



Metropolitan Transportation Commission

Bay Area Metro Center
375 Beale Street
San Francisco, CA 94105

Meeting Agenda

Programming and Allocations Committee

Committee Members:

Nick Josefowitz, Chair Carol Dutra-Vernaci, Vice Chair
Margaret Abe-Koga, Federal D. Glover, Gina Papan,
Hillary Ronen, Libby Schaaf, Amy R. Worth
Non-Voting Member: Dina El-Tawansy

Wednesday, March 10, 2021

9:45 AM

Board Room - 1st Floor (REMOTE)

The Programming and Allocations Committee is scheduled to meet on Wednesday, March 10, 2021 at 9:45 a.m., in the Bay Area Metro Center (Remotely), or immediately following the 9:40 a.m. Administration Committee meeting. In light of Governor Newsom's State of Emergency declaration regarding the COVID-19 outbreak and in accordance with Executive Order N-29-20 issued by Governor Newsom on March 17, 2020 and the Guidance for Gatherings issued by the California Department of Public Health, the meeting will be conducted via webcast, teleconference, and Zoom for committee, commission, or board members who will participate in the meeting from individual remote locations. A Zoom panelist link for meeting participants will be sent separately to committee, commission, or board members.

The meeting webcast will be available at
<https://mtc.ca.gov/whats-happening/meetings/live-webcasts>.

Members of the public are encouraged to participate remotely via Zoom at the following link or phone number.

Attendee Link: <https://bayareametro.zoom.us/j/87303015423>

Or iPhone one-tap: US: +16699006833,,87303015423# or +14086380968,,87303015423#

Or Join by Telephone: (for higher quality, dial a number based on your current location) US:

+1 408 638 0968 or +1 669 900 6833 or +1 253 215 8782 or +1 346 248 7799 or

+1 312 626 6799 or +1 646 876 9923 or +1 301 715 8592 or

877 853 5247 (Toll Free) or 888 788 0099 (Toll Free)

Webinar ID: 873 0301 5423

International numbers available: <https://bayareametro.zoom.us/j/kc8GSGCvVR>

Detailed instructions on participating via Zoom are available at:

<https://mtc.ca.gov/how-provide-public-comment-board-meeting-zoom>. Committee members and members of the public participating by Zoom wishing to speak should use the "raise hand" feature or dial "*9". In order to get the full Zoom experience, please make sure your application is up to date.

Members of the public may participate by phone or Zoom or may submit comments by email at info@bayareametro.gov by 5:00 p.m. the day before the scheduled meeting date. Please include the committee or board meeting name in the subject line. Due to the current circumstances there may be limited opportunity to address comments during the meeting. All comments received will be submitted into the record.

1. Call to Order / Roll Call / Confirm Quorum

Quorum: A quorum of this committee shall be a majority of its regular non-ex-officio voting members (5).

2. Consent Calendar

- 2a. [21-0254](#) Minutes of the February 10, 2021 meeting
- Action:** Committee Approval
- Attachments:** [2a - 21-0254 - Feb 10 Prog&Allocations Draft Minutes.pdf](#)
- 2b. [21-0261](#) Concurrence Request for State Transportation Improvement Program (STIP) Amendment for Alameda County.
- Action:** Committee Approval
- Presenter:** Karl Anderson
- Attachments:** [2b - 21-0261 STIP ACTC Amendment.pdf](#)
- 2c. [21-0065](#) MTC Resolution No. 4053, Revised. Revision to Lifeline Transportation Cycle 3 Program of Projects.
- Action:** Commission Approval
- Presenter:** Judis Santos
- Attachments:** [2c - 21-0065 Reso-4053 Revision to Lifeline Cycle 3.pdf](#)

3. State

- 3a. [21-0260](#) MTC Resolution No. 4273, Revised. Cap and Trade Low Carbon Transit Operations Program.
- A request for approval of the program of Projects for the FY2020-21 Cap and Trade Low Carbon Transit Operations Program (LCTOP).
- Action:** Commission Approval
- Presenter:** Anne Spevack
- Attachments:** [3a - 21-0260 Reso-4273 FY2020-21 CapTrade LowCarbonTransit.pdf](#)

4. Federal

- 4a. [21-0266](#) MTC Resolution No. 4453, Revised - Programming of Second Phase of Funds from the Coronavirus Response and Relief Supplementary Appropriations Act of 2021

Proposed programming of approximately \$802 million of Coronavirus Response and Relief Appropriations Act of 2021 (CRRSAA) funding to Bay Area transit operators to provide funding relief for revenue lost as a result of the COVID-19 pandemic in 2021.

Action: Commission Approval

Presenter: Theresa Romell

Attachments: [4a - 21-0266 - Res-4453 CRRSAA Phase 2.pdf](#)

5. Information

- 5a. [21-0255](#) California Transportation Commission (CTC) and State Programs Update

Staff will provide an update on CTC activities and State Funding Programs.

Action: Information

Presenter: Kenneth Kao

Attachments: [5a - 21-0255 CTC Update.pdf](#)

6. Public Comment / Other Business

7. Adjournment / Next Meeting

The next meeting of the Programming and Allocations Committee is scheduled to be held on Wednesday, April 14, 2021 at 9:45 a.m. remotely and by webcast. Any changes to the schedule will be duly noticed to the public.

Public Comment: The public is encouraged to comment on agenda items at Committee meetings by completing a request-to-speak card (available from staff) and passing it to the Committee secretary. Public comment may be limited by any of the procedures set forth in Section 3.09 of MTC's Procedures Manual (Resolution No. 1058, Revised) if, in the chair's judgment, it is necessary to maintain the orderly flow of business.

Meeting Conduct: If this meeting is willfully interrupted or disrupted by one or more persons rendering orderly conduct of the meeting unfeasible, the Chair may order the removal of individuals who are willfully disrupting the meeting. Such individuals may be arrested. If order cannot be restored by such removal, the members of the Committee may direct that the meeting room be cleared (except for representatives of the press or other news media not participating in the disturbance), and the session may continue.

Record of Meeting: Committee meetings are recorded. Copies of recordings are available at a nominal charge, or recordings may be listened to at MTC offices by appointment. Audiocasts are maintained on MTC's Web site (mtc.ca.gov) for public review for at least one year.

Accessibility and Title VI: MTC provides services/accommodations upon request to persons with disabilities and individuals who are limited-English proficient who wish to address Commission matters. For accommodations or translations assistance, please call 415.778.6757 or 415.778.6769 for TDD/TTY. We require three working days' notice to accommodate your request.

可及性和法令第六章: MTC 根據要求向希望來委員會討論有關事宜的殘疾人士及英語有限者提供服務/方便。需要便利設施或翻譯協助者，請致電 415.778.6757 或 415.778.6769 TDD / TTY。我們要求您在三個工作日前告知，以滿足您的要求。

Acceso y el Título VI: La MTC puede proveer asistencia/facilitar la comunicación a las personas discapacitadas y los individuos con conocimiento limitado del inglés quienes quieran dirigirse a la Comisión. Para solicitar asistencia, por favor llame al número 415.778.6757 o al 415.778.6769 para TDD/TTY. Requerimos que solicite asistencia con tres días hábiles de anticipación para poderle proveer asistencia.

Attachments are sent to Committee members, key staff and others as appropriate. Copies will be available at the meeting.

All items on the agenda are subject to action and/or change by the Committee. Actions recommended by staff are subject to change by the Committee.

MTC's Chair and Vice-Chair are ex-officio voting members of all standing Committees.



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 21-0254 **Version:** 1 **Name:**
Type: Minutes **Status:** Committee Approval
File created: 1/22/2021 **In control:** Programming and Allocations Committee
On agenda: 3/10/2021 **Final action:**
Title: Minutes of the February 10, 2021 meeting
Sponsors:
Indexes:
Code sections:
Attachments: [2a - 21-0254 - Feb 10 Prog&Allocations Draft Minutes.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:
Minutes of the February 10, 2021 meeting

Recommended Action:
Committee Approval



Metropolitan Transportation Commission Meeting Minutes

Bay Area Metro Center
375 Beale Street
San Francisco, CA 94105

Programming and Allocations Committee

Committee Members:

*Nick Josefowitz, Chair Carol Dutra-Vernaci, Vice Chair
Margaret Abe-Koga, Federal D. Glover, Gina Papan,
Hillary Ronen, Libby Schaaf, Amy R. Worth
Non-Voting Member: Dina El-Tawansy*

Wednesday, February 10, 2021

9:45 AM

Board Room - 1st Floor (REMOTE)

Call Remote Meeting to Order

Non-Voting Member Absent: Commissioner El-Tawansy

Ex Officio Voting Members Present: Commission Chair Haggerty and Commission Vice Chair Pedroza

Ad Hoc Non-Voting Members Present: Commissioner Ahn, Commissioner Giacomini, Commissioner Mackenzie, and Commissioner Sperling

1. Roll Call / Confirm Quorum

Present: 8 - Commissioner Abe-Koga, Vice Chair Dutra-Vernaci, Commissioner Glover, Chair Josefowitz, Commissioner Papan, Commissioner Ronen, Commissioner Schaaf, and Commissioner Worth

2. Consent Calendar

Upon the motion by Commissioner Worth and the second by Vice Chair Dutra-Vernaci, the Consent Calendar was unanimously approved by the following vote:

Aye: 8 - Commissioner Abe-Koga, Vice Chair Dutra-Vernaci, Commissioner Glover, Chair Josefowitz, Commissioner Papan, Commissioner Ronen, Commissioner Schaaf and Commissioner Worth

2a. [21-0146](#) Minutes of the January 13, 2021 meeting

Action: Committee Approval

2b. [21-0151](#) MTC Resolution No. 4412, Revised. Regional Measure 3 (RM3) Letters of No Prejudice. Recommendation of RM3 Letters of No Prejudice to Contra Costa Transportation Authority for the I-680/SR-4 Interchange project and the Mokelumne Trail Bicycle/Pedestrian Overcrossing over SR-4 project.

Action: Commission Approval

Presenter: Kenneth Kao

- 2c. [21-0150](#) MTC Resolution Nos. 4430, Revised and 4431, Revised. An allocation of \$23 million in FY 2020-21 State Transit Assistance funds to BART and allocation of \$4.4 million FY 2020-21 Transportation Development Act (TDA) funds to Union City and AC Transit.

Action: Commission Approval

Presenter: Cheryl Chi

- 2d. [21-0179](#) MTC Resolution No. 4202, Revised. Revisions to the One Bay Area Grant 2 Program (OBAG 2), to program \$7.91 million for MTC's shareable costs of an increase to the Golden Gate Bridge Suicide Deterrent System project.

Action: Commission Approval

Presenter: Mallory Atkinson

3. Regional

- 3a. [21-0032](#) MTC Resolution No. 4454. Bay Area Preservation Pilot (BAPP) Program Revisions

Revises several program guidelines for MTC's Bay Area Preservation Pilot (BAPP) to address deployment barriers and improve efficacy for prospective housing preservation projects.

Action: Commission Approval

Presenter: Somaya Abdelgany

Written public comments were received from Francis McIlveen and Valerie Jameson of Northern CA Land Trust.

The following members of the public were called to speak: Francis McIlveen of Northern CA Land Trust, Elizabeth Wampler, and James Yelen for Aubrey Lebrin.

Upon the motion by Commissioner Schaaf and the second by Commissioner Papan, the Committee unanimously approved the referral of MTC Resolution No. 4454 to the Commission for approval. The motion carried by the following vote:

Aye: 8 - Commissioner Abe-Koga, Vice Chair Dutra-Vernaci, Commissioner Glover, Chair Josefowitz, Commissioner Papan, Commissioner Ronen, Commissioner Schaaf and Commissioner Worth

- 3b. [21-0182](#) Housing Incentive Pool (HIP) program 2018 and 2019 progress report.

Staff will present an update on the progress of jurisdictions in producing and preserving affordable housing, as part of the incentive program to reward San Francisco Bay Area local jurisdictions that produce or preserve the most affordable housing by 2022.

Action: Information

Presenter: Mallory Atkinson

- 3c. [20-1637](#) MTC Resolution No. 4347, Revised and Summary of Participatory Budgeting Pilots

Revision to the Lifeline Transportation Cycle 5 Program of Projects to program \$400,000 for Solano County's Participatory Budgeting (PB) Pilot Projects and an overview of the findings from San Francisco (Bayview) and Solano (Vallejo) PB Pilots.

Action: Commission Approval

Presenter: Judis Santos

Ron Grassi of Solano County Transportation Authority was called to speak.

Upon the motion by Vice Chair Dutra-Vernaci and the second by Commissioner Ronen, the Committee unanimously approved the referral of MTC Resolution No. 4347, Revised to the Commission for approval. The motion carried by the following vote:

Aye: 8 - Commissioner Abe-Koga, Vice Chair Dutra-Vernaci, Commissioner Glover, Chair Josefowitz, Commissioner Papan, Commissioner Ronen, Commissioner Schaaf and Commissioner Worth

3d. [21-0149](#) MTC Resolution No. 4450. FY 2021-22 Fund Estimate

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.

Action: Commission Approval

Presenter: Terrence Lee

Roland Lebrun and Richard Hedges were called to speak.

Upon the motion by Chair Josefowitz and the second by Commissioner Schaaf, the Committee unanimously approved the referral of MTC Resolution No. 4450 to the Commission for approval, with a recommendation that consistent with MTC Resolution No. 3866 and statutory authorities, the Commission will consider future conditioning of funds included in this fund estimate, as such action may be appropriate and desired to advance the implementation of recommendations emerging from the Blue Ribbon Transit Recovery Task Force, and that further similar considerations will be directed to future allocations or programming coming before the Commission going forward, the funds that fall under the purview of MTC Resolution No. 3866. The motion carried by the following vote:

Aye: 8 - Commissioner Abe-Koga, Vice Chair Dutra-Vernaci, Commissioner Glover, Chair Josefowitz, Commissioner Papan, Commissioner Ronen, Commissioner Schaaf and Commissioner Worth

4. Federal

4a. [21-0180](#) Bay Area Operator Financial and Service Status Update

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.

Action: Information

Presenter: Theresa Romell

- 4b. [21-0148](#) MTC Resolution Nos. 4474 and 4475. Adoption of the 2021 Transportation Improvement Program (TIP) and Transportation Air Quality Conformity Analysis for the Amended Plan Bay Area 2040 (Plan) and the 2021 TIP.

The federally required TIP is a comprehensive listing of all Bay Area surface transportation projects that receive federal funds, are subject to a federally required action or are regionally significant for air quality conformity purposes. MTC is required to make a positive air quality conformity determination for the TIP and Plan in accordance with EPA's transportation conformity regulations and MTC's Bay Area Air Quality Conformity Procedures.

Action: Commission Approval

Presenter: Adam Crenshaw

Commissioner Schaaf left during agenda item 4b.

Upon the motion by Commissioner Worth and the second by Commissioner Abe-Koga, the Committee unanimously approved the referral of MTC Resolution Nos. 4474 and 4475 to the Commission for approval. The motion carried by the following vote:

Aye: 7 - Commissioner Abe-Koga, Vice Chair Dutra-Vernaci, Commissioner Glover, Chair Josefowitz, Commissioner Papan, Commissioner Ronen and Commissioner Worth

Absent: 1 - Commissioner Schaaf

5. Information

- 5a. [21-0147](#) California Transportation Commission (CTC) and State Programs Update

Update on the January 27-28, 2021 California Transportation Commission meeting, state funding programs under the CTC's purview, and responses to Commissioner questions from the December PAC meeting.

Action: Information

Presenter: Kenneth Kao

6. Public Comment / Other Business

7. Adjournment / Next Meeting

The next meeting of the Programming and Allocations Committee is scheduled to be held on Wednesday, March 10, 2021 at 9:45 a.m. at the Bay Area Metro Center, 375 Beale Street, San Francisco, CA 94105 (remotely and by webcast as appropriate depending on the status of any shelter in place orders).



