

**Metropolitan Transportation Commission  
Programming and Allocations Committee**

July 12, 2023

Agenda Item 3a - 23-0862

**MTC Resolution Nos. 4556, Revised; 4570, Revised; 4571, Revised; 4572, Revised; 4574;  
and 4588**

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**Subject:**

The proposed action revises the FY 2023-24 MTC Fund Estimate, allocates Transportation Development Act (TDA), State Transit Assistance (STA), and Regional Measure 2 (RM2) revenues to four transit operators and the Transbay Joint Powers Authority to support transit operations, and approves the FY 2023-24 State of Good Repair (SGR) Program project list.

**Background:***Fund Estimate Revision: Reconcile Actual FY 2022-23 TDA and AB 1107 Revenues*

Overall, actual Bay Area Transportation Development Act (TDA) and AB 1107 sales tax receipts for FY 2022-23 are 4.7% and 5.3% above FY 2021-22 actual receipts, respectively. This results in roughly \$22.5 million more in TDA funding for Bay Area operators over FY 2021-22 actuals, and \$19.6 million more than originally anticipated for FY 2022-23. For AB 1107, actual revenues were \$9.0 million greater than originally anticipated; excess revenues will be distributed evenly between AC Transit and SFMTA.

Six of the nine Bay Area counties experienced greater actual TDA receipts than originally forecast, while three counties – Contra Costa, Sonoma, and Marin – will require recissions of 4.1%, 4.6%, and 12.0% respectively. Marin County’s lower than anticipated revenues are due in part to a taxpayer return error that resulted in excess revenue erroneously accruing to Marin County in FY2021-22. Revenue was withheld from Marin County in September and October 2022 in order to repay the excess funds. Conversely, Alameda County saw the strongest year over year growth in TDA receipts (11.4%), following lingering pandemic-related impacts to its sales tax revenues in FY 2021-22. Attachment B provides details on actual TDA revenues by county as well as the original and revised county auditor estimates for each county.

*State of Good Repair (SGR) Program – FY 2023-24 Regional Project List*

Caltrans’ State of Good Repair (SGR) Program guidelines require regional agencies like MTC to approve SGR Program Revenue-Based projects from transit operators, in addition to the Population-Based funds, and submit a single region-wide list of projects to Caltrans by September 1st of each year. MTC has worked with the Bay Area’s transit operators to compile a

single, regional list of SGR Program projects for FY 2023-24, as shown in Attachment A to MTC Resolution 4588. Approximately \$33.7 million is expected in Revenue-Based funds, along with \$12.2 million in Population-Based funds. Most operators are using their Revenue-Based funds for state of good repair projects at facilities and stations, or to provide local match, and in a few cases for rehabilitation of vehicles or to contribute to new vehicles costs. For the Population-Based funds, MTC is programming all \$12.2 million to the next generation Clipper® system, in accordance with the policy established in MTC Resolution No. 4321.

*FY2023-24 Allocations of TDA, STA, and RM2 Funds*

This month's proposed actions continue the annual allocation process of these funds for FY2023-24. Five entities are requesting TDA, STA, and RM2 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. These funds comprise a significant share of the revenue for agencies' operating budgets.

The proposed allocation amounts are based on the programming levels identified in the FY 2023-24 Fund Estimate (MTC Resolution 4556, Revised) and the RM2 Operating Program (MTC Resolution 4569). The RM2 statute also identifies a separate set-aside for operation of the Salesforce Transit Center which is statutorily exempt from any expected bridge toll revenue reductions. The proposed allocations are summarized in the table on the following page:

**Allocation Amounts by Entity<sup>1</sup> (amounts in millions)**

<b>Entity</b>	<b>TDA</b> (Res. 4570)	<b>STA</b> (Res. 4571)	<b>RM2</b> (Res. 4572 and 4574)	<b>Grand Total</b>
Sonoma County Transit	\$11.4	\$4.7		<b>\$16.1</b>
SolTrans			\$2.1	<b>\$2.1</b>
Santa Rosa	\$7.5	\$3.7		<b>\$11.2</b>
TJPA			\$8.4	<b>\$8.4</b>
WETA			\$14.8	<b>\$14.</b>
<b>Total</b>	<b>\$18.9</b>	<b>\$8.3</b>	<b>\$25.4</b>	<b>\$52.6</b>

*Note that amounts may not sum due to rounding*

Information regarding the FY 2023-24 operating budgets and current and future operations for the transit operators included in the list above is provided in Attachment A. The estimated operating cost for the Salesforce Transit Center is \$27.6 million and Regional Measure 2 is providing \$8.4 million to support these costs.

**Issues:**

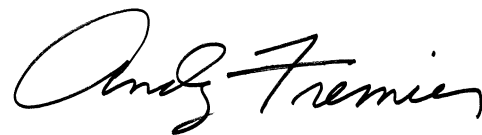
None.

**Recommendations:**

Refer MTC Resolution Nos. 4556, Revised; 4570, Revised; 4571, Revised; 4572, Revised; 4574; and 4588 to the Commission for approval.

**Attachments:**

- Attachment A – Transit Operator Budget Summary
- Attachment B – TDA and AB1107 Summary
- MTC Resolution Nos. 4556, Revised; 4570, Revised; 4571, Revised; 4572, Revised; 4574; and 4588



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Andrew B. Fremier

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<sup>1</sup> Includes all allocations to be approved in the resolutions listed above, the details of which are provided in Attachment A, including allocations for transit capital or planning and administration. Not inclusive of allocations approved by Executive Director's Delegated Authority as allowed by MTC Resolution No. 3620, Revised.

**Attachment A – Transit Operator Budget Summary**

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**WETA**

Adopted Operating Budget	\$68.4 million
Increase in Budget compared to FY2022-23	12%
Current Average Ridership Change (March 2023 to March 2019)	-13%
Total Proposed FY2023-24 Operating Allocation <sup>2</sup>	\$23.2 million
Proportion of Operating Budget Funded with Allocations	33%

*Budget and Operating Highlights*

Under the brand San Francisco Bay Ferry (SFBF), the San Francisco Bay Area Water Emergency Transportation Authority (WETA) operates six routes serving the cities of Alameda, Oakland, San Francisco, South San Francisco, Vallejo, and Richmond. The authority oversees the operation of several ferry routes, maintains the fleet of vessels, manages terminals, and works to expand and improve ferry services to meet the growing transportation needs of the Bay Area community.

The FY 2023-24 Budget includes \$68.4 million for operating expenses and \$75 million for capital projects, totaling \$143.4 million for Ferry Operations, Planning, Administration, and Capital Projects.

With the support of new revenue sources from Regional Measure 3 and State Transit Assistance funding, WETA aims to enhance staffing and facilitate capital planning, project delivery, and customer outreach. The budget also focuses on utilizing the remaining Federal COVID relief funds to maintain current service levels and implementing a new five-year fare program to make lowered fares permanent and attract riders back to the system. The budget forecasts an 11%

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<sup>2</sup> Includes allocations made through Executive Director’s Delegated Authority as allowed by MTC Resolution No. 3620, Revised. Any allocations made by Delegated Authority will be reported as part of the quarterly Delegated Authority update to the Commission. Excludes allocations made for transit capital or planning and administration purpose.

ridership growth over FY 2022-23 levels, with the expectation of reaching 87% of pre-pandemic monthly ridership by June 2024.

**Sonoma County Transit**

Adopted Operating Budget	\$21.7 million
Increase in Budget compared to FY2022-23	13%
Current Average Ridership Change (March 2023 to March 2019)	-25%
Total Proposed FY2023-24 Operating Allocation <sup>3</sup>	\$14.5 million
Proportion of Operating Budget Funded with Allocations	67%

*Budget and Operating Highlights*

Sonoma County Transit (SCT) provides a mix of intercity and local routes throughout Sonoma County. SCT provides local transit services within the jurisdictions of Rohnert Park, Cotati, Sebastopol, Windsor, Healdsburg, Cloverdale, the Russian River communities of Guerneville and Monte Rio and the Sonoma/Sonoma Valley areas. Intercity routes link all incorporated cities with downtown Santa Rosa where transfers can be made to other SCT intercity routes, local service provided by Santa Rosa CityBus, and regional services provided by Golden Gate Transit and SMART. A total of 19 routes are operated, 8 local and 11 intercity. SCT serves a total of 1,100 bus stops throughout its county-wide service area.

Sonoma County Transit’s primary sources of funding for operations consist of TDA, STA, local Measure M and farebox revenue. In FY 2023-24, SCT will use the last of its COVID relief funds equaling approximately \$3.2 million.

While TDA, STA and Measure M are projected to increase slightly for FY 2023-24, farebox recovery lags due to ongoing ridership decreases from their pre-pandemic levels. It should be

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<sup>3</sup> Includes allocations made through Executive Director’s Delegated Authority as allowed by MTC Resolution No. 3620, Revised. Any allocations made by Delegated Authority will be reported as part of the quarterly Delegated Authority update to the Commission. Excludes allocations made for transit capital or planning and administration purpose.

noted that the slight increase in TDA, STA and Measure M funds is below the consumer price index (April 2023).

It is envisioned that FY 2023-24's service expansion will be in place for a three to five-year period. If current economic conditions decline, then service levels and expressed ridership demand will determine where potential service reductions will be considered.

During FY 2023-24, Sonoma County Transit will construct new electric bus charging facilities at its Santa Rosa yard. The new charging facility will support 6 electric buses currently in service and 13 buses that will arrive by July 2024. In addition, the proposed FY 2023-24 budget includes TDA funds to support the replacement of six paratransit cutaway vans.

**Solano County Transit (SolTrans)**

Adopted Operating Budget	\$19.1 million
Decrease in Budget compared to FY2022-23	-2.1%
Current Average Ridership Change (March 2023 to March 2019)	-32% <sup>4</sup>
Total Proposed FY2023-24 Operating Allocation <sup>5</sup>	\$11.2 million
Proportion of Operating Budget Funded with Allocations	58%

*Budget and Operating Highlights*

Solano County Transit (SolTrans) is an intercity express bus service provider for southern Solano County. SolTrans’ operating budget for FY 2023-24 is \$19.1 million, a 2.1% decrease from the previous fiscal year which is attributed to a change in underutilized service.

Starting this fiscal year, all Solano Express services will be operated by SolTrans for a full 12 months. Prior to this change, Fairfield and Suisun Transit (FAST) and SolTrans each operated two intercity express routes, with routes transitioning to SolTrans in April and August 2022. The Blue line was reduced in hours upon transfer due to available buses and the ongoing driver shortage. SolTrans will be implementing a service change in August 2023 to eliminate much of the unproductive service across all lines and streamlining service to maximize use of drivers and buses, as well as adding additional trips direct to San Francisco. These changes include reducing evening service on express bus Yellow and Green lines and eliminating weekday evening inbounds trips on most local routes.

Currently, the contract for service accounts for around two-thirds of the budget with a contracted increase of 4% with additional increases to account for pay increases for Paratransit Drivers and customer service staff. SolTrans was able to use RM3 Operating funds in lieu of Federal relief funds for a portion of the current year. Around 18%, or \$3.5 million of the operating budget is supported by federal COVID relief funding. The balance of federal COVID funding is projected

<sup>4</sup> Includes ridership on Solano Express service, given that SolTrans began providing this service effective July 1, 2022.

<sup>5</sup> Includes allocations made through Executive Director’s Delegated Authority as allowed by MTC Resolution No. 3620, Revised. Any allocations made by Delegated Authority will be reported as part of the quarterly Delegated Authority update to the Commission. Excludes allocations made for transit capital or planning and administration purposes. Additional allocations will be made to SolTrans later this fiscal year to support Solano Express service.

to be used to support FY 2024-25 operations and a projected operating revenue shortfall starting in FY2025-26.

Major capital projects include upgrading its operation and maintenance facility in anticipation of fleet electrification as well as installing inductive charging at its transit center. Seven battery electric buses will also be delivered in the current fiscal year. \$4.8 million in TDA will help support capital projects.



**City of Santa Rosa**

Adopted Operating Budget	\$16.8 million
Increase in Budget compared to FY2022-23	10.1%
Current Average Ridership Change (Feb 2023 to Feb 2020)	-25%
Total Proposed FY2023-24 Operating Allocation <sup>6</sup>	\$10 million
Proportion of Operating Budget Funded with Allocations	60%

*Budget and Operating Highlights*

The Santa Rosa CityBus operates a mixed (fixed/paratransit) bus system in the City of Santa Rosa with an approximate 51 square mile service area. The 13 fixed-route lines within the city of Santa Rosa in a hub-and-spoke arrangement centered at the downtown transit mall with two secondary hubs. The downtown hub also serves as a hub for Sonoma County Transit and is served by Golden Gate Transit. CityBus has stops at the SMART station but does not have major transit facilities next to the stations. Like all operators, Santa Rosa suffered ridership loss during the pandemic and suspended some services temporarily.

Santa Rosa has been reintroducing services, although this process has been challenged by ongoing operator shortages. On the ridership side, the city has taken steps to promote the CityBus service, including introducing a maximum of six fare free days throughout the year and its continued free fares for youth, Veterans, and Santa Rosa Junior College students.

The city continues with its fleet electrification, and recently approved a resolution authorizing the expansion of its battery-electric bus charging infrastructure (from 3 to 5 chargers). The city plans to complete the transition to a zero emissions fleet by 2040.

Santa Rosa funds its annual operations with a mix of funding sources including approximately 60% TDA/STA, 17% FTA 5307 UZA Formula, 8% FTA Emergency funds, 8% locally generated funds, 7% passenger fares. Additionally, since Santa Rosa budgets for its pre-

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<sup>6</sup> Includes allocations made through Executive Director’s Delegated Authority as allowed by MTC Resolution No. 3620, Revised. Any allocations made by Delegated Authority will be reported as part of the quarterly Delegated Authority update to the Commission. Excludes allocations made for transit capital or planning and administration purpose.

pandemic staffing levels, the agency generally achieves actual annual costs under the proposed budget. An increase in the proposed budget for FY3023-24 includes an estimate for using electricity as fuel for some of the agency's fixed-route fleet (4-battery electric buses), higher vehicle repair shop rate costs, increased training costs to account for greater numbers of new operators to train, and an overall salary/benefit increase.

