

Date: April 22, 2020  
W.I.: 1512  
Referred By: Commission  
Revised: 05/27/20-C  
07/22/20-C

ABSTRACT

Resolution No. 4420, Revised

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

This resolution includes the following attachments:

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

Attachment B – FY2019-20 Emergency Transit Operations Programming Policy

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

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

Attachments B and C were revised on July 22, 2020 to update the Policy and Programming for the Phase 2 distribution of CARES Act Emergency Transit Operations funding.

Further discussion is contained in the memoranda to the MTC Programming and Allocations Committee dated May 13, 2020 and July 8, 2020.

Date: April 22, 2020  
W.I.: 1512  
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RE: San Francisco Bay Area FY2019-20 Emergency Transit Operations Programming Policy

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 4420

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

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

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

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

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

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

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

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

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

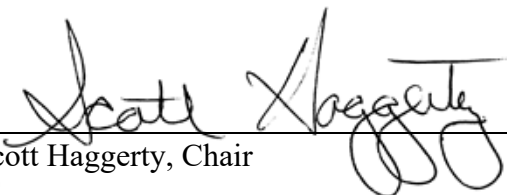
RESOLVED, that MTC will return to the Commission to consider and approve those criteria and factors that will be identified for and associated with Principle 5 as provided for in Attachment A, as a basis for subsequent distributions beyond the initial distribution; and, be it further

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION

  
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Scott Haggerty, Chair

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

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

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

<p>5. Future distribution(s) – beyond the initial phase – will be subject to a comprehensive COVID-19 recovery strategy that considers any recommended regional adjustments to ensure network connectivity, financial sustainability, and transportation system equity.</p>	<p>Each operator will develop and provide MTC with a COVID-19 recovery strategy. The recovery strategies will consider a) right sizing the services, including criteria for reinstating any service reductions undertaken; b) financial sustainability, including assumptions and rationale regarding how quickly and to what level ridership will recover; and c) how equity/lifeline services are being addressed, including identification of the most transit dependent riders and prioritization of their needs.</p> <p>The proposed actions for this principle will be further guided by the work and direction of the Blue Ribbon Transit Recovery Task Force.</p>
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Attachment B  
Resolution No. 4420  
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**San Francisco Bay Area FY2019-20 Emergency Transit Operations  
Assistance Programming Policy**

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

## I. About the Policy

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

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

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

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

## II. The Policy

### a. FTA Funds

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

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

**Table 1. Urbanized Area Eligibility**

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

<sup>†</sup> Eligibility based on 2018 NTD Report Data

\*Small Operator

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

AC Transit	FAST	SamTrans
Caltrain	LAVTA	SolTrans
CCCTA	Marin Transit	Sonoma County Transit
City of Dixon	NVTA/Vine	Vacaville CityCoach
City of Rio Vista	Petaluma	VTA
ECCTA/Tri Delta Transit		



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

b. Funding Distribution Methodology

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

### III. The Process

- a. The distribution of funds in Phases 1 and 2 will utilize separate methodologies in order to balance the impacts of the Coronavirus pandemic on the various operators in the region. This process recognizes the myriad revenue sources that go into different operator budgets, and seeks to provide equitable levels of funding to each across the region.
  - i. Phase 1 Methodology: The following process describes the methodology used to determine the funding targets to distribute the region's apportionment of CARES Act supplemental FTA funds in Phase 1:
    1. MTC 1% Take-down: 1% of the funds will be assigned to MTC for operating assistance.
    2. The remaining Phase 1 funds will be targeted to operators proportionally based on the following three factors, weighted equally, and with a floor applied such that the Small Operators, as defined above, receive an amount equal to at least 17% of their FY2019-20 operating costs:
      - a. Fare box revenues as reported in operators' FY2019-20 Transportation Development Act (TDA) Claims;
      - b. Operating costs, as reported in operators' FY2019-20 TDA Claims; and
      - c. STA Revenue-based formula qualifying revenues (PUC99314), without the AB 1107 sales tax exclusion.
  - ii. Phase 2 Methodology: The following process describes the methodology used to determine the funding targets to distribute the region's apportionment of CARES Act supplemental FTA funds in Future Phase(s):
    1. MTC 1% Take-down: 1% of the funds will be assigned to MTC for operating assistance.
    2. The remaining Phase 2 funds will be targeted to operators based on the funding each operator received in Phase 1 and their total anticipated revenue losses over a ten-month period. The proposed approach seeks to fully backfill operators' lost revenue due to COVID-19 through December 31, 2020 across both Phase 1 and Phase 2. Because the projected revenue loss across all operators is greater than the total CARES Act funds received, the revenue loss for each operator must be scaled down by 9.87% to allow the March to December need to fit within the available CARES Act funds across both Phase 1 and Phase 2.
    3. To provide additional support for operators that serve higher proportions of transit dependent customers, an "equity adjustment" has been applied to the funding distribution. 25% of an operator's forecasted revenue losses are weighted by its ridership share of very low income. Very low income is defined as under \$50,000 household income.

