

**Metropolitan Transportation Commission
Programming and Allocations Committee**

May 10, 2023

Agenda Item 2g - 23-0550

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

Subject:

Allocation of \$8.1 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
Petaluma	\$1.6	\$1.1	\$2.7
SMART		\$2.3	\$2.3
VTA		\$3.1	\$3.1
Grand Total	\$1.6	\$6.5.	\$8.1

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 Petaluma Transit and SMART, the operators that are receiving allocations for the first time this fiscal year, is provided in Attachment A.

Issues:

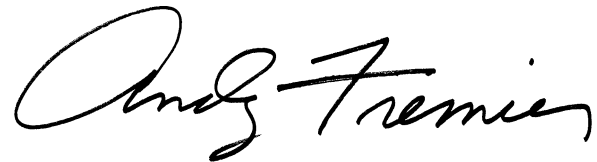
None identified.

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

Petaluma Transit

Adopted Operating Budget	\$ 4.3 million
Increase in Budget compared to FY2021-22	6%
Projected Ridership (Estimated FY2022-23 as a percentage of FY2018-19 actual)	74%
Total Proposed FY2022-23 Operating Allocation	\$2.8 million
Proportion of Operating Budget Funded with Allocations	64%
Estimated Covid Relief Funding at the End of FY2022-23	\$ -

Budget and Operating Highlights

Petaluma Transit provides fixed-route and paratransit bus service for the city of Petaluma. Fixed-route service is comprised of six alignments supported by a fleet of 14 low-floor transit motorbuses. On- demand paratransit service is supported by a fleet of 11 cut-a-way buses. Petaluma Transit serves a market of suburban citywide travel, and coordinates with regional services provided by Golden Gate Transit, Santa Rosa City Bus, Sonoma County Transportation Authority (SCTA), and Sonoma Marin Area Rail Transit (SMART). The service area covers the 14 square miles that make up the city limits of Petaluma. Of the 136 Petaluma Transit bus stops, over 50% are shared with the aforementioned operators, promoting greater regional connectivity. Aside from service adjustments to accommodate student riders returning to the classroom, no major service changes were made nor are anticipated for FY2022-23. All services are contracted to MV Transportation, a third-party contractor.

Petaluma Transit's projected ridership recovery is strong in the region at 74% of pre-Covid ridership in FY2022-23. TDA and STA funds make up a large portion of operating revenue at over 60%. Another significant source of revenue is the Measure M ¼ cent sales tax which contributes over 10% of operating revenue. Overall, the operating budget has increased by 6% due to cost escalation and inflationary impacts. As a result, Petaluma Transit will continue to explore cost-efficiency measures to reduce operations costs for the remainder of FY2022-23.

New developments in service include the K-12 Free Fare Program. In October 2022, Petaluma Transit in conjunction with SCTA was awarded funding through the Sonoma County Climate Resiliency Fund to provide free transit to K-12 grade students. This program will run for a two-year period starting July 1, 2023. Additionally, the procurement of electric buses began this year

using TDA capital and LCTOP funds to replace two fixed-route diesel motorbuses with zero-emission battery electric buses. TDA capital funds will also be used to support the replacement of two paratransit vans with new cut-a-way gas vans.

Sonoma-Marin Area Rail Transit (SMART)

Adopted Operating Budget	\$23.9 million
Increase in Budget compares to FY2021-22	6%
Projected Ridership (Estimated FY2022-23 as a percentage of FY2018-19 actual)	83%
Total Proposed FY2022-23 Operating Allocation	\$2.83 million
Proportion of Operating Budget Funded with Allocations	12%
Estimated Covid Relief Funding at the End of FY2022-23	\$ -

Budget and Operating Highlights

Sonoma-Marin Area Rail Transit District (SMART) is a two-way passenger and freight rail system that services both Marin and Sonoma County. SMART serves a market of suburban, local, and inter-county travel as well as providing connection to ferry service at Larkspur Station which is within walking distance of the Larkspur Ferry terminal. The service is comprised of 45 miles of rail and 12 passenger stations beginning at the Sonoma County Airport and ending in Larkspur. Plans for service extension north are underway with a new station in Windsor that is under construction, with an estimated opening year of 2025. Running parallel with its right-of-way, SMART and partner agencies have constructed 25 miles of class 1 pathway, with another 14 miles fully funded for construction. The pathway connects to 10 of SMART’s rail stations providing first and last miles access to the rail system. SMART has installed automated counters at 9 locations on the SMART pathway which showed 65,000 pathway users in the first month of opening.