Attachment B: FY 2022-23 TDA and AB 1107 Revenues (\$ millions)

	A	B	C	D			
	FY 2021-22	FY 2022-23	FY 2022-23	FY 2022-23	FY 2022-23	FY 2022-23	FY 2021-22 Actual
	Actual	Feb. 2022	Feb. 2023	Actual	Revenue	Revenue	vs.
County	Revenue	Original Estimate	Revised Estimate	Revenue	Adjustment	Adjustment	FY 2022-23 Actual
					(D-B) - \$	(D-B) - %	(D-A) - %
Alameda	\$102.2	\$101.8	\$112.7	\$113.9	\$12.1	11.9%	11.4%
Contra Costa	\$55.9	\$58.5	\$56.9	\$56.1	-\$2.4	-4.1%	0.3%
Marin	\$17.7	\$16.5	\$14.4	\$14.5	-\$2.0	-12.0%	-17.9%
Napa	\$11.3	\$10.4	\$11.9	\$12.1	\$1.7	16.3%	7.3%
San Francisco	\$45.9	\$46.0	\$50.9	\$50.2	\$4.2	9.2%	9.4%
San Mateo	\$52.3	\$52.2	\$56.9	\$55.3	\$3.1	5.9%	5.7%
Santa Clara	\$139.5	\$140.6	\$144.4	\$144.3	\$3.7	2.6%	3.5%
Solano	\$25.5	\$25.5	\$27.8	\$26.2	\$.7	2.6%	2.6%
Sonoma	\$30.3	\$32.0	\$32.0	\$30.6	-\$1.5	-4.6%	0.9%
<b>Total</b>	<b>\$480.6</b>	<b>\$483.5</b>	<b>\$508.0</b>	<b>\$503.1</b>	<b>\$19.6</b>	<b>4.1%</b>	<b>4.7%</b>
<b>AB 1107</b>	<b>\$103.6</b>	<b>\$100.0</b>	<b>\$104.0</b>	<b>\$109.0</b>	<b>\$9.0</b>	<b>9.0%</b>	<b>5.3%</b>

Date: February 22, 2023  
W.I.: 1511  
Referred by: PAC  
Revised: 7/26/23-C

ABSTRACT

MTC Resolution No. 4556, Revised

This resolution approves the FY 2023-24 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 26, 2023 to reflect actual receipts for TDA and AB 1107 funds in FY 2022-23.

Further discussion of this action is contained in the MTC Programming and Allocations Summary Sheets dated February 8, 2023 and July 12, 2023.

Date: February 22, 2023  
W.I.: 1511  
Referred by: PAC

RE: Determination of Transportation Development Act (TDA) Area Apportionments and Proposed Distribution of Operating Funds for FY 2023-24

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 4556

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 2022-23 and FY 2023-24 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 2023-24 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 2023-24 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 2023-24 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/her 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



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Alfredo Pedroza, Chair

The above resolution was approved by the Metropolitan Transportation Commission at a regular meeting of the Commission held in San Francisco, California, and at other remote locations, on February 22, 2023.

**FY 2023-24 FUND ESTIMATE  
REGIONAL SUMMARY**

Attachment A  
Res No. 4556  
Page 1 of 20  
7/26/2023

**TDA REGIONAL SUMMARY TABLE**

<i>Column</i>	<b>A</b>	<b>B</b>	<b>C</b>	<b>D</b>	<b>E</b>	<b>F</b>	<b>G</b>	<b>H=Sum(A:G)</b>
	<b>6/30/2022</b>	<b>FY2021-23</b>	<b>FY2022-23</b>	<b>FY2022-23</b>	<b>FY2022-23</b>	<b>FY2023-24</b>	<b>FY2023-24</b>	<b>FY2023-24</b>
<b>Apportionment Jurisdictions</b>	<b>Balance<sup>1</sup></b>	<b>Outstanding Commitments, Refunds, &amp; Interest<sup>2</sup></b>	<b>Original Estimate</b>	<b>Revenue Adjustment</b>	<b>Revised Admin. &amp; Planning Charge</b>	<b>Revenue Estimate</b>	<b>Admin. &amp; Planning Charge</b>	<b>Available for Allocation</b>
Alameda	50,903,461	(127,105,455)	101,774,961	12,128,838	(4,556,152)	113,845,387	(4,553,816)	142,437,224
Contra Costa	50,482,840	(73,703,850)	58,468,618	(2,393,511)	(2,243,004)	60,006,712	(2,400,269)	88,217,536
Marin	5,528,591	(19,490,014)	16,523,000	(1,977,084)	(581,837)	14,839,778	(593,591)	14,248,844
Napa	8,447,843	(16,167,112)	10,405,658	1,692,246	(483,916)	12,368,198	(494,728)	15,768,190
San Francisco	2,942,104	(46,180,381)	45,952,500	4,246,587	(2,007,963)	51,445,000	(2,057,800)	54,340,045
San Mateo	16,827,307	(58,850,489)	52,172,265	3,095,317	(2,210,703)	60,360,105	(2,414,405)	68,979,395
Santa Clara	17,521,693	(149,647,968)	140,649,000	3,668,131	(5,772,685)	145,007,000	(5,800,280)	145,624,890
Solano	45,394,948	(38,503,279)	25,527,409	653,905	(1,047,253)	27,790,758	(1,831,967)	57,984,520
Sonoma	32,053,379	(38,855,080)	32,025,000	(1,473,606)	(1,222,056)	33,200,000	(1,328,000)	54,399,638
<b>TOTAL</b>	<b>\$230,102,168</b>	<b>(\$568,503,628)</b>	<b>\$483,498,410</b>	<b>\$19,640,824</b>	<b>(\$20,125,569)</b>	<b>\$518,862,938</b>	<b>(\$21,474,856)</b>	<b>\$642,000,282</b>

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

<i>Column</i>	<b>A</b>	<b>B</b>	<b>C</b>	<b>D</b>	<b>E=Sum(A:D)</b>
	<b>6/30/2022</b>		<b>FY2021-23</b>	<b>FY2022-23</b>	<b>FY2023-24</b>
<b>Fund Source</b>	<b>Balance (w/ interest)<sup>1</sup></b>		<b>Outstanding Commitments<sup>2</sup></b>	<b>Revenue Estimate</b>	<b>Revenue Estimate</b>
					<b>Available for Allocation</b>
<b>State Transit Assistance</b>					
Revenue-Based <sup>3</sup>	39,983,143		(190,516,640)	256,881,538	356,892,392
Population-Based	84,822,112		(70,982,306)	93,145,482	197,832,903
<b>SUBTOTAL</b>	<b>124,805,255</b>		<b>(261,498,946)</b>	<b>350,027,020</b>	<b>554,725,295</b>
<b>AB1107 - BART District Tax (25% Share)</b>	<b>0</b>		<b>(109,042,592)</b>	<b>109,042,592</b>	<b>104,000,000</b>
<b>Bridge Toll Total</b>					
MTC 2% Toll Revenue	8,399,446		(7,169,269)	1,450,000	4,130,177
5% State General Fund Revenue	21,379,832		(15,621,645)	3,442,511	12,677,633
<b>SUBTOTAL</b>	<b>29,779,278</b>		<b>(22,790,914)</b>	<b>4,892,511</b>	<b>16,807,810</b>
<b>Low Carbon Transit Operations Program</b>	<b>0</b>		<b>0</b>	<b>47,459,360</b>	<b>38,332,560</b>
<b>State of Good Repair Program</b>					
Revenue-Based <sup>3</sup>	4		(32,422,245)	32,422,155	33,656,118
Population-Based	24,080,508		(35,661,328)	11,756,303	12,379,255
<b>SUBTOTAL</b>	<b>24,080,511</b>		<b>(68,083,573)</b>	<b>44,178,458</b>	<b>46,035,373</b>
<b>TOTAL</b>	<b>\$178,665,045</b>		<b>(\$461,416,025)</b>	<b>\$555,599,941</b>	<b>\$534,511,442</b>

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

1. Balance as of 6/30/22 is from the MTC FY2021-22 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 6/30/22, and FY2022-23 allocations as of 6/30/23.

3. Estimates for the FY2023-24 STA Revenue-Based programs are based on February 2023 forecasts from the State Controller's Office (SCO). The SCO anticipates updating these estimates in August 2023 with forecasts based on latest available actual qualifying revenues. Accordingly, both the regional total and operator shares are subject to change.

**FY 2023-24 FUND ESTIMATE  
TRANSPORTATION DEVELOPMENT ACT FUNDS  
ALAMEDA COUNTY**

FY2022-23 TDA Revenue Estimate			FY2023-24 TDA Revenue Estimate		
<b>FY2022-23 Generation Estimate Adjustment</b>			<b>FY2023-24 County Auditor's Generation Estimate</b>		
1. Original County Auditor Estimate (Feb, 22)	101,774,961		13. County Auditor Estimate		113,845,387
2. Actual Revenue (Jul, 23)	113,903,799		<b>FY2023-24 Planning and Administration Charges</b>		
3. Revenue Adjustment (Lines 2-1)		12,128,838	14. MTC Administration (0.5% of Line 13)	569,227	
<b>FY2022-23 Planning and Administration Charges Adjustment</b>			15. County Administration (0.5% of Line 13)	569,227	
4. MTC Administration (0.5% of Line 3)	60,644		16. MTC Planning (3.0% of Line 13)	3,415,362	
5. County Administration (Up to 0.5% of Line 3) <sup>4</sup>	60,644		17. Total Charges (Lines 14+15+16)		4,553,816
6. MTC Planning (3.0% of Line 3)	363,865		18. TDA Generations Less Charges (Lines 13-17)		109,291,571
7. Total Charges (Lines 4+5+6)		485,153	<b>FY2023-24 TDA Apportionment By Article</b>		
8. Adjusted Generations Less Charges (Lines 3-7)		11,643,685	19. Article 3.0 (2.0% of Line 18)	2,185,831	
<b>FY2022-23 TDA Adjustment By Article</b>			20. Funds Remaining (Lines 18-19)		107,105,740
9. Article 3 Adjustment (2.0% of line 8)	232,874		21. Article 4.5 (5.0% of Line 20)	5,355,287	
10. Funds Remaining (Lines 8-9)		11,410,811	22. TDA Article 4 (Lines 20-21)		101,750,453
11. Article 4.5 Adjustment (5.0% of Line 10)	570,541				
12. Article 4 Adjustment (Lines 10-11)		10,840,270			

Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2022	FY2021-22	6/30/2022	FY2021-23	FY2022-23	FY2022-23	FY2022-23	6/30/2023	FY2023-24	FY2023-24
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) <sup>1</sup>	Outstanding Commitments <sup>2</sup>	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
<b>Article 3</b>	6,355,031	37,304	6,392,335	(5,475,346)	0	1,954,079	232,874	3,103,941	2,185,831	5,289,772
<b>Article 4.5</b>	890,668	5,802	896,470	(5,362,684)	0	4,787,494	570,541	891,821	5,355,287	6,247,108
<b>SUBTOTAL</b>	<b>7,245,699</b>	<b>43,106</b>	<b>7,288,805</b>	<b>(10,838,030)</b>	<b>0</b>	<b>6,741,573</b>	<b>803,415</b>	<b>3,995,762</b>	<b>7,541,118</b>	<b>11,536,880</b>
<b>Article 4</b>										
AC Transit										
District 1	10,852,851	22,882	10,875,734	(67,976,124)	0	58,247,727	6,941,562	8,088,898	65,495,586	73,584,484
District 2	2,897,741	6,115	2,903,856	(18,280,448)	0	15,683,052	1,868,998	2,175,458	17,245,657	19,421,115
BART <sup>3</sup>	20,010	175	20,185	(116,986)	0	97,096	11,571	11,866	142,186	154,052
LAVTA	19,648,651	94,518	19,743,169	(23,022,031)	0	12,938,264	1,541,893	11,201,296	14,669,457	25,870,753
Union City	10,238,509	76,904	10,315,413	(7,115,535)	0	3,996,250	476,246	7,672,373	4,197,568	11,869,941
<b>SUBTOTAL</b>	<b>43,657,762</b>	<b>200,594</b>	<b>43,858,356</b>	<b>(116,511,124)</b>	<b>0</b>	<b>90,962,389</b>	<b>10,840,270</b>	<b>29,149,891</b>	<b>101,750,453</b>	<b>130,900,344</b>
<b>GRAND TOTAL</b>	<b>\$50,903,461</b>	<b>\$243,700</b>	<b>\$51,147,161</b>	<b>(\$127,349,154)</b>	<b>\$0</b>	<b>\$97,703,962</b>	<b>\$11,643,685</b>	<b>\$33,145,653</b>	<b>\$109,291,571</b>	<b>\$142,437,224</b>

1. Balance as of 6/30/22 is from the MTC FY2021-22 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 6/30/22, and FY2022-23 allocations as of 6/30/23.  
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 2023-24 FUND ESTIMATE  
TRANSPORTATION DEVELOPMENT ACT FUNDS  
CONTRA COSTA COUNTY**

FY2022-23 TDA Revenue Estimate			FY2023-24 TDA Revenue Estimate		
<b>FY2022-23 Generation Estimate Adjustment</b>			<b>FY2022-23 County Auditor's Generation Estimate</b>		
1. Original County Auditor Estimate (Feb, 22)	58,468,618		13. County Auditor Estimate		60,006,712
2. Actual Revenue (Jul, 23)	56,075,107		<b>FY2023-24 Planning and Administration Charges</b>		
3. Revenue Adjustment (Lines 2-1)		(2,393,511)	14. MTC Administration (0.5% of Line 13)	300,034	
<b>FY2022-23 Planning and Administration Charges Adjustment</b>			15. County Administration (0.5% of Line 13)	300,034	
4. MTC Administration (0.5% of Line 3)	(11,968)		16. MTC Planning (3.0% of Line 13)	1,800,201	
5. County Administration (Up to 0.5% of Line 3) <sup>4</sup>	(11,968)		17. Total Charges (Lines 14+15+16)		2,400,269
6. MTC Planning (3.0% of Line 3)	(71,805)		18. TDA Generations Less Charges (Lines 13-17)		57,606,443
7. Total Charges (Lines 4+5+6)		(95,741)	<b>FY2023-24 TDA Apportionment By Article</b>		
8. Adjusted Generations Less Charges (Lines 3-7)		(2,297,770)	19. Article 3.0 (2.0% of Line 18)	1,152,129	
<b>FY2022-23 TDA Adjustment By Article</b>			20. Funds Remaining (Lines 18-19)		56,454,314
9. Article 3 Adjustment (2.0% of line 8)	(45,955)		21. Article 4.5 (5.0% of Line 20)	2,822,716	
10. Funds Remaining (Lines 8-9)		(2,251,815)	22. TDA Article 4 (Lines 20-21)		53,631,598
11. Article 4.5 Adjustment (5.0% of Line 10)	(112,591)				
12. Article 4 Adjustment (Lines 10-11)		(2,139,224)			

Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2022	FY2021-22	6/30/2022	FY2021-23	FY2022-23	FY2022-23	FY2022-23	6/30/2023	FY2023-24	FY2023-24
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) <sup>1</sup>	Outstanding Commitments <sup>2</sup>	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
<b>Article 3</b>	2,148,275	10,358	2,158,634	(3,117,555)	0	1,122,597	(45,955)	117,720	1,152,129	1,269,849
<b>Article 4.5</b>	526,010	3,353	529,363	(3,167,136)	0	2,750,364	(112,591)	0	2,822,716	2,822,716
<b>SUBTOTAL</b>	<b>2,674,285</b>	<b>13,711</b>	<b>2,687,996</b>	<b>(6,284,691)</b>	<b>0</b>	<b>3,872,961</b>	<b>(158,546)</b>	<b>117,720</b>	<b>3,974,845</b>	<b>4,092,565</b>
<b>Article 4</b>										
AC Transit										
District 1	1,921,896	6,180	1,928,076	(10,538,425)	0	8,977,874	(367,524)	0	9,475,264	9,475,264
BART <sup>3</sup>	78,437	502	78,939	(287,735)	0	217,708	(8,912)	0	226,131	226,131
CCCTA	33,543,146	110,319	33,653,464	(33,479,642)	4,441,190	24,521,140	(1,003,814)	28,132,338	24,796,860	52,929,198
ECCTA	7,159,661	30,657	7,190,318	(21,993,498)	0	15,435,040	(631,859)	0	15,962,167	15,962,167
WCCTA	5,105,416	21,068	5,126,484	(5,743,485)	0	3,105,151	(127,115)	2,361,035	3,171,176	5,532,211
<b>SUBTOTAL</b>	<b>47,808,555</b>	<b>168,726</b>	<b>47,977,281</b>	<b>(72,042,786)</b>	<b>4,441,190</b>	<b>52,256,912</b>	<b>(2,139,224)</b>	<b>30,493,373</b>	<b>53,631,598</b>	<b>84,124,971</b>
<b>GRAND TOTAL</b>	<b>\$50,482,840</b>	<b>\$182,437</b>	<b>\$50,665,277</b>	<b>(\$78,327,477)</b>	<b>\$4,441,190</b>	<b>\$56,129,873</b>	<b>(\$2,297,770)</b>	<b>\$30,611,093</b>	<b>\$57,606,443</b>	<b>\$88,217,536</b>

1. Balance as of 6/30/21 is from the MTC FY2020-21 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 6/30/22, and FY2022-23 allocations as of 6/30/23.

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 2023-24 FUND ESTIMATE  
TRANSPORTATION DEVELOPMENT ACT FUNDS  
MARIN COUNTY**

FY2022-23 TDA Revenue Estimate			FY2023-24 TDA Revenue Estimate		
<b>FY2022-23 Generation Estimate Adjustment</b>			<b>FY2022-23 County Auditor's Generation Estimate</b>		
1. Original County Auditor Estimate (Feb, 22)	16,523,000		13. County Auditor Estimate		14,839,778
2. Actual Revenue (Jul, 23)	14,545,916		<b>FY2023-24 Planning and Administration Charges</b>		
3. Revenue Adjustment (Lines 2-1)		(1,977,084)	14. MTC Administration (0.5% of Line 13)	74,199	
<b>FY2022-23 Planning and Administration Charges Adjustment</b>			15. County Administration (0.5% of Line 13)	74,199	
4. MTC Administration (0.5% of Line 3)	(9,885)		16. MTC Planning (3.0% of Line 13)	445,193	
5. County Administration (Up to 0.5% of Line 3) <sup>4</sup>	(9,885)		17. Total Charges (Lines 14+15+16)		593,591
6. MTC Planning (3.0% of Line 3)	(59,313)		18. TDA Generations Less Charges (Lines 13-17)		14,246,187
7. Total Charges (Lines 4+5+6)		(79,083)	<b>FY2023-24 TDA Apportionment By Article</b>		
8. Adjusted Generations Less Charges (Lines 3-7)		(1,898,001)	19. Article 3.0 (2.0% of Line 18)	284,924	
<b>FY2022-23 TDA Adjustment By Article</b>			20. Funds Remaining (Lines 18-19)		13,961,263
9. Article 3 Adjustment (2.0% of line 8)	(37,960)		21. Article 4.5 (5.0% of Line 20)	0	
10. Funds Remaining (Lines 8-9)		(1,860,041)	22. TDA Article 4 (Lines 20-21)		13,961,263
11. Article 4.5 Adjustment (5.0% of Line 10)	0				
12. Article 4 Adjustment (Lines 10-11)		(1,860,041)			

**TDA APPORTIONMENT BY JURISDICTION**

Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2022	FY2021-22	6/30/2022	FY2021-23	FY2022-23	FY2022-23	FY2022-23	6/30/2023	FY2023-24	FY2023-24
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) <sup>1</sup>	Outstanding Commitments <sup>2</sup>	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	113,787	(471)	113,316	(389,942)	0	317,242	(37,960)	2,657	284,924	287,581
Article 4.5										
<b>SUBTOTAL</b>	<b>113,787</b>	<b>(471)</b>	<b>113,316</b>	<b>(389,942)</b>	<b>0</b>	<b>317,242</b>	<b>(37,960)</b>	<b>2,657</b>	<b>284,924</b>	<b>287,581</b>
Article 4/8										
GGBHTD	3,091,661	801	3,092,463	(8,202,366)	0	5,804,443	(694,539)	0	5,483,984	5,483,984
Marin Transit	2,323,143	32	2,323,175	(10,898,069)	0	9,740,395	(1,165,501)	0	8,477,279	8,477,279
<b>SUBTOTAL</b>	<b>5,414,804</b>	<b>833</b>	<b>5,415,637</b>	<b>(19,100,435)</b>	<b>0</b>	<b>15,544,838</b>	<b>(1,860,041)</b>	<b>0</b>	<b>13,961,263</b>	<b>13,961,263</b>
<b>GRAND TOTAL</b>	<b>\$5,528,591</b>	<b>\$362</b>	<b>\$5,528,954</b>	<b>(\$19,490,377)</b>	<b>\$0</b>	<b>\$15,862,080</b>	<b>(\$1,898,001)</b>	<b>\$2,657</b>	<b>\$14,246,187</b>	<b>\$14,248,844</b>

1. Balance as of 6/30/21 is from the MTC FY2020-21 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 6/30/22, and FY2022-23 allocations as of 6/30/23.

**FY 2023-24 FUND ESTIMATE  
TRANSPORTATION DEVELOPMENT ACT FUNDS  
NAPA COUNTY**

FY2022-23 TDA Revenue Estimate			FY2023-24 TDA Revenue Estimate		
<b>FY2022-23 Generation Estimate Adjustment</b>			<b>FY2022-23 County Auditor's Generation Estimate</b>		
1. Original County Auditor Estimate (Feb, 22)	10,405,658		13. County Auditor Estimate		12,368,198
2. Actual Revenue (Jul, 23)	12,097,904		<b>FY2023-24 Planning and Administration Charges</b>		
3. Revenue Adjustment (Lines 2-1)		1,692,246	14. MTC Administration (0.5% of Line 13)	61,841	
<b>FY2022-23 Planning and Administration Charges Adjustment</b>			15. County Administration (0.5% of Line 13)	61,841	
4. MTC Administration (0.5% of Line 3)	8,461		16. MTC Planning (3.0% of Line 13)	371,046	
5. County Administration (Up to 0.5% of Line 3) <sup>4</sup>	8,461		17. Total Charges (Lines 14+15+16)		494,728
6. MTC Planning (3.0% of Line 3)	50,767		18. TDA Generations Less Charges (Lines 13-17)		11,873,470
7. Total Charges (Lines 4+5+6)		67,689	<b>FY2023-24 TDA Apportionment By Article</b>		
8. Adjusted Generations Less Charges (Lines 3-7)		1,624,557	19. Article 3.0 (2.0% of Line 18)	237,469	
<b>FY2022-23 TDA Adjustment By Article</b>			20. Funds Remaining (Lines 18-19)		11,636,001
9. Article 3 Adjustment (2.0% of line 8)	32,491		21. Article 4.5 (5.0% of Line 20)	581,800	
10. Funds Remaining (Lines 8-9)		1,592,066	22. TDA Article 4 (Lines 20-21)		11,054,201
11. Article 4.5 Adjustment (5.0% of Line 10)	79,603				
12. Article 4 Adjustment (Lines 10-11)		1,512,463			

**TDA APPORTIONMENT BY JURISDICTION**

Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2022	FY2021-22	6/30/2022	FY2021-23	FY2022-23	FY2022-23	FY2022-23	6/30/2023	FY2023-24	FY2023-24
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) <sup>1</sup>	Outstanding Commitments <sup>2</sup>	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	355,579	2,581	358,160	(458,454)	0	199,789	32,491	131,986	237,469	369,455
Article 4.5	293,827	1,481	295,307	(589,800)	0	489,482	79,603	274,592	581,800	856,392
<b>SUBTOTAL</b>	<b>649,406</b>	<b>4,062</b>	<b>653,468</b>	<b>(1,048,254)</b>	<b>0</b>	<b>689,271</b>	<b>112,094</b>	<b>406,578</b>	<b>819,269</b>	<b>1,225,847</b>
Article 4/8										
NVTA <sup>3</sup>	7,798,438	69,422	7,867,859	(15,192,341)	0	9,300,161	1,512,463	3,488,142	11,054,201	14,542,343
<b>SUBTOTAL</b>	<b>7,798,438</b>	<b>69,422</b>	<b>7,867,859</b>	<b>(15,192,341)</b>	<b>0</b>	<b>9,300,161</b>	<b>1,512,463</b>	<b>3,488,142</b>	<b>11,054,201</b>	<b>14,542,343</b>
<b>GRAND TOTAL</b>	<b>\$8,447,843</b>	<b>\$73,483</b>	<b>\$8,521,327</b>	<b>(\$16,240,595)</b>	<b>\$0</b>	<b>\$9,989,432</b>	<b>\$1,624,557</b>	<b>\$3,894,720</b>	<b>\$11,873,470</b>	<b>\$15,768,190</b>

1. Balance as of 6/30/21 is from the MTC FY2020-21 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 6/30/22, and FY2022-23 allocations as of 6/30/23.

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

**FY 2023-24 FUND ESTIMATE  
TRANSPORTATION DEVELOPMENT ACT FUNDS  
SAN FRANCISCO COUNTY**

Attachment A  
Res No. 4556  
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7/26/2023

FY2022-23 TDA Revenue Estimate			FY2023-24 TDA Revenue Estimate		
<b>FY2022-23 Generation Estimate Adjustment</b>			<b>FY2022-23 County Auditor's Generation Estimate</b>		
1. Original County Auditor Estimate (Feb, 22)	45,952,500		13. County Auditor Estimate		51,445,000
2. Actual Revenue (Jul, 23)	50,199,087		<b>FY2023-24 Planning and Administration Charges</b>		
3. Revenue Adjustment (Lines 2-1)		4,246,587	14. MTC Administration (0.5% of Line 13)	257,225	
<b>FY2022-23 Planning and Administration Charges Adjustment</b>			15. County Administration (0.5% of Line 13)	257,225	
4. MTC Administration (0.5% of Line 3)	21,233		16. MTC Planning (3.0% of Line 13)	1,543,350	
5. County Administration (Up to 0.5% of Line 3) <sup>4</sup>	21,233		17. Total Charges (Lines 14+15+16)		2,057,800
6. MTC Planning (3.0% of Line 3)	127,398		18. TDA Generations Less Charges (Lines 13-17)		49,387,200
7. Total Charges (Lines 4+5+6)		169,864	<b>FY2023-24 TDA Apportionment By Article</b>		
8. Adjusted Generations Less Charges (Lines 3-7)		4,076,723	19. Article 3.0 (2.0% of Line 18)	987,744	
<b>FY2022-23 TDA Adjustment By Article</b>			20. Funds Remaining (Lines 18-19)		48,399,456
9. Article 3 Adjustment (2.0% of line 8)	81,534		21. Article 4.5 (5.0% of Line 20)	2,419,973	
10. Funds Remaining (Lines 8-9)		3,995,189	22. TDA Article 4 (Lines 20-21)		45,979,483
11. Article 4.5 Adjustment (5.0% of Line 10)	199,759				
12. Article 4 Adjustment (Lines 10-11)		3,795,430			

**TDA APPORTIONMENT BY JURISDICTION**

Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2022	FY2021-22	6/30/2022	FY2021-23	FY2022-23	FY2022-23	FY2022-23	6/30/2023	FY2023-24	FY2023-24
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) <sup>1</sup>	Outstanding Commitments <sup>2</sup>	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	1,684,867	3,086	1,687,954	(1,735,280)	0	882,288	81,534	916,496	987,744	1,904,240
Article 4.5	0	0	0	0	0	2,161,606	199,759	2,361,365	2,419,973	4,781,338
<b>SUBTOTAL</b>	<b>1,684,867</b>	<b>3,086</b>	<b>1,687,954</b>	<b>(1,735,280)</b>	<b>0</b>	<b>3,043,894</b>	<b>281,293</b>	<b>3,277,861</b>	<b>3,407,717</b>	<b>6,685,578</b>
Article 4										
SFMTA	1,257,237	41,158	1,298,395	(44,489,346)	0	41,070,505	3,795,430	1,674,984	45,979,483	47,654,467
<b>SUBTOTAL</b>	<b>1,257,237</b>	<b>41,158</b>	<b>1,298,395</b>	<b>(44,489,346)</b>	<b>0</b>	<b>41,070,505</b>	<b>3,795,430</b>	<b>1,674,984</b>	<b>45,979,483</b>	<b>47,654,467</b>
<b>GRAND TOTAL</b>	<b>\$2,942,104</b>	<b>\$44,245</b>	<b>\$2,986,349</b>	<b>(\$46,224,626)</b>	<b>\$0</b>	<b>\$44,114,399</b>	<b>\$4,076,723</b>	<b>\$4,952,845</b>	<b>\$49,387,200</b>	<b>\$54,340,045</b>

1. Balance as of 6/30/21 is from the MTC FY2020-21 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 6/30/22, and FY2022-23 allocations as of 6/30/23.

