

**Metropolitan Transportation Commission
Programming and Allocations Committee**

April 12, 2023

Agenda Item 2d - 23-0041

MTC Resolution Nos. 4523, Revised, and 4524, Revised

Subject:

Allocation of \$22.8 million in FY 2022-23 Transportation Development Act (TDA) and State Transit Assistance (STA) funds to three operators to support transit operations and capital projects in the region.

Background:

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

The proposed allocation amounts are based on the programming levels identified in the FY 2022-23 Fund Estimate (MTC Resolution No. 4504, Revised). The proposed allocations are summarized in the following table:

Allocation Amounts by Entity¹ (amounts in millions)

Entity	TDA (Res. 4523)	STA (Res. 4524)	Grand Total
Union City	\$6.6		\$6.6
BART		\$16.2	\$16.2
SFMTA		\$1.6	\$1.6
Grand Total	\$6.6	\$17.8	\$24.4

Note that amounts may not sum due to rounding

¹ Includes all allocations to be approved in the resolutions listed above, the details of which are provided in Attachment A of the respective resolution, including allocations for transit capital or planning and administration. These amounts do not include allocations approved by Executive Director's Delegated Authority as allowed by MTC Resolution No. 3620, Revised.

Information regarding the FY 2022-23 operating budgets and current and future operations for Union City Transit and BART that are receiving allocations for the first time this fiscal year is provided in Attachment.

Issues:

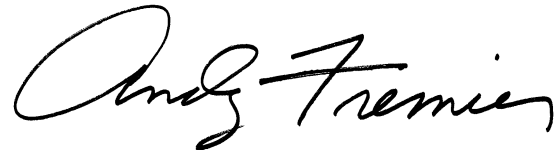
None identified.

Recommendations:

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

Attachments:

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



Andrew B. Fremier

Attachment A - Transit Operator Budget Summary

Bay Area Rapid Transit

Adopted Operating Budget	\$1.02 Billion
Increase in Budget compared to FY2021-22	0.05%
Projected Ridership (Est. FY2022-23 as a percentage of FY18-19 actual)	34%
Total Proposed FY2022-23 Operating Allocation	\$24.95 Million
Proportion of Operating Budget Funded with Allocations	2%
Estimated Covid Relief Funding at the end of FY2022-23	\$314 Million

Budget and Operating Highlights

Bay Area Rapid Transit (BART) is primarily a traction power, protected right-of-way commuter rail system that spans over 131 miles of double track and 50 stations. BART serves Alameda, Contra Costa, San Francisco, San Mateo, and Santa Clara counties. BART serves high-frequency urban markets as well as a lower-frequency suburban markets.

Prior to the Covid-19 pandemic, fares funded most of BART’s operations. In FY19, fare revenue and parking fees provided \$520M in revenue or 76% of operating expense. As transit ridership recovers gradually across the Bay Area, BART's budget assumes fare revenue and parking fees will amount to \$236M (37% of operating expense) in FY23.

BART's adopted operating budget for FY23 is \$1.02 billion. As part of the FY23-24 budget process, BART adopted its first two-year budget. By moving to this best practice, BART will plan costs over a longer time horizon, allowing for greater transparency and more thoughtful fiscal planning. FY24 forecasts show ridership beginning at 37% and ending at around 59% of pre-pandemic levels. BART estimates that budget shortfalls will be filled with federal funds until some point in FY25, when BART must draw from still unidentified additional revenue sources or face significant budget cuts.

To attract more riders, BART is enhancing evening service between Oakland and San Francisco, installing new escalators in downtown San Francisco stations, installing new fare gates, and adding Fleet of the Future trains into service in 2023. Procurement of new rail cars, expanding the new rail car fleet from 669 to 775, comprises 30% of FY23 capital funding. Other future

major capital expenditures include the Core Capacity Program, BART Silicon Valley Phase II, Transbay Tube retrofitting, and Link21.

Union City

Adopted Operating Budget	\$7.9 Million
Increase in Budget compared to FY2021-22	20.6%
Projected Ridership (Est. FY2022-23 as a percentage of FY18-19 actual)	70%
Total Proposed FY2022-23 Operating Allocation	\$5.1 Million
Proportion of Operating Budget Funded with Allocations	65%
Estimated Covid Relief Funding at the end of FY2022-23	\$675,867

Budget and Operating Highlights

Union City Transit operates five (5) fixed route services seven (7) days a week, complementary ADA service with the same schedule, and Union City FLEA (Flexible, Local, Easy, Access) microtransit service. The services operate within the 18.4 square miles of Union City, and paratransit primarily serves the 8.4 square miles of developed land. Fixed route service is adjusted in coordination with the BART timetable. Union City Paratransit service also includes an expanded service area for ADA Paratransit riders to select portions of Fremont, Hayward, and Newark, group trips for organized senior and disabled groups, and one-time medical trips while awaiting certification. All services are contracted to MV Transportation, a third-party contractor.

