



Metropolitan Transportation Commission

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

Meeting Agenda - Final-revised

Metropolitan Transportation Commission

Alfredo Pedroza, Chair Nick Josefowitz, Vice Chair

Wednesday, October 27, 2021

10:05 AM

REMOTE (In person option available)

Joint Meeting with the Bay Area Housing Finance Authority (BAHFA)

The Metropolitan Transportation Commission is scheduled to meet jointly with the Bay Area Housing Finance Authority on Wednesday, October 27, 2021 at 10:05 a.m., or immediately following the 9:05 a.m. MTC Audit Committee meeting, in the Bay Area Metro Center (Remotely). 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.

Meeting attendees may opt to attend in person for public comment and observation at 375 Beale Street, Temescal Conference Room (1st Floor). In-person attendees must pass required health screenings and adhere to posted public health protocols while in the building.

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/86129027309>

Or iPhone one-tap: US: +16699006833,,86129027309# or +14086380968,,86129027309#

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: 861 2902 7309

International numbers available: <https://bayareametro.zoom.us/u/kevvLYwNMw>

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 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

A quorum of this Commission shall be a majority of its voting members (10).

2. Pledge of Allegiance / Acknowledgement of the Flag

3. Compensation Announcements (Clerk)

4. Joint MTC and BAHFA Consent Calendar:

- 4a. [21-1462](#) MTC Resolution No. 4492, and BAHFA Resolution No. 3 - AB 361 Remote Meetings

Action: Commission Approval, and

BAHFA Approval

Attachments: [4a - 21-1462 - MTC-Reso-4492 AB 361.pdf](#)
[4a - 21-1462 - BAHFA-Reso-3 AB 361.pdf](#)

5. Public Comment / Other Business

6. Adjourn Bay Area Housing Finance Authority

Continue with MTC Agenda:

7. Chair's Report (Pedroza)

- 7a. [21-1421](#) MTC Resolution No. 4491 - Resolution of Appreciation for Benjamin Espinosa on the occasion of his retirement from MTC.

Action: Commission Approval

8. Policy Advisory Council Report (Randi Kinman)

9. Executive Director's Report (McMillan)

[21-1241](#) E.D. Report

10. Commissioner Comments

11. Consent Calendar:

- 11a. [21-1182](#) Minutes of the September 22, 2021 meeting
- Action: Commission Approval
- Attachments: [11a - 21-1182 - Sept 22 Draft Commission Minutes.pdf](#)

Administration Committee

- 11b. [21-1154](#) Funding Agreements - Priority Conservation Area (PCA) Grant program:
(1) Alameda County Transportation Commission (\$600,000) funding match toward PCA award for West Oakland Environmental Indicators Project for Adapt Oakland: Urban Greening in West Oakland project; and
(2) funding agreement with West Oakland Environmental Indicators Project (WOEIP) for a total of \$900,000 to fund the Adapt Oakland: Urban Greening in West Oakland project.
- Action: Commission Approval
- Attachments: [11b - 21-1154 - Funding Agreements - PCA Grant Program.pdf](#)
- 11c. [21-1024](#) MTC Resolution No. 4458, Revised FY 2021-22 Overall Work Program (OWP), Amendment No.1
- A request that the Committee refer MTC Resolution No. 4458, Revised, which would amend the MTC FY 2021-22 Overall Work Program (OWP), to include new grant awards as well as certain revisions to the scope of some work elements as well as OWP budget shifts within work elements, to the Commission for approval.
- Action: Commission Approval
- Attachments: [11c - Public Comment - Lebrun.pdf](#)
[11c - 21-1024 - Reso 4458 FY 2021-22 OWP Amendment 1.pdf](#)

Programming and Allocations Committee

- 11d. [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
- Attachments: [11d - 21-1145 - Resos-4465-4466 TDA and STA Allocations.pdf](#)

- 11e. [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

Attachments: [11e - 21-1146 - Reso-3664 RM2 Proj32 Shared Autonomous Vehicle.pdf](#)

Committee Reports

12. Programming and Allocations Committee (Rabbitt)

- 12a. [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

Attachments: [12a - 21-1021 - Reso-4450 Fund Estimate Updates.pdf](#)

13. Commission Approval

- 13a. [21-1352](#) MTC Resolution No. 4481, Revised - American Rescue Plan Act Phase 2 Programming Recommendation

Staff will provide proposed programming amounts for remaining American Rescue Plan Act funds for Bay Area transit operators and MTC.

Action: Commission Approval

Attachments: [13a - 21-1352 - Reso 4481-ARP Phase 2 Programming Recommendation.pdf](#)

14. Public Comment / Other Business

[21-1444](#) Public Comment

Attachments: [14 - Public Comment - Singh.pdf](#)

15. Adjournment / Next Meetings:

The next meeting of the Metropolitan Transportation Commission is scheduled to be held at 9:35 a.m. remotely and by webcast on ***the third Wednesday, November 17, 2021.*** Any changes to the schedule will be duly noticed to the public.

Public Comment: The public is encouraged to comment on agenda items at Commission meetings by completing a request-to-speak card (available from staff) and passing it to the Commission 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 Commission 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: Commission 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) 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.

Attachments are sent to Commission 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 Commission. Actions recommended by staff are subject to change by the Commission.



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 21-1462 **Version:** 1 **Name:**

Type: Resolution **Status:** Commission Approval

File created: 10/22/2021 **In control:** Metropolitan Transportation Commission

On agenda: 10/27/2021 **Final action:**

Title: MTC Resolution No. 4492, and BAHFA Resolution No. 3 - AB 361 Remote Meetings

Sponsors:

Indexes:

Code sections:

Attachments: [4a - 21-1462 - MTC-Reso-4492 AB 361.pdf](#)
[4a - 21-1462 - BAHFA-Reso-3 AB 361.pdf](#)

Date	Ver.	Action By	Action	Result
------	------	-----------	--------	--------

Subject:

MTC Resolution No. 4492, and BAHFA Resolution No. 3 - AB 361 Remote Meetings

Recommended Action:

Commission Approval, and

BAHFA Approval

Metropolitan Transportation Commission

October 27, 2021

Agenda Item 4a - 21-1462

Resolution No. 4492 Providing for Remote Meetings Pursuant to AB 361

Subject:

Approval of Resolution No. 4492 Regarding Remote Meetings Pursuant to AB 361

Background:

The recently-enacted bill, AB 361, provides for continuing availability of remote meetings during the pandemic-related state of emergency in California. In order to invoke this option, governing boards of Brown Act bodies, or their authorized designated committees must make certain findings in support of remote meetings within 30 days of the first meeting occurring after October 1, 2021, and every 30 days thereafter. Attached for your review and approval is a resolution invoking AB 361 and providing for remote meetings retroactive to Oct. 1 of this year and prospectively for 30 days following the Commission's action.

Issues:

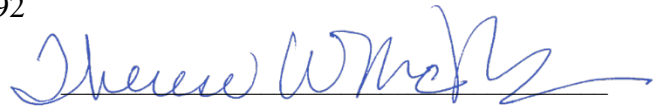
Findings in support of Resolution No. 4492 are found in the attached. Given the continuing state of public health emergency and the improved public access afforded by holding public meetings of regional bodies in a virtual setting, the resolution under AB 361 is supportable.

Recommended Action:

The Commission is requested to adopt Resolution No. 4492, authorizing its committees and related entities, to meet remotely pursuant to the provisions of AB 361.

Attachments:

- Attachment A: MTC Resolution No. 4492



Therese W. McMillan

Date: October 27, 2021
Referred By: Commission

ABSTRACT

Resolution No. 4492

This resolution makes findings pursuant to AB 361 to continue virtual public meetings for the Metropolitan Transportation Commission (MTC), its related entities and committees during the COVID-19 State of Emergency

Further discussion of this subject is contained in the Metropolitan Transportation Commission Summary Sheet dated October 27, 2021.

Date: October 27, 2021
Referred By: Commission

RE: Findings Pursuant to AB 361 to Continue Virtual Public Meetings for the Metropolitan Transportation Commission (MTC), With its Related Entities and Committees, During the COVID-19 State of Emergency

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4492

WHEREAS, on March 4, 2020, the Governor of the State of California declared a state of emergency, as defined under the California Emergency Services Act, due to the COVID-19 pandemic; and

WHEREAS, the State of Emergency remains in effect; and

WHEREAS, beginning in March 2020, the Governor's Executive Order N-29-20 suspended Brown Act requirements related to teleconferencing during the COVID-19 pandemic provided that notice, accessibility, and other requirements were met, and the public was allowed to observe and address the legislative body at the meeting; and

WHEREAS, Executive Order N-08-21 extended the previous order until September 30, 2021; and

WHEREAS, the Metropolitan Transportation Commission (MTC) and its related entities and committees have conducted their meetings virtually, as authorized by the Executive Order, since March 17, 2020; and

WHEREAS, on September 16, 2021, the Governor signed into law AB 361, an urgency measure effective upon adoption, that provides flexibility to government bodies, allowing them to meet virtually without conforming to the Brown Act teleconferencing rules if: (i) the legislative body holds a meeting during a proclaimed state of emergency, and state or local officials have imposed or recommended measures to promote social distancing; (ii) the legislative body holds a meeting during a proclaimed state of emergency for the purpose of determining, by majority vote, whether, as a result of the emergency, meeting in person would present imminent risks to the health or safety of attendees; or (iii) the legislative body holds a meeting during a proclaimed state of emergency and has determined, by majority vote, that, as a

result of the emergency, meeting in person would present imminent risks to the health or safety of attendees; and

WHEREAS, although applicable social distancing requirements are currently no longer in effect, the San Francisco Public Health Department continues to recommend measures to promote social distancing in combination with other safety precautions when activities occur in shared indoor spaces to mitigate the risk of COVID-19 transmission; and

WHEREAS, in the last few months, the Delta variant has surged in the United States and become the predominant COVID-19 variant, the Delta variant is believed by medical experts to be twice as contagious as previous variants, and data has shown the variant has increased transmissibility even among some vaccinated people; and

WHEREAS, due to uncertainty and concerns about the Delta variant and current conditions, many workplaces that had announced a return to regular in-person operations have pushed back the full return date until later in the year or next year; and

WHEREAS, virtual meetings have not diminished the public's ability to observe and participate and have expanded opportunities to do so for some communities; and

WHEREAS, given the heightened risks of the predominant variant of COVID-19 in the community, holding meetings with all members of the legislative body, staff, and the public in attendance in person in a shared indoor meeting space would pose an unnecessary and immediate risk to the attendees;

NOW, THEREFORE, BE IT RESOLVED, that the Metropolitan Transportation Commission hereby determines that, as a result of the emergency, meeting in person presents imminent risks to the health or safety of attendees; and be it further

RESOLVED, that in accordance with AB 361, based on the findings and determinations herein, meetings of MTC, its related entities and its committees will be held virtually, with Brown Act teleconferencing rules suspended; and be it further

RESOLVED, that this resolution shall be effective upon adoption and remain in effect for 30 days after the first meeting held in accordance with AB 361.

METROPOLITAN TRANSPORTATION COMMISSION

Alfredo Pedroza, Chair

The above resolution was entered into by the
Metropolitan Transportation Commission at a
duly called and noticed meeting held in
San Francisco, California and at other remote
locations, on October 27, 2021

Bay Area Housing Finance Authority
BAHFA

October 27, 2021

Agenda Item 4a - 21-1462

Resolution No. 3 Providing for Remote Meetings Pursuant to AB 361

Subject:

Approval of Resolution No. 3 Regarding Remote Meetings Pursuant to AB 361

Background:

The recently-enacted bill, AB 361, provides for continuing availability of remote meetings during the pandemic-related state of emergency in California. In order to invoke this option, governing boards of Brown Act bodies, or their authorized designated committees must make certain findings in support of remote meetings within 30 days of the first meeting occurring after October 1, 2021, and every 30 days thereafter. Attached for your review and approval is a resolution invoking AB 361 and providing for remote meetings retroactive to Oct. 1 of this year and prospectively for 30 days following the Bay Area Housing Finance Authority's action.

Issues:

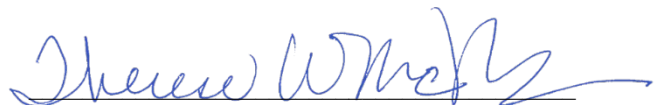
Findings in support of Resolution No. 3 are found in the attached. Given the continuing state of public health emergency and the improved public access afforded by holding public meetings of regional bodies in a virtual setting, the resolution under AB 361 is supportable.

Recommended Action:

The Bay Area Housing Finance Authority is requested to adopt Resolution No. 3, authorizing its committees and related entities, to meet remotely pursuant to the provisions of AB 361.

Attachments:

- Attachment A: BAHFA Resolution No. 3



Therese W. McMillan

Date: October 27, 2021
Referred By: BAHFA

ABSTRACT

Resolution No. 003

This resolution makes findings pursuant to AB 361 to continue virtual public meetings for the Bay Area Housing Finance Authority (BAHFA), its related entities and committees during the COVID-19 State of Emergency

Further discussion of this subject is contained in the BAHFA Summary Sheet dated October 27, 2021.

