

**Metropolitan Transportation Commission
Programming and Allocations Committee**

September 11, 2024

Agenda Item 2d-24-0987

MTC Resolution Nos. 4651, Revised; 4652, Revised; and 4653, Revised

Subject:

The proposed action allocates \$74.3 million in FY2024-25 Transportation Development Act (TDA), State Transit Assistance (STA), and Regional Measure 2 (RM2) funds to six transit operators and MTC to support transit operations and capital projects in the region.

Background:

This month's proposed actions continue the annual allocation process of these funds for FY2024-25. Seven 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 2024-25 Fund Estimate (MTC Resolution 4629, Revised), and the RM2 Operating Program (MTC Resolution 4643). The proposed allocations are summarized in the following table

Allocation Amounts by Entity¹ (amounts in millions)

¹Entity	TDA (Res. 4651)	STA (Res. 4652)	RM2 (Res. 4653)	Grand Total
AC Transit		\$8.2		\$8.2
BART		\$3.2		\$3.2
ECCTA	\$13.5	\$4.0		\$17.5
GGBHTD	\$14.3	\$12.8	\$2.0	\$29.2
Solano TA		\$3.6		\$3.6
WestCAT	\$3.2	\$6.4		\$9.6
MTC		\$3.0		\$3.0
Total	\$31.0	\$41.2	\$2.0	\$74.3

Note that amounts may not sum due to rounding

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.

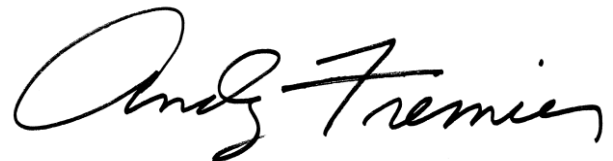
Information regarding the FY 2024-25 operating budgets and current and future operations for the transit operators included in the list above is provided in Attachment A. Information regarding AC Transit's FY2024-25 operating budgets and current and future operations can be found in the June Programming and Allocations meeting materials. This month, BART is receiving an allocation as reimbursement for actual trips taken as part of the Clipper BayPass Phase 1 Pilot over the period from August 2020 to August 2024. BART will provide information regarding their FY2024-25 budget and operations later this year. MTC's allocation will fund the administration of the Clipper START program.

Recommendations:

Refer MTC Resolution Nos. 4651, Revised; 4652, Revised; and 4653, Revised to the Commission for approval.

Attachments:

- Attachment A – Transit Operator Budget Summary
- Attachment B – Senate Bill 125 Regional Accountability Measure Progress Update for Claimant(s)
- MTC Resolution No. 4651, Revised
 - Attachment A
- MTC Resolution No. 4652, Revised
 - Attachment A
- MTC Resolution No. 4653, Revised
 - Attachment A



Andrew B. Fremier

Attachment A – Transit Operator Budget Summary

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

FY2024-25 Operating Budget	\$35.5 million
FY2023-24 Operating Budget	\$33.9 million
Increase in Budget compared to FY2023-24	4.7%
Projected Ridership (Estimated FY 2024-25 as a percentage of FY 2018-19 actual)	70.7%
Total Proposed FY2024-25 Operating Allocation ¹	\$24.5 million
Proportion of Operating Budget Funded with Allocations	68.9%

Budget and Operating Highlights

ECCTA 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. ECCTA provides local and express fixed-route bus service with 16 weekday routes and six weekend and holiday routes that support over 1.3 million rides annually. ECCTA also offers several types of demand-responsive services such as complementary ADA and senior paratransit, Medvan and a microtransit service called Tri MyRide. Lastly, ECCTA utilizes Transportation Network Companies to provide same-day demand-responsive service for ADA and senior customers called Mobility on Demand (DR-TN).

In FY2024-25, ECCTA ridership on fixed-route bus service is projected to be about 60% of pre-pandemic levels, while the demand-responsive modes are expected to be 188% of pre-pandemic levels. This is a result of paratransit service returning to pre-pandemic levels and the popularity of the microtransit service, Tri MyRide.

