

# Metropolitan Transportation Commission

## Programming and Allocations Committee

June 9, 2021

Agenda Item 3c - 21-0586

### MTC Resolution Nos. 4464, 4465, 4466, 4467, and 4471

**Subject:** Allocation of \$344 million in FY2021-22 Transportation Development Act (TDA), State Transit Assistance (STA), Regional Measure 2 (RM2), and AB1107 funds to four transit operators, MTC, and the Transbay Joint Powers Authority (TJPA) 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 FY2021-22. Six entities are requesting TDA, STA, RM2, and/or AB1107 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 2021-22 Fund Estimate (MTC Resolution 4450) and the RM2 Operating Program (MTC Resolution 4463). 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 following table:

Allocation Amounts by Claimant and Fund Source						\$ in millions
Transit Operator/ Claimant	TDA Resolution No. 4465	STA Resolution No. 4466	RM2 Operating Resolution No. 4464	AB1107 Resolution No. 4467	Terminal RM2 Resolution No. 4471	Total
AC Transit	\$73.0	\$18.7	\$11.4	\$41.5	-	\$144.6
CCCTA	\$24.8	-	-	-	-	\$24.8
SolTrans	\$7.3	\$1.1	-	-	-	\$8.5
VTA	\$123.1	\$26.5	-	-	-	\$149.6
MTC	-	\$6.3	\$1.7	-	-	\$8.0
TJPA	-	-	\$2.6	-	\$5.6	\$8.1
<b>Total</b>	<b>\$228.2</b>	<b>\$52.6</b>	<b>\$15.7</b>	<b>\$41.5</b>	<b>\$5.6</b>	<b>\$343.6</b>

Information regarding the FY 2021-22 operating budgets and current and future operations for the above claimants is provided in Attachment A. Commissioners will hear more from the transit operators about their budget and service planning for FY 2021-22 at the special Programming and Allocations workshop scheduled for the afternoon of June 9th. Some highlights regarding the operators receiving an allocation this month include:

- None of the agencies above seeking allocation have assumed any American Rescue Plan Act (ARP) funding – the third federal COVID relief package – in their budgets.
- Except for VTA, the other three operators are budgeting for lower service levels compared to pre-pandemic service levels.

- Prior to the pandemic, revenue shortfalls existed; costs were exceeding revenue and depleting reserves. These standing mid-term and long-term revenue challenges impact the ability to restore service.
- Driver shortages are an impediment to increasing service for AC Transit and VTA.

To receive an allocation of funds, operators agree to comply with transit coordination requirements in MTC Resolution 3866, the Transit Coordination Implementation Plan. The Commission could consider further coordination requirements as a condition of receiving these funds.

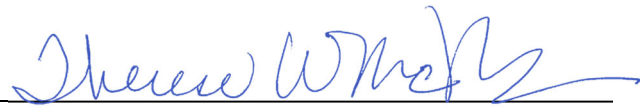
Allocations to MTC support the Clipper program. Clipper transactions are about 20% of pre-pandemic levels. Allocations to TJPA support the operation of the Salesforce Transit Center. TJPA has included some funding to make wayfinding improvements at the terminal and is working on a funding plan for major wayfinding upgrades.

**Issues:** Allocation of RM2 funds is contingent upon Commission approval of the FY 2021-22 Bay Area Toll Authority Budget.

The Clipper operating budget and Clipper START budget are also included in the MTC Agency Budget that is being presented this month to the Administration Committee.

**Recommendation:** Refer MTC Resolution Nos. 4464, 4465, 4466, 4467, and 4471 to the Commission for approval.

**Attachments:** Attachment A – Claimant Budget Summary  
MTC Resolution Nos. 4464, 4465, 4466, 4467, and 4471

  
Therese W. McMillan

## Attachment A: Claimant Budget Summary

### AC Transit

*\$ Amounts are in millions*

Expected Carryover of Federal COVID Relief Funding	Proposed Operating Budget	Change in Budget compared to FY 20	Current Average Ridership % Decrease (Mar 2021 over Mar 2019)	Total Proposed TDA/ STA/ RM2/ AB 1107 FY21-22 Allocation <sup>1</sup>	% of Operating Budget Funded with Allocations
\$56.5	\$476.7	4.3%	-63%	\$150.8	32%

**Budget Summary:** The draft budget provides for an 85% service level assuming that the bus operator count can be increased for August 2021 and March 2022 service changes. The draft budget does not include any assumption of American Rescue Plan funds. A local fare increase that was to go into effect on July 1, 2021 will be delayed a year. Service levels and additional funding will be reassessed as part of a mid-year budget revision. AC Transit is claiming 100% of estimated revenue included in the Fund Estimate.