Date: October 27, 2021
Referred By: BAHFA

RE: Findings Pursuant to AB 361 to Continue Virtual Public Meetings for the Bay Area Housing Finance Authority (BAHFA), With its Related Entities and Committees, During the COVID-19 State of Emergency

BAY AREA HOUSING FINANCE AUTHORITY
RESOLUTION NO. 003

WHEREAS, on March 4, 2020, the Governor of the State of California declared a state of emergency, as defined under the California Emergency Services Act, due to the COVID-19 pandemic; and

WHEREAS, the State of Emergency remains in effect; and

WHEREAS, beginning in March 2020, the Governor's Executive Order N-29-20 suspended Brown Act requirements related to teleconferencing during the COVID-19 pandemic provided that notice, accessibility, and other requirements were met, and the public was allowed to observe and address the legislative body at the meeting; and

WHEREAS, Executive Order N-08-21 extended the previous order until September 30, 2021; and

WHEREAS, the Bay Area Housing Finance Authority (BAHFA) and its related entities and committees have conducted their meetings virtually, as authorized by the Executive Order, since March 17, 2020; and

WHEREAS, on September 16, 2021, the Governor signed into law AB 361, an urgency measure effective upon adoption, that provides flexibility to government bodies, allowing them to meet virtually without conforming to the Brown Act teleconferencing rules if: (i) the legislative body holds a meeting during a proclaimed state of emergency, and state or local officials have imposed or recommended measures to promote social distancing; (ii) the legislative body holds a meeting during a proclaimed state of emergency for the purpose of determining, by majority vote, whether, as a result of the emergency, meeting in person would present imminent risks to the health or safety of attendees; or (iii) the legislative body holds a meeting during a proclaimed state of emergency and has determined, by majority vote, that, as a

result of the emergency, meeting in person would present imminent risks to the health or safety of attendees; and

WHEREAS, although applicable social distancing requirements are currently no longer in effect, the San Francisco Public Health Department continues to recommend measures to promote social distancing in combination with other safety precautions when activities occur in shared indoor spaces to mitigate the risk of COVID-19 transmission; and

WHEREAS, in the last few months, the Delta variant has surged in the United States and become the predominant COVID-19 variant, the Delta variant is believed by medical experts to be twice as contagious as previous variants, and data has shown the variant has increased transmissibility even among some vaccinated people; and

WHEREAS, due to uncertainty and concerns about the Delta variant and current conditions, many workplaces that had announced a return to regular in-person operations have pushed back the full return date until later in the year or next year; and

WHEREAS, virtual meetings have not diminished the public's ability to observe and participate and have expanded opportunities to do so for some communities; and

WHEREAS, given the heightened risks of the predominant variant of COVID-19 in the community, holding meetings with all members of the legislative body, staff, and the public in attendance in person in a shared indoor meeting space would pose an unnecessary and immediate risk to the attendees;

NOW, THEREFORE, BE IT RESOLVED, that the Bay Area Housing Finance Authority hereby determines that, as a result of the emergency, meeting in person presents imminent risks to the health or safety of attendees; and be it further

RESOLVED, that in accordance with AB 361, based on the findings and determinations herein, meetings of BATA, its related entities and its committees will be held virtually, with Brown Act teleconferencing rules suspended; and be it further

RESOLVED, that this resolution shall be effective upon adoption and remain in effect for

BAY AREA HOUSING FINANCE AUTHORITY

Alfredo Pedroza, Chair

The above resolution was entered into by the Bay Area Housing Finance Authority at a duly called and noticed meeting held in San Francisco, California and at other remote locations, on October 27, 2021



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 21-1421 **Version:** 1 **Name:**
Type: Resolution **Status:** Commission Approval
File created: 10/18/2021 **In control:** Metropolitan Transportation Commission
On agenda: 10/27/2021 **Final action:**
Title: MTC Resolution No. 4491 - Resolution of Appreciation for Benjamin Espinosa on the occasion of his retirement from MTC.

Sponsors:

Indexes:

Code sections:

Attachments:

Date	Ver.	Action By	Action	Result
------	------	-----------	--------	--------

Subject:

MTC Resolution No. 4491 - Resolution of Appreciation for Benjamin Espinosa on the occasion of his retirement from MTC.

Recommended Action:

Commission Approval



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 21-1241 **Version:** 1 **Name:**
Type: Report **Status:** Informational
File created: 9/16/2021 **In control:** Metropolitan Transportation Commission
On agenda: 10/27/2021 **Final action:**
Title: E.D. Report

Sponsors:

Indexes:

Code sections:

Attachments:

Date	Ver.	Action By	Action	Result
------	------	-----------	--------	--------

Subject:
E.D. Report



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 21-1182 **Version:** 1 **Name:**
Type: Minutes **Status:** Commission Approval
File created: 9/3/2021 **In control:** Metropolitan Transportation Commission
On agenda: 10/27/2021 **Final action:**
Title: Minutes of the September 22, 2021 meeting
Sponsors:
Indexes:
Code sections:
Attachments: [11a - 21-1182 - Sept 22 Draft Commission Minutes.pdf](#)

Date	Ver.	Action By	Action	Result
------	------	-----------	--------	--------

Subject:
Minutes of the September 22, 2021 meeting

Recommended Action:
Commission Approval



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

Meeting Minutes

Metropolitan Transportation Commission

Alfredo Pedroza, Chair Nick Josefowitz, Vice Chair

Wednesday, September 22, 2021

9:35 AM

Board Room - 1st Floor (REMOTE)

Call Remote Meeting to Order

1. Roll Call / Confirm Quorum

Present: 18 - Chair Pedroza, Vice Chair Josefowitz, Commissioner Abe-Koga, Commissioner Ahn, Commissioner Canepa, Commissioner Chavez, Commissioner Connolly, Commissioner Dutra-Vernaci, Commissioner Fleming, Commissioner Glover, Commissioner Liccardo, Commissioner Miley, Commissioner Papan, Commissioner Rabbitt, Commissioner Ronen, Commissioner Schaaf, Commissioner Spering, and Commissioner Worth

Non-Voting Commissioners Present: Commissioner Giacopini

Non-Voting Commissioners Absent: Commissioner El-Tawansy

2. Pledge of Allegiance / Acknowledgement of the Flag

3. Compensation Announcement (Clerk)

4. Chair's Report (Pedroza)

4a. [21-1049](#) Network Management Business Case Advisory Group

Establishment and appointment of the Network Management Business Case Advisory Group

Action: Commission Approval

Presenter: Alix Bockelman

Commissioner Liccardo arrived during agenda item 4a.

Upon the motion by Commissioner Spering and the second by Vice Chair Josefowitz, the Commission unanimously approved the establishment and appointment of the Network Management Business Case Advisory Group. The motion carried by the following vote:

Aye: 17 - Chair Pedroza, Vice Chair Josefowitz, Commissioner Abe-Koga, Commissioner Ahn, Commissioner Canepa, Commissioner Chavez, Commissioner Connolly, Commissioner Dutra-Vernaci, Commissioner Fleming, Commissioner Glover, Commissioner Liccardo, Commissioner Miley, Commissioner Papan, Commissioner Rabbitt, Commissioner Ronen, Commissioner Spering and Commissioner Worth

Absent: 1 - Commissioner Schaaf

5. Policy Advisory Council Report (Randi Kinman)

Randi Kinman was not in attendance and no report was given.

Eugene Bradley and Adina Levin were called to speak.

6. Executive Director's Report (McMillan)

Roland Lebrun was called to speak.

[21-1087](#) E.D. Report

7. Commissioner Comments**8. Closed Session**

Commissioner Schaff arrived during agenda item 8.

8a. [21-1128](#) Closed Session Public Comment

8b. [21-1129](#) Closed Session - CONFERENCE WITH LEGAL COUNSEL -
ANTICIPATED LITIGATION

The Commission met in closed session pursuant to Government Code Section 54956.9(a) and paragraph (2) of subdivision (d) of Government Code Section 54956.9 to confer with counsel regarding significant exposure to litigation: one case.

9. Open Session

[21-1130](#) Reconvene in open session.

10. Consent Calendar:

Commissioner Liccardo left during agenda item 10.

Upon the motion by Commissioner Chavez and the second by Commissioner Dutra-Vernaci, the Consent Calendar was unanimously approved by the following vote:

Aye: 17 - Chair Pedroza, Vice Chair Josefowitz, Commissioner Abe-Koga, Commissioner Ahn, Commissioner Canepa, Commissioner Chavez, Commissioner Connolly, Commissioner Dutra-Vernaci, Commissioner Fleming, Commissioner Glover, Commissioner Miley, Commissioner Papan, Commissioner Rabbitt, Commissioner Ronen, Commissioner Schaaf, Commissioner Spering and Commissioner Worth

Absent: 1 - Commissioner Liccardo

10a. [21-1017](#) Minutes of the July 28, 2021 meeting

Action: Commission Approval

Administration Committee

10b. [21-1031](#) MTC Resolution No. 4483. Authorization for the execution of a Master Agreement and Program Supplement Agreements for State-Funded Transit Projects with the California Department of Transportation.

Action: Commission Approval

Presenter: John Saelee

Programming and Allocations Committee

10c. [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

10d. [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

- 10e. [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

Committee Reports

11. Administration Committee (Glover)

- 11a. [21-1025](#) MTC Resolution No. 4459, Revised - MTC FY 2021-22 Agency Operating and Capital Budgets, Amendment No. 1

A request that the Committee refer MTC Resolution No. 4459 Revised, Amendment 1, amending the MTC FY 2021-22 Operating and Capital Budgets to the Commission for approval.

Action: Commission Approval

Presenter: Brian Mayhew

Upon the motion by Commissioner Glover and the second by Commissioner Chavez, the Commission unanimously adopted MTC Resolution No. 4459, Revised. The motion carried by the following vote:

Aye: 17 - Chair Pedroza, Vice Chair Josefowitz, Commissioner Abe-Koga, Commissioner Ahn, Commissioner Canepa, Commissioner Chavez, Commissioner Connolly, Commissioner Dutra-Vernaci, Commissioner Fleming, Commissioner Glover, Commissioner Miley, Commissioner Papan, Commissioner Rabbitt, Commissioner Ronen, Commissioner Schaaf, Commissioner Spering and Commissioner Worth

Absent: 1 - Commissioner Liccardo

12. Programming and Allocations Committee (Rabbitt)

- 12a.** [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

Commissioner Liccardo returned during agenda item 12.

Upon the motion by Commissioner Rabbitt and the second by Commissioner Connolly, the Commission unanimously adopted MTC Resolution No. 4202, Revised. The motion carried by the following vote:

Aye: 18 - Chair Pedroza, Vice Chair Josefowitz, Commissioner Abe-Koga, Commissioner Ahn, Commissioner Canepa, Commissioner Chavez, Commissioner Connolly, Commissioner Dutra-Vernaci, Commissioner Fleming, Commissioner Glover, Commissioner Liccardo, Commissioner Miley, Commissioner Papan, Commissioner Rabbitt, Commissioner Ronen, Commissioner Schaaf, Commissioner Sperling and Commissioner Worth

- 12b.** [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 Commissioner Rabbitt and the second by Commissioner Connolly, the Commission unanimously adopted MTC Resolution No. 4481, Revised. The motion carried by the following vote:

Aye: 18 - Chair Pedroza, Vice Chair Josefowitz, Commissioner Abe-Koga, Commissioner Ahn, Commissioner Canepa, Commissioner Chavez, Commissioner Connolly, Commissioner Dutra-Vernaci, Commissioner Fleming, Commissioner Glover, Commissioner Liccardo, Commissioner Miley, Commissioner Papan, Commissioner Rabbitt, Commissioner Ronen, Commissioner Schaaf, Commissioner Sperling and Commissioner Worth

13. Operations Committee (Dutra-Vernaci)**13a. [21-1048](#) Transit Transformation Action Plan**

Blue Ribbon Transit Recovery Task Force's Transit Transformation Action Plan.

Action: Receive and Support

Presenter: Therese W. McMillan and Melanie Choy

Written public comments were received from Ian Griffiths and the Voices for Public Transportation Coalition , and Laura Tolkoff of SPUR.

Upon the motion by Commissioner Dutra-Vernaci and the second by Commissioner Papan, the Commission unanimously received and supported the Transit Transformation Action Plan. The motion carried by the following vote:

Aye: 18 - Chair Pedroza, Vice Chair Josefowitz, Commissioner Abe-Koga, Commissioner Ahn, Commissioner Canepa, Commissioner Chavez, Commissioner Connolly, Commissioner Dutra-Vernaci, Commissioner Fleming, Commissioner Glover, Commissioner Liccardo, Commissioner Miley, Commissioner Papan, Commissioner Rabbitt, Commissioner Ronen, Commissioner Schaaf, Commissioner Spering and Commissioner Worth

14. Joint MTC ABAG Legislation Committee (Liccardo)**14a. [21-1137](#) Assembly Bill 361 (Rivas) Open Meetings/Teleconference**

Authorizes teleconferencing for local agency meetings during periods of a proclaimed state of emergency.

Action: Support / ABAG Executive Board Approval
Support / MTC Commission Approval

Presenter: Rebecca Long

Commissioner Liccardo gave the report for the Joint MTC ABAG Legislation Committee and no action was required of the Commission.

15. Planning Committee (Spering)

- 15a.** [21-1073](#) MTC Res. Nos. 4035, Revised and 4202, Revised - Climate Initiatives Program Mobility Hubs Pilot Project Selection

Approval of a program of projects selected through the pilot phase of the Mobility Hubs program, an MTC Climate Initiatives Program strategy.

Action: MTC Commission Approval

Presenter: Krute Singa

Commissioner Ahn was absent during the vote for agenda item 15a.

Upon the motion by Commissioner Spering and the second by Commissioner Papan, the Commission unanimously adopted MTC Resolution Nos. 4035, Revised and 4202, Revised. The motion carried by the following vote:

Aye: 17 - Chair Pedroza, Vice Chair Josefowitz, Commissioner Abe-Koga, Commissioner Canepa, Commissioner Chavez, Commissioner Connolly, Commissioner Dutra-Vernaci, Commissioner Fleming, Commissioner Glover, Commissioner Liccardo, Commissioner Miley, Commissioner Papan, Commissioner Rabbitt, Commissioner Ronen, Commissioner Schaaf, Commissioner Spering and Commissioner Worth

Absent: 1 - Commissioner Ahn

16. Public Comment / Other Business

Written public comment was received from Roland Lebrun.

Roland Lebrun and Aleta Dupree were called to speak.

[21-1255](#) Written Public Comments

17. Adjournment / Next Meetings:

The next meeting of the Metropolitan Transportation Commission is scheduled to be held on Wednesday, October 27, 2021 at 9:35 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)

File #: 21-1154 **Version:** 1 **Name:**

Type: Contract **Status:** Commission Approval

File created: 9/1/2021 **In control:** Administration Committee

On agenda: 10/27/2021 **Final action:**

Title: Funding Agreements - Priority Conservation Area (PCA) Grant program:
(1) Alameda County Transportation Commission (\$600,000) funding match toward PCA award for West Oakland Environmental Indicators Project for Adapt Oakland: Urban Greening in West Oakland project; and
(2) funding agreement with West Oakland Environmental Indicators Project (WOEIP) for a total of \$900,000 to fund the Adapt Oakland: Urban Greening in West Oakland project.

Sponsors:

Indexes:

Code sections:

Attachments: [2b - 21-1154 - Funding Agreements - PCA Grant Program.pdf](#)
[11b - 21-1154 - Funding Agreements - PCA Grant Program.pdf](#)

Date	Ver.	Action By	Action	Result
------	------	-----------	--------	--------

Subject:

Funding Agreements - Priority Conservation Area (PCA) Grant program:
(1) Alameda County Transportation Commission (\$600,000) funding match toward PCA award for West Oakland Environmental Indicators Project for Adapt Oakland: Urban Greening in West Oakland project; and
(2) funding agreement with West Oakland Environmental Indicators Project (WOEIP) for a total of \$900,000 to fund the Adapt Oakland: Urban Greening in West Oakland project.

Presenter:

Vijay Kesavan

Recommended Action:

Commission Approval

Metropolitan Transportation Commission Administration Committee

October 13, 2021

Agenda Item 2b - 21-1154

Funding Agreements – Priority Conservation Area (PCA) Grant program:

(1) Alameda County Transportation Commission (\$600,000) funding match toward PCA award for West Oakland Environmental Indicators Project for Adapt Oakland: Urban Greening in West Oakland project; and (2) funding agreement with West Oakland Environmental Indicators Project (WOEIP) for a total of \$900,000 to fund the Adapt Oakland: Urban Greening in West Oakland project.

