

Metropolitan Transportation Commission Programming and Allocations Committee

May 13, 2020

Agenda Item 4b - 20-0728

MTC Resolution No. 4420, Revised

Subject: Revisions to MTC Resolution No. 4220, the Coronavirus Aid, Relief, and Economic Security (CARES) Act.

Background: On April 22, 2020, the Commission approved the programming of more than \$780 million of federal funds to Bay Area transit agencies through the CARES Act. The distribution formula was developed through a partnership between MTC and Bay Area transit agencies and represents the first programming action (equivalent to 61%) for the roughly \$1.3 billion in CARES Act funding that is available. The remainder of the funding will be programmed in future months as further transit revenue impacts become clearer.

As part of the approval, the Commission directed staff to:

- 1) Finalize Principle 5 of the CARES Act funding guiding principles to inform the distribution of the remainder of the CARES Act funding (\$520 million or 39%);
- 2) Inventory transit agency safety efforts to protect the health of operators and transit riders; and
- 3) Establish a Blue Ribbon Transit Recovery Task Force to guide and inform the recovery of the Bay Area's public transit system and its role in the region's future – with a first priority providing input into the distribution of the CARES Act funding.

Funding Distribution - Principle 5

The first distribution of CARES Act funding was guided by four principles developed in consultation with transit operators. Principles 1 through 4 dealt with the need to act quickly to provide transit operators with funding to address revenue losses and costs arising from the COVID-19 crisis, and the need to allow flexibility in the distribution process to address changing circumstances and programming constraints. As staff reported at the April Commission meeting, a fifth principle was still in development that was intended to guide the distribution of the remainder of the CARES Act funding and a recommendation would be put forward in May at the Programming and Allocations Committee meeting.

There was significant interest from many stakeholders, including the Policy Advisory Council and SFMTA, in how the needs of transit-dependent passengers will be addressed as we develop the recovery plans in this financially stressed environment. Additionally, the Policy Advisory Council expressed an interest in exploring opportunities to ensure seamlessness and affordability for the customer. Staff took these comments into consideration in the development of its final recommendation and expect further consideration will be given to these areas through the work of the Blue Ribbon Transit Recovery Task Force.

Staff's recommendation for Principle 5 proposes that "future distribution(s) – beyond the initial phase – will be subject to a comprehensive COVID-19 recovery strategy that considers any recommended regional adjustments to ensure network connectivity, financial sustainability, and transportation system equity." A proposed action related to Principle 5 includes the development of

a COVID 19 recovery strategy by each operator that addresses right-sizing of service and financial sustainability, with consideration of equity and the lifeline service needs of the most transit dependent riders. Further actions related to Principle 5 are expected to be guided and developed by the Blue Ribbon Transit Recovery Task Force, that is described in more detail below.

A full list of the CARES Act funding distribution principles can be found in Attachment A to MTC Resolution 4420.

Inventory of Transit Agency COVID-19 Related Safety Efforts

Staff is currently surveying each transit agency in the region to determine the type and extent of their efforts to protect the health and safety of their operators and riders, and expects to provide an initial report to Commissioners at the May 13th Programming and Allocations Committee meeting. Information will continue to be refined and communicated through the Blue Ribbon Task Force.

Blue Ribbon Transit Recovery Task Force

In response to the Commission's directive to establish a Blue Ribbon Transit Recovery Task Force to guide the recovery of public transit and its role in the region, MTC Chair Scott Haggerty established the Blue Ribbon Transit Recovery Task Force and selected Commissioner Jim Sperring to serve as its chair. The Task Force will be composed of representatives of the MTC Commission, transit operators, and stakeholder groups (see Attachment A for the membership roster). The priorities of the panel are:


- 1) Determine the next CARES Act distribution formula and identify the categories to be funded.
- 2) Assess transit agency recovery strategies with an eye towards developing a regional approach to restoring ridership and stabilizing the transit network.
- 3) Provide recommendations for institutional and operational changes and evaluate MTC's future distribution of funds to transit operations

We believe this is a singular and urgent opportunity to convene the coalition of interests needed to lead the re-emergence of Bay Area public transit stronger, more connected, and more resilient in the wake of this crisis. Invitations have been sent out to the proposed Task Force members and the first meeting is being scheduled for late May.

