

Date: January 27, 2021  
W.I.: 1512  
Referred By: Commission  
Revised: 03/24/21-C  
04/28/21-C

ABSTRACT

Resolution No. 4453, 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 Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA) (H.R. 133) for FY2020-21 Emergency Transit Operations Assistance.

This resolution includes the following attachments:

- Attachment A – FY2020-21 Emergency Transit Operations Program of Projects
- Attachment B – Text of July 22, 2020 Amended Motion of Approval of MTC Resolution No. 4420, Revised (“True Up Directive”)
- Attachment C – FY2020-21 Emergency Transit Operations Programming Policy
- Attachment D – CRRSAA Phase 2 Funding Distribution Summary

This resolution was revised on March 24, 2021 via Commission action to program the second phase of CRRSAA funds in Attachment A; to revise the table of eligible operators, add Phase 2 methodology, and add an appendix with ridership count in Attachment C; and to add Attachment D, CRRSAA Phase 2 Funding Distribution Summary.

This resolution was revised on April 28, 2021 via Commission action to program CRRSAA Section 5311 formula funds in Attachment A.

Further discussion is contained in the Metropolitan Transportation Commission Summary Sheet dated January 27, 2021, and the Programming and Allocations Committee Summary Sheets dated March 10, 2021 and April 14, 2021.

Date: January 27, 2021  
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RE: San Francisco Bay Area FY2020-21 Emergency Transit Operations Programming and Policy

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 4453

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 Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA) (H.R. 133) 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, the projects to be funded are set forth in the detailed project listings in Attachment A, which are incorporated herein as though set forth at length; and

WHEREAS, this Commission approved MTC Resolution No. 4420, Revised with an amended motion of approval conditioned upon a "true up" of any negative differential between projected and actual sales tax and/or fare revenues with any future allocation of federal dollars for pandemic/economic relief as set forth in Attachment B, 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 C, which is incorporated herein as though set forth at length; now, therefore, be it

RESOLVED, that MTC adopts the FY2020-21 Emergency Transit Operations Program of Projects to be funded as set forth in Attachment A; and, be it further


RESOLVED, that MTC approves FY2020-21 Emergency Transit Operations Programming Policy as set forth in Attachment C; and, be it further

RESOLVED, that MTC will use the Policy as set forth in Attachment C to program supplemental FTA Sections 5307 and 5311 formula funds appropriated in the Coronavirus Response and Relief Supplemental Appropriations Act of 2021 for Emergency Transit Operations Assistance as provided under statute; 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 A 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 FTA or other such agencies as may be appropriate.

METROPOLITAN TRANSPORTATION COMMISSION

  
\_\_\_\_\_  
Scott Haggerty, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a duly called and noticed meeting held in San Francisco, California and at other remote locations, on January 27, 2021.

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Attachment A

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## FY2020-21 Emergency Transit Operations Program of Projects

TIP ID	Operator	Project Description	Total FTA Program	FTA Section 5307	FTA Section 5311
<b>Apportionments</b>			<b>986,988,654</b>	<b>982,271,293</b>	<b>4,717,361</b>
<b>Phase 1 Programming</b>					
	BART	CRRSAA-eligible Projects	103,717,002	103,717,002	
	Caltrain	CRRSAA-eligible Projects	6,936,627	6,936,627	
	GGBHTD	CRRSAA-eligible Projects	20,319,959	20,319,959	
	SFMTA	CRRSAA-eligible Projects	43,750,147	43,750,147	
	WETA	CRRSAA-eligible Projects	4,877,943	4,877,943	
<b>Phase 1 Program Total</b>			<b>179,601,678</b>	<b>179,601,678</b>	<b>-</b>
<b>Fund Balance</b>			<b>807,386,976</b>	<b>802,669,615</b>	<b>4,717,361</b>
<b>Phase 2 Programming</b>					
	AC Transit	CRRSAA-eligible Projects	55,542,954	55,542,954	
NEW	AC Transit	Replacement Buses (fund swap)	1,027,003	1,027,003	
	ACE	CRRSAA-eligible Projects	1,541,963	1,541,963	
	BART	CRRSAA-eligible Projects	274,420,539	274,420,539	
REG090037	BART	Railcar Replacement Program (fund swap)	6,754,237	6,754,237	
	Caltrain	CRRSAA-eligible Projects	39,755,402	39,755,402	
	City of Fairfield	CRRSAA-eligible Projects	1,049,102	1,049,102	
	City of Santa Rosa	CRRSAA-eligible Projects	1,931,323	1,931,323	
	GGBHTD	CRRSAA-eligible Projects	39,429,475	39,429,475	
	Marin Transit	CRRSAA-eligible Projects	4,187,557	3,654,814	532,743
	NVTA	CRRSAA-eligible Projects	2,068,652	1,539,743	528,909
	SamTrans	CRRSAA-eligible Projects	16,428,153	16,037,830	390,323
	SFMTA	CRRSAA-eligible Projects	297,168,390	297,168,390	
	SMART	CRRSAA-eligible Projects	1,789,716	1,789,716	
	Solano County Transit	CRRSAA-eligible Projects	1,692,275	1,692,275	
	Sonoma County Transit	CRRSAA-eligible Projects	2,648,867	1,438,846	1,210,021
	TJPA	CRRSAA-eligible Projects	3,287,474	3,287,474	
	Union City Transit	CRRSAA-eligible Projects	514,277	514,277	
	VTA	CRRSAA-eligible Projects	39,557,271	39,355,158	202,113
	WCCTA	CRRSAA-eligible Projects	1,263,299	1,263,299	
	WETA	CRRSAA-eligible Projects	13,475,795	13,475,795	
	City of Dixon (via Vacaville)	CRRSAA-eligible Projects	462,867		462,867
	ECCTA	CRRSAA-eligible Projects	175,125		175,125
	LAVTA	CRRSAA-eligible Projects	107,814		107,814
	City of Dixon	CRRSAA-eligible Projects	746,590		746,590
	City of Rio Vista	CRRSAA-eligible Projects	360,856		360,856
<b>Phase 2 Program Total</b>			<b>807,386,976</b>	<b>802,669,615</b>	<b>4,717,361</b>
<b>Total Programming (Phase 1 + Phase 2)</b>			<b>986,988,654</b>	<b>982,271,293</b>	<b>4,717,361</b>
<b>Fund Balance</b>			<b>-</b>	<b>-</b>	<b>-</b>