Subject: Staff recommends that the Committee authorize the Executive Director to enter into (1) a funding agreement with Alameda County Transportation Commission to receive an amount not to exceed \$600,000 for the pass-through of funds to the Adapt Oakland: Urban Greening in West Oakland project and (2) a funding agreement with West Oakland Environmental Indicators Project (WOEIP) for a total of \$900,000 to fund the Adapt Oakland: Urban Greening in West Oakland project.

Background: The Priority Conservation Area (PCA) Grant Program, initiated by MTC in 2013, provides funding for cities, counties, park districts and other agencies and nonprofits to acquire, enhance, or improve access to designated PCAs. On November 4, 2020, the Commission programmed \$300,000 to WOEIP for the Adapt Oakland: Urban Greening in West Oakland project. WOEIP will facilitate implementation, procure matching funds, and ensure the success of long-term maintenance of the Adapt Oakland: Urban Greening in West Oakland Project. WOEIP will oversee the project and subcontract the design team, necessary consultants, contractors, job training organization, and others as needed. MTC will be the CEQA lead agency.

On July 22, 2021, Alameda County Transportation Commission (ACTC) allocated \$600,000 in Measure BB funds to the project. This award satisfies the 2:1 match requirement of the PCA Grant program, allowing the project to proceed.


To streamline project delivery and reduce the administrative burden for WOEIP, staff recommends accepting Measure BB funds from ACTC as a pass-through of funds awarded to the Adapt Oakland project and entering into a separate funding agreement with West Oakland Environmental Indicators Project (WOEIP) for the full \$900,000 to fund the project.

The full program of projects for the PCA Grant program is provided as Attachment 1 for reference. ACTC's funding agreement to allocate \$600,000 in Measure BB funds toward this project is provided as Attachment 2.

Issues: None.

Recommendation: Staff recommends that the Committee authorize the Executive Director to enter into (1) a funding agreement with Alameda County Transportation Commission to receive an amount not to exceed \$600,000 for the pass-through of funds to the Adapt Oakland: Urban Greening in West Oakland project and (1) a funding agreement with West Oakland Environmental Indicators Project (WOEIP) for a total of \$900,000 to fund the Adapt Oakland: Urban Greening in West Oakland project.

Attachments: Attachment 1 – PCA Grant Program of Projects
Attachment 2 – Request for Committee Approval – Summary of Proposed Funding Agreement with WOEIP
Attachment 3 – Request for Committee Approval – Summary of Proposed Funding Agreement with Alameda County Transportation Commission


Therese W. McMillan

OBAG 2 Priority Conservation Area (PCA) Grant Program

PCA Grant Program of Projects

Projects located within Alameda, Contra Costa, San Francisco, San Mateo and Santa Clara Counties

MTC Funding			
County	Applicant	Project Title	Amount
Alameda	Alameda County	Niles Canyon Trail, Phase 1	\$321,000
Alameda	Albany	Albany Hill Access Improvements	\$251,000
Alameda	Livermore	Arroyo Road Trail	\$400,000
Alameda	WOEIP/Urban Biofilter	Adapt Oakland: Urban Greening in West Oakland	\$300,000
Contra Costa	East Bay Regional Parks District	Bay Trail at Pt. Molate (Richmond San Rafael Bridge to Pt. Molate Beach Park)	\$1,000,000
Contra Costa	John Muir Land Trust	Pacheco Marsh/Lower Walnut Creek Restoration and Public Access	\$950,000
San Francisco	SFCTA	Yerba Buena Island Multi-Use Pathway (PE/ENV phase)	\$1,000,000*
San Francisco	San Francisco Rec. and Parks Dept.	McLaren Park and Neighborhood Connections Plan	\$194,000
San Francisco	San Francisco Rec. and Parks Dept./ Coastal Conservancy	Twin Peaks Trail Improvement	\$74,000**
San Mateo	Golden Gate National Park Cons./ NPS	Rancho Corral de Tierra Unit Management Plan Engagement	\$200,000
San Mateo	Half Moon Bay	Pillar Point Public Access Improvements	\$298,000
San Mateo	Menlo Park	Bedwell Bayfront Park Entrance Imps.	\$520,000
San Mateo	San Mateo County	Colma Creek Adaptation Study (Colma Creek Connector)	\$110,000
San Mateo	San Mateo County	San Bruno Mountain Habitat Conservation Plan Grazing Pilot	\$137,900
San Mateo	South San Francisco	Sign Hill Conservation and Trail Master Plan	\$135,100
Santa Clara	Point Blue Conservation Science	Pajaro River Watershed: Habitat Restoration and Climate Resilient Imps.	\$379,000
Santa Clara	Santa Clara Valley Open Space Authority	Coyote Ridge Open Space Preserve Public Access, Phase 1	\$400,000
Santa Clara	Santa Clara Valley Open Space Authority	Tilton Ranch Acquisition	\$1,000,000
Regional	MTC	PDA Grant Implementation	\$500,000
Regional	MTC/Green Info Network	Bay Area Greenprint PCA Enhancements	\$30,000
MTC Funding Total			\$8,200,000

OBAG 2 Priority Conservation Area (PCA) Grant Program

PCA Grant Program of Projects

Projects located within Alameda, Contra Costa, San Francisco, San Mateo and Santa Clara Counties

Conservancy Funding (Shown for informational purposes only)			
County	Applicant	Project Title	Amount
Contra Costa	Richmond	Bay Trail at Pt. Molate (Pt. Molate Beach Park to Stenmark Dr.)	\$1,000,000
San Francisco	San Francisco Rec. and Parks Dept.	Twin Peaks Trail Improvement	\$426,000**
San Mateo	Midpeninsula Reg. Open Space District	Purissima-to-the-Sea Trail and Parking Area	\$151,000
Santa Clara	San Jose	Coyote Creek Trail Singleton Rd Crossing	\$140,000
Santa Clara	San Jose	Five Wounds Trail Master Planning	\$83,000
Conservancy Funding Total			\$1,800,000
PCA Grant Program Total			\$10,000,000

* PCA Grant award proposed to be repaid by \$1,000,000 in future BATA funds.

** The recommended grant amount for this project is \$500,000, with \$426,000 proposed in state bond funds (pending approval of the Conservancy Board) and the balance funded through MTC's PCA Grant program funds. MTC's funds will be provided to the Coastal Conservancy for management of the two fund sources for this project.

ATTACHMENT 2: REQUEST FOR COMMITTEE APPROVAL

Summary of Proposed Funding Agreement

Work Item No.:	1127
Consultant:	West Oakland Environmental Indicators Project Oakland, CA
Work Project Title:	Adapt Oakland: Urban Greening in West Oakland Project
Purpose of Project:	Adapt Oakland: Urban Greening in West Oakland Project will further develop site specific freeway vegetated buffer strategies and design along the southern portion of Frontage Road in West Oakland; collaborate with City of Oakland officials to permit the buffers and develop Best Management Practices; develop a stewardship model for urban green infrastructure that integrates job training and development; and implement the greening strategies to refine and expand greening strategies at scale across West Oakland.
Brief Scope of Work:	WOEIP will facilitate implementation, procure matching funds, and ensure the success of long-term maintenance of the Adapt Oakland: Urban Greening in West Oakland Project. WOEIP will oversee the project and subcontract the design team, necessary consultants, contractors, job training organization, and others as needed. MTC will be the CEQA lead agency.
Project Cost Not to Exceed:	\$900,000
Funding Source:	Alameda County Transportation Commission (ACTC) Measure BB funds
Fiscal Impact:	Funding is subject to inclusion in the FY21/22 budget and receipt of \$600,000 from ACTC.
Motion by Committee:	That the Executive Director or designee is authorized to negotiate and enter into a funding agreement with West Oakland Environmental Indicators Project for Adapt Oakland: Urban Greening in West Oakland Project as described above and in the Administration Committee Summary Sheet dated October 13, 2021 and the Chief Financial Officer is authorized to set aside \$900,000 for such funding agreement, subject to inclusion in the agency budget.
Administration Committee:	<hr/> Federal D. Glover, Chair
Approved:	October 13, 2021

ATTACHMENT 3: REQUEST FOR COMMITTEE APPROVAL

Summary of Proposed Funding Agreement

Work Item No.:	1127
Consultant:	Alameda County Transportation Commission
Work Project Title:	Funding Agreement with Alameda County Transportation Commission (ACTC) to West Oakland Environmental Indicators Project
Purpose of Project:	To accept \$600,000 in local funding from the ACTC as a pass-through grant to West Oakland Environmental Indicators Project (WOEIP)
Brief Scope of Work:	Funding agreement to accept \$600,000 in local funding from ACTC as a pass-through grant to WOEIP for Adapt Oakland: Urban Greening in West Oakland Project.
Project Cost Not to Exceed:	There will be no cost associated with the Funding Agreement. MTC will accept \$600,000 in local funds from ACTC as part of a pass-through grant agreement.
Funding Source:	ACTC Measure BB funds
Fiscal Impact:	Incoming funding to be passed-through to WOEIP.
Motion by Committee:	That the Executive Director or designee is authorized to negotiate and enter into a funding agreement with ACTC to receive funds to pass-through to West Oakland Environmental Indicators Project for Adapt Oakland: Urban Greening in West Oakland Project as described above and in the Administration Committee Summary Sheet dated October 13, 2021 and the Chief Financial Officer is authorized to accept \$600,000 for such funding agreement.
Administration Committee:	<hr/> Federal D. Glover, Chair
Approved:	October 13, 2021



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 21-1024 **Version:** 1 **Name:**
Type: Resolution **Status:** Commission Approval
File created: 7/26/2021 **In control:** Administration Committee
On agenda: 10/13/2021 **Final action:**
Title: MTC Resolution No. 4458, Revised FY 2021-22 Overall Work Program (OWP), Amendment No.1

A request that the Committee refer MTC Resolution No. 4458, Revised, which would amend the MTC FY 2021-22 Overall Work Program (OWP), to include new grant awards as well as certain revisions to the scope of some work elements as well as OWP budget shifts within work elements, to the Commission for approval.

Sponsors:

Indexes:

Code sections:

Attachments: [11c - Public Comment - Lebrun.pdf](#)
[3a - 21-1024 - Reso 4458 FY 2021-22 OWP Amendment 1.pdf](#)
[3a - Public Comment - Lebrun.pdf](#)
[11c - 21-1024 - Reso 4458 FY 2021-22 OWP Amendment 1.pdf](#)

Date	Ver.	Action By	Action	Result
10/13/2021	1	Administration Committee		

Subject:

MTC Resolution No. 4458, Revised FY 2021-22 Overall Work Program (OWP), Amendment No.1

A request that the Committee refer MTC Resolution No. 4458, Revised, which would amend the MTC FY 2021-22 Overall Work Program (OWP), to include new grant awards as well as certain revisions to the scope of some work elements as well as OWP budget shifts within work elements, to the Commission for approval.

Presenter:

Brian Mayhew

Recommended Action:

Commission Approval

Metropolitan Transportation Commission Administration Committee

October 13, 2021

Agenda Item 3a - 21-1024

MTC Resolution No. 4458, Revised FY 2021-22 Overall Work Program (OWP), Amendment No.1

Subject: A request that the Committee refer MTC Resolution No. 4458, Revised, which would amend the MTC FY 2021-22 Overall Work Program (OWP), to include new grant awards as well as certain revisions to the scope of some work elements as well as OWP budget shifts within work elements, to the Commission for approval.

Background: The Fixing America's Surface Transportation Act (FAST Act) calls for the development of the Overall Work Program (OWP) by the federally designated Metropolitan Planning Organization (MPO). The Metropolitan Transportation Commission (MTC), as the federally designated MPO for the nine-county San Francisco Bay Area region, annually develops and maintains the OWP. The OWP is the principal document governing the budget, allocation, and use of federal and state transportation planning funds in the nine-county San Francisco Bay Area region.

The OWP is subject to periodic adjustments resulting from changes in activities, scope of work, project tasks and deliverables as well as revisions in revenues and expenditures during the fiscal year. The proposed Amendment No.1 to the FY 2021-22 OWP accounts for the following:

Consolidated Planning Grant:

- New Federal Transit Administration (FTA) 5304 \$500,000 for Network Management—Planning for Implementation.
- Supplemental Senate Bill (SB)1 formula funding - \$18,696.
- \$500,000 Federal Highway Administration (FHWA) State Planning and Research (SP&R) funds shifted to a new work item in the Overall Work Program (OWP). This change, including staffing support, is revised for federal reporting purposes and does not impact the overall budget or the budget for the Next Generation Bay Area Freeways Study.
- Scope update on BART Metro 2030.

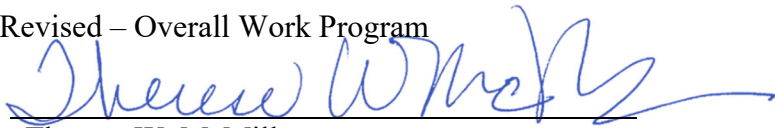
In addition to the transportation planning funds authorized in Resolution No. 4458, the MTC Budget Summary table included in the FY 2021-22 OWP, contains operating and capital project and funding.

Commission approval is the first step in authorizing the FY 2021-22 expenditure of federal and state funds. Following approval by the Commission, Caltrans will review and approve the OWP, which must then be included in the MTC Operating budget for FY 2021-22.

An electronic version of the FY 2021-22 OWP can be reviewed at the following link: <https://mtc.ca.gov/about-mtc/administrative-requirements/overall-work-program-owp>.

Recommendation: Staff recommends that the Committee refer MTC Resolution No. 4458, Revised, to the Commission for approval.

Attachments: MTC Resolution No.4458, Revised – Overall Work Program


Therese W. McMillan

Date: April 28, 2021
W.I.: 1152
Referred by: Administration Committee
Revised: 10/27/2021-C

ABSTRACT

MTC Resolution No. 4458, Revised

This resolution approves MTC's Overall Work Program (OWP) for transportation planning activities in the nine-county San Francisco Bay Area for FY 2021-22, certifies that the planning process of the Metropolitan Transportation Commission (MTC) is in conformance with the applicable joint metropolitan transportation planning and programming regulations of the U.S. Department of Transportation (DOT), and authorizes MTC's Executive Director to apply for and execute agreements with the DOT for grants to aid in the financing of the OWP.

Amendment No. 1 to the FY 2021-22 OWP includes new grant awards as well as certain revisions to the scope of some work elements and OWP budget shifts within work elements: new Federal Transit Administration (FTA) 5304 \$500,000 for Network Management—Planning for Implementation; Senate Bill (SB)1 formula funding \$18,696; \$500,000 Federal Highway Administration (FHWA) State Planning and Research (SP&R) funds shifted to a new work item in the Overall Work Program (OWP) for the Next Generation Bay Area Freeways Study; and scope update on BART Metro 2030.