Issues: None

Recommendation: Staff recommends Commission approval of MTC Resolution No. 4420, Revised

Attachment: Attachment A: Blue Ribbon Transit Recovery Task Force Membership Roster
MTC Resolution No. 4420, Revised (Attachment A)


Therese W. McMillan

Attachment A

Blue Ribbon Transit Recovery Task Force Membership Roster	
Invited	
Metropolitan Transportation Commission	
Chair Scott Haggerty Vice Chair Alfredo Pedroza Dave Cortese Nick Josefowitz Gina Papan David Rabbitt Jim Spering, Task Force Chair Amy Worth Therese W. McMillan, MTC Executive Director	
State of California	
State Senator Jim Beall <i>(or representative)</i> State Assembly Member David Chiu <i>(or representative)</i> CA State Transportation Agency Secretary David S. Kim <i>(or representative)</i>	
Transit Operators	
Michael Hursh, AC Transit Robert Powers, BART Rick Ramacier, CCCTA Denis Mulligan, GGBHTD Michael Tree, LAVTA Nancy Whelan, Marin Transit Jim Hartnett, SamTrans/Caltrain Jeffrey Tumlin, SFMTA Nuria Fernandez, VTA	
County Transportation Agencies	
Daryl Halls, BACTA Chair	
Stakeholders	
Labor Representative TransForm Seamless Bay Area Silicon Valley Community Foundation Bay Area Council Urban Habitat Disability advocacy representative/ Independent Resource Center of Contra Costa and Solano Counties MTC Policy Advisory Council	

Date: April 22, 2020
W.I.: 1512
Referred By: Commission
Revised: 05/27/20-C

ABSTRACT

Resolution No. 4420, Revised

This resolution approves the process, establishes the criteria, and programs projects for Federal Transit Administration (FTA) Sections 5307 Urbanized Area Formula and 5311 Rural Area formula funds apportioned to the San Francisco Bay Area pursuant to the Coronavirus Aid, Relief, and Economic Security Act (H.R. 748) for FY2019-20 Emergency Transit Operations Assistance.

This resolution includes the following attachments:

Attachment A – Principles for Distribution of CARES Act (H.R. 748) Supplemental
Federal Transit Administration Formula Funds

Attachment B – FY2019-20 Emergency Transit Operations Programming Policy

Attachment C – FY2019-20 Emergency Transit Operations Program of Projects

On May 27, 2020, Attachment A was revised to incorporate proposed actions for Principle 5.

Further discussion is contained in the memorandum to the MTC Programming and Allocations Committee dated May 13, 2020.

Date: April 22, 2020
W.I.: 1512
Referred By: Commission

RE: San Francisco Bay Area FY2019-20 Emergency Transit Operations Programming Policy

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4420

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

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

WHEREAS, the Coronavirus Aid, Relief, and Economic Security (CARES) Act (H.R. 748) has been signed into law in response to the nationwide Coronavirus pandemic, which provides supplemental appropriations for Emergency Transit Operations Assistance through the Federal Transit Administration (FTA) Section 5307 Urbanized Area and Section 5311 Rural Area formula programs; and

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

WHEREAS, MTC has worked cooperatively with the cities, counties and transit operators in the region to establish a set of principles to guide the development of the process and methodology for the initial distribution of CARES Act supplemental federal transit funds; and which provide for adjustments for subsequent distributions, as set forth in Attachment A, which is incorporated herein as though set forth at length; and

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

WHEREAS, the projects to be funded are set forth in the detailed project listings in Attachment C, which are incorporated herein as though set forth at length; now, therefore, be it

RESOLVED, that MTC approves FY2019-20 Emergency Transit Operations Programming Policy as set forth in Attachment B; and, be it further

RESOLVED, that MTC will use the Policy as set forth in Attachment B to program supplemental FTA Sections 5307 and 5311 formula funds appropriated in the CARES Act for Emergency Transit Operations Assistance as provided under statute; and, be it further

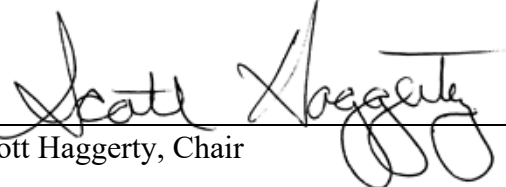
RESOLVED, that MTC will return to the Commission to consider and approve those criteria and factors that will be identified for and associated with Principle 5 as provided for in Attachment A, as a basis for subsequent distributions beyond the initial distribution; and, be it further

RESOLVED, that MTC adopts the FY2019-20 Emergency Transit Operations Program of Projects to be funded as set forth in Attachment C; and, be it further

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

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

METROPOLITAN TRANSPORTATION COMMISSION



Scott Haggerty, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in San Francisco, California on April 22, 2020.