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #:	21-0261	Version:	1	Name:	
Type:	Report	Status:		Committee Approval	
File created:	1/26/2021	In control:		Programming and Allocations Committee	
On agenda:	3/10/2021	Final action:			
Title:	Concurrence Request for State Transportation Improvement Program (STIP) Amendment for Alameda County.				
Sponsors:					
Indexes:					
Code sections:					
Attachments:	2b - 21-0261 STIP ACTC Amendment.pdf				

Date	Ver.	Action By	Action	Result
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Subject:

Concurrence Request for State Transportation Improvement Program (STIP) Amendment for
Alameda County.

Presenter:

Karl Anderson

Recommended Action:

Committee Approval

Metropolitan Transportation Commission Programming and Allocations Committee

March 10, 2021

Agenda Item 2b - 21-0261

Concurrence Request for State Transportation Improvement Program (STIP) Amendment for Alameda County

Subject: Concurrence with STIP Amendment Request to add the I-680 Southbound Express Lane project to the 2020 STIP.

Background: The Alameda County Transportation Commission (ACTC) requests MTC's concurrence for a STIP amendment to program \$40 million in future STIP shares to the construction phase of the I-680 Southbound Express Lane from Route 84 to Alcosta Boulevard project ("Express Lane project") in the 2020 STIP for Fiscal Year (FY) 2021-22.

MTC adopted the 2020 Regional Transportation Improvement Program (RTIP) program of projects on December 18, 2019, which forms part of the STIP. ACTC included the Express Lane project as a contingency project in Alameda County's 2020 RTIP submittal to MTC. However, the project was not included in the final program of projects due to county share capacity constraints and other ACTC funding priorities. Work has progressed in the corridor since the 2020 STIP adoption and the amendment is now needed to coincide with a major Caltrans roadway rehabilitation project within the Express Lane project limits. The Caltrans project is programmed in the 2020 State Highway Operation and Protection Program (SHOPP).

Aligning the two projects required Caltrans to delay the construction of the SHOPP project by one year and ACTC to advance delivery of the Express Lane project by one year. ACTC has accelerated the Express Lane project design and construction schedule to meet SHOPP delivery deadlines, with ACTC ready to advertise in October 2021. Therefore, ACTC requests to advance \$40 million in future 2022 and 2024 county STIP shares to complete the funding plan. The total project cost is \$259 million comprised of local, regional, and state sources including:

- \$92 million in Local Measure BB
- \$80 million in Regional Measure 3 (RM3) Express Lanes Category
- \$25 million in SB 1 Local Partnership Competitive Program (LPP-C)
- \$12 million in SB 1 LPP Formula; and
- \$10 million of MTC/BATA's share of SB 1 LPP Formula

Note that the funding plan includes funds committed by MTC in early 2020 as part of the programming of RM3 Express Lane funds and selection of SB1 competitive program nominations. Since RM3 funds are not yet available to allocate, ACTC will request an RM3 Letter of No Prejudice (LONP) within the next six months to allow spending local funds in lieu of RM3. Approval of the LONP is subject to future Commission action. Similarly, MTC prioritized \$10 million of MTC/BATA's share of Local Partnership Formula Program funds to this project, final approval of which is subject to Commission action in the next few months.

Since this action proposes to amend the STIP to add a new project to the STIP and exceeds the available county share capacity, Committee action is required to concur with the proposed amendment consistent with the 2020 RTIP Policies and Procedures (MTC Resolution No. 4398).

The current and proposed 2020 STIP programming is shown below.

Existing Programming:

<u>PPNO</u>	<u>Sponsor</u>	<u>Phase</u>	<u>Amount</u>	<u>FY</u>	<u>Title</u>
-	-	-	\$-	-	-

Proposed Programming:

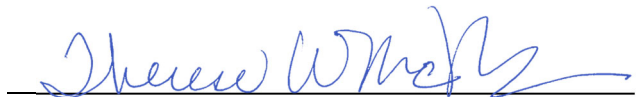
<u>PPNO</u>	<u>Sponsor</u>	<u>Phase</u>	<u>Amount</u>	<u>FY</u>	<u>Title</u>
<u>New</u>	<u>ACTC</u>	<u>CON</u>	<u>\$40,000,000</u>	<u>21/22</u>	<u>I-680 Southbound Express Lane from Route 84 to Alcosta Boulevard</u>

The CTC is scheduled to notice the proposed STIP amendment at its May meeting and is expected to act on the amendment at the June 23-24, 2021 meeting.

Issues: CTC staff noted that approval of the STIP amendment will be contingent on available program capacity in the current STIP share period. It is possible CTC will program an amount less than \$40 million, in which case, ACTC is prepared to further advance local funds to fully fund the project. ACTC and MTC staff will continue to monitor program capacity and anticipate CTC staff will provide a recommendation by June 2021.

Recommendation: Approve the requested STIP amendment concurrence from ACTC and direct staff to send a letter of concurrence to Caltrans and CTC.

Attachments: Attachment 1: ACTC STIP Amendment Request Letter



Therese W. McMillan



Commission Chair
Mayor Pauline Russo Cutter
City of San Leandro

Commission Vice Chair
Councilmember John Bauters
City of Emeryville

AC Transit
Board President Elsa Ortiz

Alameda County
Supervisor David Haubert, District 1
Supervisor Richard Valle, District 2
Supervisor Wilma Chan, District 3
Supervisor Nate Miley, District 4
Supervisor Keith Carson, District 5

BART
Vice President Rebecca Saltzman

City of Alameda
Mayor Marilyn Ezzy Ashcraft

City of Albany
Councilmember Rochelle Nason

City of Berkeley
Councilmember Lori Droste

City of Dublin
Mayor Melissa Hernandez

City of Fremont
Mayor Lily Mei

City of Hayward
Mayor Barbara Halliday

City of Livermore
Mayor Bob Woerner

City of Newark
Councilmember Luis Freitas

City of Oakland
Councilmember At-Large
Rebecca Kaplan
Councilmember Sheng Thao

City of Piedmont
Councilmember Jen Cavanaugh

City of Pleasanton
Mayor Karla Brown

City of Union City
Mayor Carol Dutra-Vernaci

Executive Director
Tess Lengyel

February 3, 2021

Therese McMillan, Executive Director
Metropolitan Transportation Commission
375 Beale St, Suite 800
San Francisco, CA 94105

Attention: Karl Anderson

RE: Request for 2020 STIP amendment

Dear Ms. McMillan:

The Alameda County Transportation Commission (Alameda CTC) respectfully requests an amendment to the 2020 State Transportation Improvement Program (2020 STIP) to add the I-680 Southbound Express Lanes from SR-84 to Alcosta Boulevard Project (Project) to the 2020 STIP, and program up to \$40 million for the Construction phase in Fiscal Year (FY) 2021-22.

Alameda CTC's 2020 STIP program of projects was adopted by the Alameda CTC in October 2019 and included the I-680 Southbound Express Lanes from SR-84 to Alcosta Boulevard Project as a contingency project. The request for California Transportation Commission (CTC) to amend the 2020 STIP at this time is needed to advance the Project's approved funding plan in time to ensure delivery of the construction phase in coordination with a Caltrans State Highway Operation and Protection Program (SHOPP) project to rehabilitate the pavement within the Project limits. Combining the two projects required Caltrans to delay the construction of the SHOPP project by one year and Alameda CTC to expedite delivery of this Project by one year. Staff has prepared an expedited schedule to meet this deadline, including advancing the design of the southbound Project, with the Ready to List (RTL) milestone anticipated in October 2021.

The current estimated total cost of the Project is \$259 million and the funding plan currently includes a combination of Local Sales Tax Measure, Regional Measure 3 (RM3) and Senate Bill 1 (SB1) Local Partnership Program (LPP) funds. At the June 2020 meeting, the Alameda CTC approved prioritizing \$40 million STIP from the next two STIP cycles (2022 STIP and 2024 STIP), towards the construction phase of the Project. In order to access future STIP funds in time to keep the construction phase scheduled for FY 2021-22, the Project would need to be formally amended into the 2020 STIP by the CTC in spring 2021. Alameda CTC staff has been working closely with MTC and CTC staff on this effort.

The Alameda CTC will consider the 2020 STIP amendment request at its February 26, 2021 meeting. CTC staff have clarified that the STIP amendment, requested amount (up to \$40 million) and the timing of availability of STIP funds will be subject to the available programming/revenue capacity in the current STIP. Accordingly, the Alameda CTC's February action includes approval of a resolution of local support and approval to submit an Assembly Bill 3090 (AB 3090) request to use local funds in lieu of STIP funds being made available by the CTC in the outer years of the STIP (beyond FY 2021-22). A confirmation from CTC regarding the available programming capacity and year of programming is anticipated by June 2021.

Thank you for considering Alameda CTC's request to amend the 2020 STIP. If you have any questions, please contact Vivek Bhat at (510) 208-7430 or vbhat@alamedactc.org.

Sincerely,



Tess Lengyel
Executive Director

Enclosures: Project ePPR Form (PPNo. 2025J)

cc: Theresa Romell, Director, Programming and Allocations, MTC
Kenneth Kao, Principal Planner, MTC
Gary Huisingsh, Deputy Executive Director of Projects, Alameda CTC
Vivek Bhat, Director of Programming and Project Controls, Alameda CTC



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 21-0065 **Version:** 1 **Name:**

Type: Resolution **Status:** Commission Approval

File created: 12/7/2020 **In control:** Programming and Allocations Committee

On agenda: 3/10/2021 **Final action:**

Title: MTC Resolution No. 4053, Revised. Revision to Lifeline Transportation Cycle 3 Program of Projects.

Sponsors:

Indexes:

Code sections:

Attachments: [2c - 21-0065 Reso-4053 Revision to Lifeline Cycle 3.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:
MTC Resolution No. 4053, Revised. Revision to Lifeline Transportation Cycle 3 Program of Projects.

Presenter:
Judis Santos

Recommended Action:
Commission Approval

Metropolitan Transportation Commission Programming and Allocations Committee

March 10, 2021

Agenda Item 2c - 21-0065

MTC Resolution No. 4053, Revised

Subject: Revision to Lifeline Transportation Cycle 3 Program of Projects.

Background: MTC's Lifeline Transportation Program (LTP) funds projects that improve mobility for the region's low-income communities. The program is administered by the nine county transportation agencies (CTAs), and in Santa Clara County via a joint arrangement between the CTA and the County.

In 2012, the Commission approved a Taxi Referral Program project for the Contra Costa County Employment and Human Services Department (CCCEHSD) as part of the LTP Cycle 3 Program. The project provides taxi vouchers to CalWORKs recipients to access jobs and job training and was awarded approximately \$275,000. The project is nearly completed, with a balance of \$20,000 (in federal Job Access and Reverse Commute/5307 funds) remaining. Under the current circumstances of the pandemic, immediate access to safe transportation is vital for CalWORKs clients as many are employed in essential jobs. The CCCEHSD lobbies are closed, which is a barrier to providing the taxi vouchers. To expend the remainder of the funds and to complete the project, the CCCEHSD is requesting to redirect the remaining funds to the KEYs Auto Loan Program. The KEYs program provides CalWORKs participants who have been employed full time for three months with low interest loans to purchase vehicles through a bank partner. The proposed grant funds will allow CCCEHSD to increase the maximum loan amount from \$4,000 to \$5,500.


Staff recommends redirecting the remaining \$20,000 to the KEYs Auto Loan Program. The KEYs program is an existing Lifeline Cycle 3 project. The project provides access to transportation and jobs to advance health equity during the COVID-19 pandemic.

The scope revision will provide the Contra Costa County Employment and Human Services Department the opportunity to continue to provide access to transportation which is greatly needed as many of the clients are employed in essential jobs.

Issues: None.

Recommendation: Refer MTC Resolution No. 4053, Revised to the Commission for approval.

Attachments: MTC Resolution No. 4053, Revised.


Therese W. McMillan

Date: May 23, 2012
W.I.: 1311
Referred by: PAC
Revised: 06/27/12-C 07/25/12-C
12/19/12-C 04/24/13-C
10/23/13-C 12/18/13-C
02/26/14-C 07/23/14-C
11/19/14-C 07/22/15-C
03/23/16-C 06/22/16-C
06/27/18-C 06/24/20-C
03/24/21-C

ABSTRACT

Resolution No. 4053, Revised

This resolution adopts the FY2011 through FY2013 Program of Projects for MTC's Third Cycle Lifeline Transportation Program, funded with State Transit Assistance (STA), Proposition 1B Transit, Job Access Reverse Commute (JARC), and Surface Transportation Program (STP)/ Congestion Mitigation & Air Quality Improvement Program (CMAQ) funds.

The evaluation criteria established in Resolution 4033 were used by the local entities administering the program to develop the program of projects.

The following attachments are provided with this resolution:

Attachment A — Third Cycle Lifeline Transportation Program of Projects -
FY2011-2013

This resolution was amended on June 27, 2012 to add approximately \$34 million in programming for STA, STP/CMAQ, and JARC projects, and to add about \$21 million in programming for Proposition 1B projects that were previously deferred.

This resolution was amended on July 25, 2012 to add approximately \$0.8 million in programming for projects that were previously deferred.

This resolution was amended on December 19, 2012 to revise the San Francisco Municipal Transportation Agency's (SFMTA's) Proposition 1B program of projects, to program \$2.6

million for San Francisco County STA projects, and to revise Santa Rosa CityBus's JARC project.

This resolution was amended on April 24, 2013 to program approximately \$1.2 million in STP/CMAQ funds for a San Francisco County project; and to revise the funding sources of Tri Delta Transit's Route 200 and 201 project and Contra Costa County Employment and Human Services Department's Taxi Referral program, and of the City of Concord's Monument Shuttle project and the County Connection Preservation of Operations in Communities of Concern project.

This resolution was amended on October 23, 2013 to transfer JARC funds from Cycles of Change Neighborhood Bicycle project to San Leandro Transportation Management Organization LINKS Shuttle project, in the amount of \$35,000, and to adjust previously awarded STA amounts to reflect actual FY2011-12 and FY2012-13 STA revenues.

This resolution was amended on December 18, 2013 to transfer Proposition 1B funds from AC Transit's Internal Text Messaging Signs project to the Contra Costa College Transit Center Improvements project, in the amount of \$500,000.

This resolution was amended on February 26, 2014 to replace FY2010-11 JARC funds which lapsed, with STA or FY2013-14 FTA Section 5307 funds for several projects, with no changes to the total amount programmed to each project.

This resolution was amended on July 23, 2014 to make a minor revision to AC Transit's Proposition 1B-funded East Bay Bus Rapid Transit (BRT) project.

This resolution was amended on November 19, 2014 to replace the City of Vacaville's STP/CMAQ-funded Accessible Paths to Transit project with a Safe Routes to School project, and to make minor revisions to two Proposition 1B-funded projects: CCTA's vehicle replacement project and SFMTA's 8X Mobility Maximization Project.

This resolution was amended on July 22, 2015 to reassign approximately \$89,000 in unused MTC administration funds to the Community Based Transportation Planning (CBTP) Program.

This resolution was amended on March 23, 2016 to redirect \$213,647 from the cancelled Napa Valley College Northbound Shelter project to the newly added VINE Transit CAD/AVL System Part 1 project, and to redirect \$451,324 from SamTrans' Replacement Fixed Route Vehicles project to the newly added San Carlos Transit Center project.

This resolution was amended on June 22, 2016 to make revisions to the Proposition 1B-funded projects in Contra Costa County. WestCAT is removing the Purchase and Installation of Bus Shelters project from the Lifeline program because the project was completed with other funds. The freed up Proposition 1B funds (\$147,335) are being reprogrammed to a newly added project, the Dial-A-Ride Replacement Vehicles project (which is also a Lifeline Cycle 4 project).

This resolution was amended on June 27, 2018 to reflect programming changes in Alameda and San Mateo counties. AC Transit is redirecting \$500,000 in Proposition 1B funds from the Contra Costa Community College Transit Center Improvement project to a newly added San Pablo and Telegraph Rapid Bus Upgrade project (Cycle 3) and redirecting \$2,100,000 from the San Leandro BART Station Terminus project to the East Bay Bus Rapid Transit (BRT) Vehicles, Design and Construction Project. San Mateo County is also redirecting \$93,031 in project cost savings in State Transit Assistance (STA) funds from the North Fair Oaks On-Demand Shuttle project (Cycle 3) to the SamTrans Route 17 on the Coastsides of San Mateo County project (which is also a Cycle 2 and 3 project).

