	42,420
<b>GRAND TOTAL</b>	<b>\$14,012,974</b>	<b>(\$9,878,849)</b>	<b>\$0</b>	<b>\$4,134,123</b>	<b>\$0</b>	<b>\$4,134,123</b>

1. Balance as of 6/30/20 is from the MTC FY2019-20 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/20, and FY2020-21 allocations as of 6/30/21.

3. The projected carryover as of 6/30/2021 does not include interest accrued in FY 2020-21.

4. FY 2018-19 - FY 2021-22 revenue is distributed through MTC Resolution 4321, adopted in February 2018. See following page for details.

5. The FY 2021-22 Fund Estimate is the last occasion that the MTC Resolution 3837 Population-based Program will appear in the Fund Estimate. All remaining

balances for the Northern Counties/Small Operators and Regional Paratransit programs will be transferred to the appropriate STA County Block Grant fund established by MTC Resolution 4321.

6. See Regional Program on following page for details from FY 2018-19 onwards.

**FY 2021-22 FUND ESTIMATE  
STATE TRANSIT ASSISTANCE  
POPULATION-BASED FUNDS (PUC 99313) - FY 2018-19 ONWARDS**

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FY2020-21 STA Revenue Estimate			FY2021-22 STA Revenue Estimate			
1. State Estimate (May, 21) <sup>3</sup>		\$53,756,799	4. Projected Carryover (Aug, 21)		\$54,141,279	
2. Actual Revenue (Aug, 21)		\$53,340,719	5. State Estimate <sup>4</sup> (Aug, 21)		\$65,303,438	
3. Revenue Adjustment (Lines 2-1)		(\$416,080)	6. Total Funds Available (Lines 4+5)		\$119,444,717	
STA POPULATION-BASED COUNTY BLOCK GRANT AND REGIONAL PROGRAM APPORTIONMENT						
Column	A	C	D	E=Sum(A:D)	F	G=Sum(E:F)
	6/30/2020	FY2020-21	FY2020-21	6/30/2021	FY2021-22	Total
Apportionment Jurisdictions	Balance (w/interest) <sup>1</sup>	Outstanding Commitments <sup>2</sup>	Actual Revenue <sup>3</sup>	Projected Carryover <sup>4</sup>	Revenue Estimate <sup>5</sup>	Available For Allocation
County Block Grant <sup>6</sup>						
Alameda	1	(6,410,580)	6,600,367	189,788	8,055,421	8,245,209
Contra Costa	1	(8,044,464)	8,282,624	238,161	10,108,531	10,346,692
Marin	2	(2,069,434)	2,130,702	61,269	2,600,416	2,661,685
Napa	84	(985,275)	1,303,355	318,163	1,590,680	1,908,843
San Francisco	3,179,433	(5,289,224)	3,157,152	1,047,361	3,853,147	4,900,508
San Mateo	3,266,259	(475,842)	1,890,268	4,680,685	2,306,979	6,987,664
Santa Clara	222	(5,110,672)	5,261,747	151,297	6,421,702	6,572,999
Solano	6,283,432	(3,757,427)	3,921,278	6,447,284	4,785,725	11,233,009
Sonoma	3	(4,653,249)	4,791,010	137,765	5,847,190	5,984,955
SUBTOTAL	12,729,436	(36,796,167)	37,338,503	13,271,773	45,569,791	58,841,564
Regional Program	14,410,656	(3,806,012)	1,226,439	11,831,083	19,529,911	31,360,994
Means-Based Transit Fare Program <sup>7</sup>	22,072,476	(8,606,095)	14,775,777	28,242,159	0	28,242,159
Transit Emergency Service Contingency Fund <sup>8</sup>	796,264	0	0	796,264	203,736	1,000,000
GRAND TOTAL	\$50,008,832	(\$49,208,274)	\$53,340,719	\$54,141,279	\$65,303,438	\$119,444,717

1. Balance as of 6/30/20 is from the MTC FY2019-20 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/20, and FY2020-21 allocations as of 6/30/21.

3. FY 2020-21 STA revenue generation is based on total allocations reported by the SCO.

4. The projected carryover as of 6/30/2021 does not include interest accrued in FY 2020-21.

5. FY2021-22 STA revenue generation based on forecasts from the State Controller's Office from July 30, 2021.

6. County Block Grant adopted through MTC Resolution 4321 in February 2018.

7. FY2021 Revenue for the Means-Based Transit Fare Program includes a transfer of \$6.6M from the Regional Program, and an additional \$6.7M transfer as part of a CARES Act swap with STA funds.

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

**FY 2021-22 FUND ESTIMATE  
BRIDGE TOLLS<sup>1</sup>**

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**BRIDGE TOLL APPORTIONMENT BY CATEGORY**

<i>Column</i>	<i>A</i>	<i>B</i>	<i>C</i>	<i>D=Sum(A:C)</i>	<i>E</i>	<i>F=D+E</i>
	6/30/2020	FY2019-21	FY2020-21	6/30/2021	FY2021-22	Total
Fund Source	Balance <sup>2</sup>	Outstanding Commitments <sup>3</sup>	Programming Amount <sup>4</sup>	Projected Carryover	Programming Amount <sup>4</sup>	Available for Allocation
<b>MTC 2% Toll Revenues</b>						
Ferry Capital	6,032,793	(4,218,443)	1,000,000	2,814,350	1,000,000	3,814,350
Bay Trail	0	(450,000)	450,000	0	450,000	450,000
Studies	577,048	(121,992)	0	455,056	0	455,056
<b>SUBTOTAL</b>	<b>6,609,841</b>	<b>(4,790,435)</b>	<b>1,450,000</b>	<b>3,269,406</b>	<b>1,450,000</b>	<b>4,719,406</b>
<b>5% State General Fund Revenues</b>						
Ferry	15,541,375	(1,936,468)	3,374,680	16,979,587	3,126,721	20,106,308
Bay Trail	109,655	(391,361)	281,706	0	281,706	281,706
<b>SUBTOTAL</b>	<b>15,651,030</b>	<b>(2,327,829)</b>	<b>3,656,386</b>	<b>16,979,587</b>	<b>3,408,427</b>	<b>20,388,014</b>

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

2. Balance as of 6/30/20 is from the MTC FY2019-20 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

3. The outstanding commitments figure includes all unpaid allocations as of 6/30/20, and FY2020-21 allocations as of 1/31/21.

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

**FY 2021-22 FUND ESTIMATE**  
**AB1107 FUNDS**  
**AB1107 IS TWENTY-FIVE PERCENT OF THE ONE-HALF CENT BART DISTRICT SALES TAX**

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FY2020-21 AB1107 Revenue Estimate				FY2021-22 AB1107 Estimate					
1. Original MTC Estimate (Feb, 20)		\$93,500,000		4. Projected Carryover (Jun, 21)		\$0			
2. Actual Revenues (Jun, 21)		\$86,173,152		5. MTC Estimate (Feb, 21)		\$83,000,000			
3. Revenue Adjustment (Lines 2-1)		(\$7,326,848)		6. Total Funds Available (Lines 4+5)		\$83,000,000			
AB1107 APPORTIONMENT BY OPERATOR									
Column	A	B	C=Sum(A:B)	D	E	F	G=Sum(A:F)	H	I=Sum(G:H)
	6/30/2020	FY2019-20	6/30/2020	FY2019-21	FY2020-21	FY2020-21	6/30/2021	FY2021-22	FY2021-22
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) <sup>1</sup>	Outstanding Commitments <sup>2</sup>	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
AC Transit	0	0	0	(43,086,576)	46,750,000	(3,663,424)	0	41,500,000	41,500,000
SFMTA	0	0	0	(43,086,576)	46,750,000	(3,663,424)	0	41,500,000	41,500,000
TOTAL	\$0	\$0	\$0	(\$86,173,152)	\$93,500,000	(\$7,326,848)	\$0	\$83,000,000	\$83,000,000

1. Balance as of 6/30/20 is from the MTC FY2019-20 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.
2. The outstanding commitments figure includes all unpaid allocations as of 6/30/20, and FY2020-21 allocations as of 6/31/21.