**FY 2023-24 FUND ESTIMATE  
TRANSPORTATION DEVELOPMENT ACT FUNDS  
SAN MATEO COUNTY**

Attachment A  
Res No. 4556  
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7/26/2023

FY2022-23 TDA Revenue Estimate			FY2023-24 TDA Revenue Estimate		
<b>FY2022-23 Generation Estimate Adjustment</b>			<b>FY2022-23 County Auditor's Generation Estimate</b>		
1. Original County Auditor Estimate (Feb, 22)	52,172,265		13. County Auditor Estimate		60,360,105
2. Actual Revenue (Jul, 23)	55,267,582		<b>FY2023-24 Planning and Administration Charges</b>		
3. Revenue Adjustment (Lines 2-1)		3,095,317	14. MTC Administration (0.5% of Line 13)	301,801	
<b>FY2022-23 Planning and Administration Charges Adjustment</b>			15. County Administration (0.5% of Line 13)	301,801	
4. MTC Administration (0.5% of Line 3)	15,477		16. MTC Planning (3.0% of Line 13)	1,810,803	
5. County Administration (Up to 0.5% of Line 3) <sup>4</sup>	15,477		17. Total Charges (Lines 14+15+16)		2,414,405
6. MTC Planning (3.0% of Line 3)	92,860		18. TDA Generations Less Charges (Lines 13-17)		57,945,700
7. Total Charges (Lines 4+5+6)		123,814	<b>FY2023-24 TDA Apportionment By Article</b>		
8. Adjusted Generations Less Charges (Lines 3-7)		2,971,503	19. Article 3.0 (2.0% of Line 18)	1,158,914	
<b>FY2022-23 TDA Adjustment By Article</b>			20. Funds Remaining (Lines 18-19)		56,786,786
9. Article 3 Adjustment (2.0% of line 8)	59,430		21. Article 4.5 (5.0% of Line 20)	2,839,339	
10. Funds Remaining (Lines 8-9)		2,912,073	22. TDA Article 4 (Lines 20-21)		53,947,447
11. Article 4.5 Adjustment (5.0% of Line 10)	145,604				
12. Article 4 Adjustment (Lines 10-11)		2,766,469			

**TDA APPORTIONMENT BY JURISDICTION**

Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2022	FY2021-22	6/30/2022	FY2021-23	FY2022-23	FY2022-23	FY2022-23	6/30/2023	FY2023-24	FY2023-24
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) <sup>1</sup>	Outstanding Commitments <sup>2</sup>	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	3,510,154	59,045	3,569,199	(3,230,043)	0	1,001,707	59,430	1,400,293	1,158,914	2,559,207
Article 4.5	665,858	6,973	672,831	(2,790,948)	0	2,454,183	145,604	481,670	2,839,339	3,321,009
<b>SUBTOTAL</b>	<b>4,176,013</b>	<b>66,018</b>	<b>4,242,031</b>	<b>(6,020,991)</b>	<b>0</b>	<b>3,455,890</b>	<b>205,034</b>	<b>1,881,963</b>	<b>3,998,253</b>	<b>5,880,216</b>
Article 4										
SamTrans	12,651,294	132,486	12,783,780	(53,028,002)	0	46,629,485	2,766,469	9,151,732	53,947,447	63,099,179
<b>SUBTOTAL</b>	<b>12,651,294</b>	<b>132,486</b>	<b>12,783,780</b>	<b>(53,028,002)</b>	<b>0</b>	<b>46,629,485</b>	<b>2,766,469</b>	<b>9,151,732</b>	<b>53,947,447</b>	<b>63,099,179</b>
<b>GRAND TOTAL</b>	<b>\$16,827,307</b>	<b>\$198,504</b>	<b>\$17,025,811</b>	<b>(\$59,048,993)</b>	<b>\$0</b>	<b>\$50,085,375</b>	<b>\$2,971,503</b>	<b>\$11,033,695</b>	<b>\$57,945,700</b>	<b>\$68,979,395</b>

1. Balance as of 6/30/21 is from the MTC FY2020-21 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 6/30/22, and FY2022-23 allocations as of 6/30/23.

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

**FY 2023-24 FUND ESTIMATE  
TRANSPORTATION DEVELOPMENT ACT FUNDS  
SANTA CLARA COUNTY**

FY2022-23 TDA Revenue Estimate			FY2023-24 TDA Revenue Estimate		
<b>FY2022-23 Generation Estimate Adjustment</b>			<b>FY2022-23 County Auditor's Generation Estimate</b>		
1. Original County Auditor Estimate (Feb, 22)	140,649,000		13. County Auditor Estimate		145,007,000
2. Actual Revenue (Jul, 23)	144,317,131		<b>FY2023-24 Planning and Administration Charges</b>		
3. Revenue Adjustment (Lines 2-1)		3,668,131	14. MTC Administration (0.5% of Line 13)	725,035	
<b>FY2022-23 Planning and Administration Charges Adjustment</b>			15. County Administration (0.5% of Line 13)	725,035	
4. MTC Administration (0.5% of Line 3)	18,341		16. MTC Planning (3.0% of Line 13)	4,350,210	
5. County Administration (Up to 0.5% of Line 3) <sup>4</sup>	18,341		17. Total Charges (Lines 14+15+16)		5,800,280
6. MTC Planning (3.0% of Line 3)	110,044		18. TDA Generations Less Charges (Lines 13-17)		139,206,720
7. Total Charges (Lines 4+5+6)		146,726	<b>FY2023-24 TDA Apportionment By Article</b>		
8. Adjusted Generations Less Charges (Lines 3-7)		3,521,405	19. Article 3.0 (2.0% of Line 18)	2,784,134	
<b>FY2022-23 TDA Adjustment By Article</b>			20. Funds Remaining (Lines 18-19)		136,422,586
9. Article 3 Adjustment (2.0% of line 8)	70,428		21. Article 4.5 (5.0% of Line 20)	6,821,129	
10. Funds Remaining (Lines 8-9)		3,450,977	22. TDA Article 4 (Lines 20-21)		129,601,457
11. Article 4.5 Adjustment (5.0% of Line 10)	172,549				
12. Article 4 Adjustment (Lines 10-11)		3,278,428			

**TDA APPORTIONMENT BY JURISDICTION**

Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2022	FY2021-22	6/30/2022	FY2021-23	FY2022-23	FY2022-23	FY2022-23	6/30/2023	FY2023-24	FY2023-24
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) <sup>1</sup>	Outstanding Commitments <sup>2</sup>	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	8,216,162	31,704	8,247,866	(8,105,223)		2,700,461	70,428	2,913,532	2,784,134	5,697,666
Article 4.5	465,279	2,221	467,499	(7,080,945)	0	6,616,129	172,549	175,232	6,821,129	6,996,361
<b>SUBTOTAL</b>	<b>8,681,441</b>	<b>33,924</b>	<b>8,715,365</b>	<b>(15,186,168)</b>	<b>0</b>	<b>9,316,590</b>	<b>242,977</b>	<b>3,088,764</b>	<b>9,605,263</b>	<b>12,694,027</b>
Article 4										
VTA	8,840,252	42,195	8,882,447	(134,537,919)	0	125,706,450	3,278,428	3,329,406	129,601,457	132,930,863
<b>SUBTOTAL</b>	<b>8,840,252</b>	<b>42,195</b>	<b>8,882,447</b>	<b>(134,537,919)</b>	<b>0</b>	<b>125,706,450</b>	<b>3,278,428</b>	<b>3,329,406</b>	<b>129,601,457</b>	<b>132,930,863</b>
<b>GRAND TOTAL</b>	<b>\$17,521,693</b>	<b>\$76,119</b>	<b>\$17,597,812</b>	<b>(\$149,724,087)</b>	<b>\$0</b>	<b>\$135,023,040</b>	<b>\$3,521,405</b>	<b>\$6,418,170</b>	<b>\$139,206,720</b>	<b>\$145,624,890</b>

1. Balance as of 6/30/21 is from the MTC FY2020-21 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 6/30/22, and FY2022-23 allocations as of 6/30/23.

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

**FY 2023-24 FUND ESTIMATE  
TRANSPORTATION DEVELOPMENT ACT FUNDS  
SOLANO COUNTY**

FY2022-23 TDA Revenue Estimate				FY2023-24 TDA Revenue Estimate			
<b>FY2022-23 Generation Estimate Adjustment</b>				<b>FY2022-23 County Auditor's Generation Estimate</b>			
1. Original County Auditor Estimate (Feb, 22)	25,527,409			13. County Auditor Estimate			27,790,758
2. Actual Revenue (Jul, 23)	26,181,314			<b>FY2023-24 Planning and Administration Charges</b>			
3. Revenue Adjustment (Lines 2-1)		653,905		14. MTC Administration (0.5% of Line 13)		138,954	
<b>FY2022-23 Planning and Administration Charges Adjustment</b>				15. County Administration (0.5% of Line 13)		138,954	
4. MTC Administration (0.5% of Line 3)	3,270			16. MTC Planning (3.0% of Line 13)		833,723	
5. County Administration (Up to 0.5% of Line 3) <sup>4</sup>	3,270			17. Total Charges (Lines 14+15+16)			1,111,631
6. MTC Planning (3.0% of Line 3)	19,617			18. Solano Transportation Authority Planning (2.7% of Line 13-17) <sup>4</sup>		720,336	
7. Total Charges (Lines 4+5+6)		26,157		19. TDA Generations Less Charges (Lines 13-17)			25,958,791
8. Adjusted Generations Less Charges (Lines 3-7)		627,748		<b>FY2023-24 TDA Apportionment By Article</b>			
<b>FY2022-23 TDA Adjustment By Article</b>				20. Article 3.0 (2.0% of Line 18)		519,176	
9. Article 3 Adjustment (2.0% of line 8)	12,555			21. Funds Remaining (Lines 18-19)			25,439,615
10. Funds Remaining (Lines 8-9)		615,193		22. Article 4.5 (5.0% of Line 20)		0	
11. Article 4.5 Adjustment (5.0% of Line 10)	0			23. TDA Article 4 (Lines 20-21)			25,439,615
12. Article 4 Adjustment (Lines 10-11)		615,193					

**TDA APPORTIONMENT BY JURISDICTION**

Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2022	FY2021-22	6/30/2022	FY2021-23	FY2022-23	FY2022-23	FY2022-23	6/30/2023	FY2023-24	FY2023-24
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) <sup>1</sup>	Outstanding Commitments <sup>2</sup>	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	959,819	4,381	964,200	(1,335,033)	0	490,126	12,555	131,848	519,176	651,024
Article 4.5										
<b>SUBTOTAL</b>	<b>959,819</b>	<b>4,381</b>	<b>964,200</b>	<b>(1,335,033)</b>	<b>0</b>	<b>490,126</b>	<b>12,555</b>	<b>131,848</b>	<b>519,176</b>	<b>651,024</b>
Article 4/8										
Dixon	1,749,663	4,870	1,754,533	(1,293,664)	0	1,106,100	28,334	1,595,303	1,085,464	2,680,767
Fairfield	8,555,797	30,289	8,586,086	(7,841,181)	0	6,462,613	165,545	7,373,062	6,819,888	14,192,950
Rio Vista	1,206,538	3,858	1,210,396	(129,905)	0	552,037	14,141	1,646,669	564,546	2,211,215
Solano County	2,985,017	10,252	2,995,269	(544,390)	0	1,005,770	25,764	3,482,412	1,043,031	4,525,443
Suisun City	1,217,370	3,694	1,221,064	(1,613,137)	0	1,581,740	40,517	1,230,184	1,643,640	2,873,824
Vacaville	15,278,251	52,703	15,330,954	(13,790,489)	0	5,369,273	137,538	7,047,275	5,759,622	12,806,897
Vallejo/Benicia	13,442,493	45,203	13,487,696	(12,110,729)	0	7,938,655	203,355	9,518,976	8,523,424	18,042,400
<b>SUBTOTAL</b>	<b>44,435,129</b>	<b>150,869</b>	<b>44,585,998</b>	<b>(37,323,496)</b>	<b>0</b>	<b>24,016,187</b>	<b>615,193</b>	<b>31,893,881</b>	<b>25,439,615</b>	<b>57,333,496</b>
<b>GRAND TOTAL</b>	<b>\$45,394,948</b>	<b>\$155,250</b>	<b>\$45,550,198</b>	<b>(\$38,658,529)</b>	<b>\$0</b>	<b>\$24,506,313</b>	<b>\$627,748</b>	<b>\$32,025,729</b>	<b>\$25,958,791</b>	<b>\$57,984,520</b>

1. Balance as of 6/30/21 is from the MTC FY2020-21 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 6/30/22, and FY2022-23 allocations as of 6/30/23.

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

4. Beginning with FY24, the MTC Fund Estimate will directly program the 2.7% of TDA revenues to Solano Transportation Authority for planning purposes, as authorized by PUC 99233.12 of the Transportation Development Act statute.