This resolution was amended on June 24, 2020 to redirect \$340,668 from the cancelled Outreach & Escort, Inc., Family Transportation Services project to the newly added Santa Clara Valley Transportation American with Disabilities Act Transition Plan program.

This resolution was amended on March 24, 2021 to redirect \$20,000 from the Contra Costa County Employment and Human Services, Taxi Referral project to the KEYs Auto Loan Program.

Further discussion of this action is contained in the Programming and Allocations Committee summary sheets dated May 9, 2012, June 13, 2012, July 11, 2012, December 12, 2012, April 10, 2013, October 9, 2013, December 11, 2013, February 12, 2014, July 9, 2014, November 12, 2014, July 8, 2015, March 9, 2016, June 8, 2016, June 13, 2018, June 10, 2020 and, March 10, 2021.

Date: May 23, 2012
W.I.: 1311
Referred by: PAC

RE: Third Cycle Lifeline Transportation Program of Projects – FY2011 – FY2013

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4053

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

WHEREAS, MTC adopted Resolution 4033, which establishes program guidelines to be used for the funding and oversight of the Third Cycle of the Lifeline Transportation Program, Fiscal Years 2011-2013; and

WHEREAS, MTC used the process and criteria set forth in Attachment A of Resolution 4033 to fund a Program of Projects for the Third Cycle Lifeline Transportation Program with State Transit Assistance (STA), Proposition 1B Transit, Job Access Reverse Commute (JARC), and Surface Transportation Program (STP)/Congestion Mitigation & Air Quality Improvement Program (CMAQ) funds; and

WHEREAS, the Third Cycle Lifeline Transportation Program of Projects is set forth in Attachment A of this resolution, attached hereto and incorporated herein as though set forth at length; now therefore be it

RESOLVED, that MTC approves the Program of Projects for the Third Cycle Lifeline Transportation Program, as set forth in Attachment A of this resolution; and be it further

RESOLVED, that the Executive Director shall forward a copy of this resolution, and such other information as may be required, to the Governor, Caltrans, and to such other agencies as may be appropriate.

METROPOLITAN TRANSPORTATION COMMISSION

A handwritten signature in black ink, appearing to read 'Adrienne J. Tissier', is written over a horizontal line.

Adrienne J. Tissier, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in Oakland, California, on May 23, 2012.

Third Cycle Lifeline Program of Projects (FY 2011-2013)

#	Project	Project Sponsor	Project Description	Fund Source				TOTAL Lifeline Funding	Notes
				1B	STA ¹	JARC ⁵	STP/CMAQ		
Alameda County									
(2) Co	Bus Stop Repair and Upgrade	Wheels (LAVTA)	Repair and upgrade existing bus stops, including shelters, seating, lighting, curb and sidewalk, etc.	240,910				240,910	
###	Electronic Bike Lockers at Lake Merritt BART Station	BART	Furnish five (5) metal perforated electronic bike pods (total 20 bike locker spaces) at Lake Merritt Station.	52,000				52,000	
###	Wayfinding/Real-Time Arrival at BART Stations	BART	Provide wayfinding and signage from concourse to platform with backlit signs for improved visibility and patron safety; real-time train arrival; wayfinding and signage at street level with secondary language; AC Transit service and destination maps; and exit directories. Projects at Lake Merritt, Hayward, Downtown Berkeley, South Hayward, Coliseum, West Oakland, San Leandro, and Bay Fair BART stations.	3,545,360				3,545,360	(2)
###	East Bay Bus Rapid Transit Terminus/ San Leandro BART Improvements	AC Transit	AC Transit, in coordination with BART and the City of San Leandro, is proposing to expand the transit center at the San Leandro BART station to accommodate the East Bay Bus Rapid Transit Project (BRT) terminus, other AC Transit routes, and other transit services. This project will make street and BART station geometric improvements, add bus staging, and real-time signage at the San Leandro BART Station.	603,487			1,225,539	1,829,026	(2) (27)
###	Update Community-Based Transportation Plans	Alameda CTC	Five CBTPs have been completed in Alameda County to date, between the years of 2004 and 2009. Priority for updates will be for CBTPs completed prior to 2008. It is estimated the approximately three to four CBTP updates will be funded.				475,000	475,000	
###	Neighborhood Bicycle Centers/"Bike-go-Round" - 2012 Operations	Cycles of Change	Neighborhood Bicycle Centers / "Bike-go-Round" provides free bikes and safety training to referred low-income adults for their work commute. An extension of the Lifeline Cycle 2 funded program for calendar year 2012.			10,000		10,000	(14)
###	A Quicker, Safer Trip to the Library to Promote Literacy	Oakland Public Library/City of Oakland (via BART)	"A Quicker, Safer Trip to the Library to Promote Literacy" will transport preschool and kindergarten students, teachers and interested parents by bus to the West Oakland Library for story time and to check out library books. Program will transport approximately seven classes per week to the library by bus. Request is for three years of program operations.		185,000			185,000	(1)
###	Neighborhood Bicycle Centers/"Bike-go-Round"	Cycles of Change	Bike-go-Round program offers bicycle education and distribution services for low-income Oakland Residents to use bicycles for work commuting. The funding requested is for three years of program operations which would provide training for 1,500 participants and distribute 600 bikes over a three-year period.			360,000		360,000	
###	Preservation of Existing Services in Communities of Concern	AC Transit	The Lifeline funds will be utilized to restructure and/or continue service to several key communities of concern in the Southern, Central and Northern portions of Alameda County. Request is for three years of service.		4,316,118	525,429		4,841,547	(1)(16)
###	Hathaway Avenue Transit Access Improvements	Alameda County Public Works	Cherryland is a low-income community with many transit-dependent residents and the lack of sidewalks limits access to AC Transit. The Hathaway Avenue Project includes curb, gutter, ADA pedestrian ramps, landscape, and sidewalks along Hathaway Avenue between Rondale Court and Hayward City limits.				430,000	430,000	

#	Project	Project Sponsor	Project Description	Fund Source				TOTAL Lifeline Funding	Notes
				1B	STA ¹	JARC ⁵	STP/CMAQ		
###	BART Transbay Owl Express Bus Service	BART	This project will provide express owl bus service departing from the Market Street corridor in downtown San Francisco from 12:30am - 1:45am to key BART stations along the Yellow (Concord) and Green (Fremont) BART lines on Friday and Saturday nights after the BART system has closed. This is a multicounty request. An additional \$200K is being provided by Contra Costa County. This is a one-year pilot project.		297,800			297,800	(1)(7)
###	Oakland Broadway Shuttle	City of Oakland	The Broadway Shuttle is a free downtown shuttle linking major transit stations such as the AC Transit 20th St Hub, BART, Amtrak Capitol Corridor, and the Alameda/Oakland/SF Ferry. The route is on Broadway between Embarcadero and 27th St from 7am-7pm Mon-Th; 7am-1am Fri; and 6pm-1am Sat. The Lifeline request also includes expanding weekday evening service until 10pm Mon-Thurs.		723,000			723,000	(16)
###	WHEELS Route 14 Service Provision	LAVTA	The WHEELS Route 14 provides service to residents and employees of the central district of Livermore by connecting low-income communities to employment opportunities and regional transportation services via the Livermore Transit Center. Funding request is for Rte 14 operations.		366,000			366,000	(1)
###	San Leandro "LINKS" Shuttle	San Leandro Transportation Mgmt Organization (SLTMO)/San Leandro	LINKS is a free shuttle service from the San Leandro BART station to businesses in West San Leandro. LINKS Shuttle runs two 32 passenger vehicles during commute hours between the San Leandro BART station and hundreds of employers in West San Leandro. Service is jointly managed by the SLTMO and the City of San Leandro. Request is for three years of service.		310,089	60,911		371,000	(14)(16)
###	Estuary Crossing Shuttle Service Extension	City of Alameda Public Works	The project would extend the existing Estuary Crossing Shuttle service an additional three years from August 2013 to August 2016. The proposed project includes multi-lingual outreach/marketing and a new bus stop at Willie Stargell Avenue and Fifth Street, which is adjacent to low-income public housing. Request is for three years of service.			187,957		187,957	
###	Operation Support for Route 2	Union City Transit, City of Union City	This request is for 1 year of Route 2 operations. The route serves Union City's low income areas and connects UC Intermodal Station with the Decoto neighborhood as well as job centers along Whipple Rd corridor.		115,666			115,666	(1)

County Bid Target N/A* 6,313,673 1,144,297 2,130,539

Proposed Programming 4,441,757 6,313,673 1,144,297 2,130,539 14,030,266
Unprogrammed Balance N/A* - - - -

#	Project	Project Sponsor	Project Description	Fund Source				TOTAL Lifeline Funding	Notes
				1B	STA ¹	JARC ⁵	STP/CMAQ		
Contra Costa County									

###	Pittsburg/Bay Point BART Station Wayfinding	BART	Comprehensive wayfinding program within the Pittsburg/Bay Point station including overhead signs, transit information displays, local area maps, and real time BART and bus information.	400,000				400,000	(2)
###	Richmond BART Station Eastside Access	BART	Development of eastside of Richmond BART station including raising Nevin Walkway,	1,500,000				1,500,000	
###	Concord BART Station Intermodal	BART	Upgrade to the Concord BART Station intermodal including additional lighting. This project	400,000				400,000	
###	Bus shelters, Bus Pads, and Real Time Departure information	WestCAT	Purchase bus shelters, Real Time departure signs and solar equipment to power signs, and install at key locations throughout the WestCAT service area, including the Rodeo, Crockett, Hercules, Pinole, and Moltavin Manor communities.	-				-	(2), (24)
###	Bus shelters, Bus Pads, and Real Time Departure information	WestCAT	Purchase bus shelters, Real Time departure signs and solar equipment to power signs, and install at key locations throughout the WestCAT service area, including the Rodeo, Crockett, Hercules, Pinole, and Moltavin Manor communities.	-				-	(2), (24)
22	Replacement Buses	County Connection	Procure replacement buses for use in service on Lifeline routes #14, 11, 314, 16, 18, 19, 308. The routes serve the Concord Monument Corridor and North Martinez.	484,534				484,534	(19)
(28) O	Contra Costa College Transit Center Improvements	AC Transit	Pavement, shelter improvements, real-time displays and amenities upgrades at Contra Costa College Transit Center.	160,000				160,000	(15)(25)
(29) O	Contra Costa College Transit Center Improvements	AC Transit	Pavement, shelter improvements, real-time displays and amenities upgrades at Contra Costa College Transit Center.	160,000				160,000	(15)(25)
23	Park & Ride Facility	Tri Delta Transit	Design for new construction of recently purchased parcel of land in NW Antioch for use as a Park & Ride lot.	327,019				327,019	
24	Monument Neighborhood Shuttle	City of Concord	The shuttle will emphasize connections to job training, jobs and BART. It will also provide improved access to other Monument Corridor agencies and facilities that provide family support services to Monument residents. The shuttle service will be operated by a small business through the Monument Community Partnership, in partnership with the Michael Chavez Center for Economic Opportunity and the City of Concord, as part of a community service, employment opportunity, and training program.		161,648			161,648	(12)(16)
25	Preserve Operations in Community of Concern	County Connection	Preserve frequency and coverage on CCTA routes #14, 11, 16, 18, 19, 314 and 31 6 which serve the Monument Corridor and downtown Martinez. These routes connect residents in two communities of concern to medical services, jobs, and employment.		707,302	150,055		857,357	(1)(12)
26	Route 200 and 201	Tri Delta Transit	Provide service between Bay Point and central Concord and Martinez. Input from the Bay Point community led to the development of route 201 and changes to Route 200 to better serve the community, including an estimated 1,600 high school students residing in Bay Point who attended Mt. Diablo High School in Concord. Both of these routes are also lifeline connections for non-students, providing service between Bay Point and important health care and social service destinations.		757,775	126,353		884,128	(1)(11)
27	KEYs Auto Loan Program	Contra Costa County Employment and Human Services Dept.	Provide CalWORKS participants who have been employed full time for three months with low interest loans to purchase vehicles through a bank partner. The proposed grant funds will allow EHSD to increase the maximum loan amount from \$4,000 to \$5,500.			149,500		149,500	(29)
28	Canal Road Bike/Ped Improvements	Contra Costa County Public Works	Construct approximately 2,000 feet of a class II standard bike lane in both directions and an ADA accessible pedestrian path on the north side of Canal Road that will eliminate the existing gap in sidewalk from Emerald Cove Drive to Bel Air Elementary School.				1,000,000	1,000,000	

#	Project	Project Sponsor	Project Description	Fund Source				TOTAL Lifeline Funding	Notes
				1B	STA ¹	JARC ⁵	STP/CMAQ		
29	Preserve Operations in Community of Concern	AC Transit	Maintain existing services on the following routes that serve low income areas: 71, 76, 376, 800. All of the routes link low-income riders with employment centers, schools, retail, and services. The routes prioritized for funding are vulnerable to service cuts as a result of the projected budget shortfalls over the next three years.		984,087	299,353		1,283,440	(1)
30	Transbay Owl Express	BART	This project will provide express owl bus service departing from the Market Street corridor in downtown San Francisco from 12:30am - 1:45am to key BART stations along the Yellow (Concord) and Green (Fremont) BART lines on Friday and Saturday nights after the BART system has closed. This is a multicounty request. An additional \$298K is being provided by Alameda County. This is a one-year pilot project.		198,311			198,311	(1)(7)
31	C3 Operations	WestCAT	The C3 service operates between Hercules Transit Center and Contra Costa College in San Pablo. The route provides a link to the college for residents of the Bayo Vista community in Rodeo. The route also provides service to a number of work places along San Pablo Avenue and a direct link to the AC Transit 72/72 Rapid, which connects to job centers and regional medical facilities along San Pablo Avenue into Downtown Oakland.		201,325	75,007		276,332	(1)
32	Taxi Referral Program	Contra Costa County Employment and Human Services Dept. (via Tri Delta)	Participation in the Taxi Referral Program - Provide taxi vouchers to people enrolled in CalWORKS as a way to provide transportation to jobs and job training. The service is a bridge until participants have worked long enough to qualify for the KEY's loan program.		126,353	127,832		254,185	(1)(11)(16)(29)
33	Easy Go	City of Richmond	Improve mobility of low-income residents by providing car sharing, Bicycle program and Kids Cab program in South Richmond and North Richmond communities of concern. Utilize grant funds to expand Easy Go transportation resources to low-income residents of North and South Richmond, aimed at increasing mobility access to jobs and human and health services.			140,000	203,291	343,291	(4)

County Bid Target	N/A*	3,136,801	1,068,100	1,203,291	
Proposed Programming	3,431,553	3,136,801	1,068,100	1,203,291	8,839,745
Unprogrammed Balance	N/A*	-	-	-	-

#	Project	Project Sponsor	Project Description	Fund Source				TOTAL Lifeline Funding	Notes
				1B	STA ¹	JARC ⁵	STP/CMAQ		
Marin County									
34	Novato Bus Stop Improvement Project	Marin Transit	Install transit amenities at targeted local bus stops that include bus shelters, bus stop seating, lighting, and bus operational improvements. The first prioritized project is the Downtown Novato Transit Center located at Redwood Boulevard and Grant Avenue.	985,000				985,000	
35	Advanced Communications and Information System	GGBHTD	Systemwide improvements to GGBHTD's communication system, including voice and data radio communications; basic ITS components including Computer Aided Dispatch/Automatic Vehicle Location (CAD/AVL); real-time passenger information; dynamic message signs at selected transit centers, bus stops and other locations; on-board vehicle equipment.	492,729			233,728	726,457	(2)
36	Canal Neighborhood Transit Service	Marin Transit (via GGBHTD)	Transit service to the low income and minority population in the Canal Area of San Rafael on Routes 35 and 36.		413,894			413,894	(1)
37	Route 257 Shuttle	Marin Transit	Support Route 257 shuttle service to connect welfare and other low-income individuals to jobs and employment related services. Route 257 operates between Central San Rafael, employment and retail centers, Dominican University and the Marin Employment Connection site at the Health and Human Services campus.			238,867		238,867	
38	San Rafael School Shuttle	San Rafael Schools (via GGBHTD)	Enable Canal parents to participate in their children's education at San Pedro School by providing shuttle service and emergency taxi vouchers for low-income residents of the San Rafael Canal community (or nearby vicinity) to attend critical academic meetings and other school activities.		158,268			158,268	(1)
County Bid Target				N/A*	572,162	238,867	233,728		
Proposed Programming				1,477,729	572,162	238,867	233,728	2,522,486	
Unprogrammed Balance				N/A*	-	-	-	-	