**FY 2021-22 FUND ESTIMATE  
TDA & STA FUND SUBAPPORTIONMENT FOR ALAMEDA & CONTRA COSTA COUNTIES  
& IMPLEMENTATION OF OPERATOR AGREEMENTS**

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ARTICLE 4.5 SUBAPPORTIONMENT					
Apportionment Jurisdictions		Alameda Article 4.5		Contra Costa Article 4.5	
Total Available		\$4,781,796		\$2,955,515	
AC Transit		\$4,368,410		\$896,787	
LAVTA		\$160,244			
Pleasanton		\$86,121			
Union City		\$167,020			
CCCTA				\$1,254,857	
ECCTA				\$616,852	
WCCTA				\$187,019	
IMPLEMENTATION OF OPERATOR AGREEMENTS					
Apportionment of BART Funds to Implement Transit Coordination Program					
Apportionment Jurisdictions		Total Available Funds (TDA and STA) FY 2021-22			
CCCTA		\$891,994			
LAVTA		\$750,699			
ECCTA		\$2,899,892			
WCCTA		\$3,025,641			
Fund Source	Apportionment Jurisdictions	Claimant	Amount <sup>1</sup>	Program	
Total Available BART STA Revenue-Based Funds <sup>2</sup>			\$34,858,301		
STA Revenue-Based	BART	CCCTA	(891,994)	BART Feeder Bus	
STA Revenue-Based	BART	LAVTA	(644,998)	BART Feeder Bus	
STA Revenue-Based	BART	ECCTA	(2,899,892)	BART Feeder Bus	
STA Revenue-Based	BART	WCCTA	(2,649,395)	BART Feeder Bus	
Total Payment			(7,086,279)		
Remaining BART STA Revenue-Based Funds			\$27,772,022		
Total Available BART TDA Article 4 Funds			\$481,947		
TDA Article 4	BART-Alameda	LAVTA	(105,700)	BART Feeder Bus	
TDA Article 4	BART-Contra Costa	WCCTA	(376,247)	BART Feeder Bus	
Total Payment			(481,947)		
Remaining BART TDA Article 4 Funds			\$0		
Total Available SamTrans STA Revenue-Based Funds			\$12,149,944		
STA Revenue-Based	SamTrans	BART	(801,024)	SFO Operating Expense	
Total Payment			(801,024)		
Remaining SamTrans STA Revenue-Based Funds			\$11,348,920		
Total Available Union City TDA Article 4 Funds			\$13,040,006		
TDA Article 4	Union City	AC Transit	(116,699)	Union City service	
Total Payment			(116,699)		
Remaining Union City TDA Article 4 Funds			\$12,923,307		

1. Amounts assigned to the claimants in this page will reduce the funds available for allocation in the corresponding apportionment jurisdictions by the same amounts.

2. As of February 2021 discussions are ongoing between BART, MTC, and the four East Bay bus operators shown here regarding possible changes to the operator agreements which govern these payments. Should any changes be proposed staff will return to the MTC Programming and Allocations Committee to provide an update.



**FY 2021-22 FUND ESTIMATE  
STA SPILLOVER FUNDING AGREEMENT PER RESOLUTION 3814**

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

Apportionment Category	MTC Resolution 3814	%	FY 2007-08	FY2009-20	MTC Res-3833	MTC Res-3925	FY2021-22
	Spillover Payment Schedule		Spillover Distribution	Spillover Distribution	(RM 1 Funding)	(STP/CMAQ Funding)	Remaining
Lifeline	10,000,000	16%	1,028,413	0	0	8,971,587	0
Small Operators / North Counties	3,000,000	5%	308,524	0	0	2,691,476	0
BART to Warm Springs	3,000,000	5%	308,524	0	0	0	0
eBART	3,000,000	5%	327,726	0	2,672,274	0	0
SamTrans	43,000,000	69%	4,422,174	0	0	19,288,913	19,288,913
<b>TOTAL</b>	<b>\$62,000,000</b>	<b>100%</b>	<b>\$6,395,361</b>	<b>\$0</b>	<b>\$0</b>	<b>\$30,951,976</b>	<b>\$19,288,914</b>

**FY 2021-22 FUND ESTIMATE  
CAP AND TRADE LOW CARBON TRANSIT OPERATIONS PROGRAM (LCTOP)**

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<b>FY2020-21 LCTOP Revenue Estimate<sup>1</sup></b>		<b>FY2021-22 LCTOP Revenue Estimate<sup>2</sup></b>	
1. Estimated Statewide Appropriation (Jan, 21)	\$100,000,000	5. Estimated Statewide Appropriation (Jan, 21)	\$106,000,000
2. MTC Region Revenue-Based Funding	\$26,792,290	6. Estimated MTC Region Revenue-Based Funding	\$28,399,828
3. MTC Region Population-Based Funding	\$9,791,321	7. Estimated MTC Region Population-Based Funding	\$10,378,800
<b>4. Total MTC Region Funds</b>	<b>\$36,583,611</b>	<b>8. Estimated Total MTC Region Funds</b>	<b>\$38,778,628</b>

1. The FY 2020-21 LCTOP revenue generation is based on the \$100 million revised estimate included in the FY 2021-22 Proposed State Budget.

2. The FY 2021-22 LCTOP revenue generation is based on the \$106 million estimated in the FY 2021-22 Proposed State Budget.

**FY 2021-22 FUND ESTIMATE  
STATE OF GOOD REPAIR (SGR) PROGRAM  
REVENUE-BASED FUNDS**

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FY2020-21 SGR Revenue-Based Revenue Estimate			FY2021-22 SGR Revenue-Based Revenue Estimate			
1. State Estimate (Aug, 20)	\$31,528,098		4. Projected Carryover (Aug, 21)		(\$33,619)	
2. Actual Revenue (Aug, 21)	\$30,568,197		5. State Estimate (Aug, 21)		\$31,477,988	
3. Revenue Adjustment (Lines 2-1)	(\$959,901)		6. Total Funds Available (Lines 4+5)		\$31,444,369	
STATE OF GOOD REPAIR PROGRAM REVENUE-BASED APPORTIONMENT BY OPERATOR						
Column	A	B	C	D=Sum(A:C)	E	F=Sum(D:E)
	6/30/2020	FY2019-21	FY2020-21	6/30/2021	FY2021-22	Total
Apportionment Jurisdictions	Balance (w/interest)	Outstanding Commitments	Actual Revenue <sup>1</sup>	Projected Carryover	Revenue Estimate <sup>2</sup>	Available For Allocation
ACCMA - Corresponding to ACE	650	(46,669)	44,618	(1,401)	45,946	44,545
Caltrain	18,963	(1,469,387)	1,448,899	(1,526)	1,492,021	1,490,495
CCCTA	1,766	(128,927)	127,027	(134)	130,808	130,674
City of Dixon	0	(1,242)	1,240	(1)	1,277	1,276
ECCTA	932	(62,413)	61,416	(65)	63,244	63,179
City of Fairfield	372	(22,936)	22,540	(24)	23,211	23,187
GGBHTD	19,098	(1,410,846)	1,390,280	(1,469)	1,431,657	1,430,188
LAVTA	790	(61,786)	60,932	(64)	62,746	62,682
Marin Transit	3,721	(241,576)	237,603	(252)	244,675	244,423
NVTA	266	(17,535)	17,250	(19)	17,763	17,744
City of Petaluma	111	(7,520)	7,401	(8)	7,622	7,614
City of Rio Vista	0	(395)	394	0	406	406
SamTrans	18,168	(1,472,845)	1,453,151	(1,526)	1,496,400	1,494,874
SMART	3,793	(304,477)	300,369	(316)	309,308	308,992
City of Santa Rosa	363	(25,260)	24,871	(26)	25,611	25,585
Solano County Transit	788	(53,821)	52,977	(56)	54,554	54,498
Sonoma County Transit	507	(35,189)	34,645	(37)	35,676	35,639
City of Union City	268	(19,110)	18,822	(20)	19,382	19,362
Vacaville City Coach	0	(4,038)	4,034	(4)	4,154	4,150
VTA	52,038	(4,460,999)	4,404,348	(4,612)	4,535,433	4,530,821
VTA - Corresponding to ACE	416	(26,185)	25,741	(27)	26,508	26,481
WCCTA	1,134	(81,785)	80,565	(86)	82,963	82,877
WETA	5,180	(400,686)	395,090	(416)	406,849	406,433
SUBTOTAL	129,325	(10,355,628)	10,214,213	(12,089)	10,518,214	10,506,125
AC Transit	53,066	(3,942,722)	3,885,559	(4,097)	4,001,204	3,997,107
BART	91,021	(6,186,157)	6,088,676	(6,459)	6,269,892	6,263,433
SFMTA	142,873	(10,533,596)	10,379,749	(10,974)	10,688,678	10,677,704
SUBTOTAL	286,960	(20,662,475)	20,353,984	(21,530)	20,959,774	20,938,244
GRAND TOTAL	\$416,285	(\$31,018,103)	\$30,568,197	(\$33,619)	\$31,477,988	\$31,444,369

1. FY2020-21 State of Good Repair Program revenue generation is based on total allocations reported by the State Controller's Office (SCO).

2. FY2021-22 State of Good Repair Program revenue generation is based on July 30, 2021 estimates from the State Controller's Office (SCO).

