



Metropolitan Transportation Commission

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

Meeting Agenda

Metropolitan Transportation Commission

Dave Cortese, Chair Jake Mackenzie, Vice Chair

Wednesday, September 28, 2016

9:35 AM

Board Room - 1st Floor

This meeting is scheduled to be webcast live on the Metropolitan Transportation Commission's Website: <http://mtc.ca.gov/whats-happening/meetings> and will take place at 9:35 a.m. or immediately following the 9:30 a.m. BATA meeting.

1. Roll Call / Confirm Quorum
2. Chair's Report – Cortese
3. Policy Advisory Council Report – Randi Kinman
4. Executive Director's Report – Heminger
5. Commissioner Comments
6. Consent Calendar

6a. [15-1893](#) Minutes - July 27, 2016.

Action: Commission Approval

Attachments: [6 Commission Minutes 7.27.16](#)

Administration Committee

6b. [15-1851](#) MTC Resolution No. 1198, Revised - Revisions to MTC's Conflict of Interest Code.

Action: Commission Approval

Attachments: [6b Admin-2e Reso-1198 Conflict of Interest Code](#)
[_2e Reso-1198 Conflict of Interest Code.pdf](#)

- 6c. [15-1855](#) MTC Resolution No. 4247 - MTC Agency FY 2016-17 Pay Schedules for the Executive Director and General Counsel.
- Action:** Commission Approval
- Attachments:** [6c Admin-2g Reso-4247 ED&GenCounc Salary Schedules](#)
[_2g Reso-4247 ED&GenCounc Salary Schedules.pdf](#)

Programming and Allocations Committee

- 6d. [15-1868](#) MTC Resolution Nos. 3714, Revised, 3738, Revised, 3854, Revised, 3916, Revised, 4084, Revised, and 4162, Revised. Revisions to FY2006-07 through FY2014-15 Transit Capital Priorities programs and BART Car Replacement Funding Exchange and Reserve Account to transfer programming for BART between projects.
- Action:** Commission Approval
- Attachments:** [6d PAC-2b Resos 3714-3738-3854-3916-4084 TCP Program Revisions](#)
[_2b Resos 3714-3738-3854-3916-4084 TCP Program Revisions.pdf](#)
- 6e. [15-1870](#) MTC Resolution 4041, Revised. Revisions to the New Freedom Cycle 4 Program of Projects.
- Action:** Commission Approval
- Attachments:** [6e PAC-2c Reso 4041 New Freedom Cycle4 Revisions](#)
[_2c Reso 4041 New Freedom Cycle4 Revisions.pdf](#)
- 6f. [15-1633](#) MTC Resolution No. 3649, Revised. RM2 Allocation to TAM for Design of the North-South Greenway.
- Action:** Commission Approval
- Attachments:** [6f PAC-2d Reso 3649 RM2 TAM NS-Greenway Allocation](#)
[_2d Reso 3649 RM2 TAM NS-Greenway Allocation.pdf](#)

Legislation Committee

6g. [15-1878](#) Local Transportation and Affordable Housing Ballot Measures for the Cities of Albany, Belmont, Berkeley, East Palo Alto, Fairfax, Fairfield, Martinez, Mill Valley, Pleasant Hill, San Mateo, Suisun City, Vacaville, and Vallejo.

Transportation and Affordable Housing Measures.

Action: Support / Support / Support / Support / Support / Support / Support / Support / Support / Support / Support / Support / Support / Commission Approval

Attachments: [6g Leg Local Ballot Measures Long List](#)
[2c Local Ballot Measures Long List](#)

6h. [15-1865](#) AB 1889 (Mullin): Caltrain Electrification Funding from High Speed Rail Bond

Affirms eligibility of High Speed Passenger Train Bond Act funding authorized by Proposition 1A (2008) for near-term passenger rail projects in northern and southern California, known as the “Bookends.”

Action: Support / Commission Approval

Attachments: [6h Leg AB 1889 Mullin](#)
[2f AB 1889 Mullin](#)

Committee Reports

7. Administration Committee – Tissier

- 7a. [15-1769](#) MTC Resolution No. 1058, Revised - Revisions to MTC's Commission Procedures Manual.

Approval of revisions to the MTC Commission Procedures Manual to incorporate the process and timeframe for designating transit representatives on the Commission, consistent with the recently released Federal Planning Rule and to update Appendix A, MTC's Conflict of Code, as approved by the FPPC.

Action: Commission Approval

Attachments: [7a_Admin-3a_Reso-1058 Commission Procedures Manual](#)
[_3a_Reso-1058 Commission Procedures Manual.pdf](#)

- 7b. [15-1854](#) MTC Resolution No. 4224, Revised - FY 2016-17 Overall Work Program (OWP) Amendment No. 17-02.

Approval of amendments to the FY 2016-17 OWP to include \$800,000 - a new grant award for Resilient Transportation System for Safe and Sustainable Communities.

Action: Commission Approval

Attachments: [7b_Admin-3b_Reso-4224_FY16OWP_Amend-17-02](#)
[_3b_Reso-4224_FY16OWP_Amend-17-02.pdf](#)

- 7c. [15-1866](#) MTC Resolution No. 4240, Revised - FY 2016-17 MTC Agency Budget Amendment.

Approval of an amendment to the FY 2016-17 MTC Agency Budget.

Action: Commission Approval

Attachments: [7c_Admin-3c_Reso-4240_MTC_Budget_Amend](#)
[_3c_Reso-4240_MTC_Budget_Amend.pdf](#)

- 7d. [15-1956](#) International Travel Request.

Action: Commission Approval

Attachments: [7d_Travel_Report_June'2016_Memo_ABrooks.docx](#)

8. Programming and Allocations Committee – Wiener

- 8a. [15-1841](#) MTC Resolution Nos. 4229, Revised, 4230, Revised, and 4231, Revised.
- Allocation of \$145 million in FY 2016-17 Transportation Development Act (TDA) funds, State Transit Assistance (STA) funds, and Regional Measure 2 (RM2) operating funds to several transit operators support transit operations projects in the region.
- Action:** Commission Approval
- Attachments:** [8a PAC-3a Resos 4229-4230-4231 Transit Operator Allocations](#)
[_3a Resos 4229-4230-4231 Transit Operator Allocations.pdf](#)
- 8b. [15-1915](#) MTC Resolution Nos. 3833, Revised, and 3914, Revised.
- Allocation of \$1.6 million in AB 1171 bridge toll funds to BART for BART to Livermore environmental work, and \$0.7 million in Regional Measure 1 90% Rail Reserve East bridge toll funds to LAVTA for the Rail Planning for Tri-Valley Project.
- Action:** Commission Approval
- Attachments:** [8b Memo to Commission LAVTA-1171-AB PAC 3C docx](#)
[_3c Reso-3833-3914 AB1171-BART-Livermore RM1-LAVTA.pdf](#)
[3c Bridge Toll Allocation PRESENTATION.pdf](#)
- 8c. [15-1869](#) MTC Resolution Nos. 4274 and 4275. Adoption of the 2017 Transportation Improvement Program (TIP) and Transportation Air Quality Conformity Analysis for the Amended Plan Bay Area (Plan) and the 2017 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 in accordance with EPA's transportation conformity regulations and MTC's Bay Area Air Quality Conformity Procedures.
- Action:** Commission Approval
- Attachments:** [8c PAC-4a Resos 4274-4275 2017-TIP and AQCAAnalysis](#)
[_4a Resos 4274-4275 2017-TIP and AQCAAnalysis .pdf](#)

9. Legislation Committee - Aguirre

9a. [15-1839](#) Proposition 53: California Public Vote on Bonds Initiative

Proposal to oppose initiative that requires a statewide vote to authorize revenue bonds above \$2 billion.

Action: Oppose / Commission Approval

Attachments: [9a Leg Cortepressi Initiative](#)
[2e Cortepressi Initiative](#)

10. Other Business / Public Comment

11. Adjournment / Next Meeting:

The next meeting of the Commission will be held on Wednesday, October 26, 2016 at 10:20 a.m. in the Bay Area Metro Center, Board Room, 375 Beale Street, San Francisco, CA 94105

Public Comment: The public is encouraged to comment on agenda items at Commission meetings by completing a request-to-speak card (available from staff) and passing it to the Commission 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 Commission 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: Commission 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 Commission 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 Commission. Actions recommended by staff are subject to change by the Commission.



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 15-1893 **Version:** 1 **Name:**
Type: Minutes **Status:** Commission Consent
File created: 9/1/2016 **In control:** Metropolitan Transportation Commission
On agenda: 9/28/2016 **Final action:**
Title: Minutes - July 27, 2016.
Sponsors:
Indexes:
Code sections:
Attachments: [6 Commission Minutes 7.27.16](#)

Date	Ver.	Action By	Action	Result
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Subject:
Minutes - July 27, 2016.

Commission Approval



Meeting Minutes

Metropolitan Transportation Commission

Dave Cortese, Chair Jake Mackenzie, Vice Chair

Wednesday, July 27, 2016

9:40 AM

Board Room - 1st Floor

1. Roll Call / Confirm Quorum

Present: 16 - Chairperson Cortese, Vice Chair Mackenzie, Commissioner Aguirre, Commissioner Baker, Commissioner Campos, Commissioner Glover, Commissioner Haggerty, Commissioner Halsted, Commissioner Kinsey, Commissioner Luce, Commissioner Pierce, Commissioner Rein Worth, Commissioner Schaaf, Commissioner Spering, Commissioner Tissier, and Commissioner Wiener

Absent: 2 - Commissioner Bates, and Commissioner Liccardo

2. Chair's Report – Cortese

Chair Cortese reported that the Executive Committee met preceding the BATA and Commission meetings for the purpose of reviewing the Executive Director's annual performance evaluation and found it satisfactory to the Commission. Chair Cortese asked for ratification of the Executive Committee's action to affirm the salary increase terms in the Commission's contract with the Executive Director to increase the executive director's salary by 1.5 % plus the percent adjustments received by MTC staff employees to their salary schedule beginning July 1, 2016.

Upon the motion by Commissioner Aguirre and second by Commissioner Tissier, the Commission unanimously ratified the Executive Committee's Actions to increase Executive Director's salary by 1.5% plus the percent adjustments received by MTC staff employees to their salary schedule beginning July 1, 2016. The motion carried by the following vote:

Aye: 16 - Cortese, Mackenzie, Aguirre, Baker, Campos, Glover, Haggerty, Halsted, Kinsey, Luce, Pierce, Rein Worth, Schaaf, Spering, Tissier and Wiener

Absent: 2 - Bates and Liccardo

3. Policy Advisory Council Report – Randi Kinman

4. Executive Director's Report – Heminger

5. Commissioner Comments

6. Consent Calendar

Approval of the Consent Calendar

Upon the motion by Commissioner Kinsey and second by Commissioner Spering, the Commission unanimously approved the Consent Calendar. The motion carried by the following vote:

Aye: 16 - Cortese, Mackenzie, Aguirre, Baker, Campos, Glover, Haggerty, Halsted, Kinsey, Luce, Pierce, Rein Worth, Schaaf, Spering, Tissier and Wiener

Absent: 2 - Bates and Liccardo

6a. [15-1771](#) Minutes - June 22, 2016.

Programming and Allocations Committee

6b. [15-1711](#) MTC Resolution No. 4175, Revised. 2015 Transportation Improvement Program (TIP) Amendment 2015-33.

Action: Commission Approval

6c. [15-1761](#) MTC Resolution Nos. 3925, Revised and 4035, Revised. Revisions to the Surface Transportation Program/Congestion Mitigation and Air Quality Improvement (STP/CMAQ) Cycle 1 and One Bay Area Grant (OBAG1) programs.

Action: Commission Approval

Committee Reports

7. Programming and Allocations Committee – Wiener

7a. [15-1713](#) MTC Resolution Nos. 4220, Revised, 4229, Revised, 4230, Revised, 4231, Revised, and 4232. Revises the FY 2016-17 Fund Estimate and allocates \$292 million in FY 2016-17 Transportation Development Act (TDA) funds, State Transit Assistance (STA) funds, Assembly Bill 1107 (AB1107) funds, and Regional Measure 2 (RM2) operating and capital funds to several transit operators support transit operations and capital projects in the region.

Action: Commission Approval

Upon the motion by Commissioner Wiener and second by Commissioner Glover, the Commission unanimously adopted Resolution Nos. 4220, Revised, 4229, Revised, 4230, Revised, 4231, Revised, and 4232. The motion carried by the following vote:

Aye: 16 - Cortese, Mackenzie, Aguirre, Baker, Campos, Glover, Haggerty, Halsted, Kinsey, Luce, Pierce, Rein Worth, Schaaf, Spering, Tissier and Wiener

Absent: 2 - Bates and Liccardo

- 7b. [15-1799](#) Regional Priorities for the FY 2015-16 Affordable Housing and Sustainable Communities (AHSC) Program for Cap and Trade.

Based on the Commission's adopted principles, the Committee recommends priorities for the FY 2015-16 Affordable Housing and Sustainable Communities program, which is a statewide competitive program under the State Cap and Trade program.

Action: Commission Approval

Upon the motion by Commissioner Wiener and second by Commissioner Glover, the Commission unanimously approved the Regional Priorities for the FY 2015-16 Affordable Housing and Sustainable Communities (AHSC) Program for Cap and Trade. The motion carried by the following vote:

Aye: 16 - Cortese, Mackenzie, Aguirre, Baker, Campos, Glover, Haggerty, Halsted, Kinsey, Luce, Pierce, Rein Worth, Schaaf, Spering, Tissier and Wiener

Absent: 2 - Bates and Liccardo

- 7c. [15-1636](#) MTC Resolution No. 4242. Transit Capital Priorities Policy for FY2016-17 to FY2019-20.

This item proposes to establish the Transit Capital Priorities (TCP) Process and Criteria for FY2016-17 to FY2019-20. The TCP policy governs the programming of approximately \$1.8 billion in Federal Transit Administration formula funds, \$550 million in bridge tolls and other regional revenues designated for Core Capacity Challenge Grant Program projects (MTC Resolution 4123), and \$189 million in STP/CMAQ funds designated for Transit Priorities by OBAG 2 (MTC Resolution 4202) for transit capital replacement and rehabilitation, maintenance and operations over the four-year period.

Action: Commission Approval

Upon the motion by Commissioner Wiener and second by Commissioner Glover, the Commission unanimously approved Resolution No. 4242, Transit Capital Priorities Policy for FY 2016-17 to FY 2019-20. The motion carried by the following vote:

Aye: 16 - Cortese, Mackenzie, Aguirre, Baker, Campos, Glover, Haggerty, Halsted, Kinsey, Luce, Pierce, Rein Worth, Schaaf, Spering, Tissier and Wiener

Absent: 2 - Bates and Liccardo

- 7d. [15-1659](#) MTC Resolution No. 4202, Revised, and 4035, Revised. One Bay Area Grant Program (OBAG 2) Update.

Proposed revisions to the project selection criteria and programming policy for the second round of the One Bay Area Grant Program (OBAG 2), including a recommendation for the distribution of additional revenues and approach for affordable housing.

Action: Commission Approval

Commissioner Schaaf distributed an amendment to the item to require the counties to adopt a scoring methodology on anti-displacement policies.

Melissa Jones, Bay Area Regional Health Inequities Initiative was called to speak.

Bob Allen, Urban Habitat was called to speak.

Faustino Valenzuela, Causa Justa Just Cause was called to speak.

Pedro Galvao, Nonprofit Housing Association of Northern California was called to speak.

Stevi Dawson, EBHO was called to speak.

Carmen Jovel, Causa Justa Just Cause was called to speak.

Alma Blackwell, Causa Justa Just Cause was called to speak.

Omar delaCruz was called to speak.

Jordan Davis was called to speak.

Jonathan Berry-Smith, Public Advocates was called to speak.

David Zisser, Public Advocates was called to speak.

Belen Seara, Union Community Alliance was called to speak.

Jeff Levin, East Bay Housing Organization was called to speak.

Carol Taylor, Transit Riders United North Bay Organizing Project was called to speak.

Nicole Montojo, Silicon Valley at Home was called to speak.

Matt Vander Sluis, Greenbelt Alliance was called to speak.

Richard Marcantonio, Public Advocates was called to speak.

Jerry Grace, People First was called to speak.

Upon the motion by Commissioner Wiener and second by Commissioner Kinsey, the Commission unanimously approved Resolution No. 4202, Revised and 4035, Revised, One Bay Area Grant Program (OBAG) Update with two changes:

1) **CMAAs must adopt a specific scoring methodology for funding allocation to projects within PDAs or Transit Priority Areas (TPAs) that rewards jurisdictions with the most effective housing anti-displacement policies. MTC and the CMAAs will conduct an analysis of the impact of this incentive-based scoring methodology on project selection and local anti-displacement and affordable housing production policy development. The findings will be used to inform future planning and funding priorities.**

2) **The resolution requirement related to the Surplus Lands Act shall not apply to charter cities unless and until a final court decision is rendered that charter cities are subject to the provisions of the Act.**

The motion carried by the following vote:

Aye: 16 - Cortese, Mackenzie, Aguirre, Baker, Campos, Glover, Haggerty, Halsted, Kinsey, Luce, Pierce, Rein Worth, Schaaf, Spering, Tissier and Wiener

Absent: 2 - Bates and Liccardo

7e. [15-1719](#) Federal Earmark Repurposing

Recommended list of projects to receive Federal Highway Administration (FHWA) repurposed earmark funds under the earmark repurposing provision of the Consolidated Appropriations Act, 2016.

Action: Commission Approval

Jerry Grace was called to speak.

Upon the motion by Commissioner Wiener and second by Commissioner Glover, the Commission unanimously approved Federal Earmark Repurposing. The motion carried by the following vote:

Aye: 16 - Cortese, Mackenzie, Aguirre, Baker, Campos, Glover, Haggerty, Halsted, Kinsey, Luce, Pierce, Rein Worth, Schaaf, Spering, Tissier and Wiener

Absent: 2 - Bates and Liccardo

8. Legislation Committee - Aguirre

Jerry Grace was called to speak.

Upon the motion by Commissioner Aguirre and second by Vice Chair Mackenzie, the Commission unanimously adopted a support position on all Bonds, Measures and Sales Taxes mentioned below. The motion carried by the following vote:

Aye: 13 - Cortese, Mackenzie, Aguirre, Baker, Campos, Glover, Halsted, Kinsey, Luce, Pierce, Rein Worth, Spering and Wiener

Absent: 5 - Bates, Haggerty, Liccardo, Schaaf and Tissier

8a. [15-1721](#) San Francisco Bay Area Rapid Transit District (BART) Bond

Funding for BART's system-renewal plan.

Action: Support / Commission Approval

8b. [15-1723](#) Santa Clara County ½-Cent Sales Tax

The sales tax measure, set at a rate of 9.25%, would allow roads to be patched and improved, bolster bus service and extend BART to Silicon Valley.

Action: Support / Commission Approval

- 8c.** [15-1774](#) Alameda-Contra Costa Transit District (AC Transit) Parcel Tax Measure
- The parcel tax would provide a steady source of operating funding for the district.
- Action:** Support / Commission Approval
- 8d.** [15-1724](#) Contra Costa Transportation Authority ½-Cent Sales Tax
- Sales tax measure to fund various transportation projects.
- Action:** Support / Commission Approval
- 8e.** [15-1773](#) Alameda County Affordable Housing Bond
- A \$580 million general obligation bond to reduce displacement and provide affordable housing for low and moderate-income residents, seniors, persons with disabilities, veterans and supportive housing for the homeless.
- Action:** Support / Commission Approval
- 8f.** [15-1775](#) City of Oakland Infrastructure Bond Proposal
- An estimated \$600 million infrastructure bond measure for transportation, housing and anti-displacement, and other purposes.
- Action:** Support / Commission Approval
- 8g.** [15-1767](#) Santa Clara County Affordable Housing Bond
- \$950 million affordable housing bond.
- Action:** Support / Commission Approval

9. Planning Committee - Sperring

- 9a.** [15-1800](#) Support of the San Francisco Charter Amendment for Homeless Services and Transportation.
- Charter amendment identifying approximately \$100 million for transportation and \$50 million for homeless services annually.
- Action:** Support / Commission Approval
- Upon the motion by Commissioner Sperring and seconded by Vice Chair Mackenzie, the Commission unanimously approved a support position on San Francisco's charter amendment. The motion carried by the following vote:**
- Aye:** 12 - Cortese, Mackenzie, Aguirre, Baker, Glover, Halsted, Kinsey, Luce, Pierce, Rein Worth, Sperring and Wiener

Absent: 6 - Bates, Campos, Haggerty, Liccardo, Schaaf and Tissier

10. Other Business / Public Comment

Ken Bukowski was called to speak.

Jerry Grace was called to speak.

11. Adjournment / /Next Meeting

The next meeting of the Commission will be held on Wednesday, September 28, 2016 at 9:30 a.m. in the Bay Area Metro Center, Board Room, 375 Beale Street, San Francisco, CA 94105



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 15-1851 **Version:** 1 **Name:**

Type: Resolution **Status:** Consent

File created: 8/5/2016 **In control:** Administration Committee

On agenda: 9/14/2016 **Final action:**

Title: MTC Resolution No. 1198, Revised - Revisions to MTC's Conflict of Interest Code.

Sponsors:

Indexes:

Code sections:

Attachments: [6b Admin-2e Reso-1198 Conflict of Interest Code](#)
[_2e Reso-1198 Conflict of Interest Code.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:
MTC Resolution No. 1198, Revised - Revisions to MTC's Conflict of Interest Code.

Presenter:
Adrienne Weil

Recommended Action:
Commission Approval



METROPOLITAN
TRANSPORTATION
COMMISSION

Bay Area Metro Center
375 Beale Street
San Francisco, CA 94105
TEL 415.778.6700
WEB www.mtc.ca.gov

Memorandum

TO: Administration Committee

DATE: September 7, 2016

FR: General Counsel

W.I.: 1111

RE: MTC Resolution No. 1198, Revised – Revisions to MTC's Conflict of Interest Code

The Office of General Counsel reported to this Committee on May 11, 2016 that the Metropolitan Transportation Commission's (MTC's) Conflict of Interest (COI) Code, which also serves as the conflict-of-interest code for the Bay Area Toll Authority (BATA), the MTC Service Authority for Freeways and Expressways (MTC SAFE), the Bay Area Headquarters Authority (BAHA) and the Bay Area Infrastructure Financing Authority (BAIFA), required an update to the designated positions and assigned disclosure categories to reflect MTC's current organizational structure. Incumbents of positions designated in the Appendix to MTC's Conflict of Interest code must file an annual Statement of Economic Interest (FPPC Form 700) with the agency.

The changes in the COI Code reflect the split of MTC's Administrative and Technology Section into two new sections (the Administrative Services Section and the Technology Services Section), the addition of Clipper® Executive Board member as a designated position, and other technical changes. The disclosure categories are tailored to the responsibilities of each role.

The Committee authorized posting the draft changes to MTC Resolution No. 1198 for the 45-day notice period required by the FPPC. We received no comments. The FPPC approved the revised code on June 30, 2016, with an effective date of July 30, 2016.

I recommend that this Committee forward Resolution No. 1198, Revised, MTC's Conflict of Interest Code (Attachment B) to the Commission for approval.

Adrienne D. Weil

AW:mm
Attachments

Revision Text Changes

**CONFLICT OF INTEREST CODE FOR THE
METROPOLITAN TRANSPORTATION COMMISSION**

The Political Reform Act (Government Code Section 81000, *et seq.*) requires state and local government agencies to adopt and promulgate conflict of interest codes. The Metropolitan Transportation Commission (MTC), a statutorily created regional transportation planning agency pursuant to Government Code Section 66500 *et seq.*, is for the purposes of the Political Reform Act, a local government agency pursuant to Government Code Section 82041. MTC also functions as the MTC Service Authority for Freeways and Expressways (“MTC SAFE”) pursuant to Streets and Highways Code Sections 2550-2556, and the Bay Area Toll Authority (“BATA”) pursuant to Streets and Highways Code Section 30950 *et seq.* The Fair Political Practices Commission has adopted a regulation (2 Cal. Code Regs. Sec. 18730) that contains the terms of a standard conflict of interest code, which can be incorporated by reference in an agency’s code. After public notice and hearings, the standard code may be amended by the Fair Political Practices Commission to conform to amendments in the Political Reform Act. Therefore, the terms of 2 Cal. Code of Regs. Sec. 18730 and any amendments to it duly adopted by the Fair Political Practices Commission are hereby incorporated by reference. This regulation and the attached Appendices, designating positions and establishing disclosure categories, shall constitute the conflict of interest code of the **Metropolitan Transportation Commission (MTC)**.