**Operations Summary:** The current number of operators means that 75% of pre-pandemic service plus supplemental school service (equivalent to 83% of pre-pandemic service) can be reliably provided with the August 2021 service changes if social distancing requirements are relaxed and shadow/standby bus service resources can be redirected. Overcrowding and pass-ups are being managed as effectively as possible until social-distance requirements are reduced. The current rate of hiring and training drivers is sufficient to address attrition and possibly achieve an 85% service level later in FY 2021-22. An additional 33 operators are needed to achieve an 85% service level and approximately 220 additional drivers would be needed to provide 100% of pre-COVID service. Efforts are also underway to assess all aspects of service delivery and to implement an updated service plan in Summer 2022.

### Central Contra Costa Transit Authority (CCCTA) aka County Connection

*\$ Amounts are in millions*

Expected Carryover of Federal COVID Relief Funding	Proposed Operating Budget	Change is Budget compared to FY 20	Current Average Ridership % Decrease (Mar 2021 over Mar 2019)	Total Proposed TDA/ STA/ RM2/ AB 1107 FY21-22 Allocation <sup>1</sup>	% of Operating Budget Funded with Allocations
\$7.6	\$45.2	14.6%	-64%	\$30.2	62%

**Budget Summary:** The operating budget maintains existing service levels and includes \$3.9 M in federal relief funding. The budget was developed to provide near- and mid-term sustainability as costs were outpacing revenue prior to the pandemic. Over half of the budget increase is due to paratransit pilots described in the operations summary. Lower fare revenue, rising pension costs and electrification of the fleet create additional near-term budget challenges. CRRSAA and ARP funds have not been included in the current budget. CCCTA is requesting 100% of FY22 estimated funds. They will still have a carryover balance of approximately \$7 million which serves as a capital and operating reserve.

**Operations Summary:** In March 2021, the CCCTA Board approved a 13% service reduction (about \$3 million savings). The approved frequency reduction on nine routes had been in place on a temporary basis since October 2020. CCCTA staff will continue to monitor ridership trends and financial projection to determine if additional service is needed. CCCTA will continue the one-seat ride paratransit pilot with three other adjacent operators through October 2021. CCCTA began providing paratransit service on behalf of LAVTA in April 2021 as part of a one-year pilot. Both agencies expect to see cost-savings and this service model could be incorporated into a future procurement if the pilot is successful.

<sup>1</sup> 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. In addition, allocations of STA County Block Grant funds will be late Fall 2021.

## Attachment A: Claimant Budget Summary

### Solano County Transit (SolTrans)

*\$ Amounts are in millions*

Expected Carryover of Federal COVID Relief Funding	Proposed Operating Budget	Change in Budget compared to FY 20	Current Average Ridership % Decrease (Mar 2021 to Mar 2019)	Total Proposed TDA/ STA/ RM2/ AB 1107 FY21-22 Allocation <sup>1</sup>	% of Operating Budget Funded with Allocations
\$1.7	\$14.7	7.3%	-70%	\$10.7	49%

**Budget Highlights:** SolTrans signed a new vendor for contracted transit service beginning July 1, 2021. Contract variable costs will increase 5% over the prior contract, primarily to adjust staffing levels to the appropriate level while fixed costs will be flat, however, facilities and bus stop maintenance have been removed from the new contract. SolTrans will need additional revenue to increase service beyond the planned August 2021 service increase. SolTrans has a significant program of capital projects including constructing infrastructure at two facilities to support fleet electrification. The electrification project requires an additional \$2 million for full funding. TDA funds comprise about one-quarter of the \$15.3 M capital budget. SolTrans rescinded fare increases that were to be implemented for July 1, 2021 and July 1, 2023. They are working with operators in Solano County to standardize fares and also participate in the regional fare integration study. Changes to the fare structure may be recommended based on these efforts or economic conditions. Additional TDA funds will be requested and allocated once Solano County operators agree on funding support for Solano Express service. Soltrans is requesting 100% of FY22 estimated funds. They will still have a carryover balance of approximately \$11 million which serves as a capital and operating reserve.