Union City Transit relies primarily on TDA and STA funding as well as the Alameda County Transportation Commission voter-approved half-cent sales tax Measure BB for operations funding. Remaining federal COVID-19 relief funds are all being reserved to support increased costs of the new contract with MV Transportation following competitive procurement. Like all operators, Union City Transit suffered ridership loss during the pandemic and temporarily suspended or reduced service, but ridership is steadily increasing. A primary source of the increase in ridership in CY2022 can be attributed to the return of students to a daily in class schedule. Union City Transit does not expect ridership to recover to pre-pandemic levels in the next two to three years. Union City Transit's budget increase of 20% reflects an increase in paratransit service, labor costs, fuel, and inflation. The paratransit fleet is increasing to provide the same capacity without putting unrelated clients in the same vehicle in response to the COVID-19 pandemic and to incorporate other paratransit services.

In August 2022, Union City Transit was awarded a Section 5339(c) Low or No Emission discretionary grant to fund procurement of 14 battery electric buses, which are anticipated to begin delivery in the third calendar quarter of 2024.

In March 2023, Union City Transit will award a new operations and maintenance contract to MV Transportation that will expire on December 21, 20227 after all options have been exercised.

Date: June 22, 2022
W.I.: 1514
Referred by: PAC
Revised: 07/27/22-C 09/28/22-C
10/26/22-C 11/16/22-C
03/22/23-C 04/26/23-C

ABSTRACT

Resolution No. 4523, Revised

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

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

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

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

On October 26, 2022, Attachment A was revised to allocate funds to Fairfield, Santa Rosa, Vacaville, and Western Contra Costa Transit Authority (WestCAT).

On November 23, 2022, Attachment A was revised to allocate funds to San Francisco Municipal Transportation Agency (SFMTA), Fairfield and Suisun Transit (FAST), and Solano County Transit (SolTrans).

On March 22, 2023, Attachment A was revised to allocate funds to Livermore Amador Valley Transit Authority (LAVTA), and Western Contra Costa Transit Authority (WestCAT).

On April 26, 2023, Attachment A was revised to allocate funds to Union City.

Discussion of the allocations made under this resolution is contained in the MTC Programming and Allocations Committee Summary Sheets dated June 8, 2022, July 13, 2022, September 14, 2022, October 12, 2022, November 9, 2022, March, 8, 2023, and April 12, 2023.

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

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

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4523

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

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

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

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

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

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

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

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

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

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

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION

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

Alfredo Pedroza, Chair

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

Date: June 22, 2022

Referred by: PAC

Revised: 07/27/22-C 09/28/22-C
10/26/22-C 11/16/22-C
12/21/22-C 03/22/23-C
04/26/23-C

Attachment A

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

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

Claimant	Project Description	Allocation Amount	Alloc. Code	Approval Date	Apportionment Area
5801 - PUC 99233.7, 99275 Community Transit Service - Operations					
VTA	Paratransit Operations	6,880,509	01	06/22/22	Santa Clara County
AC Transit	Paratransit Operations	5,109,152	02	06/22/22	AC Transit - Alameda
CCCTA	Paratransit Operations	1,332,243	13	07/27/22	CCCTA
SamTrans	Paratransit Operations	2,790,948	19	09/28/22	San Mateo County
VTA	Paratransit Operations	2,190,279	01	12/21/22	Santa Clara County
	Subtotal	18,303,131			
5802 - PUC 99260A Transit - Operations					
VTA	Transit Operations	130,729,623	03	06/22/22	VTA
NVTA	Transit Operations	5,075,466	04	06/22/22	NVTA
AC Transit	Transit Operations	67,976,124	05	06/22/22	AC Transit - Alameda D1
AC Transit	Transit Operations	18,280,448	06	06/22/22	AC Transit - Alameda D2
					AC Transit - Contra
AC Transit	Transit Operations	10,774,214	07	06/22/22	Costa D1
LAVTA	Transit Operations	10,610,799	08	06/22/22	LAVTA
Sonoma County					
Transit	Transit Operations	5,905,289	14	07/27/22	Sonoma County
CCCTA	Transit Operations	19,694,537	15	07/27/22	CCCTA
ECCTA	Transit Operations	16,147,136	20	09/28/22	ECCTA
GGBHTD	Transit Operations	8,867,685	21	09/28/22	GGBHTD - Marin
SamTrans	Transit Operations	53,028,002	22	09/28/22	SamTrans

