

**Metropolitan Transportation Commission
Programming and Allocations Committee**

September 13, 2023

Agenda Item 2h - 23-1092

**MTC Resolution Nos. 4570, Revised 4571, Revised, 4572 Revised , and 4524,
Revised**

Subject:

The proposed action allocates FY2022-23 State Transit Assistance (STA) funds to five transit operators, and allocates FY2023-24 Transportation Development Act (TDA), State Transit Assistance (STA), and Regional Measure 2 (RM2) revenue to six transit operators.

Background:

FY2022-23 Allocation of STA Revenue-based Funds for Transit Transformation Action Plan Purposes

MTC Resolution No. 4519, the Blue Ribbon Transit Transformation Action Plan Program of Projects, outlined an \$85 million funding framework to accelerate the Bay Area's transit network transformation. The proposed action allocates \$34 million in FY2022-23 State Transit Assistance (STA) Revenue-Based funds to five operators: Bay Area Rapid Transit (BART), Caltrain, Golden Gate Bridge, Highway and Transportation District (GGBHTD), San Francisco Municipal Transportation Agency (SFMTA), and San Francisco Bay Area Water Emergency Transportation Authority (WETA), as outlined in MTC Resolution No. 4524, Revised. An additional allocation of \$15 million in FY2023-24 STA Revenue-Based funds to BART is also proposed in the actions described in the following section.

These funds are intended to be managed by the Metropolitan Transit Commission (MTC) on behalf of the operators, aligning with resolutions adopted by transit agency boards that identify MTC as the designated recipient. The amounts are being allocated to support the delivery of the Transit Transformation Action Plan, including various transit priority projects on freeways and arterials, the Transit 2050 planning effort, the Regional Mapping & Wayfinding Project, paratransit service inter-agency coordination, and staffing costs associated with delivery of these various activities.

Allocation Amounts by Entity (amounts in millions)

Operator	Amount (\$)	Fiscal Year
BART	\$ 15,028,818.50	2022-2023
Caltrain	\$ 1,919,901	2022-2023
GGBHTD	\$ 4,341,929	2022-2023
SFMTA	\$ 11,534,333	2022-2023
WETA	\$ 1,248,305	2022-2023
FY2022-23 Total	\$34,073,268.50	
BART	\$15,028,818.50	2023-24
FY2023-24 Total	\$15,028,818.50	
Grand Total	\$49,102,087.00	

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

This month’s proposed actions continue the annual allocation process of these funds for FY2023-24. Six entities are requesting TDA, STA, and RM2, allocations this month that exceed the \$1 million Delegated Authority limit. Allocation requests that are less than \$1 million are approved separately through the Executive Director’s Delegated Authority process. These funds comprise a significant share of the revenue for agencies’ operating budgets.

The proposed allocation amounts are based on the programming levels identified in the FY 2023-24 Fund Estimate (MTC Resolution 4556) and the RM2 Operating Program (MTC Resolution 4569). An allocation of \$1.1 million in State Transit Assistance funds to SolTrans is part of the Solano Express Transition Plan Funding Agreement. Under this agreement STA and SolTrans agree to a one-time reimbursement to SolTrans for transitional costs for the transfer of Solano Express service. The proposed allocations are summarized in the following table:

Allocation Amounts by Entity¹ (amounts in millions)

Entity	TDA (Res. 4570)	STA (Res. 4571)	RM2 (Res. 4572)	Grand Total
GGBHTD	\$12.5	\$16.3	\$2.0	\$30.8
Marin Transit	\$7.9	\$5.1		\$13.0
ECCTA	\$16.9	\$5.4		\$22.3
Solano TA		\$3.5		\$3.5
SolTrans	\$9.6	\$1.1		\$10.7
BART		\$15.0		\$15.0
Total	\$46.9	\$46.4	\$2.0	\$95.3

Note that amounts may not sum due to rounding

Information regarding the FY 2023-24 operating budgets and current and future operations for the transit operators included in the list above is provided in Attachment A.

Recommendations:

Refer MTC Resolution 4570, Revised; 4571, Revised; 4572, Revised; and 4524, Revised to the Commission for approval.

Attachments:

- Attachment A – Transit Operator Budget Summary
- MTC Resolution Nos. 4570, Revised; 4571, Revised; 4572, Revised; and 4524, Revised



Andrew B. Premier

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

Attachment A – Transit Operator Budget Summary

Golden Gate Bridge, Highway, and Transportation District/ GGBHTD

Adopted Operating Budget	\$150.4 million
Increase in Budget compared to FY2022-23	25.7%
Projected Ridership (Estimated FY 2023-24 as a percentage of FY 2018-19 actual)	43%
Total Proposed FY2023-24 Operating Allocation ¹	\$32.9 million
Proportion of Operating Budget Funded with Allocations	21.9%

Budget and Operating Highlights

The Golden Gate Bridge, Highway and Transportation District (District) is a special district of the State of California that operates and maintains the Golden Gate Bridge and operates ferry and bus service connecting the counties of Marin, Sonoma, San Francisco, and Contra Costa.