Further discussion of the OWP is contained in the MTC Administration Committee Summary Sheets dated April 14, 2021 and October 13, 2021.

Date: April 28, 2021
W.I.: 1152
Referred by: Administration Committee
Revised: 10/27/2021-C

Re: Overall Work Program for Fiscal Year 2021-22, Certification of Compliance with Requirements of Federal Metropolitan Transportation Planning and Programming Regulations, and Authorization to Apply for and Execute Agreements for Federal Grants.

METROPOLITAN TRANSPORTATION COMMISSION

RESOLUTION NO. 4458

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, MTC is also the designated Metropolitan Planning Organization (MPO) for the Bay Area and is charged with carrying out the metropolitan transportation planning and programming process required to maintain the region's eligibility for federal funds for transportation planning, capital improvements, and operations; and

WHEREAS, MTC has articulated goals and objectives for the region's transportation system through its current Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS) entitled Plan Bay Area 2040, which was adopted in July 2017; and

WHEREAS, MTC has developed, in cooperation with the State of California and with publicly-owned operators of mass transportation services, a work program for carrying out continuing, comprehensive, and cooperative transportation planning; and

WHEREAS, an Overall Work Program (OWP) for planning activities in the Bay Area for FY 2021-22 has been prepared by MTC, the Association of Bay Area Governments, the California Department of Transportation (Caltrans), the Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA); and

WHEREAS, the OWP for Fiscal Year 2021-22 includes Caltrans' Unified Work Program for the fiscal year to achieve the goals and objectives in MTC's Regional Transportation Plan (RTP); and

WHEREAS, MTC's Administration Committee has reviewed and recommended adoption of the OWP for FY 2021-22; and

WHEREAS, 23 Code of Federal Regulations (CFR) 450.334 requires that the designated MPO certify each year that the planning process is being conducted in conformance with the applicable requirements; and

WHEREAS, MTC desires to apply for and execute one or more agreements with the United States Department of Transportation (DOT) for a grant(s) to aid in the financing of MTC's Overall Work Program for fiscal year 2021-22; now, therefore, be it

RESOLVED, that MTC does hereby adopt the FY 2021-22 OWP and proposed budget therein, attached hereto as Attachment A to this Resolution and incorporated herein as though set forth at length; and be it further

RESOLVED, that MTC certifies that MTC's planning process is addressing the major issues in the metropolitan area and will be conducted in accordance with 23 CFR 450.334 and the Fixing America's Surface Transportation Act (FAST Act) and applicable requirements that are set forth in Attachment B to this Resolution and incorporated herein as though set forth at length; and be it further

RESOLVED, that MTC's Administration Committee shall monitor, direct, and update the OWP as necessary during Fiscal Year 2021-22 and shall incorporate any amendments into appropriate supplements to the OWP; and be it further

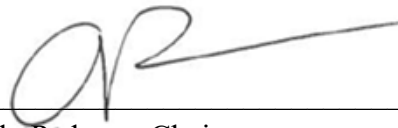
RESOLVED, that the Executive Director or her designee is authorized to apply for and execute any agreements with DOT for grants to aid in the financing of MTC's Overall Work Program included in Attachment A to this Resolution and to execute any subsequent amendments to such agreement(s) consistent with Attachment C to this Resolution; and be it further

RESOLVED, that the Executive Director or designee is authorized to execute and file with such application assurances or other documentation requested by DOT of

MTC's compliance with applicable federal statutory and regulatory requirements; and be it further

RESOLVED, that the Executive Director or designee is authorized to make administrative changes to the grant application(s) so long as such changes do not affect the total amount of the grant or scope of work.

METROPOLITAN TRANSPORTATION COMMISSION

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

Alfredo Pedroza, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in San Francisco, California and at other remote locations on April 28, 2021.

Date: April 28, 2021
W.I.: 1152
Referred by: Administration Committee
Revised: 10/27/2021-C

Attachment A
Resolution No. 4458
Page 1 of 1

Attachment A is the FY 2021-22 Overall Work Program for Planning Activities in the San Francisco Bay Area. Copies are on file at the MTC library.

Attachment B
Resolution No. 4458
Page 1 of 1

In accordance with 23 CFR 450.334 and 450.218, and the Fixing America's Surface Transportation Act (the "FAST Act"), Metropolitan Transportation Commission ("MTC"), the Metropolitan Planning Organization for the San Francisco Bay Area, hereby certifies that the transportation planning process is addressing the major issues in the metropolitan planning area, and is being conducted in accordance with all applicable requirements, including:

- (1) 23 U.S.C. 134 and 135, 49 U.S.C. 5303 and 5304, and Part 450 of Subchapter E of Chapter 1 of Title 23 of the Code of Federal Regulations;
- (2) In nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;
- (3) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
- (4) 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- (5) Section 1101(b) of the FAST Act (Pub.L. 114-94) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
- (6) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- (7) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
- (8) The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- (9) Section 324 of Title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
- (10) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

Date: April 28, 2021
W.I.: 1152
Referred by: Administration Committee

Attachment C
Resolution No. 4458
Page 1 of 1

Attachment C includes all amendments and supplements to the FY 2021-22 Overall Work Program for Planning Activities in the San Francisco Bay Area. Copies are on file at the MTC offices.

Amendment No. 1 to the FY 2021-22 OWP includes new grant awards as well as certain revisions to the scope of some work elements and OWP budget shifts within work elements: new Federal Transit Administration (FTA) 5304 \$500,000 for Network Management—Planning for Implementation; Senate Bill (SB)1 formula funding \$18,696; \$500,000 Federal Highway Administration (FHWA) State Planning and Research (SP&R) funds shifted to a new work item in the Overall Work Program (OWP) for the Next Generation Bay Area Freeways Study; and scope update on BART Metro 2030.

From: Roland Lebrun
Sent: Monday, October 11, 2021 11:21:31 PM
To: MTC-ABAG Info <info@bayareametro.gov>
Subject: 10/13 Admin Committee Item 3a OWP Program amendment #1

External Email

Dear Chair Glover and Commissioners,

I followed the link in the staff memo <https://mtc.ca.gov/about-mtc/administrative-requirements/overall-work-program-owp> but I was unable to locate any specifics on the proposal to scope an update on BART Metro 2030.



[Overall Work Program \(OWP\) -
Metropolitan Transportation
Commission](#)

MTC is a federally-designated Metropolitan Planning Organization (MPO) that serves the nine Bay Area counties. The Overall Work Program (OWP) describes the agency's transportation planning objectives and assigns the institutional responsibility and funding to complete the work for the region. What is the Overall Work Plan? The OWP describes MTC's use of planning money for the fiscal year.

mtc.ca.gov

Could someone please point me in the correct direction by updating the packet or by providing clarifications via email?

Thank you in advance for your assistance.

Roland Lebrun



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #:	21-1145	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 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.				
Sponsors:					
Indexes:					
Code sections:					
Attachments:	2c - 21-1145 - Resos-4465-4466 TDA and STA Allocations.pdf 11d - 21-1145 - Resos-4465-4466 TDA and STA Allocations.pdf				

Date	Ver.	Action By	Action	Result
------	------	-----------	--------	--------

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
Grand Total	\$6.6	\$27.5	\$34.1

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.

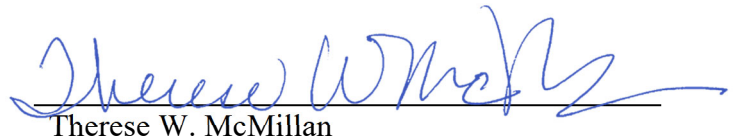
Solano Transportation Authority requests an allocation of \$2.8 million in STA funds to support a variety of transit projects in the county. Some of the projects include a community-based transportation plan for the Suisun City Connected Mobility Study, and support for its responsibilities as the Consolidated 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 ¹	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 ²	% 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.

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

² 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.

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
5801 - 99233.7, 99275 Community Transit Service - Operations						
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	
	Subtotal	11,704,711				
5802 - 99260A Transit - Operations						
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	
	Subtotal	306,085,207				
5803 - 99260A Transit - Capital						
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	
	Subtotal	21,752,644				
5807 - 99400C General Public - Operating						
Sonoma County	Transit Operations	2,307,500	21	07/28/21	Sonoma County	
	Subtotal	2,307,500				
5812 - 99400D Planning & Admin - Operating						
NVTA	Planning and Administra	1,070,000	22	07/28/21	NVTA	
	Subtotal	1,070,000				
		TOTAL			342,920,062	

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](#)
[11e - 21-1146 - Reso-3664 RM2 Proj32 Shared Autonomous Vehicle.pdf](#)

Date	Ver.	Action By	Action	Result
------	------	-----------	--------	--------

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

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 23rd, 2021.

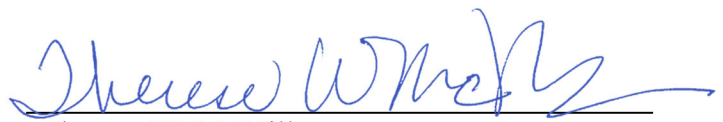
Issues:

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

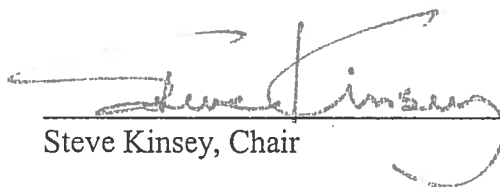
RESOLVED, that the allocation and reimbursement of RM2 funds are further conditioned upon the project specific conditions as set forth in Attachment B; and, be it further

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

Lead Sponsor Alameda County Transportation Commission	Other Sponsors(s) None	Implementing Agency (if applicable) Alameda County Transportation Commission
Legislated Project Description 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		
RM2 Legislated Funding (in \$1,000) \$2,695		Total Estimated Project Cost (in \$1,000) \$3,295
Project Purpose and Description 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.		
Funding Description 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
Total:				\$3,295

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
Committed										
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
Uncommitted										
TBD	CON			600						600
Total:		0	0	600	0	0	0	0	0	600
Total Project Committed and Uncommitted										
		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
RM2 Funds Total	-	-	-	400	2,145	-	2,545
Environmental (ENV)	0	0	0	0	0	0	0
Final Design (PS&E)	0	0	150	0	0	0	150
RM2			150				150
Right of Way	0	0	0	0	0	0	0
Construction	0	0	0	494	2,651	0	3,145
RM2				400	2,145		2,545
TBD				94	506		600
TOTAL FUNDING							
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
PROJECT TOTAL	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)

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](#)
[12a - 21-1021 - Reso-4450 Fund Estimate Updates.pdf](#)

Date	Ver.	Action By	Action	Result
10/13/2021	1	Programming and Allocations Committee		

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

- 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%
Subtotal - STA Revenue-Based	\$47,368,728	\$48,771,100	\$1,402,372	\$49,178,838	\$59,907,704	\$10,728,866	33.4%
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%
Subtotal - STA Revenue-Based	\$94,392,226	\$97,186,737	\$2,794,511	\$97,999,254	\$119,378,801	\$21,379,547	66.6%
Bay Area Revenue-Based Total	\$141,760,954	\$145,957,837	\$4,196,883	\$147,178,092	\$179,286,505	\$32,108,413	100.00%
Statewide Revenue-Base Total	\$264,556,000	\$272,387,756	\$7,831,756	\$274,665,000	\$334,586,000	\$59,921,000	N/A
Bay Area Population-Based Total	\$51,806,954	\$53,340,719	\$1,533,765	\$53,786,663	\$65,303,438	\$11,516,775	N/A
Statewide Population-Based Total	\$264,556,000	\$272,387,756	\$7,831,756	\$274,665,000	\$334,586,000	\$59,921,000	N/A

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 \$
County Block Grant¹						
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
Subtotal	\$36,264,868	\$37,338,503	\$1,073,635	\$37,508,049	\$45,569,791	\$8,061,742
Transit Emergency Contingency Fund	\$0	\$0	\$0	\$203,736	\$203,736	\$0
Regional Program + Means-Based Fare	\$15,542,086	\$16,002,216	\$460,130	\$16,074,878	\$19,529,911	\$3,455,033
Bay Area Total	\$51,806,954	\$53,340,719	\$1,533,765	\$53,786,663	\$65,303,438	\$11,516,775
Statewide Total	\$264,556,000	\$272,387,756	\$7,831,756	\$274,665,000	\$334,586,000	\$59,921,000

¹County 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.

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 ¹	Outstanding Commitments, Refunds, & Interest ²	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
TOTAL	\$106,510,627	(\$386,924,803)	\$435,673,263	(\$32,307,142)	(\$15,743,182)	\$419,105,317	(\$16,764,211)	\$509,549,867

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) ¹		Outstanding Commitments ²	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
SUBTOTAL	84,232,784		(199,849,204)	199,298,556	244,589,943
AB1107 - BART District Tax (25% Share)	0		(86,173,152)	86,173,152	83,000,000
Bridge Toll Total					
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
SUBTOTAL	22,260,871		(7,118,264)	5,106,386	4,858,427
Low Carbon Transit Operations Program	0		0	36,583,611	38,778,628
State of Good Repair Program					
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
SUBTOTAL	13,762,141		(55,650,392)	41,736,824	42,943,554
TOTAL	\$120,255,796		(\$348,791,012)	\$368,898,529	\$414,170,552

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		
FY2020-21 Generation Estimate Adjustment			FY2021-22 County Auditor's Generation Estimate		
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		FY2021-22 Planning and Administration Charges		
3. Revenue Adjustment (Lines 2-1)		(8,528,040)	14. MTC Administration (0.5% of Line 13)	424,234	
FY2020-21 Planning and Administration Charges Adjustment			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) ⁴	(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)	FY2021-22 TDA Apportionment By Article		
8. Adjusted Generations Less Charges (Lines 3-7)		(8,103,802)	19. Article 3.0 (2.0% of Line 18)	1,629,057	
FY2020-21 TDA Adjustment By Article			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) ¹	Outstanding Commitments ²	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	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
Article 4.5	8,195	14,818	23,013	(3,280,390)	63,218	4,381,850	(397,086)	790,605	3,991,191	4,781,796
SUBTOTAL	4,594,269	157,705	4,751,974	(7,597,720)	63,218	6,170,360	(559,162)	2,828,669	5,620,248	8,448,917
Article 4										
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 ³	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
SUBTOTAL	17,209,181	440,403	17,649,584	(7,779,849)	879,086	83,255,145	(7,544,640)	15,459,326	75,832,626	91,291,952
GRAND TOTAL	\$21,803,450	\$598,108	\$22,401,558	(\$86,377,569)	\$942,304	\$89,425,505	(\$8,103,802)	\$18,287,995	\$81,452,874	\$99,740,869