Individuals holding designated positions shall file their statements of economic interests with MTC, which will make the statements available for public inspection and reproduction. (Gov. Code Sec. 81008.) All statements will be retained by MTC. ~~Individuals holding designated positions shall file their statements of economic interests with MTC, which will make the statements available for public inspection and reproduction. (Government Code Sec. 81008.) Upon receipt of statements for the MTC Commissioners and from the Executive Director, MTC shall make and retain copies and forward the originals to the Fair Political Practices Commission. All other statements will be retained by MTC.~~

APPENDIX A

DESIGNATED POSITIONS

<u>Designated Position</u>	<u>Assigned Disclosure Category</u>
Deputy Executive Director, Policy	1, 3, 4
Deputy Executive Director, Operations	1, 3, 4
General Counsel	1, 3, 4
Deputy General Counsel	1, 3, 4
Senior Counsel	1, 3, 4
Associate Counsel	1, 3, 4
Special Counsel	1, 3, 4
Director, Administrative and Technology Services (<i>ADS</i>)	2, 3
Director, Planning (PLN)	2, 3
Director, Operations (OPS)	2
Director, Electronic Payments (EPS)	2
Director, Programming and Allocations (PAC)	2, 3
Director, Legislation and Public Affairs (LPA)	1, 3
Director, Bay Area Headquarters Authority ("BAHA")	1, 3
<u>Director, Technology Services (<i>TSS</i>)</u>	<u>2</u>
Principals: ATS <i>ADS</i> , PLN, PAC	2, 3
Principals: OPS, EPS, <i>TSS</i>	2, 3
Principals: LPA	1
Principals: BAHA	1, 3
Principals: Finance	1
<u>Clipper[®] Executive Board Members</u>	<u>2</u>
Consultants/New Positions	*

*Consultants and new positions shall be included in the list of designated positions and shall disclose pursuant to the broadest disclosure category in the code, subject to the following limitation:

The Executive Director may determine in writing that a particular consultant or new position, although a "designated position," is hired to perform a range of duties that is limited in scope and thus is not required to fully comply with the disclosure requirements described in this section. Such determination shall include a description of the consultant's or new position's duties and, based upon that description, a statement of the extent of disclosure requirements. The Executive Director's determination is a public record and shall be retained for public inspection in the same manner and location as this conflict of interest code. (Gov. Code Section 81008.) Nothing herein excuses any such consultant from any other provision of the conflict-of-interest code.

OFFICIALS WHO MANAGE PUBLIC INVESTMENTS

It has been determined that the positions listed below manage public investments and shall file a statement of economic interests pursuant to Government Code Section 87200.

MTC Commissioners
Chief Financial Officer
Executive Director

An individual holding one of the above listed positions may contact the Fair Political Practices Commission for assistance or written advice regarding their filing obligations if they believe their position has been categorized incorrectly. The Fair Political Practices Commission makes the final determination whether a position is covered by Government Code Section 87200.

APPENDIX B

DISCLOSURE CATEGORIES

Designated positions shall disclose pursuant to the appropriate disclosure category as indicated in Appendix A.

- CATEGORY 1** – Investments and business positions in business entities, and income, including receipt of loans, gifts, and travel payments, from, entities that provide services, products, or equipment of the type utilized by MTC, including public utilities, consultants, transportation companies, and manufacturers.
- CATEGORY 2** – Investments and business positions in business entities, and income including receipt of loans, gifts, and travel payments, from, sources that provide services, products, or equipment of the type utilized by the designated position’s department or division.
- CATEGORY 3** – All interests in real property located within the jurisdiction or within two miles of the boundaries of the jurisdiction or within two miles of any land owned or used by MTC.
- CATEGORY 4** – Investments and business positions in business entities, and income, including receipt of loans, gifts, and travel payments, from, sources that filed a claim against MTC during the previous two years, or have a claim pending against MTC.

Date: October 27, 1982
W.I.: 99110
I.D.: File 1
Referred by: Administration Committee
Revised: 06/26/91-C 07/27/94-C
11/18/98-C 06/28/00-C
11/20/02-C 09/28/11-C
05/22/13-C 03/25/15-C
09/28/16-C

ABSTRACT

Resolution No. 1198, Revised

Subject

This resolution adopts the amendments to the Metropolitan Transportation Commission's Conflict of Interest Code, directs the Executive Director to submit a copy of the amended code to the Fair Political Practices Commission, provides for future amendments, and revises Appendix A of the Commission Procedures Manual (Resolution No. 1058).

Resolution No. 1198 supersedes Resolution No. 859.

This resolution was revised on June 26, 1991 to include the disclosure of "business positions in business entities," to add a disclosure category for telecommunications services and equipment manufacturers to cover the activities of the MTC SAFE, to update the designated positions to reflect MTC's current organizational structure, and to clarify the definition of "consultant."

This resolution was revised on July 27, 1994 to amend the disclosure categories to cover MTC and MTC SAFE activities in the areas of towing services and intelligent vehicle highway systems (IVHS) and to update the designated positions to reflect MTC's current organizational structure.

This resolution was revised on November 18, 1998 to amend the conflict of interest code to reflect changes in FPPC regulations, amend the disclosure categories to cover the MTC Service Authority for Freeways and Expressways ("MTC SAFE") and Bay Area Toll Authority ("BATA") activities, and to update the designated positions to reflect MTC's current organizational structure.

This resolution was revised on June 28, 2000 to add Associate Counsel as a designated position, delete the Legislation and Public Affairs and Finance sections to create one Funding and External Affairs section, and rename Treasury to Finance.

This resolution was revised on November 20, 2002, to delete the Funding and External Affairs section, to create a Programming and Allocations section and a Legislation and Public Affairs section, and to replace the Deputy Executive Director's position with two Deputy Directors' Positions.

This resolution was revised on September 28, 2011, to update the designated positions to reflect MTC's current organizational structure and disclosure categories.

This resolution was revised on May 22, 2013, to more accurately reflect the most current designated positions and assigned disclosure categories in MTC's organizational structure.

This resolution was revised on March 25, 2015, to more accurately reflect the most current designated positions and assigned disclosure categories in MTC's organizational structure.

This resolution was revised on September 28, 2016, to more accurately reflect the most current designated positions and assigned disclosure categories in MTC's organizational structure, and to add Clipper® Executive Board member as a designated position.

Date: October 27, 1982
W.I.: 99110
I.D.: File 1
Referred by: A&O Committee

RE: Adoption of the Amendments to the Metropolitan Transportation Commission's Conflict of Interest Code.

METROPOLITAN TRANSPORTATION COMMISSION

RESOLUTION NO. 1198

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

WHEREAS, MTC has adopted for purposes of the Political Reform Act (Government Code § 81000 *et seq.*) a Conflict of Interest Code (Resolution No. 859) which has been approved by the Fair Political Practices Commission; and

WHEREAS, MTC desires to amend its Conflict of Interest Code; and

WHEREAS, the proposed amendments have been submitted to the public for comment and subject to a public hearing; now, therefore, be it

RESOLVED, that the amended Conflict of Interest Code, incorporated herein as though set forth at length as Attachment A, is adopted; and, be it further

RESOLVED, that the Executive Director is directed to submit a copy of the Conflict of Interest Code to the California Fair Political Practices Commission for approval; and, be it further

RESOLVED, that MTC may from time to time further amend Attachment A as appropriate, in accordance with the applicable statutory and regulatory provisions; and, be it further

RESOLVED, that MTC Resolution No. 859 is superseded by Resolution No. 1198; and, be it further

RESOLVED, that Appendix A of the Commission Procedures Manual (MTC Resolution No. 1058) is revised by Resolution No. 1198.

METROPOLITAN TRANSPORTATION COMMISSION

/s/

William R. "Bill" Lucius, Chairman

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in Oakland, California, on October 27, 1982.

Date: October 27, 1982
W.I.: 99110
I.D.: File 1
Referred by: A&O Committee
Revised: 06/26/91-C 07/27/94-C
11/18/98-C 06/28/00-C
11/20/02-C 09/28/11-C
05/22/13-C 03/25/15-C
09/28/16-C

Attachment A - Resolution No. 1198
Page 1 of 4

CONFLICT OF INTEREST CODE FOR THE METROPOLITAN TRANSPORTATION COMMISSION

The Political Reform Act (Government Code Section 81000, *et seq.*) requires state and local government agencies to adopt and promulgate conflict of interest codes. The Metropolitan Transportation Commission (MTC), a statutorily created regional transportation planning agency pursuant to Government Code Section 66500 *et seq.*, is for the purposes of the Political Reform Act, a local government agency pursuant to Government Code Section 82041. MTC also functions as the MTC Service Authority for Freeways and Expressways (“MTC SAFE”) pursuant to Streets and Highways Code Sections 2550-2556, and the Bay Area Toll Authority (“BATA”) pursuant to Streets and Highways Code Section 30950 *et seq.* The Fair Political Practices Commission has adopted a regulation (2 Cal. Code Regs. Sec. 18730) that contains the terms of a standard conflict of interest code, which can be incorporated by reference in an agency’s code. After public notice and hearings, the standard code may be amended by the Fair Political Practices Commission to conform to amendments in the Political Reform Act. Therefore, the terms of 2 Cal. Code of Regs. Sec. 18730 and any amendments to it duly adopted by the Fair Political Practices Commission are hereby incorporated by reference. This regulation and the attached Appendices, designating positions and establishing disclosure categories, shall constitute the conflict of interest code of the **Metropolitan Transportation Commission (MTC)**.

Individuals holding designated positions shall file their statements of economic interests with **MTC**, which will make the statements available for public inspection and reproduction. (Gov. Code Sec. 81008.) All statements will be retained by **MTC**.

APPENDIX A

DESIGNATED POSITIONS

<u>Designated Position</u>	<u>Assigned Disclosure Category</u>
Deputy Executive Director, Policy	1, 3, 4
Deputy Executive Director, Operations	1, 3, 4
General Counsel	1, 3, 4
Deputy General Counsel	1, 3, 4
Senior Counsel	1, 3, 4
Associate Counsel	1, 3, 4
Special Counsel	1, 3, 4
Director, Administrative Services (ADS)	2, 3
Director, Planning (PLN)	2, 3
Director, Operations (OPS)	2
Director, Electronic Payments (EPS)	2
Director, Programming and Allocations (PAC)	2, 3
Director, Legislation and Public Affairs (LPA)	1, 3
Director, Technology Services (TSS)	2
Director, Bay Area Headquarters Authority ("BAHA")	1, 3
Principals: ADS, PLN, PAC	2, 3
Principals: OPS, EPS, TSS	2
Principals: LPA	1
Principals: BAHA	1, 3
Principals: Finance	1
Clipper [®] Executive Board Members	2
Consultants/New Positions	*

*Consultants and new positions shall be included in the list of designated positions and shall disclose pursuant to the broadest disclosure category in the code, subject to the following limitation:

The Executive Director may determine in writing that a particular consultant or new position, although a "designated position," is hired to perform a range of duties that is limited in scope and thus is not required to fully comply with the disclosure requirements described in this section. Such determination shall include a description of the consultant's or new position's duties and, based upon that description, a statement of the extent of disclosure requirements. The Executive Director's determination is a public record and shall be retained for public inspection in the same manner and location as this conflict of interest code. (Gov. Code Section 81008.) Nothing herein excuses any such consultant from any other provision of the conflict-of-interest code.

OFFICIALS WHO MANAGE PUBLIC INVESTMENTS

It has been determined that the positions listed below manage public investments and shall file a statement of economic interests pursuant to Government Code Section 87200.

MTC Commissioners
Chief Financial Officer
Executive Director

An individual holding one of the above listed positions may contact the Fair Political Practices Commission for assistance or written advice regarding their filing obligations if they believe their position has been categorized incorrectly. The Fair Political Practices Commission makes the final determination whether a position is covered by Government Code Section 87200.

APPENDIX B

DISCLOSURE CATEGORIES

Designated positions shall disclose pursuant to the appropriate disclosure category as indicated in Appendix A.

- CATEGORY 1** – Investments and business positions in business entities, and income, including receipt of loans, gifts, and travel payments, from, entities that provide services, products, or equipment of the type utilized by MTC, including public utilities, consultants, transportation companies, and manufacturers.
- CATEGORY 2** – Investments and business positions in business entities, and income including receipt of loans, gifts, and travel payments, from, sources that provide services, products, or equipment of the type utilized by the designated position’s department or division.
- CATEGORY 3** – All interests in real property located within the jurisdiction or within two miles of the boundaries of the jurisdiction or within two miles of any land owned or used by MTC.
- CATEGORY 4** – Investments and business positions in business entities, and income, including receipt of loans, gifts, and travel payments, from, sources that filed a claim against MTC during the previous two years, or have a claim pending against MTC.

Date: October 27, 1982
W.I.: 99110
I.D.: File 1
Referred by: A&O Committee
Revised: 06/26/91-C 07/27/94-C
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05/22/13-C 03/25/15-C
09/28/16-C

Attachment A - Resolution No. 1198
Page 1 of 4

CONFLICT OF INTEREST CODE FOR THE METROPOLITAN TRANSPORTATION COMMISSION

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Individuals holding designated positions shall file their statements of economic interests with **MTC**, which will make the statements available for public inspection and reproduction. (Gov. Code Sec. 81008.) All statements will be retained by **MTC**.

Date: October 27, 1982
 W.I.: 99110
 I.D.: File 1
 Referred by: A&O Committee
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 05/22/13-C 03/25/15-C
 09/28/16-C

Attachment A - Resolution No. 1198
 Page 2 of 4

APPENDIX A

DESIGNATED POSITIONS

<u>Designated Position</u>	<u>Assigned Disclosure Category</u>
Deputy Executive Director, Policy	1, 3, 4
Deputy Executive Director, Operations	1, 3, 4
General Counsel	1, 3, 4
Deputy General Counsel	1, 3, 4
Senior Counsel	1, 3, 4
Associate Counsel	1, 3, 4
Special Counsel	1, 3, 4
Director, Administrative Services (ADS)	2, 3
Director, Planning (PLN)	2, 3
Director, Operations (OPS)	2
Director, Electronic Payments (EPS)	2
Director, Programming and Allocations (PAC)	2, 3
Director, Legislation and Public Affairs (LPA)	1, 3
Director, Technology Services (TSS)	2
Director, Bay Area Headquarters Authority ("BAHA")	1, 3
Principals: ADS, PLN, PAC	2, 3
Principals: OPS, EPS, TSS	2
Principals: LPA	1
Principals: BAHA	1, 3
Principals: Finance	1
Clipper® Executive Board Members	2
Consultants/New Positions	*

*Consultants and new positions shall be included in the list of designated positions and shall disclose pursuant to the broadest disclosure category in the code, subject to the following limitation:

Date: October 27, 1982
W.I.: 99110
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Attachment A - Resolution No. 1198
Page 3 of 4

The Executive Director may determine in writing that a particular consultant or new position, although a “designated position,” is hired to perform a range of duties that is limited in scope and thus is not required to fully comply with the disclosure requirements described in this section. Such determination shall include a description of the consultant’s or new position’s duties and, based upon that description, a statement of the extent of disclosure requirements. The Executive Director’s determination is a public record and shall be retained for public inspection in the same manner and location as this conflict of interest code. (Gov. Code Section 81008.) Nothing herein excuses any such consultant from any other provision of the conflict-of-interest code.

OFFICIALS WHO MANAGE PUBLIC INVESTMENTS

It has been determined that the positions listed below manage public investments and shall file a statement of economic interests pursuant to Government Code Section 87200.

MTC Commissioners
Chief Financial Officer
Executive Director

An individual holding one of the above listed positions may contact the Fair Political Practices Commission for assistance or written advice regarding their filing obligations if they believe their position has been categorized incorrectly. The Fair Political Practices Commission makes the final determination whether a position is covered by Government Code Section 87200.

Date: October 27, 1982
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09/28/16-C

Attachment A - Resolution No. 1198
Page 4 of 4

APPENDIX B

DISCLOSURE CATEGORIES

Designated positions shall disclose pursuant to the appropriate disclosure category as indicated in Appendix A.

- CATEGORY 1** – Investments and business positions in business entities, and income, including receipt of loans, gifts, and travel payments, from, entities that provide services, products, or equipment of the type utilized by MTC, including public utilities, consultants, transportation companies, and manufacturers.
- CATEGORY 2** – Investments and business positions in business entities, and income including receipt of loans, gifts, and travel payments, from, sources that provide services, products, or equipment of the type utilized by the designated position's department or division.
- CATEGORY 3** – All interests in real property located within the jurisdiction or within two miles of the boundaries of the jurisdiction or within two miles of any land owned or used by MTC.
- CATEGORY 4** – Investments and business positions in business entities, and income, including receipt of loans, gifts, and travel payments, from, sources that filed a claim against MTC during the previous two years, or have a claim pending against MTC.

This is the last page of the conflict of interest code for Metropolitan Transportation Commission.



CERTIFICATION OF FPPC APPROVAL

Pursuant to Government Code Section 87303, the conflict of interest code for **Metropolitan Transportation Commission** was approved on 6/30/ 2016. This code will become effective on 7/30/ 2016.

A handwritten signature in black ink, appearing to be "B. Lau", written over a horizontal line.

Brian G. Lau

Senior Commission Counsel

Fair Political Practices Commission



METROPOLITAN
TRANSPORTATION
COMMISSION

Bay Area Metro Center
375 Beale Street
San Francisco, CA 94105
TEL: 415.778.6700
WEB: www.mtc.ca.gov

Memorandum

TO: Administration Committee

DATE: September 7, 2016

FR: General Counsel

W.I.: 1111

RE: MTC Resolution No. 1198, Revised – Revisions to MTC's Conflict of Interest Code

The Office of General Counsel reported to this Committee on May 11, 2016 that the Metropolitan Transportation Commission's (MTC's) Conflict of Interest (COI) Code, which also serves as the conflict-of-interest code for the Bay Area Toll Authority (BATA), the MTC Service Authority for Freeways and Expressways (MTC SAFE), the Bay Area Headquarters Authority (BAHA) and the Bay Area Infrastructure Financing Authority (BAIFA), required an update to the designated positions and assigned disclosure categories to reflect MTC's current organizational structure. Incumbents of positions designated in the Appendix to MTC's Conflict of Interest code must file an annual Statement of Economic Interest (FPPC Form 700) with the agency.

The changes in the COI Code reflect the split of MTC's Administrative and Technology Section into two new sections (the Administrative Services Section and the Technology Services Section), the addition of Clipper® Executive Board member as a designated position, and other technical changes. The disclosure categories are tailored to the responsibilities of each role.

The Committee authorized posting the draft changes to MTC Resolution No. 1198 for the 45-day notice period required by the FPPC. We received no comments. The FPPC approved the revised code on June 30, 2016, with an effective date of July 30, 2016.

I recommend that this Committee forward Resolution No. 1198, Revised, MTC's Conflict of Interest Code (Attachment B) to the Commission for approval.

Adrienne D. Weil

AW:mm
Attachments

Revision Text Changes

**CONFLICT OF INTEREST CODE FOR THE
METROPOLITAN TRANSPORTATION COMMISSION**

The Political Reform Act (Government Code Section 81000, *et seq.*) requires state and local government agencies to adopt and promulgate conflict of interest codes. The Metropolitan Transportation Commission (MTC), a statutorily created regional transportation planning agency pursuant to Government Code Section 66500 *et seq.*, is for the purposes of the Political Reform Act, a local government agency pursuant to Government Code Section 82041. MTC also functions as the MTC Service Authority for Freeways and Expressways (“MTC SAFE”) pursuant to Streets and Highways Code Sections 2550-2556, and the Bay Area Toll Authority (“BATA”) pursuant to Streets and Highways Code Section 30950 *et seq.* The Fair Political Practices Commission has adopted a regulation (2 Cal. Code Regs. Sec. 18730) that contains the terms of a standard conflict of interest code, which can be incorporated by reference in an agency’s code. After public notice and hearings, the standard code may be amended by the Fair Political Practices Commission to conform to amendments in the Political Reform Act. Therefore, the terms of 2 Cal. Code of Regs. Sec. 18730 and any amendments to it duly adopted by the Fair Political Practices Commission are hereby incorporated by reference. This regulation and the attached Appendices, designating positions and establishing disclosure categories, shall constitute the conflict of interest code of the **Metropolitan Transportation Commission (MTC)**.

Individuals holding designated positions shall file their statements of economic interests with MTC, which will make the statements available for public inspection and reproduction. (Gov. Code Sec. 81008.) All statements will be retained by MTC. ~~Individuals holding designated positions shall file their statements of economic interests with MTC, which will make the statements available for public inspection and reproduction. (Government Code Sec. 81008.) Upon receipt of statements for the MTC Commissioners and from the Executive Director, MTC shall make and retain copies and forward the originals to the Fair Political Practices Commission. All other statements will be retained by MTC.~~

APPENDIX A

DESIGNATED POSITIONS

<u>Designated Position</u>	<u>Assigned Disclosure Category</u>
Deputy Executive Director, Policy	1, 3, 4
Deputy Executive Director, Operations	1, 3, 4
General Counsel	1, 3, 4
Deputy General Counsel	1, 3, 4
Senior Counsel	1, 3, 4
Associate Counsel	1, 3, 4
Special Counsel	1, 3, 4
Director, Administrative and Technology Services (<i>ADS</i>)	2, 3
Director, Planning (PLN)	2, 3
Director, Operations (OPS)	2
Director, Electronic Payments (EPS)	2
Director, Programming and Allocations (PAC)	2, 3
Director, Legislation and Public Affairs (LPA)	1, 3
Director, Bay Area Headquarters Authority ("BAHA")	1, 3
<u>Director, Technology Services (<i>TSS</i>)</u>	<u>2</u>
Principals: ATS <i>ADS</i> , PLN, PAC	2, 3
Principals: OPS, EPS, <i>TSS</i>	2, 3
Principals: LPA	1
Principals: BAHA	1, 3
Principals: Finance	1
<u>Clipper[®] Executive Board Members</u>	<u>2</u>
Consultants/New Positions	*

*Consultants and new positions shall be included in the list of designated positions and shall disclose pursuant to the broadest disclosure category in the code, subject to the following limitation:

The Executive Director may determine in writing that a particular consultant or new position, although a "designated position," is hired to perform a range of duties that is limited in scope and thus is not required to fully comply with the disclosure requirements described in this section. Such determination shall include a description of the consultant's or new position's duties and, based upon that description, a statement of the extent of disclosure requirements. The Executive Director's determination is a public record and shall be retained for public inspection in the same manner and location as this conflict of interest code. (Gov. Code Section 81008.) Nothing herein excuses any such consultant from any other provision of the conflict-of-interest code.

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Chief Financial Officer
Executive Director

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11/18/98-C 06/28/00-C
11/20/02-C 09/28/11-C
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ABSTRACT

Resolution No. 1198, Revised

Subject

This resolution adopts the amendments to the Metropolitan Transportation Commission's Conflict of Interest Code, directs the Executive Director to submit a copy of the amended code to the Fair Political Practices Commission, provides for future amendments, and revises Appendix A of the Commission Procedures Manual (Resolution No. 1058).

Resolution No. 1198 supersedes Resolution No. 859.

This resolution was revised on June 26, 1991 to include the disclosure of "business positions in business entities," to add a disclosure category for telecommunications services and equipment manufacturers to cover the activities of the MTC SAFE, to update the designated positions to reflect MTC's current organizational structure, and to clarify the definition of "consultant."

This resolution was revised on July 27, 1994 to amend the disclosure categories to cover MTC and MTC SAFE activities in the areas of towing services and intelligent vehicle highway systems (IVHS) and to update the designated positions to reflect MTC's current organizational structure.

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This resolution was revised on June 28, 2000 to add Associate Counsel as a designated position, delete the Legislation and Public Affairs and Finance sections to create one Funding and External Affairs section, and rename Treasury to Finance.

This resolution was revised on November 20, 2002, to delete the Funding and External Affairs section, to create a Programming and Allocations section and a Legislation and Public Affairs section, and to replace the Deputy Executive Director's position with two Deputy Directors' Positions.

This resolution was revised on September 28, 2011, to update the designated positions to reflect MTC's current organizational structure and disclosure categories.

This resolution was revised on May 22, 2013, to more accurately reflect the most current designated positions and assigned disclosure categories in MTC's organizational structure.

This resolution was revised on March 25, 2015, to more accurately reflect the most current designated positions and assigned disclosure categories in MTC's organizational structure.

This resolution was revised on September 28, 2016, to more accurately reflect the most current designated positions and assigned disclosure categories in MTC's organizational structure, and to add Clipper® Executive Board member as a designated position.

Date: October 27, 1982
W.I.: 99110
I.D.: File 1
Referred by: A&O Committee

RE: Adoption of the Amendments to the Metropolitan Transportation Commission's Conflict of Interest Code.

METROPOLITAN TRANSPORTATION COMMISSION

RESOLUTION NO. 1198

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

WHEREAS, MTC has adopted for purposes of the Political Reform Act (Government Code § 81000 *et seq.*) a Conflict of Interest Code (Resolution No. 859) which has been approved by the Fair Political Practices Commission; and

WHEREAS, MTC desires to amend its Conflict of Interest Code; and

WHEREAS, the proposed amendments have been submitted to the public for comment and subject to a public hearing; now, therefore, be it

RESOLVED, that the amended Conflict of Interest Code, incorporated herein as though set forth at length as Attachment A, is adopted; and, be it further

RESOLVED, that the Executive Director is directed to submit a copy of the Conflict of Interest Code to the California Fair Political Practices Commission for approval; and, be it further

RESOLVED, that MTC may from time to time further amend Attachment A as appropriate, in accordance with the applicable statutory and regulatory provisions; and, be it further

RESOLVED, that MTC Resolution No. 859 is superseded by Resolution No. 1198; and, be it further

RESOLVED, that Appendix A of the Commission Procedures Manual (MTC Resolution No. 1058) is revised by Resolution No. 1198.

METROPOLITAN TRANSPORTATION COMMISSION

/s/

William R. "Bill" Lucius, Chairman

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in Oakland, California, on October 27, 1982.

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W.I.: 99110
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Revised: 06/26/91-C 07/27/94-C
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Attachment A - Resolution No. 1198
Page 1 of 4

CONFLICT OF INTEREST CODE FOR THE METROPOLITAN TRANSPORTATION COMMISSION

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Individuals holding designated positions shall file their statements of economic interests with **MTC**, which will make the statements available for public inspection and reproduction. (Gov. Code Sec. 81008.) All statements will be retained by **MTC**.