The FY2023-24 Proposed Operating Budget is \$150.4 million, up 6.9% from FY2022-23's \$140.7 million expenses. Anticipated District revenue of \$216.4 million is 4.3% higher than the FY2022-23 actual revenue of \$207.5 million, driven by increased Toll Revenue \$1.9M, Transit Fare Revenue \$1.5M, State Operating Assistance \$4.7M, Investment Interest Income \$0.9M, Marin Transit Service \$0.9M, offset by \$1.0M loss in other operating income. The budget's equilibrium relies on \$55.0 million in ARP funding, contributing a projected \$9.1 million positive impact on financial reserves. While aligned with the 2014 Strategic Financial Plan, ongoing development of a new District-wide Strategic Plan is in progress. With one-time federal funding, the budget serves as a temporary baseline, with potential future actions to address lingering pandemic-related revenue drops for long-term financial stability and reserve replenishment.

¹ Includes allocations made through Executive Director's Delegated Authority as allowed by MTC Resolution No. 3620, Revised. Any allocations made by Delegated Authority will be reported as part of the quarterly Delegated Authority update to the Commission. Excludes allocations made for transit capital or planning and administration purposes.

With an additional \$50,000 secured from FTA and local grants, the budget for Project 2114 – CAD/AVL Clipper Integration – has increased from \$943,620 to \$993,620. This initiative aims to seamlessly incorporate the Next Generation Clipper system, reducing manual errors and underscoring the District's commitment to improved service and innovation. The extension of Route 130 serves to enhance transportation access for the Canal community, facilitating connections to essential destinations and enhancing local mobility. Furthermore, a Ferry destination campaign was launched to elevate holiday ridership, encouraging Bay Area shopping, dining, and exploration via ferry. In the 2022-23 fiscal year, the District introduced extra ferry trips and adjusted schedules to align with SMART arrivals and departures in Larkspur, driven by the uptick in ridership.

Marin County Transit District/ Marin Transit

Adopted Operating Budget	\$42.9 million
Increase in Budget compared to FY2022-23	5%
Projected Ridership (Estimated FY 2023-24 as a percentage of FY 2018-19 actual)	90%
Total Proposed FY2023-24 Operating Allocation ¹	\$13 million
Proportion of Operating Budget Funded with Allocations	31%

Budget and Operating Highlights

Marin Transit offers local transit in Marin County, handling 2.8 million annual passenger trips on 33 routes. Fixed route ridership is at 90% of pre-COVID levels, which is among the quickest ridership recovery in the region.

¹ Includes allocations made through Executive Director’s Delegated Authority as allowed by MTC Resolution No. 3620, Revised. Any allocations made by Delegated Authority will be reported as part of the quarterly Delegated Authority update to the Commission. Excludes allocations made for transit capital or planning and administration purposes.

Marin Transit's FY2023-24 budget has grown by 5% due to inflation and labor shortages, causing increased transportation costs and an 11% rise in salaries and benefits. The budget accommodates a 2% drop in fuel expenses, considering lower fuel prices and a scaled-down paratransit fuel budget following post-pandemic service adjustments.

Operating revenues hinge on 60% of sales tax revenues from TDA, Measures A, and AA. Increases in Measure A/AA revenues (+38%) and STA revenues (+71%) in FY2023-24 compensate for depleted federal relief funds and increased local operational requirements.

In FY 2023-24, Marin Transit is pursuing the acquisition of seven 35-ft. hybrid transit buses, 10 paratransit vehicles, and an electric paratransit vehicle. Additional efforts target facility improvements and expanded right-of-way procurement to enhance infrastructure, parking, and maintenance for electric and yellow buses.

Eastern Contra Costa Transportation Authority (ECCTA) / Tri Delta Transit

Adopted Operating Budget	\$35.3 million
Increase in Budget compared to FY2022-23	8.4%
Projected Ridership (Estimated FY 2023-24 as a percentage of FY 2018-19 actual)	63%
Total Proposed FY2023-24 Operating Allocation ^[1]	\$28.6 million
Proportion of Operating Budget Funded with Allocations	81%

Budget and Operating Highlights

Tri Delta Transit serves a population of roughly 330,000 residents in the 225-square mile region of Eastern Contra Costa County which includes the cities of Pittsburg, Antioch, Oakley, Brentwood and the unincorporated areas of Bay Point and Bethel Island. Tri Delta provides local

^[1] Includes allocations made through Executive Director's Delegated Authority as allowed by MTC Resolution No. 3620, Revised. Any allocations made by Delegated Authority will be reported as part of the quarterly Delegated Authority update to the Commission. Excludes allocations made for transit capital or planning and administration purposes.

and express fixed-route bus service, offering 16 weekday routes and 6 Weekend and Holiday routes. It also offers several types of demand response (DR-PT) services such as complementary ADA and senior paratransit, Medvan and a microtransit service called Tri MyRide.

Tri Delta's ridership forecast for FY 2023-24 stands at 63% of pre-pandemic levels. Notably, while fixed-route ridership remains below the pre-pandemic baseline, demand responsive modes have displayed significant success, surpassing pre-COVID demand. This achievement is attributed to the resurgence of paratransit services to pre-pandemic capacity and the widespread popularity of the microtransit offering, Tri MyRide. Remarkably, the increased demand for these responsive modes has effectively mitigated the decline in fare revenue observed in the fixed-route service.

Overall, the FY24 operating budget is 8.4% higher than the previous year. Costs have increased across all expense categories with a significant cost increase in Casualty and Liability Insurance. Since travel demand has changed post-pandemic, Tri Delta Transit intends to conduct a Comprehensive Operational Analysis to better understand the needs of the public and increase ridership.