*Revenue Loss Assumptions*

Amounts shown are a percentage reduction below what the fund source generated prior to COVID-19.

<b>March – August 2020</b>	<b>September – December 2020</b>
Fares -90%	Fares -70%
Sales taxes -45%	Sales taxes -30%
BATA bridge tolls -60%	BATA bridge tolls -25%
Golden Gate Bridge tolls -60%	Golden Gate Bridge tolls -40%
SFMTA Parking -90%	SFMTA Parking -15%
SFMTA General Fund -20%	SFMTA General Fund -20%
Park n Ride revenues -90%	Park n Ride revenues -75%
State Transit Assistance -32%	State Transit Assistance -40%
State Rail Assistance -32%	State Rail Assistance -40%

- iii. **Funding:** Once operator funding targets are determined by the methodology outlined above, the Phase 1 and Phase 2 targets will be funded using the Regional Programming Model described in II.b.i, above.
  
- b. **Annual Programming in the TIP:** MTC, in cooperation with the state and eligible transit operators, is required to develop a Transportation Improvement Program (TIP) for the MTC Region. The TIP is a four-year programming document, listing federally-funded transportation projects, projects requiring a federal action, and projects deemed regionally significant. TCP programming in each year of the TIP will be financially constrained to the estimated apportionment level. Programming adjustments in the TIP will be done in consultation with eligible transit operators in the MTC region.
 

The CARES Act waives the typical requirement for TIP inclusion for the supplemental apportionments included in the Act used for operating assistance or to pay for capital expenses for emergency relief do not need to be included in the TIP/STIP unless the projects are for substantial functional, locational, or capacity changes. [23 CFR §§ 450.326(e)(5), 450.218(g)(5)]. Over time, MTC will work to incorporate all such funding from the CARES Act in to the TIP for fund monitoring purposes. However, inclusion in the TIP is not a precondition for receiving these funds.
  
- c. **Process for Programming Revisions & Amendments:** The principles, policy, and associated programming (Attachments A, B, and C to this resolution) will be revised at a later date to include Future Phase funding amounts for operators and to include more detail on the FTA Section 5311 process, as needed, once provided by Caltrans. MTC will consider revisions to an operator’s programming as requested.
  
- d. **Grant Applications:**
  - i. **FTA Section 5307 Programs:** Each operator is expected to complete their own Federal grant application using FTA’s Transit Award Management System (TrAMS). MTC staff will review grant applications and submit concurrence letters or other required materials to FTA on behalf of project sponsors as needed.

- ii. FTA Section 5311 Program: Operators are responsible for working with Caltrans, the designated recipient and grantee for the Section 5311 program, to respond to calls for projects and submit required materials to access these funds. MTC will assist with the Regional Agency/Transportation Planning Agency (TPA) Certifications and Assurances and any other documentation, as needed.