**FY 2021-22 FUND ESTIMATE  
STATE OF GOOD REPAIR (SGR) PROGRAM  
POPULATION-BASED FUNDS**

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FY2020-21 SGR Population-Based Revenue Estimate		FY2021-22 SGR Population-Based Revenue Estimate				
1. State Estimate (Aug, 20)	\$11,522,035	4. Projected Carryover (Aug, 21)	(\$117,806)			
2. Actual Revenue (Aug, 21)	\$11,168,627	5. State Estimate (Aug, 21)	\$11,465,566			
3. Revenue Adjustment (Lines 2-1)	(\$353,408)	6. Total Funds Available (Lines 4+5)	\$11,347,760			
SGR PROGRAM POPULATION-BASED APPORTIONMENT						
Column	A	B	C	D=Sum(A:C)	E	F=Sum(D:E)
	6/30/2020	FY2019-21	FY2020-21	6/30/2021	FY2021-22	Total
Apportionment	Balance (w/interest)	Outstanding Commitments	Actual Revenue <sup>1</sup>	Projected Carryover	Revenue Estimate <sup>2</sup>	Available For Allocation
Clipper®/Clipper® 2.0 <sup>3</sup>	13,345,856	(24,632,289)	11,168,627	(117,806)	11,465,566	11,347,760
GRAND TOTAL	\$13,345,856	(\$24,632,289)	\$11,168,627	(\$117,806)	\$11,465,566	\$11,347,760

1. FY2020-21 State of Good Repair Program actual revenue generation is based on total allocations reported by the State Controller's Office (SCO).

2. FY2021-22 State of Good Repair Program revenue generation is based on July 30, 2021 estimates from the State Controller's Office (SCO).

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



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

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<b>File #:</b>	21-1287	<b>Version:</b>	1	<b>Name:</b>	
<b>Type:</b>	Resolution	<b>Status:</b>		Commission Approval	
<b>File created:</b>	9/22/2021	<b>In control:</b>		Programming and Allocations Committee	
<b>On agenda:</b>	10/13/2021	<b>Final action:</b>			
<b>Title:</b>	American Rescue Plan Act Phase 2 Programming Next Steps				

An update on and timeline for the programming of the Bay Area's balance of American Rescue Plan Act (ARP) COVID relief funds for public transit.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [4a - 21-1287 - ARP Programming Next Steps.pdf](#)

Date	Ver.	Action By	Action	Result
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**Subject:**

American Rescue Plan Act Phase 2 Programming Next Steps

An update on and timeline for the programming of the Bay Area's balance of American Rescue Plan Act (ARP) COVID relief funds for public transit.

**Presenter:**

Theresa Romell

**Recommended Action:**

Information

## Metropolitan Transportation Commission Programming and Allocations Committee

October 13, 2021

Agenda Item 4a - 21-1287

### American Rescue Plan Act Phase 2 Programming Next Steps

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**Subject:** An update on and timeline for the programming of the Bay Area's balance of American Rescue Plan Act (ARP) COVID relief funds for public transit.

**Background:** On September 7<sup>th</sup>, the Federal Transit Administration (FTA) released a Notice of Funding Opportunity (NOFO) for \$2.2 billion in additional transit operating assistance. The \$2.2 billion is a nationwide pool of ARP funding for which operators would apply directly to FTA. Funding awards are at the discretion of FTA. Applicants would need to demonstrate additional COVID relief funding needs through Federal Fiscal Year 2023, and potentially beyond. Applications are due November 8<sup>th</sup>.

Problematic for the Bay Area, the NOFO also requires that applications for additional assistance include completed "split letters" or allocation announcements, indicating how much total COVID relief funding the operator has received from all three federal relief packages – CARES, CRSSA, and ARP. Any unallocated amounts of COVID relief remaining in an Urbanized Area (UZA), will be considered by the FTA to be available as financial support to any operator within that UZA.

MTC's approach to the programming of ARP funds was to distribute ARP in multiple phases, with a later phase occurring in December or January so that the distribution of funds could be better informed by the unfolding pandemic recovery, ongoing operator financial need, and service provision efforts. In July, MTC programmed 60% of the \$1.7 billion in ARP funds that came to the region, approximately \$908 million to transit operators for operating needs as part of Phase 1. In addition, the Commission set aside \$157 million for future expenditure on Blue Ribbon Transit Recovery initiatives or other hardships and focused recovery strategies. In September, MTC programmed approximately \$37 million in set-aside funds to several operators to address specific hardships and focused strategies. Currently, \$611 million in Phase 2 funding to support transit operators and \$121 million in set-aside funds remain to be programmed.

While the \$2.2 billion in additional assistance funds are entirely at FTA's discretion to award, rough calculations performed by staff indicate that several Bay Area operators would likely qualify for additional assistance based on forecasted revenue losses and remaining financial need through Federal Fiscal Year 2023, after relief funds are applied. While there is no guarantee, based on this rough calculation, in addition to the Bay Area's overall share of federal COVID relief funding relative to the rest of the nation, the region may be competitive for \$100 - \$300 million in additional assistance.

To maximize the funding available to the region, staff is proposing to move ahead with the programming of Phase 2 in October to meet the requirements of the NOFO for additional assistance by the November 8<sup>th</sup> deadline. Given the short period of time available to build consensus among transit operators, staff would likely distribute the remaining 40 percent in Phase 2 operating support based on the methodology used to determine operator shares in Phase 1. The proposed shares by operator for Phase 2, if this approach is followed, are provided in Attachment A.

Further, staff is proposing to program the remaining set-aside funds to MTC – an eligible recipient of ARP funds. Expenditure of these set aside funds for Blue Ribbon Transit Recovery initiatives or additional hardship and focused recovery strategies could be determined in the coming months and as necessary, a revised programming action could be taken to re-program the funds to eligible operators at a later date. Staff is confident these actions would satisfy the NOFO for additional assistance by ensuring there are not remaining unallocated ARP funds in the Bay Area UZAs that could be attributed to operators applying for additional assistance.

Staff has reached out to Bay Area transit operators to discuss next steps for programming the region's remaining ARP funds. Alternative ideas on a proposed course of action include:

1. Increasing the set-aside programmed to MTC to serve as an additional performance funding pot of funding that could be reprogrammed to operators in the Spring after the additional assistance grants have been awarded; or
2. Renegotiating the distribution formula used in Phase 1 and determining a new formula to be used in Phase 2.


Staff is open to considering these alternatives and therefore the item is before you today as information only to allow a few more weeks to see if another mutually agreeable option is feasible. A consensus among operators on an increased set aside or new distribution formula prior to the October Commission meeting could be a tall order. Further, extending discussions on Phase 2 programming beyond October is likely to result in the loss of opportunity for Bay Area transit operators to compete for additional assistance from the FTA based on communication with FTA staff.

Over the next two weeks, staff will work with stakeholders to reach consensus on a proposal for programming the balance of the Bay Area's ARP funding. Staff plans to bring a programming recommendation directly to the Commission meeting on October 27<sup>th</sup> for consideration and action.

**Issues:** None.

**Recommendation:** Information Only

**Attachments:** Attachment A – Proposed American Rescue Plan Act Funding Distribution

  
\_\_\_\_\_  
Therese W. McMillan



**Attachment A**  
**Proposed American Rescue Plan Act Funding Distribution**

	July Programming	Sept. Programming	Proposed October Programming		
	Phase 1	Hardships & Focused Recovery	Phase 2	Blue Ribbon, Hardships & Focused Recovery	Total
AC Transit	\$ 66,101,819		\$ 44,067,879		\$ 110,169,698
BART	\$ 330,848,991		\$ 220,565,994		\$ 551,414,986
Caltrain*	\$ 41,098,334	\$ 2,896,544	\$ 27,398,890	\$ 1,931,029	\$ 73,324,797
GGBHTD	\$ 57,697,418		\$ 38,464,945		\$ 96,162,363
SFMTA	\$ 288,170,574		\$ 192,113,716		\$ 480,284,290
SamTrans	\$ 15,633,362		\$ 10,422,241		\$ 26,055,603
VTA	\$ 55,687,355	\$ 28,600,000	\$ 37,124,903		\$ 121,412,259
<b>Subtotal</b>	<b>\$ 855,237,854</b>	<b>\$ 31,496,544</b>	<b>\$ 570,158,569</b>	<b>\$ 1,931,029</b>	<b>\$ 1,458,823,996</b>
ACE	\$ 3,587,230		\$ 2,391,486		\$ 5,978,716
CCCTA	\$ 5,875,630		\$ 3,917,087		\$ 9,792,717
ECCTA	\$ 1,909,865		\$ 1,273,243		\$ 3,183,108
LAVTA	\$ 5,730,074		\$ 3,820,049		\$ 9,550,123
Marin Transit**	\$ 2,607,631		\$ 1,738,420	\$ 2,000,000	\$ 4,346,051
NVTA	\$ 2,320,772		\$ 1,547,182		\$ 3,867,954
Solano County Operators	\$ 2,895,592		\$ 8,043,728		\$ 10,939,321
Sonoma County Operators	\$ 9,293,860	\$ 4,600,000	\$ 6,195,907		\$ 20,089,767
Transbay Joint Powers Authority	\$ 1,800,000		\$ 1,200,000		\$ 3,000,000
Union City Transit	\$ 453,251		\$ 302,168		\$ 755,419
WCCTA	\$ 2,896,784		\$ 1,931,190		\$ 4,827,974
WETA*	\$ 13,361,837	\$ 772,017	\$ 8,907,891	\$ 514,678	\$ 23,556,423
<b>Subtotal</b>	<b>\$52,732,526</b>	<b>\$5,372,017</b>	<b>\$41,268,351</b>	<b>\$514,678</b>	<b>\$99,887,572</b>
<b>MTC -- Blue Ribbon Initiatives, Hardships, and Focused Recovery Strategies***</b>				<b>\$118,128,526</b>	<b>\$118,128,526</b>
<b>Grand Total</b>	<b>\$ 907,970,380</b>	<b>\$ 36,868,561</b>	<b>\$ 611,426,920</b>	<b>\$ 120,574,233</b>	<b>\$ 1,676,840,094</b>

\*Hardship and Focused Recovery funding proposed to reconcile the initial distribution of ARP funds with re-calculated shares for Caltrain and WETA.