Date: April 22, 2020
W.I.: 1512
Referred By: Commission

Attachment A
Resolution No. 4420
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**Principles for Distribution of CARES Act (H.R. 748) Supplemental
Federal Transit Administration Formula Funds**

Principles	Proposed Action
1. Move quickly to distribute first allocation of funds to operators as soon as possible.	Recommend an allocation formula and distribution of an initial installment of funds for approval no later than at the regularly-scheduled MTC Commission meeting on April 22 nd .
2. Distribute funding in a manner that best addresses operators' needs arising from the COVID-19 crisis.	Pursue agreement with transit operators on a distribution framework that comes as close as possible to anticipated transit operator costs associated with COVID-19, consistent with the intent of the CARES Act to direct funding according to need. Recognize the different revenues that comprise operator budgets and that will be affected by the COVID-19 crisis.
3. Allow flexibility to enable the region to address uncertainty/changed circumstances.	Distribute the funds in multiple phases. Limit the initial distribution of funds to approximately 60% of the total funding, given the challenge of accurately predicting revenue losses. Return to the Commission in July with a second programming action to revisit the formula and make any necessary adjustments based on more accurate information on revenue losses and costs incurred from March through June, and more refined forecasts of revenue impacts through the remainder of 2020.
4. Address urbanized area (UZA) constraints associated with federal funds with a needs-based funding distribution of any COVID-19 supplemental state funds.	Because the federal funds are apportioned to the region by UZAs (5 large and 7 small), there may be limitations in how well a regionwide formula can distribute funds in accordance with operators' actual needs. MTC should take this into consideration in distributing any potential supplemental emergency state funds provided to the region that are under MTC discretion to best achieve a 'needs-based' distribution of the combined state and federal COVID-19 supplemental funds.

<p>5. Future distribution(s) – beyond the initial phase – will be subject to a comprehensive COVID-19 recovery strategy that considers any recommended regional adjustments to ensure network connectivity, financial sustainability, and transportation system equity.</p>	<p>Each operator will develop and provide MTC with a COVID-19 recovery strategy. The recovery strategies will consider a) right sizing the services, including criteria for reinstating any service reductions undertaken; b) financial sustainability, including assumptions and rationale regarding how quickly and to what level ridership will recover; and c) how equity/lifeline services are being addressed, including identification of the most transit dependent riders and prioritization of their needs.</p> <p>The proposed actions for this principle will be further guided by the work and direction of the Blue Ribbon Transit Recovery Task Force.</p>
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Date: April 22, 2020
W.I.: 1512
Referred By: Commission

Attachment B
Resolution No. 4420
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**San Francisco Bay Area FY2019-20 Emergency Transit Operations
Assistance Programming Policy**

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

I. About the Policy

- a. **Background:** The FY2019-20 Emergency Transit Operations Assistance Programming Policy applies to the programming of supplemental Federal Transit Administration Section 5307 Urbanized Area and 5311 Rural Area formula program funds apportioned to the San Francisco Bay Area in FY2019-20, pursuant to the Coronavirus Aid, Relief, and Economic Security (CARES) Act (H.R. 748).

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

On March 27, 2020, the President signed the CARES Act into law, providing supplemental appropriations for emergency transit operations in response to the global Coronavirus pandemic. These supplemental appropriations were provided via existing FTA Section 5307 and 5311 formula programs, and follow many of the same statutory guidelines and requirements. However, the funds are explicitly eligible for use for operating assistance and capital expenses related to transit operator response to the Coronavirus pandemic.