**FY 2023-24 FUND ESTIMATE  
TRANSPORTATION DEVELOPMENT ACT FUNDS  
SONOMA COUNTY**

FY2022-23 TDA Revenue Estimate			FY2023-24 TDA Revenue Estimate		
<b>FY2022-23 Generation Estimate Adjustment</b>			<b>FY2022-23 County Auditor's Generation Estimate</b>		
1. Original County Auditor Estimate (Feb, 22)	32,025,000		13. County Auditor Estimate		33,200,000
2. Actual Revenue (Jul, 23)	30,551,394		<b>FY2023-24 Planning and Administration Charges</b>		
3. Revenue Adjustment (Lines 2-1)		(1,473,606)	14. MTC Administration (0.5% of Line 13)	166,000	
<b>FY2022-23 Planning and Administration Charges Adjustment</b>			15. County Administration (0.5% of Line 13)	166,000	
4. MTC Administration (0.5% of Line 3)	(7,368)		16. MTC Planning (3.0% of Line 13)	996,000	
5. County Administration (Up to 0.5% of Line 3) <sup>4</sup>	(7,368)		17. Total Charges (Lines 14+15+16)		1,328,000
6. MTC Planning (3.0% of Line 3)	(44,208)		18. TDA Generations Less Charges (Lines 13-17)		31,872,000
7. Total Charges (Lines 4+5+6)		(58,944)	<b>FY2023-24 TDA Apportionment By Article</b>		
8. Adjusted Generations Less Charges (Lines 3-7)		(1,414,662)	19. Article 3.0 (2.0% of Line 18)	637,440	
<b>FY2022-23 TDA Adjustment By Article</b>			20. Funds Remaining (Lines 18-19)		31,234,560
9. Article 3 Adjustment (2.0% of line 8)	(28,293)		21. Article 4.5 (5.0% of Line 20)	0	
10. Funds Remaining (Lines 8-9)		(1,386,369)	22. TDA Article 4 (Lines 20-21)		31,234,560
11. Article 4.5 Adjustment (5.0% of Line 10)	0				
12. Article 4 Adjustment (Lines 10-11)		(1,386,369)			

**TDA APPORTIONMENT BY JURISDICTION**

Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2022	FY2021-22	6/30/2022	FY2021-23	FY2022-23	FY2022-23	FY2022-23	6/30/2023	FY2023-24	FY2023-24
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) <sup>1</sup>	Outstanding Commitments <sup>2</sup>	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	2,479,957	12,815	2,492,771	(2,015,362)	0	614,880	(28,293)	1,063,996	637,440	1,701,436
Article 4.5										
<b>SUBTOTAL</b>	<b>2,479,957</b>	<b>12,815</b>	<b>2,492,771</b>	<b>(2,015,362)</b>	<b>0</b>	<b>614,880</b>	<b>(28,293)</b>	<b>1,063,996</b>	<b>637,440</b>	<b>1,701,436</b>
Article 4/8										
GGBHTD <sup>3</sup>	913,170	11,009	924,179	(8,069,948)	0	7,490,436	(344,667)	0	7,767,384	7,767,384
Petaluma	3,820,168	15,480	3,835,648	(3,216,004)	0	2,405,670	(110,695)	2,914,618	2,412,993	5,327,611
Santa Rosa	9,673,241	50,936	9,724,177	(8,780,495)	0	8,156,373	(375,309)	8,724,746	8,676,778	17,401,524
Sonoma County	15,166,844	48,707	15,215,551	(16,912,217)	0	12,076,641	(555,698)	9,824,278	12,377,405	22,201,683
<b>SUBTOTAL</b>	<b>29,573,423</b>	<b>126,131</b>	<b>29,699,554</b>	<b>(36,978,663)</b>	<b>0</b>	<b>30,129,120</b>	<b>(1,386,369)</b>	<b>21,463,642</b>	<b>31,234,560</b>	<b>52,698,202</b>
<b>GRAND TOTAL</b>	<b>\$32,053,379</b>	<b>\$138,946</b>	<b>\$32,192,326</b>	<b>(\$38,994,026)</b>	<b>\$0</b>	<b>\$30,744,000</b>	<b>(\$1,414,662)</b>	<b>\$22,527,638</b>	<b>\$31,872,000</b>	<b>\$54,399,638</b>

1. Balance as of 6/30/21 is from the MTC FY2020-21 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 6/30/22, and FY2022-23 allocations as of 6/30/23.

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 2023-24 FUND ESTIMATE  
STATE TRANSIT ASSISTANCE  
REVENUE-BASED FUNDS (PUC 99314)**

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FY2022-23 STA Revenue Estimate		FY2023-24 STA Revenue Estimate	
1. State Estimate (Aug, 22) <sup>3</sup>	\$256,881,538	4. Projected Carryover (Jan, 23)	\$106,348,039
2. Actual Revenue (Aug, 23)		5. State Estimate (Jan, 23)	\$250,544,353
3. Revenue Adjustment (Lines 2-1)		6. Total Funds Available (Lines 4+5)	\$356,892,392

**STA REVENUE-BASED APPORTIONMENT BY OPERATOR**

Column	A	B	C	D=Sum(A:C)	E	F=Sum(D:E)
	6/30/2022	FY2021-23	FY2022-23	6/30/2023	FY2023-24	Total
Apportionment Jurisdictions	Balance (w/interest) <sup>1</sup>	Outstanding Commitments <sup>2</sup>	Revenue Estimate <sup>3</sup>	Projected Carryover <sup>4</sup>	Revenue Estimate <sup>5</sup>	Available For Allocation
ACCMA - Corresponding to ACE	17,531	0	374,951	392,482	365,701	758,183
Caltrain	4,201,874	(14,030,039)	12,175,901	2,347,736	11,875,526	14,223,262
CCCTA	447,230	(745,694)	1,067,479	769,015	1,041,145	1,810,160
City of Dixon	46,583	0	10,423	57,006	10,166	67,172
ECCTA	96,506	(468,628)	516,110	143,988	503,378	647,366
City of Fairfield	22,439	(132,200)	189,416	79,655	184,743	264,398
GGBHTD	473,888	(4,559,143)	11,683,293	7,598,038	11,395,069	18,993,107
LAVTA	99,518	(468,141)	512,045	143,422	499,413	642,835
Marin Transit	2,180,581	(1,500,000)	1,996,710	2,677,291	1,947,451	4,624,742
NVTA	27,061	(131,587)	144,962	40,436	141,385	181,821
City of Petaluma	13,441	0	62,197	75,638	60,663	136,301
City of Rio Vista	16,553	0	3,314	19,867	3,231	23,098
SamTrans	1,315,038	(10,636,477)	12,211,635	2,890,196	11,910,378	14,800,574
SMART	475,528	0	2,524,164	2,999,692	2,461,894	5,461,586
City of Santa Rosa	9,756	(218,570)	209,001	187	203,846	204,033
Solano County Transit	83,038	(404,070)	445,196	124,164	434,213	558,377
Sonoma County Transit	54,405	(264,313)	291,142	81,234	283,960	365,194
City of Union City	7,587	0	158,170	165,757	154,268	320,025
Vacaville City Coach	122,914	0	33,900	156,814	33,063	189,877
VTA	1,665,279	(38,676,007)	37,012,180	1,452	36,099,102	36,100,554
VTA - Corresponding to ACE	9,726	(226,045)	216,319	0	210,982	210,982
WCCTA	123,734	(518,809)	677,036	281,961	660,333	942,294
WETA	16,530,199	(5,289,400)	3,320,161	14,560,960	3,238,254	17,799,214
<b>SUBTOTAL</b>	<b>28,040,411</b>	<b>(78,269,123)</b>	<b>85,835,705</b>	<b>35,606,991</b>	<b>83,718,164</b>	<b>119,325,155</b>
AC Transit	6,083,987	(29,636,318)	32,652,511	9,100,180	31,846,985	40,947,165
BART	2,320,804	(3,384,218)	51,166,528	50,103,114	49,904,266	100,007,380
SFMTA	3,537,941	(79,226,981)	87,226,794	11,537,754	85,074,938	96,612,692
<b>SUBTOTAL</b>	<b>11,942,732</b>	<b>(112,247,517)</b>	<b>171,045,833</b>	<b>70,741,048</b>	<b>166,826,189</b>	<b>237,567,237</b>
<b>GRAND TOTAL</b>	<b>\$39,983,143</b>	<b>(\$190,516,640)</b>	<b>\$256,881,538</b>	<b>\$106,348,039</b>	<b>\$250,544,353</b>	<b>\$356,892,392</b>

1. Balance as of 6/30/22 is from the MTC FY2021-22 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 6/30/22, and FY 2022-23 allocations as of 1/31/23.
3. FY 2022-23 STA revenue generation is based on revised estimates from the State Controller's Office in August 2022.
4. Projected carryover as of 6/30/23 does not include interest accrued in FY2022-23.
5. FY2023-24 STA revenue generation based on February 2023 State Controller's Office (SCO) forecast. SCO expects to update revenue forecasts in August 2023 with new estimates based on latest available actual qualifying revenue.

**FY 2023-24 FUND ESTIMATE  
STATE TRANSIT ASSISTANCE  
POPULATION-BASED FUNDS (PUC 99313) - FY 2018-19 ONWARDS**

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FY2022-23 STA Revenue Estimate		FY2023-24 STA Revenue Estimate	
1. State Estimate (Aug, 22) <sup>3</sup>	\$93,145,482	4. Projected Carryover (Jan, 23)	\$106,985,289
2. Actual Revenue (Aug, 23)		5. State Estimate <sup>4</sup> (Jan, 23)	\$90,847,614
3. Revenue Adjustment (Lines 2-1)		6. Total Funds Available (Lines 4+5)	\$197,832,903

**STA POPULATION-BASED COUNTY BLOCK GRANT AND REGIONAL PROGRAM APPORTIONMENT**

Column	A	C	D	E=Sum(A:D)	F	G=Sum(E:F)
	6/30/2022	FY2021-23	FY2022-23	6/30/2023	FY2023-24	Total
Apportionment Jurisdictions	Balance (w/interest) <sup>1</sup>	Outstanding Commitments <sup>2</sup>	Revenue Estimate <sup>3</sup>	Projected Carryover <sup>4</sup>	Revenue Estimate <sup>5</sup>	Available For Allocation
<b>County Block Grant<sup>6</sup></b>						
Alameda	558,769	(1,377,503)	5,360,109	4,541,375	11,241,461	15,782,836
Contra Costa	690,980	(8,454,249)	12,026,694	4,263,425	14,106,608	18,370,033
Marin	180,246	(1,512,985)	2,115,180	782,440	3,628,920	4,411,360
Napa	110,716	(1,179,757)	2,059,151	990,110	2,219,817	3,209,927
San Francisco	1,138,688	0	1,659,985	2,798,673	5,377,125	8,175,798
San Mateo	4,556,334	(1,846,597)	1,840,336	4,550,073	3,219,424	7,769,497
Santa Clara	435,911	(4,421,309)	3,985,763	365	8,961,581	8,961,946
Solano	11,766,524	(8,411,328)	6,234,285	9,589,481	6,678,552	16,268,033
Sonoma	1,003,477	(7,376,626)	8,247,973	1,874,824	8,159,842	10,034,666
<b>SUBTOTAL</b>	<b>20,441,646</b>	<b>(34,580,354)</b>	<b>43,529,474</b>	<b>29,390,766</b>	<b>63,593,330</b>	<b>92,984,096</b>
<b>Regional Program</b>	28,471,252	(33,401,952)	27,943,645	23,012,945	18,835,831	41,848,776
<b>WestCat Feeder Bus Support</b>					418,453	418,453
<b>Means-Based Transit Fare Program</b>	34,907,363	(3,000,000)	0	31,907,363	8,000,000	39,907,363
<b>American Rescue Program Exchange</b>	0	0	21,672,364	21,672,364	0	21,672,364
<b>Transit Emergency Service Contingency Fund<sup>8</sup></b>	1,001,851	0	0	1,001,851	0	1,001,851
<b>GRAND TOTAL</b>	<b>\$84,822,112</b>	<b>(\$70,982,306)</b>	<b>\$93,145,482</b>	<b>\$106,985,289</b>	<b>\$90,847,614</b>	<b>\$197,832,903</b>

1. Balance as of 6/30/22 is from the MTC FY2021-22 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed. Balances from the Northern County/Small Operator and Regional Paratransit programs, previously established by MTC Resolution 3837, have been transferred to the appropriate County Block Grant program.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/22, and FY2022-23 allocations as of 1/31/23.

3. FY 2022-23 STA revenue generation is based on revised estimates from the Governor's proposed budget in January 2022, and reflects the remaining balance after satisfying the American Rescue Plan exchange obligations

4. The projected carryover as of 6/30/2023 does not include interest accrued in FY 2022-23.

5. FY2023-24 STA revenue generation based on forecasts from the State Controller's Office from January 2023.

6. County Block Grant adopted through MTC Resolution 4321 in February 2018, and funded through a 70% share of STA Population-Based funds.

7. The County Block Grant program was suspended in FY23, per amendment to MTC Resolution 4321, Revised. Revenues in excess of the American Rescue Plan exchange obligation will be allocated directly to operators. These amounts are reflected in column D.

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

**FY 2023-24 FUND ESTIMATE  
STATE TRANSIT ASSISTANCE  
POPULATION-BASED FUNDS (PUC 99313) - AMERICAN RESCUE PLAN EXCHANGE (FY 2022-23)**

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Apportionment Jurisdictions <sup>1</sup>	FY2022-23 Aug. 2022 Estimate <sup>2</sup>	ARP Exchange Amount <sup>3</sup>	Estimated FY2022-23 Revenue to Operators
<b>Alameda</b>	<b>\$11,525,799</b>	<b>\$6,165,689</b>	<b>\$5,360,109</b>
AC Transit	\$6,942,565	\$4,807,453	\$2,135,112
BART	\$1,116,850	\$780,570	\$336,280
LAVTA	\$2,484,962	\$535,322	\$1,949,640
Union City	\$981,422	\$42,344	\$939,078
<b>Contra Costa</b>	<b>\$14,463,415</b>	<b>\$2,436,722</b>	<b>\$12,026,694</b>
County Connection	\$6,826,732	\$548,920	\$6,277,812
Tri Delta	\$4,353,488	\$178,426	\$4,175,062
WestCAT	\$1,099,220	\$270,627	\$828,593
AC Transit	\$2,082,732	\$1,367,989	\$714,743
BART	\$101,244	\$70,760	\$30,484
<b>Marin</b>	<b>\$3,720,708</b>	<b>\$1,605,529</b>	<b>\$2,115,180</b>
GGBHTD	\$1,361,916	\$1,361,916	\$0
Marin Transit	\$2,282,007	\$243,613	\$2,038,394
SMART	\$76,785	\$0	\$76,785
<b>Napa</b>	<b>\$2,275,965</b>	<b>\$216,814</b>	<b>\$2,059,151</b>
NVTA	\$2,275,965	\$216,814	\$2,059,151
<b>San Francisco</b>	<b>\$5,513,132</b>	<b>\$3,853,147</b>	<b>\$1,659,985</b>
SFMTA	\$5,513,132	\$3,853,147	\$1,659,985
<b>San Mateo</b>	<b>\$3,300,855</b>	<b>\$1,460,519</b>	<b>\$1,840,336</b>
SamTrans	\$3,300,855	\$1,460,519	\$1,840,336
<b>Santa Clara</b>	<b>\$9,188,253</b>	<b>\$5,202,490</b>	<b>\$3,985,763</b>
VTA	\$9,188,253	\$5,202,490	\$3,985,763
<b>Solano</b>	<b>\$6,847,477</b>	<b>\$613,192</b>	<b>\$6,234,285</b>
Solano County Operators	\$6,847,477	\$613,192	\$6,234,285
<b>Sonoma</b>	<b>\$8,366,235</b>	<b>\$868,262</b>	<b>\$7,497,973</b>
Sonoma County Operators	\$8,366,235	\$118,262	\$8,247,973
<b>GRAND TOTAL</b>	<b>\$65,201,837</b>	<b>\$21,672,364</b>	<b>\$43,529,474</b>

1. FY 2022-23 programming amounts for each county reflect each county's share of the STA County Block Grant program established in MTC Resolution 4321, Revised.