\*\*Focused Recovery funding directed to Marin Transit will be programmed to MTC in October and will be released to Marin Transit once conditions have been met.

\*\*\*Funds will be programmed to MTC in October and may be reprogrammed at a later date.



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

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**File #:** 21-1181      **Version:** 1      **Name:**  
**Type:** Report      **Status:** Informational  
**File created:** 9/3/2021      **In control:** Programming and Allocations Committee  
**On agenda:** 10/13/2021      **Final action:**  
**Title:** One Bay Area Grant (OBAG 3) Proposed Framework

Staff will present the proposed program framework for the One Bay Area Grant (OBAG 3), including proposed focus areas, funding levels, and partnership approaches.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [4b - 21-1181 - OBAG3 Considerations.pdf](#)  
[4b - 21-1181 - OBAG3 Framework Proposal Presentation.pdf](#)

Date	Ver.	Action By	Action	Result
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**Subject:**

One Bay Area Grant (OBAG 3) Proposed Framework

Staff will present the proposed program framework for the One Bay Area Grant (OBAG 3), including proposed focus areas, funding levels, and partnership approaches.

**Presenter:**

Mallory Atkinson

**Recommended Action:**

Information

# Metropolitan Transportation Commission Programming and Allocations Committee

October 13, 2021

Agenda Item 4b - 21-1181

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## One Bay Area Grant (OBAG 3) Considerations

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**Subject:** Staff will present the proposed framework for the One Bay Area Grant (OBAG 3) program, including proposed focus areas, funding levels, policy provisions, and partnership approaches.

**Background:** The One Bay Area Grant (OBAG) program is the policy and programming framework for investing certain funding such as Surface Transportation Block Grant Program (STP), Congestion Mitigation and Air Quality Improvement (CMAQ), and other funds throughout the San Francisco Bay Area. The current OBAG program, OBAG 2, establishes the commitments for STP/CMAQ funding through September 30, 2022. Staff is proposing to adopt an initial program framework for OBAG 3 by December 2021, to allow sufficient time to fully develop individual program components and carryout a robust call for county and local projects process in 2022.

This month, staff will present the proposed framework for the OBAG 3 program for Commission consideration and discussion.

### **Comprehensive Funding Approach**

The primary objective of prior OBAG cycles has been to support many of the interconnected strategies of *Plan Bay Area* and *Plan Bay Area 2040*. However, STP/CMAQ revenues delivered through the OBAG program account for only 1.3% of the transportation revenues forecast in *Plan Bay Area 2050*. As such, the OBAG 3 program framework should be considered within the context of a larger, comprehensive funding approach to deliver on important regional initiatives.

### **Funding Assumptions**

Staff proposes a four-year program horizon for OBAG 3, which will guide STP/CMAQ investments from FY 2022-23 through FY 2025-26. A departure from the five-year programs in OBAG 1 and OBAG 2, the four-year program proposal for OBAG 3 aims to better align with the development cycle of *Plan Bay Area*.

Approximately \$750 million in federal STP/CMAQ revenues is anticipated over the four-year OBAG 3 program, or roughly \$188 million per year. These revenue estimates are based on 2% annual escalation over current year STP/CMAQ revenues. Actual revenue levels will depend upon the federal surface transportation authorization (either extensions of the current FAST Act, or the passage of a new authorization as currently under consideration in D.C.) as well as annual Congressional

appropriations. Should actual revenues deviate from these estimates significantly following the adoption of the OBAG 3 program, staff will return to the Commission to revise the framework.

### **Proposed OBAG 3 Framework**

MTC established the OBAG program in 2013 to strengthen the connection between transportation investments and regional goals for focused growth in Priority Development Areas (PDAs), affordable housing, and emissions reductions to implement the regional transportation plan. Staff recommends maintaining that focus while making strategic adjustments and changes to address the overarching considerations presented at the July Programming and Allocations Committee meeting: to better align with *Plan Bay Area 2050* strategies, advance regional goals for equity and safety, and address federal programming requirements.

### ***Program Categories and Focus Areas***

The following program categories carry forward elements from previous OBAG cycles, reorganized for clarity and expanded to accommodate additional focus areas detailed above. More information on the proposed program categories for OBAG 3 is provided in **Attachment 1**.

- **Planning & Program Implementation:** Carryout coordinated regional and countywide planning and programming activities within MTC's performance-based planning and programming processes, consistent with federal requirements and regional policies. Additionally, commit staffing resources necessary to deliver OBAG 3 projects and programs.
- **Growth Framework Implementation:** Support and assistance for local efforts to create a range of housing options in Priority Development Areas (PDAs), select Transit-Rich Areas (TRAs), and select High-Resource Areas (HRAs), and carryout other regional studies and pilots to advance the *Plan Bay Area 2050* growth framework.
- **Climate, Conservation, and Resilience:** Reduce emissions and solo vehicle trips through accelerated electrification and clean vehicle programs and expanded transportation demand management programs. Additionally, protect high-priority natural and agricultural lands; modernize and expand access to parks, trails and recreation facilities; and increase transportation system resiliency to the impacts of climate change.
- **Complete Streets and Community Choice:** Improve and maintain local streets and roads to meet the needs of all users while improving safety, promoting walking, biking and other micro-mobility, and sustainable infrastructure. In addition, support community-led planning efforts and assist with the development

and advancement of community-led transportation enhancements in Equity Priority Communities (EPCs).

- **Multimodal Systems Operations and Performance:** Support and coordinate efforts to achieve an integrated, efficient, reliable, and easy to navigate public transit network to increase ridership and improve mobility options consistent with the Transit Transformative Action Plan recommendations. Additionally, continue to optimize existing freeways, highways, and key arterials and communications infrastructure to maximize person throughput and multimodal system performance.

***Partnership Approach***

MTC proposes directing 50% of the program funds (\$375 million, or roughly \$188 million annual) to leverage existing partnerships with County Transportation Agencies (CTAs), local jurisdictions, and transit operators to deliver the OBAG 3 program. This increase in the share of funds directed to local projects, up from 45% in OBAG 2, is in recognition of the critical role our local partners will be expected to play in successfully implementing the growth framework through local planning, reaching the aggressive safety and mode shift targets in *Plan Bay Area 2050*, building the local priority projects that have been identified by community-led processes in Equity Priority Communities (EPCs), and accelerating affordable and transit-supportive growth and access improvements at key transit hubs. Additional information on the partnerships embedded in the OBAG 3 framework at the county and local level are provided in **Attachment 1**.

Staff proposes to focus the remaining 50% of OBAG 3 funds for regional investments in select program areas. Regional programs are targeted to critical climate and focused growth goals of *Plan Bay Area 2050*, and to coordinate and deploy strategies that are best suited to regional implementation. Additional details and proposed funding levels to support regional programs are included in Table 1.

**Table 1. OBAG 3 Regional Program Investments**

\$, in millions

Program Category	Regional Program Details	Funding
Planning & Program Implementation	<ul style="list-style-type: none"> <li>• Regional planning &amp; fund programming activities</li> <li>• OBAG 3 project implementation</li> </ul>	\$40
Growth Framework Implementation	<ul style="list-style-type: none"> <li>• Planning and Technical Assistance Grant program and Regional Housing Technical Assistance program</li> <li>• Transit Oriented Development (TOD) Policy update implementation</li> <li>• Regional studies and pilots (ex. Priority Production Areas)</li> </ul>	\$25

Climate, Conservation, and Resilience	<ul style="list-style-type: none"> <li>• Significant investment in clean vehicles, charging infrastructure, and transportation demand management programs (ex. Mobility Hubs, Commuter Benefits Program)</li> <li>• Priority Conservation Area (PCA) Grant program, reflecting updated PCA planning framework</li> <li>• Resilience/sea level rise studies and/or pilots</li> </ul>	\$98
Complete Streets and Community Choice	<ul style="list-style-type: none"> <li>• Regional Active Transportation Plan, updated Complete Streets Policy Regional Safety/Vision Zero Policy implementation; Quick-Build Technical Assistance; Bay Trail planning and construction</li> <li>• Local streets and roads asset management, including system expansion to support complete streets, safety, and green infrastructure efforts</li> <li>• Regional guidelines and technical assistance for CBTPs and PB processes; develop and advance locally-identified projects in EPCs</li> </ul>	\$54
Multimodal Systems Operations and Performance	<ul style="list-style-type: none"> <li>• Transit Action Plan near-term investments</li> <li>• Near-term operational improvements, incident management, and regional fiber communications</li> <li>• Includes Bay Area Forwards, other freeway and arterial operations improvements and vehicle occupancy detection pilots</li> </ul>	\$158
		<b>\$375 (50%)</b>

Note: Totals may not add due to rounding.