Continuing with their Zero Emission Bus Rollout plan, Tri Delta Transit is seeking to acquire property next to its existing maintenance facility that will house ZEB infrastructure such as inductive charges, a hydrogen fueling station, and future additional buses. Tri Delta Transit's ZEB fleet will be roughly half battery electric and half fuel cell electric.

Solano Transportation Authority (STA)

Adopted Operating Budget	\$13.4 million
Increase in Budget compared to FY2022-23	48%
Projected Ridership (Estimated FY 2023-24 as a percentage of FY 2018-19 actual) ¹	232%

¹ Significant ridership growth since pre-pandemic service is due to new service products that were not existing before such as Suisun Micro Transit, Solano Mobility Express Pilot Program, and higher ridership in the Medical Concierge Program. Projected Ridership change from FY2022-23, shows an increase of 31%.

Total Proposed FY2023-24 Operating Allocation ¹	\$6.73 million
Proportion of Operating Budget Funded with Allocations	50.2%

Budget and Operating Highlights

The Solano Transportation Authority (STA) is the joint powers authority and Congestion Management Agency for the Solano County area. STA’s mobility programs serve a wide market of commuter, suburban, and paratransit customers within Solano County, and have services that expand throughout the counties of Contra Costa, Sacramento, San Francisco, and Yolo.

STA’s high ridership in proportion to pre-pandemic levels is a result of the Authority’s introduction of new programs such as the Equitable Access to Justice Pilot Program, Suisun Micro Transit, an expansion of the Authority’s First/Last Mile Program, Medical Trip Concierge Program, and the Solano Intercity Taxi Program. The Suisun Micro Transit Program launched on January 3, 2023, and consists of dial-a-ride service available within Suisun City limits, nine select locations in City of Fairfield, as well as one fixed route (School Tripper). Usage is estimated to double in FY2023-24. The First/Last Mile Program assists Solano County residents and employees who have problems connecting with the 12 Solano County transit hubs for their commute. In FY 2022-23, 643 new participants signed up for the program and 26,429 rides were provided. The Medical Trip Concierge Program or GoGo Program provides trips to medical and other essential appointments throughout Solano County and several locations in Contra Costa County. This program is expected to increase in participation by a minimum of 5% this FY 2023-24.

The Authority’s FY2023-24 budget reflects the many new programs introduced in the last two fiscal years with an overall increase of 48% deriving mainly from the planning and administration costs of new programs.

The services being provided are well within STA’s resources for continued operation. As a part of its Connected Mobility Implementation Plan, STA seeks to utilize key service standards,

¹ Includes allocations made through Executive Director’s Delegated Authority as allowed by MTC Resolution No. 3620, Revised. Any allocations made by Delegated Authority will be reported as part of the quarterly Delegated Authority update to the Commission. Excludes allocations made for transit capital or planning and administration purposes.

performance measures, and benchmarks to determine the ongoing relevance, usability, adaptability, and sustainability of the mobility programs currently offered in Solano County.

Date: June 28, 2023
W.I.: 1514
Referred by: PAC
Revised: 7/26/23-C
9/27/23-C

ABSTRACT

Resolution No. 4570, Revised

This resolution approves the allocation of fiscal year 2023-2024 Transportation Development Act Article 4, Article 4.5 and Article 8 funds to claimants in the MTC region.

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

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

Attachment A was revised on September 27, 2023 to allocate funds to Eastern Contra Costa Transit Authority (ECCTA), Golden Gate Bridge, Highway, and Transportation District (GGBHTD), Marin Transit, and Solano County Transit (SolTrans).

Discussion of the allocations made under this resolution is contained in the MTC Programming and Allocations Committee Summary Sheets dated June 14, 2023, July 12, 2023, and September 13, 2023.

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

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

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4570

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

WHEREAS, the Mills-Alquist-Deddeh Act (“Transportation Development Act” or “TDA”), Public Utilities Code Section 99200 et seq., makes certain retail sales tax revenues available to eligible claimants for public transportation projects and purposes; and

WHEREAS, MTC is responsible for the allocation of TDA funds to eligible claimants within the MTC region; and

WHEREAS, claimants in the MTC region have submitted claims for the allocation of fiscal year 2021-22 TDA funds; and

WHEREAS, Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length, lists the amounts of and purposes for the fiscal year 2023-24 allocations requested by claimants, and is from time-to-time revised; and

WHEREAS, this resolution, including the revisions to Attachment A and the sum of all allocations made under this resolution, are recorded and maintained electronically by MTC; and

WHEREAS, Attachment B to this resolution, attached hereto and incorporated herein as though set forth at length, lists the required findings MTC must make, as the case may be, pertaining to the various claimants to which funds are allocated; and

WHEREAS, the claimants to which funds are allocated under this resolution have certified that the projects and purposes listed and recorded in Attachment A are in compliance with the requirements of the California Environmental Quality Act (Public Resources Code

Section 21000 et seq.), and with the State Environmental Impact Report Guidelines (14 California Code of Regulations Section 15000 et seq.); now, therefore, be it

RESOLVED, that MTC approves the findings set forth in Attachment B to this resolution; and, be it further

RESOLVED, that MTC approves the allocation of fiscal year 2023-24 TDA funds to the claimants, in the amounts, for the purposes, and subject to the conditions, as listed and recorded on Attachment A to this resolution; and, be it further

RESOLVED, that pursuant to 21 California Code of Regulations Sections 6621 and 6659, a certified copy of this resolution, along with written allocation instructions for the disbursement of TDA funds as allocated herein, shall be forwarded to the county auditor of the county in which each claimant is located; and, be it further

RESOLVED, that all TDA allocations are subject to continued compliance with MTC Resolution No. 3866, Revised, the Transit Coordination Implementation Plan.