FY2019-20 Emergency Transit Operations Program of Projects

TIP ID	Operator	Project Description	Total FTA Program	FTA Section 5307	FTA Section 5311
<b>Apportionments</b>			<b>1,288,419,493</b>	<b>1,283,243,071</b>	<b>5,176,422</b>
<b>Regional Transit Programs/Support</b>					
REG190001	MTC	CARES Act-eligible Projects	12,884,194	12,884,194	
<b>Available for Programming</b>			<b>1,275,535,299</b>	<b>1,270,358,877</b>	<b>5,176,422</b>
<b>Phase 1 Programming</b>					
ALA190023	AC Transit	CARES Act-eligible Projects	80,366,395	80,366,395	
ALA190024	ACE <sup>1</sup>	CARES Act-eligible Projects	2,680,453	2,680,453	
ALA190025	BART	CARES Act-eligible Projects	251,637,050	251,637,050	
SM-190011	Caltrain	CARES Act-eligible Projects	49,292,725	49,292,725	
CC-190013	CCCTA	CARES Act-eligible Projects	7,067,680	7,067,680	
SOL190018	City of Dixon	CARES Act-eligible Projects	305,302	-	305,302
CC-190014	ECCTA	CARES Act-eligible Projects	3,891,364	3,891,364	
SOL190020	City of Fairfield	CARES Act-eligible Projects	2,002,985	2,002,985	
MRN190014	GGBHTD	CARES Act-eligible Projects	30,163,006	30,163,006	
ALA190026	LAVTA	CARES Act-eligible Projects	3,501,369	3,501,369	
MRN190013	Marin Transit	CARES Act-eligible Projects	5,438,809	5,199,037	239,772
NAP190005	NVTA	CARES Act-eligible Projects	2,701,734	2,461,683	240,051
SON190008	City of Petaluma	CARES Act-eligible Projects	498,342	498,342	
SOL190019	City of Rio Vista	CARES Act-eligible Projects	119,328	-	119,328
SF-190007	SFMTA	CARES Act-eligible Projects	197,190,672	197,190,672	
SM-190010	SamTrans	CARES Act-eligible Projects	28,519,037	28,341,472	177,565
SON190009	City of Santa Rosa	CARES Act-eligible Projects	2,493,979	2,493,979	
SOL190021	Solano County Transit	CARES Act-eligible Projects	2,590,800	2,590,800	
SON190007	Sonoma County Transit	CARES Act-eligible Projects	3,014,482	2,464,786	549,696
SON190010	SMART	CARES Act-eligible Projects	10,375,471	10,375,471	
ALA190027	Union City Transit	CARES Act-eligible Projects	922,560	922,560	
SOL190022	City of Vacaville	CARES Act-eligible Projects	488,659	488,659	
SCL190038	VTA	CARES Act-eligible Projects	73,023,596	72,932,222	91,374
CC-190015	WCCTA	CARES Act-eligible Projects	2,218,204	2,218,204	
VAR190008	WETA	CARES Act-eligible Projects	12,529,212	12,529,212	
<b>Phase 1 Program Total</b>			<b>773,033,214</b>	<b>771,310,126</b>	<b>1,723,088</b>
<b>Fund Balance</b>			<b>502,502,085</b>	<b>499,048,751</b>	<b>3,453,334</b>
<b>Phase 2 Programming</b>					
ALA190023	AC Transit	CARES Act-eligible Projects	33,793,809	33,793,809	
ALA190025	BART	CARES Act-eligible Projects	125,416,405	125,416,405	
SM-190011	Caltrain	CARES Act-eligible Projects	15,344,609	15,344,609	
CC-190013	CCCTA	CARES Act-eligible Projects	4,745,001	4,745,001	
SOL190018	City of Dixon	CARES Act-eligible Projects	84,971	-	84,971
CC-190014	ECCTA	CARES Act-eligible Projects	4,133,274	3,853,423	279,851
SOL190020	City of Fairfield	CARES Act-eligible Projects	1,935,831	1,935,831	
MRN190014	GGBHTD	CARES Act-eligible Projects	21,417,456	21,417,456	
ALA190026	LAVTA	CARES Act-eligible Projects	3,317,752	3,317,752	
MRN190013	Marin Transit	CARES Act-eligible Projects	4,737,498	3,937,498	800,000
NAP190005	NVTA	CARES Act-eligible Projects	1,675,538	1,675,538	
SON190008	City of Petaluma	CARES Act-eligible Projects	562,604	562,604	
SOL190019	City of Rio Vista	CARES Act-eligible Projects	38,512	-	38,512
SF-190007	SFMTA	CARES Act-eligible Projects	176,592,087	176,592,087	
SM-190010	SamTrans	CARES Act-eligible Projects	17,361,063	16,561,063	800,000
SON190009	City of Santa Rosa	CARES Act-eligible Projects	1,581,689	1,581,689	
SOL190021	Solano County Transit	CARES Act-eligible Projects	2,941,048	2,941,048	
SON190007	Sonoma County Transit	CARES Act-eligible Projects	2,758,113	2,208,113	550,000
NEW	Transbay Joint Powers Authority	CARES Act-eligible Projects	583,287	583,287	
SON190010	SMART	CARES Act-eligible Projects	4,577,061	4,577,061	
ALA190027	Union City Transit	CARES Act-eligible Projects	1,023,851	1,023,851	
SOL190022	City of Vacaville	CARES Act-eligible Projects	1,301,228	1,301,228	
SCL190038	VTA	CARES Act-eligible Projects	68,552,110	67,652,110	900,000
CC-190015	WCCTA	CARES Act-eligible Projects	1,799,643	1,799,643	
VAR190008	WETA	CARES Act-eligible Projects	6,227,645	6,227,645	
<b>Phase 2 Program Total</b>			<b>502,502,085</b>	<b>499,048,751</b>	<b>3,453,334</b>
<b>Total Programming (Phase 1 + Phase 2)</b>			<b>1,288,419,493</b>	<b>1,283,243,071</b>	<b>5,176,422</b>
<b>Fund Balance</b>			<b>-</b>	<b>-</b>	<b>-</b>

Notes:

1. Programming for ACE equal to 50% of the calculated need; remaining 50% will be funded from the San Joaquin Region. Using the proposed needs-based methodology, ACE's need is met when considering the Phase 1 allocation from the MTC region (\$2.7M) and Stockton UZA contributions (\$17.5M). Future emergency funding will necessitate a review of their need and funding.