#	Project	Project Sponsor	Project Description	Fund Source				TOTAL Lifeline Funding	Notes
				1B	STA ¹	JARC ⁵	STP/CMAQ		
Napa County									
39	Paratransit Vehicles	NCTPA	Purchase three (3) Vine Go paratransit vans to allow more appointments to be made and increase the efficiency of paratransit services. The project will give more mobility options to low-income residents with disabilities.	192,000				192,000	
40	Replacement Buses for American Canyon	NCTPA	Purchase two (2) replacement buses for American Canyon. New buses will improve the efficiency of the system and improve on-time performance.	192,000				192,000	
41	VINE Transit CAD/AVL System Part 1	NCTPA	Napa VINE identified the need to implement technological tools to assist in managing their operations and serving their customers through the collection, analysis and dissemination of reliable data on its existing fleet of transit vehicles. Based on this high priority need, Napa VINE will deploy a state-of-the-art Automatic Vehicle Location (AVL) System and Computer-Aided Dispatch (CAD) for fixed route and demand response fleets of vehicles.	213,647				213,647	(22)
42	Operating Assistance for new VINE Routes	NCTPA	Improve and expand service within the City of Napa. The new routes will address numerous issues listed in the community-based transportation plan, specifically improving travel times, connectivity between routes, frequency of buses, on-time performance, and a pulse system.		485,548			485,548	(1)
43	Community-Based Transportation Plan Update	NCTPA	Update Napa’s community-based transportation plan.				80,000	80,000	
44	ADA Bus Stop Upgrades	NCTPA	ADA and accessibility improvements at bus stops that are used on a frequent basis.				116,794	116,794	
County Bid Target				N/A*	485,548	-	196,794		
Proposed Programming				597,647	485,548	-	196,794	1,279,989	
Unprogrammed Balance				N/A*	-	-	-	-	

#	Project	Project Sponsor	Project Description	Fund Source				TOTAL Lifeline Funding	Notes
				1B	STA ¹	JARC ⁵	STP/CMAQ		
San Francisco County									
45	Mission Mobility Maximization	SFMTA	Enhancements to complement the transit service in the Mission Corridor (Routes 14, 14L, 14X, 49). The project includes colorizing existing dedicated transit lanes, transit signal priority, information panel and transit arrival prediction signs (NextMuni), vehicle branding, and enhanced stop identification. To the extent that funding is available, the project will also include Transit Only Lane Enforcement (TOLE) Cameras.	5,056,891				5,056,891	(2)(3)(9)
46	8X Mobility Maximization	SFMTA	Enhancements along the 8X Route to create and identify a premier transit service which will better serve current ridership, alleviate latent demand and accommodate greater demands in the future. This grant will focus on the southern portion of the 8X from City College to Silver and San Bruno, and the northern portion along Bryant, 3rd Street and Kearny. (The southbound segment in the downtown area will be addressed as part of a separate effort after the Central Subway Construction is completed.) The project includes colorizing existing dedicated transit lanes, transit signal priority, information panel and transit arrival prediction signs (NextMuni), vehicle branding, enhanced stop identification, Transit Only Lane Enforcement Cameras, and improvements at the Balboa Park Station Area and Plaza (pedestrian improvements, lighting, and wayfinding).	5,285,000				5,285,000	(2)(3)(9)(20)
47	Mission Bay Loop	SFMTA	Install a single-track transit loop on Third Street at 18th and 19th Streets to allow the T-Third line to turnaround mid-route and thus enable a significant increase in transit frequencies between Mission Bay, South of Market, and downtown neighborhoods, as well as Chinatown upon completion of the Central Subway project.	1,381,539				1,381,539	(9)
48	Station Wayfinding and Bicycle Parking at San Francisco BART Stations	BART	Wayfinding improvements, including installation of signage and real time information, at 16th Street, 24th Street, and Balboa Park BART stations. Purchase & installation of bicycle lockers at Balboa Park and Glen Park BART Stations. Addition of between 150-175 spaces in a new Bike Station at the Civic Center BART Station.	2,143,650				2,143,650	(2)
49	Continuation of Bus Restoration Project	SFMTA	Continue for two years the expanded service levels and late-night service provided for six bus routes that serve low income communities: 19-Polk, 21-Hayes, 27-Bryant, 29-Sunset, 44-O'Shaughnessy, and 54-Felton.		957,620	1,200,942		2,158,562	(1)(10)
50	Route 108 Treasure Island Enhanced Service	SFMTA	Continue providing more frequent peak period and all night service on Route 108-Treasure Island, the only 24/7 transit service to the island, for two years.		800,000			800,000	(1)(10)
51	Route 29 Reliability Improvement	SFMTA	Continue providing more frequent service on 29-Sunset route to increase reliability for two years.		800,000			800,000	(1)(10)
52	Free Muni for Low Income Youth Pilot Program	SFMTA	The Free Muni for Low Income Youth pilot program is a 22-month program to provide a free Muni pass for low income youth at an estimated cost of \$9.9 million.		400,000			400,000	(1)
53	Eddy and Ellis Traffic Calming Improvements	SFMTA	Implement pedestrian and traffic calming improvements along Eddy and Ellis Streets as proposed through the Tenderloin-Little Saigon Neighborhood Transportation Plan, including: 1) the conversion of Ellis and Eddy Streets from one-way streets to two-way streets, 2) full signal upgrades at the intersections of Eddy/Taylor and Ellis/Taylor, including pedestrian countdown signals, and 3) bulbouts at Eddy/Leavenworth and Ellis/Taylor.				1,175,105		(13)
County Bid Target				N/A*	2,957,620	1,200,942	1,175,105		
Proposed Programming				13,867,080	2,957,620	1,200,942	1,175,105	19,200,747	
Unprogrammed Balance				N/A*	-	-	-	-	

#	Project	Project Sponsor	Project Description	Fund Source				TOTAL Lifeline Funding	Notes
				1B	STA ¹	JARC ⁵	STP/CMAQ		
San Mateo County									
54	Replacement Fixed Route Vehicles	SamTrans	Replace a portion of the 1998 40-foot Gillig Bus Fleet. The 1998 Gillig fixed route buses operate on all routes throughout the urbanized portion of San Mateo County.	1,821,373				1,821,373	(23)
55	Electronic Bicycle Lockers at San Bruno BART Station	BART	Purchase and install five (5) quads of electronic bicycle lockers at the San Bruno BART station.	32,000				32,000	
56	Fixed Route 17	SamTrans	Continue funding the operation of existing Lifeline funded expanded fixed route bus service for SamTrans Route 17 on the Coastsides of San Mateo County. The expanded service provides service to Montara, additional peak commute period service, Sunday service, and later evening hours 7 days a week.		500,079			500,079	(1) (26)
57	Ways to Work Auto Loans for purchase or repair of vehicles	Peninsula Family Services	Continue the Ways to Work Family Loan Program in San Mateo County. Ways to Work provides affordable loans for the purchase or repair of a car for qualified individuals needing reliable transportation in order to maintain employment, attend training, and care for a dependent child or older relative.			375,000		375,000	
58	Middlefield/Woodside Rd (SR 84) Intersection Improvements	City of Redwood City	Increase access, safety and mobility in the North Fair Oaks community of concern by constructing crosswalks, sidewalks, accessible curb ramps, pedestrian countdown signals, bicycle signal detection, street lighting, etc. at the Middlefield Road and Woodside Road (State Route 84) intersection to allow low income, minority residents to walk and bike across Woodside Road.				339,924	339,924	
59	North Central Ped Infrastructure Improvements	City of San Mateo	Improve the mobility of the low-income residents of the North Central neighborhood with the initiation of the \$1.5 Million North Central Pedestrian Infrastructure Improvement Program – Phase I. Phase I includes pedestrian infrastructure improvements south of Cypress Avenue in North Central.				339,924	339,924	(1)(5)
60	Coast Service On-Demand	SamTrans	Continue funding the operation of SamCoast, a general public demand response system on the Coastsides of San Mateo County centered in Pescadero.		300,000			300,000	(1)
61	Bus Passes and Tickets for Low Income Families	San Mateo Human Services Agency (via SamTrans local agency fund exchange)	This project will provide bus tokens, bus tickets and bus passes for low-income families, and individuals participating in Self-Sufficiency and Family Strengthening activities such as: employment seeking, employment workshops, skill based training programs, emergency and health related needs, parenting skills workshops, anger management classes, and family counseling.		300,000			300,000	(1)
62	Community Learning Center Public Transportation Workshops	City of South San Francisco (via SamTrans)	Develop curriculum and present public transportation workshops to low-income residents. Create instructional, outreach, evaluation and publicity materials that can be used to serve low-income residents throughout the county. Technology resources such as 511.org will be used by participants.		210,000			210,000	(1)

#	Project	Project Sponsor	Project Description	Fund Source				TOTAL Lifeline Funding	Notes
				1B	STA ¹	JARC ⁵	STP/CMAQ		
63	Midday Shuttle Belle Haven Community and Other Communities	City of Menlo Park (via SamTrans)	The Menlo Park Midday Shuttle operates along a fixed route throughout the City, including the City's redevelopment area, which includes the low-income Belle Haven community. The shuttle provides access to essential destinations including the City's downtown civic center, medical offices, community centers, shopping centers, Caltrain station, and Stanford Medical Center.		240,820			240,820	(1)(5)
64	North Fair Oaks On-Demand Shuttle	City of Redwood City (via SamTrans)	Provide shuttle transportation to basic services such as shopping and medical facilities in the North Fair Oaks community of concern during non-commute hours.		129,896			129,896	(1)(5)(26)
65	Weekday Community Shuttle	City of East Palo Alto	Continue a weekday community shuttle, which provides residents access to job training, academic enrichment, shopping and transportation. The Weekday Community Shuttle connects East Palo Alto residents to Caltrain, and has the largest ridership of all the East Palo Alto shuttles.			123,368		123,368	
66	Weekday Evening Shuttle	City of East Palo Alto	Continue a weekday evening shuttle, which provides residents access to job training, academic enrichment, shopping and transportation. The Weekday Evening Shuttle provides weekday evening services to commuters.			76,871		76,871	
67	Taxi Vouchers for Low Income Program Participants	San Mateo Human Services Agency	Provide emergency taxi vouchers for low-income youth, families, and individuals in need of emergency transportation assistance where a bus pass or ticket cannot provide the transportation in a timely or appropriate manner.			60,000		60,000	
68	Weekend Shuttle	City of East Palo Alto	Continue a weekend shuttle, which provides residents access to job training, academic enrichment, shopping and transportation. The Weekend Shuttle connects EPA residents to Caltrain on the weekend.			59,557		59,557	
69	San Carlos Transit Center	SamTrans	The San Carlos Transit Center project will enhance an existing multi-modal transit center to facilitate improved safety and connections between SamTrans fixed route bus service, Caltrain commuter rail, local shuttles and pedestrians and bicyclists. The proposed improvements provide for new and relocated bus stops, relocated shuttle and taxi stops/queuing spaces, and pedestrian pathways.	451,324				451,324	(23)
County Bid Target				N/A*	1,680,795	694,796	679,848		
Proposed Programming				2,304,697	1,680,795	694,796	679,848	5,360,136	
Unprogrammed Balance				N/A*	-	-	-	-	

#	Project	Project Sponsor	Project Description	Fund Source				TOTAL Lifeline Funding	Notes
				1B	STA ¹	JARC ⁵	STP/CMAQ		
Santa Clara County									
70	Alum Rock Rapid Transit Bus Purchase	MTA	Purchase hybrid diesel-electric express transit buses to operate on the new Santa Clara Street/Alum Rock Avenue Rapid Transit line. The project will provide over 2 million passenger trips per year to low income riders.	9,186,049				9,186,049	(3)
71	Family Transportation Services	Outreach & Escort, Inc.	Provide a range of no-cost transportation alternatives for CalWORKs participants, veterans, older adults and other low-income individuals to assist them in finding and retaining employment. Services include: door-to-door rides to work, training, school and/or support services; support of public transit use; and vehicle repairs.		601,161	1,236,573		1,837,734	(1)(16)(28)
72	American with Disabilities Act Transition Plan Program	MTA	The goals and objectives of this project are to enhance access to MTA's accessible transportation services by removing barriers that might dissuade persons with disabilities from using fixed route service. MTA will engage with the public to develop a schedule and budget to remove those barriers. More than 300 bus stops, at least five transit centers, two customer service centers, and MTA's administrative offices will be fully accessible.		340,668			340,668	(28)
73	Foster Grandparent/Senior Companion	Seniors Council	Provide very low-income foster grandparent and senior companions--who serve as drivers, mentors, tutors, companions, and care givers--with financial reimbursement for work-related mileage. Place the foster grandparents/senior companions serving their communities in work sites as close as possible to their home to mitigate work transportation needs.			83,287		83,287	
74	Senior Transportation & Resources	Outreach & Escort, Inc.	Provide door-to-door transportation and other mobility alternatives that prevent isolation and enable the County's older adults to maintain their necessary schedules and appointments with a sense of independence. A major component of this project is the cooperative working relationships with senior centers that resulted in a successful shared ride program.		3,075,908			3,075,908	(1)
75	Together We Ride	Outreach & Escort, Inc.	Provide transportation assistance to the homeless, veterans, emancipated foster youth, refugees, and persons with disabilities and other vulnerable populations in the county's Communities of Concern. The program offers demand-response (dial-a-ride) services not available by fixed route public transit; shared rides/carpools; group trips. Services are provided at no-cost to low-income riders every day of the year.		1,711,015			1,711,015	(1)
76	East San Jose Pedestrian Improvements	Santa Clara County Roads and Airports	Construct sidewalk improvements and enhance ADA access along nine county-maintained roads in Alum Rock neighborhoods. The pedestrian enhancements will improve access to transit stops along White Road, Alum Rock Avenue (State Route 130), and McKee Road/Toyon Avenue.				2,127,977	2,127,977	
County Bid Target				N/A*	5,728,752	1,319,860	2,127,977		
Proposed Programming				9,186,049	5,728,752	1,319,860	2,127,977	18,362,638	
Unprogrammed Balance				N/A*	-	-	-	-	

#	Project	Project Sponsor	Project Description	Fund Source				TOTAL Lifeline Funding	Notes
				1B	STA ¹	JARC ⁵	STP/CMAQ		
Solano County									
77	Local Bus Replacement	Fairfield and Suisun Transit	Replace six (6) local diesel buses with hybrid diesel electric fuel buses.	547,328			481,368	1,028,696	
78	Intercity Bus Replacement	SolTrans	Replace three (3) intercity diesel buses with hybrid diesel electric fuel buses.	1,000,000				1,000,000	
79	Sustaining Route 1	SolTrans	Route 1 serves a large low income population centered around downtown Vallejo and the north/south corridor along Sonoma Blvd. Route 1 includes Vallejo Middle and Senior High schools, three key shopping centers and Curtola Park and Ride. This funding would aid in retaining service.		500,000			500,000	(1)
80	Sustaining Route 85	SolTrans	Route 85 provides local service within the City of Vallejo on a low income corridor. This intercity route provides critical transportation between Vallejo and Fairfield to reach employment, medical services and Solano Community College. This funding will be aid in sustaining service.		250,000			250,000	(1)
81	Route 30 Saturday Service	Fairfield and Suisun Transit	Route 30 service on Saturday provide connection between Fairfield, Vacaville, Dixon, and the UC Davis. In Dixon's CBTP, lack of Saturday Service was one of the major transportation gaps.		120,000			120,000	(1)
82	Sustaining Span of Service	SolTrans	To meet ongoing budget pressures and to attain a sustainable service, service is proposed to start later in the morning and end earlier in the evening. This funding would aid in retaining the current span of service.		419,884			419,884	(1)
83	Safe Routes to School (SRTS) Infrastructure Improvements Project	City of Vacaville	Improve sidewalks and bicycle routes to Vacaville High School and Foxboro Elementary School, and improve access to the adjacent transit center located at Cernon Street and West Monte Vista Avenue.				40,000	40,000	(18)
County Bid Target				1,547,328	1,289,884	-	521,368		
Proposed Programming				1,547,328	1,289,884	-	521,368	3,358,580	
Unprogrammed Balance				-	-	-	-	-	