The proposed OBAG 3 regional program investments are part of a comprehensive funding approach, which is contingent on additional anticipated/potential future funding sources to deliver regional priorities. While the proposed 50% regional share of projected STP/CMAQ funds alone is insufficient to support key regional projects and initiatives, staff are considering the following sources to supplement regional OBAG programs:

- American Rescue Plan (ARP): approximately \$85 to \$100 million of this one-time FTA funding has been set aside for implementation of near-term projects identified in the Bay Area Transit Transformation Action Plan. These funds would help address regional transit needs included in the Multimodal Systems Operations and Performance program category.
- Regional Early Action Planning Round 2 (REAP 2.0): approximately \$100 million in one-time funding from the State budget surplus, administered by the California Department of Housing and Community Development (HDC). This flexible

funding source is intended to advance regional Sustainable Communities Strategies, and staff expect that most OBAG 3 regional program categories will be eligible.

- Carbon Reduction: this potential new FHWA formula allocation may provide approximately \$60 million to the Bay Area for greenhouse gas reduction efforts as part of the anticipated federal infrastructure bill. If realized, these funds could be used to supplement regional Climate, Conservation, and Resilience projects and programs.

### ***Policy Provisions***

The proposed OBAG 3 policy maintains core elements from prior cycles, with updates to align with *Plan Bay Area 2050* strategies, ensure compliance with current state and regional requirements, and address federal corrective actions.

- The **PDA investment targets** have been retained, with consideration for new growth geographies and a uniform definition for proximate access to PDAs.
- **Local compliance** with state and local housing policy remains a requirement, with updates to reflect recent changes to state housing law and MTC's Complete Streets Policy.
- In response to **federal corrective action**, staff are proposing clarifications to the county program project selection process, including clearer MTC oversight over the CTA-assisted call for projects and initial screening, nomination targets for each county that maintain incentives for housing production and planned growth, and a second tier of regional project evaluation by MTC.
- For potential **CMAQ-funded projects**, MTC will also complete an emissions benefit and cost effectiveness assessment prior to selection. Additional information on the key policy provisions proposed for OBAG 3 are provided in **Attachment 2**.

### **Issues:**

#### **Funding Regional Initiatives**

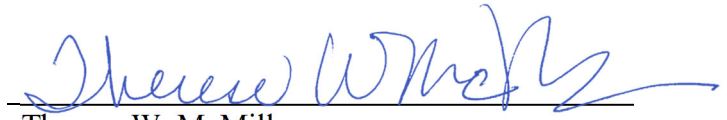
Sufficient funding for regional initiatives is contingent upon the comprehensive funding approach detailed above, which relies on uncertain and one-time fund sources. However, staff expect more details to be available on each of these sources in advance of the December Commission meeting, which will help inform the final framework proposal. The Blue Ribbon Commission Workshop later this month is expected to provide direction on ARP set-asides, HDC will be providing additional details on REAP 2.0 this fall, and federal action on an infrastructure bill (and its potential Carbon Program) is expected as early as this month.

**Federal Programming Requirements**

The proposed framework includes clarifications and revisions to address federal corrective actions regarding the administration of FHWA funds, both from MTC's 2020 certification review and statewide Caltrans findings from the 2021 FSTIP. While staff believe that proposed policy changes fully address each corrective action, further effort is needed to define implementation strategies consistent with federal requirements.

**Recommendation:** Information. No action required.

**Attachments:** Presentation – OBAG 3 Proposed Framework  
Attachment 1 – Proposed Program Areas and Partnership Approaches  
Attachment 2 – Proposed Program Provisions

  
Therese W. McMillan



OBAG 3 Proposed Program Areas & Partnership Approaches

\*Regional programs which include grant opportunities and/or pilot efforts for local implementation.

Program Area Regional Funding	Purpose	Proposed Regional Roles Regional program highlights	Proposed County & Local Roles County & local program highlights
<b>1. Planning &amp; Program Implementation</b> \$40 million	<ul style="list-style-type: none"><li>Planning and programming activities to carry out federal performance-based planning and programming and deliver OBAG 3 projects and programs.</li></ul>	<ul style="list-style-type: none"><li>Regional planning and programming to implement <i>Plan Bay Area (PBA) 2050</i> and federal performance-based planning and programming requirements.</li><li>OBAG 3 program and project implementation.</li></ul>	<ul style="list-style-type: none"><li>Dedicated funding for CTA planning (in addition to the \$40 million for regional planning)</li><li>CTA planning and programming to cooperatively implement <i>PBA 2050</i> and associated regional policies; develop countywide transportation plans; and develop other plans and projects as identified in CTA Planning Agreements.</li><li>CTAs may augment base planning fund levels through the local project nomination process.</li></ul>
<b>2. Growth Framework</b> \$25million*	<ul style="list-style-type: none"><li>Support and assist local efforts to create a range of housing options in Priority Development Areas (PDAs), select Transit-Rich Areas (TRAs), and select High-Resource Areas (HRAs).</li><li>Carry out other regional studies and pilots to advance growth framework.</li></ul>	<ul style="list-style-type: none"><li>Provide capacity-enhancing support for local jurisdictions through the Planning and Technical Assistance Grant program and Regional Housing Technical Assistance program.</li><li>Implement the Transit Oriented Development (TOD) Policy update to ensure land use supports transit investments.</li><li>Carryout regional studies and pilots (ex. redevelopment of malls and office parks; reuse of public and community-owned land; and Priority Production Area pilot program).</li></ul>	<ul style="list-style-type: none"><li><b><i>PDA investment targets</i></b> (50% for the North Bay counties and 70% for the remaining counties) to support PDAs implementation while also reflecting investment needs of new growth geographies.</li><li>CTAs maintain active role in engaging with jurisdictions and transit operators on local growth, specific plans, PDA plans, to coordinate local and countywide transportation investments.</li><li>Local jurisdictions maintain eligibility for funding by having a certified Housing Element, annual progress reporting, and demonstrating compliance with current state laws governing surplus lands, density bonus, and accessory dwelling units.</li></ul>

\*Regional programs which include grant opportunities and/or pilot efforts for local implementation.

Program Area Regional Funding	Purpose	Proposed Regional Roles Regional program highlights	Proposed County & Local Roles County & local program highlights
<b>3. Climate, Conservation, &amp; Resilience Initiatives</b> \$98 million*	<ul style="list-style-type: none"><li>• Reduce emissions and solo vehicle trips through accelerated electrification and clean vehicle programs and expanded transportation demand management programs.</li><li>• Protect high-priority natural and agricultural lands; modernize and expand access to parks, trails and recreation facilities</li><li>• Increase transportation system resiliency to the impacts of climate change.</li></ul>	<ul style="list-style-type: none"><li>• Expand investments in clean vehicle incentives and charging infrastructure, marketing and outreach efforts, and technical assistance to accelerate electrification.</li><li>• Expand various regional transportation demand management programs such as Mobility Hubs, Targeted Transportation Alternatives, car sharing, bikeshare and e-bike incentives, carpool, Commuter Benefits Program, MTC SHIFT, and local parking and curb management policies.</li><li>• Align existing Priority Conservation Area (PCA) grant program with the planned update to the PCA planning framework to fund critical conservation and open space projects.</li><li>• Resilience/sea level rise program with focus on protecting transportation assets.</li></ul>	<ul style="list-style-type: none"><li>• CTAs maintain active role in coordinating and/or funding countywide air quality and vehicle miles traveled (VMT) reduction programs and projects, implementing and funding trail projects, and managing local sea level and resilience programs.</li><li>• Conservation, urban greening, park access improvements and resilience projects may require non-federal funds due to eligibility limitations.</li></ul>
<b>4. Complete Streets &amp; Community Choice</b> \$54 million*	<ul style="list-style-type: none"><li>• Improve and maintain local streets and roads to meet the needs of all users while improving safety, promoting walking, biking and other micro-mobility, and advancing sustainable infrastructure.</li><li>• Support the development and advancement of community-led transportation enhancements in Equity Priority Communities.</li></ul>	<ul style="list-style-type: none"><li>• Implement recommendations of the Regional Active Transportation Plan, including the updated complete streets policy, development of the Regional Active Transportation Network, continuation of the Quick-Build Technical Assistance program, and completion of key Bay Trail gaps.</li><li>• Advance the Regional Safety/Vision Zero Policy, including the Regional Integrated Safety Data System and other regional safety initiatives and coordination efforts.</li><li>• Broaden current regional programs that support local streets and roads asset management (StreetSaver, StreetSaver Plus and Pavement Technical Assistance Program), including upgrades to the local roadway asset inventory to support complete streets and safety strategies and through encouraging green infrastructure, where possible.</li><li>• Develop regional guidelines and technical assistance for Community Based Transportation Plans (CBTPs), Participatory Budgeting (PB) processes, and implementation; develop and advance locally identified transportation projects from CBTPs and PBs.</li></ul>	<ul style="list-style-type: none"><li>• <b>Investment target (\$200 million regionwide)</b> for active transportation projects, including Safe Routes to School (SRTS), in recognition of <i>PBA 2050</i> strategies for active transportation and safety.</li><li>• CTAs maintain an active role in implementing regional complete streets, safety, asset management, and sustainability policies, including coordination and education efforts, development of High Injury Networks and/or Systemic Safety Reports, implementing SRTS programs, and sustainable streets and/or green infrastructure master planning.</li><li>• CTAs maintain an active role in developing and coordinating CBTPs and/or PB processes, implementing projects identified, and monitoring program delivery.</li><li>• Local jurisdictions maintain eligibility for funding by complying with MTC’s Complete Streets policy and Pavement Management Program requirements.</li></ul>

\*Regional programs which include grant opportunities and/or pilot efforts for local implementation.