- b. **Goals & Objectives:** The goal of this policy is to provide emergency operating assistance to transit operators to mitigate lost fare revenues, reduced sales tax revenues, and other lost revenues, and increased costs associated with the Coronavirus pandemic; recognizing distinctions between initial responses to the crisis, and recovery efforts emerging from it;

II. The Policy

a. FTA Funds

- i. **Federal Eligibility:** In addition to the typical eligibility for capital and operating projects for the FTA Section 5307 Urbanized Area and FTA Section 5311 Rural Area Formula Programs as described in detail in MTC Resolution Nos. 4036, Revised (5311 Program Policy), and 4242, Revised (Transit Capital Priorities Policy), the CARES Act also makes these funds *“available for the operating expenses of transit agencies related to the response to a coronavirus public health emergency as described in section 319 of the Public Health Service Act, including, beginning on January 20, 2020, reimbursement for operating costs to maintain service and lost revenue due to the coronavirus public health emergency, including the purchase of personal protective equipment, and paying the administrative leave of operations personnel due to reductions in service.”* Further, the CARES Act provides this supplemental funding up to a 100% Federal share.
- ii. **Regional Eligibility:** Transit operators are required to submit annual reports to the National Transit Database (NTD). Service factors reported in large urbanized areas partially determine the amounts of FTA Section 5307 funds generated in the region. An operator is eligible to be programmed and apply to FTA for funds only in designated UZAs, as outlined in Table 1 below. Eligibility is based on geographical operations and 2018 self-reported NTD information and may be broader than the UZA eligibility for the Transit Capital Priorities (TCP) Program (MTC Resolution No. 4242, Revised) typically used for distribution of FTA formula funds, in which

certain operator agreements are recognized. Additionally, MTC is an eligible recipient in each UZA in the region.

Table 1. Urbanized Area Eligibility

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

[†] Eligibility based on 2018 NTD Report Data

*Small Operator

The FTA Section 5311 Rural Area formula program provides funds to transit operators for service in non-urbanized and rural areas. Operator eligibility is determined by non-urbanized service as provided in the 2012 Regional Transit Database, as explained in MTC Resolution No. 4036, and as self-reported in 2018 NTD reporting. Operators eligible to receive Rural Area formula program funds, based on their provision of rural and non-urbanized area service are as follows:

AC Transit

Caltrain

CCCTA

City of Dixon

City of Rio Vista

FAST

LAVTA

Marin Transit

NVTA/Vine

Petaluma

SamTrans

SolTrans

Sonoma County
Transit

Vacaville CityCoach

VTA

ECCTA/Tri Delta Transit

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

b. Funding Distribution Methodology

- i. Regional Programming Approach: The Regional Programming Approach, as described below, is designed to prioritize funds to operators based on needs. The approach assumes a regional programming perspective and constrains regional demands to the amount of funds available to the region, prior to programming funds to project. It then assigns funds from urbanized areas in the following order:
 1. Fund needs for operators that are restricted to receiving funds in one UZA (e.g., SFMTA, WestCAT, CCCTA, etc.).
 2. Fund balance of operator needs among multiple UZAs, as eligibility allows, with the objective of fully funding needs (as defined in III.a., below) due to the Coronavirus to the maximum extent possible.
 3. Reduce operator funding proportionately in UZAs where needs exceed available funding.
 4. If, after Future Phase(s) funds are programmed to address pandemic-related operator needs (further described in III.a.2. below), any remaining funds will be programmed for eligible recipients per the TCP Policy (MTC Resolution No. 4242, Revised), but using the UZA eligibility outlined in Table 1 to maintain maximum flexibility with these funds.
- ii. Phased Distribution of Funds: Funds will be distributed in two Phases:
 1. Phase 1: 60.6% of the region's apportionment will be assigned to operators in Phase 1. This phase is intended to roughly address estimated direct operating impacts as a result of the Coronavirus pandemic through June 30, 2020 (e.g., unrealized fare revenue as a result of decreased ridership, unrealized transit agency parking revenue, unrealized bridge toll revenue, increased expenses due to extra cleaning labor and supplies, etc.) using the methodology described in III.a.i., below.
 2. Future Phases: The remaining 39.4% of the region's apportionment will be assigned to operators in future phases following the Principles included in Attachment A, with emphasis on the recovery based considerations embodied in Principle 5, to be determined in consultation with regional partners and adopted by the Commission. The methodology for future phases is described in III.a.ii., below.