#	Project	Project Sponsor	Project Description	Fund Source				TOTAL Lifeline Funding	Notes
				1B	STA ¹	JARC ⁵	STP/CMAQ		
Sonoma County									
84	Bus Stop Improvements	Petaluma Transit	Purchase and install up to ten (10) bus shelters at locations in Petaluma that predominantly serve low-income riders. The shelters will support Petaluma Transit routes 2, 11, 24.	76,734				76,734	
85	Vehicle Replacements, Security Cameras, Lighting Improvements at Southside Transfer Center	Santa Rosa CityBus	Replace up to five (5) fixed route buses serving Lifeline routes and six (6) paratransit vehicles serving low-income seniors and persons with disabilities; Replace recording units for onboard security cameras; Lighting improvements at the CityBus Southside Transfer Center in Roseland.	1,268,194				1,268,194	
86	Bus Stop Improvements	Sonoma County Transit	Make enhancements at various bus stops located throughout the Sonoma County Transit and Healdsburg Transit service areas, particularly those in the CBTP areas of Healdsburg, Lower Russian River, and The Springs. Enhancements include installation of new and/or	200,000				200,000	
87	Vehicle Purchase	Sonoma County Transit	Purchase one (1) 40-foot CNG transit coach.	393,864				393,864	
88	Enhanced Automatic Vehicle Location (AVL) and Real-Time Transit Information Program	Santa Rosa CityBus	Implement an Automatic Vehicle Location and Real-time Transit Information Program serving patrons of Santa Rosa CityBus. The goals of the project are to improve service reliability and on-time performance, make real-time transit information widely available in a range of formats, enhance transit security, and improve planning and scheduling.						(2)(6)(8)
89	Roseland Lifeline Operations	Santa Rosa CityBus	Support continued operation of improved transit services in the Roseland community, including service on routes 9, 12, and 19.		537,614	405,987		943,601	(1)(8)(16)
90	Added Capacity on Lifeline Routes 20, 30 & 60	Sonoma County Transit	Support Sonoma County Transit's designated Lifeline routes 20, 30, and 60, including adding capacity during peak commute times.		1,199,831			1,199,831	(1)
91	Healdsburg Pedestrian Safety & Access Improvements	City of Healdsburg	Construct supportive infrastructure to enhance pedestrian mobility and safety between low income areas and various activity centers. This project includes access and safety improvements linking the High School, Junior High School and Sonoma County Healdsburg Library; and installation of a high-intensity activated crosswalk (HAWK) signal proposed at the main entrance to the Healdsburg High School at Powell Ave				202,937	202,937	
92	Central Sonoma Valley Trail	Sonoma County Regional Parks	Construct 0.42 mile of Class I trail in Central Sonoma Valley, creating a safe route parallel to busy Highway 12 for pedestrians and bicyclists. This project will connect Flowery Elementary School, Larson Park, Maxwell Farms Regional Park, and the Boys and Girls Club.				500,000	500,000	
County Bid Target				1,938,792	1,737,445	405,987	702,937		
Proposed Programming				1,938,792	1,737,445	405,987	702,937	4,785,161	
Unprogrammed Balance				-	-	-	-	-	

#	Project	Project Sponsor	Project Description	Fund Source				TOTAL Lifeline Funding	Notes
				1B	STA ¹	JARC ⁵	STP/CMAQ		
Multi-County & Regional Projects									
93	Bus shelters at BART Stations	BART	Bus shelters at various BART stations in communities of concern for ADA patrons.	100,000				100,000	
94	Internal Text Messaging Signs	AC Transit	Purchase and install text-based LED signs on the balance of AC Transit's revenue vehicle fleet. The internal text messaging signs provide bus stop and route information to assist hearing impaired riders.	-				-	(2) (15)
95	San Pablo and Telegraph Rapid Bus Upgrade	AC Transit	Upgrades include Transit Signal Priority (TSP) equipment and optimized bus stop locations. Along the Berkeley South side Transit Lane, the project will add one mile of red transit lanes.	500,000				500,000	(15)(25)
96	East Bay Bus Rapid Transit (BRT) Vehicles, Design & Construction	AC Transit	Procure (27) 60' Diesel Electric Hybrid for BRT Service, Design and Construct the East Bay BRT Project	7,140,000				7,140,000	(17) (27)
97	Means-Based Discount Project	MTC	Development and implementation of a regional means-based discount. In Phase 1, MTC will develop the regional concept, including identifying who is eligible, costs, funding, relationship to other discounts, etc. MTC will convene a regional Technical Advisory Committee to assist with scope development and project oversight. Depending on the results of Phase 1, the remaining funds from the \$1 million set-aside will be used for implementation activities.	-	308,575	-	-	308,575	(1)(16)
98	Administration & Technical Assistance	MTC	Consistent with federal JARC guidance, five percent of the region's FY11, FY12 and FY13 JARC apportionments has been set aside to fund administration and technical assistance for three years.		-	317,798		317,798	(16) (21)
99	Community-Based Transportation Planning (CBTP) Program Update	MTC	The CBTP Program provides funding to CMAs for planning efforts in Communities of Concern and other transportation-disadvantaged areas. The goal of the program is to develop projects to mitigate existing transportation gaps in those communities. The updated CBTP Program will provide funding to CMAs to develop new plans or to update existing plans.		89,013			89,013	(21)
Multi-County & Regional Target				N/A*	397,588	317,798	-		
Proposed Programming				7,740,000	397,588	317,798	-	8,455,386	
Unprogrammed Balance				N/A*	-	-	-	-	
Regional Grand Totals									
Lifeline Program Revenue Sources				46,519,967	24,300,268	6,390,647	8,971,587	86,182,469	
Total Proposed Programming				46,532,632	24,300,268	6,390,647	8,971,587	86,195,134	
Unprogrammed Balance				(12,665)	-	-	-	(12,665)	

Third Cycle Lifeline Program of Projects (FY 2011-2013)

* In most cases, Proposition 1B Transit funds were allocated directly to transit operators by MTC. Upon concurrence from the applicable CMA, transit operators programmed funds to any capital project that was consistent with the Lifeline Transportation Program and goals, and was eligible for the Proposition 1B funds. In Solano and Sonoma Counties, the CMA programmed the Proposition 1B funds to transit operator projects.

Notes

(1) On 10/23/13, the STA amounts were updated to reflect FY2012 & FY2013 actual revenues, including FY2012 and FY2013 interest. The County Lifeline Program Administrators (LPAs) had originally programmed 95 percent of their county's estimated two-year STA amount, and then developed a contingency plan for the remaining five percent should it be available. The actual two-year revenues plus interest were sufficient to fully fund the 95 percent program, and to provide partial funding to the contingency projects that had been previously identified by the County LPAs.

(2) Comply with MTC Resolution 3866, Revised (Transit Coordination Implementation Plan) where applicable, including but not limited to Clipper, 511, real-time transit information and wayfinding signage. For wayfinding signage, project sponsors are expected to follow the regional sign standard developed by MTC, with the exception of wayfinding kiosks and transit information displays which are optional (note that MTC is unable to support maintenance of these signs if installed). For real-time transit information displays at multi-agency transfer stations/stops, project sponsors must work with MTC to determine the appropriate 511 real-time transit sign design to use. MTC Res. 3866, Revised is available at <http://www.mtc.ca.gov/planning/tcip/>. Consult with project-specific MTC staff during project planning to further assess the applicability of Res. 3866, Revised and how to implement specific aspects of the project.

(3) On 5/9/12, staff recommended SFMTA's and VTA's Proposition 1B projects for deferral (not programming) pending resolution of youth/low income free fare funding discussions. Projects were recommended for funding on 6/13/12.

(4) On 6/13/12, staff recommended deferral of funding for the Richmond Easy Go project in order to clarify eligibility issues. Project was recommended for funding on 7/11/12.

(5) JARC funds include FTA Section 5316 funds apportioned in FY12 and Section 5307 funds apportioned in FY13 and FY14. For more information regarding the FY2013 Section 5307 funds, see the Transit Capital Priorities (TCP) Process and Criteria for FY 2012-13 & FY 2013-14 (MTC Resolution No. 4072) and the TCP Program for FY 2012-13 & FY 2013-14 (MTC Resolution No. 4084).

(6) Project must follow the requirements in Attachment A of the *Phase II Call for Projects: 2012 RM2 Real-time Transit Information Grant Program*

(7) On 6/13/12, staff recommended deferral of funding for BART's Transbay Owl Express in order to work with counties and sponsor to address issues. Project was recommended for funding on 7/11/12.

(8) On 12/19/12, \$405,987 in JARC funding was transferred from Santa Rosa CityBus Enhanced Automatic Vehicle Location (AVL) and Real-Time Transit Information Program and reprogrammed to CityBus Roseland Lifeline Operations.

(9) On 12/19/12, SFMTA's 8X Mobility Maximization Proposition 1B amount was reduced from \$9,310,080 to \$5,285,000, SFMTA's Mission Mobility Maximization Proposition 1B amount was increased from \$2,413,350 to \$5,056,891, and a new Lifeline-eligible project, the Mission Bay Loop, was programmed \$1,381,539 in Proposition 1B funds. CMA Concurrence for SFMTA's Proposition 1B projects is expected in December 2012. MTC approval is contingent on receiving that board approval.

(10) San Francisco County STA projects were recommended for funding in December 2012.

(11) On 4/24/13, \$126,353 in JARC funding was transferred from Contra Costa County Employment & Human Services Taxi Referral Program to Tri Delta Transit for Route 200 & 201. \$126,353 in STA funding was transferred from Tri Delta Transit Route 200 & 201 to Contra Costa County Employment & Human Services Department Taxi Referral Program, as a pass through from Tri Delta Transit.

(12) On 4/24/13, \$150,055 in JARC funding was transferred from City of Concord Monument Neighborhood Shuttle to County Connection Preserve Operations in Community Concern project. \$150,055 in local Measure J funds will be programmed to the Monument Neighborhood Shuttle by the Contra Costa Transportation Authority.

(13) SFCTA Board approval for SFMTA's STP/CMAQ project was received in April 2013.

(14) On 10/23/13, \$35,000 in JARC funding was transferred from Cycles of Change's Neighborhood Bike Centers project to the San Leandro TMO LINKS Shuttle. This modification pays LINKS back from funds borrowed by Cycles in 2012, LTP2 JARC funds.

(15) On 12/18/13, \$500,000 in Proposition 1B funding was transferred from AC Transit's Internal Text Messaging Signs project to the Contra Costa College Transit Center Improvements project. This modification is due to cost savings on the Internal Text Messaging Signs project and will allow the scope of the Transit Center Improvements project to include real-time displays and amenities upgrades.

(16) On 2/26/14 \$1,745,579 in STA funds were redirected to five projects impacted by the loss of JARC funds: Oakland Broadway Shuttle, \$723,000; San Leandro "LINKS" Shuttle, \$310,089; Concord Monument Neighborhood Shuttle, \$161,648; Outreach Family Transportation Services, \$461,829; and MTC Admin & Tech. Asst., \$89,013. The STA funds were from the Means-Based Fare Study (\$691,745) and the FY14 STA Lifeline category (\$1,053,834). Additionally, JARC funds were replaced with 5307 FY14 funds on the following projects: Contra Costa County Taxi Referral Program, \$37,884; AC Transit Preserve Ops in Comm of Concern, \$45,986; and Santa Rosa Roseland Operations, \$124,214.

(17) On 7/23/14, AC Transit's East Bay Bus Rapid Transit (BRT) project was revised to add a design and construction component to the existing vehicle purchase component.

(18) On 11/19/14, the City of Vacaville's Accessible Paths to Transit project was replaced with the Safe Routes to School (SRTS) Infrastructure Improvements Project.

(19) As of 11/19/14, CCCTA's original bus replacement project was delivered using alternative funds because the Lifeline Prop 1B funds were not available at the time of procurement, partly due to the delay in available bond proceeds. The \$484,534 in Lifeline Prop 1B funds will be used in a future vehicle procurement (anticipated FY2014-15), which will serve the same areas (Concord Monument Corridor and North Martinez).

(20) On 11/19/14, SFMTA's 8X Mobility Maximization project scope was expanded to include improvements at the Balboa Park Station Area and Plaza.

(21) On 7/22/15, \$89,013 in STA funds that had originally been set aside and allocated for MTC administration and technical assistance in FY 2014, but had not been needed for that purpose, were re-programmed to the Community Based Transportation Planning (CBTP) program.

(22) On 3/23/16, \$213,647 in Proposition 1B funds were redirected from the cancelled Napa Valley College Northbound Shelter project to the newly added VINE Transit CAD/AVL System Part 1 project. VINE Transit CAD/AVL project is also a Lifeline Cycle 4 project.

Third Cycle Lifeline Program of Projects (FY 2011-2013)

(23) On 3/23/16, \$451,324 in Proposition 1B funds were redirected from the SamTrans' Replacement Fixed Route Vehicles project to the newly added San Carlos Transit Center project.

(24) On 6/22/16, \$147,335 in Proposition 1B funds were reprogramed from the cancelled WestCAT Purchase and Installation of Bus Shelters project to the newly added Dial-A-Ride Replacement Vehicles project (also a Lifeline Cycle 4 project).

(25) On 6/27/18, \$500,000 in Proposition 1B funds were redirected from the reduced project scope for the Contra Costa Community College Transit Center Improvement project to the newly added San Pablo and Telegraph Rapid Bus Upgrade project.
See also MTC Reso. No. 3880, Revised, Proposition 1B - Regional Transit Program.

(26) On 6/27/18, \$93,031 in project cost savings in State Transit Assistance funds from the City of Redwood City North Fair Oaks On-Demand Shuttle were redirected to the Lifeline Transportation Program Cycle 3, Route 17 project (on the Coastside of San Mateo County).

(27) On 6/27/18, \$2.1M in Proposition 1B PTMISEA funds were redirected from the AC Transit San Leandro BART Station Terminus project (LTP Cycle 3) to the AC Transit East Bay Bus Rapid Transit (EBBRT) Vehicles, Design and Construction project.
The EBBRT Vehicles, Design and Construction project is also a Lifeline Transportation Program Cycle 4 project.

(28) On 6/24/20, \$340,668 in State Transit Assistance (STA) funds were redirected from the cancelled Outreach & Escort, Inc. - Family Transportation Services project to the VTA American with Disabilities Act Transition Plan program.

(29) On 3/24/21, \$20,000 was redirectd from the Contra Costa County Employment and Human Services Department - Taxi Referral project to the KEYs Auto Loan Program project. Project Sponsor is the same for both.



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 21-0260 **Version:** 1 **Name:**

Type: Resolution **Status:** Commission Approval

File created: 1/26/2021 **In control:** Programming and Allocations Committee

On agenda: 3/10/2021 **Final action:**

Title: MTC Resolution No. 4273, Revised. Cap and Trade Low Carbon Transit Operations Program.

A request for approval of the program of Projects for the FY2020-21 Cap and Trade Low Carbon Transit Operations Program (LCTOP).

Sponsors:

Indexes:

Code sections:

Attachments: [3a - 21-0260 Reso-4273 FY2020-21 CapTrade LowCarbonTransit.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

MTC Resolution No. 4273, Revised. Cap and Trade Low Carbon Transit Operations Program.

A request for approval of the program of Projects for the FY2020-21 Cap and Trade Low Carbon Transit Operations Program (LCTOP).

Presenter:

Anne Spevack

Recommended Action:

Commission Approval

Metropolitan Transportation Commission Programming and Allocations Committee

March 10, 2021

Agenda Item 3a - 21-0260

MTC Resolution No. 4273, Revised. Cap and Trade Low Carbon Transit Operations Program

Subject: A request for approval of the program of Projects for the FY2020-21 Cap and Trade Low Carbon Transit Operations Program (LCTOP).