METROPOLITAN TRANSPORTATION COMMISSION



Alfredo Pedroza, Chair

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

Date: June 28, 2023
Referred by: PAC
Revised: 07/26/23-C 09/27/23-C

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

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

Claimant	Project Description	Allocation Amount	Alloc. Code	Approval Date	Apportionment Area	Note
5801 - PUC 99233.7, 99275 Community Transit Service - Operations						
AC Transit	Paratransit Operations	5,450,068	01	06/28/23	AC Transit - Alameda	
CCCTA	Paratransit Operations	1,161,778	02	06/28/23	CCCTA	
VTA	Community Transit	7,001,645	03	06/28/23	Santa Clara County	
	Subtotal	13,613,491				
5802 - PUC 99260A Transit - Operations						
AC Transit	Transit Operations	9,371,107	04	06/28/23	AC Transit - Contra Costa D1	
AC Transit	Transit Operations	19,238,420	05	06/28/23	AC Transit - Alameda D2	
AC Transit	Transit Operations	72,905,948	06	06/28/23	AC Transit - Alameda D1	
CCCTA	Transit Operations	20,770,583	07	06/28/23	CCCTA	
LAVTA	Transit Operations	8,533,007	08	06/28/23	LAVTA	
NVTA	Transit Operations	4,116,200	09	06/28/23	NVTA	
VTA	Transit Operations	133,031,253	10	06/28/23	VTA	
Santa Rosa Sonoma County Transit	Transit Operations	4,980,094	16	07/26/23	Santa Rosa	
SolTrans	Transit Operations	6,698,880	17	07/26/23	Sonoma County	
SolTrans	Transit Operations	4,847,471	21	09/27/23	Vallejo/Benicia	
ECCTA	Transit Operations	16,915,273	22	09/27/23	ECCTA	
Marin Transit	Transit Operations	7,881,923	23	09/27/23	Marin Transit	
GGBHTD	Transit Operations	4,770,059	24	09/27/23	GGBHTD - Marin	
GGBHTD	Transit Operations	7,738,737	25	09/27/23	GGBHTD - Sonoma	
	Subtotal	323,215,736				

5803 - PUC 99260A Transit - Capital

CCCTA	Transit Capital	7,633,286	11	06/28/23	CCCTA
LAVTA	Transit Capital	3,000,000	12	06/28/23	LAVTA
NVTA	Transit Capital	2,000,000	13	06/28/23	NVTA
Santa Rosa	Transit Capital	2,500,000	18	07/26/23	Santa Rosa
Sonoma County					
Transit	Transit Capital	2,177,318	19	07/26/23	Sonoma County
SolTrans	Transit Capital	4,780,360	26	09/27/23	Vallejo/Benicia
Subtotal		22,090,964			

5807 - PUC 99400C Transit - Operations

NVTA	Transit Operations	1,022,200	14	06/28/23	NVTA
Sonoma County					
Transit	Transit Operations	2,498,322	20	07/26/23	Sonoma County
Subtotal		3,520,522			

5812 - PUC 99400D Planning and Administration - Operations

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

Total 365,476,213

Date: June 28, 2023
Referred by: PAC

Attachment B
Resolution No. 4570
Page 1 of 3

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

FINDINGS

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

Transportation Development Act Article 4 Funds

Public Utilities Code § 99268 et seq.

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

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

Transportation Development Act Article 4.5 Funds

Public Utilities Code § 99275

1. That each claimant has submitted, or shall have submitted prior to the disbursement of funds, copies, to MTC and to appropriate agencies, of all required State Controller's reports and fiscal audit reports prepared in accordance with Public Utilities Code §§ 99243 and 99245; and
2. That the projects and purposes for which each claimant has submitted an application for TDA Article 4.5 funds to MTC are in conformance with MTC's Regional Transportation Plan (21 California Code of Regulations § 6651), and with the applicable state regulations (21 California Code of Regulations § 6600 *et seq.*), and with the applicable MTC rules and regulations, including MTC Resolution No. 1209, Revised; and
3. That in accordance with Public Utilities Code § 99275.5(c), MTC finds that the projects and purposes for which each claimant has submitted an application for TDA Article 4.5 funds to MTC, responds to a transportation need not otherwise met in the community of the claimant; that the services of the claimant are integrated with existing transit services, as warranted; that the claimant has prepared and submitted to MTC an estimate of revenues, operating costs and patronage for the fiscal year in which TDA Article 4.5 funds are allocated; and that the claimant is exempt from applicable fare or fares-plus-local-match recovery ratio requirement (as set forth, respectively, in Public Utilities Code § 99268.5 or MTC Resolution No. 1209, Revised) as provided by PUC § 99268.9; and
4. That the sum of each claimant's total allocation of Transportation Development Act and State Transit Assistance funds does not exceed the amount that the claimant is eligible to receive, in accordance with the calculations prescribed by 21 California Code of Regulations § 6634; and

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

Transportation Development Act Article 8 Transit Funds

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

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

Date: June 28, 2023
W.I.: 1514
Referred by: PAC
Revised: 7/26/23-C
9/27/23-C

ABSTRACT

Resolution No. 4571, Revised

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

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

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

Attachment A of this resolution was revised on September 27, 2023 to allocate funds to Eastern Contra Costa Transit Authority/Tri Delta Transit (ECCTA), Golden Gate Bridge, Highway, and Transportation District (GGBHTD), Marin Transit, Solano Transportation Authority (STA), and Solano County Transit/SolTrans.