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**

Attachment A
Res No. 4450
Page 3 of 20
10/27/2021

FY2020-21 TDA Revenue Estimate				FY2021-22 TDA Revenue Estimate			
FY2020-21 Generation Estimate Adjustment				FY2021-22 County Auditor's Generation Estimate			
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		FY2021-22 Planning and Administration Charges			
3. Revenue Adjustment (Lines 2-1)			2,536,705	14. MTC Administration (0.5% of Line 13)		229,542	
FY2020-21 Planning and Administration Charges Adjustment				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) ⁴		(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)	FY2021-22 TDA Apportionment By Article			
8. Adjusted Generations Less Charges (Lines 3-7)		2,550,616		19. Article 3.0 (2.0% of Line 18)		881,442	
FY2020-21 TDA Adjustment By Article				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) ¹	Outstanding Commitments ²	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	1,703,472	32,868	1,736,340	(2,273,266)	0	885,874	51,012	399,960	881,442	1,281,402
Article 4.5	4,605	3,110	7,715	(1,507,102)	0	2,170,390	124,980	795,983	2,159,532	2,955,515
SUBTOTAL	1,708,077	35,978	1,744,055	(3,780,368)	0	3,056,264	175,992	1,195,943	3,040,974	4,236,917
Article 4										
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 ³	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
SUBTOTAL	25,772,328	266,715	26,039,043	(51,515,758)	4,839,209	41,237,418	2,374,624	22,974,535	41,031,117	64,005,652
GRAND TOTAL	\$27,480,405	\$302,693	\$27,783,098	(\$55,296,127)	\$4,839,209	\$44,293,682	\$2,550,616	\$24,170,478	\$44,072,091	\$68,242,569

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**

Attachment A
Res No. 4450
Page 4 of 20
10/27/2021

FY2020-21 TDA Revenue Estimate				FY2021-22 TDA Revenue Estimate			
FY2020-21 Generation Estimate Adjustment				FY2021-22 County Auditor's Generation Estimate			
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		FY2021-22 Planning and Administration Charges			
3. Revenue Adjustment (Lines 2-1)			173,464	14. MTC Administration (0.5% of Line 13)		60,087	
FY2020-21 Planning and Administration Charges Adjustment				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	FY2021-22 TDA Apportionment By Article			
8. Adjusted Generations Less Charges (Lines 3-7)			166,526	19. Article 3.0 (2.0% of Line 18)		230,736	
FY2020-21 TDA Adjustment By Article				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) ¹	Outstanding Commitments ²	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										
SUBTOTAL	267,508	47,792	315,300	(469,105)	0	268,800	3,331	118,326	230,736	349,062
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
SUBTOTAL	(13,100)	13,214	113	(10,659,080)	0	13,171,200	163,195	2,675,428	11,306,063	13,981,491
GRAND TOTAL	\$254,408	\$61,005	\$315,413	(\$11,128,185)	\$0	\$13,440,000	\$166,526	\$2,793,754	\$11,536,799	\$14,330,553

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**

Attachment A
Res No. 4450
Page 5 of 20
10/27/2021

FY2020-21 TDA Revenue Estimate			FY2021-22 TDA Revenue Estimate		
FY2020-21 Generation Estimate Adjustment			FY2021-22 County Auditor's Generation Estimate		
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		FY2021-22 Planning and Administration Charges		
3. Revenue Adjustment (Lines 2-1)		-1,135,446	14. MTC Administration (0.5% of Line 13)	44,896	
FY2020-21 Planning and Administration Charges Adjustment			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)	FY2021-22 TDA Apportionment By Article		
8. Adjusted Generations Less Charges (Lines 3-7)		(1,090,029)	19. Article 3.0 (2.0% of Line 18)	172,401	
FY2020-21 TDA Adjustment By Article			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) ¹	Outstanding Commitments ²	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
SUBTOTAL	283,731	8,159	291,891	(775,468)	0	654,812	(75,212)	96,022	594,783	690,805
Article 4/8										
NVTA ³	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
SUBTOTAL	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
GRAND TOTAL	\$2,566,799	\$81,192	\$2,647,991	(\$8,967,669)	\$2,486,395	\$9,490,027	(\$1,090,029)	\$4,566,714	\$8,620,039	\$13,186,753

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**

Attachment A
Res No. 4450
Page 6 of 20
10/27/2021

FY2020-21 TDA Revenue Estimate			FY2021-22 TDA Revenue Estimate		
FY2020-21 Generation Estimate Adjustment			FY2021-22 County Auditor's Generation Estimate		
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		FY2021-22 Planning and Administration Charges		
3. Revenue Adjustment (Lines 2-1)		(19,401,978)	14. MTC Administration (0.5% of Line 13)	222,813	
FY2020-21 Planning and Administration Charges Adjustment			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)	FY2021-22 TDA Apportionment By Article		
8. Adjusted Generations Less Charges (Lines 3-7)		(18,625,899)	19. Article 3.0 (2.0% of Line 18)	855,600	
FY2020-21 TDA Adjustment By Article			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) ¹	Outstanding Commitments ²	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
SUBTOTAL	1,705,100	73,691	1,778,791	(2,566,998)	(1,602,912)	3,542,350	(1,285,187)	(133,957)	2,951,820	2,817,863
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
SUBTOTAL	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
GRAND TOTAL	\$1,706,317	\$85,445	\$1,791,763	(\$34,644,801)	\$0	\$51,338,399	(\$18,625,899)	(\$140,539)	\$42,779,999	\$42,639,460

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**

Attachment A
Res No. 4450
Page 7 of 20
10/27/2021

FY2020-21 TDA Revenue Estimate			FY2021-22 TDA Revenue Estimate		
FY2020-21 Generation Estimate Adjustment			FY2021-22 County Auditor's Generation Estimate		
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		FY2021-22 Planning and Administration Charges		
3. Revenue Adjustment (Lines 2-1)		(6,311,258)	14. MTC Administration (0.5% of Line 13)	214,287	
FY2020-21 Planning and Administration Charges Adjustment			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) ³	(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)	FY2021-22 TDA Apportionment By Article		
8. Adjusted Generations Less Charges (Lines 3-7)		(5,947,570)	19. Article 3.0 (2.0% of Line 18)	822,863	
FY2020-21 TDA Adjustment By Article			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)			

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) ¹	Outstanding Commitments ²	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
SUBTOTAL	4,106,317	210,313	4,316,630	(5,605,897)	0	3,216,528	(410,382)	1,516,879	2,838,878	4,355,757
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
SUBTOTAL	33,006	129,743	162,748	(37,428,024)	0	43,399,815	(5,537,188)	597,351	38,304,281	38,901,632
GRAND TOTAL	\$4,139,323	\$340,055	\$4,479,378	(\$43,033,921)	\$0	\$46,616,343	(\$5,947,570)	\$2,114,230	\$41,143,159	\$43,257,389

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
Res No. 4450
Page 8 of 20
10/27/2021

FY2020-21 TDA Revenue Estimate				FY2021-22 TDA Revenue Estimate			
FY2020-21 Generation Estimate Adjustment				FY2021-22 County Auditor's Generation Estimate			
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			FY2021-22 Planning and Administration Charges			
3. Revenue Adjustment (Lines 2-1)		216,666		14. MTC Administration (0.5% of Line 13)	654,250		
FY2020-21 Planning and Administration Charges Adjustment				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) ³	(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)		FY2021-22 TDA Apportionment By Article			
8. Adjusted Generations Less Charges (Lines 3-7)		258,629		19. Article 3.0 (2.0% of Line 18)	2,512,320		
FY2020-21 TDA Adjustment By Article				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) ¹	Outstanding Commitments ²	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	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
Article 4.5	25,844	0	25,844	(5,751,594)	0	5,734,599	12,673	21,522	6,155,184	6,176,706
SUBTOTAL	5,617,988	183,802	5,801,791	(11,594,674)	0	8,075,252	17,846	2,300,215	8,667,504	10,967,719
Article 4										
VTA	491,024	0	491,024	(109,280,287)	0	108,957,388	240,783	408,908	116,948,496	117,357,404
SUBTOTAL	491,024	0	491,024	(109,280,287)	0	108,957,388	240,783	408,908	116,948,496	117,357,404
GRAND TOTAL	\$6,109,012	\$183,802	\$6,292,815	(\$120,874,961)	\$0	\$117,032,640	\$258,629	\$2,709,123	\$125,616,000	\$128,325,123

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**

Attachment A
Res No. 4450
Page 9 of 20
10/27/2021

FY2020-21 TDA Revenue Estimate			FY2021-22 TDA Revenue Estimate		
FY2020-21 Generation Estimate Adjustment			FY2021-22 County Auditor's Generation Estimate		
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		FY2021-22 Planning and Administration Charges		
3. Revenue Adjustment (Lines 2-1)		222,766	14. MTC Administration (0.5% of Line 13)	112,417	
FY2020-21 Planning and Administration Charges Adjustment			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	FY2021-22 TDA Apportionment By Article		
8. Adjusted Generations Less Charges (Lines 3-7)		213,855	19. Article 3.0 (2.0% of Line 18)	431,683	
FY2020-21 TDA Adjustment By Article			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) ¹	Outstanding Commitments ²	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										
SUBTOTAL	1,251,791	25,097	1,276,888	(1,664,162)	0	427,235	4,277	44,238	431,683	475,921
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
SUBTOTAL	30,068,822	560,835	30,629,658	(17,919,150)	0	20,934,502	209,578	33,854,588	21,152,462	55,007,050
GRAND TOTAL	\$31,320,613	\$585,932	\$31,906,546	(\$19,583,312)	\$0	\$21,361,737	\$213,855	\$33,898,826	\$21,584,145	\$55,482,971

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**

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

FY2020-21 TDA Revenue Estimate			FY2021-22 TDA Revenue Estimate		
FY2020-21 Generation Estimate Adjustment			FY2021-22 County Auditor's Generation Estimate		
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		FY2021-22 Planning and Administration Charges		
3. Revenue Adjustment (Lines 2-1)		(80,022)	14. MTC Administration (0.5% of Line 13)	133,000	
FY2020-21 Planning and Administration Charges Adjustment			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) ⁴	(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)	FY2021-22 TDA Apportionment By Article		
8. Adjusted Generations Less Charges (Lines 3-7)		(45,721)	19. Article 3.0 (2.0% of Line 18)	510,720	
FY2020-21 TDA Adjustment By Article			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) ¹	Outstanding Commitments ²	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										
SUBTOTAL	2,232,541	56,846	2,289,387	(2,016,361)	0	504,960	(914)	777,072	510,720	1,287,792
Article 4/8										
GGBHTD ³	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
SUBTOTAL	8,897,758	197,505	9,095,263	(23,537,545)	7,775,156	24,743,040	(44,807)	18,031,108	25,025,280	43,056,388
GRAND TOTAL	\$11,130,299	\$254,352	\$11,384,651	(\$25,553,906)	\$7,775,156	\$25,248,000	(\$45,721)	\$18,808,180	\$25,536,000	\$44,344,180

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)**

*Attachment A
Res No. 4450
Page 11 of 20
10/27/2021*

FY2020-21 STA Revenue Estimate		FY2021-22 STA Revenue Estimate	
1. State Estimate (May, 21) ³	\$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>	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	Outstanding	Actual	Projected	Revenue	Available For
	(w/interest)¹	Commitments²	Revenue³	Carryover⁴	Estimate⁵	Allocation
ACCMA - Corresponding to ACE	4,010	(164,909)	213,043	52,144	261,691	313,835
Caltrain	4,441,267	(9,019,702)	6,918,239	2,339,804	8,497,982	10,837,786
CCCTA	126,728	(469,029)	606,534	264,233	745,031	1,009,264
City of Dixon	32,178	0	5,923	38,101	7,274	45,375
ECCTA	41,264	(263,735)	293,248	70,777	360,211	430,988
City of Fairfield	56	(81,165)	107,624	26,515	132,200	158,715
GGBHTD	476	(6,447,940)	6,638,345	190,881	8,154,174	8,345,055
LAVTA	344,011	(207,720)	290,940	427,231	357,375	784,606
Marin Transit	1,976,465	(967,237)	1,134,514	2,143,742	1,393,573	3,537,315
NVTA	3,252	(68,897)	82,368	16,723	101,174	117,897
City of Petaluma	68,009	(93,598)	35,341	9,752	43,410	53,162
City of Rio Vista	11,936	0	1,883	13,819	2,312	16,131
SamTrans	1,030,437	(4,341,960)	6,938,545	3,627,022	8,522,922	12,149,944
SMART	7,315	(1,089,118)	1,434,209	352,406	1,761,701	2,114,107
City of Santa Rosa	82	(90,179)	118,752	28,655	145,869	174,524
Solano County Transit	9	(209,047)	252,955	43,917	310,718	354,635
Sonoma County Transit	13,205	(134,069)	165,423	44,559	203,198	247,757
City of Union City	18	(67,898)	89,872	21,992	110,392	132,384
Vacaville City Coach	76,620	0	19,263	95,883	23,660	119,543
VTA	1,009	(20,426,308)	21,029,995	604,696	25,832,080	26,436,776
VTA - Corresponding to ACE	70	(122,982)	122,911	(1)	150,976	150,975
WCCTA	109,334	(401,452)	384,685	92,567	472,526	565,093
WETA	11,908,854	0	1,886,488	13,795,342	2,317,255	16,112,597
SUBTOTAL	20,196,604	(44,666,945)	48,771,100	24,300,760	59,907,704	84,208,464
AC Transit	6,082	(18,025,482)	18,552,870	533,470	22,789,317	23,322,787
BART	8,259	(29,933,218)	29,072,371	(852,588)	35,710,889	34,858,301
SFMTA	33	(48,136,436)	49,561,497	1,425,094	60,878,595	62,303,689
SUBTOTAL	14,375	(96,095,136)	97,186,737	1,105,976	119,378,801	120,484,777
GRAND TOTAL	\$20,210,979	(\$140,762,081)	\$145,957,837	\$25,406,736	\$179,286,505	\$204,693,241

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**

Attachment A
Res No. 4450
Page 12 of 20
10/27/2021

STA POPULATION-BASED APPORTIONMENT BY JURISDICTION & OPERATOR						
<i>Column</i>	A	B	C	D=Sum(A:C)	E	F=Sum(D:E)
	6/30/2020	FY2019-21	FY2020-21	6/30/2020	FY2021-22	
Apportionment Jurisdictions	Balance	Outstanding	Revenue	Projected	Revenue	Total
	(w/interest)¹	Commitments²	Estimate⁴	Carryover³	Estimate⁴	Available For Allocation
Northern Counties/Small Operators⁵						
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
SUBTOTAL	1,782,713	(605,360)	0	1,177,352	0	1,177,352
Regional Paratransit⁵						
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
SUBTOTAL	148,915	708,631	0	857,545	0	857,545
Lifeline⁵						
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
SUBTOTAL	12,038,925	(9,982,120)	0	2,056,806	0	2,056,806
MTC Regional Coordination Program⁶		0	0	0	0	0
BART to Warm Springs	0	0	0	0	0	0
SamTrans	42,420	0	0	42,420	0	42,420
GRAND TOTAL	\$14,012,974	(\$9,878,849)	\$0	\$4,134,123	\$0	\$4,134,123