Program Area Regional Funding	Purpose	Proposed Regional Roles Regional program highlights	Proposed County & Local Roles County & local program highlights
<b>5. Multimodal Systems Operations &amp; Performance</b> \$158 million*	<ul style="list-style-type: none"><li>Support efforts to achieve an integrated, efficient, reliable, and easy to navigate public transit network to increase ridership and improve mobility options.</li><li>Optimize existing freeways, highways, and key arterials and communications infrastructure to maximize person throughput and system performance.</li></ul>	<ul style="list-style-type: none"><li>Implement near-term priorities identified through the Transit Transformation Action Plan, including the areas of mapping and wayfinding, transit priority, and technology and mobile standards.</li><li>Planning, design, and implementation of near-term operational improvements, incident management, and deployment of regional fiber communications infrastructure.</li><li>Includes Bay Area Forwards, other freeway and arterial operations improvements, and vehicle occupancy pilots.</li></ul>	<ul style="list-style-type: none"><li>CTAs maintain active role in coordinating with local transit operators and jurisdictions; identify local and countywide transit priority projects; and may plan and implement first/last mile improvements and programs.</li><li>CTAs maintain active role in partnering with MTC in design alternatives assessments and express lane implementation. CTAs may also lead and/or partner on other freeway/corridor performance and operations projects, and congestion pricing efforts.</li></ul>
<b>\$375 million</b> 50%	<b>Regional Programs Total</b>		

Note: Regional funding levels are proposed for discussion purposes. Final funding levels will be adopted as part of the OBAG 3 Program Framework, anticipated in December 2021.

## OBAG 3 – Proposed Program Provisions

Program Element	Program Provision	OBAG 2 Comparison
<b>PDA investment targets</b> <i>County and Local Program</i>	<ul style="list-style-type: none"> <li>• <b>70% of investments</b> in Alameda, Contra Costa, San Francisco, San Mateo, Santa Clara Counties must be within or connected to Priority Development Areas (PDAs) or provide improved PDA access.</li> <li>• <b>50% of investments</b> in Marin, Napa, Solano, Sonoma Counties must be within or connected to PDAs, or provide improved PDA access.</li> </ul>	No change
	<ul style="list-style-type: none"> <li>• <b>Consideration for new growth areas</b> in achieving PDA investment targets – select Transit-Rich Areas (TRAs) and High-Resource Areas (HRAs).</li> </ul>	New
	<ul style="list-style-type: none"> <li>• Development of a <b>uniform definition</b> for investments that can be given credit towards providing improved access to PDAs.</li> </ul>	New
<b>Local Policy Adoption</b> <i>County and Local Program</i>	<p>To maintain funding eligibility, local jurisdictions must:</p> <ul style="list-style-type: none"> <li>• Have their <b>Housing Element certified*</b> by California Housing and Community Development (HCD), submit annual Housing Element Annual Progress Reports to HCD throughout the funding cycle, adopt a resolution affirming compliance with the <b>Surplus Land Act</b>, and submit to HCD a local inventory of surplus land.</li> <li>• Demonstrate compliance with state laws governing <b>density bonuses, accessory dwelling units</b>, and the <b>Housing Accountability Act</b>.</li> <li>• Comply with MTC's <b>Pavement Management Program (PMP)</b> policies (including having a certified PMP updated at least once every three years), participate in statewide local streets and roads needs assessment survey, and participate in providing annual updated information to the Highway Performance Monitoring System (HPMS).</li> <li>• Comply with MTC's <b>Complete Streets Policy</b> and Complete Streets Checklist requirements, both of which are currently being updated as part of the Regional Active Transportation Plan update.</li> </ul>	Provision updated; compliance will require increased level of effort

Program Element	Program Provision	OBAG 2 Comparison
<b>Project nomination and selection process**</b> <i>County and Local Program</i>	<ul style="list-style-type: none"> <li>• MTC will initiate a <b>regionwide call for projects</b> process.</li> <li>• County Transportation Agencies (CTAs) will develop initial project screening and prioritization processes, and <b>MTC will review/accept each proposed approach.</b></li> <li>• CTAs will provide <b>local outreach and an initial screening</b> of projects within their counties to ensure projects are consistent with local and county plans and priorities.</li> </ul>	Clarification of roles
	<ul style="list-style-type: none"> <li>• CTAs will be given <b>nomination targets</b> to guide the maximum amount of funding requests from local jurisdictions and transit operators that they can advance to MTC for project selection.</li> <li>• Nomination targets are based, in part, on <b>recent housing outcomes and planned growth</b> of local jurisdictions, as these factors are recognized as necessary to promote consistency between transportation investments and the planned growth and development patterns in <i>Plan Bay Area (PBA) 2050</i>.</li> <li>• Nomination targets <b>do not imply pre-determined amounts or shares</b> for any individual jurisdiction. However, the targets carryforward the incentive provided through OBAG 1 and 2 for local jurisdictions to make progress in producing housing and committing to plan for future growth by allowing CTAs of those local jurisdictions to nominate additional funding requests to MTC for further consideration in the project selection process.</li> </ul>	Clarification of the role of county targets
	<ul style="list-style-type: none"> <li>• MTC will <b>select a program of projects</b> based on initial screening and prioritization provided by the CTAs, <b>regional considerations</b> to promote consistency between transportation improvements and the growth and development patterns reflected in <i>PBA 2050</i>, and to advance <b>federal performance-based programming.</b></li> </ul>	Clarification of process
<b>CMAQ funding*</b> <i>All programs</i>	<ul style="list-style-type: none"> <li>• MTC will complete an <b>emissions benefits and cost effectiveness assessment</b> on all projects prior to project selection for CMAQ funding.</li> </ul>	New

Program Element	Program Provision	OBAG 2 Comparison
<b>Equity Opportunities</b> <i>All programs</i>	<ul style="list-style-type: none"> <li>• <b>Equity lens</b> will be woven throughout the OBAG 3 program.</li> <li>• <b>Increased investment levels</b> for Community Based Transportation Plans (CBTPs) and Participatory Budgeting (PB) processes and <b>dedicated funding</b> to develop and implement projects identified by residents in Equity Priority Communities (EPCs).</li> <li>• Call for county and local projects process will <b>prioritize projects within EPCs</b> or that otherwise directly benefit historically marginalized or disadvantaged populations.</li> </ul>	New/Expanded
<b>Active Transportation &amp; Safety</b> <i>All programs</i>	<ul style="list-style-type: none"> <li>• <b>\$200 million regionwide</b> investment target for bicycle/pedestrian improvements and programs, including Safe Routes to School (SRTS) programs.</li> </ul>	New
	Align program focus areas and investments with: <ul style="list-style-type: none"> <li>• <b>Regional Active Transportation Plan</b> update, including implementation of the Regional Active Transportation Network.</li> <li>• <b>Regional Safety/Vision Zero Policy</b>, including emphasis on safety projects identified in local safety plans or on designated High Injury Networks.</li> </ul>	New/Expanded
<b>Performance-Based Programming</b> <i>All programs</i>	Align investments and focus areas with: <ul style="list-style-type: none"> <li>• <b>Federal performance goal areas</b> and measures, including roadway safety, asset management, and mode shift.</li> <li>• Performance outcomes of <b>PBA 2050 strategies</b>, including GHG reduction and affordability.</li> </ul>	New/Expanded
<b>Planning and programming activities</b> <i>All programs</i>	<ul style="list-style-type: none"> <li>• ~ 5% of proposed program revenues for <b>regional planning, programming</b> and OBAG 3 project implementation.</li> </ul>	No change
	<ul style="list-style-type: none"> <li>• ~ 5% of proposed program revenues for <b>countywide planning and programming</b> as outlined in CTA Planning Agreements.</li> <li>• Continue provision that each <b>county's base planning funding</b> will not exceed the amount of funding programmed to projects within that county (affects Napa County).</li> <li>• CTAs can <b>augment base planning</b> amounts through the local project nomination process.</li> </ul>	15% increase

- \* Housing Element law has changed significantly in recent years, and as such, the OBAG requirements for a city or county to have a certified housing element and submit annual progress reports will be much more meaningful leading up to the OBAG 3 cycle. Compliance with Housing Element law includes the adoption of an HCD-certified Housing Element in compliance with new site inventory and Affirmatively Furthering Fair Housing (AFFH) requirements. Annual progress reports (APRs) must also meet enhanced reporting requirements for rezoning, no net loss, and projects at various stages of the entitlement process.
- \*\* Addresses a federal requirement in response to the corrective actions provided to MTC as part of its 2020 recertification report, or to advance performance-driven and outcome-based approach to planning and fund programming.