Discussion of the allocations made under this resolution is contained in the MTC Programming and Allocations Committee Summary Sheets dated June 14, 2023, July 12, 2023, and September 13, 2023.

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

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

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4571

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

WHEREAS, the Mills-Alquist-Deddeh Act (“Transportation Development Act” or “TDA”), Public Utilities Code Section 99200 et seq., provides that the State Controller shall, pursuant to Public Utilities Code Section 99310, allocate funds in the Public Transportation Account (“PTA”) to the MTC region to be subsequently allocated by MTC to eligible claimants in the region; and

WHEREAS, pursuant to Public Utilities Code Section 99313.6, MTC has created a State Transit Assistance (“STA”) fund which resides with the Alameda County Auditor for the deposit of PTA funds allocated to the MTC region; and

WHEREAS, pursuant to Public Utilities Code Section 99313.6(d), MTC may allocate funds to itself for projects to achieve regional transit coordination objectives; and

WHEREAS, pursuant to Public Utilities Code Sections 99314.5(a) and 99314.5(b), claimants eligible for Transportation Development Act Article 4 and Article 8 funds are eligible claimants for State Transit Assistance funds; and

WHEREAS, eligible claimants have submitted applications to MTC for the allocation of fiscal year 2024-24 STA funds; and

WHEREAS, Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length, lists the amounts of and purposes for the fiscal year 2023-24 allocations requested by claimants, and is from time-to-time revised; and

WHEREAS, this resolution, including the revisions to Attachment A and the sum of all allocations made under this resolution, are recorded and maintained electronically by MTC; and

WHEREAS, pursuant to 21 California Code of Regulations Section 6754, MTC Resolution Nos. 4321 and 4433, and Attachment B to this resolution, attached hereto and incorporated herein as though set forth at length, lists the required findings MTC must make, as the case may be, pertaining to the various claimants to which funds are allocated; and

WHEREAS, the claimants to which funds are allocated under this resolution have certified that the projects and purposes listed and recorded in Attachment A are in compliance with the requirements of the California Environmental Quality Act (Public Resources Code Section 21000 et seq.), and with the State Environmental Impact Report Guidelines (14 California Code of Regulations Section 15000 et seq.); now, therefore, be it

RESOLVED, that MTC approves the findings set forth in Attachment B to this resolution; and, be it further

RESOLVED, that MTC approves the allocation of fiscal year 2023-24 STA funds to the claimants, in the amounts, for the purposes, and subject to the conditions, as listed and recorded on Attachment A to this resolution;

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION



Alfredo Pedroza, Chair

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

Date: June 28, 2023
Referred by: PAC
Revised: 07/26/23-C 09/27/23-C

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

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

Claimant	Project Description	Allocation Amount	Alloc. Code	Approval Date	Apportionment Area	Note
5820 - CCR 6730A Operations - Population-based County Block Grant						
AC Transit	Transit Operations	9,243,780	01	06/28/23	AC Transit - Alameda	
AC Transit	Transit Operations	2,841,073	02	06/28/23	AC Transit - Contra Costa	
CCCTA	Transit Operations	6,658,319	03	06/28/23	County Connection	
LAVTA	Transit Operations	2,423,659	04	06/28/23	LAVTA	
VTA	Transit Operations	8,961,946	05	06/28/23	Santa Clara County	
Santa Rosa	Transit Operations	3,671,909	11	07/26/23	Santa Rosa CityBus	
Sonoma County	Transit Operations	3,521,846	13	07/26/23	Sonoma County Transit	
ECCTA	Transit Operations	5,452,035	14	09/27/23	Contra Costa County	
Marin Transit	Transit Operations	2,676,693	15	09/27/23	Marin Transit	
GGBHTD	Transit Operations	1,724,843	16	09/27/23	Golden Gate	
Soltrans	Solano Express Transitional Pla	1,116,002	17	09/27/23	Solano County	
Subtotal		48,292,105				
5820 - CCR 6730A Operations - Population-based MTC Coordination						
MTC	Clipper Operations	7,700,000	06	06/28/23	MTC	
Subtotal		7,700,000				
5820 - CCR 6730A Operations - Revenue-based						
AC Transit	Transit Operations	40,947,165	07	06/28/23	AC Transit	
CCCTA	Transit Operations	1,041,145	08	06/28/23	CCCTA	
VTA	Transit Operations	36,100,554	09	06/28/23	VTA	
Marin Transit	Transit Operations	2,500,000	18	09/27/23	Marin Transit	
GGBHTD	Transit Operations	14,651,179	19	09/27/23	GGBHTD	
Subtotal		95,240,043				

5822 - CCR 6731C Paratransit - Operations - Population-based County Block Grant

NVTA	Paratransit Operations	3,209,927	10	06/28/23	Napa County
Sonoma County					Sonoma County
Transit	Paratransit Operations	1,173,949	12	07/26/23	Transit
	Subtotal	4,383,876			

5828 - CCR 6731B Planning and Admin - Population-based County Block Grant

Solano TA	Planning & Administration	3,535,297	20	09/27/23	Solano County
	Subtotal	3,535,297			