¹Includes 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

Overall, ECCTA's FY2024-25 operating budget shows an increase of roughly 5% from the prior year, resulting in a projected operating deficit. ECCTA has actively worked to address this shortfall and continue providing service to the community of Eastern Contra Costa. This includes carrying forward a revenue surplus of \$1.9 million that came from changes in fixed-route service in FY2023-24, leveraging Regional Measure 3 Operating assistance STA Regional Program funds to support a Comprehensive Operational Analysis, and one-time support from Contra Costa Transportation Authority.

As of April 2024, ECCTA has procured a consultant to conduct a Comprehensive Operational Analysis to better understand the needs of the public. This will allow for a better allocation of resources to provide efficient, reliable service. The recommended service plan will be implemented in Summer/Fall of 2025 (FY2025-26).

Golden Gate Bridge, Highway and Transportation District (GGBHTD)

FY2024-25 Operating Budget	\$143.8 million
FY2023-24 Operating Budget	\$131.9 million
Increase in Budget compared to FY2023-24	9.0%
Projected Ridership (Estimated FY 2024-25 as a percentage of FY 2018-19 actual)	51.7%
Total Proposed FY2024-25 Operating Allocation ¹	\$29.4 million
Proportion of Operating Budget Funded with Allocations	20.4%

Budget and Operating Highlights

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

GGBHTD’s service area includes more than 800,000 residents across portions of four counties, with a north-south span extending 60 miles between Santa Rosa and San Francisco. Golden Gate Transit serves approximately 250 bus stops and Golden Gate Ferry serves seven terminals or landings.

The FY 2024-25 Adopted Operating Budget is \$143.8 million, up 9% from the FY 2023-24 estimated actual of \$131.9 million. The adopted FY 2024-25 operating budget is employing the use of \$34.4 million in Reserves to offset the depletion of federal ARP funds. However, GGBHTD’s board has recently adopted a toll increase plan to provide consistent funding for operations and service developments.

¹Includes 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

The Authority's FY2024-25 budget reflects the many new programs introduced in the last two fiscal years. The overall increase of 8.5% derives mainly from the planning and administration costs and increased participation in Mobility Programs.

As a part of the Transit Transformation Action Plan's Mapping and Wayfinding Pilot Program, Solano Transportation Authority provided \$500,000 of State Transit Assistance Funds as match funds to initiate the Mapping and Wayfinding Pilot Program in Solano County. The MTC regional mapping and wayfinding project will make it easier for travelers to navigate and explore the Bay Area using public transit and connecting services.

Beginning in January 2024, GGBHTD – together with Marin-Sonoma operators and MTC – has met monthly as part of the Marin/Sonoma County Transit Operation Coordination Study (MASCOTS) initiative. This effort seeks to improve coordination between transit agencies serving Marin and Sonoma counties and will discuss topics including coordinated marketing and outreach; zero-emission bus studies; and coordinated transit operations planning.

Solano Transportation Authority (STA)

FY2024-25 Operating Budget	\$15.4 million
FY2023-24 Operating Budget	\$14.2 million
Increase in Budget compared to FY2023-24	8.5%
Projected Ridership (Estimated FY 2024-25 as a percentage of FY 2018-19 actual ¹)	346%
Total Proposed FY2024-25 Operating Allocation ²	\$6.5 million
Proportion of Operating Budget Funded with Allocations	42.0%

Budget and Operating Highlights

The Solano Transportation Authority (STA) is the Solano County area's joint powers authority and Congestion Management Agency. 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 handled over 35,000 trips in FY2023-24 and expects over 41,000 in FY2024-25.

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, and the Solano Intercity Taxi Program. Participation in these programs has consistently grown annually since their inception, in particular the Micro Transit Program which is a “dial-a-ride” service. Usage doubled in FY2023-24, demonstrating the popularity of demand-responsive service throughout the county.

¹ Significant ridership growth since pre-pandemic service is due to new service products that were not offered in FY2018-19, such as Suisun Micro Transit, Solano Mobility Express Pilot Program, as well as higher ridership on the Medical Concierge Program. Projected ridership change from FY2022-23, shows an increase of 31%.

² 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.

The Authority's FY2024-25 budget reflects the many new programs introduced in the last two fiscal years. The overall increase of 8.5% derives mainly from the planning and administration costs and increased participation in Mobility Programs.