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NOTES: 1. The table on Page 1 incorporates the following in the Section 5307 column:

Operator	Calculated CRRSAA Amount	Note
CCCTA	3,688,131	To be funded through fund swap with AC Transit/BART per policy (Attachment C, III.a.ii.3.a)
ECCTA	2,456,412	
LAVTA	1,636,697	
<b>Subtotal</b>	<b>7,781,240</b>	
City of Petaluma	351,690	To be funded via CRRSAA Section 5311/other; calculated amounts directed to other operators per policy (Attachment C, III.a.ii.3.b-d)
City of Vacaville	462,867	
City of Dixon	69,918	
City of Rio Vista	28,192	
<b>Subtotal</b>	<b>912,667</b>	

2. On 4/28/21, Section 5311 programming was added, which met the Commission's commitment in Note 1 to Vacaville, Dixon, and Rio Vista. Additional programming was made to Section 5311-eligible operators based on the Commission's adopted formula. It is staff's intent that the funds set aside for each operator will be considered as part of operators' total coronavirus relief funds programmed to date.

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**Text of July 22, 2020 Amended Motion of Approval of MTC Resolution No. 4420, Revised  
("True Up Directive")**

Upon the motion by Commissioner Josefowitz and the second by Commissioner Spering, the Commission unanimously adopted MTC Resolution No. 4420, Revised with an amendment conditioned upon a "true up" of any negative differential between projected and actual sales tax and/or fare revenues with any future allocation of federal dollars for pandemic/economic relief. Such calculation shall be based upon the actual receipts for the periods March – August and September – December 2020, or appropriate time period for actual available data. In the event any transit operator received less than their adjusted share of CARES Act funding due to the inaccurate forecasts, such differentials shall be compensated with a future federal allocation of emergency funding. If Congress fails to appropriate any such additional dollars for transit operators, then MTC staff shall identify other new or augmented sources of flexible new federal funding which can appropriately compensate operators for those shortfalls. In addition, transit operators will be required to approve resolutions confirming commitment to safety as well as submit monthly reports to MTC on health and safety, including public health actions and COVID case data.

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**San Francisco Bay Area FY2020-21 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 FY2020-21 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 FY2020-21, pursuant to the Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA) (H.R. 133).

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

On December 27, 2020, CRRSAA was signed 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 4444 (Transit Capital Priorities Policy), CRRSAA also makes these funds *“available for the operating expenses of transit agencies related to the response to a COVID-19 public health emergency including, beginning on January 20, 2020, reimbursement for operating costs to maintain service and lost revenue due to the COVID-19 public health emergency, including the purchase of personal protective equipment, and paying the administrative leave of operations or contractor personnel due to reductions in service.”* Further, CRRSAA provides this supplemental funding up to a 100% Federal share.
- ii. **CRRSAA Funding to Limited Urbanized Areas:** CRRSAA specified that its FTA Section 5307 funding for a given urbanized area (UZA), when combined with the amounts allocated to that UZA from Section 5307 funds appropriated under the CARES Act, could not exceed 75 percent of that UZA’s 2018 NTD operating cost. Therefore, due to the amounts that were allocated in the CARES Act, within the region only the San Francisco-Oakland, San Jose, and Santa Rosa UZAs received appropriations under CRRSAA.
- iii. **Regional Eligibility:** Transit operators are required to submit annual reports to the



National Transit Database (NTD). Service factors reported in large UZAs 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. 4444) 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. As of March 2021, Table 1 presents the same information as the CARES Act programming policy for the three UZAs receiving funding, plus the additions of eligibility for Napa Valley Transportation Authority and Transbay Joint Powers Authority in San Francisco-Oakland UZA based on service provided. MTC may subsequently add operators, as justified, based on transit service provided.

