

**Metropolitan Transportation Commission
Programming and Allocations Committee**

June 14, 2017

Agenda Item 4b

MTC Resolution Nos. 4279, 4284, and 4285

Subject: Allocation of \$83 million in FY2017-18 Transportation Development Act (TDA) funds, State Transit Assistance (STA) funds, and Regional Measure 2 (RM2) funds to LAVTA, TriDelta, County Connection, MTC, Vacaville, and WETA to support transit operations and capital projects in the region.

Background: This month's proposed actions begin the annual allocation process of these funds for FY2017-18. Entities requesting TDA, STA, and RM2 allocations this month that exceed the \$1 million delegated authority limit are identified in the table below. Allocation requests that are less than \$1 million are approved separately through the Executive Director's Delegated Authority process. The allocation requests are consistent with the adopted MTC Fund Estimate (Resolution 4220 for TDA and STA) and the RM2 Operating Program (MTC Resolution 4278).

Transit Operator/ Claimant	TDA Resolution No. 4284	STA Resolution No. 4285	RM2 Op. Resolution No. 4279	Total
LAVTA	\$13,850,852	\$ -	\$ -	\$13,850,852
TriDelta Transit (ECCTA)	\$10,284,989	\$ 3,694,112	\$ -	\$13,979,101
County Connection (CCCTA)	\$19,877,894	\$1,612,760	\$ -	\$21,490,654
MTC	\$ -	\$11,080,700	\$ -	\$11,080,700
Vacaville	\$ 2,459,551	\$ -	\$ -	\$ 2,459,551
WETA	\$ -	\$ -	\$19,500,000	\$19,500,000
Total	\$46,473,286	\$16,387,572	\$19,500,000	\$82,360,858

Information regarding the operating budgets and service plans of the above operators is provided in Attachment A. Some highlights are:

- WETA expects to have a service increase that is slightly higher than the budget increase. Additional RM2 operating approved as part of the Bay Bridge Forward project is helping to fund the service increase.
- The other four small operators will keep service levels constant while only one will keep costs under inflation costs.
- The STA allocation for MTC is to support Clipper® annual operating and capital needs. Once Sonoma Marin Area Rail Transit (SMART) starts service later this year, Clipper® will be available on 23 operators.

Senate Bill 1 (SB1) Transit Funding

In March of this year, the California Legislature passed SB1, the *Road Repair and Accountability Act of 2017*, consisting of approximately \$5 billion annually of transportation funding, of which \$355 million will be directed to transit operations and capital projects through the same formula used to distribute State Transit Assistance (STA) funds in the state. The Bay Area share of these funds is expected to be approximately \$105 million in FY 2017-18, increasing to an estimated \$133 million in FY 2018-19. The SB1 funding essentially doubles the level of funding of the current STA program. Staff will return to the Commission in the coming months with much more information regarding the SB1 programs

and some policy options for the Commission to consider in spending these new funds.

In conjunction with the start of the annual allocation process described above, MTC staff conducted an informal poll of transit agencies in the region to determine how operators are planning to use the new funding from SB1. Almost all operators indicated that the funds would be used to offset increases in operating costs resulting from rising labor and contracting costs, or recent service increases. Lower ridership and farebox recovery, likely resulting from increased use of ridesharing services and low gas prices, have also placed a strain on operator budgets that SB1 funding will help to alleviate as noted in a few examples below:

- BART has indicated that the funding from SB1 will allow them to forego reductions in service that were being considered prior to the passage of SB1.
- AC Transit, also suffering from recent ridership decreases, will use the funding to sustain existing services, as well as fund the new operations and maintenance costs that will be associated with Bus Rapid Transit when it begins service in FY 2018-19.

Some operators will also use some of their funding for state of good repair, or asset replacement projects, among them:

- Caltrain indicated they will invest SB1 funds in revenue vehicle rehabilitation and SamTrans will invest in the replacement of end-of-life diesel buses with electric buses.
- WETA also plans to use the funds for capital projects or local match for Federal state of good repair funding.

While SB1 provides transit operators in the region with a significant boost in operating revenue, the region must continue to focus on operating efficiencies and cost control, if higher funding levels are to translate into increased public transit service.