Background: The Low Carbon Transit Operating Program (LCTOP) receives 5% of the state's Cap and Trade auction revenues. Funds are allocated annually, with half of the program distributed to transit operators based on revenue, and half distributed to regions based on population.

The State Controller's Office (SCO) has not yet released official FY2020-21 LCTOP amounts. The funding recommendations in this memo and the resolution are estimates based on Cap and Trade auction revenues. If the SCO releases the apportionments before the PAC or Commission meeting, the resolution attachment will be updated. Approximately \$81 million in LCTOP funding is expected statewide, a decrease compared to recent years as a result of relatively lower auction results. Approximately \$7.8 million in population-based funds will be made available to MTC and \$22.6 million in revenue-based funds will be made available directly to operators in the region.

FY2020-21 Population-Based Funds Programming

For MTC's share (\$7.8 million), projects are programmed based on the Cap and Trade Funding Framework, MTC Resolution No. 4130, adopted in April 2016; approximately \$2.6 million is being distributed to each of the following three project categories. See Attachment A of Resolution No. 4273, Revised for further detail.

- 1) North Counties/Small Operators. North county and small operators will implement a variety of projects, including service expansion, free or reduced fare programs, and procurement of zero-emission buses and supportive bus-charging infrastructure. About \$1.5 million, or 58% of the funds from this category, will be used for zero-emission buses or infrastructure. Some operators will be using the LCTOP funds to restore service that was cut in response to COVID-19, a use newly allowed for this round of LCTOP funding.
- 2) Fare Policy. Funds will be used to support the implementation of the Regional Means-Based Transit Fare pilot program, called Clipper START. Funding will be focused on providing funding to transit operators (as specified in Commission's pilot program policy) to offset a portion of their fare revenue losses as a result of offering a means-based discount. The pilot began in July 2020 with just four transit agencies: BART, Caltrain, GGBHTD, and Muni. Under COVID-19, 17 additional operators were added to the pilot in November 2020 and January 2021. Transit agencies are providing a discount ranging from 20-50%.

- 3) Key Transit Corridors. The Cap and Trade Funding Framework sets aside minimum percentages over five years for SFMTA, VTA, and AC Transit within the key transit corridors category. For this year, consistent with the first three years of the five-year framework, staff recommend splitting the \$2.6 million in the key transit corridors category between these three operators, proportionally to their minimum percentages. These funds would go to projects that improve operations on key transit corridors: quick build transit lanes in Oakland and Berkeley for AC Transit routes, transit priority improvements for Muni route 5-Fulton, and a VTA light rail extension to BART. This distribution would bring each operator's total award across the five years above their minimum set-aside. Staff intends to recommend additional funding for similar types of projects through the upcoming Safe and Seamless Quick Strike Program and future Transit Performance Initiative calls for projects.


Issues:

Schedule: Project sponsors are responsible for submitting applications to Caltrans by March 31, 2021. Staff recommends that MTC approval of Resolution No. 4273, Revised be conditioned on local support documentation being submitted to Caltrans. Pending Commission approval, staff will submit Resolution No. 4273, Revised to Caltrans as documentation of the region's contribution of population-based funds to the various LCTOP projects.

Disadvantaged Communities: LCTOP requires 50% of funds spent in a jurisdiction to benefit a Disadvantaged Community, if any are located in that jurisdiction. As the recipient of population-based funds for the region, MTC must ensure this requirement is met overall for the region's funds. Additionally, the agencies receiving MTC's population-based funds must meet this requirement for their own jurisdiction. These requirements will be met through the list of projects in Attachment A of Resolution No. 4273, Revised, with over 80% of funds going to projects that directly benefit Disadvantaged Communities or otherwise satisfy the state's requirement by investing in zero-emission buses or supporting infrastructure.

Recommendation: Refer Resolution No. 4273, Revised to the Commission for approval.

Attachments: MTC Resolution No. 4273, Revised


Therese W. McMillan

Date: March 22, 2017
W.I.: 1515
Referred by: PAC
Revised: 03/22/17-ED 04/26/17-C
05/24/17-ED 03/28/18-C
05/23/18-ED 04/24/19-C
06/26/19-C 03/25/20-C
06/24/20-ED 11/20/20-ED
12/16/20-C 03/24/21-C

ABSTRACT

Resolution No. 4273, Revised

This resolution adopts the allocation requests for the Cap and Trade Low Carbon Transit Operations Program for the San Francisco Bay Area.

This resolution includes the following attachments:

Attachment A – Cap and Trade Low Carbon Transit Operations Program – Population-based Funds Project List

This resolution was amended through Executive Director’s Administrative Authority on March 22, 2017 to update the name of the GGBHTD project.

This resolution was revised via Commission Action on April 26, 2017 to replace the SFMTA Geary Bus Rapid Transit Phase 1 project with the AC Transit San Pablo and Telegraph Rapid Bus Upgrades project.

This resolution was amended through Executive Director’s Administrative Authority on May 24, 2017 to replace the City of Union City Convert New Cutaway Vans from Gasoline to Gasoline-Hybrid project with the AC Transit East Bay Bus Rapid Transit project.

This resolution was revised via Commission Action on March 28, 2018 to add the FY 2017-18 LCTOP Population-based Funds Project List to Attachment A, and to add the Transit Performance Initiative Project Savings Policy as Attachment B.

ABSTRACT

MTC Resolution No. 4273

Page 2

This resolution was amended through Executive Director's Administrative Authority on May 23, 2018 to replace the FY 2017-18 AC Transit East Bay Bus Rapid Transit project with the AC Transit San Leandro BART – Transit Access Improvements project.

This resolution was revised via Commission Action on April 24, 2019 to add the FY 2018-19 LCTOP Population-based Funds Project List to Attachment A.

This resolution was revised via Commission Action on June 26, 2019 to replace the FY 2018-19 VTA Fast Transit Program: Speed Improvement Project with the VTA 2021 Zero Emission Bus Procurement project.

This resolution was revised via Commission Action on March 25, 2020 to add the FY 2019-20 LCTOP Population-based Funds Project List to Attachment A and to revise LAVTA's FY2017-18 project.

This resolution was revised through Executive Director's Administrative Authority on June 24, 2020 to replace the FY 2016-17 City of Fairfield Local Bus Fleet Replacement – Diesel-Electric Hybrid Buses project with the City of Fairfield Destination Sign and Voice Announcement System Upgrade Project, replace the FY2017-18 City of Fairfield Electric Bus Infrastructure Upgrade Project with the City of Fairfield COVID-19 Response and Recovery Free and/or Reduced Fare Program, and replace the FY2018-19 City of Fairfield Electric Infrastructure Upgrade Phase I Project with the City of Fairfield COVID-19 Response and Recovery Free and/or Reduced Fare Program.

This resolution was revised through Executive Director's Administrative Authority on November 20, 2020 to reprogram \$100,824 in savings from the FY2018-19 Solano County Transit SolTrans All-Electric Bus Purchase project to the FY2018-19 Solano County Transit Electrical Infrastructure for Charging All-Electric Buses project.

This resolution was revised through Commission Action on December 16, 2020 to replace the FY 2017-18 VTA North First Street Light Rail Speed and Safety Improvement Project – Phase 1 with the VTA Eastridge to BART Regional Connector project, and to update the footnote on VTA's FY 2018-19 project.

This resolution was revised through Commission Action on March 24, 2021 to add the FY 2020-21 LCTOP Population-based Funds Project List to Attachment A.

Further discussion of these actions is contained in the Programming and Allocations Summary Sheets dated March 8, 2017, April 12, 2017, March 7, 2018, April 10, 2019, June 12, 2019, March 11, 2020, December 9, 2020, and March 10, 2021.

Date: March 22, 2017
W.I.: 1515
Referred by: PAC

RE: Cap and Trade Low Carbon Transit Operations Program

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4273

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

WHEREAS, Plan Bay Area (“Plan”), the region’s integrated long-range transportation and land use plan adopted by MTC, provides the planning foundation for transportation improvements and regional growth throughout the San Francisco Bay Area through 2040; and

WHEREAS, the Plan includes a \$3.1 billion reserve from future Cap and Trade funding; and

WHEREAS, the Plan identifies the expected uses of Cap and Trade funding as including but not limited to transit operating and capital rehabilitation/replacement, local streets and roads rehabilitation, goods movement, and transit-oriented affordable housing, consistent with the Plan's focused land use strategy; and

WHEREAS, the Plan states that Cap and Trade revenues will be allocated to specific programs through a transparent and inclusive regional public process; and

WHEREAS, the Plan calls for the process to ensure that at least 25 percent of the Cap and Trade revenues will be spent to benefit disadvantaged communities in the Bay Area; and

WHEREAS, Senate Bill 852 (Statutes 2014) establishes the Low Carbon Transit Operations Program (LCTOP) from the Greenhouse Gas Reduction Fund; and

WHEREAS, MTC is the recipient of the population-based funding in LCTOP funds pursuant to Public Utilities Code Section 99313 and 99314; and

WHEREAS, MTC has adopted Resolutions 4123 and 4130, a Programming Framework for the Cap and Trade funds and Transit Core Capacity Challenge Grant program; and

WHEREAS, staff has prepared a LCTOP population-based funding allocation request list, Attachment A, for submittal to Caltrans based on the distribution formula in Resolution 4130, said attachment attached hereto and incorporated herein as though set forth at length; and

WHEREAS, MTC is an eligible project sponsor and may receive state funding from the LCTOP now or sometime in the future for transit projects; and

WHEREAS, the statutes related to state-funded transit projects require a local or regional implementing agency to abide by various regulations; and

WHEREAS, Senate Bill 862 (2014) named the Department of Transportation (Department) as the administrative agency for the LCTOP; and

WHEREAS, the Department has developed guidelines for the purpose of administering and distributing LCTOP funds to eligible project sponsors (local agencies); and

WHEREAS, MTC wishes to implement the LCTOP program of projects attached hereto as Attachment A; now, therefore, be it

RESOLVED, that MTC adopts LCTOP program of projects, attached hereto as Attachment A, and finds it consistent with the RTP; and, be it further


RESOLVED, that MTC agrees to comply with all conditions and requirements set forth in the applicable statutes, regulations and guidelines for all LCTOP funded transit projects; and, be it further

RESOLVED, that MTC hereby authorizes the submittal of the project nominations and allocation requests to the Department in LCTOP funds attached hereto as Attachment A; and, be it further

RESOLVED, that the Executive Director is authorized to make changes to Attachment A, including revisions to existing allocation requests up to \$1,000,000, and authorize new

allocations up to \$1,000,000 to conform to sponsor requests, and Caltrans and State Controller's actions.

METROPOLITAN TRANSPORTATION COMMISSION



Jake Mackenzie, 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 March 22, 2017.

Date: March 22, 2017

WI: 1515

Referred by: PAC

Attachment A

Resolution No. 4273

Revised: 03/22/17-ED 04/26/17-C

05/24/17-ED 03/28/18-C

05/23/18-ED 04/24/19-C

06/26/19-C 03/25/20-C

06/24/20-ED 11/20/20-ED

12/16/20-C 3/24/21-C

FY 2016-17 Low Carbon Transit Operations Program Requests

Based on State Controller's Office Letter dated 2/1/2017

Agency	Project(s)	FY 2016-17 LCTOP Population-Based Funding	Date
CCCTA	Martinez Shuttle	\$ 228,378	3/22/17
ECCTA	Pittsburg eBART Connector Service Demonstration Project	\$ 137,935	3/22/17
LAVTA	Las Positas College Easy Pass Fare Voucher Program	\$ 94,419	3/22/17
NVTA	Vine ZEB Procurement Program	\$ 65,105	3/22/17
AC Transit (from Union City) ⁴	East Bay Bus Rapid Transit Project	\$ 33,064	5/24/17
WCCTA	Continue Expanded Service on Route 11	\$ 30,450	3/22/17
GGBHTD ¹	Purchase Sixty-seven (67) 40-Foot Diesel-Electric Hybrid Buses	\$ 74,635	3/22/17
Marin Transit ¹	MCTD 2016 Transit Service Expansion	\$ 45,803	3/22/17
City of Fairfield ²	Destination Sign and Voice Announcement System Upgrade	\$ 67,091	6/24/20
Solano County Transit ²	SolTrans Electric Bus Purchase	\$ 129,018	3/22/17
City of Petaluma ³	Weekday Afternoon Service Enhancements	\$ 27,715	3/22/17
City of Santa Rosa ³	Increased Frequency on Trunk Routes - Santa Rosa CityBus Operating	\$ 80,639	3/22/17
Sonoma County Transit ³	Electric Bus Purchase	\$ 122,069	3/22/17
North Counties / Small Operators Subtotal		\$ 1,136,320	
MTC	Clipper Fare Payment System	\$ 1,118,681	3/22/17
AC Transit	San Pablo and Telegraph Rapid Bus Upgrades	\$ 1,118,681	4/26/17
TOTAL		\$ 3,373,683	

* MTC approval conditioned on local support documentation submitted to Caltrans

1. Marin County received \$120,438, and distributed between Marin Transit and GGBHTD as noted.

2. Solano County received \$196,109, and distributed between City of Fairfield and Solano County Transit as noted.

3. Sonoma County received \$230,423, and distributed between City of Petaluma, City of Santa Rosa, and Sonoma County Transit as noted.

4. City of Union City received \$33,064 and released funds back to MTC. These funds have been re-programmed to AC Transit for FY16-17 as noted. When MTC distributes population-based funds for the FY17-18 LCTOP program according to the Cap and Trade Funding Framework (MTC Resolution No. 4130, Revised), the same amount will be redirected from the Transit Performance Initiative category to the North Counties/Small Operators category, provided that sufficient funds are available.

Date: March 22, 2017

WI: 1515

Referred by: PAC

Attachment A

Resolution No. 4273

Revised: 03/22/17-ED 04/26/17-C

05/24/17-ED 03/28/18-C

05/23/18-ED 04/24/19-C

06/26/19-C 03/25/20-C

06/24/20-ED 11/20/20-ED

12/16/20-C 3/24/21-C

FY 2017-18 Low Carbon Transit Operations Program Requests

Based on State Controller's Office Letter dated 2/7/2018

Agency	Project(s)	FY 2017-18 LCTOP Population-Based Funding	Date
CCCTA	New Service and Additional Weekend Trips (Martinez DAC)	\$ 375,378	3/28/18
CCCTA	Low/No Electric Bus	\$ 265,319	3/28/18
ECCTA	Continue Service -- New Route 381	\$ 386,968	3/28/18
LAVTA	Fare-Free Summer Rides Promotion	\$ 264,885	3/25/20
NVTA	Vine Zero Emission Bus (ZEB) Procurement Program	\$ 182,646	3/28/18
Union City ¹	Paratransit Vehicle Replacement	\$ 125,822	3/28/18
WCCTA	Purchase and Install New AVL/CAD/APC System	\$ 85,426	3/28/18
GGBHTD ²	Purchase Sixty-four (64) 40-foot Diesel-Electric Hybrid Buses	\$ 202,999	3/28/18
Marin Transit ²	MCTD 2016 Transit Expansion [Third year]	\$ 134,881	3/28/18
City of Fairfield ³	Fairfield COVID-19 Response and Recovery Free and/or Reduced Fare Program	\$ 189,628	6/24/20
Solano County Transit ³	SolTrans Electric Bus Purchase	\$ 360,542	3/28/18
City of Petaluma ⁴	Enhanced Weekday Afternoon Transit Service	\$ 77,990	3/28/18
City of Santa Rosa ⁴	Maintain Increased Frequency on Trunk Routes and Improve Route 15 Service - Santa Rosa CityBus Operating	\$ 226,261	3/28/18
Sonoma County Transit ⁴	Electric Bus Purchase	\$ 342,183	3/28/18
North Counties / Small Operators Subtotal		\$ 3,220,928	
MTC	Clipper Fare Payment System	\$ 3,138,381	3/28/18
SFMTA	Mission Bay Loop	\$ 1,440,568	3/28/18
VTA	Eastridge to BART Regional Connector	\$ 874,631	12/16/20
AC Transit	San Leandro BART -- Transit Access Improvements	\$ 579,338	5/23/18
AC Transit	South Alameda County Major Corridors Travel Time Improvement Project	\$ 210,780	3/28/18
TOTAL		\$ 9,464,626	

* MTC approval conditioned on local support documentation submitted to Caltrans

1. City of Union City amount includes \$33,064 in funds from Transit Performance Initiative category as discussed in note 4 of FY2016-17 table.