5600 - Agency Pass Through

MTC	Agency Pass Through - BART	15,028,818.5	21	09/27/23	TAP STA Rev-based Exchange
	Subtotal	15,028,818.5			

Total 174,180,140

Date: June 28, 2023
Referred by: PAC

Attachment B
Resolution No. 4571
Page 1 of 2

ALLOCATION OF FISCAL YEAR 2023-24 STATE TRANSIT ASSISTANCE FUNDS
TO CLAIMANTS IN THE MTC REGION

FINDINGS

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

1. That each claimant has submitted, or shall have submitted prior to the disbursement of funds, copies, to MTC and to appropriate agencies, of all required State Controller's reports and fiscal audit reports prepared in accordance with PUC §§ 99243 and 99245; and
2. That the projects and purposes for which each claimant has submitted an application for STA funds to MTC are in conformance with MTC's Regional Transportation Plan (21 Cal. Code of Regs. § 6651), and with the applicable state regulations (21 Cal. Code of Regs. § 6600 et seq.), and with the applicable MTC rules and regulations; and
3. That each claimant has submitted to MTC as part of its application for TDA Article 4 funds a budget indicating compliance with the 50% expenditure limitation of PUC § 99268, or with the applicable fare or fares-plus-local-support recovery ratio requirement (PUC §§ 99268.2, 99268.3, 99268.4, 99268.12, or 99270.5), or with the applicable fare or fares-plus-local-match recovery ratio requirement (as set forth, respectively, in PUC §§ 99268.5, 99268.12, or MTC Resolution No. 1209, Revised), as so attested to by the claimant's chief financial officer; and
4. That each claimant is making full use of federal funds available under the Fixing America's Surface Transportation (FAST) Act, as amended; and
5. That the sum of each claimant's allocation of Transportation Development Act and State Transit Assistance funds does not exceed the amount the claimant is eligible to receive, in accordance with the calculations prescribed by 21 Cal. Code of Regs. § 6633.1 or § 6634; and
6. That MTC has given priority consideration to claims to offset reductions in federal operating assistance and the unanticipated increase in the cost of fuel, to enhance existing public transportation services, and to meet high priority regional, countywide, or area wide public transportation needs; and

7. That each claimant has submitted to MTC a copy of a certification from the California Highway Patrol verifying that the claimant is in compliance with Section 1808.1 of the Vehicle Code (“Pull Notice Program”), as required by PUC § 99251; and
8. That each claimant is in compliance with MTC’s Transit Coordination Implementation Plan, pursuant to Government Code §§ 66516 and 66516.5, PUC §§ 99314.5(c) and §99314.7, and MTC Resolution No. 3866, Revised.

Date: June 28, 2023
W.I.: 1255
Referred by: PAC
Revised: 07/26/23-C
09/27/23-C

ABSTRACT

Resolution No. 4572, Revised

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

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

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

Attachment A was revised on September 27, 2023 to allocate funds to Golden Gate Bridge, Highway, and Transportation District.

Discussion of the allocations made under this resolution are contained in the MTC Programming and Allocations Committee Summary Sheets dated June 14, 2023, July 12, 2023, and September 13, 2023.

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

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

METROPOLITAN TRANSPORTATION COMMISSION

RESOLUTION NO. 4572

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION

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

Alfredo Pedroza, Chair

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

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

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

Claimant	Project Description	Allocation Amount	Allocation Code	Approval Date	Project Number
MTC	Clipper	\$ 1,623,105	01	06/28/23	12
AC Transit	Express Bus Service	\$ 4,371,096	02	06/28/23	4
AC Transit	Dumbarton Bus	\$ 3,007,085	03	06/28/23	5
AC Transit	Owl Bus Service	\$ 1,214,095	04	06/28/23	7
AC Transit	Enhanced/Rapid Bus Service	\$ 2,434,658	05	06/28/23	9
TJPA ¹	Transbay Transit Center	\$ 2,434,658	06	07/26/23	13
WETA	Planning and Administration	\$ 2,434,658	07	07/26/23	11
WETA	Ferry Operations	\$ 12,416,754	08	07/26/23	6
SolTrans	Express Bus Service	\$ 2,149,916	09	07/26/23	3
GGBHTD	Route 40	\$ 2,001,562	10	09/27/23	1
		Total \$ 34,087,587			

Notes

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

Date: June 22, 2022
W.I.: 1514
Referred by: PAC
Revised: 09/28/22-C 03/22/23-C
10/26/22-C 04/26/23-C
11/16/22-C 05/24/23-C
12/21/22-C 09/27/23-C

ABSTRACT

Resolution No. 4524, Revised

This resolution approves the allocation of State Transit Assistance (STA) funds for fiscal year 2022-23.

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

On September 28, 2022, Attachment A was revised to allocate funds to the Eastern Contra Costa Transit Authority (ECCTA or Tri Delta Transit), Golden Gate Bridge Highway and Transit District (GGBHTD), San Mateo County Transit District (SamTrans), Marin County Transit District, and MTC.

On October 26, 2022, Attachment A was revised to allocate funds to Central Contra Costa Transit Authority (CCCTA), Marin Transit, Santa Rosa Sonoma County Transit, and Western Contra Costa Transit Authority (WestCAT).

On November 16, 2022, Attachment A was revised to allocate funds to San Francisco Municipal Transportation Agency (SFMTA).