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Deputy General Counsel	1, 3, 4
Senior Counsel	1, 3, 4
Associate Counsel	1, 3, 4
Special Counsel	1, 3, 4
Director, Administrative Services (ADS)	2, 3
Director, Planning (PLN)	2, 3
Director, Operations (OPS)	2
Director, Electronic Payments (EPS)	2
Director, Programming and Allocations (PAC)	2, 3
Director, Legislation and Public Affairs (LPA)	1, 3
Director, Technology Services (TSS)	2
Director, Bay Area Headquarters Authority ("BAHA")	1, 3
Principals: ADS, PLN, PAC	2, 3
Principals: OPS, EPS, TSS	2
Principals: LPA	1
Principals: BAHA	1, 3
Principals: Finance	1
Clipper [®] Executive Board Members	2
Consultants/New Positions	*

*Consultants and new positions shall be included in the list of designated positions and shall disclose pursuant to the broadest disclosure category in the code, subject to the following limitation:

The Executive Director may determine in writing that a particular consultant or new position, although a "designated position," is hired to perform a range of duties that is limited in scope and thus is not required to fully comply with the disclosure requirements described in this section. Such determination shall include a description of the consultant's or new position's duties and, based upon that description, a statement of the extent of disclosure requirements. The Executive Director's determination is a public record and shall be retained for public inspection in the same manner and location as this conflict of interest code. (Gov. Code Section 81008.) Nothing herein excuses any such consultant from any other provision of the conflict-of-interest code.

OFFICIALS WHO MANAGE PUBLIC INVESTMENTS

It has been determined that the positions listed below manage public investments and shall file a statement of economic interests pursuant to Government Code Section 87200.

MTC Commissioners
Chief Financial Officer
Executive Director

An individual holding one of the above listed positions may contact the Fair Political Practices Commission for assistance or written advice regarding their filing obligations if they believe their position has been categorized incorrectly. The Fair Political Practices Commission makes the final determination whether a position is covered by Government Code Section 87200.

APPENDIX B

DISCLOSURE CATEGORIES

Designated positions shall disclose pursuant to the appropriate disclosure category as indicated in Appendix A.

- CATEGORY 1** – Investments and business positions in business entities, and income, including receipt of loans, gifts, and travel payments, from, entities that provide services, products, or equipment of the type utilized by MTC, including public utilities, consultants, transportation companies, and manufacturers.
- CATEGORY 2** – Investments and business positions in business entities, and income including receipt of loans, gifts, and travel payments, from, sources that provide services, products, or equipment of the type utilized by the designated position's department or division.
- CATEGORY 3** – All interests in real property located within the jurisdiction or within two miles of the boundaries of the jurisdiction or within two miles of any land owned or used by MTC.
- CATEGORY 4** – Investments and business positions in business entities, and income, including receipt of loans, gifts, and travel payments, from, sources that filed a claim against MTC during the previous two years, or have a claim pending against MTC.

Date: October 27, 1982
W.I.: 99110
I.D.: File 1
Referred by: A&O Committee
Revised: 06/26/91-C 07/27/94-C
11/18/98-C 06/28/00-C
11/20/02-C 09/28/11-C
05/22/13-C 03/25/15-C
09/28/16-C

Attachment A - Resolution No. 1198
Page 1 of 4

CONFLICT OF INTEREST CODE FOR THE METROPOLITAN TRANSPORTATION COMMISSION

The Political Reform Act (Government Code Section 81000, *et seq.*) requires state and local government agencies to adopt and promulgate conflict of interest codes. The Metropolitan Transportation Commission (MTC), a statutorily created regional transportation planning agency pursuant to Government Code Section 66500 *et seq.*, is for the purposes of the Political Reform Act, a local government agency pursuant to Government Code Section 82041. MTC also functions as the MTC Service Authority for Freeways and Expressways (“MTC SAFE”) pursuant to Streets and Highways Code Sections 2550-2556, and the Bay Area Toll Authority (“BATA”) pursuant to Streets and Highways Code Section 30950 *et seq.* The Fair Political Practices Commission has adopted a regulation (2 Cal. Code Regs. Sec. 18730) that contains the terms of a standard conflict of interest code, which can be incorporated by reference in an agency’s code. After public notice and hearings, the standard code may be amended by the Fair Political Practices Commission to conform to amendments in the Political Reform Act. Therefore, the terms of 2 Cal. Code of Regs. Sec. 18730 and any amendments to it duly adopted by the Fair Political Practices Commission are hereby incorporated by reference. This regulation and the attached Appendices, designating positions and establishing disclosure categories, shall constitute the conflict of interest code of the **Metropolitan Transportation Commission (MTC)**.

Individuals holding designated positions shall file their statements of economic interests with **MTC**, which will make the statements available for public inspection and reproduction. (Gov. Code Sec. 81008.) All statements will be retained by **MTC**.

Date: October 27, 1982
 W.I.: 99110
 I.D.: File 1
 Referred by: A&O Committee
 Revised: 06/26/91-C 07/27/94-C
 11/18/98-C 06/28/00-C
 11/20/02-C 09/28/11-C
 05/22/13-C 03/25/15-C
 09/28/16-C

Attachment A - Resolution No. 1198
 Page 2 of 4

APPENDIX A

DESIGNATED POSITIONS

<u>Designated Position</u>	<u>Assigned Disclosure Category</u>
Deputy Executive Director, Policy	1, 3, 4
Deputy Executive Director, Operations	1, 3, 4
General Counsel	1, 3, 4
Deputy General Counsel	1, 3, 4
Senior Counsel	1, 3, 4
Associate Counsel	1, 3, 4
Special Counsel	1, 3, 4
Director, Administrative Services (ADS)	2, 3
Director, Planning (PLN)	2, 3
Director, Operations (OPS)	2
Director, Electronic Payments (EPS)	2
Director, Programming and Allocations (PAC)	2, 3
Director, Legislation and Public Affairs (LPA)	1, 3
Director, Technology Services (TSS)	2
Director, Bay Area Headquarters Authority ("BAHA")	1, 3
Principals: ADS, PLN, PAC	2, 3
Principals: OPS, EPS, TSS	2
Principals: LPA	1
Principals: BAHA	1, 3
Principals: Finance	1
Clipper® Executive Board Members	2
Consultants/New Positions	*

*Consultants and new positions shall be included in the list of designated positions and shall disclose pursuant to the broadest disclosure category in the code, subject to the following limitation:

Date: October 27, 1982
W.I.: 99110
I.D.: File 1
Referred by: A&O Committee
Revised: 06/26/91-C 07/27/94-C
11/18/98-C 06/28/00-C
11/20/02-C 09/28/11-C
05/22/13-C 03/25/15-C
09/28/16-C

Attachment A - Resolution No. 1198
Page 3 of 4

The Executive Director may determine in writing that a particular consultant or new position, although a “designated position,” is hired to perform a range of duties that is limited in scope and thus is not required to fully comply with the disclosure requirements described in this section. Such determination shall include a description of the consultant’s or new position’s duties and, based upon that description, a statement of the extent of disclosure requirements. The Executive Director’s determination is a public record and shall be retained for public inspection in the same manner and location as this conflict of interest code. (Gov. Code Section 81008.) Nothing herein excuses any such consultant from any other provision of the conflict-of-interest code.

OFFICIALS WHO MANAGE PUBLIC INVESTMENTS

It has been determined that the positions listed below manage public investments and shall file a statement of economic interests pursuant to Government Code Section 87200.

MTC Commissioners
Chief Financial Officer
Executive Director

An individual holding one of the above listed positions may contact the Fair Political Practices Commission for assistance or written advice regarding their filing obligations if they believe their position has been categorized incorrectly. The Fair Political Practices Commission makes the final determination whether a position is covered by Government Code Section 87200.

Date: October 27, 1982
W.I.: 99110
I.D.: File 1
Referred by: A&O Committee
Revised: 06/26/91-C 07/27/94-C
11/18/98-C 06/28/00-C
11/20/02-C 09/28/11-C
05/22/13-C 03/25/15-C
09/28/16-C

Attachment A - Resolution No. 1198
Page 4 of 4

APPENDIX B

DISCLOSURE CATEGORIES

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- CATEGORY 4** – Investments and business positions in business entities, and income, including receipt of loans, gifts, and travel payments, from, sources that filed a claim against MTC during the previous two years, or have a claim pending against MTC.

This is the last page of the conflict of interest code for Metropolitan Transportation Commission.



CERTIFICATION OF FPPC APPROVAL

Pursuant to Government Code Section 87303, the conflict of interest code for **Metropolitan Transportation Commission** was approved on 6/30/ 2016. This code will become effective on 7/30/ 2016.

A handwritten signature in black ink, appearing to read "B. Lau", written over a horizontal line.

Brian G. Lau

Senior Commission Counsel

Fair Political Practices Commission



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 15-1855 **Version:** 1 **Name:**

Type: Resolution **Status:** Consent

File created: 8/5/2016 **In control:** Administration Committee

On agenda: 9/14/2016 **Final action:**

Title: MTC Resolution No. 4247 - MTC Agency FY 2016-17 Pay Schedules for the Executive Director and General Counsel.

Sponsors:

Indexes:

Code sections:

Attachments: [6c Admin-2g Reso-4247 ED&GenCounc Salary Schedules](#)
[_2g_Reso-4247_ED&GenCounc_Salary_Schedules.pdf](#)

Date	Ver.	Action By	Action	Result
------	------	-----------	--------	--------

Subject:
MTC Resolution No. 4247 - MTC Agency FY 2016-17 Pay Schedules for the Executive Director and General Counsel.

Presenter:
Robin James

Recommended Action:
Commission Approval



METROPOLITAN
TRANSPORTATION
COMMISSION

Bay Area Metro Center
375 Beale Street
San Francisco, CA 94103
TEL 415.778.6700
WEB www.mtc.ca.gov

Memorandum

TO: Administration Committee

DATE: September 7, 2016

FR: Deputy Executive Director, Policy

W. I. 1153

RE: MTC Resolution No. 4247 – MTC Agency FY 2016-17 Pay Schedules for the Executive Director and General Counsel

This memorandum requests referral of MTC Resolution No. 4247, approving MTC's agency pay schedules for the Executive Director and General Counsel for FY 2016-17 to the Commission for approval, consistent with California Code of Regulations Section 570.5 requirements.

As background, on June 25, 2014, MTC approved employment benefits and salaries as part of a Memorandum of Understanding (MOU) for a four-year period from July 1, 2014 through June 30, 2018 through MTC Resolution Nos. 4153 and 4154. Further, MTC has approved employment agreements for the Executive Director and General Counsel for the same four-year period, subject to annual performance reviews.

Staff recommends that this Committee refer MTC Resolution No. 4247 to the Commission for approval.

Alix A. Bockelman

AB:rj
Attachments

Date: September 28, 2016
W.I.: 1153
Referred by: Administration Committee

ABSTRACT

Resolution No. 4247

This resolution sets forth the MTC pay schedule for the Executive Director and General Counsel from July 1, 2016 through and including June 30, 2017.

Date: September 28, 2016
W.I.: 1153
Referred by: Administration Committee

Re: MTC Pay Schedules for the Executive Director and General Counsel for FY2016-17, from July 1, 2016 through June 30, 2017

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4247

WHEREAS, the Metropolitan Transportation Commission (MTC) is the Regional Transportation Planning Authority for the San Francisco Bay Area pursuant to Government Code §§ 66500 *et seq.*; and

WHEREAS, the MTC has approved employment agreements from July 1, 2014 through June 30, 2018 for the Executive Director and General Counsel; and

WHEREAS, the MTC contracts with the California Public Employees Retirement System (CalPERS) to provide retirement benefits for its employees; and

WHEREAS, CalPERS uses the MTC's pay schedules to calculate retirement benefits earned by the MTC's employees; and

WHEREAS, the MTC as a contracting public employer is adhering to the California Code of Regulations, Title 2, Section 570.5, which sets forth reporting regulations for CalPERS member agencies to have a duly approved and adopted publicly available pay schedule; now therefore be it

RESOLVED, that the pay schedules for MTC's Executive Director and General Counsel effective July 1, 2016 through June 30, 2017 shall be as set forth in Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length; and be it further

RESOLVED, that the attached pay schedules will be immediately accessible for public review during normal business hours or posted on MTC's internet site.

METROPOLITAN TRANSPORTATION COMMISSION

Dave Cortese, 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 September 28, 2016.

**Pay Schedule for MTC Executive Director
Fiscal Year 2016-2017, Effective July 1, 2016**

CLASS/POSITION	GRADE	RATE	PAY TYPE
EXECUTIVE DIRECTOR	X/1	\$162.9966	HOURLY BASE RATE
		\$13,039.73	BI-WEEKLY
		\$28,252.74	MONTHLY
		\$339,032.93	ANNUAL
Executive Director			

Pay Schedule for MTC General Counsel
Fiscal Year 2016-2017, Effective July 1, 2016

CLASS/POSITION	GRADE	RATE	PAY TYPE
GENERAL COUNSEL	X/2	\$145.3816	HOURLY BASE RATE
		\$11,630.53	BI-WEEKLY
		\$25,199.48	MONTHLY
		\$302,393.73	ANNUAL
General Counsel			



METROPOLITAN
TRANSPORTATION
COMMISSION

Bay Area Metro Center
375 Beale Street
San Francisco, CA 94105
TEL 415.778.6700
WEB www.mtc.ca.gov

Memorandum

TO: Administration Committee

DATE: September 7, 2016

FR: Deputy Executive Director, Policy

W. I. 1153

RE: MTC Resolution No. 4247 – MTC Agency FY 2016-17 Pay Schedules for the Executive Director and General Counsel

This memorandum requests referral of MTC Resolution No. 4247, approving MTC's agency pay schedules for the Executive Director and General Counsel for FY 2016-17 to the Commission for approval, consistent with California Code of Regulations Section 570.5 requirements.

As background, on June 25, 2014, MTC approved employment benefits and salaries as part of a Memorandum of Understanding (MOU) for a four-year period from July 1, 2014 through June 30, 2018 through MTC Resolution Nos. 4153 and 4154. Further, MTC has approved employment agreements for the Executive Director and General Counsel for the same four-year period, subject to annual performance reviews.

Staff recommends that this Committee refer MTC Resolution No. 4247 to the Commission for approval.

Alix A. Bockelman

AB:rj
Attachments

Date: September 28, 2016
W.I.: 1153
Referred by: Administration Committee

ABSTRACT

Resolution No. 4247

This resolution sets forth the MTC pay schedule for the Executive Director and General Counsel from July 1, 2016 through and including June 30, 2017.

Date: September 28, 2016
W.I.: 1153
Referred by: Administration Committee

Re: MTC Pay Schedules for the Executive Director and General Counsel for FY2016-17, from July 1, 2016 through June 30, 2017

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4247

WHEREAS, the Metropolitan Transportation Commission (MTC) is the Regional Transportation Planning Authority for the San Francisco Bay Area pursuant to Government Code §§ 66500 *et seq.*; and

WHEREAS, the MTC has approved employment agreements from July 1, 2014 through June 30, 2018 for the Executive Director and General Counsel; and

WHEREAS, the MTC contracts with the California Public Employees Retirement System (CalPERS) to provide retirement benefits for its employees; and

WHEREAS, CalPERS uses the MTC's pay schedules to calculate retirement benefits earned by the MTC's employees; and

WHEREAS, the MTC as a contracting public employer is adhering to the California Code of Regulations, Title 2, Section 570.5, which sets forth reporting regulations for CalPERS member agencies to have a duly approved and adopted publicly available pay schedule; now therefore be it

RESOLVED, that the pay schedules for MTC's Executive Director and General Counsel effective July 1, 2016 through June 30, 2017 shall be as set forth in Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length; and be it further

RESOLVED, that the attached pay schedules will be immediately accessible for public review during normal business hours or posted on MTC's internet site.

METROPOLITAN TRANSPORTATION COMMISSION

Dave Cortese, 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 September 28, 2016.

**Pay Schedule for MTC Executive Director
Fiscal Year 2016-2017, Effective July 1, 2016**

CLASS/POSITION	GRADE	RATE	PAY TYPE
EXECUTIVE DIRECTOR	X/1	\$162.9966	HOURLY BASE RATE
		\$13,039.73	BI-WEEKLY
		\$28,252.74	MONTHLY
		\$339,032.93	ANNUAL
Executive Director			

Pay Schedule for MTC General Counsel
Fiscal Year 2016-2017, Effective July 1, 2016

CLASS/POSITION	GRADE	RATE	PAY TYPE
GENERAL COUNSEL	X/2	\$145.3816	HOURLY BASE RATE
		\$11,630.53	BI-WEEKLY
		\$25,199.48	MONTHLY
		\$302,393.73	ANNUAL
General Counsel			



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 15-1868 **Version:** 1 **Name:**

Type: Resolution **Status:** Consent

File created: 8/11/2016 **In control:** Programming and Allocations Committee

On agenda: 9/14/2016 **Final action:**

Title: MTC Resolution Nos. 3714, Revised, 3738, Revised, 3854, Revised, 3916, Revised, 4084, Revised, and 4162, Revised. Revisions to FY2006-07 through FY2014-15 Transit Capital Priorities programs and BART Car Replacement Funding Exchange and Reserve Account to transfer programming for BART between projects.

Sponsors:

Indexes:

Code sections:

Attachments: [6d PAC-2b Resos 3714-3738-3854-3916-4084 TCP Program Revisions](#)
[2b Resos 3714-3738-3854-3916-4084 TCP Program Revisions.pdf](#)

Date	Ver.	Action By	Action	Result
9/14/2016	1	Programming and Allocations Committee		

Subject:

MTC Resolution Nos. 3714, Revised, 3738, Revised, 3854, Revised, 3916, Revised, 4084, Revised, and 4162, Revised. Revisions to FY2006-07 through FY2014-15 Transit Capital Priorities programs and BART Car Replacement Funding Exchange and Reserve Account to transfer programming for BART between projects.

Presenter:

Rob Jaques

Recommended Action:

Commission Approval

**Metropolitan Transportation Commission
Programming and Allocations Committee**

September 14, 2016

Commission Agenda Item 6d

**Resolution Nos. 3714, Revised, 3738, Revised, 3854, Revised, 3916, Revised,
4084, Revised, and 4162, Revised**

Subject: Revisions to FY2006-07 through FY2014-15 Transit Capital Priorities programs and BART Car Replacement Funding Exchange and Reserve Account to transfer programming for BART between projects.

Background: MTC is responsible for programming the region's Federal Transit Administration (FTA) Urbanized Area Formula (Section 5307), State of Good Repair (Section 5337) and Bus & Bus Facilities (Section 5339) funds, as well as Cycle 2 Surface Transportation Program (STP) Transit Capital Rehabilitation funds. MTC programs these funds to eligible transit operators to support capital replacement and rehabilitation projects, preventive maintenance, and operating costs through the Transit Capital Priorities (TCP) program. Additionally, MTC has an agreement with BART (MTC Resolution 3738, Revised), to exchange federal and local funds to create a reserve account for the future costs of replacing BART's railcars.

This item makes revisions to the FY2006-07 to FY2014-15 TCP programs as requested by BART. These changes allow BART to meet grant spend down goals outlined in TCP Process and Criteria, by shifting FTA funds to projects that are moving forward more quickly, and using local funds for other projects that are moving more slowly. Overall BART is proposing to shift about \$60 million to projects that are advancing more quickly, mostly within their fixed guideway programs, and staff supports this request since it is consistent with TCP policy and will assist BART in speeding the delivery of priority projects.

The BART proposal includes two main elements:

- Shifting funds between fixed guideway projects that are all Score 16.
- Shifting \$10.7 million of FTA funds to Preventive Maintenance, normally a Score 9 project that would not be funded through TCP. However, the TCP policy does allow for this type of exchange, if the transit operator can demonstrate that they are providing an equivalent amount of local funding to the Score 16 project that would have been funded with FTA funds.

A letter from BART staff, attached, details the changes and confirms that BART is directing an equivalent amount of local funds to the slower-moving Score 16 projects.

This item also updates the amount programmed to BART projects in FY2014-15 to reflect FTA grant awards that differed slightly from the amounts originally programmed, with no net change in the total amount programmed.

The changes to BART's programming have no effect on the other operators. The requested changes have been shaded in the attachments to the resolutions.

This item also revises Resolution 3738, Revised, to reflect the final FY2014-15 and FY2015-16 TCP Programs of Projects (MTC Resolution 4212, Revised).

Issues: None

Recommendation: Refer MTC Resolution Nos. 3714, Revised; 3738, Revised; 3854, Revised; 3916, Revised; 4084, Revised; and 4162, Revised, to the Commission for approval.

Attachments: Letter from BART staff dated 8/31/2016
MTC Resolution No. 3714, Revised; 3738, Revised; 3854, Revised; 3916, Revised; 4084, Revised; and 4162, Revised



SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT

300 Lakeside Drive, P.O. Box 12688
Oakland, CA 94604-2688
(510) 464-6000

2016

Ms. Anne Richman, Director
Programming & Allocations
Metropolitan Transportation Commission
Bay Area Metro Center
375 Beale Street, Suite 800
San Francisco, CA 94105

Tom Radulovich
PRESIDENT

Gail Murray
VICE PRESIDENT

Grace Crunican
GENERAL MANAGER

Subject: Compliance with TCP policy concerning Preventive Maintenance (PM)

DIRECTORS

Gail Murray
1ST DISTRICT

Joel Keller
2ND DISTRICT

Rebecca Saltzman
3RD DISTRICT

Robert Raburn, Ph.D.
4TH DISTRICT

John McPartland
5TH DISTRICT

Thomas M. Blalock, P.E.
6TH DISTRICT

Zakhary Mallett, MCP
7TH DISTRICT

Nicholas Josefowitz
8TH DISTRICT

Tom Radulovich
9TH DISTRICT

Dear Ms. Richman,


Thank you for the extensive support of your staff to process a TIP amendment which includes and reflects BART's efforts to comply with the Transit Capital Priorities (TCP) Policy Grant Spend-down requirement, along with Federal Transit Administration requirements. BART continues its' efforts to achieve and meet the spend-down requirements as set forth in the TCP Policy in the nearly two years since its establishment.

As a result of the Administrative Modification TIP amendment necessitated by the re-alignment of previously awarded federal funds to projects which are able to spend these funds expeditiously, it became clear that BART's use of PM was not entirely consistent with the TCP Policy and an additional action is required.

I'm writing to confirm BART's commitment to make a capital allocation of \$1,320,534 to track replacement which is a Score 16 project under the Rail, Way, and Structures Program. When added to the \$9,432,584 of Capital Allocation funding directed to Score 16 projects as part of the FY15 year-end budget balancing and approved November 2015, a total of \$10,752,850 will have been directed to BART's score 16 projects and balanced to the federal funds previously moved to PM.

Attached please find the listing of projects to which the \$9,432,584 was applied along with the corresponding BART Board Resolution No. 5262, as amended, regarding the Fiscal Year 2015 Annual budget which allocated the \$9,432,584 to these projects.

Thank you,


Kerry Hamill
Assistant General Manager,
External Affairs

Project No.	BART Fund #	Project Description	Amount
15CQ000	8529	RAIL,TIE * FASTENER REPL.	1,600.00
15CQ001	8529	Rails, Ties, Fasteners 2	2,600,000.00
15TC001	8529	Weekend Maintenance Support	190,716.00
15TD000	8529	WAYSIDE EQUIPMENT FY06	2,000,000.00
20LA001	8529	Train Cntrl Neg Return Sys Map	200,000.00
20LN001	8529	Wayside Line Repl Unit Wayside	500,000.00
20LN002	8529	MUX Cable Replacement Cable -	320,000.00
20LN003	8529	TX / RX Loop Replacement	200,000.00
20LT001	8529	Remote Prohibits & Speed Restr	1,820,000.00
20LZ100	8529	Battery Repl for TC Rooms Pt 2	1,600,000.00
			9,432,316.00



EXECUTIVE DECISION DOCUMENT

GENERAL MANAGER APPROVAL: <i>Maricia delBueno</i>		GENERAL MANAGER ACTION REQ'D: Place on the November 19, 2015 Board of Directors Agenda		
DATE: 11/13/15		BOARD INITIATED ITEM: No		
Originator/Prepared by: Robert Umbreit Dept: Budget Department	General Counsel <i>[Signature]</i>	Controller/Treasurer <i>[Signature]</i>	District Secretary <i>[Signature]</i>	BARC <i>[Signature]</i>
Signature/Date: <i>R. Umbreit 11/12/15</i>	<i>[Signature]</i> 11/12/15	<i>[Signature]</i> 11/13/15	<i>[Signature]</i> 11/13/15	<i>[Signature]</i> 11-12-15
TITLE:				

Fiscal Year 2015 Year-End Budget Revision

NARRATIVE:

PURPOSE: To amend the Fiscal Year 2015 (FY15) Budget for year-end adjustments.

DISCUSSION: The District finished FY15 favorable by a net of \$10.5 million (M). Sources were \$37.3M (4%) favorable to budget and total uses were \$10.0M (-1%) unfavorable, less non-cash accounting adjustments net variance of \$16.9M. The results are summarized below, with more detail provided in the Background section and Attachments 1 and 2.