**Operations Summary:** Fixed route service is currently around 60% of pre-pandemic levels. In August, additional service is planned to be restored to about 70% of pre-pandemic. Proposed changes include more weekend service, increased service to Walnut Creek BART, restored school service, and service adjustments to better align transfers to and from BART. Paratransit service is budgeted to be around 75% of pre-pandemic levels.

### Santa Clara Valley Transportation Authority (VTA)

*\$ Amounts are in millions*

Expected Carryover of Federal COVID Relief Funding	Proposed Operating Budget	Change in Budget compared to FY 20	Current Average Ridership % Decrease (Mar 2021 over Mar 2019)	Total Proposed TDA/ STA/ RM2/ AB 1107 FY21-22 Allocation <sup>1</sup>	% of Operating Budget Funded with Allocations
\$140.3	\$464.7	0%	-62%	\$149.7	32%

**Budget Summary:** VTA is budgeting to return to 100% service levels after plummeting to 59% in March 2020. VTA plans to use its federal relief funding to address the structural deficit in the operating budget in the near- to mid-term. The proposed biennial VTA budget for FY 2021-22 and FY 2022-23, to be adopted in June 2021, is formulated without American Rescue Plan funds but relies on state operating revenues like TDA & STA to provide essential services. Based on current projections, the first two federal relief funds (CARES and CRRSSA) are projected to last through FY 2027-28 and are aimed to sustain future service level increases necessary to build back transit ridership and increase opportunities for those most vulnerable to systemic service level deficits. VTA is claiming 100% of estimated revenue included in the Fund Estimate.

**Operations Summary:** VTA is currently operating approximately 80% of service levels but can only accommodate 10-20% of maximum capacity due to physical distancing requirements on board transit vehicles resulting in customer pass-ups. Service increases in February 2021, and the use of real-time crowding information reduced pass-up from 1000 to 600-800 per day. Additionally, due to a shortage of operators, full-service restoration is not immediately possible, with operator overtime already being maximized. VTA is currently working to hire and train operators; around 90 additional bus operators and 18 additional rail operators are needed to provide 100% service levels. VTA expects to gradually increase service by early 2022 to return to pre-pandemic service levels, or the same level of service that was in place in December 2019 after a comprehensive transit service overhaul.

<sup>1</sup> 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. In addition, allocations of STA County Block Grant funds will be late Fall 2021.

## Attachment A: Claimant Budget Summary

### MTC (Clipper)

*\$ Amounts are in millions*

Expected Carryover of Federal COVID Relief Funding	Proposed Operating Budget	Change in Budget compared to FY 20	Current Average Transaction % Decrease (Mar 2021 over Mar 2019)	Total Proposed TDA/ STA/ RM2/ AB 1107 FY21-22 Allocation <sup>1</sup>	% of Operating Budget Funded with Allocations
\$3.0	\$34.4	-6%	-80%	\$8	49%

**Budget Summary:** The total Clipper operating budget is estimated to be \$34.4 M. MTC's share of costs is approximately \$17.9 M and STA and RM2 funds comprise 60% of the funding. MTC's share of operating costs is increasing around 20% compared to the current fiscal year because of new costs as some features of the Next Gen Clipper system become operational. Total operating costs compared to FY 19-20 are lower due to expected continued reduction in total Clipper transaction volume. However, these costs savings mainly benefit operators who cover the variable costs while MTC covers the fixed costs. Some of the RM2 funding available for the Clipper budget is paid directly by BATA and not allocated by MTC. The costs of the Clipper START program are not part of the Clipper budget. The Clipper program has expended the \$4.2 M in CARES funds it received. However, the large balance of COVID relief is due to an additional \$7.8 M in federal relief funding the program received in exchange for its STA funds to support Clipper START and the Regional Transit Connection (RTC) Card transition to MTC.

**Operations Summary:** As of May, only one out of 22 operators that use Clipper payment is operating fare free. The Clipper mobile app for iPhone and fare payment in Apple Wallet launched in April and was available to Android users in May.