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

On March 22, 2023, Attachment A was revised to allocate funds to Central Contra Costa Transit Authority (CCCTA), Livermore Amador Valley Transit Authority (LAVTA), Eastern Contra Costa Transit Authority (ECCTA or Tri Delta Transit), and Western Contra Costa Transit Authority (WestCAT).

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

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

ABSTRACT

MTC Resolution No. 4524, Revised

Page 2

On September 27, 2023 Attachment A was revised to allocate funds to Bay Area Rapid Transit (BART), Caltrain, Golden Gate Bridge, Highway and Transportation District (GGBHTD), San Francisco Municipal Transportation Agency (SFMTA), and San Francisco Bay Area Water Emergency Transportation Authority (WETA) for expenditure by MTC in support of projects and programs related to the Transit Transformation Action Plan.

Discussion of the allocations made under this resolution is contained in the MTC Programming and Allocations Committee Summary Sheets dated June 8, 2022, September 14, 2022, October 12, 2022, November 9, 2022, December 14, 2022, March 8, 2023, April 12, 2023, May 10, 2023, and September 13, 2023.

Date: June 22, 2022
W.I.: 1514
Referred by: PAC

Re: Allocation of Fiscal Year 2022-23 State Transit Assistance to Claimants in the MTC Region

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4524

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

WHEREAS, the Mills-Alquist-Deddeh Act (“Transportation Development Act” or “TDA”), Public Utilities Code Section 99200 et seq., provides that the State Controller shall, pursuant to Public Utilities Code Section 99310, allocate funds in the Public Transportation Account (“PTA”) to the MTC region to be subsequently allocated by MTC to eligible claimants in the region; and

WHEREAS, pursuant to Public Utilities Code Section 99313.6, MTC has created a State Transit Assistance (“STA”) fund which resides with the Alameda County Auditor for the deposit of PTA funds allocated to the MTC region; and

WHEREAS, pursuant to Public Utilities Code Section 99313.6(d), MTC may allocate funds to itself for projects to achieve regional transit coordination objectives; and

WHEREAS, pursuant to Public Utilities Code Sections 99314.5(a) and 99314.5(b), claimants eligible for Transportation Development Act Article 4 and Article 8 funds are eligible claimants for State Transit Assistance funds; and

WHEREAS, eligible claimants have submitted applications to MTC for the allocation of fiscal year 2022-23 STA funds; and

WHEREAS, Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length, lists the amounts of and purposes for the fiscal year 2022-23 allocations requested by claimants, and is from time-to-time revised; and

WHEREAS, this resolution, including the revisions to Attachment A and the sum of all allocations made under this resolution, are recorded and maintained electronically by MTC; and

WHEREAS, pursuant to 21 California Code of Regulations Section 6754, MTC Resolution Nos. 4321 and 4433, and Attachment B to this resolution, attached hereto and incorporated herein as though set forth at length, lists the required findings MTC must make, as the case may be, pertaining to the various claimants to which funds are allocated; and

WHEREAS, the claimants to which funds are allocated under this resolution have certified that the projects and purposes listed and recorded in Attachment A are in compliance with the requirements of the California Environmental Quality Act (Public Resources Code Section 21000 et seq.), and with the State Environmental Impact Report Guidelines (14 California Code of Regulations Section 15000 et seq.); now, therefore, be it

RESOLVED, that MTC approves the findings set forth in Attachment B to this resolution; and, be it further

RESOLVED, that MTC approves the allocation of fiscal year 2022-23 STA funds to the claimants, in the amounts, for the purposes, and subject to the conditions, as listed and recorded on Attachment A to this resolution;

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION

A handwritten signature in black ink, appearing to be 'AP' followed by a long horizontal stroke.

Alfredo Pedroza, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a duly called and noticed meeting held in San Francisco, California and at other remote locations on June 22, 2022.

Date: June 22, 2022
Referred by: PAC
Revised: 09/28/22-C 10/26/22
11/16/22-C 12/21/22
03/22/23-C 04/26/23
05/24/23-C 9/27/23-1

Attachment A
ALLOCATION OF STATE TRANSIT ASSISTANCE FUNDS
DURING FISCAL YEAR 2022-23

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

Claimant	Project Description	Allocation Amount	Alloc. Code	Approval Date	Apportionment Area	Note
5820 - CCR 6730A Operations - Population-based County Block Grant						
LAVTA	Transit Operations	1,377,503	01	06/22/22	LAVTA	
ECCTA	Transit Operations	3,172,715	07	09/28/22	Tri-Delta Transit	
Sonoma County Transit	Transit Operations	4,024,590	14	10/26/22	Sonoma County Transit	
CCCTA	Transit Operations	4,706,026	15	10/26/22	County Connection	
Marin Transit	Transit Operations	1,452,985	16	10/26/22	Marin Transit	
Santa Rosa	Transit Operations	2,679,663	17	10/26/22	Santa Rosa CityBus	
Solano TA	Planning & Administration	2,139,859	24	12/21/22	Solano County	
	Subtotal	19,553,341				
5820 - CCR 6730A Operations - Population-based MTC Coordination						
MTC	Clipper START Administration	3,000,000	02	06/22/22	Means-Based Transit Fare Program	
MTC	Clipper Operations	9,000,000	03	06/22/22	MTC	
MTC	Clipper	256,000	03	09/28/22	MTC	
SamTrans	Transit Operations	8,000,000	08	09/28/22	MTC	
	Subtotal	20,256,000				
5820 - CCR 6730A Operations - Population-based TAP						
BART	Clipper BayPass	1,089,451	18	10/26/22	TAP	
	Subtotal	1,089,451				
5820 - CCR 6730A Operations - Revenue-based						
VTA	Transit Operations	28,362,250	04	06/22/22	VTA	
AC Transit	Transit Operations	29,636,318	05	06/22/22	AC Transit	
ECCTA	Transit Operations	1,404,496	09	09/28/22	BART	
SamTrans	Transit Operations	9,095,193	10	09/28/22	SamTrans	
Marin Transit	Transit Operations	1,500,000	11	09/28/22	Marin Transit	
GGBHTD	Transit Operations	4,559,143	12	09/28/22	GGBHTD	
SamTrans	Transit Operations	11,288,161	19	10/26/22	Caltrain	
WestCAT	Transit Operations	1,246,913	20	10/26/22	BART	
SFMTA	Transit Operations	79,226,981	23	11/16/22	SFMTA	
VTA	Transit Operations	38,510,243	04	12/21/22	VTA	