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**

Attachment A
Res No. 4450
Page 13 of 20
10/27/2021

FY2020-21 STA Revenue Estimate			FY2021-22 STA Revenue Estimate			
1. State Estimate (May, 21) ³		\$53,756,799	4. Projected Carryover (Aug, 21)		\$54,141,279	
2. Actual Revenue (Aug, 21)		\$53,340,719	5. State Estimate ⁴ (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	Outstanding	Actual	Projected	Revenue	Available For
	(w/interest) ¹	Commitments ²	Revenue ³	Carryover ⁴	Estimate ⁵	Allocation
County Block Grant ⁶						
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 ⁷	22,072,476	(8,606,095)	14,775,777	28,242,159	0	28,242,159
Transit Emergency Service Contingency Fund ⁸	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 TOLLS¹**

Attachment A
Res No. 4450
Page 14 of 20
10/27/2021

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 ²	Outstanding Commitments ³	Programming Amount ⁴	Projected Carryover	Programming Amount ⁴	Available for Allocation
MTC 2% Toll Revenues						
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
SUBTOTAL	6,609,841	(4,790,435)	1,450,000	3,269,406	1,450,000	4,719,406
5% State General Fund Revenues						
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
SUBTOTAL	15,651,030	(2,327,829)	3,656,386	16,979,587	3,408,427	20,388,014

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

Attachment A
Res No. 4450
Page 15 of 20
10/27/2021

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) ¹	Outstanding Commitments ²	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**

Attachment A
Res No. 4450
Page 16 of 20
10/27/2021

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 ¹	Program
Total Available BART STA Revenue-Based Funds ²			\$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**

*Attachment A
Res No. 4450
Page 17 of 20
10/27/2021*

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
TOTAL	\$62,000,000	100%	\$6,395,361	\$0	\$0	\$30,951,976	\$19,288,914

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

*Attachment A
Res No. 4450
Page 18 of 20
10/27/2021*

FY2020-21 LCTOP Revenue Estimate¹		FY2021-22 LCTOP Revenue Estimate²	
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
4. Total MTC Region Funds	\$36,583,611	8. Estimated Total MTC Region Funds	\$38,778,628

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**

Attachment A
Res No. 4450
Page 19 of 20
10/27/2021

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 ¹	Projected Carryover	Revenue Estimate ²	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**

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

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 ¹	Projected Carryover	Revenue Estimate ²	Available For Allocation
Clipper®/Clipper® 2.0 ³	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)

File #: 21-1352 **Version:** 1 **Name:**
Type: Resolution **Status:** Commission Approval
File created: 10/4/2021 **In control:** Metropolitan Transportation Commission
On agenda: 10/27/2021 **Final action:**
Title: MTC Resolution No. 4481, Revised - American Rescue Plan Act Phase 2 Programming Recommendation

Staff will provide proposed programming amounts for remaining American Rescue Plan Act funds for Bay Area transit operators and MTC.

Sponsors:

Indexes:

Code sections:

Attachments: [13a - 21-1352 - Reso 4481-ARP Phase 2 Programming Recommendation.pdf](#)

Date	Ver.	Action By	Action	Result
------	------	-----------	--------	--------

Subject:

MTC Resolution No. 4481, Revised - American Rescue Plan Act Phase 2 Programming Recommendation

Staff will provide proposed programming amounts for remaining American Rescue Plan Act funds for Bay Area transit operators and MTC.

Presenter:

Theresa Romell

Recommended Action:

Commission Approval

Metropolitan Transportation Commission

October 27, 2021

Agenda Item 13a - 21-1352

MTC Resolution 4481, Revised – ARP Phase 2 Programming Recommendation

Subject:

Proposed programming for Phase 2 of the American Rescue Plan Act (ARP) federal COVID-relief funding for public transportation.

Background:

Earlier this month at the Programming and Allocations Committee (PAC) meeting, staff alerted Commissioners of the Notice of Funding Opportunity (NOFO) released by the Federal Transit Administration (FTA) for \$2.2 billion in additional operating assistance, nationwide. Unlike CARES, CRRSAA and ARP funds distributed by formula, these funds are competitive, based on an evaluation framework at the discretion of USDOT. A requirement of the NOFO was that applicants needed to demonstrate that there were no unprogrammed COVID-relief funds in the Urbanized Areas that the applicant was eligible for, or those unprogrammed amounts would be assumed as available as financial assistance for the operator, thereby disadvantaging their application for a share of the additional assistance funds. This requirement was problematic for the Bay Area's original intent to program the ARP funds apportioned to the region in phases, with the later phase distribution occurring in December or January, and for the region's intent to set aside funds for Blue Ribbon Transit Recovery Action Plan initiatives as well as for specific cases of operator Hardships or Focused Recovery Strategies.

Updated Phase 2 Approach:

At PAC, staff informed Commissioners of its intent to recommend moving ahead with the programming of Phase 2 operating assistance at the October Commission meeting, including the programming of remaining set aside to MTC, for future expenditure on Blue Ribbon initiatives and Hardships or Focused Recovery Strategies.

Following the October PAC meeting, additional conversations with the FTA and transit operators have resulted in a refined recommendation for ARP programming. The approach would:

- Expedite the distribution of ARP funding to all transit operators to address operating and service needs resulting from the pandemic using the formula developed for the July 2021 programming of Phase 1.
- Respond to specific hardship requests from SFMTA and VTA, as well as ensure that the correction of a data inconsistency impacting the Caltrain and WETA distribution carried forward to Phase 2.
- Ensure that transit funding planned for near-term Commission programming and allocation would support Blue Ribbon initiatives at the minimum amount of \$85 million. The near-term funding sources would include State Transit Assistance and FTA formula funding.
- Respond to requirements and clarifying direction regarding the FTA's NOFO for the \$2.2 billion in competitive COVID relief additional assistance, and the ability of our region to effectively participate in that application process.

Hardship Funding:

- Based on Commissioner input at October PAC and further justification made by SFMTA staff related to the agency's share of transit dependent riders and the impact that insufficient operating funding has on their ability to provide adequate service to that population, staff proposes programming \$29.7 million of the remaining hardship funds to SFMTA.
- To further address the impacts of the May 2021 tragedy at VTA's light rail facility and round out financial assistance provided through the ARP set-aside in September, \$1.8 million in remaining hardship funds is proposed to be programmed to VTA. The supplemental hardship funds would assist with revenue losses associated with the temporary elimination of light rail service resulting from the tragedy and would bring the total hardship funding programmed to VTA to \$30.4 million.
- Staff recommends programming a total of \$2.4 million in hardship funds to Caltrain and WETA to reconcile an under-distribution of funding in Phase 2, caused by a data inconsistency and carried over from the Phase 1 distribution.

Attachment A to this item summarizes staff's recommendation following this approach. Attachment B includes an illustration of how \$85 million in alternate near-term revenue sources would provide equivalency for Blue Ribbon initiative funding by operator and in aggregate to the augmented ARP distribution. To be clear, this recommendation does not change the formula or overall net funding for operators, with the exception of hardship funding augmentation, it simply adjusts the timeframe and sources available to fund Blue Ribbon initiatives for the purpose of expediting ARP funding distribution.

Staff believes this recommendation would best position the Bay Area to be competitive for the \$2.2 billion in FTA additional assistance funding while also preserving the ability to deliver on important customer-facing outcomes developed collaboratively through the Blue Ribbon Transit Recovery Task Force.

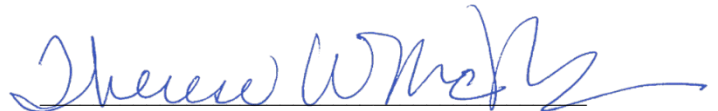
As the deadline for operators to apply for the \$2.2 billion in additional assistance is in early November, the Commission will need to take action on the ARP funding this month in order to retain competitiveness for Bay Area operators submitting applications for additional assistance.

Recommendations:

1. Adopt MTC Resolution No 4481, Revised.
2. Direct staff to work with transit operators to reserve an equivalent amount of funding intended for Blue Ribbon initiatives (\$85 million) from near-term programming/ allocation actions.

Attachments:

- Attachment A: ARP Phase 2 Programming Recommendation
- Attachment B: Illustration of Blue Ribbon Near-Term Funding Alternatives



Therese W. McMillan

Attachment A
Proposed ARP Phase 2 Programming

Operator	Phase 2 Formula	Recommended Hardship/Focused Recovery Set-Aside	\$85M Set-Aside Distribution***	Proposed Total Phase 2 Programming
AC Transit	\$ 44,067,879		\$ 6,175,442	\$ 50,243,321
ACE	\$ 2,391,486		\$ 335,130	\$ 2,726,616
BART	\$ 220,565,994		\$ 30,908,967	\$ 251,474,961
Caltrain	\$ 27,398,890	\$ 1,931,029	\$ 3,839,537	\$ 33,169,456
CCCTA	\$ 3,917,087		\$ 548,920	\$ 4,466,007
ECCTA	\$ 1,273,243		\$ 178,426	\$ 1,451,669
GGBHTD	\$ 38,464,945		\$ 5,390,277	\$ 43,855,222
LAVTA	\$ 3,820,049		\$ 535,322	\$ 4,355,371
Marin Transit*	\$ 1,738,420		\$ 243,613	\$ 1,982,033
NVTA	\$ 1,547,182		\$ 216,814	\$ 1,763,996
SamTrans	\$ 10,422,241		\$ 1,460,519	\$ 11,882,760
SFMTA	\$ 192,113,716	\$ 29,328,526	\$ 26,921,813	\$ 248,335,529
Solano County Operators**	\$ 4,375,728		\$ 613,192	\$ 4,988,920
Sonoma County Operators	\$ 6,195,908		\$ 868,262	\$ 7,064,170
TJPA	\$ 1,200,000		\$ -	\$ 1,200,000
Union City Transit	\$ 302,168		\$ 42,344	\$ 344,512
VTA	\$ 37,124,904	\$ 1,800,000	\$ 5,202,490	\$ 44,127,394
WCCTA	\$ 1,931,190		\$ 270,627	\$ 2,201,817
WETA	\$ 8,907,891	\$ 514,678	\$ 1,248,305	\$ 10,670,874
MTC -- Blue Ribbon Initiatives***	\$ -	\$ -	\$ -	\$ -
Total	\$ 607,758,921	\$ 33,574,233	\$ 85,000,000	\$ 726,304,628

*Marin Transit will also receive \$2,000,000 in Hardship/Focused Recovery Set-Aside per September 2021 Commission Action.

** \$3,668,000 distributed to Solano County County operators in Phase 1 remains unprogrammed and will be added to Phase 2 programming.

***Alternate near-term revenue sources (likely STA and FTA Formula funds) will be programmed/allocated to provide equivalency for Blue Ribbon initiative funding by operator and in aggregate to the augmented ARP distribution.

Attachment B
Illustration of Blue Ribbon Near-Term Funding Alternatives

		Illustrative Near-Term Alternative Fund Source Options for Blue Ribbon Initiatives			
Operator	\$85M Set-Aside Distribution	STA Population-Based	STA Revenue-Based	TCP/FTA Formula	Total
AC Transit	\$ 6,175,442	\$6,175,442	\$ -	\$0	\$6,175,442
ACE	\$ 335,130	\$0	\$ 335,130	\$0	\$335,130
BART	\$ 30,908,967	\$851,330	\$ 15,028,818	\$15,028,818	\$30,908,967
Caltrain	\$ 3,839,537	\$0	\$ 1,919,769	\$1,919,769	\$3,839,537
CCCTA	\$ 548,920	\$548,920	\$ -	\$0	\$548,920
ECCTA	\$ 178,426	\$178,426	\$ -	\$0	\$178,426
GGBHTD	\$ 5,390,277	\$1,414,009	\$ 1,988,134	\$1,988,134	\$5,390,277
LAVTA	\$ 535,322	\$535,322	\$ -	\$0	\$535,322
Marin Transit	\$ 243,613	\$243,613	\$ -	\$0	\$243,613
NVTA	\$ 216,814	\$216,814	\$ -	\$0	\$216,814
SamTrans	\$ 1,460,519	\$1,460,519	\$ -	\$0	\$1,460,519
SFMTA	\$ 26,921,813	\$3,853,147	\$ 11,534,333	\$11,534,333	\$26,921,813
Solano County Operators	\$ 613,192	\$613,192	\$ -	\$0	\$613,192
Sonoma County Operators	\$ 868,262	\$868,262	\$ -	\$0	\$868,262
TJPA	\$ -	\$ -	\$ -	\$ -	\$0
Union City Transit	\$ 42,344	\$42,344	\$ -	\$0	\$42,344
VTA	\$ 5,202,490	\$5,202,490	\$ -	\$0	\$5,202,490
WCCTA	\$ 270,627	\$270,627	\$ -	\$0	\$270,627
WETA	\$ 1,248,305	\$0	\$ 1,248,305	\$0	\$1,248,305
Total	\$ 85,000,000	\$22,474,456	\$32,054,490	\$30,471,054	\$85,000,001

Note: Alternative fund sources will be programmed to MTC directly for Blue Ribbon initiatives; or to transit operators at MTC's direction to carry out specific initiatives, consistent with prior Commission action of such investment.

Date: July 28, 2021
W.I.: 1512
Referred By: Commission
Revised: 09/22/21-C
10/27/21-C

ABSTRACT

Resolution No. 4481, Revised

This resolution approves the process, establishes the criteria, and programs projects for Federal Transit Administration (FTA) Sections 5307 Urbanized Area Formula and 5311 Rural Area formula funds apportioned to the San Francisco Bay Area pursuant to the American Rescue Plan Act of 2021 (ARP) (H.R. 1319).

This resolution includes the following attachments:

Attachment A – American Rescue Plan Act FTA Formula Funds Program of Projects
Attachment B – Principles for the Distribution of Transit Funding from the American
Rescue Plan Act of 2021 in the San Francisco Bay Area Region
Attachment C – American Rescue Plan Act FTA Formula Funds Programming Policy

This resolution was revised via Commission Action on September 22, 2021 to program Phase 1 amounts to operators in Solano and Sonoma Counties and to program funding out of the Specific Hardships and Focused Recovery Strategies categories.

This resolution was revised via Commission Action on October 27, 2021 to program Phase 2 amounts and to program funding out of the Specific Hardships and Focused Recovery Strategies categories.

Further discussion is contained in the Metropolitan Transportation Commission Summary Sheets dated May 26, 2021 and June 23, 2021, and the Programming and Allocations Committee Summary Sheets dated May 12, 2021, June 9, 2021, July 14, 2021, September 8, 2021, and October 13, 2021.