### Transbay Joint Powers Authority (TJPA)

*\$ Amounts are in millions*

Expected Carryover of Federal COVID Relief Funding	Proposed Operating Budget	Change in Budget compared to FY 21	Current Average Ridership % Decrease (Mar 2021 to Mar 2019)	Total Proposed TDA/ STA/ RM2/ AB 1107 FY21-22 Allocation <sup>1</sup>	% of Operating Budget Funded with Allocations
\$3.3	\$29.2	30%	N/A	\$8.2	28%

**Budget Highlights:** TJPA's proposed budget of \$29.2 M for FY 2021-22 is \$6.8 M (or 30%) more compared to the current year's budget of \$30.8 M, excluding debt service. \$2 M (or 30%) of the cost increase is due to increased security costs although this could decrease pending contract negotiations. 25% of the budget increase is due to the contingency. The budget includes \$1.3 M to enhance wayfinding, but \$1 M in funding still needs to be identified. The \$3.3 M in federal COVID relief funding will help support terminal operations.

**Operations Summary:** The Salesforce Transit Center has remained open throughout the pandemic. Activities and programming at the park are expected to resume in the upcoming fiscal year.

<sup>1</sup> 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. In addition, allocations of STA County Block Grant funds will be late Fall 2021.

Date: June 23, 2021  
W.I.: 1255  
Referred by: PAC

ABSTRACT

Resolution No. 4464, Revised

This resolution approves the allocation of the Regional Measure 2 operating and planning funds for FY 2020-21.

This resolution allocates funds to AC Transit, MTC, Transbay Joint Powers Authority, and 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 9, 2021.

Date: June 23, 2021  
W.I.: 1255  
Referred by: PAC

Re: Allocation of Regional Measure 2 funds for transit operations and planning for FY 2021-22

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 4464

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

---

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 23, 2021.

FY 2021-22 ALLOCATION OF REGIONAL MEASURE 2 FUNDS  
FOR TRANSIT OPERATIONS AND PLANNING

1. Funding for each route is limited to the amount identified in the FY2021-22 RM2 Operating Program (MTC Resolution 4464).
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. For FY 2021-22, operating advances are suspended, but will be considered on a case-by-case basis.
5. RM2 performance requirements will be suspended due to the continuing transit impacts resulting from the COVID-19 pandemic.

<b>Claimant</b>	<b>Project Description</b>	<b>Allocation Amount</b>	<b>Allocation Code</b>	<b>Approval Date</b>	<b>Project Number</b>
TJPA <sup>1</sup>	Transbay Transit Center	\$ 2,550,000	1	06/23/21	13
MTC	Clipper	\$ 1,700,000	2	06/23/21	12
AC Transit	Express Bus Service	\$ 4,613,718	3	06/23/21	4
AC Transit	Dumbarton Bus	\$ 2,989,430	4	06/23/21	5
AC Transit	Owl Bus Service	\$ 1,284,030	5	06/23/21	7
AC Transit	Enhanced/Rapid Bus Service	\$ 2,550,000	6	06/23/21	9
		<b>Total \$ 15,687,178</b>			

Notes

1. The allocation of funds to TJPA shall be subject to the same conditions included in MTC Resolution 4471.

Date: June 23, 2021  
W.I.: 1514  
Referred by: PAC

ABSTRACT

Resolution No. 4465

This resolution approves the allocation of fiscal year 2021-2022 Transportation Development Act Article 4, Article 4.5 and Article 8 funds to claimants in the MTC region.

This resolution allocates funds to AC Transit, County Connection (CCCTA), Napa Valley Transportation Authority (NVTA), Soltrans, and Santa Clara Valley Transportation Authority (VTA).

Discussion of the allocations made under this resolution is contained in the MTC Programming and Allocations Committee Summary Sheets dated June 9, 2021.

Date: June 23, 2021  
W.I.: 1514  
Referred by: PAC

Re: Allocation of Fiscal Year 2021-22 Transportation Development Act Article 4, Article 4.5 and Article 8 Funds to Claimants in the MTC Region

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 4465

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 2020-21 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 2021-22 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 2021-22 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

---

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 23, 2021.