FY15 Operating Results		Budget	Actual	Var.	%
(\$ million)					
Sources	Operating Revenue	487.2	514.7	27.5	6%
	Sales Tax	228.7	233.1	4.4	2%
	Other Assistance	136.3	141.6	5.4	4%
Total Sources		852.2	889.5	37.3	4%
Uses	Labor	420.5	436.2	(15.7)	-4%
	OPEB Unfunded Liability ⁽¹⁾	2.4	2.0	0.4	16%
	Pension - GASB 68 Adjustment ⁽²⁾	-	(16.5)	16.5	
	Non-Labor	176.2	175.4	0.8	0%
	Total Expense	599.1	597.1	2.0	0%
	Extraordinary Exp.-MTC Rail Car Fund Swap	77.0	74.2	2.8	
	Debt Service	56.0	56.0	0.0	0%
	Capital Allocations	66.1	78.7	(12.6)	-19%
	State of Good Repair - Rail Cars	45.0	45.0	-	0%
	Other Allocations	11.3	13.6	(2.3)	-20%
Total Debt Service & Allocations		178.4	193.3	(14.8)	-8%
Total Uses		854.5	864.6	(10.0)	-1%
OPEB Unfunded Liability ⁽¹⁾		(2.4)	(2.0)	(0.4)	
Pension - GASB 68 Adjustment Offset			16.5	(16.5)	
Net Result		0.1	10.5	10.4	

⁽¹⁾OPEB Unfunded Liability: Other Post Employment Benefits, primarily life insurance (non-cash adjustment)

⁽²⁾GASB 68 requires restating of pension expense (non-cash adjustment)

BACKGROUND: The favorable result in operating sources included \$27.5M in operating revenue and \$9.8M from sales tax and other financial assistance. The \$27.5M operating revenue

variance consisted of passenger revenue (\$22.8M) and other operating revenue (\$4.7M). Passenger trips in FY15 totaled 126.0M (3.2% favorable) and average weekday ridership was 423,120 (4.4% favorable).

Of the \$4.7M favorable result in other operating revenue, \$2.2M is from parking revenue and \$2.5M from a variety of other sources. In the financial assistance category, sales tax exceeded the budget by \$4.4M, growing 5.4% over last year (budgeted growth was 3.4%). Other financial assistance was a net of \$5.4M favorable, including \$9.4M in 5337 federal funds that were originally designated to support capital projects. The federal funds were expended to eligible operating expenses and were recognized as revenue in the General Fund in order to draw down the federal funding in a timely manner. The federal funds received in the General Fund were then allocated back to capital to restore the funding for the capital projects (primarily Train Control). The remaining \$4.0M unfavorable result in other financial assistance was mainly driven by State Transit Assistance (STA) coming in \$3.8M below budget due to the decline in diesel fuel prices and the resulting impact on STA funds, as had been projected.

Operating expense was \$2.0M (0.3%) favorable for the year. Net labor and benefits were \$1.2M (0.3%) under budget, however, included in this variance is \$0.4M lower expense for Other Post Employment Benefits (OPEB) unfunded liability, and a net \$16.5M favorable variance from a smaller pension expense recognized under Governmental Accounting Standards Board (GASB) Statement 68, both of which are non-cash entries and do not affect the net operating result. Attachment 2 provides an explanation of GASB 68. Other than these non-cash entries, labor and benefits were \$15.7M (3.7%) unfavorable to budget, mainly due to overtime, which totaled \$47.0M, 23% higher than last year and \$32.5M over budget. While a good deal of the increase is due to expenses related to increasing ridership, service and maintenance, overtime continues to be a concern. Non-labor expenses were \$0.8M favorable, so without the non-cash accounting adjustments the District finished \$15.0M (2.5%) unfavorable to budget in total expense. Non-labor was \$0.8M (0.4%) favorable to budget overall, although certain categories such as material usage were over budget due to increasing maintenance efforts and cost. These were offset by savings in other categories such as electric power and rental expense.

Capital allocations were \$12.6M over budget for the year, and other allocations were \$2.3M over budget. The variance in capital allocations of \$12.6M was mainly due to the \$9.4M allocation of federal grant funds to capital projects, as previously described in the financial assistance variance discussion. Other variances netting to \$3.2M consisted of \$0.6M for the allocation of fare increase revenue to the "Big 3" capital projects, because revenue from the fare increase came in higher than budgeted; \$1.6M to stations and access capital projects due to higher than budgeted parking revenue and carrying forward funding for the Pleasant Hill Bike Station project; \$1.4M due to software licenses that were budgeted as operating expense but are actually capital; less a reverse allocation of \$0.4M for reclassifying non capitalizable planning related project expenses from capital to operating. Other Allocations were \$2.3M over budget, because the allocation of SFO extension net result of \$11.0M to the MTC rail car fund was higher than budgeted.

SUMMARY OF PROPOSED YEAR-END ALLOCATIONS:

Of the \$10.5M favorable result, \$3.5M will be allocated to reserves, consistent with the change

adopted to the Financial Stability Policy during FY15 that requires increasing the reserve goal to 15% of operating expense (from the previous goal of 5%) and allocation of half of a positive operating result up to \$3.5M. This will increase the District's Operating Reserve to about \$42.6M, or 6.5% of the FY16 operating expense budget.

In addition, staff recommends that \$0.5M be allocated to capital to replenish the capital fund for several small allocations that were made during the year for Board Room equipment, maintenance equipment for stations projects, dedicated vehicles for parking enforcement and capital expenses related to the ADA Paratransit office move. Capital project funds were used to make the purchases, and operating budget savings were to be used to replenish that fund.

Staff recommends using the remaining **\$6.5M** positive year-end result to fund critical state of good repair projects. These consist of \$2.5M for hardware and services to upgrade the existing facilities and off-site data hosting in order to prevent administrative computer system outages, \$1.0 to develop an in-house capital software management system to meet FTA requirements regarding tracking of payments under professional services work plans, \$0.75M to rehabilitate the obsolete currency processing machine in the Cash Handling Building, \$0.2M to continue funding for the primary Asset Management Program consultant, \$1.0M for engineering of new car lifts to enable maintenance of the new rail car fleet, and \$1.0M for providing station agent booths with Dutch Doors and initiate installation of bullet resistant glass at some booths.

In addition to the proposed capital allocations and operating reserve contribution discussed above, the budget revision also requests Board approval for other adjustments that conform the final budget to Board Rules. These adjustments increase or decrease categories of expense, revenue and allocations and offset each other. For example, the budgets for operating revenue and various categories of financial assistance are increased, and a number of allocations are increased, as described in the Background section of this document.

FISCAL IMPACT: Board approval of the proposed allocations closes the fiscal year and results in a balanced FY15 Budget.

ALTERNATIVES: If the Board does not approve the recommended allocations, the District would end the year with a favorable result of \$10.5M. Alternatively the Board could specify other uses for the funding:

RECOMMENDATION: Approval of the motion below.

MOTION: Approval of the attached resolution "In the Matter of Amending Resolution No. 5262 regarding Fiscal Year 2015 Annual Budget."

**Attachment 1
Quarterly Financial Report
Fourth Quarter
Fiscal Year- 2015**

Revenue

- Avg weekday trips for the quarter were 429,178, 3.8% over budget and 5.2% over the same quarter last year. For FY15, avg weekday was 423,120, 4.4% over budget. FY15 net passenger revenue was \$22.8M favorable due to higher than budgeted ridership and net avg fare, and longer trips.
- Parking revenue was \$2.2M favorable for FY15 due to over budget Monthly Reserve and Daily Non-Reserve.
- Other operating revenue was \$2.5M favorable for FY15 due in part to sale of property, misc other revenue, and traffic fines.

Expense

- Net Labor improved slightly in the last quarter, \$1.2M over budget vs. \$15.7M over the first three quarters, mainly due to overtime.
- OPEB unfunded liability is shown as an expense and is offset; there is no bottom line impact. GASB 68 adj. (to comply with new accounting standards) also has no impact.
- Electric Power market prices main driver of favorable quarter and year.
- Purchased Transportation small negative variance for year due to Late Night Bus - covered by grant funds.
- Other Non Labor was over for the quarter due to timing of payments.

Operating Deficit

- The operating deficit (revenue minus expense) was favorable for the quarter because the operating revenue and expenses were both favorable.

MTC Rail Car Swap

- The MTC rail car fund swap is a funding exchange program between MTC and BART that does not affect the net operating result.

Financial Assistance and Allocations

- Sales Tax for 4Q grew 1.7% over 4QFY14, FY15 grew 5.4% for year.
- Property Tax was \$34.3M for FY15 vs. budget of \$33.7M. Other Assistance was \$11.4M favorable to budget mainly due to a \$9.4M FTA preventive maintenance grant which was allocated back to capital and does not affect the net result, and unbudgeted federal and local funds.
- STA for FY15 \$3.8M unfavorable, with low diesel prices main factor.
- Capital and Other Allocations YTD "actual" includes the recommended \$10.5M allocations to capital and to reserves, as well as the \$9.4M allocation of Federal grant revenue and several smaller variances described in EDD.

Net Operating Result

- The Net Operating Result for the quarter was unfavorable mainly due to the year-end allocations to reserves and capital of \$10.5M requested for Board approval, otherwise the result would have been favorable.

	Current Quarter			(\$ Millions)		Year to Date		
	Budget	Actual	Var			Budget	Actual	Var
Revenue								
Net Passenger Revenue	114.2	120.1	5.1%		440.8	463.6	5.2%	
Parking Revenue	6.5	8.1	24.3%		26.2	28.4	8.5%	
Other Operating Revenue	5.0	6.4	27.2%		20.2	22.7	12.5%	
Total Net Operating Revenue	125.8	134.6	7.0%		487.2	514.7	5.7%	
Expense								
Net Labor	108.9	110.1	-1.1%		420.5	436.2	-3.7%	
OPEB Unfunded Liability	0.6	0.2	72.8%		2.4	2.0	16.1%	
GASB 68 Pension Adjustment	-	(16.5)			-	(16.5)	n/a	
Electric Power	9.8	8.1	17.6%		38.1	36.0	5.5%	
Purchased Transportation	7.2	6.7	6.3%		23.6	23.8	-0.9%	
Other Non Labor	29.2	33.5	-14.5%		114.5	115.6	-1.0%	
Total Operating Expense	155.7	142.0	8.8%		599.1	597.1	0.3%	
Operating Surplus (Deficit)	(30.0)	(7.5)	75.1%		(111.9)	(82.4)	26.4%	
MTC Rail Fund Car Swap	(19.2)	(1.5)	92.0%		(77.0)	(74.2)	3.7%	
Taxes and Financial Assistance								
Sales Tax	55.2	55.2	0.1%		228.7	233.1	1.9%	
Property Tax, Other Assistance	15.2	27.2	79.4%		37.4	49.4	32.0%	
MTC Rail Fund Car Swap	19.2	1.5	-92.0%		77.0	74.2	-3.7%	
State Transit Assistance	10.9	12.4	13.8%		21.9	18.1	-17.3%	
Debt Service	(14.0)	(14.0)	0.0%		(56.0)	(56.0)	0.0%	
Capital and Other Allocations	(17.0)	(42.5)	-149.4%		(122.5)	(147.8)	20.7%	
OPEB Unfunded Liability Offset	0.6	0.2	-72.9%		2.4	2.0	-16.1%	
GASB 68 Pension Adj. Offset	-	(16.5)			-	(16.5)	n/a	
Net Financial Assistance	70.1	23.6	-66.3%		189.0	156.6	-17.1%	
Net Operating Result	20.9	14.6			0.1	0.0		
System Operating Ratio	80.8%	94.8%	14.0%		81.3%	86.2%	4.9%	
Rail Cost / Passenger Mile	0.33 ¢	0.29 ¢	12.0%		0.33 ¢	0.32 ¢	4.2%	

* Totals may not add due to rounding to the nearest million.

- No Problem
- Caution: Potential Problem/Problem Being Addressed
- Significant Problem

Attachment 2
Explanation of GASB 68

Governmental Accounting Standards Board (GASB) Statement No. 68 establishes accounting and financial reporting standards and requirements related to pension liability and expense for State and Local government employers for fiscal years beginning with FY15. Cash flow and contribution rates are not impacted by the standards, which represents a shift from the "funding based approach" to an "accounting based approach", and are intended to provide standardization and additional transparency for public agency pension reporting. What this means is that the expense reported in the District's financial statements, which is reported on accrual basis, will be different than the amount required to be paid to CalPERS annually to fund the pension plans. The District will still need to plan its budget to meet the CalPERS payment, but a different expense will be calculated according to GASB 68 provisions and reported on the income statement. For budgeting purposes, because the expense determined under GASB 68 is considered a non-cash transaction, the pension expense recognized will then be backed out in non-expense allocations and therefore will not impact the net operating result.

The main changes to financial statements are that employers will now report the pension liability on their balance sheet, and expenses are calculated in a different manner than the payments required to fund the plan. Local governments will now receive two actuarial reports for each plan, one for funding contributions and a second valuation for financial reporting. The actuarial report for GASB 68 uses new fiscally conservative pension measurements, and investment gains and losses will be amortized over an accelerated period. For example investment returns are amortized over five years vs. the CalPERS actuarial method of a fixed thirty year period.

For FY15, the implementation of GASB 68 resulted in a net credit of \$16.5M to pension expense, because it is based on fiscal year 6/30/14 data and at that time PERS had an investment return of 18.4%, vs. the assumption of 7.5%. The result of an expense credit is probably atypical; in most years it is likely that the pension expense reported under GASB 68 will be higher than the funding contribution expense. As discussed above, since the adjustments to pension for GASB 68 are based on accrual basis of accounting, not cash basis, the Net Operating Result for budgeting purposes is not impacted and the effects are reversed, similar to the treatment of expense recognized for the Other Post-Employment Benefits (OPEB) unfunded liability .

**BEFORE THE BOARD OF DIRECTORS OF THE
SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT**

In the matter of amending Resolution No. 5262 regarding Fiscal Year 2015 Annual Budget

Resolution No. _____

RESOLVED, that Resolution No. 5262 is amended by changing the following line items in Exhibit A thereof:

<u>Fund Source Line Item:</u>	<u>Current Amount</u>	<u>Increase/ (Decrease) In This Resolution</u>	<u>Amended Amount</u>
Operating Revenue	\$ 487,166,685	\$ 27,541,891	\$ 514,708,576
Sales Tax	\$ 228,718,986	\$ 4,429,147	\$ 233,148,133
Property Tax	\$ 33,691,648	\$ 632,883	\$ 34,324,531
State Transit Assistance	\$ 21,865,897	\$ (3,785,301)	\$ 18,080,596
San Mateo Financial Assistance - Prop 42	\$ -	\$ 801,024	\$ 801,024
Measures B & J Paratransit Assistance	\$ 1,762,363	\$ 145,279	\$ 1,907,642
Other Financial Assistance	\$ 884,540	\$ 701,063	\$ 1,585,603
Federal Preventive Maintenance & Other Grants	\$ 1,070,261	\$ 9,693,996	\$ 10,764,257
MTC Rail Car Fund Swap	\$ 77,000,000	\$ (2,831,850)	\$ 74,168,150
<u>Fund Use Line Item:</u>			
Net Labor Expense	\$ 422,897,189	\$ (1,190,332)	\$ 421,706,857
Non Labor Expense	\$ 176,184,255	\$ (775,183)	\$ 175,409,072
MTC Rail Car Fund Swap - Expense	\$ 77,000,000	\$ (2,831,850)	\$ 74,168,150
Bond Debt Service	\$ 55,987,840	\$ (3,030)	\$ 55,984,810
Allocations to Capital - Rehabilitation*	\$ 42,978,040	\$ 16,396,316	\$ 59,374,356
Reverse Capital Allocations		\$ (411,334)	\$ (411,334)
Allocations to Capital - Parking Funds to Stations/Access Projects	\$ 4,343,757	\$ 1,595,986	\$ 5,939,743
Allocation - Priority Capital Programs	\$ 18,796,012	\$ 590,908	\$ 19,386,920
Allocation to Rail Car Project from SFO Net Result	\$ 8,679,470	\$ 2,319,009	\$ 10,998,479
Allocations to Capital - Other	\$ 2,660,834	\$ 1,314,007	\$ 3,974,841
Allocations to Operating Reserves	\$ -	\$ 3,500,000	\$ 3,500,000
Other Post Employment Benefits Unfunded Liability	\$ (2,422,269)	\$ 390,139	\$ (2,032,130)
PERS Employer Current Year Contrib - Reversal Offset (GASB 68)		\$ 42,267,805	\$ 42,267,805
PERS Pension Expense - Offset (GASB 68)		\$ (25,780,776)	\$ (25,780,776)

*Amendment of \$16,396,316 includes the recommended increase to Capital Rehabilitation Allocations of \$6,964,000 plus the allocation of \$9,432,316 in order to replace funding for projects whose funding was used for a Federal operating preventive maintenance grant.

Date: July 27, 2005
W.I.: 1512
Referred By: PAC
Revised: 02/22/06-C 04/25/07-C
09/26/07-C 03/26/08-C
06/22/11-C 11/16/11-C
05/28/14-C 09/28/16-C

ABSTRACT

Resolution No. 3714, Revised

This resolution approves the FY 2005-06 through FY 2007-08 FTA Section 5307 and FTA Section 5309 Fixed Guideway (FG) funds for inclusion in the 2005 Transportation Improvement Program (TIP).

This resolution was amended on February 22, 2006 to program \$210 million of FY 2006-07 and FY 2007-08 FTA formula funds, the balance of funds estimated to be available after programming all eligible high-scoring capital projects.

This resolution was amended on April 25, 2007 to reconcile the FTA formula funds program for FY 2006-07 with the FY 2006-07 FTA apportionments.

This resolution was amended on September 26, 2007 to incorporate additional programming to Vallejo Transit and Benicia Transit.

This resolution was amended on March 26, 2008 to make annual revisions to the previously programmed FY 2007-08 FTA programs, constraining them to actual appropriations, adding FTA funded earmarks for FY 2007-08, and making other adjustments to FTA funding for previously programmed projects.

This resolution was amended on June 22, 2011 to record 1) Golden Gate Transit's exchange of \$8.3 million originally programmed for a bus replacement project and reprogrammed to facility rehabilitation; 2) a transfer of programming for a van replacement project from Benicia to Vallejo; and 3) other minor corrections to the program.

This resolution was amended on November 16, 2011 to reprogram funds from Benicia to Solano County Transit (SolTrans) to reflect the merger of Benicia and Vallejo transit services under SolTrans.

ABSTRACT

MTC Resolution No. 3714, Revised

Page 2

This resolution was revised on May 28, 2014 to re-program unexpended funds from Vallejo's Ferry Major Components Rehabilitation project to WETA as Vallejo's Ferry services are now being managed by WETA and to re-program unexpended funds from Vallejo's Replacement of 40' RTS Buses to SolTrans as Vallejo's Bus Transit services are now being managed by SolTrans.

This resolution was revised on September 28, 2016 to re-program funds to and from various BART projects by their request, consistent with TCP Process and Criteria.

Further discussion of the regional TCP is contained in the Executive Director's Memorandum dated July 13, 2005 and February 8, 2006, and the Programming and Allocations Committee memos dated April 11, 2007, September 12, 2007, March 5, 2008, June 8, 2011, November 9, 2011, May 14, 2014, and September 14, 2016.

Date: July 27, 2005
W.I.: 1512
Referred By: PAC

RE: San Francisco Bay Area Regional Transit Capital Priorities

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 3714

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 is required to prepare and endorse a Transportation Improvement Program (TIP) which includes a list of priorities for transit capital projects; and

WHEREAS, MTC is the designated recipient of the Federal Transit Administration (FTA) Section 5307 and 5309 Fixed Guideway funds for the large urbanized areas of San Francisco-Oakland, San Jose, Concord, Antioch, and Santa Rosa and have been authorized by the California Department of Transportation (Caltrans) as the representative for the Governor of the State of California to program the FTA Section 5307 small urbanized area funds of Vallejo, Fairfield, Vacaville, Napa, Livermore, Gilroy-Morgan Hill, and Petaluma in MTC's 2005 Federal Transportation Improvement Program; and

WHEREAS, MTC has worked cooperatively with the cities, counties and transit operators and with Caltrans in the region to establish priorities for the transit capital projects to be included in the TIP; and

WHEREAS, the process and criteria used in the selection and ranking of such projects are set forth in MTC Resolution No. 3688; and


WHEREAS, the projects to be included in the TIP are set forth in the detailed project listings in Attachments A, which are incorporated herein as though set forth at length; now, therefore, be it

RESOLVED, that MTC adopts the FY 2005-06 through FY 2007-08 Transit Capital Priorities for projects to be included in the TIP as set forth in Attachments A; and, be it further

RESOLVED, that MTC will use the priorities set forth in Attachments A to program sources of federal, state, regional and local funds to finance the projects; and, be it further

RESOLVED, that the Executive Director of MTC is authorized and directed to forward a copy of this resolution to FTA, and such agencies as may be appropriate.

METROPOLITAN TRANSPORTATION COMMISSION



Jon Rubin, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in Oakland, California on July 27, 2005.

Date: July 27, 2005

W.I.: 1512

Referred by: PAC

Revised: 02/22/06-C 04/25/07-C

09/26/07-C 03/26/08-C

06/22/11-C 11/16/11-C

05/28/14-C 09/28/16-C

Attachment A

Resolution No. 3714

Page 1 of 8

FY 2005-06 FTA Section 5307 and 5309 Fixed Guideway Programs				
TIP ID	Operator	Project Description	FTA Section 5307	FTA Section 5309 FG
<i>Actual Apportionment</i>			188,467,130	101,773,434
<i>Less FTA Liaison Position</i>			80,000	0
<i>Previous Year Committed Carryover²</i>			3,174,344	0
<i>Previous Year Uncommitted Carryover</i>			0	0
<i>Sub-Total</i>			191,561,474	101,773,434
<i>Enhancement Requirement</i>			1,768,144	
<i>Revised Total</i>			191,561,474	101,773,434
<u>Programming Commitments</u>				
SM-050042	Caltrain	Replacement of 1950's Budd Trailer Cars ³	0	
SM-030006	Caltrain	Track Rehab (track/civil structure rehab, grade crossing repl) ³	637,982	645,054
REG050002	Caltrain	Signal System Rehab/Replacement/Upgrade ³	1,069,263	
SM-030029	Caltrain	Fare Equipment ³	227,007	111,809
SM-050004	Caltrain	Install Crossovers & Control Points ³		648,000
SCL050063	Caltrain	Central Control Facility Relocation & Improvements ³		1,416,960
SCL050064	Caltrain	Diridon Station Interior Improvements ³		2,527,200
SCL050065	Caltrain	Installation of Fixed Fuel Facility ³		1,959,391
SM-030020	Caltrain	Caltrain Stations Safety Improvement Program ³		2,503,449
SM-030026	Caltrain	Palo Alto ADA Crossing Improvements ³		3,767,191
SF-970105	Muni	Metro East Maintenance Facility ⁷		973,507
<u>PY Deferments</u>				
SM-030020	Caltrain	Caltrain Stations - Safety Improvement Program		2,711,735
SCL050065	Caltrain	Installation of Fixed Fuel Facility		520,289
SM-030030	Caltrain/JPB	South San Francisco Station, Track & Signal Rehab, Platform Reconstruction		29,639
BRT030004	BART	Train control renovation		6,685
BRT990003	BART	Wayside Train Control (Wayside Electronics Repl - phase 1)		50,561
<u>ADA Set-aside</u>				
ALA990076	AC Transit	ADA Operating Set-aside	6,222,990	
ALA050042	ACE	Preventive Maintenance	488,130	
BRT99T001	BART	ADA Paratransit Capital Accessibility Improvement	2,879,766	
REG050001	Caltrain	ADA Operating Set-aside	981,679	
CC-990045	CCCTA	ADA Operating Set-aside	637,742	
CC-030035	ECCTA	ADA Operating Set-aside	444,079	
MRN99T001	GGBHTD	ADA Operating Set-aside	1,103,818	
ALA990077	LAVTA	ADA Operating Set-aside	270,128	
NAP030004	Napa VINE	ADA Operating Set-aside	21,190	
SF-990022	Muni	ADA Operating Set-aside	3,696,737	
SM-030027	SamTrans	Maintenance & Op. Equipment Rehab & Replacement	180,968	
SM-050048	SamTrans	Park and Ride Lots Pavement Rehabilitation	238,459	
SM-050049	SamTrans	Service Support Vehicles	312,890	
SCL050046	VTA	ADA Operating Set-aside	3,298,610	
SOL990040	Vallejo Transit	ADA Operating Set-aside	550,949	
CC-990045	WestCat	ADA Operating Set-aside	106,866	
<u>10% Flexible Set-Aside</u>				
ALA010034	AC Transit	Maintenance Facility & Equipment Upgrades	1,100,000	
ALA050041	AC Transit	Information Systems Upgrade	873,697	
SCL050043	ACE	Santa Clara Platform and Pedestrian Improvements	225,263	
REG050006	BART	Strategic Maintenance Program	4,994,119	
SM-030006	Caltrain	Track Rehab	401,681	
CC-030034	CCCTA	Preventive Maintenance	263,199	
CC-030016	CCCTA	Install 103 Bus Catalyst Devices	62,640	
CC-030037	ECCTA	Preventive Maintenance	197,603	
CC-050044	ECCTA	Replace Old Building HVAC System	100,000	
MRN991039	GGBHTD	Management Information System	169,227	
MRN050024	GGBHTD	Computerized Dispatch Upgrade	240,000	
SON050023	GGBHTD	Santa Rosa Fuel Tank Replacement	300,000	
ALA030030	LAVTA	Preventive Maintenance	219,893	
SF-050026	Muni	Escalator Rehabilitation	2,000,000	
SF-010041	Muni	Preventive Maintenance	3,000,000	
SF-030009	Muni	Trolley Coach Rebuild 60 Articulated New Flyers	156,406	
NAP97AM58	Napa	Preventive Maintenance	164,853	
SM-030023	SamTrans	Preventive Maintenance	854,669	
SON030005	Sonoma Transit	Preventive Maintenance	29,104	
ALA050044	Union City	Preventive Maintenance	22,778	
SOL030019	Vallejo	Preventive Maintenance	246,390	
SOL991055	Vallejo	Bus Maintenance Facility Rehab	123,381	
SOL050049	Vallejo	Misc Support Equipment	40,000	
SOL050050	Vallejo	Bus Shelters	100,000	
SCL990046	VTA	Preventive Maintenance	3,500,073	
CC-030025	WestCat	Preventive Maintenance	58,372	
Total Program Set-asides and Commitments			42,812,600	17,871,470
Funds Available for Programming			148,748,874	83,901,964