Date: July 28, 2021
W.I.: 1512
Referred By: Commission

RE: San Francisco Bay Area American Rescue Plan Act FTA Formula Funds Programming and Policy

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4481

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

WHEREAS, MTC is the designated Metropolitan Planning Organization (MPO) for the nine-county Bay Area; and

WHEREAS, the American Rescue Plan Act of 2021 (ARP) (H.R. 1319) has been signed into law in response to the nationwide Coronavirus pandemic, which provides supplemental appropriations for Emergency Transit Operations Assistance through the Federal Transit Administration (FTA) Section 5307 Urbanized Area and Section 5311 Rural Area formula programs; and

WHEREAS, MTC is the designated recipient of the FTA Section 5307 Urbanized Area Formula Program funds for the large urbanized areas of San Francisco-Oakland, San Jose, Concord, Antioch, and Santa Rosa, and has been authorized by the California Department of Transportation (Caltrans) to select projects and recommend funding allocations subject to state approval for the FTA Section 5307 funds for the small urbanized areas of Vallejo, Fairfield, Vacaville, Napa, Livermore, Gilroy-Morgan Hill, and Petaluma in MTC's Federal Transportation Improvement Program and for the Section 5311 funds in non-urbanized areas; and

WHEREAS, the projects to be funded are set forth in the detailed project listings in Attachment A, which are incorporated herein as though set forth at length; and

WHEREAS, this Commission approved Principles and Approach to the Distribution of Transit Funding from the American Rescue Plan Act of 2021 on May 26, 2021, as set forth in Attachment B; and

WHEREAS, the Policy to be used for the distribution of funds is set forth in Attachment C, which is incorporated herein as though set forth at length; now, therefore, be it

RESOLVED, that MTC adopts the American Rescue Plan Act FTA Formula Funds Program of Projects to be funded as set forth in Attachment A; and, be it further

RESOLVED, that MTC approves the American Rescue Plan Act FTA Formula Funds Programming Policy as set forth in Attachment C; and, be it further

RESOLVED, that MTC will use the Policy as set forth in Attachment C to program supplemental FTA Sections 5307 and 5311 formula funds appropriated in the American Rescue Plan Act as provided under statute; and, be it further

RESOLVED, that the Executive Director of MTC, or their designee, is authorized and directed to modify the Program of Projects as listed in Attachment A to meet requirements of FTA; and, be it further

RESOLVED, that the Executive Director of MTC, or their designee, is authorized and directed to forward a copy of this resolution to FTA or other such agencies as may be appropriate.

METROPOLITAN TRANSPORTATION COMMISSION



Alfredo Pedroza, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a duly called and noticed meeting held in San Francisco, California and at other remote locations, on July 28, 2021.

Date: July 28, 2021
W.I.: 1512
Referred by: Commission
Revised: 09/22/21-C
10/27/21-C

Attachment A
Resolution No. 4481
Page 1 of 3

American Rescue Plan Act FTA Formula Funds Program of Projects

Operator Formula, Phase I					
TIP ID	Operator	Project Description	Total FTA Program	FTA Section 5307	FTA Section 5311
		Apportionments	1,676,840,094	1,676,840,094	-
NEW	AC Transit	ARP-eligible Projects	66,101,819	66,101,819	-
NEW	ACE	ARP-eligible Projects	3,587,230	3,587,230	-
NEW	BART	ARP-eligible Projects	330,848,991	330,848,991	-
NEW	Caltrain	ARP-eligible Projects	41,098,334	41,098,334	-
NEW	CCCTA	ARP-eligible Projects	5,875,630	5,875,630	-
NEW	ECCTA	ARP-eligible Projects	1,909,865	1,909,865	-
NEW	GGBHTD	ARP-eligible Projects	57,697,418	57,697,418	-
NEW	LAVTA	ARP-eligible Projects	5,730,074	5,730,074	-
NEW	Marin Transit	ARP-eligible Projects	2,607,631	2,607,631	-
NEW	NVTA	ARP-eligible Projects	2,320,772	2,320,772	-
NEW	SamTrans	ARP-eligible Projects	15,633,362	15,633,362	-
NEW	SFMTA	ARP-eligible Projects	288,170,574	288,170,574	-
	Solano County Operators*				-
NEW	City of Fairfield		1,455,592	1,455,592	
NEW	Solano County Transit		1,440,000	1,440,000	
	<i>Solano Express Set-aside - Operator TBD</i>		3,668,000	3,668,000	
	Sonoma County Operators*				-
NEW	City of Petaluma	ARP-eligible Projects	896,268	896,268	
NEW	City of Santa Rosa	ARP-eligible Projects	2,469,827	2,469,827	
NEW	SMART	ARP-eligible Projects	3,151,221	3,151,221	
NEW	Sonoma County Transit	ARP-eligible Projects	2,776,544	2,776,544	
NEW	Transbay Joint Powers Authority	ARP-eligible Projects	1,800,000	1,800,000	-
NEW	Union City Transit	ARP-eligible Projects	453,251	453,251	-
NEW	VTA	ARP-eligible Projects	55,687,355	55,687,355	-
NEW	WCCTA	ARP-eligible Projects	2,896,784	2,896,784	-
NEW	WETA	ARP-eligible Projects	13,361,837	13,361,837	-
Phase I Subtotal			911,638,379	911,638,379	-
Fund Balance			765,201,715	765,201,715	-

*Final amounts for specific Solano and Sonoma county operators were approved in September. For Phase I of programming, Solano County was programmed \$6,563,592 and Sonoma County was programmed \$9,293,860; operator-specific amounts were finalized in collaboration with the County Transportation Authorities.

Date: July 28, 2021
W.I.: 1512
Referred by: Commission
Revised: 09/22/21-C
10/27/21-C

Attachment A
Resolution No. 4481
Page 2 of 3

Operator Formula, Phase II					
TIP ID	Operator	Project Description	Total FTA Program	FTA Section 5307	FTA Section 5311
		Apportionments	1,676,840,094	1,676,840,094	-
NEW	AC Transit	ARP-eligible Projects	44,067,879	44,067,879	-
NEW	ACE	ARP-eligible Projects	2,391,486	2,391,486	-
NEW	BART	ARP-eligible Projects	220,565,994	220,565,994	-
NEW	Caltrain	ARP-eligible Projects	27,398,890	27,398,890	-
NEW	CCCTA	ARP-eligible Projects	3,917,087	3,917,087	-
NEW	ECCTA	ARP-eligible Projects	1,273,243	1,273,243	-
NEW	GGBHTD	ARP-eligible Projects	38,464,945	38,464,945	-
NEW	LAVTA	ARP-eligible Projects	3,820,049	3,820,049	-
NEW	Marin Transit	ARP-eligible Projects	1,738,420	1,738,420	-
NEW	NVTA	ARP-eligible Projects	1,547,182	1,547,182	-
NEW	SamTrans	ARP-eligible Projects	10,422,241	10,422,241	-
NEW	SFMTA	ARP-eligible Projects	192,113,716	192,113,716	-
NEW	Solano County Operators*	ARP-eligible Projects	4,375,728	4,375,728	-
NEW	City of Fairfield	ARP-eligible Projects	1,147,538	1,147,538	-
NEW	Solano County Transit	ARP-eligible Projects	960,000	960,000	-
NEW	<i>SolanoExpress</i>	ARP-eligible Projects	2,268,190	2,268,190	-
NEW	Sonoma County Operators*	ARP-eligible Projects	6,195,908	6,195,908	-
NEW	City of Petaluma	ARP-eligible Projects	377,331	377,331	-
NEW	City of Santa Rosa	ARP-eligible Projects	1,711,309	1,711,309	-
NEW	SMART	ARP-eligible Projects	2,183,438	2,183,438	-
NEW	Sonoma County Transit	ARP-eligible Projects	1,923,830	1,923,830	-
NEW	Transbay Joint Powers Authority	ARP-eligible Projects	1,200,000	1,200,000	-
NEW	Union City Transit	ARP-eligible Projects	302,168	302,168	-
NEW	VTA	ARP-eligible Projects	37,124,904	37,124,904	-
NEW	WCCTA	ARP-eligible Projects	1,931,190	1,931,190	-
NEW	WETA	ARP-eligible Projects	8,907,891	8,907,891	-
Phase II Subtotal			607,758,921	607,758,921	-

Fund Balance	157,442,794	157,442,794	-
---------------------	--------------------	--------------------	----------

Operator Hardship and Disparities, and Other Focused Recovery Strategies					
TIP ID	Operator	Project Description	Total FTA Program	FTA Section 5307	FTA Section 5311
NEW	VTA	ARP-eligible Projects	30,400,000	30,400,000	-
NEW	Caltrain	ARP-eligible Projects	4,827,573	4,827,573	-
NEW	Marin Transit	ARP-eligible Projects	2,000,000	2,000,000	-
NEW	SFMTA	ARP-eligible Projects	29,328,526	29,328,526	-
NEW	WETA	ARP-eligible Projects	1,286,695	1,286,695	-
NEW	SMART	ARP-eligible Projects	1,621,040	1,621,040	-
NEW	Sonoma County Transit	ARP-eligible Projects	1,428,300	1,428,300	-
NEW	City of Santa Rosa	ARP-eligible Projects	1,270,520	1,270,520	-
NEW	City of Petaluma	ARP-eligible Projects	280,140	280,140	-
Setaside Subtotal			72,442,794	72,442,794	-

Fund Balance	85,000,000	85,000,000	
---------------------	-------------------	-------------------	--

Date: July 28, 2021
W.I.: 1512
Referred by: Commission
Revised: 09/22/21-C
10/27/21-C

Attachment A
Resolution No. 4481
Page 3 of 3

Remaining Set-Aside Funds					
TIP ID	Operator	Project Description	Total FTA Program	FTA Section 5307	FTA Section 5311
NEW	AC Transit	ARP-eligible Projects	6,175,442	6,175,442	-
NEW	ACE	ARP-eligible Projects	335,130	335,130	-
NEW	BART	ARP-eligible Projects	30,908,967	30,908,967	-
NEW	Caltrain	ARP-eligible Projects	3,839,537	3,839,537	-
NEW	CCCTA	ARP-eligible Projects	548,920	548,920	
NEW	ECCTA	ARP-eligible Projects	178,426	178,426	
NEW	GGBHTD	ARP-eligible Projects	5,390,277	5,390,277	
NEW	LAVTA	ARP-eligible Projects	535,322	535,322	
NEW	Marin Transit	ARP-eligible Projects	243,613	243,613	
NEW	NVTA	ARP-eligible Projects	216,814	216,814	
NEW	SamTrans	ARP-eligible Projects	1,460,519	1,460,519	
NEW	SFMTA	ARP-eligible Projects	26,921,813	26,921,813	
NEW	Soltrans	ARP-eligible Projects	613,192	613,192	
NEW	Sonoma County Operators*	ARP-eligible Projects	868,262	868,262	-
NEW	City of Petaluma	ARP-eligible Projects	52,877	52,877	
NEW	City of Santa Rosa	ARP-eligible Projects	239,814	239,814	
NEW	SMART	ARP-eligible Projects	269,595	269,595	
NEW	Sonoma County Transit	ARP-eligible Projects	305,976	305,976	
NEW	Union City Transit	ARP-eligible Projects	42,344	42,344	-
NEW	VTA	ARP-eligible Projects	5,202,490	5,202,490	-
NEW	WCCTA	ARP-eligible Projects	270,627	270,627	-
NEW	WETA	ARP-eligible Projects	1,248,305	1,248,305	-
Setaside Subtotal			85,000,000	85,000,000	-

Note: Alternate near-term revenue sources (likely State Transit Assistance and FTA Formula funds) will be programmed and allocated to provide equivalency for Blue Ribbon initiative funding by operator and in aggregate to the augmented ARP distribution.

Fund Balance	-	-
---------------------	---	---

Date: July 28, 2021
W.I.: 1512
Referred By: Commission

Attachment B
Resolution No. 4481
Page 1 of 2

Principles for the Distribution of Transit Funding from the American Rescue Plan Act of 2021 in the San Francisco Bay Area Region

- 1. Stabilize and Sustain Transit** – Funds should be used to ensure the financial stability of the region’s transit operators.
 - a. Distribute funds to operators with demonstrated financial need, where layoffs or furloughs would be likely without support. Adequate staffing is critical to the region’s ability to restore service. American Rescue Plan (ARP) Act funds were enacted with the intent that agencies preserve jobs to allow for transit service to be restored as demand begins to recover.
 - b. Recognize that there have been uneven revenue impacts, changes in ridership, and changes in expenses. Account for the fact that based on these uneven impacts and changes, some operators have received more federal relief funds from the Coronavirus Aid, Relief, and Economic Security (CARES) Act and the Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA) than their financial need indicates. As articulated through guiding principles and commitments from both CARES and CRRSAA, the distribution of ARP Act funds will seek to place each operator on an equal financial footing to facilitate a sustainable recovery during FY 2021-22.
 - c. In order to support an equitable, adaptable, sustainable, and customer-focused recovery of transit service across the Bay Area, MTC will make multiple allocations of ARP Act funds to transit operators over the course of FY 2021-22 and potentially into FY 2022-23, to assure operators that potential revenue losses due to the impacts of the COVID-19 pandemic do not limit the ability of transit operators to restore service in FY 2021-22. Specifically, operators should take action to swiftly amend budgets to accommodate allocations as they are made available, to address operating adjustments in a timely manner.
- 2. Restore and Reimagine Service** – Funds should be distributed on the condition that operators take measures to restore service to at least match current demand, and to plan to deploy additional service in a way that advances equity and at a level necessary to support increased local and regional transit demand by September 2021. Although there remains uncertainty about financial sustainability in the medium to long term, transit must be there for riders now, or riders will not be there for transit.

- a. ARP Act funds should be used to restore service and deploy operating staff in a manner that significantly reduces pass ups while physical distancing public health orders remain in place and eliminate persistent pass-ups entirely as soon as possible upon changes to physical distancing public health orders. We note that eliminating passenger pass-ups is of paramount importance to the traveling public, transit operators, and MTC. However, until physical distancing public health orders are lifted, the capacity constraints they impose on vehicle use make it nearly impossible to fully eliminate pass-ups in some circumstances.
 - b. Funds should be used to amend service levels to accommodate new ridership patterns, including increased demand for local service and the anticipated return to in-person school/community college/university in August/September 2021, as well as increased regional commute trips that require coordination among operators, as more workers return to workplaces.
 - c. While services levels should increase on aggregate, operators are encouraged to exercise flexibility, nimbleness, and creativity with where and how service is deployed. As ridership patterns and travel behaviors change, transit service must adapt and scale with these changes. Available resources, including ARP Act funds, should be deployed to maximize operators' ability to serve riders. To grow ridership in the long-run, transit must come back stronger and better than before the pandemic.
- 3. Improve Customer Experience** – Funds should be used to promote and sustain transit usage in the region. Transit needs to invest in welcoming riders back, or risk that habits and travel modes adopted during the pandemic will linger long after the public health risk has passed. To better compete with other modes of transportation, transit must be safe, reliable, affordable, and easy to use for riders.
- a. Funds should support the implementation of certain recommendations from the Blue Ribbon Transit Recovery Task Force that will increase value and enhance the experience for customers.
 - b. Funds should be made available to support creative, customer-oriented initiatives that support transit reliability and/or encourage ridership recovery.