The County Block Grant program is suspended for FY2022-23, and will resume in FY 2023-24.

2. Programming amounts by operator reflect county transportation agency adopted frameworks for FY 23 in Alameda, Contra Costa, Napa, Santa Clara, Solano and Sonoma counties, a transit operator agreement in Marin County, and a direct apportionment of funds to the local transit operator in San Francisco and San Mateo counties.

3. American Rescue Plan (ARP) exchange amounts for each operator are shown in order to fulfill the funding exchange detailed in MTC Resolution 4481, Revised.

**FY 2023-24 FUND ESTIMATE  
BRIDGE TOLLS<sup>1</sup>**

**BRIDGE TOLL APPORTIONMENT BY CATEGORY**

<i>Column</i>	<b>A</b>	<b>B</b>	<b>C</b>	<b>D=Sum(A:C)</b>	<b>E</b>	<b>F=D+E</b>
	<b>6/30/2022</b>	<b>FY2021-23</b>	<b>FY2022-23</b>	<b>6/30/2023</b>	<b>FY2023-24</b>	<b>Total</b>
<b>Fund Source</b>	<b>Balance<sup>2</sup></b>	<b>Outstanding Commitments<sup>3</sup></b>	<b>Programming Amount<sup>4</sup></b>	<b>Projected Carryover</b>	<b>Programming Amount<sup>4</sup></b>	<b>Available for Allocation</b>
<b>MTC 2% Toll Revenues</b>						
Ferry Capital	7,741,314	(6,336,155)	1,000,000	2,405,159	1,000,000	3,405,159
Bay Trail	64,034	(514,034)	450,000	0	450,000	450,000
Studies	594,098	(319,080)	0	275,018	0	275,018
<b>SUBTOTAL</b>	<b>8,399,446</b>	<b>(7,169,269)</b>	<b>1,450,000</b>	<b>2,680,177</b>	<b>1,450,000</b>	<b>4,130,177</b>
<b>5% State General Fund Revenues</b>						
Ferry	21,031,555	(14,986,000)	3,155,142	9,200,697	3,186,694	12,387,391
Bay Trail	348,277	(635,645)	287,369	0	290,242	290,242
<b>SUBTOTAL</b>	<b>21,379,832</b>	<b>(15,621,645)</b>	<b>3,442,511</b>	<b>9,200,697</b>	<b>3,476,936</b>	<b>12,677,633</b>

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

2. Balance as of 6/30/22 is from the MTC FY2021-22 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 6/30/22, and FY2022-23 allocations and pending disencumbrances as of 1/31/23.

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 2023-24 FUND ESTIMATE  
 AB1107 FUNDS  
 AB1107 IS TWENTY-FIVE PERCENT OF THE ONE-HALF CENT BART DISTRICT SALES TAX**

FY2022-23 AB1107 Revenue Estimate		FY2023-24 AB1107 Estimate	
1. Original MTC Estimate (Feb, 22)	\$100,000,000	4. Projected Carryover (Jun, 22)	\$0
2. Actual Revenue (Jul, 23)	\$109,042,592	5. MTC Estimate (Feb, 23)	\$104,000,000
3. Revenue Adjustment (Lines 2-1)	\$9,042,592	6. Total Funds Available (Lines 4+5)	\$104,000,000

**AB1107 APPORTIONMENT BY OPERATOR**

Column	A	B	C=Sum(A:B)	D	E	F	G=Sum(A:F)	H	I=Sum(G:H)
	6/30/2022	FY2021-22	6/30/2022	FY2021-23	FY2022-23	FY2022-23	6/30/2023	FY2023-24	FY2023-24
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) <sup>1</sup>	Outstanding Commitments <sup>2</sup>	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
AC Transit	0	0	0	(54,521,296)	50,000,000	4,521,296	0	52,000,000	52,000,000
SFMTA	0	0	0	(54,521,296)	50,000,000	4,521,296	0	52,000,000	52,000,000
<b>TOTAL</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>(\$109,042,592)</b>	<b>\$100,000,000</b>	<b>\$9,042,592</b>	<b>\$0</b>	<b>\$104,000,000</b>	<b>\$104,000,000</b>

1. Balance as of 6/30/22 is from the MTC FY2020-21 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 6/30/22, and FY2022-23 allocations as of 6/30/23.

**FY 2023-24 FUND ESTIMATE  
TDA & STA FUND SUBAPPORTIONMENT FOR ALAMEDA & CONTRA COSTA COUNTIES  
& IMPLEMENTATION OF OPERATOR AGREEMENTS**

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<b>ARTICLE 4.5 SUBAPPORTIONMENT</b>		
<b>Apportionment Jurisdictions</b>	<b>Alameda Article 4.5</b>	<b>Contra Costa Article 4.5</b>
<b>Total Available</b>	<b>\$6,247,108</b>	<b>\$2,822,716</b>
AC Transit	\$5,501,037	\$853,589
LAVTA	\$302,579	
Pleasanton	\$53,403	
Union City	\$390,089	
CCCTA		\$1,167,447
ECCTA		\$615,634
WCCTA		\$186,045

**IMPLEMENTATION OF OPERATOR AGREEMENTS**

<b>Apportionment of BART Funds to Implement Transit Coordination Program</b>	
<b>Apportionment Jurisdictions</b>	<b>Total Available Funds (TDA and STA) FY 2023-24</b>
CCCTA	\$640,531
LAVTA	\$604,912
ECCTA	\$2,532,085
WCCTA	\$2,209,036

<b>Fund Source</b>	<b>Apportionment Jurisdictions</b>	<b>Claimant</b>	<b>Amount<sup>1</sup></b>	<b>Program</b>
<b>Total Available BART STA Revenue-Based Funds<sup>2</sup></b>			<b>\$100,007,380</b>	
STA Revenue-Based	BART	CCCTA <sup>2</sup>	(640,531)	BART Feeder Bus
STA Revenue-Based	BART	LAVTA <sup>2</sup>	(450,860)	BART Feeder Bus
STA Revenue-Based	BART	ECCTA <sup>2</sup>	(2,532,085)	BART Feeder Bus
STA Revenue-Based	BART	WCCTA <sup>2,3</sup>	(1,982,905)	BART Feeder Bus
<b>Total Payment</b>			<b>(5,606,381)</b>	
<b>Remaining BART STA Revenue-Based Funds</b>			<b>\$94,400,999</b>	
<b>Total Available BART TDA Article 4 Funds<sup>2</sup></b>			<b>\$380,183</b>	
TDA Article 4	BART-Alameda	LAVTA	(154,052)	BART Feeder Bus
TDA Article 4	BART-Contra Costa	WCCTA	(226,131)	BART Feeder Bus
<b>Total Payment</b>			<b>(380,183)</b>	
<b>Remaining BART TDA Article 4 Funds</b>			<b>\$0</b>	
<b>Total Available SamTrans STA Revenue-Based Funds</b>			<b>\$14,800,574</b>	
STA Revenue-Based	SamTrans	BART	(801,024)	SFO Operating Expense
<b>Total Payment</b>			<b>(801,024)</b>	
<b>Remaining SamTrans STA Revenue-Based Funds</b>			<b>\$13,999,550</b>	
<b>Total Available Union City TDA Article 4 Funds</b>			<b>\$11,869,941</b>	
TDA Article 4	Union City	AC Transit	(116,699)	Union City service
<b>Total Payment</b>			<b>(116,699)</b>	
<b>Remaining Union City TDA Article 4 Funds</b>			<b>\$11,753,242</b>	

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, and may include carryover from previous years  
2. Per an agreement between BART and East Bay bus operators, FY24 feeder bus payments will be reduced by \$397,946 for CCCTA, \$221,083 for LAVTA, \$844,028 for Tri-Delta, and and \$1,157,512 for WCCTA.  
3. FY2022-23 marked the conclusion of the WestCat Feeder Bus Capital Payment agreement.

**FY 2023-24 FUND ESTIMATE  
STA SPILLOVER FUNDING AGREEMENT PER RESOLUTION 3814**

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

Apportionment Category	MTC Resolution 3814	%	FY 2007-08	FY2009-20	MTC Res-3833	MTC Res-3925	MTC Res-4509	FY2021-22
	Spillover Payment Schedule		Spillover Distribution	Spillover Distribution	(RM 1 Funding)	(STP/CMAQ Funding)	(STP/CMAQ, LCTOP, STA)	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 <sup>1</sup>	43,000,000	69%	4,422,174	0	0	19,288,913	19,600,000	0
<b>TOTAL</b>	<b>\$62,000,000</b>	<b>100%</b>	<b>\$6,395,361</b>	<b>\$0</b>	<b>\$0</b>	<b>\$30,951,976</b>	<b>\$19,600,000</b>	<b>\$0</b>

1. On January 26, 2022, the MTC Commission adopted MTC Resolution No. 4509, which approved a funding commitment of \$19.6 million to SamTrans to satisfy the terms of the 2007 Caltrain Right of Way settlement agreement. On June 22, 2022, the MTC Commission revised MTC Resolution Nos. 4273, 4505, and 4520 to reprogramm a total of \$19.6 million in Low Carbon Transit Operations Program, One Bay Area Grant Program, and State Transit Assistance funds to SamTrans to fulfill the commitment.

2. With all remaining balances now satisfied, this page will be removed from future MTC Fund Estimates.

**FY 2023-24 FUND ESTIMATE  
CAP AND TRADE LOW CARBON TRANSIT OPERATIONS PROGRAM (LCTOP)**

<b>FY2022-23 LCTOP Revenue Estimate<sup>1</sup></b>		<b>FY2023-24 LCTOP Revenue Estimate<sup>2</sup></b>	
1. Estimated Statewide Appropriation (Jan, 23)	\$130,000,000	5. Estimated Statewide Appropriation (Jan, 23)	\$105,000,000
2. MTC Region Revenue-Based Funding	\$34,829,978	6. Estimated MTC Region Revenue-Based Funding	\$28,131,905
3. MTC Region Population-Based Funding	\$12,629,382	7. Estimated MTC Region Population-Based Funding	\$10,200,655
<b>4. Total MTC Region Funds</b>	<b>\$47,459,360</b>	<b>8. Estimated Total MTC Region Funds</b>	<b>\$38,332,560</b>

1. The FY 2022-23 LCTOP revenue generation is based on the \$163 million revised estimate included in the FY 2023-24 Proposed State Budget.

2. The FY 2023-24 LCTOP revenue generation is based on the \$182 million estimated in the FY 2023-24 Proposed State Budget.



**FY 2023-24 FUND ESTIMATE  
STATE OF GOOD REPAIR (SGR) PROGRAM  
REVENUE-BASED FUNDS**

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FY2022-23 SGR Revenue-Based Revenue Estimate		FY2023-24 SGR Revenue-Based Revenue Estimate	
1. State Estimate (Aug, 22)	\$31,477,988	4. Projected Carryover (Jan, 23)	(\$89)
2. Actual Revenue (Aug, 23)		5. State Estimate (Jan, 23)	\$33,656,207
3. Revenue Adjustment (Lines 2-1)		6. Total Funds Available (Lines 4+5)	\$33,656,118