Date: June 23, 2021  
Referred by: PAC

Attachment A  
MTC Resolution No. 4465  
Page 1 of 1

ALLOCATION OF TRANSPORTATION DEVELOPMENT ACT ARTICLE 4, 4.5 and 8 FUNDS  
DURING FISCAL YEAR 2021-22

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
<b>5801 - 99233.7, 99275 Community Transit Service - Operations</b>					
VTA	Paratransit Operations	6,155,184	01	06/23/21	Santa Clara County
CCCTA	Paratransit Operations	1,211,358	02	06/23/21	Contra Costa County
AC Transit	Paratransit Operations	4,338,169	03	06/23/21	Alameda County
	<b>Subtotal</b>	<b>11,704,711</b>			
<b>5802 - 99260A Transit - Operations</b>					
AC Transit	Transit Operations	48,597,106	04	06/23/21	AC Transit - D1 Ala
AC Transit	Transit Operations	12,980,480	05	06/23/21	AC Transit - D2 Ala
AC Transit	Transit Operations	7,072,554	06	06/23/21	AC Transit - D1 CC
VTA	Transit Operations	116,948,496	07	06/23/21	VTA
SolTrans	Transit Operations	3,327,437	08	06/23/21	Vallejo/Benicia
CCCTA	Transit Operations	20,905,683	09	06/23/21	CCCTA
	<b>Subtotal</b>	<b>209,831,756</b>			
<b>5803 - 99260A Transit - Capital</b>					
SolTrans	Transit Capital	4,012,000	10	06/23/21	Vallejo/Benicia
CCCTA	Transit Capital	2,694,520	11	06/23/21	CCCTA
	<b>Subtotal</b>	<b>6,706,520</b>			
<b>TOTAL</b>		<b>228,242,987</b>			

Date: June 23, 2021  
Referred by: PAC

Attachment B  
Resolution No. 4465  
Page 1 of 3

ALLOCATION OF FISCAL YEAR 2021-22  
TRANSPORTATION DEVELOPMENT ACT  
ARTICLE 4, ARTICLE 4.5 AND ARTICLE 8  
FUNDS TO CLAIMANTS IN THE MTC REGION

**FINDINGS**

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

**Transportation Development Act Article 4 Funds**

Public Utilities Code § 99268 et seq.

1. That each claimant has submitted, or shall have submitted prior to the disbursement of funds, copies, to MTC and to appropriate agencies, of all required State Controller's reports and fiscal audit reports prepared in accordance with Public Utilities Code §§ 99243 and 99245; and
2. That the projects and purposes for which each claimant has submitted an application for TDA Article 4 funds to MTC are in conformance with MTC's Regional Transportation Plan (21 California. Code of Regulations § 6651), and with the applicable state regulations (21 California Code of Regulations § 6600 et seq.), and with the applicable MTC rules and regulations; and
3. That the claimant is in compliance with the 50% expenditure limitation of Public Utilities Code § 99268, or exempt from compliance with the applicable fare or fares-plus-local-support recovery ratio requirement (Public Utilities Code §§ 99268.2, 99268.3, 99268.4, 99268.12, or 99270.5) as provided by PUC § 99268.9; and
4. That the sum of each claimant's total allocation of Transportation Development Act and State Transit Assistance funds does not exceed the amount that the claimant is eligible to receive, in accordance with the calculations prescribed by 21 California Code of Regulations § 6633.1, or § 6634; and

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

**Transportation Development Act Article 4.5 Funds**

Public Utilities Code § 99275

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

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

3. That in accordance with Public Utilities Code § 99275.5(c), MTC finds that the projects and purposes for which each claimant has submitted an application for TDA Article 4.5 funds to MTC, responds to a transportation need not otherwise met in the community of the claimant; that the services of the claimant are integrated with existing transit services, as warranted; that the claimant has prepared and submitted to MTC an estimate of revenues, operating costs and patronage for the fiscal year in which TDA Article 4.5 funds are allocated; and that the claimant is exempt from applicable fare or fares-plus-local-match recovery ratio requirement (as set forth, respectively, in Public Utilities Code § 99268.5 or MTC Resolution No. 1209, Revised) as provided by PUC § 99268.9; and

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

5. That each claimant is in compliance with Public Utilities Code §§ 99155 and 99155.5, regarding user identification cards.