Marin Transit	Transit Operations	11,411,858	23	09/28/22	Marin Transit
GGBHTD	Transit Operations	8,356,950	24	09/28/22	GGBHTD - Sonoma
SolTrans	Transit Operations	5,175,600	25	09/28/22	Vallejo/Benicia
WestCAT	Transit Operations	3,097,852	28	10/26/22	WCCTA
WestCAT	Transit Operations	1,246,913	29	10/26/22	WCCTA
Santa Rosa	Transit Operations	4,692,700	30	10/26/22	Santa Rosa
Vacaville	Transit Operations	2,027,370	31	10/26/22	Vacaville
SolTrans	Transit Operations	1,072,759	25	11/16/22	Vallejo/Benicia
Fairfield	Transit Operations	3,420,336	33	11/16/22	Fairfield
SFMTA	Transit Operations	42,265,150	34	11/16/22	SFMTA
SFMTA	Transit Operations	2,224,196	35	11/16/22	San Francisco County
VTA	Transit Operations	134,137,919	03	12/21/22	Santa Clara County
LAVTA	Transit Operations	59,469	37	03/22/23	BART - Alameda
WestCAT	Transit Operations	147,931	38	03/22/23	BART - Contra Costa
Union City	Transit Operations	3,789,969	39	04/26/23	Union City
		Subtotal	570,216,295		
5803 - PUC 99260A Transit - Capital					
LAVTA	Transit Capital	5,988,747	09	06/22/22	LAVTA
NVTA	Transit Capital	1,000,000	10	06/22/22	NVTA
Sonoma County					
Transit	Transit Capital	4,890,666	16	07/27/22	Sonoma County
CCCTA	Transit Capital	9,968,877	17	07/27/22	CCCTA
ECCTA	Transit Capital	1,200,000	26	09/28/22	ECCTA
SolTrans	Transit Capital	3,862,652	27	09/28/22	Vallejo/Benicia
Vacaville	Transit Capital	7,485,000	32	10/26/22	Vacaville
SolTrans	Transit Capital	4,161,671	27	11/16/22	Vallejo/Benicia
Union City	Capital	2,841,624	40	04/26/23	Union City
		Subtotal	42,976,645		
5807 - PUC 99400C Transit - Operations					
NVTA	Transit Operations	1,219,490	11	06/22/22	NVTA
Sonoma County					
Transit	Transit Operations	2,583,792	18	07/27/22	Sonoma County
Fairfield	Transit Operations	1,255,836	36	11/16/22	Fairfield
		Subtotal	5,059,118		
5812 - PUC 99400D Planning and Administration - Operations					
NVTA	Planning & Administration	3,362,200	12	06/22/22	NVTA
		Subtotal	3,362,200		
		Total	639,917,389		

Date: June 22, 2022
Referred by: PAC
Revised: 11/16/22-C

Attachment B
Resolution No. 4523
Page 1 of 3

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

FINDINGS

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

Transportation Development Act Article 4 Funds

Public Utilities Code § 99268 et seq.

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

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

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

Transportation Development Act Article 4.5 Funds

Public Utilities Code § 99275

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

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

5. That each claimant is in compliance with Public Utilities Code §§ 99155 and 99155.5, regarding user identification cards.
6. That in San Francisco County, the Article 4.5 funds can be used to better advantage for Article 4 purposes.

Transportation Development Act Article 8 Transit Funds

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

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

Date: June 22, 2022
W.I.: 1514
Referred by: PAC
Revised: 09/28/22-C 12/21/22-C
10/26/22-C 03/22/23-C
11/16/22-C 04/26/23-C
11/16/22-C

ABSTRACT

Resolution No. 4524, Revised

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

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

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

On October 26, 2022 to allocate funds to Central Contra Costa Transit Authority (CCCTA), Marin Transit, Santa Rosa Sonoma County Transit, and Western Contra Costa Transit Authority (WestCAT).

On November 16, 2022 to allocate funds to San Francisco Municipal Transportation Agency (SFMTA).

On March 22, 2023, Attachment A was revised to allocate funds to Central Contra Costa Transit Authority (CCCTA), Livermore Amador Valley Transit Authority (LAVTA), Eastern Contra Costa Transit Authority (ECCTA or Tri Delta Transit), and Western Contra Costa Transit Authority (WestCAT).