FY 2005-06 FTA Section 5307 and 5309 FG Program -Continued				
TIP ID	Operator	Project Description	FTA Section 5307	FTA Section 5309 FG
Capital Projects				
ALA991070	AC Transit	Preventive Maintenance ⁵	11,448,945	
ALA990052	AC Transit	Paratransit Vehicle Lease	732,536	
ALA010056	ACE (SJRC)	Track Improvements	402,774	
ALA050043	ACE (SJRC)	Signal System Rehabilitation ⁸		1,057,000
BRT030004	BART	Train Control Renovation		13,000,000
BRT030005	BART	Traction Power		13,000,000
BRT97100B	BART	Rail, Way and Structures Program	10,172,222	2,827,778
BRT030009	BART	System Wide Safety Project	2,779,382	
SOL050034	Benicia	Replace 1 1997 cut-away	62,370	
SM-030025	Caltrain	Overhaul Locomotive	379,626	
SM-030006	Caltrain	Systemwide Track Rehab & Related Civil Structures		7,500,000
MTC050033	Caltrain	Signal/Communication Rehabilitation		3,783,932
REG050003	Caltrain	Replacement of 1950's Budd Trailer Cars		3,948,298
JPB990004	Caltrain/JPB	N/S Terminal Track Upgrades		187,178
CC-050042	ECCTA	Bus Security Monitoring Systems	9,068	
CC-050045	ECCTA	Security Camera, Equipment & Farebox Replacement	35,735	
SOL010006	Fairfield	Operating assistance	1,957,423	
MRN050021	GGBHTD	Replace (40) 1994 40' Flexible buses	14,917,775	
MRN050022	GGBHTD	Replace 29 - 1991 40' TMC buses	8,664,032	
ALA050048	LAVTA	Repl. 12 1983 40' RTS buses with hybrid buses	5,781,300	
ALA050050	LAVTA	LAVTA Facilities Security Program	8,338	
SF-030010	Muni	Motor coach repl 455 - 51 40' new flyers	3,784,409	
SF-030011	Muni	Repl 35 -30' 1990 Orions buses with 30 30' & 5 40' hybrid buses	8,775,229	
SF-030012	Muni	Repl.10 1998 and 24 2001 mini vans with cut-aways	2,120,584	
SF-950037	Muni	SF Muni Rail Replacement Program 1998-20	8,374,700	
SF-010041	Muni	Preventive Maintenance ^{1,4}	13,991,486	
SF-030013	Muni	Wayside fare collection equip		3,882,375
SF-970073	Muni	Cable car vehicle renovation program		1,529,887
SF-99T002	Muni	Cable Car Traction Power & Guideway Rehab		7,500,000
SF-050024	Muni	Wayside Train Control		2,568,000
SF-970170	Muni	Trolley Overhead Reconstruction		13,000,000
NAP970010	Napa	Operating assistance	988,373	
NAP97AM58	Napa	Preventive Maintenance	88,000	
NAP030005	Napa	Bus Stop/Facility Improvements	20,000	
NAP050013	Napa	On Board Equipment	15,779	
SON030011	SantaRosa Bus	Operating assistance	1,318,000	
SON050026	SantaRosa Bus	Preventive Maintenance	1,121,695	
SON030012	SantaRosa Bus	Bus Stop Enhancements	24,712	
SON030005	Son Co Transit	Preventive Maintenance	813,513	
SON050021	Son Co Transit	Bus Stop Improvement Project	8,237	
ALA050045	Union City	Replace One 1996 Dodge Intrepid with Paratransit Van	45,109	
ALA050046	Union City	Replace (1) 1991 30' Bus with 35' Bus	321,510	
ALA050047	Union City	Replace (2) 1998 and (2) 1999 paratransit vans	494,374	
SOL030011	Vallejo	Operating assistance	2,000,000	
SOL030022	Vallejo	Ferry Major Components Rehabilitation	220,699	
SOL050037	Vacaville	Replace (7) 1995 30' Gillig Phantom Buses	1,440,283	
SCL990046	VTA	Preventive Maintenance	26,222,316	
SCL030005	VTA	Guadalupe Corridor LRT Platform Rehab & Retrofit	447,885	302,744
SCL050045	VTA	ADA Bus Stop Improvements - Transit Enhancement	240,000	
SCL050047	VTA	De Anza Transit Center - Transit Enhancements	100,953	
SCL050048	VTA	CCTV / Video on Demand SecuritySystem	340,953	
CC-990045	WestCat	Replace (3) 1996 Thomas 35' buses.	964,531	
Total Program			131,634,857	74,087,192
Fund Balance			17,114,017	9,814,772

Notes:

The 2/22/06 revision includes revised revenue projections and the programming of \$210,910,298 of additional projects following the Transit Capital Priorities policy contained on pages 25 and 26 of MTC Resolution 3688, Revised.

- Muni has a \$4,625,300 balance of Preventive Maintenance Flexibility Per MTC Resolution 3515, the FY 2003-04 Interim TCP policy. Muni has pushed out \$4,625,300 in Rail Replacement to accommodate this action.
- \$3,174,344 committed carryover from (24) articulated bus rehab project in FY 2004-05. Muni decided to replace 12 of the vehicles instead.
- Programming commitments for Caltrain fulfills FY 2003-04 and FY 2004-05 commitments made during initial programming negotiations with VTA of \$7.6 million. \$4,847,654 of the Rapid Rail Commitment deferred to FY 2006-07 and escalated by 3.5% to accommodate VTA's project request. \$2,502,672 for Budd Cars \$671,672 for Track Rehab programmed in FY06 was funded with FY05 funds and transferred to the FY05 Program of Projects.
- Muni is exchanging replacement of 10 30' 1991 Orions for Preventive Maintenance and 24 1991 New Flyer Articulated Buses (12 of which were originally programmed in FY 2004-05). Total amount of funding for preventive maintenance capital exchange - \$9,366,186.
- AC Transit is exchanging replacement of 35 1988 40' Flyers and a portion of the (60) 1993 40' Gilligs totaling \$13,776,000 for preventive maintenance in accordance with the TCP Preventive Maintenance Policy.
- Operators in the Santa Rosa, Fairfield, and Vacaville Urbanized Areas, did not wish to participate in the ADA or 10% flexible set-aside programming elements.
- Muni's Metro East Maintenance Facility (part of the FG commitments) totaling \$940,586 was accidentally eliminated from the FY 2005 program. This amount was escalated by 3.5%.
- ACE has also elected to not claim funds in the Livermore and San Jose UAs. This limits the amount of funding that ACE can receive from the remaining eligible UAs (San Francisco-Oakland and Concord) to \$1,057,000 per eligible project category.

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FY 2006-07 FTA Section 5307 and 5309 Fixed Guideway				
TIP ID	Operator	Project Description	FTA Section 5307	FTA Section 5309 FG
<i>Actual Apportionment</i>			192,142,957	111,509,388
<i>Less FTA Liaison Position</i>			80,000	0
<i>Previous Year Carryover</i>			17,114,017	9,814,772
<i>Inter -Urbanized Area Transfer</i>			0	0
<i>Sub-Total</i>			209,176,974	121,324,160
<i>Enhancement Requirement</i>			1,799,630	0
<i>Revised Total</i>			209,176,974	121,324,160
<u>Programming Commitments</u>				
SM-030014	Caltrain	Replacement of 1950's Budd Trailer Cars		1,269,639
SM-030020	Caltrain	Caltrain Stations - Safety Improvement Program		5,165,364
SM-050004	Caltrain	Install Crossovers & Control Points		2,091,608
<u>PY Deferments</u>				
MRN030013	GGBHTD	Repl 6 paratransit vans	352,204	
MRN030014	GGBHTD	Repl 8 paratransit vans	482,088	
<u>ADA Set-Aside</u>				
ALA990076	AC Transit	ADA Set-aside	4,872,567	
ALA050042	ACE	Signal Upgrade	502,774	
BRT99T001	BART	ADA Paratransit Capital Accessibility Improvement	2,966,158	
REG050001	Caltrain	Palo Alto ADA Crossing Improvements	1,011,130	
CC-990045	CCCTA	ADA Set-aside	656,875	
CC-030035	ECCTA	ADA Set-aside	457,402	
MRN99T001	GGBHTD	ADA Set-aside	1,136,933	
ALA990077	LAVTA	ADA Set-aside	278,232	
NAP030004	Napa VINE	ADA Set-aside	21,826	
SF-990022	SF Muni	ADA Set-aside	3,807,639	
SM-990026	SamTrans	ADA Set-aside	1,262,950	
SCL050046	SCVTA	ADA Set-aside	3,397,568	
SOL990040	Vallejo Transit	ADA Set-aside	567,478	
CC-990045	Westcat	ADA Set-aside	110,072	
<u>10% Flexible Set-Aside</u>				
ALA010034	AC Transit	Maintenance Facility & Equipment Upgrades	1,032,908	
ALA050041	AC Transit	Information Systems Upgrade	1,000,000	
SCL050043	ACE	Santa Clara Platform and Pedestrian Improvements	232,021	
REG050006	BART	Strategic Maintenance	5,143,942	
SM-030006	Caltrain	Track Rehab	804,746	
CC-030034	CCCTA	Preventive Maintenance	335,614	
CC-030037	ECCTA	Preventive Maintenance	306,532	
MRN050025	GGBHTD	Facilities Rehabilitation	280,000	
MRN010034	GGBHTD	Preventive Maintenance	807,995	
ALA030030	LAVTA	Preventive Maintenance	226,490	
SF-050025	Muni	Flynn Facility Ventilation	1,311,098	
SF-050026	Muni	Escalator Rehabilitation	2,000,000	
SF-050028	Muni	Facility Safety Improvements	1,000,000	
SF-991001	Muni	Woods Maintenance Facility Rehab	1,000,000	
NAP97AM58	Napa VINE	Preventive Maintenance	169,799	
SM-030023	SamTrans	Preventive Maintenance	371,646	
SON030005	Sonoma Transit	Preventive Maintenance	30,237	
ALA050044	Union City	Preventive Maintenance	23,461	
SOL030019	Vallejo	Preventive Maintenance	253,781	
SOL991055	Vallejo	Bus Maintenance Facility Rehab	271,283	
SCL990046	VTA	Preventive Maintenance	3,605,075	
CC-030025	Westcat	Preventive Maintenance	60,123	
<i>Total Program Set-asides and Commitments</i>			42,150,646	8,526,611
<i>Funds Available for Programming</i>			167,026,328	112,797,549

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FY 2006-07 FTA Section 5307 and 5309 Fixed Guideway				
TIP ID	Operator	Project Description	FTA Section 5307	FTA Section 5309 FG
Capital Projects				
ALA991070	AC Transit	Preventive Maintenance	16,665,551	
ALA990052	AC Transit	Paratransit Vehicle Lease	754,512	
ALA050043	ACE (SJRC)	Signal System Rehabilitation	258,676	798,324
ALA010056	ACE (SJRC)	Track Improvements		1,057,000
BRT030004	BART	Train Control Renovation	3,894,994	8,117,311
BRT030005	BART	Traction Power		10,842,883
BRT97100B	BART	Rail, Way and Structures Program		16,144,812
SOL050036	Benicia	Replace (1) 2000 cutaway bus	64,553	
SOL070023	Benicia	Rehabilitation of Seven Buses	230,400	
SOL070024	Benicia	Install Diesel Particulate Devices	202,400	
SM-030006	Caltrain	Systemwide Track Rehab & Related Civil Structures		7,500,000
SM-050041	Caltrain	Signal/Communication Rehabilitation	862,793	2,161,207
CC-050043	ECCTA	Replace 6 1995 40' Gillig buses	2,046,117	
SOL010006	Fairfield	Operating assistance	1,996,190	
MRN030010	GGBHTD	Fixed Guideway Connectors		2,000,000
MRN990017	GGBHTD	Ferry channel & berth dredging.	489,453	1,510,547
ALA050049	LAVTA	Replace 3 1999 24' paratransit	370,780	
NAP970010	Napa	Operating assistance	1,145,532	
SF-970073	MUNI	Cable car vehicle renovation program		806,400
SF-99T002	MUNI	Cable Car Traction Power & Guideway Rehab		7,500,000
SF-99T005	MUNI	Historic Rail Car rehabilitation	5,499,496	2,294,104
SF-050024	MUNI	Wayside Train Control		2,844,000
SF-950037	MUNI	SF Muni Rail Replacement Program 1998-20		13,000,000
SF-970170	MUNI	Trolley Overhead Reconstruction		13,000,000
SM-050037	SamTrans	Replace 19 1999 El Dorado paratransit vans	2,430,464	
SM-050038	SamTrans	Purchase 10 Minivan 2002 4-Year PT Vehicles	466,874	
SON030011	SantaRosa Bus	Operating assistance	659,000	
SON050026	SantaRosa Bus	Preventive Maintenance	1,200,000	
SON070011	SantaRosa Bus	Purchase 3 Hybrid Buses	660,865	
SON030012	SantaRosa Bus	Bus Stop Enhancements	26,744	
SON030005	Son Co Transit	Preventive Maintenance	839,957	
SON050021	Son Co Transit	Bus Stop Improvement Project	8,915	
SOL990039	Vacaville	Preventive Maintenance	645,450	
SOL050037	Vacaville	Replace (7) 1995 30' Gillig Phantom Buses	838,059	
SOL050040	Vallejo	Replace 19 40' Gillig buses	4,566,120	
SOL070025	Vallejo	Ferry Terminal Maintenance Dredging	720,000	
SCL990046	VTA	Preventive Maintenance	27,117,297	
SCL050047	VTA	De Anza Transit Center - Transit Enhancements	366,410	
SCL050048	VTA	CCTV / Video on Demand SecuritySystem	366,410	
SCL030005	VTA	Guadalupe Corridor LRT Platform Rehab & Retrofit	721,869	1,246,132
SCL050002	VTA	LRT Rail Rehabilitation		1,890,000
SCL050049	VTA	Rail Substation Rehabilitation / Replacement		110,000
CC-050040	Westcat	Replace (2) 35' 1997 35' Thomas buses	665,526	

FY 2006-07 FTA Section 5307 and 5309 Fixed Guideway				
TIP ID	Operator	Project Description	FTA Section 5307	FTA Section 5309 FG
Surplus Funds - Regional Capital Inventory Improvements				
	Regional	Capital Inventory Improvements	1,000,000	
Surplus Funds - Increase Two Caltrain Project Caps to \$13 Million				
SM-030006	Caltrain	Systemwide Track Rehab & Related Civil Structures		5,477,041
Surplus Funds - 80% using 10% flexible set-aside formula				
ALA991070	AC Transit	Preventive Maintenance	10,427,930	
20600003563	ACE (SJRC)	Signal Upgrade Project (Stockton to Lathrop)		912,149
	BART	General Mainline Renovation	11,042,923	5,162,883
CC-050046	CCCTA	Complete APC and AVA with Security Upgrades	400,000	
CC-050052	CCCTA	On-Board Security Cameras	280,000	
CC-050053	CCCTA	Operations Facility Security Camera System	100,000	
CC-050054	CCCTA	Improved Locks and Alarms at Operations Facilities	52,000	
CC-050055	CCCTA	Emergency Communications Equipment	20,000	
CC-030034	CCCTA	Preventive Maintenance	325,298	
CC-050048	ECCTA	Luminator Demonstration Project	511,904	
MRN991039	GGBHTD	MIS - Maintenance Management System	842,509	
MRN010035	GGBHTD	Radio/AVL System Replacement	1,836,912	
ALA030030	LAVTA	Preventive Maintenance	628,279	
SF-970105	MUNI	Third St. IOS/MME	14,365,875	2,534,125
SF-050036	MUNI	Potrero-Presidio Fall Protection System	600,000	
SF-050036	MUNI	Light Rail Vehicle Safety Mods		2,500,000
SF-050034	MUNI	Light Rail Vehicle-Overhaul Program		2,068,792
SM-050047	SamTrans	Replacement of SamTrans Fare Collection Equipment	2,585,456	
SON050016	Son Co Transit	CNG Bus Purchase	124,267	
ALA050062	Union City	Revenue Vehicle Replacement	97,488	
SOL030019	Vallejo	Preventive Maintenance (bus & ferry systems)	1,054,518	
CC-030025	Westcat	Preventive Maintenance	249,824	
Surplus Funds - CARB Needs				
	ECCTA	CARB (6) Filters Mitigation for CC-050043	120,000	
	LAVTA	CARB (12) Filters Mitigation for ALA050048	240,000	
SM-050036	SamTrans	Bus Repl: (76) 40' Alt Fuel Vehicles	1,520,000	
	Vallejo	CARB (27) Filters Mitigation for SOL050040, SOL0500	540,000	
	Vallejo	CARB Replace (3) 1987 40' MCI Buses	1,023,057	
	WestCAT	CARB (11) Filters Mitigation for SOL050040, SOL0500	220,000	
	WestCAT	Replace (6) 1988 35' revenue vehicles (CARB)	1,996,579	
Surplus Funds - Security Needs				
ALA050064	AC Transit	Transit Security Project	4,270,036	
ALA050067	ACE	Security Needs	205,046	
REG050011	BART	High Priority Security Project	22,881,899	
SM-030010	Caltrain	Systemwide Security	2,875,807	
MRN030005	GGBHTD	Transit Safety and Security Improvements	393,000	
SF-030004	Muni	Security Improvements & Graffiti Prevention	2,270,374	
		Total Program	161,882,387	111,477,710
		Fund Balance	5,143,940	1,319,839

Notes:

The 2/22/06 revision includes revised revenue projections and the programming of \$210,910,298 of additional projects following the Transit Capital Priorities policy contained on pages 25 and 26 of MTC Resolution 3688, Revised.

- 1) Operators in the Santa Rosa, Fairfield, and Vacaville Urbanized Areas, did not wish to participate in the ADA or 10% flexible set-aside programming elements.
- 2) ACE has also elected to not claim funds in the Livermore and San Jose UAs. This limits the amount of funding that ACE can receive from the remaining eligible UAs (San Francisco-Oakland and Concord) to \$1,057,000 per eligible project category.

FY 2007-08 FTA Section 5307 and 5309 Fixed Guideway				
TIP ID	Operator	Project Description	FTA Section 5307	FTA Section 5309 FG
<i>Actual Apportionment</i>			208,930,479	124,409,526
<i>Previous Year Carryover</i>			5,095,357	1,319,840
<i>Funds Available for Programming Enhancement Requirement</i>			214,025,836	125,729,366
<u>Prior Year Commitments</u>				
SM-030014	Caltrain	Rapid Rail Related Projects Pt. II		2,112,995
<u>ADA Set-Aside</u>				
ALA990076	AC Transit	ADA Set-aside	6,582,831	
ALA050042	ACE	Signal Upgrade	517,857	
BRT99T001	BART	ADA Capital	3,055,143	
SM-050040	Caltrain	ADA Set-aside	161,463	
SM-070032	Caltrain	VMS-PA Systems Integration	880,000	
CC-99T001	CCCTA	ADA Set-aside	676,581	
CC-030035	ECCTA	ADA Set-aside	471,124	
MRN99T001	GGBHTD	ADA Set-aside	1,171,041	
ALA990077	LAVTA	ADA Set-aside	286,579	
NAP030004	Napa VINE	ADA Set-aside	22,481	
SF-990022	SFMTA	ADA Set-aside	3,921,868	
SM-990026	SamTrans	ADA Set-aside	201,698	
SM-030027	SamTrans	Maintenance & Op. Equipment Rehab & Replacement	504,000	
SM-050049	SamTrans	Service Support Vehicles	120,000	
SM-070035	SamTrans	Admin. & Maint./Operating Facilities Improvements	217,050	
SOL990040	Vallejo Transit	ADA Set-aside	584,502	
SCL050046	VTA	ADA Set-aside	3,499,495	
CC-990045	WestCat	ADA Set-aside	113,375	
<u>10% Flexible Set-Aside</u>				
ALA010034	AC Transit	Maintenance Facility & Equipment Upgrades	1,593,896	
ALA990052	AC Transit	Paratransit Vehicle Lease	500,000	
SCL050043	ACE	Santa Clara Platform and Pedestrian Improvements	238,982	
REG050006	BART	Strategic Maintenance	5,134,962	
SM-03006B	Caltrain	Systemwide Track Rehab & Related Civil Structures	828,888	
CC-030034	CCCTA	Preventive Maintenance	345,682	
CC-030037	ECCTA	Preventive Maintenance	315,728	
MRN050025	GGBHTD	Facilities Rehabilitation	400,000	
MRN010034	GGBHTD	Preventive Maintenance	1,761,781	
ALA030030	LAVTA	Preventive Maintenance	233,285	
NAP97AM58	Napa VINE	Preventive Maintenance	154,875	
SF-050025	SFMTA	Flynn Facility Ventilation	1,470,431	
SF-050026	SFMTA	Escalator Rehabilitation	2,000,000	
SF-050027	SFMTA	Trolley Coach Rebuild 60 Articulated New Flyers	1,000,000	
SF-991001	SFMTA	Woods Maintenance Facility Rehab	1,000,000	
SM-030023	SamTrans	Preventive Maintenance	640,885	
ALA050044	Union City	Preventive Maintenance	24,165	
SOL030019	Vallejo	Preventive Maintenance	261,395	
SOL991055	Vallejo	Bus Maintenance Facility Rehab	279,421	
SCL990046	VTA	Preventive Maintenance	3,713,227	
CC-030025	WestCat	Preventive Maintenance	61,927	
Total Program Set-asides and Commitments			44,946,617	2,112,995
Funds Available for Programming			169,079,219	123,616,371

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FY 2007-08 FTA Section 5307 and 5309 Fixed Guideway				
TIP ID	Operator	Project Description	FTA Section 5307	FTA Section 5309 FG
Capital Projects				
ALA990052	AC Transit	Paratransit Vehicle Lease	777,147	
ALA070046	AC Transit	Zero Emission Bus Advanced Demonstration	1,000,000	
ALA010056	ACE (SJRC)	Track Improvements	8,419	880,441
BRT97100B	BART	Rail, Way and Structures Program	402,724	15,598,641
BRT030004	BART	Train Control Renovation		14,146,721
BRT030005	BART	Traction Power		9,015,212
SM-03006B	Caltrain	Systemwide Track Rehab & Related Civil Structures	5,132,476	2,367,523
SM-050041	Caltrain	Signal/Communication Rehabilitation	3,024,000	
SM-070033	Caltrain	Signal Replacement and Upgrade Program		1,477,561
SM-070034	Caltrain	Caltrain Systemwide Station Improvements		1,200,000
SF-070038	Caltrain	North Terminal Operational Improvements Phase II		1,200,000
SCL050065	Caltrain	Installation of Fixed Fuel Facility	960,000	
CC-050038	CCCTA	Replace 38 LINK vans and 12 flexvans	3,340,622	
SOL010006	Fairfield	Operating assistance	2,530,711	
MRN050025	GGBHTD	Facilities Rehabilitation	8,293,951	
MRN030005	GGBHTD	Transit Safety and Security Improvements	5,000,000	
MRN030011	GGBHTD	Ferry Major Components	40,159	199,841
MRN030010	GGBHTD	Fixed Guideway Connectors		2,000,000
MRN990017	GGBHTD	Ferry channel & berth dredging.	1,262,227	2,000,000
ALA050051	LAVTA	Replace (3) 2000 24' Paratransit Vehicles	397,189	
NAP970010	Napa	Operating assistance	1,859,080	
SF-970073	SFMTA	Cable car vehicle renovation program	355,542	483,114
SF-99T002	SFMTA	Cable Car Traction Power & Guideway Rehab		7,500,000
SF-050024	SFMTA	Wayside Train Control		3,200,000
SF-950037	SFMTA	SF Muni Rail Replacement Program 1998-20		13,000,000
SF-970170	SFMTA	Trolley Overhead Reconstruction		13,000,000
SM-050036	SamTrans	Repl. (76) 1993 Gillig 40' buses with hybrid buses	20,000,000	
SM-050039	SamTrans	Replace (10) 2001 El Dorado paratransit vehicles	1,323,963	
SON050026	SantaRosa Bus	Preventive Maintenance	1,200,000	
SON070011	SantaRosa Bus	6 Hybrid Electric Bus Purchase	1,395,481	
SON070012	SantaRosa Bus	Downtown Transit Mall Connectivity Improvements	436,681	
SON030012	SantaRosa Bus	Bus Stop Enhancements	29,347	
SOL050035	SolTrans	Replace (2) 2000 Chevy Mini Vans with cut-aways	133,625	
SON050016	Son Co Transit	CNG Bus Purchase	1,756,379	
SON050021	Son Co Transit	Bus Stop Improvement Project	9,782	
SOL050038	Vallejo	Replace 5 1983 40' RTS buses	0	
SOL050039	Vallejo	Replace 10 Paratransit Vans	483,214	
SOL030022	Vallejo	Ferry Major Components Rehabilitation	285,144	
SOL990039	Vacaville	Preventive Maintenance	1,528,025	
SCL990046	VTA	Preventive Maintenance	8,855,278	
SCL030005	VTA	Guadalupe Corridor LRT Platform Rehab & Retrofit	8,455,660	13,668,548
SCL050044	VTA	Replace Bus Fareboxes	2,377,973	
SCL050045	VTA	ADA Bus Stop Improvements	542,913	
SCL050047	VTA	De Anza Transit Center - Transit Enhancements	398,787	
SCL050048	VTA	CCTV / Video on Demand SecuritySystem	412,730	
SCL050002	VTA	LRT Rail Rehabilitation	1,086,400	
SCL050049	VTA	Rail Substation Rehabilitation / Replacement	522,282	
SCL050050	VTA	LRT Crossovers & Switches	0	
SCL070031	VTA	Chaboya Division Bus wash	796,294	
SCL070032	VTA	Upgrade Light Rail Station Public Address System	1,204,854	
CC-050039	Westcat	Replace 10 2002 Paratransit Vehicles	668,124	