**Transportation Development Act Article 8 Transit Funds**

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

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

Date: June 23, 2021  
W.I.: 1514  
Referred by: PAC

ABSTRACT  
Resolution No. 4466

This resolution approves the allocation of State Transit Assistance (STA) funds for fiscal year 2021-22.

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

Discussion of the allocations made under this resolution is contained in the MTC Programming and Allocations Committee Summary Sheets dated June 9, 2021.

Date: June 23, 2021  
W.I.: 1514  
Referred by: PAC

Re: Allocation of Fiscal Year 2021-22 State Transit Assistance to Claimants in the MTC Region

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 4466

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 2021-22 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 2021-22 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 2021-22 STA funds to the claimants, in the amounts, for the purposes, and subject to the conditions, as listed and recorded on Attachment A to this resolution;

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION

---

Alfredo Pedroza, Chair

The above resolution was 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 23, 2021.

Date: June 23, 2021  
Referred by: PAC

Attachment A  
MTC Resolution No. 4466  
Page 1 of 1

ALLOCATION OF STATE TRANSIT ASSISTANCE FUNDS  
DURING FISCAL YEAR 2021-22

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
<b>5820 - 6730A Operating Costs - Revenue-based</b>					
AC Transit	Transit Operations	18,707,978	01	06/23/21	AC Transit
VTA	Transit Operations	21,232,325	02	06/23/21	VTA
	<b>Subtotal</b>	<b>39,940,303</b>			
<b>5820 - 6730A Operating Costs - County Block Grant</b>					
SolTrans	Transit Operations	1,134,745	03	06/23/21	Solano County
	<b>Subtotal</b>	<b>1,134,745</b>			
<b>5820 - 6730A Operating Costs - Population-based MTC Regional Coordination</b>					
MTC	Clipper Operations	6,300,000	04	06/23/21	MTC
	<b>Subtotal</b>	<b>6,300,000</b>			
<b>5822 - 6731C Paratransit - Operating - County Block Grant</b>					
VTA	Transit Operations	5,285,640	05	06/23/21	Santa Clara County
	<b>TOTAL</b>	<b>52,660,688</b>			

Date: June 23, 2021  
Referred by: PAC

Attachment B  
Resolution No. 4466  
Page 1 of 2

ALLOCATION OF FISCAL YEAR 2021-22 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 the claimant is in compliance with the 50% expenditure limitation of PUC § 99268, or is exempt from compliance 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 provided by PUC § 99268.9; 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 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 23, 2021  
WI: 1514  
Referred by: PAC

ABSTRACT

Resolution No. 4467

This resolution approves the allocation of fiscal year 2021-22 AB 1107 half-cent sales tax funds to AC Transit.

Discussion of the allocations made under this resolution is contained in the MTC Programming and Allocations Committee Summary Sheet dated June 9, 2021.



Date: June 23, 2021  
Referred by: PAC

Re: Allocation of Fiscal Year 2021-22 “AB 1107” Half-Cent Sales Tax Funds

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 4467

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, Public Utilities Code Section 29142.2(b) provides that, after deductions for certain administrative expenses, twenty-five percent (25%) of the proceeds from the one-half cent transactions and use tax collected within the San Francisco Bay Area Rapid Transit District (hereinafter referred as “AB 1107” funds), shall, on the basis of regional priorities established by MTC, be allocated by MTC to the City and County of San Francisco for the San Francisco Municipal Transportation Agency (“SFMTA”) and to the Alameda-Contra Costa Transit District (“AC Transit”), for transit services; and

WHEREAS, SFMTA and/or AC Transit has submitted a request for the allocation of fiscal year 2021-22 AB 1107 funds for transit service projects and purposes in accordance with the regional priorities established by MTC; 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 2021-22 allocations requested by SFMTA and/or AC Transit, 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 findings pertaining to the allocations made under this resolution to SFMTA and/or AC Transit, as the case may be; and

WHEREAS, SFMTA and/or AC Transit has certified that its 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 finds that the projects and purposes as listed and recorded in Attachment A are in conformance with MTC's Regional Transportation Plan; and, be it further

RESOLVED, that MTC approves the allocation of fiscal year 2021-22 funds under this resolution to SFMTA and/or AC Transit, in the amounts, for the purposes, and subject to the conditions, as listed and recorded on Attachment A.