**STATE OF GOOD REPAIR PROGRAM REVENUE-BASED APPORTIONMENT BY OPERATOR**

Column	A			B	C	D=Sum(A:C)	E	F=Sum(D:E)
	6/30/2022	FY2021-23	FY2021-23	FY2021-23	FY2022-23	6/30/2022	FY2023-24	Total
Apportionment Jurisdictions	Balance (w/interest)	Actuals	Encumbrances	Outstanding Commitments	Revenue Estimate <sup>1</sup>	Projected Carryover	Revenue Estimate <sup>2</sup>	Available For Allocation
ACCMA - Corresponding to ACE	0	(15,373)	(31,951)	(47,324)	47,324	0	49,125	49,125
Caltrain	0	(499,215)	(1,037,559)	(1,536,774)	1,536,774	0	1,595,267	1,595,267
CCCTA	0	(43,767)	(90,964)	(134,731)	134,731	0	139,859	139,859
City of Dixon	0	0	(1,316)	(1,316)	1,316	0	1,366	1,366
ECCTA	0	(21,161)	(43,980)	(65,141)	65,141	0	67,620	67,620
City of Fairfield	0	(7,766)	(16,141)	(23,907)	23,907	0	24,817	24,817
GGBHTD	0	(479,018)	(995,582)	(1,474,600)	1,474,600	0	1,530,726	1,530,726
LAVTA	0	(20,994)	(43,634)	(64,628)	64,628	0	67,087	67,087
Marin Transit	0	(81,866)	(170,148)	(252,014)	252,014	0	261,606	261,606
NVTA	0	(5,943)	(12,353)	(18,296)	18,296	0	18,993	18,993
City of Petaluma	0	(2,550)	(5,300)	(7,850)	7,850	0	8,149	8,149
City of Rio Vista	0	(136)	(282)	(418)	418	0	434	434
SamTrans	0	(500,680)	(1,040,604)	(1,541,284)	1,541,284	0	1,599,949	1,599,949
SMART	0	(103,491)	(215,095)	(318,586)	318,586	0	330,712	330,712
City of Santa Rosa	0	(8,569)	(17,810)	(26,379)	26,379	0	27,383	27,383
Solano County Transit	0	(18,253)	(37,937)	(56,190)	56,190	0	58,329	58,329
Sonoma County Transit	0	(11,937)	(24,809)	(36,746)	36,746	0	38,145	38,145
City of Union City	0	(6,485)	(13,478)	(19,963)	19,963	0	20,723	20,723
Vacaville City Coach	0	(1,390)	(2,889)	(4,279)	4,279	0	4,441	4,441
VTA	0	(1,517,510)	(3,153,961)	(4,671,471)	4,671,471	0	4,849,277	4,849,277
VTA - Corresponding to ACE	0	(8,869)	(18,434)	(27,303)	27,303	0	28,342	28,342
WCCTA	0	(27,759)	(57,783)	(85,542)	85,452	(90)	88,704	88,614
WETA	0	(136,128)	(282,924)	(419,052)	419,052	0	435,002	435,002
<b>SUBTOTAL</b>	<b>3</b>	<b>(3,518,861)</b>	<b>(7,314,933)</b>	<b>(10,833,794)</b>	<b>10,833,704</b>	<b>(90)</b>	<b>11,246,056</b>	<b>11,245,966</b>
AC Transit	0	(1,338,761)	(2,782,457)	(4,121,218)	4,121,218	0	4,278,080	4,278,080
BART	0	(2,097,840)	(4,360,114)	(6,457,954)	6,457,954	0	6,703,756	6,703,756
SFMTA	0	(3,576,326)	(7,432,953)	(11,009,279)	11,009,279	1	11,428,315	11,428,316
<b>SUBTOTAL</b>	<b>1</b>	<b>(7,012,927)</b>	<b>(14,575,524)</b>	<b>(21,588,451)</b>	<b>21,588,451</b>	<b>1</b>	<b>22,410,151</b>	<b>22,410,152</b>
<b>GRAND TOTAL</b>	<b>\$4</b>	<b>(\$10,531,788)</b>	<b>(\$21,890,457)</b>	<b>(\$32,422,245)</b>	<b>\$32,422,155</b>	<b>(\$89)</b>	<b>\$33,656,207</b>	<b>\$33,656,118</b>

1. FY2022-23 State of Good Repair Program revenue generation is based on August 2022 estimates from the State Controller's Office (SCO).

5. FY2023-24 State of Good Repair Program revenue generation based on February 2023 State Controller's Office (SCO) forecast. SCO will update revenue forecasts in August 2023 with new estimates based on latest available actual qualifying revenue.

**FY 2023-24 FUND ESTIMATE  
STATE OF GOOD REPAIR (SGR) PROGRAM  
POPULATION-BASED FUNDS**

Attachment A  
Res No. 4556  
Page 20 of 20  
7/26/2023

FY2022-23 SGR Population-Based Revenue Estimate		FY2023-24 SGR Population-Based Revenue Estimate	
1. State Estimate (Aug, 22)	\$11,756,303	4. Projected Carryover (Jan, 23)	\$175,483
2. Actual Revenue (Aug, 23)		5. State Estimate (Jan, 23)	\$12,203,772
3. Revenue Adjustment (Lines 2-1)		6. Total Funds Available (Lines 4+5)	<b>\$12,379,255</b>

**SGR PROGRAM POPULATION-BASED APPORTIONMENT**

Column	A	B	C	D=Sum(A:C)	E	F=Sum(D:E)
	6/30/2022	FY2021-23	FY2022-23	6/30/2022	FY2023-24	Total
Apportionment	Balance (w/interest)	Outstanding Commitments	Revenue Estimate <sup>1</sup>	Projected Carryover	Revenue Estimate <sup>2</sup>	Available For Allocation
Clipper®/Clipper® 2.0 <sup>3</sup>	24,080,508	(35,661,328)	11,756,303	175,483	12,203,772	12,379,255
<b>GRAND TOTAL</b>	<b>\$24,080,508</b>	<b>(\$35,661,328)</b>	<b>\$11,756,303</b>	<b>\$175,483</b>	<b>\$12,203,772</b>	<b>\$12,379,255</b>

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

2. FY2022-23 State of Good Repair Program revenue generation is based on January 2022 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.

Date: June 28, 2023  
W.I.: 1514  
Referred by: PAC  
Revised: 7/26/23-C

ABSTRACT

Resolution No. 4570, Revised

This resolution approves the allocation of fiscal year 2023-2024 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), Central Contra Costa Transit Authority (CCCTA), Livermore Amador Valley Transit Authority (LAVTA), Napa Valley Transportation Authority (NVTA), and Santa Clara Valley Transportation Authority (VTA).

Attachment A was revised on July 26, 2023 to allocate funds to City of Santa Rosa and Sonoma County Transit.

Discussion of the allocations made under this resolution is contained in the MTC Programming and Allocations Committee Summary Sheets dated June 14, 2023 and July 12, 2023.

Date: June 28, 2023  
W.I.: 1514  
Referred by: PAC

Re: Allocation of Fiscal Year 2023-24 Transportation Development Act Article 4, Article 4.5 and Article 8 Funds to Claimants in the MTC Region

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 4570

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 2023-24 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 2023-24 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



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Alfredo Pedroza, Chair

The above resolution was approved by the Metropolitan Transportation Commission at a regular meeting of the Commission held in San Francisco, California, and at other remote locations, on June 28, 2023.

Date: June 28, 2023  
Referred by: PAC  
Revised: 07/26/23-C

Attachment A  
ALLOCATION OF TRANSPORTATION DEVELOPMENT ACT ARTICLE 4, 4.5 and 8 FUNDS  
DURING FISCAL YEAR 2023-24

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

Claimant	Project Description	Allocation Amount	Alloc. Code	Approval Date	Apportionment Area	Note
<b>5801 - PUC 99233.7, 99275 Community Transit Service - Operations</b>						
AC Transit	Paratransit Operations	5,450,068	01	06/28/23	AC Transit - Alameda	
CCCTA	Paratransit Operations	1,161,778	02	06/28/23	CCCTA	
VTA	Community Transit	7,001,645	03	06/28/23	Santa Clara County	
	<b>Subtotal</b>	<b>13,613,491</b>				
<b>5802 - PUC 99260A Transit - Operations</b>						
AC Transit	Transit Operations	9,371,107	04	06/28/23	AC Transit - Contra Costa D1	
AC Transit	Transit Operations	19,238,420	05	06/28/23	AC Transit - Alameda D2	
AC Transit	Transit Operations	72,905,948	06	06/28/23	AC Transit - Alameda D1	
CCCTA	Transit Operations	20,770,583	07	06/28/23	CCCTA	
LAVTA	Transit Operations	8,533,007	08	06/28/23	LAVTA	
NVTA	Transit Operations	4,116,200	09	06/28/23	NVTA	
VTA	Transit Operations	133,031,253	10	06/28/23	VTA	
Santa Rosa Sonoma County	Transit Operations	4,980,094	16	07/26/23	Santa Rosa	
Transit	Transit Operations	6,698,880	17	07/26/23	Sonoma County	
	<b>Subtotal</b>	<b>279,645,492</b>				
<b>5803 - PUC 99260A Transit - Capital</b>						
CCCTA	Transit Capital	7,633,286	11	06/28/23	CCCTA	
LAVTA	Transit Capital	3,000,000	12	06/28/23	LAVTA	
NVTA	Transit Capital	2,000,000	13	06/28/23	NVTA	
Santa Rosa Sonoma County	Transit Capital	2,500,000	18	07/26/23	Santa Rosa	
Transit	Transit Capital	2,177,318	19	07/26/23	Sonoma County	
	<b>Subtotal</b>	<b>17,310,604</b>				
<b>5807 - PUC 99400C Transit - Operations</b>						
NVTA	Transit Operations	1,022,200	14	06/28/23	NVTA	
Sonoma County	Transit Operations	2,498,322	20	07/26/23	Sonoma County	
	<b>Subtotal</b>	<b>3,520,522</b>				

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

NVTA	Planning & Administration	3,035,500	15	06/28/23	NVTA
	<b>Subtotal</b>	<b>3,035,500</b>			

**Total 317,125,609**

Date: June 28, 2023  
Referred by: PAC

Attachment B  
Resolution No. 4570  
Page 1 of 3

ALLOCATION OF FISCAL YEAR 2023-24  
TRANSPORTATION DEVELOPMENT ACT  
ARTICLE 4, ARTICLE 4.5 AND ARTICLE 8  
FUNDS TO CLAIMANTS IN THE MTC REGION

**FINDINGS**

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

**Transportation Development Act Article 4 Funds**

Public Utilities Code § 99268 et seq.

1. That each claimant has submitted, or shall have submitted prior to the disbursement of funds, copies, to MTC and to appropriate agencies, of all required State Controller's reports and fiscal audit reports prepared in accordance with Public Utilities Code §§ 99243 and 99245; and
2. That the projects and purposes for which each claimant has submitted an application for TDA Article 4 funds to MTC are in conformance with MTC's Regional Transportation Plan (21 California Code of Regulations § 6651), and with the applicable state regulations (21 California Code of Regulations § 6600 et seq.), and with the applicable MTC rules and regulations; and
3. That each claimant has submitted to MTC as part of its application for TDA Article 4 funds a budget indicating compliance with the 50% expenditure limitation of Public Utilities Code § 99268, or with the applicable fare or fares-plus-local-support recovery ratio requirement (Public Utilities Code §§ 99268.2, 99268.3, 99268.4, 99268.12, or 99270.5) as attested to by the claimant's chief financial officer; and



4. That the sum of each claimant's total allocation of Transportation Development Act and State Transit Assistance funds does not exceed the amount that the claimant is eligible to receive, in accordance with the calculations prescribed by 21 California Code of Regulations § 6633.1, or § 6634; and

**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 each claimant has submitted to MTC as part of its application for TDA Article 8 funds a budget indicating compliance with the applicable fare or fares-plus-local-match recovery ratio requirement (as set forth, respectively, in Public Utilities Code §§ 99268.5, 99268.12, or MTC Resolution No. 1209, Revised) as so attested to by the claimant's chief financial officer; and
4. That the sum of each claimant's total allocation of Transportation Development Act and State Transit Assistance funds does not exceed the amount that the claimant is eligible to receive, in accordance with the calculations prescribed by 21 California Code of Regulations § 6634.

Date: June 28, 2023  
W.I.: 1514  
Referred by: PAC  
Revised: 7/26/23-C

ABSTRACT

Resolution No. 4571, Revised

This resolution approves the allocation of State Transit Assistance (STA) funds for fiscal year 2023-24.

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

Attachment A of this resolution was revised on July 26, 2023 to allocate funds to the City of Santa Rosa, and Sonoma County Transit (SCT).

Discussion of the allocations made under this resolution is contained in the MTC Programming and Allocations Committee Summary Sheets dated June 14, 2023 and July 12, 2023.

Date: June 28, 2023  
W.I.: 1514  
Referred by: PAC

Re: Allocation of Fiscal Year 2023-24 State Transit Assistance to Claimants in the MTC Region

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 4571

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 2024-24 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 2023-24 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 2023-24 STA funds to the claimants, in the amounts, for the purposes, and subject to the conditions, as listed and recorded on Attachment A to this resolution;

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION



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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 28, 2023.

Date: June 28, 2023  
Referred by: PAC  
Revised: 07/26/23-C

Attachment A  
ALLOCATION OF STATE TRANSIT ASSISTANCE FUNDS  
DURING FISCAL YEAR 2023-24

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
<b>5820 - CCR 6730A Operations - Population-based County Block Grant</b>						
AC Transit	Transit Operations	9,243,780	01	06/28/23	AC Transit - Alameda	
AC Transit	Transit Operations	2,841,073	02	06/28/23	AC Transit - Contra Costa	
CCCTA	Transit Operations	6,658,319	03	06/28/23	County Connection	
LAVTA	Transit Operations	2,423,659	04	06/28/23	LAVTA	
VTA	Transit Operations	8,961,946	05	06/28/23	Santa Clara County	
Santa Rosa	Transit Operations	3,671,909	11	07/26/23	Santa Rosa CityBus	
Sonoma County	Transit Operations				Sonoma County	
Transit	Transit Operations	3,521,846	13	07/26/23	Transit	
		<b>Subtotal</b>				<b>37,322,532</b>
<b>5820 - CCR 6730A Operations - Population-based MTC Coordination</b>						
MTC	Clipper Operations	7,700,000	06	06/28/23	MTC	
		<b>Subtotal</b>				<b>7,700,000</b>
<b>5820 - CCR 6730A Operations - Revenue-based</b>						
AC Transit	Transit Operations	40,947,165	07	06/28/23	AC Transit	
CCCTA	Transit Operations	1,041,145	08	06/28/23	CCCTA	
VTA	Transit Operations	36,100,554	09	06/28/23	VTA	
		<b>Subtotal</b>				<b>78,088,864</b>
<b>5822 - CCR 6731C Paratransit - Operations - Population-based County Block Grant</b>						
NVTA	Paratransit Operations	3,209,927	10	06/28/23	Napa County	
Sonoma County	Paratransit Operations				Sonoma County	
Transit	Paratransit Operations	1,173,949	12	07/26/23	Transit	
		<b>Subtotal</b>				<b>4,383,876</b>
		<b>Total</b>				<b>127,495,272</b>

Date: June 28, 2023  
Referred by: PAC

Attachment B  
Resolution No. 4571  
Page 1 of 2

ALLOCATION OF FISCAL YEAR 2023-24 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
3. That each claimant has submitted to MTC as part of its application for TDA Article 4 funds a budget indicating compliance with the 50% expenditure limitation of PUC § 99268, or with the applicable fare or fares-plus-local-support recovery ratio requirement (PUC §§ 99268.2, 99268.3, 99268.4, 99268.12, or 99270.5), or with the applicable fare or fares-plus-local-match recovery ratio requirement (as set forth, respectively, in PUC §§ 99268.5, 99268.12, or MTC Resolution No. 1209, Revised), as so attested to by the claimant's chief financial officer; and
4. That each claimant is making full use of federal funds available under the Fixing America's Surface Transportation (FAST) Act, as amended; and
5. That the sum of each claimant's allocation of Transportation Development Act and State Transit Assistance funds does not exceed the amount the claimant is eligible to receive, in accordance with the calculations prescribed by 21 Cal. Code of Regs. § 6633.1 or § 6634; and
6. That MTC has given priority consideration to claims to offset reductions in federal operating assistance and the unanticipated increase in the cost of fuel, to enhance existing public transportation services, and to meet high priority regional, countywide, or area wide public transportation needs; and

7. That each claimant has 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.



Date: June 28, 2023  
W.I.: 1255  
Referred by: PAC  
Revised: 07/26/23-C

ABSTRACT

Resolution No. 4572, Revised

This resolution approves the allocation of the Regional Measure 2 operating and planning funds for FY 2023-24.