FY 2007-08 FTA Section 5307 and 5309 Fixed Guideway				
TIP ID	Operator	Project Description	FTA Section 5307	FTA Section 5309 FG
<u>Surplus Funds - Increase Two Caltrain Project Caps to \$13 Million</u>				
SM-03006B	Caltrain	Systemwide Track Rehab & Related Civil Structures		5,522,959
<u>Surplus Funds - 80% using 10% flexible set-aside formula</u>				
ALA991070	AC Transit	Preventive Maintenance	9,959,337	
ALA050066	ACE (SJRC)	Signal Upgrade Project (Stockton to Lathrop)		1,466,082
REG05010	BART	General Mainline Renovation	19,144,513	10,954,652
CC-050046	CCCTA	Complete APC and AVA with Security Upgrades	320,000	
CC-050052	CCCTA	On-Board Security Cameras	160,000	
CC-050053	CCCTA	Operations Facility Security Camera System	80,000	
CC-050056	CCCTA	ADA Bus Stops at County Connection Offices	160,000	
CC-030034	CCCTA	Preventive Maintenance	1,804,951	
CC-050057	CCCTA	Scheduling Software Components for Planning	40,000	
CC-050048	ECCTA	Luminator Demonstration Project	488,096	
CC-050029	ECCTA	Park and Ride Lots	2,220,471	
MRN010035	GGBHTD	Radio/AVL System Replacement	663,088	
MRN970017	GGBHTD	Ferry Dredging - Fixed Guideway Replace./Rehab.		737,773
ALA030030	LAVTA	Preventive Maintenance	1,402,730	
SF-050027	SFMTA	Articulated Trolley Coach Rehab	1,798,000	
SF-050034	SFMTA	Light Rail Vehicle Safety Mods	12,002,697	3,997,303
SF-970105	SFMTA	Third St. IOS/MME	2,400,000	
SF-950037	SFMTA	SF Muni Rail Replacement Program 1998-20	800,000	
SF-970170	SFMTA	SF Muni Trolley Overhead Recon. Program	500,000	
SF-99T002	SFMTA	Cable Car Infrastructure	500,000	
SF-030013	SFMTA	Wayside fare Collection	700,000	
SF-990003	SFMTA	Radio Replacement	4,017,066	
SF-050035	SFMTA	Replace Misc. Equipment	300,000	
SF-050037	SFMTA	Subway Fire Alarm & Detection Systems Replacement	1,500,000	
SF-050038	SFMTA	Potrero/Presidio - Trolley Coach Lifts	2,500,000	
SF-990004	SFMTA	Islais Creek Motor Coach Facility	1,000,000	
SF-030004	SFMTA	Security Improvements & Graffiti Prevention	404,134	
SM-050047	SamTrans	Replacement of SamTrans Fare Collection Equipment	3,798,052	
ALA050062	Union City	Revenue Vehicle Replacement	143,210	
SOL030019	Vallejo	Preventive Maintenance (bus & ferry systems)	1,549,094	
CC-030025	Westcat	Preventive Maintenance	366,993	
		Total Program	159,009,616	123,616,372
		Fund Balance	10,069,602	0

Notes:

The 2/22/06 revision includes revised revenue projections and the programming of \$210,910,298 of additional projects following the Transit Capital Priorities policy contained on pages 25 and 26 of MTC Resolution 3688, Revised.

The 3/26/08 Revision includes the following:

- 1) Sonoma County Transit is funding their replacement of 10 1996 CNG buses with alternative fund sources and will swap out the funds for preventive maintenance.
- 2) Operators in the Santa Rosa, Fairfield, and Vacaville Urbanized Areas, did not wish to participate in the ADA or 10% flexible set-aside programming elements.
- 3) ACE has also elected to not claim funds in the Livermore and San Jose UAs. This limits the amount of funding that ACE can receive from the remaining eligible UAs (San Francisco-Oakland and Concord) to \$1,057,000 per eligible project category.
- 4) Golden Gate Transit deferred replacement of 34 1991 40' TMC buses to FY20 in exchange for \$8,293,951 for Facilities Rehabilitation.
- 5) \$133,625 programmed to Benicia for van replacement was reprogrammed to Vallejo and then to SolTrans as part of the consolidation of the operators under SolTrans.

Date: May 24, 2006
W.I.: 1512
Referred By: PAC
Revised: 11/15/06-ED 09/26/07-C
12/15/10-C 11/28/12-C
12/18/13-C 01/27/16-C
09/28/16-C

ABSTRACT

Resolution No. 3738, Revised

This resolution approves the principles, process, and schedule for exchanging federal, state, and local funds and the criteria for reserving these funds for BART's A, B, C1, and C2 cars until the cars are eligible for replacement, beginning in 2013, and the funds are needed by BART.

This resolution was revised through administrative action by the Executive Director on November 15, 2006 to include the final version of the agreement between MTC and BART. The revisions specify that the amount of local funds BART agrees to deposit into the Account is equal to 100% of the federal reimbursement less any BART principal previously withheld for retention in the Account, delete a reference to early termination of the agreement, and made a few other terminology changes.

This resolution was revised by the Commission on September 26, 2007 to make a minor correction in Attachment B to the amount programmed in FY 2006-07, and to include in Attachment B a reference to \$45 million in Third Cycle STP funds that were programmed to the BART Car Replacement project by the Commission in MTC Resolution 3723, Revised.

This resolution was revised by the Commission on December 15, 2010 to incorporate references to FTA funds programmed to the BART Car Replacement Project in conjunction with MTC Resolution 3918.

This resolution was revised by the Commission on November 28, 2012 to amend Attachment B to update the amount of federal programming subject to the Funding Exchange Agreement, and to authorize the withdrawal of up to \$15.5 million from the Funding Exchange Account under specified conditions.

This resolution was revised by the Commission on December 18, 2013 to revise the language of Attachment A regarding BART's deposits of local funds into the Funding Exchange Account,

ABSTRACT

MTC Resolution No. 3738, Revised

Page 2 of 2

and to amend Attachment B to update the amount of federal programming subject to the Funding Exchange Agreement.

This resolution was revised by the Commission on January 27, 2016 to amend Attachment B to update the amount of federal programming subject to the Funding Exchange Agreement.

This resolution was revised on September 28, 2016 to amend Attachment B to update the amount of federal programming subject to the Funding Exchange Agreement.

Further discussion of the BART car fund exchange and reserve account is contained in the “Executive Director” memorandum and the Programming and Allocations Summary Sheet dated May 10, 2006, and the Programming and Allocations Summary Sheets dated September 12, 2007, November 10, 2010, November 14, 2012, December 11, 2013, January 13, 2016, and September 14, 2016.

Date: May 24, 2006
W.I.: 1512
Referred By: PAC

RE: BART Car Replacement Funding Exchange and Reserve Account

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 3738

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, MTC has adopted a 25-year regional transportation plan (RTP), entitled the Transportation 2030 Plan, (MTC Resolution No. 3681, approved February 23, 2005); and

WHEREAS, the Transportation 2030 Plan identifies a funding shortfall of \$1.3 billion over the next twenty-five years for high priority transit capital projects; and

WHEREAS, the Bay Area Rapid Transit District's (BART) fleet replacement program, which is scheduled to begin in 2013, comprises a significant portion of the region's high priority transit capital shortfall; and

WHEREAS, MTC and BART staff have been in discussions over the development of a program to fund the BART A, B, C1, and C2 car replacement program, hereinafter called "Project", set to begin in 2013, by exchanging federal, state, and local funds for BART local funds and establishing a reserve for such funds, and propose that MTC and BART enter into an agreement articulating the principles for accomplishing such fund exchanges and establishing a reserve capital funding account for the Project; and

WHEREAS, MTC as the regional planning agency has facilitated discussions about financing the Project, including exchanging regional funds and reserving funds for this purpose in coordination with members of the Bay Area Partnership and have afforded opportunity for comment; and

WHEREAS, MTC and BART have specified the terms and conditions of the Project in an agreement which is set forth in Attachment A to this Resolution, attached hereto and incorporated herein as though set forth at length; now, therefore be it

RESOLVED, that MTC approves Attachment A; and, be it further

RESOLVED, that Attachment B, Programmed Amounts, attached hereto and incorporated herein as though set forth at length, sets forth the agreed-upon funding amounts for the fund exchange, which may be amended from time to time by amendment to this Resolution; and, be it further

RESOLVED, that the Executive Director is authorized to execute Attachment A on behalf of MTC, and to make non-substantive changes or minor amendments as deemed appropriate subject to review by MTC's Office of General Counsel for form; and, be it further

RESOLVED, that upon execution of Attachment A by the signatory agencies, MTC staff shall commence implementing the fund exchange and establishing the BART Car Replacement Restricted Account.

METROPOLITAN TRANSPORTATION COMMISSION

A handwritten signature in black ink, appearing to read 'Jon Rubin', is written over a horizontal line. The signature is stylized and somewhat cursive.

Jon Rubin, 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 24, 2006.

Date: May 24, 2006
W.I.: 1512
Referred By: PAC
Revised: 11/15/06-ED 09/26/07-C
12/15/10-C 11/28/12-C
12/18/13-C 01/27/16-C
09/28/16-C

Attachment B
Resolution No. 3738, Revised
Page 1 of 2

ATTACHMENT B
TABLE 1. PROGRAMMED FEDERAL FUNDING AMOUNTS SUBJECT TO
BART CAR REPLACEMENT FUNDING EXCHANGE AGREEMENT

Ready-to-go Project Title	Transportation Improvement Program	Fund Source	Amount	Fiscal Year Programming
Preventive Maintenance	REG050020	Surface Transportation Program	\$22,680,000	FY 2005-06
Preventive Maintenance	REG050020	Surface Transportation Program	\$22,681,000	FY 2006-07
Preventive Maintenance	REG050020	Surface Transportation Program	\$22,682,000	FY 2007-08
Preventive Maintenance	REG050020	Surface Transportation Program	\$22,683,000	FY 2008-09
Preventive Maintenance	REG050020	FTA Section 5307	\$25,940,067	FY 2010-11
Preventive Maintenance	REG050020	FTA Sections 5307 & 5309 FG	\$23,979,594	FY 2011-12
Preventive Maintenance	REG050020	FTA Sections 5307 & 5337	\$72,000,000	FY 2012-13
Preventive Maintenance	REG050020	FTA Sections 5307 & 5337 & Surface Transportation Program	\$77,000,000	FY 2013-14
Preventive Maintenance	REG050020	FTA Sections 5307 & 5337	\$52,815,324 ¹	FY 2014-15
Preventive Maintenance	REG050020	FTA Sections 5307 & 5337	\$47,116,668 ¹	FY 2015-16

Notes:

- 1) BART will deposit \$52,547,712 in FY2016-17, which includes \$5,431,044 of FY2014-15 funds not awarded until FY2015-16, in addition to \$47,116,668, the amount programmed in FY2015-16.

ATTACHMENT B
TABLE 2. AUTHORIZED WITHDRAWALS FROM BART CAR
REPLACEMENT FUNDING EXCHANGE ACCOUNT

Withdrawal No.	Fiscal Year	MTC Approval Date	Authorized Amount	Conditions
01	2012-13	November 28, 2012	\$15,500,000	Funds to be withdrawn from the ACCOUNT are to be expended for PROJECT costs only.

Date: March 26, 2008
W.I.: 1512
Referred By: PAC
Revised: 04/23/08-C 05/27/09-C
11/16/11-C 05/28/14-C
09/28/16-C

ABSTRACT

Resolution No. 3854, Revised

This resolution approves the FY 2008-09 FTA Section 5307 and FTA Section 5309 Fixed Guideway (FG) funds for inclusion in the 2009 Transportation Improvement Program (TIP).

This resolution was amended on April 23, 2008 to program an additional \$25.6 million to BART's Railcar Replacement Project.

This resolution was amended on May 27, 2009 to reconcile the program with the final FY 2008-09 FTA apportionments.

This resolution was amended on November 16, 2011 to reprogram funds from Benicia to Solano County Transit (SolTrans) to reflect the merger of Benicia and Vallejo transit services under SolTrans.

This resolution was revised on May 28, 2014 to re-program unexpended funds from Vallejo's Preventive Maintenance, Maintenance/Operating Facilities and ADA Set-Aside projects to WETA and SolTrans as Vallejo's Ferry services are now being managed by WETA and Vallejo's Bus Transit services are being managed by SolTrans.

This resolution was revised on September 28, 2016 to re-program funds to and from various BART projects by their request, consistent with TCP Process and Criteria.

Further discussion of the FTA program of projects is contained in the Programming and Allocations Committee summary sheets dated March 5, 2008, April 9, 2008, May 13, 2009, November 9, 2011, May 14, 2014, and September 14, 2016.

Date: March 26, 2008
W.I.: 1512
Referred By: PAC

RE: San Francisco Bay Area Regional Transit Capital Priorities

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 3854

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 is required to prepare and endorse a Transportation Improvement Program (TIP) which includes a list of priorities for transit capital projects; and

WHEREAS, MTC is the designated recipient of the Federal Transit Administration (FTA) Section 5307 and 5309 Fixed Guideway funds for the large urbanized areas of San Francisco-Oakland, San Jose, Concord, Antioch, and Santa Rosa and have been authorized by the California Department of Transportation (Caltrans) as the representative for the Governor of the State of California to program the FTA Section 5307 small urbanized area funds of Vallejo, Fairfield, Vacaville, Napa, Livermore, Gilroy-Morgan Hill, and Petaluma in MTC's 2005 Federal Transportation Improvement Program; and

WHEREAS, MTC has worked cooperatively with the cities, counties and transit operators and with Caltrans in the region to establish priorities for the transit capital projects to be included in the TIP; and

WHEREAS, the process and criteria used in the selection and ranking of such projects are set forth in MTC Resolution No. 3841; and

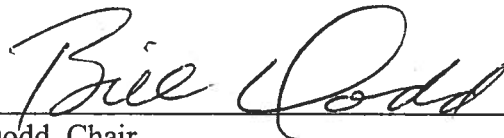
WHEREAS, the projects to be included in the TIP are set forth in the detailed project listings in Attachments A, which are incorporated herein as though set forth at length; now, therefore, be it

RESOLVED, that MTC adopts the FY 2008-09 Transit Capital Priorities for projects to be included in the TIP as set forth in Attachments A; and, be it further

RESOLVED, that MTC will use the priorities set forth in Attachments A to program sources of federal, state, regional and local funds to finance the projects; and, be it further

RESOLVED, that the Executive Director of MTC is authorized and directed to forward a copy of this resolution to FTA, and such agencies as may be appropriate.

METROPOLITAN TRANSPORTATION COMMISSION

A handwritten signature in cursive script, reading "Bill Dodd", written over a horizontal line.

Bill Dodd, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in Oakland, California on March 26, 2008.

Date: March 26, 2008
W.I.: 1512
Referred by: PAC
Revised: 04/23/08-C
05/27/09-C
11/16/11-C
05/28/14-C
09/28/16-C

Attachment A
Resolution No. 3854
Page 1 of 4

FY 2008-09 FTA Section 5307 and 5309 Fixed Guideway					
TIP ID	Operator	Project Description	FTA Section 5307	FTA Section 5309 FG	
			Actual Apportionment	218,801,549	132,240,508
			Previous Year Carryover	7,814,650	0
			Funds Available for Programming	226,616,199	132,240,508
			Enhancement Requirement	2,134,643	
<u>PY Commitments - deferred from FY08</u>					
REG050010	BART	General Mainline Renovation	1,941,561	2,530,437	
MRN050026	GGBHTD	Replace MS Sonoma Ferry Vessel	3,190,824	7,573,176	
<u>ADA Set-Aside</u>					
ALA990076	AC Transit	ADA Set-aside	6,754,499		
SCL991060	Caltrain	Caltrain/ACE Santa Clara Train Station	509,183		
BRT99T001B	BART	ADA Capital - Enhancements	1,638,209		
BRT99T001B	BART	ADA Capital	1,369,086		
SM-050040	Caltrain	ADA Set-aside	1,040,581		
CC-99T001	CCCTA	ADA Set-aside	666,327		
CC-030035	ECCTA	ADA Set-aside	483,916		
MRN99T001	GGBHTD	ADA Set-aside	1,148,960		
ALA990077	LAVTA	ADA Set-aside	291,986		
NAP030004	Napa VINE	ADA Set-aside	29,068		
SF-990022	SFMTA	ADA Set-aside	3,847,919		
SM-990026	SamTrans	ADA Set-aside	510,411		
SM-070049	SamTrans	Facility/Equipment Rehabilitation/Replacement	38,302		
SM-090018	SamTrans	Schedule & Database Software Enhancements	282,374		
SM-030023	SamTrans	Preventive Maintenance	192,000		
SOL990040	Vallejo Transit	ADA Set-aside	666,056		
SCL050046	VTA	ADA Set-aside	3,685,565		
CC-990045	WestCat	ADA Set-aside	111,237		

Date: March 26, 2008
W.I.: 1512
Referred by: PAC
Revised: 04/23/08-C
05/27/09-C
11/16/11-C
05/28/14-C
09/28/16-C

Attachment A
Resolution No. 3854
Page 2 of 4

FY 2008-09 FTA Section 5307 and 5309 Fixed Guideway				
TIP ID	Operator	Project Description	FTA Section 5307	FTA Section 5309 FG
10% Flexible Set-Aside				
ALA990035	AC Transit	Satcom Expansion	250,000	
ALA990034	AC Transit	Maintenance Facilities Upgrades	1,804,414	
ALA050066	ACE	ACE signal upgrade project	234,599	
REG050006	BART	Strategic Maintenance Program	4,888,748	
SM070047	Caltrain	Caltrain Bridge Rehabilitation Program	435,836	
CC-030034	CCCTA	Preventive Maintenance	340,443	
CC-030037	ECCTA	Preventive Maintenance	324,300	
MRN991039	GGBHTD	Management Information System	752,358	
ALA030030	LAVTA	Preventive Maintenance	239,499	
NAP97AM58	Napa VINE	Preventive Maintenance	221,750	
SM030023	SamTrans	Preventive Maintenance	628,801	
SF070045	SFMTA	Trolley Coach Replacement	400,000	
SF-991001	SFMTA	Woods Lifts	150,000	
SF-070007	SFMTA	C3-Central Control & Communications	2,367,284	
SF-050026	SFMTA	Escalator Rehabilitation	2,050,000	
SF070047	SFMTA	C3-Subway PA and Passenger Display Systems Replacement	400,000	
ALA070062	Union City	Purchase Six (6) CNG Buses	23,710	
SOL070044	Vallejo	Revenue Vehicle Rehabilitation	112,000	
SOL070044	Vallejo	Revenue Vehicle Rehabilitation	64,000	
SOL070043	Vallejo	Maintenance/Operating Facilities	0	
SOL070042	Vallejo	Fixed/Heavy Equipment	57,600	
SOL070043	Vallejo	Maintenance/Operating Facilities	18,484	
SOL070042	Vallejo	Fixed/Heavy Equipment	8,000	
SOL070042	Vallejo	Fixed/Heavy Equipment	8,000	
SOL070041	Vallejo	Service Vehicles	48,000	
SOL070040	Vallejo	Office Equipment	134,400	
SOL030019	Vallejo	Preventive Maintenance	39,582	
SCL990046	VTA	Preventive Maintenance	3,766,520	
CC-070095	WestCat	Site security upgrade	60,759	
Zero Emission Bus Advanced Demonstration Set-Aside				
ALA991070	AC Transit	Preventive Maintenance	7,115,273	
SM030023	SamTrans	Zero Emission Bus Advanced Demonstration	1,091,227	
SCL990046	VTA	Zero Emission Bus Advanced Demonstration	2,735,500	
			59,169,153	10,144,658
			167,447,046	122,095,850
Capital Projects				
ALA991070	AC Transit	Preventive Maintenance	17,881,875	
ALA990052	AC Transit	Paratransit Van Leasing	1,640,000	
ALA050066	ACE (SJRC)	ACE signal upgrade project	326,289	730,711
New	BART	Car Replacement Program		12,565,777
BRT030004	BART	Train Control Renovation		14,016,000
BRT030005	BART	Traction Power		9,046,186
BRT97100B	BART	Rail, Way and Structures Program	328906	15,937,814

Date: March 26, 2008
W.I.: 1512
Referred by: PAC
Revised: 04/23/08-C
05/27/09-C
11/16/11-C
05/28/14-C
09/28/16-C

Attachment A
Resolution No. 3854
Page 3 of 4

FY 2008-09 FTA Section 5307 and 5309 Fixed Guideway				
TIP ID	Operator	Project Description	FTA Section 5307	FTA Section 5309 FG
SOL070035	Benicia	Shop Truck Replacement	24,000	
SM-050041	Caltrain	Signal/Communication Rehabilitation	4,664,329	2,835,671
SM-030006	Caltrain	Systemwide Track Rehab & Related Civil Structures		7,500,000
SM070047	Caltrain	Caltrain Bridge Rehabilitation Program		389,479
CC070094	CCCTA	Replace 40 diesel 40' buses	15,189,199	
CC070093	CCCTA	Replace 11 gasoline paratransit vans	646,470	
CC070092	ECCTA	1997 Transit Bus Replacement	4,622,058	
SOL010006	Fairfield	Operating assistance	2,424,006	
MRN030011	GGBHTD	Ferry Major Components	1,852,158	147,842
MRN990017	GGBHTD	Ferry channel & berth dredging	2,391,371	2,000,000
MRN030010	GGBHTD	Fixed Guideway Connectors		2,000,000
ALA070061	LAVTA	Bus Replacement (12) 30' Alt Fuel Vehicles	5,829,268	
NAP970010	Napa	Operating assistance	1,486,778	
SON070023	Petaluma	Bus-30'-Diesel	717,834	
SON070022	Petaluma	Cutaway - 24'	70,016	
SF-970073	SFMTA	Cable Car Vehicle Renovation	500,000	
SF-99T005	SFMTA	Historic Vehicle Rehabilitation	5,000,000	
SF-99T002	SFMTA	Cable Car Traction Power & Guideway Rehab	3,669,425	3,830,575
SF-030013	SFMTA	Wayside Fare Collection Equip	7,500,000	
SF070046	SFMTA	Rehab 170 Neoplans	5,031,982	
SF-950037	SFMTA	Rail Replacement 1998-2009		13,000,000
SF-970170	SFMTA	Overhead Rehab 1998-2009		13,000,000
SF-050024	SFMTA	Wayside/Central Train Control		7,500,000
SM-050036	SamTrans	Bus Repl: (126) 40" Vehicles	20,560,728	
SON050026	Santa Rosa CityBus	Preventive Maintenance	397,048	
SON030011	Santa Rosa CityBus	Operating assistance	1,318,000	
SON070020	Santa Rosa CityBus	Hybrid Electric Bus Purchase (Replacement)	1,277,490	
New	Santa Rosa CityBus	Automated Vehicle Location System	288,138	
SON030012	Santa Rosa CityBus	Bus Stop Enhancements	35,357	
SOL070039	SoITrans	Radio Equipment	32,000	
SOL070031	SoITrans	Replacement of two minivans	80,104	
SOL070030	SoITrans	Replacement of one cutaway vehicle	58,770	
SOL070038	SoITrans	GFI Genfare Fare Collection System	52,000	
SOL070037	SoITrans	Security Cameras on Buses	72,000	
SOL070036	SoITrans	Benicia Breeze Maintenance Facility	440,000	
SOL070022	SoITrans	Bus Shelter Replacement - 7	33,600	
SOL070022	SoITrans	Bus Shelter Purchase - 5	24,000	
SOL070035	SoITrans	Shop Truck Replacement	8,000	
SOL070034	SoITrans	Administrative Car	21,695	
SOL070033	SoITrans	Shop Equipment	80,000	
SOL070032	SoITrans	Preventative Maintenance	21,001	
SON030005	Sonoma County Transit	Preventive Maintenance	1,279,826	
SON050021	Sonoma County Transit	Bus Stop Improvement Project	11,786	
ALA070062	Union City	Purchase Six (6) CNG Buses	2,458,010	
SOL010007	Vacaville	Operating assistance	933,460	
SOL020022	Vallejo	Ferry Major Components Rehabilitation	380,000	
SOL070044	Vallejo	Revenue Vehicle Rehabilitation	152,000	
SOL070043	Vallejo	Maintenance/Operating Facilities	0	

Date: March 26, 2008
W.I.: 1512
Referred by: PAC
Revised: 04/23/08-C
05/27/09-C
11/16/11-C
05/28/14-C
09/28/16-C

Attachment A
Resolution No. 3854
Page 4 of 4

FY 2008-09 FTA Section 5307 and 5309 Fixed Guideway				
TIP ID	Operator	Project Description	FTA Section 5307	FTA Section 5309 FG
SOL070042	Vallejo	Fixed/Heavy Equipment	240,000	
SOL030019	Vallejo	Preventive Maintenance	724,462	
SCL050002	VTA	Rail Replacement and Rehabilitation		1,607,250
SCL070045	VTA	Abatement of Light Rail Left-hand Turn and Intrusion		1,208,141
SCL030005	VTA	Guadalupe Corridor Platform Retrofit		10,019,076
New	VTA	Guadalupe OCS Rehabilitation & Replacement Prog		693,750
SCL050001	VTA	Procure Small Capacity Replacement Buses	3,000,000	
SCL050049	VTA	Rail Substation Rehab/Replacement		2,025,000
SCL070048	VTA	Bus Surveillance Equipment Replacement	421,942	
SCL050045	VTA	Bus Stop Pavement, Duckouts, & Accessibility	449,292	
SXL070046	VTA	Paratransit Vehicles	596,970	
SCL990046	VTA	Preventive Maintenance	27,955,238	
CC070091	Westcat	Purchase of fully validating fareboxes	417,600	
New	WETA	Fixed Guideway Connectors	509,344	1,140,656
Total Program			146,125,821	121,276,020
Fund Balance			21,321,225	819,831

Notes:

- 1) Operators in the Santa Rosa , Fairfield, and Vacaville Urbanized Areas did not wish to participate in the ADA or 10% flexible set-aside programming elements, and operators in the Napa and Petaluma UAs do not participate in the ADA set-aside.
- 2) Funds are programmed to WETA for an Alameda-Oakland Ferry project contingent on the adoption of a transition plan for WETA's assumption of responsibility for maintaining AOF's capital assets.
- 3) AC Transit is exchanging funds programmed for its Zero Emission Bus project and the replacement of 19 60-foot Articulated Buses, (11) 45-foot Suburban Buses, and (6) 45-foot Suburban Buses for \$24,602,980 in preventive maintenance.
- 4) VTA is exchanging funds programmed for its Zero Emission Bus project \$2,735,500 in preventive maintenance.
- 5) Unobligated funds programmed to Benicia were reprogrammed to SolTrans as part of the consolidation of Benicia and Vallejo transit services under SolTrans.

