

**From:** [Sandy Wong](#)  
**To:** [Mima Guilles](#)  
**Subject:** Item 3.0 - Public Comment on Items Not On The Agenda  
**Date:** Thursday, February 11, 2021 3:16:57 PM

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Hi Mima,

Please print out this email from MTC Commissioner Gina Papan and provide it as information under Agenda Item 3 "Public Comment on Items Not On The Agenda" for the February 11, 2021 C/CAG Board meeting.

Thank you,  
Sandy

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**From:** Gina Papan <ginapapan@gmail.com>  
**Sent:** Wednesday, February 10, 2021 9:00 PM  
**To:** Sandy Wong <slwong@smcgov.org>  
**Subject:** Re: Handouts for C/CAG Reps

**MTC UPDATES and Attachments:**

**Bay Area Toll Authority Oversight Committee, Agenda Item 4b**

Contract Amendment - Civil Design for All-Electronic Tolling

*Just the powerpoint attachment please. This should be the link you need -*

[mtc.legistar.com/gateway.aspx?M=F&ID=d9f94719-4aa2-44ce-8751-7c39fc736dfc.pdf](http://mtc.legistar.com/gateway.aspx?M=F&ID=d9f94719-4aa2-44ce-8751-7c39fc736dfc.pdf)

**[Bay Area Toll Authority Oversight Committee](#)**

Bay Area Metro Center  
Board Room - 1st Floor (REMOTE)  
375 Beale Street  
San Francisco  
Wednesday, February 10, 2021  
9:35 am  
[Meeting Agenda](#)

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**Programming and Allocations Committee Agenda Item 3d**  
**21-0149 -3d - 21-0149 - Reso-4450 Fund Estimate.pdf**

*MTC Resolution No. 4450. FY 2021-22 Fund Estimate - Powerpoint on fund estimate only.*

Annual Fund Estimate and proposed apportionment and distribution of \$790 million in Transportation Development Act (TDA) Local

Transportation Fund, State Transit Assistance (STA), State of Good Repair (SGR) Program, Assembly Bill 1107 (AB 1107), transit-related bridge toll, and Low Carbon Transit Operations Program (LCTOP) funds for FY 2021-22.

**Highlights of the fund estimates for FY2021-22:**

**Economic Overview:** The Bay Area economy, like local economies worldwide, has been significantly impacted by the COVID-19 pandemic. Unemployment rates have increased significantly across all nine counties over the last year with Solano County having the highest unemployment rate at 7.5% and Marin County with the lowest rate at 4.7% in November 2020. Taxable sales have been impacted in uneven ways, with San Francisco experiencing declines in taxable sales of more than -38% while five other Bay Area counties have seen an increase in taxable sales during the pandemic. San Mateo County's sales tax decline was -7.4%, while Santa Clara County's sales taxes increased by 7.5%. Significant uncertainty remains about possible shifts in population, work from home policies, and commute patterns – all of which could impact revenues. Accordingly, it is prudent for transit operators to budget with great caution.

**Note that approximately 40% of Bay Area transit operating revenues are based on sales tax.**

**Transportation Development Act (TDA):** State law requires county auditors to submit annual estimates of the ¼-cent TDA sales tax revenue generation to MTC by February 1st. A summary of the county auditors' midyear estimates indicate that regional TDA revenue generation is expected to decrease by 7.1% in the current year of FY 2020-21 to \$405 million, with a subsequent increase of 3.6% in FY 2021-22 to \$419 million. MTC advises that transit operators in all counties exercise caution when budgeting for FY 2021-22 as many of the county auditors are uncertain how actual FY 2020-21 revenues will come in due to economic uncertainty, the impacts of the Wayfair decision, and the attribution of sales taxes collected from out of state transactions.

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**Attachments: 4a - 21-0180 - Operator Financial and Service Status Update.pdf**

[mtc.legistar.com/gateway.aspx?M=F&ID=9f41fa83-8335-43bc-a677-c76b48584d85.pdf](https://mtc.legistar.com/gateway.aspx?M=F&ID=9f41fa83-8335-43bc-a677-c76b48584d85.pdf)

**Subject:** An outline of the information staff intends to provide at the February 24th Commission meeting on the financial and service outlook for Bay Area operators in the current and upcoming fiscal years, and next steps for further distribution of remaining Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA) funding in March. Background: For the purpose of full transparency into the financial health and ability to meet current and post-pandemic transit demand, as well as to inform the distribution of remaining CRRSAA funds, staff is working with transit operators to gather and compile information on the following subject

areas:

**Ridership** – A review of transit ridership levels pre- and postpandemic including shifts in shares of regional ridership by operator, plus information on the importance of school service to individual operators.

**Service** – Information on changes to service routes, frequency, and hours of operation; information on ability of transit operators to meet existing ridership demands; and information on operators' ability to meet post-pandemic demand once riders are ready to return to public transit on a larger scale.

**Finances** – An update on revenue losses experienced to this point in the pandemic; a review of changes to operating expenses by operator including innovative methods operators have employed to cut costs and redeploy staff; and financial outlooks for the current and upcoming fiscal years.

Staff intends to provide both quantitative and qualitative information on the topics listed above at the February 24th Commission meeting.

**CRRSAA Funding Update:**

The distribution of approximately \$180 million in CRRSAA funding was programmed following Commission approval at its January 27th meeting. Approximately \$800 million is remaining to be programmed. Staff is targeting the March Programming and Allocations Committee meeting to propose a distribution for the remaining funds.