2. Marin County received \$337,880, and distributed between Marin Transit and GGBHTD as noted.

3. Solano County received \$550,170, and distributed between City of Fairfield and Solano County Transit as noted.

4. Sonoma County received \$646,434 and distributed between City of Petaluma, City of Santa Rosa, and Sonoma County Transit as noted.

Date: March 22, 2017

WI: 1515

Referred by: PAC

Attachment A

Resolution No. 4273

Revised: 03/22/17-ED 04/26/17-C

05/24/17-ED 03/28/18-C

05/23/18-ED 04/24/19-C

06/26/19-C 03/25/20-C

06/24/20-ED 11/20/20-ED

12/16/20-C 3/24/21-C

FY 2018-19 Low Carbon Transit Operations Program Requests

Based on State Controller's Office Letter dated 1/31/2019

Agency	Project(s)	FY 2018-19 LCTOP Population-Based Funding	Date
CCCTA	Martinez to Amtrak BART II	\$ 375,378	4/24/19
CCCTA	Free Fares for Routes 11, 14, and 16 Serving the Monument Corridor	\$ 596,332	4/24/19
ECCTA	New Route 383	\$ 586,893	4/24/19
LAVTA	Purchase Four (4) Zero-Emission Replacement Buses and Related Support Infrastructure	\$ 401,737	4/24/19
NVTA	NVTA Zero Emission Bus Procurement Project	\$ 277,010	4/24/19
Union City	Electric Vehicle Charging Infrastructure for Union City Transit Fleet	\$ 140,680	4/24/19
WCCTA	"Spare the Fare" -- Free Rides on Weekday Spare the Air Days	\$ 129,561	4/24/19
GGBHTD ¹	Purchase Sixty-four (64) 40-foot Diesel-Electric Hybrid Buses	\$ 307,876	4/24/19
Marin Transit ¹	Purchase Four 40ft Electric Transit Vehicles	\$ 204,568	4/24/19
City of Fairfield ²	Fairfield COVID-19 Response and Recovery Free and/or Reduced Fare Program	\$ 287,598	6/24/20
Solano County Transit ²	SolTrans All-Electric Bus Purchase	\$ 39,176	11/20/20
Solano County Transit ²	Electrical Infrastructure for Charging All-Electric Buses	\$ 507,369	11/20/20
City of Petaluma ³	Purchase One Zero-Emission Replacement Bus	\$ 122,145	4/24/19
City of Santa Rosa ³	Maintain Increased Frequency on Routes 1 and 2	\$ 347,666	4/24/19
Sonoma County Transit ³	Electric Bus Purchases	\$ 510,600	4/24/19
North Counties / Small Operators Subtotal		\$ 4,834,589	
MTC	Infrastructure for Regional Means-Based Transit Fare Pilot	\$ 4,759,808	4/24/19
SFMTA	West Portal Optimization and Crossover Activation	\$ 2,184,830	4/24/19
VTA	2021 Zero Emission Bus Procurement ⁴	\$ 1,326,504	6/26/19
AC Transit	Dumbarton Innovative Deployments to Enhance Arterials (IDEA)	\$ 1,248,474	4/24/19
TOTAL		\$ 14,354,205	

* MTC approval conditioned on local support documentation submitted to Caltrans

1. Marin County received \$512,444, and distributed between Marin Transit and GGBHTD as noted.

2. Solano County received \$834,413 and distributed between City of Fairfield and Solano County Transit as noted.

3. Sonoma County received \$980,411 and distributed between City of Petaluma, City of Santa Rosa, and Sonoma County Transit as noted.

4. This project is not considered eligible for the TPI category but will count toward VTA's minimum set-aside. VTA has committed a like amount of local funds to the Eastridge to BART Regional Connector, which is TPI eligible, as a replacement project

Date: March 22, 2017

WI: 1515

Referred by: PAC

Attachment A

Resolution No. 4273

Revised: 03/22/17-ED 04/26/17-C

05/24/17-ED 03/28/18-C

05/23/18-ED 04/24/19-C

06/26/19-C 03/25/20-C

06/24/20-ED 11/20/20-ED

12/16/20-C 3/24/21-C

FY 2019-20 Low Carbon Transit Operations Program Requests

Based on State Controller's Office Letter dated 2/14/2020

Agency	Project(s)	FY 2019-20 LCTOP Population-Based Funding	Date
CCCTA	Martinez Amtrak to BART III	\$ 215,710	3/25/20
CCCTA	Free Fares for Routes 11, 14, and 16 serving the Monument Corridor II	\$ 748,023	3/25/20
ECCTA	Hydrogen Fueling Station	\$ 582,076	3/25/20
LAVTA	Purchase four (4) Zero-Emission Replacement Buses and Related Support Infrastructure	\$ 398,439	3/25/20
NVTA	NVTA Zero Emissions Bus	\$ 274,736	3/25/20
Union City	Electric Vehicle Charging Infrastructure for Union City Transit Fleet	\$ 139,526	3/25/20
WCCTA	Spare the Fare - Free Rides on Spare the Air Days	\$ 128,498	3/25/20
GGBHTD ¹	Golden Gate High Speed Ferry Vessel Acquisition	\$ 304,638	3/25/20
Marin Transit ¹	Purchase four 40ft Electric Transit Vehicles	\$ 203,600	3/25/20
City of Fairfield ²	Electric Infrastructure Upgrade, Phase 1	\$ 231,718	3/25/20
Solano County Transit ²	Electrical Infrastructure for Charging All-Electric Buses	\$ 595,846	3/25/20
City of Petaluma ³	Purchase One Replacement Zero-Emission Bus	\$ 120,890	3/25/20
City of Santa Rosa ³	Maintain Increased Frequency on Routes 1 and 2	\$ 341,082	3/25/20
Sonoma County Transit ³	Electric Bus Purchase	\$ 510,392	3/25/20
North Counties / Small Operators Subtotal		\$ 4,795,174	
MTC	Discount Fare Subsidy for BART, Caltrain, GGBHTD, and SFMTA, Regional Means-Based Transit Fare Pilot	\$ 4,720,738	3/25/20
NVTA	Imola Park and Ride and Express Bus Stop Improvements	\$ 1,052,102	3/25/20
ECCTA	Wi-Fi for Bus and Paratransit Rider Connectivity	\$ 340,505	3/25/20
SFMTA	27 Bryant Tenderloin Transit Reliability Project	\$ 3,328,131	3/25/20
TOTAL		\$ 14,236,650	

* MTC approval conditioned on local support documentation submitted to Caltrans

1. Marin County received \$508,238 and distributed between Marin Transit and GGBHTD as noted.

2. Solano County received \$827,564 and distributed between City of Fairfield and Solano County Transit as noted.

3. Sonoma County received \$972,364 and distributed between City of Petaluma, City of Santa Rosa, and Sonoma County Transit as noted.

Date: March 22, 2017

WI: 1515

Referred by: PAC

Attachment A

Resolution No. 4273

Revised: 03/22/17-ED 04/26/17-C

05/24/17-ED 03/28/18-C

05/23/18-ED 04/24/19-C

06/26/19-C 03/25/20-C

06/24/20-ED 11/20/20-ED

12/16/20-C 3/24/21-C

FY 2020-21 Low Carbon Transit Operations Program Requests

Based on State Controller's Office Letter dated 2/26/2021

Agency	Project(s)	FY 2020-21 LCTOP Population-Based Funding	Date
CCCTA	Martinez Amtrak to BART IV	\$ 215,710	3/24/21
CCCTA	Free Fares for Routes 11, 14, and 16 Serving the Monument corridor III	\$ 326,828	3/24/21
ECCTA	Install EV Bus Chargers	\$ 105,780	3/24/21
ECCTA	New Tri MyRide Service Zone	\$ 221,902	3/24/21
LAVTA	Restart Operations for School-Serving Routes	\$ 224,303	3/24/21
NVTA	NVTA Zero Emission Bus Electrification	\$ 154,664	3/24/21
Union City	Electric Vehicle Charging Infrastructure for Union City Transit Fleet	\$ 78,547	3/24/21
WCCTA	Spare the Fare - Free Rides on Spare the Air Days	\$ 72,338	3/24/21
GGBHTD ¹	Golden Gate High Speed Ferry Vessel Acquisition	\$ 161,769	3/24/21
Marin Transit ¹	Purchase Four 40ft Electric Transit Vehicles	\$ 114,217	3/24/21
SMART ¹	Restart Operations on SMART	\$ 10,129	3/24/21
Solano County Transit ²	SolTrans Electrification Project	\$ 465,881	3/24/21
City of Petaluma ³	Purchase Four Zero-Emission Replacement Buses	\$ 68,703	3/24/21
City of Santa Rosa ³	Electric Bus Purchase	\$ 192,793	3/24/21
Sonoma County Transit ³	Electric Buses	\$ 285,901	3/24/21
North Counties / Small Operators Subtotal		\$ 2,699,465	
MTC	Regional Means-Based Transit Fare Pilot	\$ 2,657,562	3/24/21
SFMTA	5 Fulton: Arguello to 25th Ave Muni Forward	\$ 1,219,864	3/24/21
AC Transit	AC Transit Quick Build Transit Lanes	\$ 697,065	3/24/21
VTA	Eastridge to BART Regional Connector	\$ 740,632	3/24/21
TOTAL		\$ 8,014,588	

* MTC approval conditioned on local support documentation submitted to Caltrans

1. Marin County received \$286,115 and distributed between Marin Transit, GGBHTD, and SMART as noted.

2. Solano County received \$465,881 and distributed to Solano County Transit as noted.

3. Sonoma County received \$547,397 and distributed between City of Petaluma, City of Santa Rosa, and Sonoma County Transit as noted.

Date: March 28, 2018
W.I.: 1515
Referred by: PAC

Attachment B
MTC Resolution No. 4273
Page 1 of 1

Transit Performance Initiative Project Savings Policy

The following policy is adopted for projects funded through the Transit Performance Initiative Investment Program, including those projects funded with federal STP/CMAQ funds and Low Carbon Transit Operations Program funds:

Savings following project completion may be used to expand the scope of the project, if the expanded scope provides additional quantifiable benefits to the original transit corridor. The expanded scope must be approved by MTC staff prior to expenditure. All other project savings will be returned to MTC proportionally.

Staff will update the Commission on any such actions through the semi-annual Transit Performance Initiative updates.



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 21-0266 **Version:** 1 **Name:**
Type: Resolution **Status:** Commission Approval
File created: 1/28/2021 **In control:** Programming and Allocations Committee
On agenda: 3/10/2021 **Final action:**
Title: MTC Resolution No. 4453, Revised - Programming of Second Phase of Funds from the Coronavirus Response and Relief Supplementary Appropriations Act of 2021

Proposed programming of approximately \$802 million of Coronavirus Response and Relief Appropriations Act of 2021 (CRRSAA) funding to Bay Area transit operators to provide funding relief for revenue lost as a result of the COVID-19 pandemic in 2021.

Sponsors:

Indexes:

Code sections:

Attachments: [4a - 21-0266 - Res-4453 CRRSAA Phase 2.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

MTC Resolution No. 4453, Revised - Programming of Second Phase of Funds from the Coronavirus Response and Relief Supplementary Appropriations Act of 2021

Proposed programming of approximately \$802 million of Coronavirus Response and Relief Appropriations Act of 2021 (CRRSAA) funding to Bay Area transit operators to provide funding relief for revenue lost as a result of the COVID-19 pandemic in 2021.

Presenter:

Theresa Romell

Recommended Action:

Commission Approval

Metropolitan Transportation Commission Programming and Allocations Committee

March 10, 2021

Agenda Item 4a - 21-0266

MTC Resolution No. 4453, Revised - Programming of Second Phase of Funds from the Coronavirus Response and Relief Supplementary Appropriations Act of 2021

Subject: Proposed programming of approximately \$802 million of Coronavirus Response and Relief Appropriations Act of 2021 (CRRSAA) funding to Bay Area transit operators to provide funding relief as a result of the COVID-19 pandemic in 2021.

Background: Through CRRSAA, the Bay Area received approximately \$983 million in supplemental FTA Urbanized Area Formula (Section 5307) to support transit agency operations impacted by COVID-19. MTC is responsible for programming the region's FTA Section 5307 program funds. The funding is provided through three federally designated Urbanized Areas. The specific amounts to those urbanized areas are as follows:

- San Francisco-Oakland: \$822,676,366
- San Jose: \$144,159,107
- Santa Rosa: \$15,435,820

The CRRSAA funding is being distributed to Bay Area operators in two phases. The first phase was distributed to provide immediate relief to operators facing significant budget shortfalls in the current fiscal year and to satisfy the Commission directive to compensate operators that received less than their share of prior federal Covid-19 relief funding through the Coronavirus Aid, Relief and Economic Security (CARES) Act, due to inaccurate forecasts of revenue losses. This "true-up" of CARES Act funding required an initial distribution of \$180 million of the CRRSAA funding to achieve, leaving \$803 million in remaining funds to be distributed through Phase 2.

Funding Distribution Considerations

The proposed allocation of CRRSAA Phase 2 funding reflects several considerations listed below for how best to distribute funds among the region's 27 transit operators.

1. Prioritize needs based on revenue losses through the current fiscal year.
2. Account for the fact that many operators received significantly more funding through the CARES Act than their actual revenue losses, while recognizing that uncertainty remains for revenue losses going forward.
3. Distribute funding in a way that prioritizes the needs of those most transit dependent, with special attention paid to the pattern of ridership that has returned to different transit agencies to date, and how relief funding affects agencies' ability to respond to those demands.
4. Work within the federal urbanized area framework to develop a "needs-based" distribution to the extent possible and consider alternatives including funding exchanges and supplemental funding from other

sources to meet the needs of operators that are ineligible for CRRSAA funds due to urbanized area constraints.

Proposed Distribution Methodology

The methodology used to determine the proposed operator allocations of CRRSAA Phase 2 funding is below:

1. To determine operators needs through the end of Fiscal Year 2020-21 the average monthly revenue losses from March to December of 2020 was used as a basis for the ongoing loss amount from January to June 2021 (six months).
2. To adjust for allocations of CARES Act funding that went beyond compensating operators for revenue losses (excluding amounts distributed on the basis of the “equity adjustment”), remaining funds from CARES Act + CRRSAA Phase 1 were deducted for operators that received a larger CARES + CRRSAA Phase 1 allocation compared to actual losses in 2020 and their anticipated January to June 2021 losses.
3. In recognition of ongoing revenue uncertainty operators were allocated either the resulting adjusted need amount described in #2 or 5% of an operator’s Fiscal Year 2018-19 budget, whichever is greater.
4. The “need” was then scaled down to equal 75% of the funding available, or \$602 million.
5. To prioritize the needs of the transit dependent, especially during the on-going pandemic, the remaining 25% of funds, or \$200.7 million are distributed based on each agency’s percentage share of November 2020 ridership.

Operators Ineligible for CRRSAA Funding

Under the proposed distribution, the amount of funding that should be directed to operators that are not eligible for funding within the CRRSAA eligible urbanized areas is approximately \$9 million. Staff intends to apply a combination of FTA Section 5311 (rural area) funding, as well as targeted funding exchanges with CRRSAA eligible operators, through the Fiscal Year 2020- 2021 Transit Capital Priorities program, to satisfy the funding needs of the non-eligible operators.

Detail on the proposed distribution of CRRSAA Phase 2 is presented in Attachment A.

Future Federal Covid-19 Relief for Public Transit

If efforts in Washington to secure a third round of Covid-19 emergency relief are successful, the Bay Area stands to receive up to \$1.9 billion in supplemental relief funding for public transit through a mix of FTA formula funding for operations and capital, and capital investment grants.