As a part of the Transit Transformation Action Plan's Mapping and Wayfinding Pilot Program, Solano Transportation Authority provided \$500,000 of State Transit Assistance Funds as match funds to initiate the Mapping and Wayfinding Pilot Program in Solano County. The MTC regional mapping and wayfinding project will make it easier for travelers to navigate and explore the Bay Area using public transit and connecting services.

Western Contra Costa Transit Authority

FY2024-25 Operating Budget	\$15.5 million
FY2023-24 Operating Budget	\$14.7 million
Increase in Budget compared to FY2023-24	5.5%
Projected Ridership (Estimated FY2024-25 as a percentage of 2018-19 Actual)	57.8%
Total Proposed FY2024-25 Operating Allocation ¹	\$10.9 million
Proportion of Operating Budget Funded with Allocations	70.8%

Budget and Operating Highlights

WestCAT is the primary bus service for western Contra Costa serving the cities of Pinole, Hercules, and the unincorporated communities of Montalvin Manor, Bayview, Tara Hills, Rodeo, Crockett, and Port Costa. Its service area covers approximately 20 square miles along the Interstate 80 corridor, with a population of around 67,000 people. In addition, to providing service on 17 local and express fixed routes, WestCAT also provides Transbay bus service to San Francisco (Lynx), and paratransit service (Dial-A-Ride) for a total annual ridership of over 660,000.

WestCAT's proposed budget for FY2024-25 shows \$15.5 million in operational expenses for fixed route and paratransit services, alongside associated revenues. The budget is established with an expectation of continued recovery in fixed route and paratransit services post-pandemic. While federal stimulus funds offered relief from pandemic financial challenges, shifts in travel patterns and work-from-home trends have had enduring effects on transit usage. WestCAT will sustain existing fixed route service with an optimistic outlook for filling operator positions, and adjusting service in response to new travel patterns and needs.

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.

WestCAT is currently exploring the needs and requirements that will provide hydrogen storage capabilities for a future transition to an all Zero Emission fleet. This would involve installing hydrogen fueling and storage infrastructure and significant upgrades to the current Maintenance facility. Funding for this project is expected to come from state, federal, and local sources and will be ongoing over five years. This transition represents a substantial capital investment, requiring driver and mechanic retraining and a different level of service planning.

Attachment B – Senate Bill 125 Regional Accountability Measure Progress Update for Claimant(s)

MTC Resolution No. 4619 identifies Regional Accountability Measures for operators receiving Senate Bill (SB) 125 funds. These measures have been identified as projects in MTC Resolution No. 4630, the Fiscal Year 2023-24 Productivity Improvement Program (PIP). In accordance with MTC’s standard procedures, operators report on progress toward PIP projects when submitting their claims of transit operating funds on a rolling annual basis.

This document summarizes the progress made toward PIP projects for operators that are due to receive SB 125 funds in either Fiscal Year 2024-25 or Fiscal Year 2025-26 and are requesting an allocation of operating funds this month. Staff will continue to provide updates for eligible operators as their claims are received, and will provide a second mid-year update on PIP progress for all operators to the Programming and Allocations Committee in early 2025. Cells are color coded using the following schema:

Shading	Significance
Green	SB 125 Regional Accountability Measure has been fulfilled. Operator should maintain current performance moving forward
Yellow	SB 125 Regional Accountability Measure is in-progress and satisfactory progress has been made. Operator should continue to advance the initiative moving forward
Red	SB 125 Regional Accountability Measure is in-progress but satisfactory progress has not been made. Operator should act to significantly advance the initiative moving forward

Golden Gate Bridge, Highway and Transportation District (GGBHTD)