**Table 1. Urbanized Area Eligibility**

Urbanized Area	Eligible Transit Operators <sup>†</sup>
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, Napa Valley Transportation Authority (NVTA), San Francisco Municipal Transportation Authority (SFMTA), San Mateo County Transit District (SamTrans), Santa Clara Valley Transportation Authority (VTA), Solano County Transit (SolTrans)*, Sonoma-Marin Area Rail Transit (SMART)*, Transbay Joint Powers Authority (TJPA), 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
Santa Rosa	GGBHTD, MTC, Santa Rosa CityBus*, 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, 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. 4444), 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: A first phase will be distributed according to the True Up Directive as detailed in Attachment A to this resolution using the methodology described in III.a.i., below.
  2. Phase 2: The remaining funding from the region's apportionment will be assigned to operators following a process 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 Phase 1 distribution of CRRSAA funds according to the True Up Directive:

1. The methodology used to distribute Phase 2 of CARES Act funding – described in MTC Resolution No. 4420, Revised, Attachment B – was adjusted to include actual and anticipated transit operator revenue losses from March 2020 through December 2020, in place of forecasted losses. The distribution was then recalculated and resulting deficits between the initial CARES Act distribution and the recalculation, represent the recommended programming amounts for Phase 1 of CRRSAA funding.

- ii. Phase 2 Methodology:

1. 75% of the remaining funds will be distributed as follows:

- a. Estimated revenue loss from January to June 2021, based on monthly average of actual/anticipated revenue loss from March to December of 2020, will be determined for each operator.
- b. An amount equal to five percent of agency FY2018-19 operating budget will be determined for each operator.
- c. The greater of (a) or (b) will be programmed to each operator, net of CARES funding programmed in excess of actual/anticipated revenue loss from March to December of 2020.
- d. The calculated amount per operator after (c) will be proportionally reduced so that the total distribution equals 75% of remaining funds.

2. 25% of the remaining funds will be distributed as follows:

- a. Proportional by operator to November 2020 percent share of regional transit ridership (detailed in Appendix 1 to this attachment).

3. Adjustments to the amounts distributed via (1) and (2) will be made as follows:

- a. Due to UZA limitations, amounts calculated for CCCTA, ECCTA, and LAVTA will be received as a fund swap via the Transit Capital Priorities program for FY2020-21, or other eligible federal fund source. CRRSAA funds equaling the sum of those three operators' calculated amounts will be programmed to CRRSAA-eligible

operators to facilitate this swap.

- b. Due to UZA and fund swap limitations, amounts calculated for Petaluma, Vacaville, Dixon, and Rio Vista will be met through CRRSAA Section 5311 funding programmed or apportioned to the region by Caltrans, and/or through other mechanisms to be recommended by staff at a later date.
  - c. Operators whose distributed amounts do not meet or exceed the anticipated amount of funding needed to cover revenue losses through the end of FY2020-21 will receive an additional amount to bring their total up accordingly. Such amounts will be covered through the amounts calculated for Petaluma, Vacaville, Dixon, and Rio Vista.
  - d. Funds remaining after (c) will be programmed to TJPA.
- 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.
- CRRSAA 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 CRRSAA 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 attachments 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.

**Appendix 1**

**November 2020 Ridership**

Operator	November 2020 Ridership	% of Region Total
ACE	12,085	0.12%
AC Transit	1,622,533	16.56%
BART	1,424,620	14.54%
Caltrain	82,482	0.84%
CCCTA	89,084	0.91%
City of Dixon	1,555	0.02%
ECCTA	70,524	0.72%
City of Fairfield	23,743	0.24%
GGBHTD	61,698	0.63%
LAVTA	34,702	0.35%
Marin Transit	110,986	1.13%
NVTA	23,684	0.24%
City of Petaluma	10,375	0.11%
City of Rio Vista	261	0.00%
SFMTA	4,683,371	47.79%
SamTrans	378,567	3.86%
SMART	8,145	0.08%
City of Santa Rosa	62,773	0.64%
Solano County Transit	32,754	0.33%
Sonoma County Transit	30,267	0.31%
Transbay Joint Powers Authority	-	0.00%
Union City Transit	13,383	0.14%
City of Vacaville	16,436	0.17%
VTA	956,493	9.76%
WCCTA	25,589	0.26%
WETA	22,830	0.23%
<b>Total</b>	<b>9,798,940</b>	<b>100%</b>