On April 12, 2023, Attachment A was revised to allocate funds to Bay Area Rapid Transit (BART) and San Francisco Municipal Transportation Agency (SFMTA).

Discussion of the allocations made under this resolution is contained in the MTC Programming and Allocations Committee Summary Sheets dated June 8, 2022, September 14, 2022, October 12, 2022, November 9, 2022, December 14, 2022, March 8, 2023, and April 12, 2023.

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

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

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4524

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION



Alfredo Pedroza, Chair

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

Date: June 22, 2022

Referred by: PAC

Revised: 09/28/22-C 10/26/22-C
11/16/22-C 12/21/22-C
03/22/23-C 04/26/23-C

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

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

Claimant	Project Description	Allocation Amount	Alloc. Code	Approval Date	Apportionment Area
5820 - CCR 6730A Operations - Population-based County Block Grant					
LAVTA	Transit Operations	1,377,503	01	06/22/22	LAVTA
ECCTA	Transit Operations	3,172,715	07	09/28/22	Tri-Delta Transit
Sonoma County					Sonoma County
Transit	Transit Operations	4,024,590	14	10/26/22	Transit
CCCTA	Transit Operations	4,706,026	15	10/26/22	County Connection
Marin Transit	Transit Operations	1,452,985	16	10/26/22	Marin Transit
Santa Rosa	Transit Operations	2,679,663	17	10/26/22	Santa Rosa CityBus
Solano TA	Planning & Administration	2,139,859	24	12/21/22	Solano County
	Subtotal	19,553,341			
5820 - CCR 6730A Operations - Population-based MTC Coordination					
MTC	Clipper START Administratic	3,000,000	02	06/22/22	Means-Based Transit Fare Program
MTC	Clipper Operations	9,000,000	03	06/22/22	MTC
MTC	Clipper	256,000	03	09/28/22	MTC
SamTrans	Transit Operations	8,000,000	08	09/28/22	MTC
	Subtotal	20,256,000			
5820 - CCR 6730A Operations - Population-based TAP					
BART	Clipper BayPass	1,089,451	18	10/26/22	TAP
	Subtotal	1,089,451			

5820 - CCR 6730A Operations - Revenue-based

VTA	Transit Operations	28,362,250	04	06/22/22	VTA
AC Transit	Transit Operations	29,636,318	05	06/22/22	AC Transit
ECCTA	Transit Operations	1,404,496	09	09/28/22	BART
SamTrans	Transit Operations	9,095,193	10	09/28/22	SamTrans
Marin Transit	Transit Operations	1,500,000	11	09/28/22	Marin Transit
GGBHTD	Transit Operations	4,559,143	12	09/28/22	GGBHTD
SamTrans	Transit Operations	11,288,161	19	10/26/22	Caltrain
WestCAT	Transit Operations	1,246,913	20	10/26/22	BART
SFMTA	Transit Operations	79,226,981	23	11/16/22	SFMTA
VTA	Transit Operations	38,446,007	04	12/21/22	VTA
ECCTA	Transit Operations	983,146	09	03/22/23	BART
WestCAT	Transit Operations	1,246,913	20	03/22/23	BART
CCCTA	Transit Operations	302,411	25	03/22/23	BART
LAVTA	Transit Operations	193,006	26	03/22/23	BART
BART	Transit Operations	16,195,637	27	04/26/23	BART
Subtotal		223,686,575			

5821 - CCR 6730B Capital - Population-based TAP

MTC	Clipper Paratransit Integration	1,100,000	21	10/26/22	TAP
MTC	Clipper Paratransit Integration	900,000	21	03/22/23	TAP
Subtotal		2,000,000			

5821 - CCR 6730B Capital - Revenue-based

SamTrans	Transit Capital	1,541,284	13	09/28/22	SamTrans
SamTrans	Transit Capital	1,741,878	22	10/26/22	Caltrain
Subtotal		3,283,162			

5822 - CCR 6731C Paratransit - Operations - Population-based County Block Grant

VTA	Paratransit Operations	1,870,260	06	06/22/22	Santa Clara County
SFMTA	Paratransit Operations	1,659,985	28	04/26/23	SFMTA
Subtotal		3,530,245			

Total 273,398,774

Date: June 22, 2022
Referred by: PAC

Attachment B
Resolution No. 4524
Page 1 of 2

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

FINDINGS

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

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

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

Notes:

The following requirements are suspended for FY 2022-23:

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