SB 125 Regional Accountability Measure	FY2023-24 Progress Summary	MTC Assessment and Recommendations
Active Participation in Advancement of Regional Initiatives	<ul style="list-style-type: none"> Golden Gate Transit is currently participating in all applicable initiatives identified by MTC Two pilot locations for the Mapping and Wayfinding initiative are served by Golden Gate Transit, requiring close collaboration 	<ul style="list-style-type: none"> Golden Gate Transit has fulfilled this SB 125 Regional Accountability Measure
Schedule Coordination	<ul style="list-style-type: none"> Golden Gate Transit has implemented coordinated operator sign-ups in January and August Golden Gate Transit is actively participating in the Bay Area TRANSFER Plan 	<ul style="list-style-type: none"> This SB 125 Regional Accountability Measure is in-progress and Golden Gate Transit has made satisfactory progress toward fulfillment MTC recommends that Golden Gate Transit leverage coordination through the MASCOTS initiative to align schedules with connecting operators more efficiently
General Transit Feed Specification (GTFS) Audit	<ul style="list-style-type: none"> Golden Gate Transit is in compliance with basic GTFS and GTFS-Real Time best practices Golden Gate Transit is in compliance with some but not all best practices that go beyond basic standards 	<ul style="list-style-type: none"> This SB 125 Regional Accountability Measure is in-progress and Golden Gate Transit has made satisfactory progress toward fulfillment MTC recommends that Golden Gate Transit develop a plan to meet all best practices identified in the audit checklist
North Bay Transit Optimization Collaboration	<ul style="list-style-type: none"> General Managers and Executive Directors from the Marin-Sonoma transit agencies and MTC executive staff began monthly convenings in January 2024 	<ul style="list-style-type: none"> This SB 125 Regional Accountability Measure is in-progress and Golden Gate Transit has made satisfactory progress toward fulfillment

SB 125 Regional Accountability Measure	FY2023-24 Progress Summary	MTC Assessment and Recommendations
	<ul style="list-style-type: none"> • The group identified four guiding principles which have been adopted by each agency to provide a framework for a comprehensive service planning effort • Planning and finance workgroups have also been established to support coordination efforts • MTC and participating operators including Golden Gate Transit are contributing to fund a portion of the consultant-led planning work. • Upcoming milestones include discussion of coordinated marketing and outreach; ZEB studies; and coordinated transit operations planning. 	<ul style="list-style-type: none"> • MTC recommends Golden Gate Transit continue active participation in the Marin/Sonoma County Transit Operator Coordination (MASCOTS) effort.

Eastern Contra Costa Transit Authority (ECCTA)

SB 125 Regional Accountability Measure	FY2023-24 Progress Summary	MTC Assessment and Recommendations
Active Participation in Advancement of Regional Initiatives	<ul style="list-style-type: none"> ECCTA is currently participating in all applicable initiatives identified by MTC 	<ul style="list-style-type: none"> ECCTA has fulfilled this SB 125 Regional Accountability Measure
Schedule Coordination	<ul style="list-style-type: none"> ECCTA has transitioned to operator sign-ups occurring in January and August 	<ul style="list-style-type: none"> ECCTA has fulfilled this SB 125 Regional Accountability Measure
General Transit Feed Specification (GTFS) Audit	<ul style="list-style-type: none"> ECCTA is in compliance with all basic GTFS and GTFS-Real Time best practice ECCTA is in compliance with some but not all best practices that go beyond basic standards 	<ul style="list-style-type: none"> This SB 125 Regional Accountability Measure is in-progress and ECCTA has made satisfactory progress toward fulfillment MTC recommends that ECCTA develop a plan to meet all best practices identified in the audit checklist

Western Contra Costa Transit Authority (WestCAT)

SB 125 Regional Accountability Measure	FY2023-24 Progress Summary	MTC Assessment and Recommendations
Active Participation in Advancement of Regional Initiatives	<ul style="list-style-type: none"> WestCAT is currently participating in all applicable initiatives identified by MTC 	<ul style="list-style-type: none"> WestCAT has fulfilled this SB 125 Regional Accountability Measure
Schedule Coordination	<ul style="list-style-type: none"> WestCAT has transitioned to operator sign-ups occurring in January and August WestCAT has always coordinated schedules with BART (El Cerrito del Norte), and is also working to coordinate schedules at other major transfer points 	<ul style="list-style-type: none"> WestCAT has fulfilled this SB 125 Regional Accountability Measure
General Transit Feed Specification (GTFS) Audit	<ul style="list-style-type: none"> WestCAT is in compliance with all basic GTFS and GTFS-Real Time best practice WestCAT is in compliance with some but not all best practices that go beyond basic standards 	<ul style="list-style-type: none"> This SB 125 Regional Accountability Measure is in-progress and WestCAT has made satisfactory progress toward fulfillment MTC recommends that WestCAT develop a plan to meet all best practices identified in the audit checklist

Date: June 26, 2024
W.I.: 1514
Referred by: PAC
Revised: 07/24/24-C
09/25/24-C

ABSTRACT

Resolution No. 4651, Revised

This resolution approves the allocation of fiscal year 2024-2025 Transportation Development Act Article 4, Article 4.5 and Article 8 funds to claimants in the MTC region.