# One Bay Area Grant OBAG 3 Framework Proposal

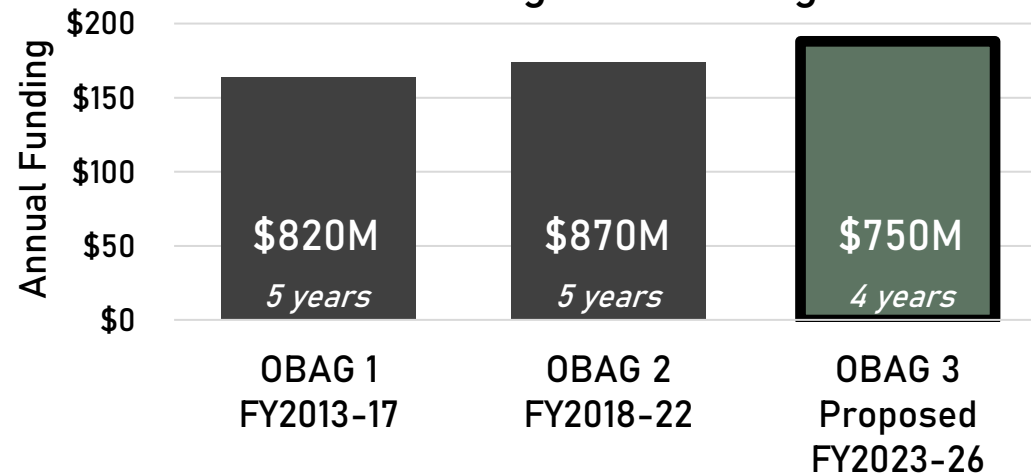
MTC Programming & Allocations Committee

October 13, 2021



# Program Revenues

## OBAG Program Funding

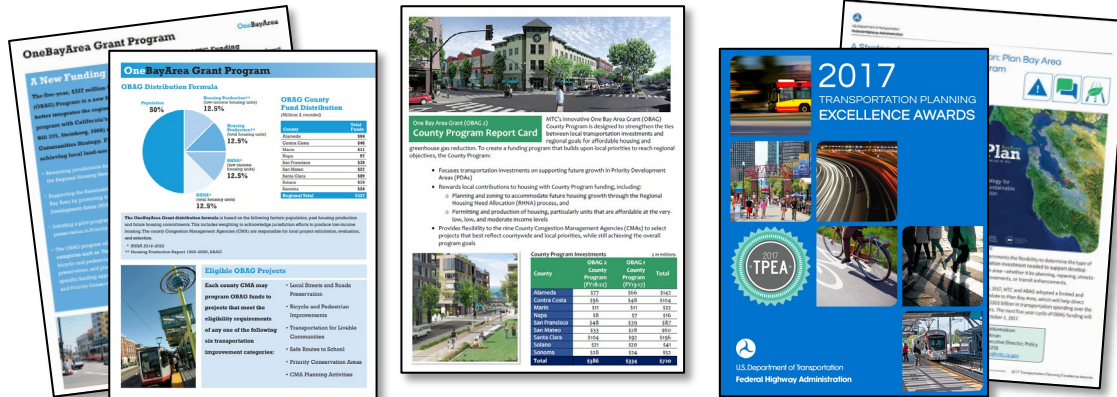


## Federal Fund Source

- ❖ Regional shares of federal STP/CMAQ
- ❖ STP/CMAQ account for only 1.3% of *Plan Bay Area 2050* transportation revenues

## OBAG 3 Funding Assumptions

- ❖ (New) 4-year program, FY2023-FY2026
- ❖ \$750 million total, or \$188 million/year
  - Assumes 2% annual increase over current funding levels
  - Actual program funding dependent upon passage of new surface transportation authorization and annual appropriations





San Pedro Square, San Jose  
SPUR

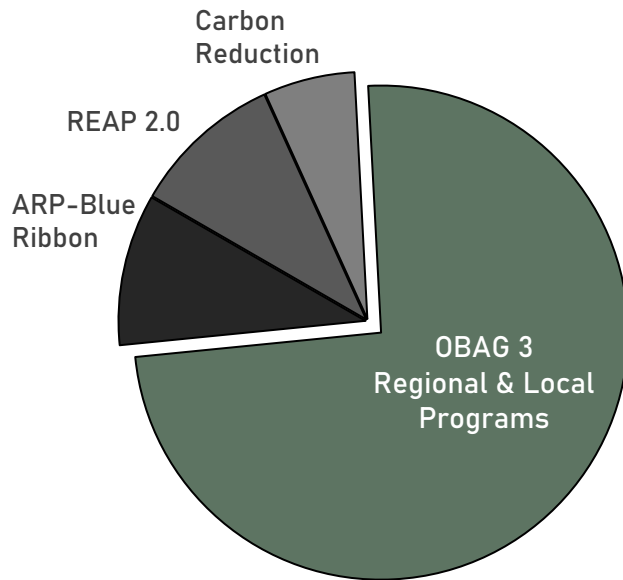


Celestina Garden Apartments, Sonoma  
Emily Hagopian, MidPen

## O BAG 3 Considerations

- Preserve effective program features to support regional objectives
- Advance *Plan Bay Area 2050* implementation
- Incorporate recent policy initiatives and adapt to current landscape
- Advance equity through policies and investments
- Address federal requirements, including performance & recertification
- Coordinate with complementary fund sources
- Reflect a shared/partnership approach to program implementation

# Comprehensive Funding Approach



Amount	Fund Source	Purpose
\$750 million	OBAG 3 - STP/CMAQ <i>FHWA formula funds</i>	STP: Flexible federal fund source CMAQ: Emissions reductions focus
\$85-\$100 million	ARP - Blue Ribbon <i>One-time FTA funding</i>	Commission set-aside within ARP framework for near-term Blue Ribbon projects and hardship funding
\$100 million	REAP 2.0 <i>One-time funding from State budget surplus</i>	Flexible source for projects that advance the Sustainable Communities Strategy
\$60 million	Carbon Reduction <i>Potential new FHWA formula program</i>	Flexible source for projects that reduce greenhouse gas emissions
\$1 billion+	Total	



# Proposed Focus Areas

Planning & Program Implementation	Growth Framework	Climate Initiatives, Conservation & Resilience	Complete Streets & Community Choice	Multimodal Systems Operations & Performance
Coordinated and collaborative performance-based planning and programming activities	<p>Assist local planning efforts to create range of housing options in <i>PBA 2050</i> growth areas</p> <p>Regional studies and pilots to advance growth framework</p>	<p>Reduce emissions and solo vehicle trips</p> <p>Protect priority natural and agricultural lands and improve access to parks and open space</p> <p>Protect transportation assets from impacts of climate change</p>	<p>Improve and maintain local streets and roads to meet the needs of all users, while improving safety</p> <p>Support development and advancement of community-led transportation enhancements in Equity Priority Communities (EPCs)</p>	<p>Support efforts to increase transit system integration, efficiency and reliability to increase ridership and improve mobility options</p> <p>Optimize existing highways and key arterials to maximize person throughput and multimodal system performance</p>

# Partnership Approach – County/Local

- ❖ Achieve desired outcomes through a shared approach with CTAs, jurisdictions, and transit operators
- ❖ Partnerships needed in key areas that are implemented at the local level:
  - Growth framework implementation – implementing local plans
  - Active transportation & safety – aggressive mode shift and safety targets
  - Community choice – delivering priority projects identified by Equity Priority Communities
  - Transit oriented development implementation – accelerating transit-supportive housing and access improvements

## County & Local Program Proposed Focus Areas

- Maintain program flexibility to identify range of project types to address *PBA 2050* goals
- Focus investments in PDAs and other select growth geographies
- Emphasize bicycle/pedestrian projects and programs, including SRTS and other safety efforts
- Prioritize projects within EPCs or that otherwise directly benefit disadvantaged populations
- Prioritize transit access improvements and other supportive infrastructure to accelerate TOD