The STA funds proposed to be allocated in this item are the “base” STA funds that are already included in MTC’s adopted Fund Estimate; the allocations do not include any of the new SB1 funds.

Issues: Except for WETA, operating costs are rising much faster than service levels for all the transit agencies subject to these allocations. See Attachment A for details.

Recommendation: Refer MTC Resolution Nos. 4279, 4284, and 4285 to the Commission for approval.

Attachments: Attachment A – Transit Operator Budget Summary
MTC Resolution Nos. 4279, 4284, and 4285

Attachment A - Transit Operator Budget Summary

Operator	FY2016-17 Operating Budget	FY2017-18 Operating Budget	% Change	Revenue Vehicle Hours % Increase	FY2017-18 Operating Request ¹	Allocation Request as a % of Operating Budget	Highlight of FY2017-18 Budgets
LAVTA	\$17,660,889	\$18,365,924	4.0%	0.2%	\$12,012,120	65.4%	<ul style="list-style-type: none"> LAVTA is considering options to increase fare revenue by increasing the cost of a few fare products. Over half of the budget increase is due to the pilot ridesharing project, Go Dublin!, which is the first partnership between a Bay Area transit provider and Transportation Network Companies. LAVTA is conducting a comprehensive paratransit assessment as well as its first long-range transit plan.
Tri Delta Transit (ECCTA)	\$20,578,000	\$21,037,727	2.2%	0%	\$16,091,418	72.7%	<ul style="list-style-type: none"> Two additional staff and increases in the cost of purchased transportation account about evenly for the budget increase. ECCTA will implement a pilot with Transportation Network Companies for first/last miles connections with the goal of decreasing paratransit costs and increasing fixed route ridership.
County Connection (CCCTA)	\$35,687,792	\$ 38,112,255	6.8%	0.8%	\$22,950,832	61.1%	<ul style="list-style-type: none"> A \$500,000 contingency accounts for 20% of the budget increase. Increases in wages and benefits and budgeting for two vacant positions account for 40% of the increase. Costs continue to exceed revenue and reserves are rapidly declining. CCCTA is considering various options to maintain long-term fiscal health.
Vacaville	\$ 2,365,298	\$ 2,459,242	4.0%	0%	\$1,130,551	46.0%	<ul style="list-style-type: none"> Vacaville will perform a comprehensive review of its service. The last service change was ten years ago and the City saw eight consecutive years of ridership growth following that change. Vacaville has a new contracted service provider and costs are expected to rise.

¹ The allocation request includes funds that will be allocated through Executive Director's Delegated Authority as allowed by MTC Resolution No. 3620, Revised. Allocations made by Delegated Authority are reported to the Commission quarterly.

Attachment A - Transit Operator Budget Summary

Operator	FY2016-17 Operating Budget	FY2017-18 Operating Budget	% Change	Revenue Vehicle Hours % Increase	FY2017-18 Operating Request ²	Allocation Request as a % of Operating Budget	Highlight of FY2017-18 Budgets
WETA	\$38,152,000	\$40,779,500	6.9%	7.7%	\$18,300,000	54.8%	<ul style="list-style-type: none"> • WETA received the first of seven new ferries. Three ferries will replace ones that are at the end of their useful lives and four are for expanded and new service. WETA currently has 13 ferries. • Purchased transportation is increasing \$1.9 million and accounts for 75% of the budget increase due to wage increases for contracted service, additional maintenance staff, and increased service. • WETA currently has a 61% farebox recovery, expects ridership growth, and will have a 3% fare increase. Despite these factors, WETA is only budgeting for fare revenue to cover half of the total operating budget. In addition, actual spending in FY2016-17 is 12% under budget.

² The allocation request includes funds that will be allocated through Executive Director's Delegated Authority as allowed by MTC Resolution No. 3620, Revised. Allocations made by Delegated Authority are reported to the Commission quarterly.

Date: June 28, 2017
W.I.: 1255
Referred by: PAC

ABSTRACT

Resolution No. 4279

This resolution approves the allocation of the Regional Measure 2 operating and planning funds for FY 2017-18.