This resolution includes the following attachments:

Attachment A—Allocation Summary

Attachment B—Findings

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

Attachment A was revised on July 24, 2024, to allocate funds to Livermore Amador Valley Transit Authority (LAVTA), Marin Transit, City of Santa Rosa, and Sonoma County Transit.

Attachment A was revised on September 25, 2024 to allocate funds to Eastern Contra Costa Authority (ECCTA), Golden Gate Bridge, Highway, and Transportation District (GGBHTD), and Western Contra Costa Transit Authority (WestCAT).

Discussion of the allocations made under this resolution is contained in the MTC Programming and Allocations Committee Summary Sheets dated June 12, 2024, July 10, 2024, and September 11, 2024.

Date: June 26, 2024
W.I.: 1514
Referred by: PAC

Re: Allocation of Fiscal Year 2024-25 Transportation Development Act Article 4, Article 4.5 and Article 8 Funds to Claimants in the MTC Region

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4651

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 2023-24 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 2024-25 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 2024-25 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 26, 2024.

Date: June 26, 2024
Referred by: PAC
Revised: 07/24/24-C 09/25/24-C

Attachment A
ALLOCATION OF TRANSPORTATION DEVELOPMENT ACT ARTICLE 4, 4.5 and 8 FUNDS
DURING FISCAL YEAR 2024-25

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	4,327,294	01	06/26/24	AC Transit - Alameda	
VTA	Community Transit	6,935,078	02	06/26/24	Santa Clara County	
CCCTA	Paratransit Operations	1,079,293	03	06/26/24	CCCTA	
	Subtotal	12,341,665				
5802 - PUC 99260A Transit - Operations						
NVTA	Transit Operations	4,321,000	04	06/26/24	NVTA	
AC Transit	Transit Operations	9,213,421	05	06/26/24	AC Transit - Contra Costa D1	
AC Transit	Transit Operations	15,957,528	06	06/26/24	Alameda D2	
AC Transit	Transit Operations	60,180,711	07	06/26/24	AC Transit - Alameda D1	
VTA	Transit Operations	131,766,472	08	06/26/24	VTA	
CCCTA	Transit Operations	27,613,208	09	06/26/24	CCCTA	
LAVTA	Transit Operations	13,682,140	13	07/24/24	LAVTA	
Marin Transit	Transit Operations	11,412,830	14	07/24/24	Marin Transit	
Santa Rosa	Transit Operations	8,841,944	15	07/24/24	Santa Rosa	
Sonoma County Transit	Transit Operations	9,300,727	16	07/24/24	Sonoma County	
WestCAT	Transit Operations	3,238,259	21	09/25/24	WCCTA	
ECCTA	Transit Operations	13,485,711	22	09/25/24	ECCTA	
GGBHTD	Transit Operations	7,361,126	23	09/25/24	GGBHTD - Sonoma	
GGBHTD	Transit Operations	6,961,916	24	09/25/24	GGBHTD - Marin	
	Subtotal	323,336,993				
5803 - PUC 99260A Transit - Capital						
NVTA	Transit Capital	2,594,000	10	06/26/24	NVTA	
CCCTA	Transit Capital	5,468,714	11	06/26/24	CCCTA	
LAVTA	Transit Capital	6,965,751	17	07/24/24	LAVTA	
Santa Rosa	Transit Capital	5,000,000	18	07/24/24	Santa Rosa	
Sonoma County Transit	Transit Capital	3,132,851	19	07/24/24	Sonoma County	
	Subtotal	23,161,316				

5807 - PUC 99400C Transit - Operations

Sonoma County					
Transit	Community Transit	2,597,152	20	07/24/24	Sonoma County
	Subtotal	2,597,152			

5812 - PUC 99400D Planning and Administration - Operations

NVTA	Planning and Administration	2,829,800	12	06/26/24	NVTA
	Subtotal	2,829,800			

Total 364,266,926

Date: June 26, 2024
Referred by: PAC

Attachment B
Resolution No. 4651
Page 1 of 3

ALLOCATION OF FISCAL YEAR 2024-25
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.