ECCTA	Transit Operations	983,146	09	03/22/23	BART
WestCAT	Transit Operations	1,246,913	20	03/22/23	BART
CCCTA	Transit Operations	302,411	25	03/22/23	BART
LAVTA	Transit Operations	193,006	26	03/22/23	BART
BART	Transit Operations	16,195,637	27	04/26/23	BART
SMART	Transit Operations	2,291,573	29	05/24/23	SMART
Petaluma	Transit Operations	1,110,910	31	05/24/23	Petaluma Transit
Subtotal		227,153,294			

5821 - CCR 6730B Capital - Population-based Lifeline

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

5821 - CCR 6730B Capital - Population-based TAP

MTC	Clipper Paratransit Integration	1,100,000	21	10/26/22	TAP
MTC	Clipper Paratransit Integration	900,000	21	03/22/23	TAP
Subtotal		2,000,000			

5821 - CCR 6730B Capital - Revenue-based

SamTrans	Transit Capital	1,541,284	13	09/28/22	SamTrans
SamTrans	Transit Capital	1,741,878	22	10/26/22	Caltrain
Subtotal		3,283,162			

5822 - CCR 6731C Paratransit - Operations - Population-based County Block Grant

VTA	Paratransit Operations	1,870,260	06	06/22/22	Santa Clara County
VTA	Paratransit Operations	3,953,168	06	12/21/22	Santa Clara County
SFMTA	Paratransit Operations	1,659,985	28	04/26/23	SFMTA
Subtotal		7,483,413			

5600 - Agency Pass Through¹

MTC	Agency Pass Through - BART	15,028,818.50	32	09/27/23	TAP STA Rev-based Exchange
MTC	Agency Pass Through - Caltrain	1,919,901	33	09/27/23	TAP STA Rev-based Exchange
MTC	Agency Pass Through - GGBHTD	4,341,929	34	09/27/23	TAP STA Rev-based Exchange
MTC	Agency Pass Through - SFMTA	11,534,333	35	09/27/23	TAP STA Rev-based Exchange
MTC	Agency Pass Through - WETA	1,248,305	36	09/27/23	TAP STA Rev-based Exchange
Subtotal		34,073,286.50			

Total 317,930,453

¹ Agency Pass Through allocations have no expiration date.

Date: June 22, 2022
Referred by: PAC

Attachment B
Resolution No. 4524
Page 1 of 2

ALLOCATION OF FISCAL YEAR 2022-23 STATE TRANSIT ASSISTANCE FUNDS
TO CLAIMANTS IN THE MTC REGION

FINDINGS

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

1. That each claimant has submitted, or shall have submitted prior to the disbursement of funds, copies, to MTC and to appropriate agencies, of all required State Controller's reports and fiscal audit reports prepared in accordance with PUC §§ 99243 and 99245; and
2. That the projects and purposes for which each claimant has submitted an application for STA funds to MTC are in conformance with MTC's Regional Transportation Plan (21 Cal. Code of Regs. § 6651), and with the applicable state regulations (21 Cal. Code of Regs. § 6600 et seq.), and with the applicable MTC rules and regulations; and
4. That each claimant is making full use of federal funds available under the Fixing America's Surface Transportation (FAST) Act, as amended; and
5. That the sum of each claimant's allocation of Transportation Development Act and State Transit Assistance funds does not exceed the amount the claimant is eligible to receive, in accordance with the calculations prescribed by 21 Cal. Code of Regs. § 6633.1 or § 6634; and
6. That MTC has given priority consideration to claims to offset reductions in federal operating assistance and the unanticipated increase in the cost of fuel, to enhance existing public transportation services, and to meet high priority regional, countywide, or area wide public transportation needs; and
7. That each claimant has submitted to MTC a copy of a certification from the California Highway Patrol verifying that the claimant is in compliance with Section 1808.1 of the Vehicle Code ("Pull Notice Program"), as required by PUC § 99251; and

8. That each claimant is in compliance with MTC's Transit Coordination Implementation Plan, pursuant to Government Code §§ 66516 and 66516.5, PUC §§ 99314.5(c) and §99314.7, and MTC Resolution No. 3866, Revised.

Notes:

The following requirements are suspended for FY 2022-23:

- a. Productivity Improvement Program requirement (PUC § 99244)
- b. Efficiency standards under PUC § 99314.6
- c. MTC State Transit Assistance standard (PUC § 99314.7)