Date: July 22, 2009
W.I.: 1512
Referred By: PAC
Revised: 04/28/10-C 05/26/10-C
06/22/11-C 11/16/11-C
01/25/12-C 09/26/12-C
04/24/13-C 05/28/14-C
05/25/16-C 09/28/16-C

ABSTRACT

Resolution No. 3916, Revised

This resolution approves the FY 2009-10 through FY 2011-12 FTA Section 5307 and FTA Section 5309 Fixed Guideway (FG) programs for inclusion in the 2009 Transportation Improvement Program (TIP).

This resolution was revised on April 28, 2010 to reprogram \$17.5 million in Section 5307 funds from SFMTA to AC Transit as part of funding exchange with CMAQ funds.

This resolution was revised on May 26, 2010 to reconcile the FY 2009-10 program with the final FY 2009-10 FTA apportionments, and to program the FY 2010-11 and FY 2011-12 Vehicle Procurement Reserve to BART (\$80 million) and Caltrain (\$70 million) for their rail car replacement projects.

This resolution was revised on June 22, 2011 to reconcile the FY 2010-11 program with the final FY 2011 FTA apportionments, implement an exchange of \$17.5 million in CMAQ funds programmed to AC Transit's Bus Rapid Transit project for FTA preventive maintenance funding, and transfer \$5 million from Caltrain's Railcar Replacement project to preventive maintenance.

This resolution was amended on November 16, 2011 to reconcile the FY 2011-12 program with revised estimates of FY 2012 FTA apportionments prior to amending the program into the TIP. The revisions address a potential \$38 million revenue shortfall by withholding Flexible Set-Aside funds, deferring projects and making other program reductions; and also reprogram funds previously programmed to Vallejo in FY 2011 and FY 2012 to Solano County Transit (SolTrans) to reflect the merger of Benicia and Vallejo transit services under SolTrans.

This resolution was amended on January 25, 2012 to program an additional \$10 million of FY 2011-12 FTA Section 5307 funds for AC Transit's Preventive Maintenance. The funds had been

ABSTRACT

MTC Resolution No. 3916, Revised

Page 2

held in reserve pending AC Transit Board action responding to recommendations adopted by the Commission as part of MTC Resolution Nos. 3831 and 3880, Revised.

This resolution was revised on September 26, 2012 to reconcile the FY 2011-12 program with the final FY 2012 FTA apportionments, reprogram approximately \$27.4 million from Caltrain Railcar Replacement to Caltrain Advanced Signal System, and make other fund transfers between projects.

This resolution was revised on April 24, 2013 to reflect several transfers of funding between eligible projects and deferral of projects to future years.

This resolution was revised on May 28, 2014 to re-program funding from existing GGBH&TD Bus Replacement projects to a new Facilities project as requested by GGBH&TD. The resolution was also revised to change the project sponsor from GGBH&TD to Marin Transit for “Replacement of 3 2005 Paratransit Vans.”

This resolution was revised on May 25, 2016 to reprogram \$8 million in the FY2010-11 program from GGBHTD’s District Facilities project to its MS Sonoma Refurbishment project, as requested by GGBHTD.

This resolution was revised on September 28, 2016 to re-program funds to and from various BART projects by their request, consistent with TCP Process and Criteria.

Further discussion of the FTA program of projects is contained in the Programming and Allocations Committee summary sheets dated July 8, 2009, April 14, 2010, May 12, 2010, June 8, 2011 November 9, 2011, January 11, 2012, September 12, 2012, April 10, 2013, May 14, 2014, May 11, 2015, and September 14, 2016.

Date: July 22, 2009
W.I.: 1512
Referred By: PAC

RE: San Francisco Bay Area Regional Transit Capital Priorities

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 3916

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 is required to prepare and endorse a Transportation Improvement Program (TIP) which includes a list of priorities for transit capital projects; and

WHEREAS, MTC is the designated recipient of the Federal Transit Administration (FTA) Section 5307 and 5309 Fixed Guideway funds for the large urbanized areas of San Francisco-Oakland, San Jose, Concord, Antioch, and Santa Rosa and have been authorized by the California Department of Transportation (Caltrans) as the representative for the Governor of the State of California to program the FTA Section 5307 small urbanized area funds of Vallejo, Fairfield, Vacaville, Napa, Livermore, Gilroy-Morgan Hill, and Petaluma in MTC's 2009 Federal Transportation Improvement Program; and

WHEREAS, MTC has worked cooperatively with the cities, counties and transit operators and with Caltrans in the region to establish priorities for the transit capital projects to be included in the TIP; and

WHEREAS, the process and criteria used in the selection and ranking of such projects are set forth in MTC Resolution No. 3908; and

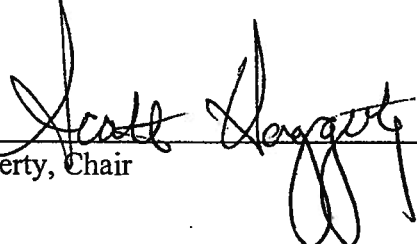
WHEREAS, the projects to be included in the TIP are set forth in the detailed project listings in Attachments A, which are incorporated herein as though set forth at length; now, therefore, be it

RESOLVED, that MTC will use the priorities set forth in Attachments A to program sources of federal, state, regional and local funds to finance the projects; and, be it further

RESOLVED, that the Executive Director or designee is authorized to revise Attachment A as necessary to reflect the programming of projects as the projects are revised in the TIP; and be it further

RESOLVED, that the Executive Director of MTC is authorized and directed to forward a copy of this resolution to FTA, and 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 regular meeting of the Commission held in Oakland, California on July 22, 2009.

FY 2009-10 FTA Section 5307 and 5309 Fixed Guideway Program				
TIP ID	Operator	Project Description	FTA Section 5307	FTA Section 5309 FG
			Actual Apportionment	216,919,567
			Previous Year Carryover	20,293,167
			Funds Available for Programming	237,212,734
				130,450,055
				942,966
				131,393,021
ADA Set-Aside				
ALA990076	AC Transit	ADA Operating Assistance	7,558,073	
SCL991060	Caltrain	Caltrain/ACE Santa Clara Train Station	532,072	
BRT99T001B	BART	ADA Capital - Enhancements	3,126,281	
REG090051	Caltrain	Revenue Vehicle Rehab Program	1,085,980	
CC-99T001	CCCTA	ADA Operating Assistance	704,352	
CC-030035	ECCTA	ADA Operating Assistance	516,736	
MRN090036	GGBHTD	Bus Stop Improvement Project	1,182,151	
ALA990077	LAVTA	ADA Operating Assistance	304,827	
NAP030004	Napa Vine	ADA Operating Assistance	24,368	
SF-990022	SFMTA	ADA Operating Assistance	3,959,075	
SM-990026	SamTrans	ADA Operating Assistance	1,052,641	
SOL990040	Vallejo Transit	ADA Operating Assistance	612,433	
SCL050046	VTA	ADA Operating Assistance	3,739,578	
CC-990045	WestCat	ADA Operating Assistance	114,450	
Flexible Set-Aside				
ALA991070	AC Transit	Preventive Maintenance	2,100,836	
REG050010	BART	General Mainline Renovation	5,403,640	
SCL991060	Caltrain	Caltrain/ACE Santa Clara Train Station	241,032	
REG090051	Caltrain	Revenue Vehicle Rehab Program	856,275	
CC-030034	CCCTA	Preventative Maintenance	359,871	
CC-030037	ECCTA	Preventive Maintenance Program	279,856	
CC-050029	ECCTA	Park and Ride Facility Land Purchase - Security Project	66,439	
REG090052	GGBHTD	SF Bus Lot Modifications	752,470	
ALA030030	LAVTA	Preventive Maintenance	252,627	
NAP970010	Napa	Operating Assistance	195,292	
SON090009	Petaluma	Preventative Maintenance	14,829	
SF-050026	SFMTA	Escalator Rehab		5,488,564
SM090019	SamTrans	Service Support Vehicles	257,600	
SM030023	SamTrans	Preventive Maintenance	385,409	
SON030005	Sonoma County Transit	Preventive Maintenance	29,816	
ALA030031	Union City	Existing Bus Pkg,Concrete Pkwy	24,245	
SOL050039	Vallejo Transit	Revenue Vehicle Replacement	356,222	
REG090048	Vallejo	Replace Supervisor Vehicles	64,800	
REG090049	Vallejo	Replace Maintenance Vehicles	151,200	
SCL990046	VTA	Preventive Maintenance	3,970,535	
CC-090038	WestCat	Mobile column bus Lifts - Maintenance	62,132	
REG090050	WETA	Preventative Maintenance	82,029	
Economic Reserve				
ALA991070	AC Transit	Preventive Maintenance	4,948,876	
SCL991060	Caltrain	Caltrain/ACE Santa Clara Train Station	732,662	
REG090051	Caltrain	Revenue Vehicle Rehab Program	586,776	
REG090053	Caltrain	Preventative Maintenance	943,292	
CC-030037	ECCTA	Preventive Maintenance Program	190,254	
REG090052	GGBHTD	SF Bus Lot Modifications	2,315,918	
ALA030030	LAVTA	Preventive Maintenance	580,921	
NAP970010	Napa	Operating Assistance	540,712	
SON090009	Petaluma	Preventative Maintenance	16,404	
SF-050026	SFMTA	Escalator Rehab		311,436
SF-090032	SFMTA	TEP Capital Implementation Program	4,899,251	
SF-090031	SFMTA	Preventive Maintenance	7,000,000	
SM030023	SamTrans	Preventive Maintenance	1,961,777	
SON030005	Sonoma County	Preventive Maintenance	74,255	
ALA090031	Union City	Bus Replacement (2)	17,000	
ALA070062	Union City	Purchase Six (6) CNG Buses	41,971	
ALA030031	Union City	Existing Bus Pkg,Concrete Pkwy	15,000	
SOL030019	Vallejo/Benicia	Preventive Maintenance	1,425,789	
SCL990046	VTA	Preventive Maintenance	8,971,810	
REG090050	WETA	Preventative Maintenance	64,411	
Total Program Set-asides and Commitments			75,747,250	5,800,000
Funds Available for Programming			161,465,484	125,593,021

FY 2009-10 FTA Section 5307 and 5309 Fixed Guideway Program				
TIP ID	Operator	Project Description	FTA Section 5307	FTA Section 5309 FG
Capital Projects				
ALA990052	AC Transit	Paratransit Van Leasing	1,672,800	
ALA991070	AC Transit	Preventive Maintenance	45,459,113	
ALA090060	ACE	Rebuild Diesel Locomotives	763,107	
ALA090065	BART	Fare Collection Equipment		1,955,000
BRT030004	BART	Train Control		11,480,000
BRT030005	BART	Traction Power	975,781	2,769,219
BRT97100B	BART	Track Replacement Rehabilitation	2,100,000	19,720,000
BRT030005	BART	Replacement of Fixed Guideway Elements & Fare Collection Equipment		2,520,000
SCL991060	Caltrain	Caltrain/ACE Santa Clara Train Station	1,460,000	
SM-050041	Caltrain	Signal/ Communication Rehabilitation & Upgrades		4,500,000
SM-03006B	Caltrain	Systemwide Track Rehabilitation & Related Structures		8,770,000
CC-050038	CCCTA	Replace Vans	3,695,160	
CC-070092	ECCTA	1997 Transit Bus Replacement	5,705,553	
CC-090039	ECCTA	Translink Fareboxes	66,444	
SOL010006	Fairfield	Operating Assistance	2,740,773	
MRN090026	GGBHTD	Replace 6 Paratransit Vans	372,204	
MRN090022	GGBHTD	Replace 2 Paratransit Vans	163,548	
MRN090021	GGBHTD	Replace 2 Paratransit Vans	124,068	
MRN030011	GGBHTD	Ferry Major Component Replacement	4,000,000	
MRN090025	GGBHTD	Ferry Propulsion	1,660,000	
ALA090035	LAVTA	Replace 3 Paratransit Vehicles of 2002 Vintange	353,580	
NAP970010	Napa	Operating Assistance	746,632	
SON090010	Petaluma	Bus Replacement	636,508	
SON090009	Petaluma	Preventive Maintenance	213,856	
SF-950037B	SFMTA	Rail Replacement Projects		6,640,000
SF-970170	SFMTA	Overhead Rehabilitation Projects		9,140,000
SF-050024	SFMTA	Wayside Train Control Equipment Rehab and Replacment		1,500,000
SF-030013	SFMTA	Wayside Fare Collection Equipment Rehab and Replacement.		6,300,000
SF-070045	SFMTA	Trolley Car Replacement	7,694,836	26,542,057
SF-99T005	SFMTA	Historic Vehicle Rehabilitation		6,800,000
SF-970073	SFMTA	Cable Car Vehicle Renovation		1,050,000
SM050036	SamTrans	Replacement of up to 73-40 ft and 64-35 ft buses	4,571,918	
SM030023	SamTrans	Preventive Maintenance	3,506,371	
SON030011	Santa Rosa	Operating Assistance	1,318,170	
SON090024	Santa Rosa	Preventive Maintenance	1,631,298	
SON030012	Santa Rosa	Bus Stop Enhancements	34,754	
SON070020	Santa Rosa	Hybrid Electric Bus Purchase (Replacement)	612,874	
SON010024	Sonoma County	Bus Replacement	142,126	
SON050021	Sonoma County	Bus Stop Improvement Project	11,585	
SON030005	Sonoma County	Preventive Maintenance	1,175,929	
SOL010007	Vacaville	Operating Funds	493,315	
SOL991099	Vacaville	Purchase Transit Equipment - Fareboxes and Tools	100,000	
SOL090026	Vacaville	Vacaville: Replace 5 Medium-Duty CNG Buses	1,816,000	
SOL050040	Vallejo	Replace Diesel buses with Hybrid Electrics	3,684,800	
SOL090011	Vallejo	Ferry mid-life Repower	11,264,000	
SCL050045	VTA	ADA Bus Stop Improvements	417,818	
SCL990046	VTA	Preventive Maintenance	24,826,384	
SCL090039	VTA	Security Improvements for Light Rail	439,084	
SCL050002	VTA	Rail Rehabilitation & Replacement on Guadalupe Light Rail System		2,301,750
SCL050049	VTA	Traction Power Substation Replacement on Guadalupe Light Rail		4,050,000
REG090054	WETA	Harbor Bay Dredging	60,000	
REG090057	WETA	Ferry Major Component	432,000	
REG090056	WETA	Floats & Gangways	776,000	
REG090055	WETA	Ferry Propulsion Systems	2,412,000	
Total Capital Projects			140,330,389	116,038,026
Total Program			216,077,639	121,838,026
Fund Balance			21,135,096	9,554,995

Notes:

- Operators in the Santa Rosa, Fairfield, and Vacaville Urbanized Areas did not wish to participate in the ADA or 10% flexible set-aside programming elements, and operators in the Napa and Petaluma UAs do not participate in the ADA set-aside.
- AC Transit exchanged \$22,446,863 for replacement of 49 45' suburban buses and \$8,897,914 for replacement of 18 45' OTR coaches for \$31,344,777 in preventive maintenance. The buses will be procured with I-bond funds.
- SamTrans exchanged \$2,045,371, part of the funding for replacement of up to 91-40 foot buses, 40-35 foot buses, and 4-30 foot buses, for preventive maintenance. The buses will be partially funded with ARRA funds.
- Sonoma County Transit exchanged \$215,390 for replacement of one 40' CNG bus in exchange for preventive maintenance. The bus will be procured with ARRA funds.
- Petaluma deferred replacement of 8 cutaways in exchange for \$238,447 in preventive maintenance in FY10. Due to insufficient funds in Petaluma UA, \$105,522 from Bus Replacement and \$87,980 in Van Replacement transferred to PM in FY10. Bus and van funds to be restored in FY11.
- GGBHTD deferred 11,778,870 for bus replacement to FY15. Funds will have priority for programming in FY15 as a prior-year obligation.

FY 2010-11 FTA Section 5307 and 5309 Fixed Guideway Program

TIP ID	Operator	Project Description	FTA Section 5307	FTA Section 5309 FG
			Actual Apportionment	216,504,664
			Previous Year Carryover	132,223,176
			Funds Available for Programming	8,901,518
			226,324,643	141,124,694
ADA Set-Aside				
ALA990076	AC Transit	ADA Operating Assistance	4,339,305	
ALA010056	ACE	ACE Track Improvements	553,354	
BRT99T01B	BART	ADA Capital - Enhancements	3,251,332	
REG090051	Caltrain	Revenue Vehicle Rehab Program	1,129,418	
CC-99T001	CCCTA	ADA Operating Assistance	732,526	
CC-030035	ECCTA	ADA Operating Assistance	537,405	
MRN090033	GGBHTD	ADA Operating Assistance	1,229,437	
ALA990077	LAVTA	ADA Operating Assistance	311,817	
NAP030004	Napa Vine	ADA Operating Assistance	24,436	
SF-990022	SFMTA	ADA Operating Assistance	4,117,438	
SM-990026	SamTrans	ADA Operating Assistance	1,094,747	
SOL990040	Vallejo Transit	ADA Operating Assistance	624,814	
SCL050046	VTA	ADA Operating Assistance	3,884,698	
CC-990045	WestCat	ADA Operating Assistance	119,028	
Economic Reserve				
SM-050005	BART	Preventive Maintenance	12,599,452	
CC-030034	CCCTA	Preventative Maintenance	827,797	
CC-030037	ECCTA	Preventive Maintenance	263,844	
REG090050	WETA	Ferry Major Component	64,411	
Vehicle Procurement Reserve				
REG050020	BART	BART Car Replacement Exchange Preventive Maintenance	25,940,067	
REG090037	BART	Railcar Replacement	7,284,799	
			Total Program Set-asides and Commitments	0
			Funds Available for Programming	141,124,694
			68,930,125	157,394,518
Capital Projects				
ALA990052	AC Transit	Paratransit Van Leasing	1,706,256	
ALA991070	AC Transit	Preventive Maintenance	34,500,000	
ALA010056	ACE	ACE Track Improvements	1,460,000	
BRT030004	BART	Train Control		13,980,000
BRT030005	BART	Traction Power		4,420,000
BRT97100B	BART	Track Replacement Rehabilitation	2,496,035	18,103,965
ALA090065	BART	Replacement of Fixed Guideway Elements and Fare Collection Equipment	2,520,000	
SM-03006B	Caltrain	Systemwide Track Rehabilitation & Related Structures		12,940,248
SM-050041	Caltrain	Signal/ Communication Rehabilitation & Upgrades		329,752
REG090053	Caltrain	Preventive Maintenance	5,000,000	
CC-030034	CCCTA	Preventive Maintenance	5,466,170	
CC-070092	ECCTA	Transit Bus Replacements	5,263,853	
SOL010006	Fairfield	Operating Assistance	2,497,847	
MRN090034	GGBHTD	Replace 30 - 1997 45' Over-the-Road Buses	5,597,020	
MRN050025	GGBHTD	District Facilities	1,667,580	
MRN150005	GGBHTD	MS Sonoma Refurbishment	8,000,000	
MRN090035	GGBHTD	Replace 7 paratransit vans	445,669	
NAP970010	Napa	Operating Assistance	1,438,183	
SON090030	Petaluma	Electronic Fareboxes	120,000	
SON090029	Petaluma	2 Van Replacement	180,940	
SON090010	Petaluma	Preventive maintenance	193,502	

FY 2010-11 FTA Section 5307 and 5309 Fixed Guideway Program

TIP ID	Operator	Project Description	FTA Section 5307	FTA Section 5309 FG
SF-99T005	SFMTA	Historic Vehicle Rehabilitation		10,000,000
SF-970073	SFMTA	Cable Car Vehicle Renovation		1,102,500
SF-090035	SFMTA	Paratransit Van Replacement	1,945,341	
SF-070046	SFMTA	Rehab 170 Neoplan Motor Coaches	4,800,000	
SF-070045	SFMTA	Trolley Car Replacement		20,000,000
SF-95037B	SFMTA	Rail Replacement	4,026,555	14,040,000
SF-970170	SFMTA	Overhead Rehabilitation		14,040,000
SF-050024	SFMTA	Wayside Train Control Equipment Rehab and Replacement		7,500,000
SF-030013	SFMTA	Wayside Fare Collection Equipment Rehab and Replacement		700,000
SM-030023	SamTrans	Preventive Maintenance	5,092,763	
SM-090042	SamTrans	Replacement of 10 2007 Minivans	403,930	
SON030011	Santa Rosa	Operating Assistance	1,318,170	
SON090024	Santa Rosa	Preventive Maintenance	1,634,486	
SON030012	Santa Rosa	Bus Stop Enhancements	34,694	
SON070020	Santa Rosa	Hybrid Electric Bus Purchase (Replacement)	482,559	
SON050021	Sonoma County	Bus Stop Improvement Project	11,565	
SON030005	Sonoma County	Preventive Maintenance	1,145,068	
ALA090061	Union City	Replacement of Four (4) Transit Buses	1,658,276	
ALA090064	Union City	Replacement of Two (2) Transit Buses	854,758	
SOL010007	Vacaville	Operating Funds	973,000	
SOL97AM70	Vacaville	Bus Shelters	400,000	
SOL090028	SolTrans	Communication Upgrades (AVL, GPS, and other)	1,728,000	
SOL090029	SolTrans	Bus Radio(s) replacement	94,000	
SOL090030	SolTrans	Vault Receiver	88,000	
SOL090031	SolTrans	Bill Counters	8,000	
SOL090032	SolTrans	Public Address System	28,000	
SOL090033	SolTrans	Bus Maintenance Facility Renovation	800,000	
SCL050002	VTA	Rail Rehabilitation & Replacement		1,683,000
SCL090044	VTA	TP OCS Rehab & Replacement		6,098,250
SCL050049	VTA	TP Substation Replacement		4,767,000
SCL050045	VTA	ADA Bus Stop Improvements	442,846	
SOL010006	VTA	Preventive Maintenance	36,432,424	
CC-090060	WestCAT	Revenue Vehicle Replacement	1,015,640	
CC-110046	WestCAT	Bus Wash	150,000	
CC-110047	WestCAT	Vehicle Rehab	180,585	
REG090054	WETA	Harbor Bay Dredging	200,000	
REG090057	WETA	Ferry Major Component	336,000	
REG090055	WETA	Ferry Propulsion Systems	1,600,000	
REG110020	WETA	Facilities Rehabilitation	200,000	
REG090067	WETA	Fixed Guideway Connectors	1,344,000	
Total Capital Projects			147,981,715	129,704,715
Total Program			216,911,840	129,704,715
Fund Balance			9,412,803	11,419,979

Notes:

- Operators in the Napa and Petaluma UAs do not participate in the ADA set-aside.
- The 10% Flexible Set-Aside was not programmed in FY11 due to apportionment shortfalls in FY11 and projected shortfalls in FY12.
- AC Transit exchanged \$20,000,000 for replacement of 68 low-floor 40' buses for preventive maintenance. The buses will be procured with I-bond funds. \$3,000,000 of the preventive maintenance funding was deferred to FY12.
- AC Transit exchanged \$17,500,000 in CMAQ programmed to its BRT project for \$17,500,000 in 5307 for preventive maintenance. CMAQ funds were reprogrammed to SFMTA's Central Subway; \$17.5M I-Bond funds were transferred from Central Subway to BART's Fixed Guideway projects, which will be reduced by \$17.5M in TCP funds in FY12.
- Caltrain exchanged \$5,000,000 in FY12 funding for Railcar Replacement for preventive maintenance in FY11. The Railcar funding will be replaced by Caltrain using non-TCP funds. The region will not replace the \$5 million, meaning that the share of regional participation in car replacement will decrease by \$5 million.
- CCCTA deferred replacement of 10 40' buses from FY11 to FY23 in exchange for \$5,466,170 in preventive maintenance.
- Petaluma deferred replacement of 8 cutaways in exchange for \$238,447 in preventive maintenance in FY10. Due to insufficient funds in Petaluma UA, \$105,522 from Bus Replacement and \$87,980 in Van Replacement transferred to PM in FY10. Funds were restored in FY11 as preventive maintenance; the vehicles were purchased with local funds.
- SFMTA deferred \$20,000,000 programmed in FY11 and \$4,159,333 programmed in FY12 for replacement of 45 40' NABI buses to FY13 in exchange for \$4,026,555 for Rail Replacement.
- SamTrans deferred replacement of 62 1998 Gillig buses to FY12 and 10 to FY23 in exchange for \$5,092,763 in preventive maintenance.
- Sonoma County Transit exchanged \$400,000 for replacement of one 40' CNG bus in exchange for preventive maintenance. The bus will be procured with ARRA funds.
- WestCAT deferred \$3,326,130 for replacement of 9 out of 11 40' buses from FY11 to FY13 in exchange for \$276,500 to upgrade the two remaining buses to 45' OTR coaches, \$150,000 for a bus wash, and \$180,585 for vehicle rehabs.
- Unobligated funds programmed to Vallejo were reprogrammed to SolTrans as part of the consolidation of Benicia and Vallejo transit services under SolTrans.
- GGBHTD deferred \$5,660,000 for fixed guideway projects to FY15. Funds will have priority for programming in FY15 as a prior-year obligation.