This resolution allocates funds to the Water Emergency Transportation Authority (WETA).

Discussion of the allocations made under this resolution are contained in the MTC Programming and Allocations Committee Summary Sheets dated June 14, 2017.

Date: June 28, 2017
W.I.: 1255
Referred by: PAC

Re: Allocation of Regional Measure 2 funds for transit operations and planning for FY 2017-18

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION No. 4279

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

Jake Mackenzie, Chair

The above resolution was entered into
by the Metropolitan Transportation
Commission at the regular meeting
of the Commission held in San Francisco,
California, on June 28, 2017.

Date: June 28, 2017
W.I.: 1255
Referred by: PAC

Attachment A
MTC Resolution No. 4279
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FY 2017-18 ALLOCATION OF REGIONAL MEASURE 2 FUNDS
FOR TRANSIT OPERATIONS AND PLANNING

Funding for each route is limited to the amount identified in the FY2017-18 RM2 Operating Program (MTC Resolution 4278). All routes are required to meet performance standards identified in MTC's RM2 Policies and Procedures (MTC Resolution 3636) except for WETA's South San Francisco Ferry service which was given seven years (until FY 2018-19) to meet RM2 standards when MTC Res. 4228 was adopted on June 22, 2016.

Claimant	Project Description	Allocation Amount	Allocation Code	Approval Date	Project Number	Farebox Requirement	Org Key
WETA	Planning and Administration	3,000,000	01	06/28/17	11	n.a.	801851400
WETA	Ferry Operations	16,500,000	02	06/28/17	6	40% Peak service, 30% All Day Service	801850900
Total		19,500,000					

Date: June 28, 2017
W.I.: 1514
Referred by: PAC

ABSTRACT

Resolution No. 4284

This resolution approves the allocation of fiscal year 2017-18 Transportation Development Act Article 4, Article 4.5 and Article 8 funds to claimants in the MTC region.

This resolution allocates funds to County Connection (CCCTA), TriDelta (Eastern Contra Costa Transit Authority), LAVTA (Livermore Amador Valley Transit Authority), and Vacaville.

Discussion of the allocations made under this resolution is contained in the MTC Programming and Allocations Committee Summary Sheets dated June 14, 2017.

Date: June 28, 2017
W.I.: 1514
Referred by: PAC

Re: Allocation of Fiscal Year 2017-18 Transportation Development Act Article 4, Article 4.5 and Article 8 Funds to Claimants in the MTC Region

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4284

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 2017-18 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 2017-18 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 2017-18 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 3866, Revised, the Transit Coordination Implementation Plan.

METROPOLITAN TRANSPORTATION COMMISSION

Jake Mackenzie, Chair

The above resolution was approved by the Metropolitan Transportation Commission at a regular meeting of the Commission held in San Francisco, California, on June 28, 2017.

Date: June 28, 2017
Referred by: PAC

Attachment A
MTC Resolution No. 4284
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ALLOCATION OF TRANSPORTATION DEVELOPMENT ACT ARTICLE 4, 4.5 and 8 FUNDS
DURING FISCAL YEAR 2017-18

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
5802 - 99260A Transit - Operations						
LAVTA	Transit Operations	9,778,570	01	06/28/17	LAVTA	
CCCTA	Transit Operations	19,877,894	02	06/28/17	CCCTA	
ECCTA	Transit Operations	10,284,989	03	06/28/17	ECCTA	
Vacaville	Transit Operations	1,130,551	04	06/28/17	Vacaville	1
	Subtotal	41,072,004				
5803 - 99260A Transit - Capital						
LAVTA	Transit Capital	4,072,282	05	06/28/17	LAVTA	
Vacaville	Transit Capital	1,329,000	06	06/28/17	Vacaville	1
	Subtotal	5,401,282				
	TOTAL	46,473,286				

Note:

(1) Allocation subject to approval of the County TDA Matrix by the Solano Transportation Authority on 6/14/17.