**Source: National Transit Database (NTD), SFMTA, MTC estimates for NTD Limited Reporters**

CRRSAA Phase 2 Funding Distribution Summary

Date: March 24, 2021  
 Referred by: PAC

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Transit Operator	75% of CRRSAA Phase 2: Based on Remaining Federal Covid-19 Relief Need or 5% of FY 2018- 19 Budget <sup>4</sup>	25% of CRRSAA Phase 2: November 2020 % Share of Regional Ridership x 25% of CRRSAA Phase 2	Proposed CRRSAA Phase 2 Allocation MTC Resolution 4453
AC Transit	\$22,315,943	\$33,227,011	\$55,542,954
BART	\$245,246,486	\$29,174,053	\$274,420,539
Caltrain	\$37,925,150	\$1,689,106	\$39,755,402
GGBHTD	\$37,614,227	\$1,263,481	\$39,429,475
SFMTA	\$201,260,067	\$95,908,323	\$297,168,390
SamTrans	\$8,285,353	\$7,752,477	\$16,037,830
VTA	\$19,767,635	\$19,587,523	\$39,355,158
<b>Subtotal</b>	<b>\$572,414,862</b>	<b>\$188,601,974</b>	<b>\$761,709,749</b>
ACE	\$1,294,481	\$247,482	\$1,541,963
CCCTA (fund swap) <sup>1</sup>	\$1,863,826	\$1,824,305	\$3,688,131
City of Dixon (5311) <sup>2</sup>	\$38,074	\$31,844	\$69,918
ECCTA (fund swap) <sup>1</sup>	\$1,012,188	\$1,444,224	\$2,456,412
City of Fairfield	\$562,881	\$486,221	\$1,049,102
LAVTA (fund swap) <sup>1</sup>	\$926,053	\$710,644	\$1,636,697
Marin Transit	\$1,381,989	\$2,272,825	\$3,654,814
NVTA	\$1,054,730	\$485,012	\$1,539,743
City of Petaluma (5311) <sup>2</sup>	\$139,226	\$212,464	\$351,690
City of Rio Vista (5311) <sup>2</sup>	\$22,848	\$5,345	\$28,192
SMART	\$1,622,918	\$166,797	\$1,789,716
City of Santa Rosa	\$645,827	\$1,285,496	\$1,931,323
Solano County Transit	\$1,021,523	\$670,752	\$1,692,275
Sonoma County Transit	\$819,024	\$619,822	\$1,438,846
Transbay Joint Powers Authority <sup>3</sup>	\$3,220,592	\$0	\$3,287,474
Union City Transit	\$240,214	\$274,064	\$514,277
City of Vacaville (5311) <sup>2</sup>	\$126,282	\$336,584	\$462,867
WCCTA	\$739,276	\$524,024	\$1,263,299
WETA	\$12,855,398	\$467,524	\$13,475,795
<b>Subtotal</b>	<b>\$29,587,349</b>	<b>\$12,065,429</b>	<b>\$40,959,867</b>
<b>GRAND TOTAL</b>	<b>\$602,002,211</b>	<b>\$200,667,404</b>	<b>\$802,669,615</b>

<sup>1</sup> CRRSAA Phase 2 allocations for CCCTA, ECCTA, and LAVTA are proposed to be funded through fund swap with AC Transit/BART per policy (MTC Resolution 4453, Attachment C, III.a.ii.3.a)

<sup>2</sup> CRRSAA Phase 2 allocations for City of Dixon, City of Petaluma, City of Rio Vista, and City of Vacaville are proposed to be funded via CRRSAA FTA Section 5311 funds/other; calculated amounts directed to other operators per policy (MTC Resolution 4453, Attachment C, III.a.ii.3.b-d). Dollar amounts shown above in italics/shaded cells under "Proposed CRRSAA Phase 2 Allocation MTC Resolution 4453" are not included in the total CRRSAA Phase 2 allocation of \$802,699,615 and are shown for illustrative purposes only.

<sup>3</sup> CRRSAA Phase 2 allocation for the Transbay Joint Powers Authority (TJPA) is based on remaining CRRSAA funds once all transit operators have received an allocation equal to or greater than their anticipated revenue losses over the period of January to June 2021.

<sup>4</sup> Whichever is greater of (a) Remaining Federal COVID-19 Relief Need After Accounting for Revenue Losses from January to June 2021 and Remaining Funds from the CARES Act + CRRSAA Phase 1 or (b) 5% of FY 2018-19 Budget.