III. The Process

- a. The distribution of funds in Phases 1 and Future Phase(s) will utilize separate methodologies in order to balance the impacts of the Coronavirus pandemic on the various operators in the region. This process recognizes the myriad revenue sources that go into different operator budgets, and seeks to provide equitable levels of funding to each across the region.
 - i. Phase 1 Methodology: The following process describes the methodology used to determine the funding targets to distribute the region's apportionment of CARES Act supplemental FTA funds in Phase 1:
 1. MTC 1% Take-down: 1% of the funds will be assigned to MTC for operating assistance.
 2. The remaining Phase 1 funds will be targeted to operators proportionally based on the following three factors, weighted equally, and with a floor applied such that the Small Operators, as defined above, receive an amount equal to at least 17% of their FY2019-20 operating costs:
 - a. Fare box revenues as reported in operators' FY2019-20 Transportation Development Act (TDA) Claims;
 - b. Operating costs, as reported in operators' FY2019-20 TDA Claims; and
 - c. STA Revenue-based formula qualifying revenues (PUC99314), without the AB 1107 sales tax exclusion.
 - ii. Future Phase(s) Methodology: The following process describes the methodology used to determine the funding targets to distribute the region's apportionment of CARES Act supplemental FTA funds in Future Phase(s):
 1. *TBD (Will be amended concurrent with Commission programming of remaining funds, following continued discussion with regional partners and adoption by the Commission.)*
 - iii. Funding: Once operator funding targets are determined by the methodology outlined above, the Phase 1 and Future Phase(s) targets will be funded using the Regional Programming Model described in II.b.i, above.
- b. Annual Programming in the TIP: MTC, in cooperation with the state and eligible transit operators, is required to develop a Transportation Improvement Program (TIP) for the MTC Region. The TIP is a four-year programming document, listing federally-funded transportation projects, projects requiring a federal action, and projects deemed regionally significant. TCP programming in each year of the TIP will be financially constrained to the estimated apportionment level. Programming adjustments in the TIP will be done in consultation with eligible transit operators in the MTC region.

The CARES Act waives the typical requirement for TIP inclusion for the supplemental

apportionments included in the Act used for operating assistance or to pay for capital expenses for emergency relief do not need to be included in the TIP/STIP unless the projects are for substantial functional, locational, or capacity changes. [23 CFR §§ 450.326(e)(5), 450.218(g)(5)]. Over time, MTC will work to incorporate all such funding from the CARES Act in to the TIP for fund monitoring purposes. However, inclusion in the TIP is not a precondition for receiving these funds.

- c. **Process for Programming Revisions & Amendments:** The principles, policy, and associated programming (Attachments A, B, and C to this resolution) will be revised at a later date to include Future Phase funding amounts for operators and to include more detail on the FTA Section 5311 process, as needed, once provided by Caltrans. MTC will consider revisions to an operator's programming as requested.
- d. **Grant Applications:**
 - i. **FTA Section 5307 Programs:** Each operator is expected to complete their own Federal grant application using FTA's Transit Award Management System (TrAMS). MTC staff will review grant applications and submit concurrence letters or other required materials to FTA on behalf of project sponsors as needed.
 - ii. **FTA Section 5311 Program:** Operators are responsible for working with Caltrans, the designated recipient and grantee for the Section 5311 program, to respond to calls for projects and submit required materials to access these funds. MTC will assist with the Regional Agency/Transportation Planning Agency (TPA) Certifications and Assurances and any other documentation, as needed.