In discussion with transit operators preceding the finalization of staff's proposed distribution of CRRSAA Phase 2 funding, some operators were concerned that the difficulty in fully recognizing that some operators received more CARES + CRRSAA funding than actual revenue losses due to Urbanized Area constraints surrounding the CRRSAA legislation, meant that some operators were provided a firmer footing than others going into Fiscal Year 2021-22.

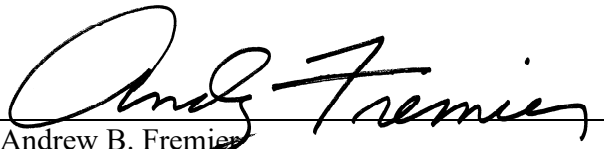
To alleviate this concern, staff intends to carry forward the need to account for balances of CARES + CRRSAA funding that exceed actual revenue losses (excluding amounts distributed based on ridership) to future rounds of federal Covid-19 relief funding. This forward looking "true-up" would be one of many factors to consider in the distribution of future federal Covid-19 relief funding. Other factors may include a continued acknowledgement of on-going revenue losses caused by the pandemic, funding needed to maintain labor forces as this is a clear intent of pandemic relief legislation, a continued focus on the transit dependent, and expenses related to adding back service for schools and on routes where demand already has, or will likely soon out-pace service provision. In addition, the distribution of future federal Covid-19 relief funding may be informed by recommendations arising from the Blue Ribbon Transit Recovery Task Force.

Resolution on near-term federal Covid-19 relief legislation is expected in the mid-March timeframe. Staff will return to this Committee or the Commission with next steps to be taken towards the distribution of funds once the legislation is firm.

Issues: None

Recommendation: Refer MTC Resolution No. 4453, Revised, to the Commission for approval

Attachment: Attachment A: CRRSAA Phase 2 Funding Distribution Summary
MTC Resolution No. 4453, Revised


Andrew B. Fremier

CRRSAA Phase 2 Funding Distribution Summary

Programming and Allocations Committee
March 10, 2021Item 4a
Attachment A
Page 1 of 1

Transit Operator	Actual/Anticipated Revenue Loss March - December 2020 ¹	Estimated Revenue Loss January - June 2021 Source: Monthly Average of Actual/Anticipated Revenue Loss March to December 2020	Estimated Total Revenue Loss March 2020 - June 2021	Proposed CRRSAA Phase 2 Allocation MTC Resolution 4453	Total Federal COVID-19 Relief CARES Act + CRRSAA (Phase 1 + 2)	
AC Transit	-\$68,796,657	-\$41,277,994	-\$110,074,651	\$55,542,954	\$169,703,158	7.5%
BART	-\$428,469,968	-\$257,081,981	-\$685,551,949	\$274,420,539	\$755,190,996	33.4%
Caltrain	-\$66,259,004	-\$39,755,402	-\$106,014,406	\$39,755,402	\$111,329,363	4.9%
GGBHTD	-\$65,715,791	-\$39,429,475	-\$105,145,266	\$39,429,475	\$111,329,896	4.9%
SFMTA	-\$351,621,326	-\$210,972,796	-\$562,594,122	\$297,168,390	\$714,701,296	31.6%
SamTrans	-\$20,593,670	-\$12,356,202	-\$32,949,871	\$16,037,830	\$61,917,930	2.7%
VTA	-\$65,667,896	-\$39,400,738	-\$105,068,634	\$39,355,158	\$180,930,864	8.0%
Subtotal	-\$1,067,124,311	-\$640,274,587	-\$1,707,398,898	\$761,709,749	\$2,105,103,503	93.2%
ACE ²	-\$1,058,929	-\$635,358	-\$1,694,287	\$1,541,963	\$4,222,417	0.2%
CCCTA (fund swap) ³	-\$5,121,912	-\$3,073,147	-\$8,195,058	\$3,688,131	\$15,500,811	0.7%
City of Dixon (5311) ⁴	-\$55,970	-\$33,582	-\$89,552	\$69,918	\$460,191	0.0%
ECCTA (fund swap) ³	-\$3,285,520	-\$1,971,312	-\$5,256,833	\$2,456,412	\$10,481,051	0.5%
City of Fairfield	-\$2,275,915	-\$1,365,549	-\$3,641,464	\$1,049,102	\$4,987,917	0.2%
LAVTA (fund swap) ³	-\$3,793,431	-\$2,276,059	-\$6,069,490	\$1,636,697	\$8,455,819	0.4%
Marin Transit	-\$3,925,426	-\$2,355,255	-\$6,280,681	\$3,654,814	\$13,831,121	0.6%
NVTA	-\$2,662,554	-\$1,597,532	-\$4,260,086	\$1,539,743	\$5,917,014	0.3%
City of Petaluma (5311) ⁴	-\$480,734	-\$288,440	-\$769,174	\$351,690	\$1,412,635	0.1%
City of Rio Vista (5311) ⁴	-\$20,926	-\$12,555	-\$33,481	\$28,192	\$186,032	0.0%
SMART	-\$5,458,404	-\$3,275,043	-\$8,733,447	\$1,789,716	\$16,742,247	0.7%
City of Santa Rosa	-\$2,128,630	-\$1,277,178	-\$3,405,808	\$1,931,323	\$6,006,991	0.3%
Solano County Transit	-\$3,349,099	-\$2,009,459	-\$5,358,558	\$1,692,275	\$7,224,123	0.3%
Sonoma County Transit	-\$3,009,248	-\$1,805,549	-\$4,814,797	\$1,438,846	\$7,211,441	0.3%
Transbay Joint Powers Authority ⁵	-\$577,500	-\$3,376,016	-\$3,953,516	\$3,287,474	\$3,870,761	0.2%
Union City Transit	-\$966,377	-\$579,826	-\$1,546,203	\$514,277	\$2,460,688	0.1%
City of Vacaville (5311) ⁴	-\$752,472	-\$451,483	-\$1,203,955	\$462,867	\$2,252,754	0.1%
WCCTA	-\$2,718,920	-\$1,631,352	-\$4,350,272	\$1,263,299	\$5,281,146	0.2%
WETA	-\$22,459,657	-\$13,475,794	-\$35,935,451	\$13,475,795	\$37,110,595	1.6%
Subtotal	-\$64,101,624	-\$41,490,490	-\$105,592,114	\$40,959,867	\$153,615,756	6.8%
GRAND TOTAL	-\$1,131,225,935	-\$681,765,077	-\$1,812,991,011	\$802,669,615	\$2,258,719,258	100%

¹ Revenue loss information based on actual data submitted to MTC by transit operators as well as MTC's data on Transportation Development Act (TDA LTF), State Transit Assistance, and BATA bridge tolls.² Actual loss data for ACE reflects a 13.37% MTC region share of ACE's total losses (\$7.9 million) from March to December 2020. The MTC region share is based on the percentage of ACE's total CARES Act allocations which came from the MTC region (\$2.7 million) vs. the Stockton Urbanized Area (\$17.5 million). ACE's total CARES Act allocation was \$20.2 million.³ 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)⁴ 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.⁵ 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.

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

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.

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

Date: January 27, 2021
W.I.: 1512
Referred By: Commission

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.

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

Attachment A
Resolution No. 4453
Page 1 of 1

FY2020-21 Emergency Transit Operations Program of Projects

TIP ID	Operator	Project Description	Total FTA Program	FTA Section 5307	FTA Section 5311
		Apportionments	982,271,293	982,271,293	TBD
Phase 1 Programming					
	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	
Phase 1 Program Total			179,601,678	179,601,678	-
Fund Balance			802,669,615	802,669,615	TBD
Phase 2 Programming					
	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	3,654,814	3,654,814	
	NVTA	CRRSAA-eligible Projects	1,539,743	1,539,743	
	SamTrans	CRRSAA-eligible Projects	16,037,830	16,037,830	
	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	1,438,846	1,438,846	
	TJPA	CRRSAA-eligible Projects	3,287,474	3,287,474	
	Union City Transit	CRRSAA-eligible Projects	514,277	514,277	
	VTA	CRRSAA-eligible Projects	39,355,158	39,355,158	
	WCCTA	CRRSAA-eligible Projects	1,263,299	1,263,299	
	WETA	CRRSAA-eligible Projects	13,475,795	13,475,795	
Phase 2 Program Total			802,669,615	802,669,615	-
Total Programming (Phase 1 + Phase 2)			982,271,293	982,271,293	TBD
Fund Balance			-	-	TBD

NOTES: The above table incorporates the following:

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	
Subtotal	7,781,240	
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	
Subtotal	912,667	

Date: January 27, 2021
W.I.: 1512
Referred By: Commission

Attachment B
Resolution No. 4453
Page 1 of 1

**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 Sperling, 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.

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

Attachment C
Resolution No. 4453
Page 1 of 8

**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 [†]
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-Marín 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*

[†] 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%
Total	9,798,940	100%

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

CRRSAA Phase 2 Funding Distribution Summary

Programming and Allocations Committee
March 10, 2021MTC Res. 4453, Revised
Attachment D
Page 1 of 1

Transit Operator	75% of CRRSAA Phase 2: Based on Remaining Federal Covid-19 Relief Need or 5% of FY 2018- 19 Budget ⁴	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
Subtotal	\$572,414,862	\$188,601,974	\$761,709,749
ACE	\$1,294,481	\$247,482	\$1,541,963
CCCTA (fund swap) ¹	\$1,863,826	\$1,824,305	\$3,688,131
City of Dixon (5311) ²	\$38,074	\$31,844	\$69,918
ECCTA (fund swap) ¹	\$1,012,188	\$1,444,224	\$2,456,412
City of Fairfield	\$562,881	\$486,221	\$1,049,102
LAVTA (fund swap) ¹	\$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) ²	\$139,226	\$212,464	\$351,690
City of Rio Vista (5311) ²	\$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 ³	\$3,220,592	\$0	\$3,287,474
Union City Transit	\$240,214	\$274,064	\$514,277
City of Vacaville (5311) ²	\$126,282	\$336,584	\$462,867
WCCTA	\$739,276	\$524,024	\$1,263,299
WETA	\$12,855,398	\$467,524	\$13,475,795
Subtotal	\$29,587,349	\$12,065,429	\$40,959,867
GRAND TOTAL	\$602,002,211	\$200,667,404	\$802,669,615

¹ 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)

² 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.

³ 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.

⁴ 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.



Metropolitan Transportation Commission

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Legislation Details (With Text)

File #: 21-0255 **Version:** 1 **Name:**
Type: Report **Status:** Informational
File created: 1/22/2021 **In control:** Programming and Allocations Committee
On agenda: 3/10/2021 **Final action:**
Title: California Transportation Commission (CTC) and State Programs Update
Staff will provide an update on CTC activities and State Funding Programs.

Sponsors:

Indexes:

Code sections:

Attachments: [5a - 21-0255 CTC Update.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

California Transportation Commission (CTC) and State Programs Update

Staff will provide an update on CTC activities and State Funding Programs.

Presenter:

Kenneth Kao

Recommended Action:

Information

Metropolitan Transportation Commission Programming and Allocations Committee

March 10, 2021

Agenda Item 5a - 21-0255

California Transportation Commission (CTC) and State Funding Programs Update

Subject: Update on California Transportation Commission (CTC) and state funding programs under the CTC's purview.

Background: The California Transportation Commission (CTC) is responsible for programming and allocating certain state and federal transportation funds for the planning and implementation of highway, passenger rail, non-motorized facilities, and transit improvements throughout California.

The CTC consists of eleven voting members and two non-voting ex-officio members. The San Francisco Bay Area has two (2) CTC members residing in its geographic area: Vice-Chair Bob Alvarado (Executive Officer, Northern California Carpenters Regional Council) and Carl Guardino (Executive Vice President of Global Government Affairs and Policy for Bloom Energy).

The agenda for the March 24-25, 2021 meeting has not yet been released. Staff will report on pertinent items from the March meeting at the April Programming and Allocations Committee meeting. Below is an update on state funding programs.

Active Transportation Program. In February 2021, the CTC released its staff recommendations for the 2021 Active Transportation Program (ATP Cycle 5) Statewide Component. The statewide component had \$241 million available for distribution, and CTC staff recommends five projects for funding in the Bay Area for a total of \$51 million in ATP funds, or 21% of the available funds. The recommended projects in the Bay Area are listed in county order below.

County	Project	ATP State Rec. Amount (\$M)
Alameda	Oakland 7 th Street Connection Project	\$14.2
Alameda	East Oakland Neighborhood Bike Routes	\$17.3
Contra Costa	Contra Costa County North Bailey Rd. Active Transportation Corridor	\$6.2
Santa Clara	Santa Clara County Active and Safe Routes to a Healthier City	\$2.5
Solano	Fairfield West Texas Street Complete Streets Project	\$10.9
Total		\$51.1

CTC will consider adopting staff recommendations at the March CTC meeting. MTC staff will also release its staff recommendations for the regional ATP component in March, for consideration at the April Programming and Allocations Committee and MTC Commission.

Senate Bill 1 Competitive Programs – Next Steps. In December 2020, the CTC adopted the Program of Projects for three Senate Bill 1 competitive programs: the Solutions for Congested Corridors (SCC) Program, Trade Corridor Enhancement Program (TCEP), and Local Partnership Competitive Program (LPP-C). The Bay

Area received \$407 million in new SB1 money for 11 projects from the over \$2 billion available statewide in this SB1 programming round. The successful projects are listed in county order in the table below.

County	Project	Award (\$M)	SB1 Program
Alameda	I-680 Southbound Express Lanes*	\$25	LPP-C
BART	Train Control Modernization	\$60	SCC
Contra Costa	I-680/SR-4 Interchange (Design)*	\$18	TCEP
Marin	US-101 Marin-Sonoma Narrows, B7*	\$40	SCC
Napa	SR-29/221 Soscol Junction	\$25	SCC
San Francisco	Mission/Geneva Safety Improvements	\$9	LPP-C
Santa Clara	US-101/De La Cruz/Trimble Interchange Improvements	\$25	LPP-C
Santa Clara	US-101/SR-25 Interchange	\$55	TCEP
Solano	I-80 Express Lanes*	\$123	TCEP
Solano	I-80 Westbound Truck Scales (Design)*	\$24	TCEP
Sonoma	Windsor River/Windsor Rd. Intersection Improvements and Pathway	\$3	LPP-C
Total		\$407	

* Projects have Regional Measure 3 funds in funding plan; see below.

Baseline Agreements. The CTC requires projects receiving SB1 competitive program funding sign baseline agreements to establish initial cost, scope, and schedule expectations for project delivery. Baseline agreements must be adopted by June 2021. Staff will track the baseline agreement status to ensure all Bay Area projects meet the deadline.

Project Funding Plans. Among the 11 projects listed above, five projects include Regional Measure 3 (RM3) in the project funding plan, totaling \$278 million. These projects are identified with an asterisk in the above table. Since RM3 is still under litigation, RM3 funds are not available to match the SB1 funds. While some sponsors can advance local funds under an RM3 Letter of No Prejudice (LONP), which allows for sponsors to use alternate funds and be repaid when RM3 is available, this option is not available to all sponsors.

MTC staff is actively examining alternate funding in place of RM3 to maintain the region's commitment to prioritize SB1 projects, to deliver the SB1 projects on schedule, and to reduce the potential for cost increases due to escalation. The objective is for any alternate funding to support projects going to construction in 2021 and to be repaid to the originating funding program via LONP arrangement once RM3 is affirmed by the courts.

Possible alternate funding programs that could loan funds to RM3 to advance the selected SB1 projects include:

- Federal discretionary programs such as BUILD and INFRA grants;

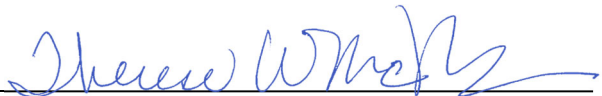
- Federal funds apportioned to MTC such as Surface Transportation Block Grant and Congestion Mitigation and Air Quality Improvement Program funds;
- Federal Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA) administered by the Federal Highway Administration; and
- Local funds.

Staff is planning to return to this Committee in April with a proposal for the Committee's consideration.

Issues: None.

Recommendation: Information. No action required.

Attachments: None.



Therese W. McMillan