This resolution allocates funds to Alameda-Contra Costa Transit District (AC Transit) and the Metropolitan Transportation Commission (MTC).

Attachment A was revised on July 26, 2023 to allocate funds to Soltrans, the Transbay Joint Powers Authority, and the Water Emergency Transportation Authority.

Discussion of the allocations made under this resolution are contained in the MTC Programming and Allocations Committee Summary Sheets dated June 14, 2023 and July 12, 2023.

Date: June 28, 2023  
W.I.: 1255  
Referred by: PAC

Re: Allocation of Regional Measure 2 funds for transit operations and planning for FY 2023-24

METROPOLITAN TRANSPORTATION COMMISSION

RESOLUTION NO. 4572

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

WHEREAS, Streets and Highways Code Sections 30950 et seq. created the Bay Area Toll Authority (“BATA”) which is a public instrumentality governed by the same board as that governing MTC; and

WHEREAS, on March 2, 2004, voters approved Regional Measure 2, increasing the toll for all vehicles on the seven state-owned toll bridges in the San Francisco Bay Area by \$1.00, with this extra dollar funding various transportation projects within the region that have been determined to reduce congestion or to make improvements to travel in the toll bridge corridors, as identified in SB 916 (Chapter 715, Statutes of 2004), commonly referred as Regional Measure 2 (“RM2”); and

WHEREAS, RM2 establishes the Regional Traffic Relief Plan and programs eligible for RM2 funding for transit operating and planning assistance as identified in Streets and Highways Code Section 30914(d).

WHEREAS, RM2 assigns administrative duties and responsibilities for the implementation of the Regional Traffic Relief Plan to MTC; and

WHEREAS, BATA shall fund the projects of the Regional Traffic Relief Plan by transferring RM2 authorized funds to MTC; and

WHEREAS, MTC adopted policies and procedures for the implementation of the Regional Measure 2 Regional Traffic Relief Plan on June 23, 2004, specifying the allocation criteria and project compliance requirements for RM 2 funding (MTC Resolution No. 3636, Revised); and

WHEREAS, MTC has reviewed the allocation requests submitted for RM2 transit operations and planning funds from the project sponsor(s) listed in Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length funds; and

WHEREAS, project sponsors seeking RM2 funds are required to submit an Operating Assistance Proposal (OAP), pursuant to Streets and Highway Code Section 30914(e) to MTC for review and approval, which demonstrates a fully funded operating plan and consistency with the performance measures, as applicable; and

WHEREAS, Attachment A lists the projects requested by project sponsors for RM2 funding, project specific conditions, and amounts recommended for RM2 allocation by MTC staff; and

RESOLVED, that MTC approves staff's review of the OAP for the projects listed in Attachment A; and be it further

RESOLVED, that MTC approves the allocation of RM2 funds in accordance with Attachment A; and be it further

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION

A handwritten signature in black ink, consisting of a large, stylized 'A' followed by a long horizontal line extending to the right.

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Alfredo Pedroza, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at the regular meeting of the Commission held in San Francisco, California and at other remote locations, on June 28, 2023.

FY 2023-24 ALLOCATION OF REGIONAL MEASURE 2 FUNDS  
FOR TRANSIT OPERATIONS AND PLANNING

1. Funding for each route is limited to the amount identified in the FY2023-24 RM2 Operating Program (MTC Resolution 4569).
2. Allocation amounts may be reduced in order to stay within the statutorily mandated RM2 operating program limit of 38% of annual revenue [SHC Section 30915(d)].
3. Payment of RM2 operating funds may be limited to no more than 1/12 of the allocated amount monthly.
4. Operating advances will be considered on a case-by-case basis.
5. RM2 performance requirements are suspended due to the continuing transit impacts resulting from the COVID-19

Claimant	Project Description	Allocation Amount	Allocation Code	Approval Date	Project Number
MTC	Clipper	\$ 1,623,105	01	06/28/23	12
AC Transit	Express Bus Service	\$ 4,371,096	02	06/28/23	4
AC Transit	Dumbarton Bus	\$ 3,007,085	03	06/28/23	5
AC Transit	Owl Bus Service	\$ 1,214,095	04	06/28/23	7
AC Transit	Enhanced/Rapid Bus Service	\$ 2,434,658	05	06/28/23	9
TJPA <sup>1</sup>	Transbay Transit Center	\$ 2,434,658	06	07/26/23	13
WETA	Planning and Administration	\$ 2,434,658	07	07/26/23	11
WETA	Ferry Operations	\$ 12,416,754	08	07/26/23	6
SolTrans	Express Bus Service	\$ 2,149,916	09	07/26/23	3
		<b>Total \$ 32,086,025</b>			

Notes

1. The allocation of funds to TJPA shall be subject to the same conditions included in MTC Resolution 4572.

Date: July 26, 2023  
W.I.: 1254  
Referred By: PAC

ABSTRACT

Resolution No. 4574

This resolution approves the FY2023-24 allocation of bridge tolls to the Transbay Joint Powers Authority (TJPA) for operation and maintenance assistance of the Salesforce Transit Center, pursuant to California Streets and Highways Code 30914(b).

Additional discussion is contained in the MTC Programming and Allocations Committee Summary Sheet dated July 12, 2023.

Date: July 26, 2022  
W.I.: 1254  
Referred By: PAC

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

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 4574

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

WHEREAS, Streets and Highways Code Sections 30950 *et seq.* created the Bay Area Toll Authority (“BATA”) which is a public instrumentality governed by the same board as that governing MTC; and

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

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

WHEREAS, the Salesforce Transit Center opened in 2018 now therefore be it

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

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

METROPOLITAN TRANSPORTATION COMMISSION

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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 July 26, 2023.



Date: July 26, 2023  
W.I.: 1254  
Referred By: PAC

Attachment A  
MTC Resolution No. 4574  
Page 1 of 1

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

Project Title: **Operations and Maintenance of Salesforce Transit Center**  
Sponsor: **Transbay Joint Powers Authority**

Allocation No.	Approval Date	Amount	Reimbursement Period
24457401	7/26/23	\$5,969,367.00	FY 2023-24

Conditions of Allocation:

1. Reimbursement shall be provided for eligible operating and maintenance expenditures at the Salesforce Transit Center.
2. If requested by MTC, details regarding any operating expenditures for the Transbay Terminal Facilities shall be provided by TJPA.
3. TJPA shall continue to incorporate regional wayfinding standards to the maximum extent feasible.
4. When implementing wayfinding in cases that regional wayfinding standards do not exist, such as digital kiosks and digital kiosk interfaces, TJPA shall work with MTC and transit operators to support development of a regional approach to the extent practicable.
5. Payment for operating expenses shall not be requested more than once monthly.
6. Progress reports on implementing the overall wayfinding program shall be provided with quarterly with invoices.
7. Maximum monthly reimbursement for operating expenses may be limited to no more than 1/12 of the amount allocated.

Date: July 26, 2023  
W.I.: 1511  
Referred by: PAC

ABSTRACT

Resolution No. 4588

This resolution adopts the project allocations for the Caltrans transit State of Good Repair Program for the San Francisco Bay Area for Fiscal Year (FY) 2023-24.

This resolution includes the following attachment:

Attachment A – FY 2023-24 State of Good Repair Program Public Utilities Code § 99314 and 99313 Project List

Further discussion of this action is contained in the Programming and Allocations Summary Sheet dated July 12, 2023.

Date: July 26, 2023  
W.I.: 1511  
Referred by: PAC

RE: Caltrans Transit State of Good Repair Program, FY 2023-24

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 4588

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, Senate Bill (SB) 1 (Chapter 5, Statutes of 2017), known as the Road Repair and Accountability Act of 2017, establishes the State of Good Repair Program (SGR Program); and

WHEREAS, the SGR Program will provide approximately \$126 million annually to transit operators in California for eligible transit maintenance and capital projects; and

WHEREAS, Public Utilities Code § 99313 and 99314 provides for the allocation by the State Controller of SGR Program funds to MTC based on the ratio of the population of the area under MTC' s jurisdiction to the total population of the State of California and based on each Bay Area operator's qualifying revenue, respectively; and

WHEREAS, the State Department of Transportation (Caltrans) is responsible for administering the SGR Program; and

WHEREAS, Caltrans has developed guidelines for the purpose of administering and distributing SGR Program funds to eligible project sponsors; and

WHEREAS, Caltrans' guidelines for the Fiscal Year 2023-24 SGR Program require Regional Transportation Planning Agencies (RTPAs) like MTC to approve and submit a regional project list for all Public Utilities Code § 99314 and 99313 funds to be allocated to operators in the Bay Area; and

WHEREAS, staff has prepared a SGR Program Public Utilities Code § 99314 and 99313 funding allocation request list, Attachment A, for submittal to Caltrans, said attachment attached hereto and incorporated herein as though set forth at length; now, therefore, be it

RESOLVED, that MTC adopts the Fiscal Year 2023-24 SGR Program Public Utilities Code § 99314 and 99313 funding allocation request list, attached hereto as Attachment A; and, be it further

RESOLVED, that MTC agrees to comply with all conditions and requirements set forth in the applicable statutes, regulations, guidelines, for all SGR Program funded projects; and, be it further

RESOLVED, that MTC hereby authorizes the submittal of the SGR Program Public Utilities Code § 99314 and 99313 funding allocation request list, attached hereto as Attachment A; and, be it further

RESOLVED, that should the final Fiscal Year 2023-24 amount differ from the State Controller's Office estimate, any amount above or below the estimate will be allocated to the projects listed in Attachment A; and, be it further

RESOLVED, that the Executive Director is authorized to make minor changes to Attachment A to conform to sponsor requests, and Caltrans and State Controller's actions.

METROPOLITAN TRANSPORTATION COMMISSION

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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 July 26, 2023.

<b>Fiscal Year 2023-24 State of Good Repair Program Public Utilities Code § 99314 Project List</b>			
<b>Agency</b>	<b>Project Title</b>	<b>Amount</b>	<b>Notes</b>
Alameda-Contra Costa Transit District (AC Transit)	50 40ft Diesel Buses	\$4,278,080	
ACE Train (Alameda County Apportionment)	Preventative Maintenance	\$49,125	
BART	Repair & Rehabilitation of Various BART Districtwide Systems	\$6,703,756	
Peninsula Corridor Joint Powers Board (Caltrain)	Caltrain FY24 State of Good Repair Improvements	\$1,595,267	
Central Contra Costa Transit Authority (County Connection)	Intelligent Transportation System Security Maintenance	\$139,859	
City of Fairfield (FAST)	Corporation Yard Transit Fleet Electrification Project	\$30,624	Includes apportionment to Dixon and Vacaville
Golden Gate Bridge Highway and Transportation District	San Francisco Ferry Terminal Berth Rehabilitation	\$1,380,726	
Golden Gate Bridge Highway and Transportation District	Larkspur Ferry Terminal Fuel System Rehabilitation	\$150,000	
Livermore-Amador Valley Transit Authority (Wheels)	Bus Replacement Purchase	\$67,087	
Marin County Transit District (Marin Transit)	Purchase Seven 35ft Hybrid Vehicles (LE)	\$261,606	
Napa County Transportation and Planning Agency	Vine Zero-Emission Bus Program	\$18,993	
City of Petaluma	Bus Repair and Rehabilitation	\$8,149	
San Mateo County Transit District (SamTrans)	Replacement of (135) 2009 Gillig Buses	\$1,599,949	
City of Santa Rosa (Santa Rosa City Bus)	Fixed Route Fleet Preventative Maintenance	\$27,383	

<b>Agency</b>	<b>Project Title</b>	<b>Amount</b>	<b>Notes</b>
City of San Francisco (SFMTA)	SFMTA Facilities SGR Project FY23-24	\$5,714,158	
City of San Francisco (SFMTA)	SFMTA Fixed Guideway SGR Project FY23-24	\$5,714,157	
Sonoma-Marín Area Rail Transit District (SMART)	SMART Capital Spare Parts	\$330,712	
Solano County Transit (SolTrans)	DPIM Gate Reader for Gillig Hybrids	\$58,763	Includes apportionment to Rio Vista (\$434)
County of Sonoma (Sonoma County Transit)	Fixed-Route Vehicle Replacements	\$38,145	
Eastern Contra Costa Transit Authority (TriDelta Transit)	ECCTA HVAC Upgrade	\$52,620	
Eastern Contra Costa Transit Authority (TriDelta Transit)	ECCTA Cash Fares Vault Repairs	\$15,000	
City of Union City (Union City Transit)	Bus Fleet Upgrades	\$20,723	
Santa Clara Valley Transportation Authority (VTA)	Cerone Operations Control Center (OCC)	\$4,877,619	Includes apportionment for VTA- Corresponding to ACE
Western Contra Costa Transit Authority (WestCAT)	Local match for purchase of replacement revenue vehicles.	\$88,704	
San Francisco Bay Area Water Emergency Transportation Authority (WETA)	Water Jet Equipment	\$435,002	
<b>TOTAL</b>		<b>\$33,656,207</b>	

<b>Fiscal Year 2023-24 State of Good Repair Program Public Utilities Code § 99313 Project List</b>			
<b>Agency</b>	<b>Project Title</b>	<b>Amount</b>	<b>Notes</b>
Metropolitan Transportation Commission (MTC)	Clipper®/Clipper® 2	\$12,203,772	
<b>TOTAL</b>		<b>\$12,203,772</b>	