# Partnership Approach – Regional

## OBAG 2 Regional Programs

Regional Programs	Funding (Annual)
Regional Planning Activities	\$2
PDA Planning & Implementation	\$4
Climate Initiatives	\$5
Pavement Management	\$2
Active Operational Management	\$35
Transit Capital Priorities	\$38
Priority Conservation Area Grants	\$3
Housing Initiatives	\$8
N/A	-
<b>OBAG 2 Regional Program Total</b>	<b>\$95 (55%)</b>

## OBAG 3 Regional Programs

Regional Programs - <i>Proposed</i>	Funding (Annual)
Planning & Program Implementation	\$10
Growth Framework	\$6
Climate, Conservation, & Resilience	\$25
<i>Redirected to Complete Sts. &amp; Com. Choice</i>	-
Multimodal Systems Operations & Performance	\$40
<i>Redirected to Climate, Cons. &amp; Resilience</i>	-
<i>Future initiatives require new/inc. revenues</i>	-
Complete Streets & Community Choice	\$14
<b>OBAG 3 Regional Program Total</b>	<b>\$94 (50%)</b>

### OBAG 3 Regional Program Highlights

#### Consolidates:

- OBAG staff costs into single category (Planning & Prg. Imp.)
- Transit and highway investments into single multimodal program category

#### Significantly increases:

- Resources dedicated to Climate Initiatives

#### Creates new program:

- Coordinating regional policies, tools, and assistance for safe, active and sustainable local streets

Notes: Amounts in millions. Totals may not add due to rounding. OBAG 2 total does not include Safe & Seamless Mobility Quick-Strike or Regional Strategic Initiatives as they were funded with one-time revenue increases and prior cycle savings.

# Partnership Approach – Regional

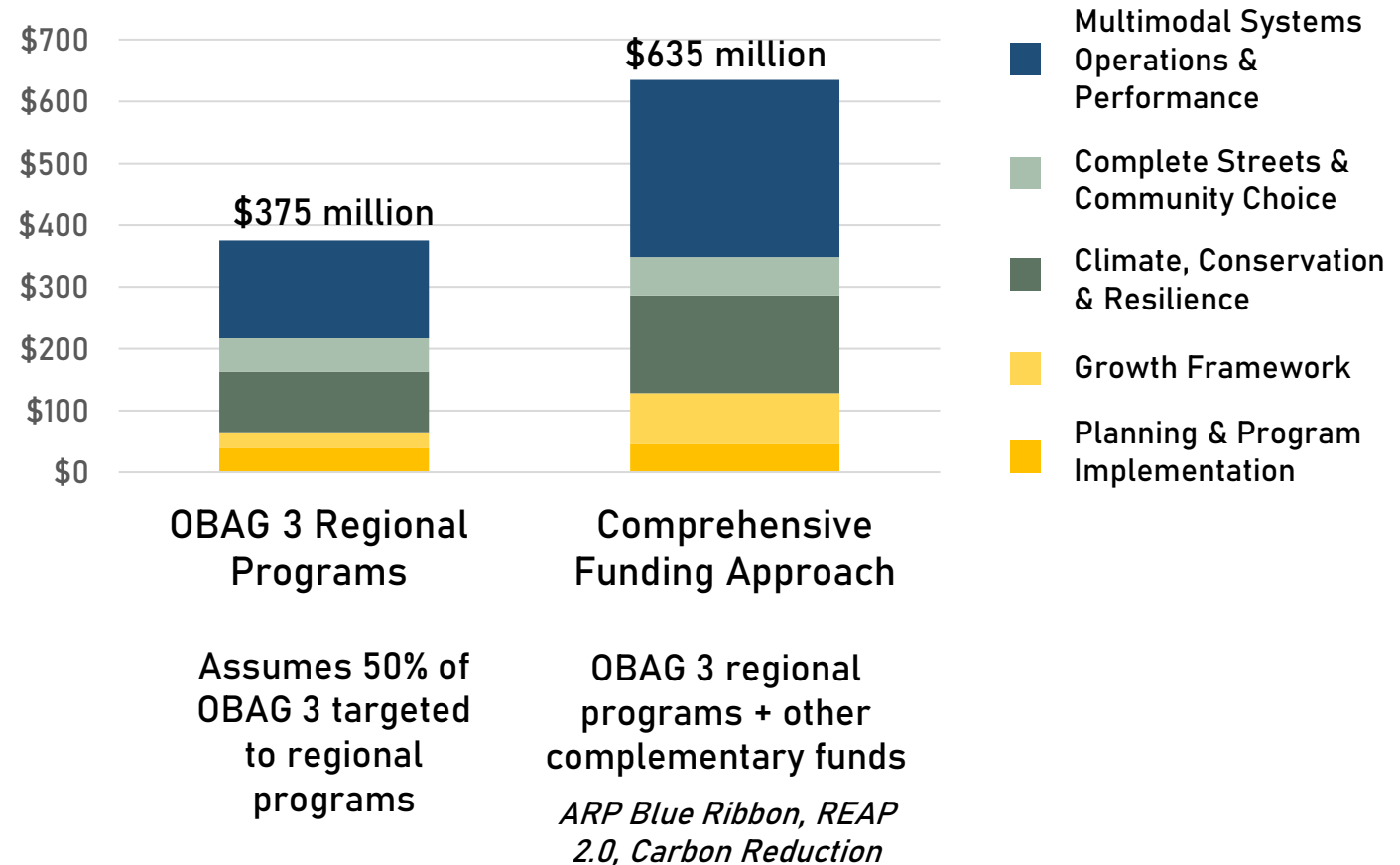
Significant resources are required to advance regional priorities:

❖ Catalytic investments to reach aggressive goals in *Plan Bay Area 2050*

- Climate Initiatives
- PDA & TOD implementation

❖ Coordinate and deploy strategies at a regional scale

- Bay Area Forwards
- Regional transit investments emerging from Transit Transformative Action Plan



# Key Program Provisions

## PDA Investment Targets

- ❖ Maintain PDA investment targets at OBAG 2 levels
  - 50% North Bay counties
  - 70% elsewhere
- ❖ Incorporate consideration for new *PBA 2050* growth areas
- ❖ Develop uniform definition for projects that are credited towards PDA targets

## Local Policy Adoption

For fund eligibility, local jurisdictions must maintain:

- ❖ Certified Housing Element annual progress reporting
- ❖ Compliance with current state laws governing surplus lands, density bonus, and accessory dwelling units, including the Housing Accountability Act
- ❖ Compliance with (updated) Complete Streets policy & checklist

## CMAQ Process

For all projects seeking CMAQ funding, MTC will:

- ❖ Assess emissions benefits and cost-effectiveness of projects prior to project selection
- ❖ Document CMAQ programming process in OBAG 3 guidelines



# Key Program Provisions

## Equity Opportunities

- ❖ Equity lens woven throughout program focus areas
- ❖ Increased investment in community-based planning and participatory budgeting efforts
- ❖ (New) dedicated funding to develop community projects for implementation
- ❖ County and Local Program: Prioritize projects within EPCs or that directly benefit disadvantaged populations

## Active Transportation & Safety

- ❖ (New) regionwide investment target to meet *PBA 2050* mode shift goals
  - \$200 million regionwide target, including SRTS
- ❖ (New) Regional Active Transportation Plan alignment, including AT Network implementation
- ❖ (New) Regional Safety/Vision Zero Policy alignment

## Federal Performance

- ❖ Align investments with federal goal areas – ex. safety & asset management
- ❖ Report on program performance outcomes

# Local Call for Projects Framework

## MTC and CTA Roles

- ❖ MTC initiates regionwide call for projects
- ❖ CTAs assist with local outreach and initial project screening process, using processes reviewed by MTC for consistency with guidelines
- ❖ MTC develops countywide nomination targets to guide CTAs in the maximum amount of funding requests that they can submit to MTC for project selection
- ❖ MTC selects projects based on initial screening & prioritization by CTAs and additional regional considerations

## Nomination targets:

- ❖ Are based on housing outcomes and planned growth of local jurisdictions; and are based on considerations required to be addressed in MTC's performance-based planning process
- ❖ Do not imply guaranteed amounts for individual jurisdictions
- ❖ Carry forward the OBAG 1 & 2 incentive/reward for cities that make progress on housing outcomes by increasing the amount of funding requests that their county can submit to MTC for project selection

# Investment & Policy Priorities

- ❖ Proposed investment levels, partnership approaches, and policy provisions are intended to work together to address several overarching program considerations
- ❖ Delivering on regional priorities will require significant investment from OBAG 3, *and* giving top priority to regional initiatives when defining complementary fund programs

Amount	Fund Source
\$750 million	OBAG 3 - STP/CMAQ <i>FHWA formula funds</i>
\$85-\$100 million	ARP – Blue Ribbon <i>One-time FTA funding</i>
\$100 million	REAP 2.0 <i>One-time funding from State budget surplus</i>
\$60 million	Carbon Reduction <i>Potential new FHWA formula program</i>
\$1 billion+	Total

# OBAG 3 Development Schedule