RESOLVED, that all AB1107 allocations are subject to continued compliance with MTC Resolution 3866, the Transit Coordination Implementation Plan.

METROPOLITAN TRANSPORTATION COMMISSION

---

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 23, 2021.

Date: June 23, 2021  
Referred by: PAC

Attachment A  
MTC Resolution No. 4467  
Page 1 of 1

ALLOCATION OF AB 1107 FUNDS  
DURING FISCAL YEAR 2021-22

All AB 1107 allocations are subject to continued compliance with MTC Resolution 3866,  
the Transit Coordination Implementation Plan.

Claimant	Project Description	Fare Ratio Plus Local Support Percentage		Allocation Amount	Alloc. Code	Approval Date
		FY 19-20	FY 21-22			
AC Transit	Transit Operations	64.6%	38.2%	50% of deposits to MTC's AB 1107 account.	1	06/23/21

Date: June 23, 2021  
Referred by: PAC

Attachment B  
Resolution No. 4467  
Page 1 of 1

ALLOCATION OF FISCAL YEAR 2021-22  
AB 1107 FUNDS

**FINDINGS**

The following findings pertain to the allocation of funds under this resolution to AC Transit and/or SFMTA, as the case may be.

<i>Statutory Requirement</i>	<i>AC Transit</i>
1. In accordance with Public Utilities Code §29142.4(a), the operator is a participating member of the Clipper Executive Board and the Bay Area Partnership Board, established by MTC and which serve the function of a regional transit coordinating council.	<i>YES</i>
2. In accordance with Public Utilities Code §29142(c), the operator has complied with the transit system standards established by MTC pursuant to Government Code §66517.5.	<i>YES</i>
3. In accordance with Public Utilities Code § 29142.5, MTC may consider local support revenues in excess of the operator's base amount as fare revenues, as long as by doing so it will enable the operator to maintain or improve vital transit service within a coordinated fare structure. The audited financials submitted by the claimant for FY 2019-20 and included with the proposed FY 2021-22 budget demonstrate a fare ratio of greater than 33 percent when considering other local excess revenue.	<i>YES</i>

Date: June 23, 2021  
W.I.: 1254  
Referred By: PAC

ABSTRACT

Resolution No. 4471

This resolution approves the FY2021-22 allocation of bridge tolls to the Transbay Joint Powers Authority (TJPA) for operation and maintenance assistance of the Temporary Transbay Terminal as well as the permanent Transbay 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 June 9, 2021.

Date: June 23, 2021  
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 Temporary Transbay Terminal and Salesforce Transit Center

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 4471

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, now 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

---

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 June 23, 2021.

Date: June 23, 2021  
W.I.: 1254  
Referred By: PAC

Attachment A  
MTC Resolution No. 4471  
Page 1 of 1

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

Project Title: **Transbay Terminal Facilities Operations and Maintenance**  
Sponsor: **Transbay Joint Powers Authority**

Allocation No.	Approval Date	Amount	Reimbursement Period
22447101	6/23/21	\$5,572,468	FY 2021-22

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. Periodic updates regarding the wayfinding planning and implementation shall be provided.
4. Payment for operating expenses shall not be requested more than once monthly.
5. TJPA and MTC shall jointly develop a near-term strategy by October 1, 2021 to improve the functionality of the existing interactive kiosks (KC1s) within a reasonable timeframe. This strategy shall identify the improvements to be completed in FY 2021-22 including, but not limited to, improved static maps and labeling of kiosks, and a timeline to complete them.
6. TJPA shall provide a map showing the location of all KC1s, noting which are interactive informational kiosks. Interactive informational kiosks shall be located throughout the terminal, but especially at key locations (decision points, such as at egress points to the terminal like the elevators on Beale Street). TJPA and MTC shall agree on the locations of the interactive kiosks.
7. Progress reports on implementing the near-term strategy developed in Condition 5 and overall wayfinding program shall be provided with invoices.
8. MTC will consider progress on implementing the improvements identified in Condition 5 above when approving invoices.
9. Maximum monthly reimbursement for operating expenses may be limited to no more than 1/12 of the amount allocated.