FY2019-20 Emergency Transit Operations Program of Projects

TIP ID	Operator	Project Description	Total FTA Program*	FTA Section 5307	FTA Section 5311*
Apportionments			1,288,388,608	1,283,243,071	5,145,537
Phase 1 Programming					
TBD	AC Transit	CARES Act-eligible Projects	80,366,395	80,366,395	
TBD	ACE ¹	CARES Act-eligible Projects	2,680,453	2,680,453	
TBD	BART	CARES Act-eligible Projects	251,637,050	251,637,050	
TBD	Caltrain	CARES Act-eligible Projects	49,292,725	49,292,725	
TBD	CCCTA	CARES Act-eligible Projects	7,067,680	7,067,680	
TBD	City of Dixon	CARES Act-eligible Projects	305,302	-	305,302
TBD	ECCTA	CARES Act-eligible Projects	3,891,364	3,891,364	
TBD	City of Fairfield	CARES Act-eligible Projects	2,002,985	2,002,985	
TBD	GGBHTD	CARES Act-eligible Projects	30,163,006	30,163,006	
TBD	LAVTA	CARES Act-eligible Projects	3,501,369	3,501,369	
TBD	Marin Transit	CARES Act-eligible Projects	5,438,809	5,199,037	239,772
TBD	MTC	CARES Act-eligible Projects	7,808,416	7,808,416	
TBD	NVTA	CARES Act-eligible Projects	2,701,734	2,461,683	240,051
TBD	City of Petaluma	CARES Act-eligible Projects	498,342	498,342	
TBD	City of Rio Vista	CARES Act-eligible Projects	119,328	-	119,328
TBD	SFMTA	CARES Act-eligible Projects	197,190,672	197,190,672	
TBD	SamTrans	CARES Act-eligible Projects	28,519,037	28,341,472	177,565
TBD	City of Santa Rosa	CARES Act-eligible Projects	2,493,979	2,493,979	
TBD	Solano County Transit	CARES Act-eligible Projects	2,590,800	2,590,800	
TBD	Sonoma County Transit	CARES Act-eligible Projects	3,014,482	2,464,786	549,696
TBD	SMART	CARES Act-eligible Projects	10,375,471	10,375,471	
TBD	Union City Transit	CARES Act-eligible Projects	922,560	922,560	
TBD	City of Vacaville	CARES Act-eligible Projects	488,659	488,659	
TBD	VTa	CARES Act-eligible Projects	73,023,596	72,932,222	91,374
TBD	WCCTA	CARES Act-eligible Projects	2,218,204	2,218,204	
TBD	WETA	CARES Act-eligible Projects	12,529,212	12,529,212	
Phase 1 Program Total			780,841,629	779,118,541	1,723,088
Fund Balance			507,546,978	504,124,530	3,422,449
Future Phase Programming					
TBD	AC Transit	CARES Act-eligible Projects	-		
TBD	ACE	CARES Act-eligible Projects	-		
TBD	BART	CARES Act-eligible Projects	-		
TBD	Caltrain	CARES Act-eligible Projects	-		
TBD	CCCTA	CARES Act-eligible Projects	-		
TBD	City of Dixon	CARES Act-eligible Projects	-		
TBD	ECCTA	CARES Act-eligible Projects	-		
TBD	City of Fairfield	CARES Act-eligible Projects	-		
TBD	GGBHTD	CARES Act-eligible Projects	-		
TBD	LAVTA	CARES Act-eligible Projects	-		
TBD	Marin Transit	CARES Act-eligible Projects	-		
TBD	MTC	CARES Act-eligible Projects	-		
TBD	NVTA	CARES Act-eligible Projects	-		
TBD	City of Petaluma	CARES Act-eligible Projects	-		
TBD	City of Rio Vista	CARES Act-eligible Projects	-		
TBD	SFMTA	CARES Act-eligible Projects	-		
TBD	SamTrans	CARES Act-eligible Projects	-		
TBD	City of Santa Rosa	CARES Act-eligible Projects	-		
TBD	Solano County Transit	CARES Act-eligible Projects	-		
TBD	Sonoma County Transit	CARES Act-eligible Projects	-		
TBD	SMART	CARES Act-eligible Projects	-		
TBD	Union City Transit	CARES Act-eligible Projects	-		
TBD	City of Vacaville	CARES Act-eligible Projects	-		
TBD	VTa	CARES Act-eligible Projects	-		
TBD	WCCTA	CARES Act-eligible Projects	-		
TBD	WETA	CARES Act-eligible Projects	-		
Future Phase Program Total			-	-	-
Total Programming (Phase 1 + Future Phase)			780,841,629	779,118,541	1,723,088
Fund Balance			507,546,978	504,124,530	3,422,449

Notes:

*Estimated amount. Final 5311 amount to be provided by Caltrans.

1. Programming for ACE equal to 50% of the calculated need; remaining 50% will be funded from the San Joaquin Region.