Date: June 28, 2017
Referred by: PAC

Attachment B
Resolution No. 4284
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ALLOCATION OF FISCAL YEAR 2017-18
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 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 § 6633.1, or § 6634; and

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

Transportation Development Act Article 4.5 Funds

Public Utilities Code § 99275

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

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

3. That in accordance with Public Utilities Code § 99275.5(c), MTC finds that the projects and purposes for which each claimant has submitted an application for TDA Article 4.5 funds to MTC, responds to a transportation need not otherwise met in the community of the claimant; that the services of the claimant are integrated with existing transit services, as warranted; that the claimant has prepared and submitted to MTC an estimate of revenues, operating costs and patronage for the fiscal year in which TDA Article 4.5 funds are allocated; and that the claimant has submitted 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 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; 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, 2017
W.I.: 1514
Referred by: PAC

ABSTRACT
Resolution No. 4285

This resolution approves the allocation of State Transit Assistance (STA) funds for fiscal year 2017-18.

This resolution allocates funds to County Connection (CCCTA), Tri Delta Transit (ECCTA), and MTC.

Discussion of the allocations made under this resolution is contained in the MTC Programming and Allocations Committee Summary Sheets dated June 14, 2017.

Date: June 28, 2017
W.I.: 1514
Referred by: PAC

Re: Allocation of Fiscal Year 2017-18 State Transit Assistance to Claimants in the MTC Region

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4285

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 2017-18 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 2017-18 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. 3837 and 4249, 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.); and

WHEREAS, the California State Legislature is currently considering revisions to the TDA, which may change the administration of STA funds; 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 2017-18 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

Jake Mackenzie, Chair

The above resolution was approved by the
Metropolitan Transportation Commission
at a regular meeting of the Commission held
in San Francisco, California, on June 28, 2017.

Date: June 28, 2017
Referred by: PAC

Attachment A
MTC Resolution No. 4285
Page 1 of 1

ALLOCATION OF STATE TRANSIT ASSISTANCE FUNDS
DURING FISCAL YEAR 2017-18

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

Claimant	Project Description	Allocation Amount	Alloc. Code	Approval Date	Apportionment Area
5820 - 6730A Operating Costs - Population-based Small Operator/Northern Counties					
CCCTA	Transit Operations	1,612,760	01	06/28/17	CCCTA
ECCTA	Transit Operations	1,069,516	02	06/28/17	ECCTA
	Subtotal	2,682,276			
5820 - 6730A Operating Costs - Revenue-based					
ECCTA	Transit Operations	2,624,596	03	06/28/17	BART
	Subtotal	2,624,596			
5820 - 6730A Operating Costs - Population-based MTC Regional Coordination					
MTC	Clipper Operations	11,080,700	04	06/28/17	MTC
	Subtotal	11,080,700			
	TOTAL	16,387,572			

Date: June 28, 2017
Referred by: PAC

Attachment B
Resolution No. 4285
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ALLOCATION OF FISCAL YEAR 2017-18 STATE TRANSIT ASSISTANCE FUNDS
TO CLAIMANTS IN THE MTC REGION

FINDINGS

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

1. That each claimant has submitted, or shall have submitted prior to the disbursement of funds, copies, to MTC and to appropriate agencies, of all required State Controller's reports and fiscal audit reports prepared in accordance with PUC §§ 99243 and 99245; and
2. That the projects and purposes for which each claimant has submitted an application for TDA Article 8 funds to MTC are in conformance with MTC's Regional Transportation Plan (21 Cal. Code of Regs. § 6651), and with the applicable state regulations (21 Cal. Code of Regs. § 6600 et seq.), and with the applicable MTC rules and regulations; and
3. That 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 made a reasonable effort to implement the productivity improvements recommended pursuant to PUC § 99244; and
8. That each claimant has submitted to MTC a copy of a certification from the California Highway Patrol verifying that the claimant is in compliance with Section 1808.1 of the Vehicle Code (“Pull Notice Program”), as required by PUC § 99251; and
9. That each claimant is in compliance with the eligibility requirements of PUC §§ 99314.6 or 99314.7; and
10. That each claimant has certified that it has entered into a joint fare revenue sharing agreement with every connecting transit operator, and that it 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.