Given the continuing fluidity and uncertainty about the economic, financial, and mobility impacts of COVID-19, these principles may be revised to respond to evolving conditions.

Date: July 28, 2021
W.I.: 1512
Referred By: Commission

Attachment C
Resolution No. 4481
Page 1 of 6

**San Francisco Bay Area
American Rescue Plan Act
FTA Formula Funds Programming Policy**

Metropolitan Transportation Commission
Bay Area Metro Center
375 Beale Street, Suite 800
San Francisco, CA 94105

I. About the Policy

- a. **Background:** The American Rescue Plan Act FTA Formula Funds Programming Policy applies to the programming of supplemental Federal Transit Administration Section 5307 Urbanized Area and 5311 Rural Area formula program funds apportioned to the San Francisco Bay Area in FY2020-21, pursuant to the American Rescue Plan Act of 2021 (ARP) (H.R. 1319).

This policy contains the rules for establishing a program of projects for eligible transit operators in the San Francisco Bay Area Region.

On March 11, 2021, the ARP was signed into law, providing supplemental appropriations for emergency transit operations in response to the global COVID-19 pandemic. These supplemental appropriations were provided via existing FTA Section 5307 and 5311 formula programs, and follow many of the same statutory guidelines and requirements. However, the funds are explicitly eligible for use for operating assistance and capital expenses related to transit operator response to the Coronavirus pandemic.

- b. **Goals & Objectives:** The goal of this policy is to ensure that all Bay Area transit operators receive enough relief funding to support meaningful and context-specific restoration of transit service and protect the jobs needed to deliver that service. As each transit operator has a unique revenue mix, each of which has been impacted differently by the economic impacts of the COVID-19 pandemic, the immediate need for additional relief funds varies considerably by agency.

II. The Policy

a. FTA Funds

- i. **Federal Eligibility:** In addition to the typical eligibility for capital and operating projects for the FTA Section 5307 Urbanized Area and FTA Section 5311 Rural Area Formula Programs as described in detail in MTC Resolution Nos. 4036, Revised (5311 Program Policy), and 4444 (Transit Capital Priorities Policy), ARP also makes these funds “*available for the operating expenses of transit agencies to prevent, prepare for, and respond to the coronavirus public health emergency, including, beginning on January 20, 2020—*

- (i) *reimbursement for payroll of public transportation (including payroll and expenses of private providers of public transportation);*
- (ii) *operating costs to maintain service due to lost revenue due as a result of the coronavirus public health emergency, including the purchase of personal protective equipment; and*
- (iii) *paying the administrative leave of operations or contractor personnel due to reductions in service.”*

Further, ARP provides this supplemental funding up to a 100% Federal share. Funds are available for obligation until September 30, 2024, and must be disbursed by

September 30, 2029.

- ii. **Regional Eligibility:** Transit operators are required to submit annual reports to the National Transit Database (NTD). Service factors reported in large urbanized areas partially determine the amounts of FTA Section 5307 funds generated in the region. An operator is eligible to be programmed and apply to FTA for funds only in designated UZAs, as outlined in Table 1 below. Eligibility is based on geographical operations and 2018 self-reported NTD information and may be broader than the UZA eligibility for the Transit Capital Priorities (TCP) Program (MTC Resolution No. 4456) typically used for distribution of FTA formula funds, in which certain operator agreements are recognized. Additionally, MTC is an eligible recipient in each UZA in the region.

Table 1. Urbanized Area Eligibility

Urbanized Area	Eligible Transit Operators[†]
San Francisco-Oakland	Alameda-Contra Costa Transit District (AC Transit), Altamont Corridor Express (ACE)*, San Francisco Bay Area Rapid Transit District (BART), Peninsula Corridor Joint Powers Board (Caltrain), Fairfield and Suisun Transit (FAST)*, Golden Gate Bridge, Highway & Transportation District (GGBHTD), Marin County Transit District (Marin Transit)*, MTC, Napa Valley Transportation Authority (NVTA), San Francisco Municipal Transportation Authority (SFMTA), San Mateo County Transit District (SamTrans), Santa Clara Valley Transportation Authority (VTA), Solano County Transit (SolTrans)*, Sonoma-Marin Area Rail Transit (SMART)*, Transbay Joint Powers Authority (TJPA), City of Union City (Union City Transit)*, Water Emergency Transportation Authority (WETA)*, Western Contra Costa Transit Authority (WestCAT)*
San Jose	AC Transit, ACE*, Caltrain, MTC, VTA
Concord	ACE*, BART, Central Contra Costa Transit Authority (CCCTA)*, Eastern Contra Costa Transit Authority (ECCTA/Tri Delta Transit)*, Livermore-Amador Valley Transit Authority (LAVTA)*, MTC, SolTrans*
Antioch	BART, ECCTA/Tri Delta Transit*, MTC
Santa Rosa	GGBHTD, MTC, Santa Rosa CityBus*, SMART*, Sonoma County Transit*
Vallejo	FAST*, MTC, SolTrans*, WETA*
Fairfield	FAST*, MTC, SolTrans*
Vacaville	City of Vacaville (CityCoach)*, FAST*, MTC
Napa	MTC, NVTA/Vine*
Livermore	ACE*, LAVTA*, MTC
Gilroy-Morgan Hill	Caltrain, MTC, VTA
Petaluma	GGBHTD, City of Petaluma*, MTC, SMART*, Sonoma County Transit*

[†] Eligibility based on 2019 NTD Report Data

*Small Operator

The FTA Section 5311 Rural Area formula program provides funds to transit

operators for service in non-urbanized and rural areas. Operator eligibility is determined by non-urbanized service as provided in the 2012 Regional Transit Database, as explained in MTC Resolution No. 4036, and as self-reported in 2019 NTD reporting. Operators eligible to receive Rural Area formula program funds, based on their provision of rural and non-urbanized area service are as follows:

Caltrain	FAST	SamTrans
City of Dixon	LAVTA	SolTrans
City of Rio Vista	Marin Transit	Sonoma County Transit
ECCTA/Tri Delta Transit	NVTA/Vine	VTA

Per the State Management Plan for Federal Transit Funds, Caltrans makes final determination of project eligibility for Section 5311 Rural Area Formula funds.

b. Funding Distribution Methodology

- i. Regional Programming Approach: The Regional Programming Approach, as described below, is designed to prioritize funds to operators based on needs as well as to provide incentive to restore service and to invest in longer term pandemic recovery strategies. The approach assumes a regional programming perspective and constrains regional demands to the amount of funds available to the region, prior to programming funds to project. It then assigns funds from urbanized areas in the following order:
 1. Fund calculated shares for operators that are restricted to receiving funds in one UZA (e.g., SFMTA, WestCAT, etc.).
 2. Fund balance of operator shares among multiple UZAs, as eligibility allows, with the objective of fully funding needs (as defined in III.a., below) due to the Coronavirus to the maximum extent possible.
 3. Reduce operator funding proportionately in UZAs where needs exceed available funding.
 4. If, after Future Phase(s) funds are programmed to address intended purposes (further described in III.a.2. below), any remaining funds will be programmed for eligible recipients per the TCP Policy (MTC Resolution No. 4444), but using the UZA eligibility outlined in Table 1 to maintain maximum flexibility with these funds.
- ii. Phased Distribution of Funds: Funds will be distributed in at least two Phases:
 1. Phase 1: A first phase will be distributed as detailed in Attachment A to this resolution using the methodology described in III.a.i., below.
 2. Subsequent phase(s): The remaining funding from the region's apportionment will be assigned to operators following a process to be determined in consultation with regional partners and adopted by the Commission. The methodology for future phases is described in III.a.ii., below.

III. The Process

- a. The distribution of funds in Phase 1 and any subsequent phase(s) may utilize separate methodologies in order to balance the impacts of the Coronavirus pandemic on the various operators in the region, provide incentive to restore a meaningful level of service, and fund targeted recovery strategies and initiatives to improve transit service and ridership in the region.
 - i. Phase 1 Methodology*
 1. Funding needed for each operator to back-fill forecasted revenue losses for Fiscal Year (FY) 2021-2022, was calculated as 65% of the average estimated monthly revenue loss from March 2020 through June 2021 multiplied by 12 months.
 2. Incentive funding for each operator to be used to resume a meaningful level of pre-COVID service levels, was calculated as 95% of the difference in FY 2019 and FY2021 revenue vehicle hours (RVH), multiplied by the agencywide cost per RVH, capped at \$461/revenue vehicle hour.
 3. The total amounts calculated in numbers 1 and 2 above were summed for each operator.
 4. The difference between prior COVID relief received and actual/estimated revenue losses between March 2020 and June 2021 was deducted from the total amount calculated in number 3 above. This calculation did not include COVID relief funding operators received through the CARES Act "Equity Adjustment."
 5. A "floor" equivalent to 15% of an operator's reported FY 2018-19 operating cost was substituted for operators where that amount was greater than the total calculated using the methodology described in numbers 1 through 4 above.
 6. Total shares for operators in Solano and Sonoma counties were grouped to allow operators and County Transportation Agencies in those counties to collaboratively identify funding amounts per operator that best align with on-going coordination and integration efforts.
 7. The total shares calculated using the methodology described above was multiplied by 60% to determine the funding amounts for Phase 1.
 8. An amount was set aside to implement Blue Ribbon Transit Recovery Task Force initiatives and to respond to hardships or disparities and specific recovery strategies.

**Note: The total share determined for the Transbay Joint Powers Authority is based on a review of that agency's COVID-19 related financial impacts, and not the methodology described above.*

- ii. Subsequent Phase(s) Methodology:

1. Funds remaining to be programmed for transit agency operating assistance in Phase 2 were distributed in accordance with the total shares calculated for operators in Phase 1.

2. A total of \$72,442,794 was distributed to various operators from funds that had been set aside for specific hardships and specific recovery strategies.
 3. The remaining balance of funds set-aside for the implementation of Blue Ribbon Transit Recovery Task Force initiatives was distributed to operators using the methodology developed to distribute Phase 1 operating assistance funds. The distribution of set-aside funds for transit operations was done to best position Bay Area transit agencies to compete for additional FTA discretionary financial assistance that is available through ARP. Alternate near-term revenue sources (likely State Transit Assistance and FTA Formula funds) will be programmed and allocated to provide equivalency for Blue Ribbon initiative funding by operator and in aggregate to the augmented ARP distribution.
- iii. Funding: Once operator funding targets are determined by the methodology outlined above, the Phase 1 and subsequent phase(s) targets will be funded using the Regional Programming Model described in II.b.i, above.
- b. Annual Programming in the TIP: MTC, in cooperation with the state and eligible transit operators, is required to develop a Transportation Improvement Program (TIP) for the MTC Region. The TIP is a four-year programming document, listing federally-funded transportation projects, projects requiring a federal action, and projects deemed regionally significant. TCP programming in each year of the TIP will be financially constrained to the estimated apportionment level. Programming adjustments in the TIP will be done in consultation with eligible transit operators in the MTC region.
- ARP waives the typical requirement for TIP inclusion for the supplemental apportionments included in the Act used for operating assistance or to pay for capital expenses for emergency relief do not need to be included in the TIP/STIP unless the projects are for substantial functional, locational, or capacity changes. [23 CFR §§ 450.326(e)(5), 450.218(g)(5)]. Over time, MTC will work to incorporate all such funding from ARP into the TIP for fund monitoring purposes. However, inclusion in the TIP is not a precondition for receiving these funds.
- c. Process for Programming Revisions & Amendments: The attachments to this resolution will be revised at a later date to include Future Phase funding amounts for operators and to include more detail on the FTA Section 5311 process, as needed, once provided by Caltrans. MTC will consider revisions to an operator's programming as requested.
- d. Grant Applications:
- i. FTA Section 5307 Programs: Each operator is expected to complete their own Federal grant application using FTA's Transit Award Management System (TrAMS). MTC staff will review grant applications and submit concurrence letters or other required materials to FTA on behalf of project sponsors as needed.
 - ii. FTA Section 5311 Program: Operators are responsible for working with Caltrans, the designated recipient and grantee for the Section 5311 program, to respond to

calls for projects and submit required materials to access these funds. MTC will assist with the Regional Agency/Transportation Planning Agency (TPA) Certifications and Assurances and any other documentation, as needed.



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 21-1444 **Version:** 1 **Name:**

Type: Report **Status:** Informational

File created: 10/21/2021 **In control:** Metropolitan Transportation Commission

On agenda: 10/27/2021 **Final action:**

Title: Public Comment

Sponsors:

Indexes:

Code sections:

Attachments: [14 - Public Comment - Singh.pdf](#)

Date	Ver.	Action By	Action	Result
------	------	-----------	--------	--------

Subject:
Public Comment

Ramanpreet Singh



Greetings MTC Commissioners and staff,

My Name is Ramanpreet Singh and I am a long-time resident of the bay area, residing in Union City. I am 20 years old and currently finishing up my studies at Ohlone Community College in Fremont, California, and then transferring out to a four-year university to obtain my bachelor's in Political Science and International Relations.

I am also currently interning for Senator Bob Wieckowski of the 10th Senate District and Senator Josh Becker of the 13th Senate District which covers areas such as Palo Alto and San Mateo and this requires me to pass through the San Mateo bridge at times but I also started working for the Golden State Warriors as I am pursuing a career in Government and International Relations but also as a former athlete I am following my passion of pursuing my career in sports.

I came to the U.S. at the age of 8 with a single mother and I wasn't fed with a silver spoon and never took anything for granted. I am aware that I need to work twice as hard compared to some who may have a support system to fall back on. Since graduated high school I have been completely supporting myself and I have even saved up to buy a car and now I am just doing my best to set myself for the future. But here in the Bay Area that is not easy as it is slowly becoming one of the most expensive areas in California and I would not be surprised if one day it is one of the most expensive cities in the U.S. but regardless of the cost, this is definitely an area of opportunity.

My reason for writing this letter is that I wanted to implement something of a program or a Plan similar to fast track. Which is eligible for low-income residents or university students who are going to school and working and they will be eligible to be offered this "pass" which allows them to avoid paying toll fee.

I would greatly work with other representatives to improve this plan but I hope that this is taken into serious consideration as many just like me are struggle to make ends meet and even saving that 6 dollar fee can go a long way.

Sincerely,

Ramanpreet Singh