SMART has strong projected ridership recovery for the region at 83% of pre-COVID-19 ridership by FY2022-23. Fare revenue and STA funding make up a small portion of total revenue at 3% and 3.5%, respectively. A significant portion of revenue comes from Measure Q which is a sales and use tax of one quarter of a percent (¼ cent), making up roughly 60% of estimated revenue for the service. In March of 2022 SMART began operating freight services and

anticipates an estimated \$5.5 million in revenue generation from this service. Overall, SMART's budget has decreased by 2%.

SMART has planned for new passenger service to the town of Windsor, three miles north of the current service area, starting in 2025.. SMART intends to facilitate ridership growth by adding on-demand service at the end of line station in Sonoma County, as well as possibly adding additional evening service on Fridays and Saturdays.

SMART has encountered numerous challenges since it started operation in late 2017, including forest fires, the COVID-19 pandemic, and uncertainty over extension of the Measure Q sales tax which will expire in FY2028-29. Despite these challenges, SMART has been experiencing high ridership recovery and a strong rebound of Measure Q sales tax revenues.

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
05/24/23-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.

On May 24, 2023, Attachment A was revised to allocate funds to Petaluma Transit.

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, April 12, 2023, and May 10, 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 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 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	05/24/23-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	Note
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	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	(12,613,592)	01	12/21/22	Santa Clara County	
	Subtotal	3,499,260				
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	Transit Operations	10,774,214	07	06/22/22	AC Transit - Contra Costa D1	
LAVTA	Transit Operations	10,610,799	08	06/22/22	LAVTA	
Sonoma County	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	MTC finds that these Article 4.5 funds can be used to better advantage for Article 4 purposes.
SFMTA	Transit Operations	2,224,196	35	11/16/22	San Francisco County	
VTA	Transit Operations	134,069,291	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	
Petaluma	Transit Operations	1,616,458	43	05/24/23	Petaluma	
Subtotal		571,764,125				
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	5,046,153	27	11/16/22	Vallejo/Benicia	
Union City	Capital	2,841,624	40	04/26/23	Union City	
Subtotal		42,283,719				
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		625,968,422				

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 03/22/23-C
10/26/22-C 04/26/23-C
11/16/22-C 05/24/23-C
12/21/22-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, Attachment A was revised 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, Attachment A was revised to allocate funds to San Francisco Municipal Transportation Agency (SFMTA).

On December 21, 2022, Attachment A was revised to allocate funds to Solano Transit Authority (STA) and Santa Clara Valley Transportation Authority (VTA).

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 26, 2023, Attachment A was revised to allocate funds to Bay Area Rapid Transit (BART) and San Francisco Municipal Transportation Agency (SFMTA).

On May 10, 2023 Attachment A was revised to allocate funds to Sonoma-Marin Area Rail Transit, and Santa Clara Valley Transit Authority (VTA).

ABSTRACT

MTC Resolution No. 4524, Revised

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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, April 12, 2023, May 10, 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
05/24/23-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	Note
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						
					Means-Based Transit	
MTC	Clipper START Administratic	3,000,000	02	06/22/22	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	38,510,243	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
SMART	Transit Operations	2,291,573	29	05/24/23	SMART
Petaluma	Transit Operations	1,110,910	31	05/24/23	Petaluma Transit
Subtotal		227,153,294			

5821 - CCR 6730B Capital - Population-based Lifeline

VTA	ADA Transition Plan Project	3,038,505	30	05/24/23	Santa Clara
Subtotal		3,038,505			

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
VTA	Paratransit Operations	3,953,168	06	12/21/22	Santa Clara County
SFMTA	Paratransit Operations	1,659,985	28	04/26/23	SFMTA
Subtotal		7,483,413			

Total 281,857,166

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)