FY 2011-12 FTA Section 5307 and 5309 Fixed Guideway Program				
TIP ID	Operator	Project Description	FTA Section 5307	FTA Section 5309 FG
		Actual Apportionment	212,023,119	130,670,026
		Previous Year Carryover	8,254,868	11,419,979
		Funds Available for Programming	220,277,987	142,090,005
ADA Set-Aside				
ALA990076	AC Transit	ADA Operating Assistance	3,961,150	
ALA050042	ACE	Preventive Maintenance	506,887	
BRT99T01B	BART	ADA Paratransit Capital Accessibility Improve	2,972,888	
REG090051	Caltrain	Revenue Vehicle Rehab Program	1,045,789	
CC-99T001	CCCTA	ADA Operating Assistance	672,718	
CC-030035	ECCTA	ADA Operating Assistance	487,639	
MRN99T001	GGBHTD	ADA Operating Assistance	448,918	
ALA990077	LAVTA	ADA Operating Assistance	295,715	
MRN110047	MCTD	ADA Set-aside	673,378	
NAP030004	Napa Vine	ADA Operating Assistance	24,070	
SF-990022	SFMTA	ADA Operating Assistance	3,758,618	
SM-990026	SamTrans	ADA Operating Assistance	999,343	
SOL990040	SolTrans	ADA Operating Assistance	593,943	
SCL050046	VTA	ADA Operating Assistance	3,638,697	
CC-990045	WestCat	ADA Operating Assistance	108,655	
Economic Reserve				
CC-110080	ECCTA	Capital Maintenance-Fuel	278,564	
CC-030025	WestCat	Preventative Maintenance	146,362	
REG110020	WETA	Facilities Rehabilitation	64,411	
Vehicle Procurement Reserve				
REG090037	BART	Railcar Replacement	36,775,134	10,000,000
REG050020	BART	BART Car Exchange Preventive Maintenance	22,979,594	1,000,000
REG110030	Caltrain	Advanced Signal System	18,589,069	8,844,200
		Total Program Set-asides and Commitments	99,021,542	19,844,200
		Funds Available for Programming	121,256,445	122,245,805
Capital Projects				
ALA990052	AC Transit	Paratransit Van Leasing	1,740,381	
ALA991070	AC Transit	Preventive Maintenance	22,191,982	
ALA090060	ACE	Rebuild Diesel Locomotives	1,460,000	
BRT030005	BART	Traction Power	2,808,318	3,091,682
BRT97100B	BART	Track Replacement Rehabilitation	3,092,310	15,007,690
ALA090065	BART	Replacement of Fixed Guideway Elements and Fare Collection Equipment		20,000
SM-03006B	Caltrain	Systemwide Track Rehabilitation & Related Structures		13,270,000
REG090053	Caltrain	Preventive Maintenance	3,333,333	1,666,667
CC-110061	CCCTA	Replace (10) 40' buses - Hybrid	5,627,420	
CC-110062	CCCTA	Replace (4) LINK Vans	371,840	
CC-110063	CCCTA	Replace (4) Minivans	173,556	
CC-070092	ECCTA	Transit Bus Replacements	2,774,881	
CC-090039	ECCTA	Clipper Fareboxes	136,464	
CC-050029	ECCTA	Park and Ride Facility Land Purchase - Security Project	0	
SOL010006	Fairfield	Operating Assistance	2,374,911	
MRN110027	GGBHTD	Replace 2 - 1998 45' Over-the-Road Buses	0	
MRN110028	Marin Transit	Replace 3 - 2005 paratransit vans	195,897	
MRN050025	GGBHTD	District Facilities	1,048,234	
ALA030030	LAVTA	Preventative Maintenance	116,780	
ALA110095	LAVTA	East Bay Radio Communication System Hookup	512,000	
ALA110096	LAVTA	Capital Maintenance-Fuel	128,132	
NAP970010	Napa	Operating Assistance	1,442,265	
SON110032	Petaluma	Communication Equipment	46,371	

Revised: 04/28/10-C	05/26/10-C
06/22/11-C	11/16/11-C
01/25/12-C	09/26/12-C
04/24/13-C	05/28/14-C
05/25/16-C	09/28/16-C

FY 2011-12 FTA Section 5307 and 5309 Fixed Guideway Program				
TIP ID	Operator	Project Description	FTA Section 5307	FTA Section 5309 FG
SF-99T005	SFMTA	Historic Vehicle Rehabilitation		13,146,553
SF-970073	SFMTA	Cable Car Vehicle Renovation		1,157,625
SF-090035	SFMTA	Paratransit Van Replacement	206,824	
SF-070046	SFMTA	Rehab 170 Neoplan Motor Coaches	4,800,000	
SF-070045	SFMTA	Trolley Car Replacement	1,174,792	18,825,208
SF-950037B	SFMTA	Rail Replacement		20,290,000
SF-99T002	SFMTA	Cable Car System Rehabilitation		3,076,000
SF-970170	SFMTA	Overhead Rehabilitation		2,064,000
SF-050024	SFMTA	Wayside Train Control Equipment Rehab and Replacement		10,150,000
SF-030013	SFMTA	Wayside Fare Collection Equipment Rehab and Replacement		700,000
SM-110056	SamTrans	Capital Maintenance-Fuel	3,346,604	
SON030011	Santa Rosa CityBus	Operating Assistance	1,318,170	
SON090024	Santa Rosa CityBus	Preventive Maintenance	1,614,506	
SON030012	Santa Rosa CityBus	Bus Stop Enhancements	33,761	
SON110045	Santa Rosa	Capital Maintenance - Fuel	409,670	
SOL110026	SolTrans	Coin Counter Machine	7,200	
SOL110033	SolTrans	Capital Maintenance - Fuel	320,606	
SON070024	Sonoma County Transit	Bus Replacement	1,565,233	
SON030005	Sonoma County	Preventive Maintenance	135,000	
SON050021	Sonoma County Transit	Bus Stop Improvement Project	11,254	
SOL010007	Vacaville	Operating Funds	983,000	
SCL050045	VTA	ADA Bus Stop Improvements	460,559	
SCL990046	VTA	Preventive Maintenance	38,286,489	
SCL050002	VTA	Rail Replacement Program		2,586,048
SCL090044	VTA	TP OCS Rehab & Replacement		2,209,701
SCL050049	VTA	Rail Substation Rehab/Replacement		978,000
SCL110099	VTA	Light Rail Bridge and Structure - SG Repair		1,360,000
SCL110100	VTA	Kinkisharyo LRV Overhaul Program		1,029,600
SCL110101	VTA	LRV Body Shop Dust Separation Wall		436,000
SCL110102	VTA	LRV Maintenance Shop Hoist		2,749,856
SCL110105	VTA	LR Signal Assessment / SCADA System Replacement		2,800,000
SCL110104	VTA	Light Rail Track Crossovers and Switches		579,578
SCL110103	VTA	Update Santa Teresa Interlock Signal House		688,000
CC-110057	WestCat	Revenue Vehicle Replacement	1,857,205	
CC-110058	WestCAT	Service Vehicle Replacement	31,721	
REG090057	WETA	Ferry Major Component Rehab/Replacement		1,655,000
REG090054	WETA	Ferry Channel & Berth Dredging		200,000
REG090067	WETA	Fixed Guideway Connectors		825,000
		Total Capital Projects	106,137,669	120,562,208
		Total Program	205,159,211	140,406,408
		Fund Balance	15,118,776	1,683,597

Notes:

- Operators in the Santa Rosa, Fairfield, and Vacaville Urbanized Areas did not wish to participate in the ADA or 10% flexible set-aside programming elements, and operators in the Napa and Petaluma UAs do not participate in the ADA set-aside.
- AC Transit deferred \$3,000,000 for preventive maintenance from FY11 to FY12 and exchanged \$19,191,982 for bus replacements for PM in FY12. \$10,000,000 in PM released to AC Transit as a result of meeting conditions specified in MTC Resolutions 3831, 3880 and 3916 revised June 2011.
- Caltrain exchanged \$37,433,269 in FY12 for Railcar Replacement for \$5,000,000 preventive maintenance in FY11, \$5,000,000 preventive maintenance in FY12, and \$27,433,269 for Advanced Signal System in FY12. The region will not replace \$10 million of the rail car funds, i.e., the share of regional participation in Car Replacement will be reduced by \$10,000,000.
- SFMTA deferred \$20,000,000 programmed in FY11 and \$4,159,333 programmed in FY12 for replacement of 45 40' NABI buses to FY13 in exchange for \$4,026,555 for Rail Replacement in FY11.
- SamTrans deferred \$24,745,874 for replacement of 62 1998 Gillig Buses from FY12 to FY13 in exchange for \$2,115,216 for Advanced Communication System (ACS) Upgrades.
- Sonoma County Transit exchanged \$135,000 in partial funding for bus replacement for an equal amount in Preventive Maintenance. The bus procurement will be completed with Prop. 1B, TDA/STA and Air District funds.
- WestCAT deferred \$380,657 for replacement of one 40' bus to FY13 in exchange for \$31,721 for replacement of one service vehicle.
- AC Transit exchanged \$17,500,000 in CMAQ programmed to its BRT project for \$17,500,000 in 5307 for preventive maintenance in FY11. CMAQ funds were reprogrammed to SFMTA's Central Subway; \$17.5M I-Bond funds were transferred from Central Subway to BART's Fixed Guideway projects, which were reduced by \$17.5M in TCP funds in FY12.
- WETA deferred \$1,000,000 of fixed guideway cap funding to FY13.
- Unobligated funds programmed to Vallejo were reprogrammed to SolTrans as part of the consolidation of Benicia and Vallejo transit services under SolTrans.
- VTA used its FY12 fixed guideway project cap of \$9,450,000 and \$6,176,383 of its FY13 fixed guideway project cap for fixed guideway projects in FY12. VTA's fixed guideway project cap in the FY13 program will be reduced by \$6,176,383.
- GGBHTD deferred \$5,660,000 for fixed guideway projects to FY15. Funds will have priority for programming in FY15 as a prior-year obligation.

Date: January 23, 2013
W.I.: 1512
Referred By: PAC
Revised: 02/27/13-C 04/24/13-C
05/22/13-C 09/25/13-C
02/26/14-C 04/23/14-C
05/28/14-C 12/17/14-C
01/27/16-C 09/28/16-C

ABSTRACT

Resolution No. 4084, Revised

This resolution approves the FY2012-13 and FY2013-14 Transit Capital Priorities preliminary program of projects for inclusion in the Transportation Improvement Program (TIP). The program includes projects funded with FTA Section 5307 Urbanized Area, Section 5309 Fixed Guideway Modernization, Section 5337 State of Good Repair, and Section 5339 Bus and Bus Facilities.

This Resolution includes the following attachment:

Attachment A – FY2012-13 and FY2013-14 Program of Projects

This resolution was amended on February 27, 2013 to transfer \$2 million in Section 5307 funds from an SFMTA bus replacement project to BART's enterprise asset management system project. The funding for the SFMTA project will be replaced with FTA Section 5309 Bus discretionary funds.

This resolution was revised on April 24, 2013 to reflect several transfers of funding between eligible projects and deferral of projects to future years.

This resolution was revised on May 22, 2013 to program previously reserved funds for ACE, Caltrain, and the Solano County operators, to program additional funding for AC Transit and SFMTA bus replacement projects, and to make program revisions to reconcile to final FY2012-13 FTA apportionments.

This resolution was revised on September 25, 2013 to make minor revisions to the Transit Capital Priorities program for FY2012-13 and FY2013-14 to reconcile the program to final FTA apportionments.

ABSTRACT

MTC Resolution No. 4084, Revised

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This resolution was revised on February 26, 2014 to make revisions to the FY2013-14 Transit Capital Priorities program to transfer funds from two existing AC Transit Bus Procurement projects to a new AC Transit Farebox Replacement project; and to transfer funds from two existing WETA Fixed Guideway projects to an existing WETA Ferry Replacement project. The resolution was also revised to program FY 2013-14 5307 funds to Lifeline Transportation Program projects to replace JARC funds that lapsed.

This resolution was revised on April 23, 2014 to make program revisions to reconcile the program to final FY2013-14 apportionments released by FTA and to make additional changes requested by operators that were consistent with the TCP policy.

This resolution was revised on May 28, 2014 to re-program \$400,000 from Fairfield and Suisun Transit (FAST) bus engine replacements to operating assistance after the Solano County Coordinated Short Range Transit Plan was submitted demonstrating that the replacement of the engines and buses used for intercity express routes, as well as other capital needs, can be adequately funded while continuing to use FTA funds for operating costs. The resolution was also revised to re-program most of Caltrain's ADA set-aside funds to their Revenue Vehicle Rehabilitation Program, to re-program funds from Soltrans' Bus Purchase project to their Preventive Maintenance project as requested by the operator; and to revise Napa's and Soltrans' ADA operating set-aside amounts to keep them under the 10% ADA limit by Urbanized Area.

This resolution was revised on December 17, 2014 to re-program \$4,258,982 from the amount reserved for Caltrain's Positive Train Control/Electrification project to Caltrain's San Mateo Bridges Replacement project in FY2012-13. The resolution was also revised to re-program \$2,841,018 and \$4,000,000 from the amount reserved for Caltrain's Positive Train Control/Electrification project to Caltrain's San Mateo Bridges Replacement project and SFMTA's Global Positioning System projects, respectively, in FY14. The resolution was also revised to reflect minor transfers of funding between AC Transit projects as a result of project cost savings. The changes have been highlighted under Attachment A to this resolution.

This resolution was revised on January 27, 2016 to re-program \$413,000 reserved for Caltrain's Positive Train Control/Electrification project to Caltrain's Systemwide Track Rehab and Related Structures project in FY2013-14. The change has been highlighted under Attachment A to this resolution.

ABSTRACT

MTC Resolution No. 4084, Revised

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This resolution was revised on September 28, 2016 to re-program funds to and from various BART projects by their request, consistent with TCP Process and Criteria.

Further discussion of the Transit Capital Priorities program of projects is contained in the Programming and Allocation Committee Executive Director memorandum dated January 9, 2013, and the Programming and Allocation Committee summary sheet dated February 13, 2013, April 10, 2013, May 8, 2013, September 11, 2013, February 12, 2014, April 9, 2014, May 14, 2014, December 10, 2014, January 13, 2016, and September 14, 2016.

Date: January 23, 2013
W.I.: 1512
Referred By: PAC

RE: San Francisco Bay Area Regional Transit Capital Priorities

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4084

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 is required to prepare and endorse a Transportation Improvement Program (TIP) which includes a list of priorities for transit capital projects; and

WHEREAS, MTC is the designated recipient of the Federal Transit Administration (FTA) Section 5307 Urbanized Area, Section 5309 Fixed Guideway Modernization, Section 5337 State of Good Repair, and Section 5339 Bus and Bus Facilities 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 and Section 5339 small urbanized area funds of Vallejo, Fairfield, Vacaville, Napa, Livermore, Gilroy-Morgan Hill, and Petaluma in MTC's Federal Transportation Improvement Program; and

WHEREAS, MTC has worked cooperatively with the cities, counties and transit operators and with Caltrans in the region to establish priorities for the transit capital projects to be included in the TIP; and

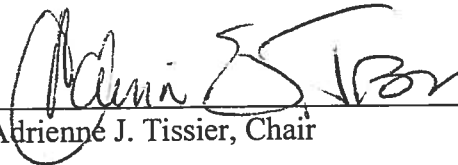
WHEREAS, the process and criteria used in the selection and ranking of such projects are set forth in MTC Resolution No. 4072; and

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

RESOLVED, that the Executive Director or designee is authorized to revise Attachment A as necessary to reflect the programming of projects as the projects are revised in the TIP; and be it further

RESOLVED, that the Executive Director of MTC is authorized and directed to forward a copy of this resolution to FTA, and such agencies as may be appropriate.

METROPOLITAN TRANSPORTATION COMMISSION



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 January 23, 2013.

FY 2012-13 Transit Capital Priorities / Transit Capital Rehabilitation Program						
TIP ID	Operator	Project Description	FTA Section 5307	FTA Section 5309 FG	FTA Section 5337	FTA Section 5339
Actual Apportionments			206,676,575	0	167,541,738	12,658,679
Previous Year Carryover			36,464,600	1,683,596	0	0
Funds Available for Programming			243,141,175	1,683,596	167,541,738	12,658,679
Lifeline Set-Aside (JARC Projects)						
TBD	TBD	Reserved for projects included in the Lifeline Transportation Program Cycle 3 (MTC Resolution No. 4053, Revised).	3,456,429			
ADA Operating Set-Aside						
ALA990076	AC Transit	ADA Set-aside	3,933,205			
ALA050042	ACE	Preventive Maintenance	503,096			
BRT99T01B	BART	ADA Paratransit Capital Accessibility Improve	2,962,267			
SM-050040	Caltrain	ADA Set-aside	79,363			
REG090051	Caltrain	Revenue Vehicle Rehab Program	868,379			
CC-99T001	CCCTA	ADA Set-aside	667,479			
CC-030035	ECCTA	ADA Set-aside	522,888			
MRN090033	GGBHTD	ADA Set-aside	445,751			
ALA990077	LAVTA	ADA Set-aside	302,768			
MRN110047	Marin Transit	ADA Set-aside	668,627			
NAP030004	Napa VINE	ADA Set-aside	29,557			
SM-990026	SamTrans	ADA Set-aside	992,293			
SF-990022	SFMTA	ADA Set-aside	3,732,102			
SOL110025	SolTrans	ADA Set-aside	665,421			
SCL050046	VTA	ADA Set-aside	3,124,039			
CC-990045	WestCat	ADA Set-aside	107,889			
Prior-Year Commitments - Projects Deferred from FY2011-12						
REG090067	WETA	Ferry Fixed Guideway Connectors - Main Street Terminal	1,000,000			
Total Program Set-asides and Commitments			24,061,553	0	0	0
Funds Available for Capital Programming			219,079,622	1,683,596	167,541,738	12,658,679
Capital Projects						
ALA010034	AC Transit	CAD/AVL	5,000,000			
ALA010034	AC Transit	Radio communication system	5,000,000			
ALA990052	AC Transit	Paratransit Van Leasing	1,433,386			
ALA110116	AC Transit	(51) Diesel Particulate Filters for 30' Buses	795,225			
REG110044	ACE	Positive Train Control (PTC)	1,664,400			
BRT030004	BART	Train Control			13,000,000	
BRT030005	BART	Traction Power			23,834,173	
BRT97100B	BART	Rail, Way, and Structures Program		726,392	4,371,463	
ALA090065	BART	Fare Collection Equipment			3,135,886	
REG050020	BART	BART Car Exchange Preventive Maintenance	11,753,191		60,246,809	
REG090037	BART	Railcar Replacement			500,000	
ALA110090	BART	Enterprise Asset Management System	2,000,000			
SM-010054	Caltrain	San Mateo Bridges Replacement			8,766,563	
SM-050041	Caltrain	Caltrain: Signal/Communication Rehab. & Upgrades			1,153,437	
SM-110076	Caltrain	Caltrain TVM Replacement			980,000	
REG110030	Caltrain	Positive Train Control/Electrification - RESERVED			0	
CC-110095	CCCTA	CCCTA: Replace 7 30' Buses	1,999,441			840,438
CC-110096	CCCTA	CCCTA: Replace 6 22' Paratransit Vans	401,592			
CC-110097	CCCTA	CCCTA: Replace 4 Paratransit Minivans	180,236			
CC-110098	CCCTA	Purchase and Install 40 Electric Cooling Fans	200,000			
CC-070092	ECCTA	Replace Ten, 2001 40' Gilligs	4,774,603			
CC-070092	ECCTA	Replace Two, 2007 Chevrolet Minivans				
CC-070092	ECCTA	Replace One, 2003 DR Cutaway/Van	89,787			
CC-070092	ECCTA	Replace One, 2006 DR Cutaway/Van	66,932			
CC-030037	ECCTA	Preventive Maintenance	266,647			
SOL010006	Fairfield	Fairfield Operating Assistance	2,378,311			
MRN110045	GGBHTD	Replace 7 - 40' Diesel Buses	3,008,005			
ALA030030	LAVTA	Preventative Maintenance	1,399,366			
MRN110043	Marin Transit	Replace 7 Local Buses	4,057,707			
NAP970010	Napa Vine	Napa Vine: Operating Assistance	1,776,524			
NAP090008	Napa Vine	Equipment Replacement & Upgrades	46,814			170,991
SON110051	Petaluma	Replace 2 Paratransit Cutaways FY13	9,360			124,504

Date: January 23, 2013

W.I.: 1512

Referred by: PAC

Revised: 02/27/13-C 04/24/13-C

05/22/13-C 09/25/13-C

02/26/14-C 04/23/14-C

05/28/14-C 12/17/14-C

01/27/16-C 09/28/16-C

Attachment A

Resolution No. 4084

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FY 2012-13 Transit Capital Priorities / Transit Capital Rehabilitation Program						
TIP ID	Operator	Project Description	FTA Section 5307	FTA Section 5309 FG	FTA Section 5337	FTA Section 5339
Capital Projects, continued						
SM-110062	Samtrans	Replacement of 1998 Gillig Buses	17,397,271			
SM-110070	Samtrans	Replacement of 14 2009 Minivans	619,597			
SM-030023	Samtrans	Preventive Maintenance	6,896,630			
SON090023	Santa Rosa	Santa Rosa CityBus: Operating Assistance	1,678,872			
SON090024	Santa Rosa	Santa Rosa CityBus: Preventative Maintenance	1,281,664			
SON030012	Santa Rosa	Santa Rosa CityBus: Transit Enhancements	31,093			
SON070020	Santa Rosa	Diesel-Electric Hybrid Fixed-Route Replacement Bus				231,591
SF-090043	SFMTA	45 40' NABI Replacement	7,419,719			6,690,972
SF-090035	SFMTA	35 22' Paratransit vans	4,163,725			
SF-110050	SFMTA	58 40' Neoplan Bus Replacement	15,815,991			
SF-110051	SFMTA	26 60' Neoplan Bus Replacement	16,742,037			
SF-070045	SFMTA	60 60' New Flyer Trolley Bus Replacement	0			
SF-990003	SFMTA	ITS Radio System Replacement	5,000,000			
SF-95037B	SFMTA	Muni Rail Replacement			26,992,086	
SF-970073	SFMTA	Cable Car Renovation Program			960,000	
SF-990003	SFMTA	Global Positioning System			2,600,000	
SOL110040	Soltrans	Operating Assistance	1,100,000			
SOL090033	Soltrans	Maintenance Facility	1,750,000			
SOL090034	Soltrans	Bus Purchase	416,835			
SOL110038	Soltrans	Technology Enhancements				
SON030005	Sonoma County	SCT Preventive Maintenance Program	986,845			
SON050021	Sonoma County	SCT Bus Stop Enhancements	10,364			
SON110049	Sonoma County	Replacement of One CNG 40-Foot Orion Bus				
SOL110042	Vacaville	Additional FR Buses	1,205,486			0
SOL010007	Vacaville	Operating Assistance	985,000			
SCL990046	VTA	VTA: Preventive Maintenance	32,541,169		2,601,175	
SCL050045	VTA	VTA: ADA Bus Stop Improvements	350,749			
SCL050002	VTA	VTA: Rail Replacement Program		957,204	705,379	
SCL050001	VTA	VTA: Standard and Small Bus Replacement				2,743,276
CC-110092	WestCat	Replacement of 8 (1988) 40' transit buses.	3,502,672			
SF-110053	WETA	Replacement Vessel	14,800,000			
REG090057	WETA	Ferry Major Component Rehabilitation - Solano	1,600,000			
REG090057	WETA	Ferry Major Component Rehabilitation - Vallejo	960,000			
REG090055	WETA	Ferry Propulsion System Replacement - Peralta	4,208,000			
REG090067	WETA	Ferry Fixed Guideway Connectors - Main Street Terminal	224,000			
		Total Capital Projects	189,989,246	1,683,596	149,846,971	10,801,772
		Total Programmed	214,050,799	1,683,596	149,846,971	10,801,772
		Fund Balance	29,090,376	0	17,694,767	1,856,907

FY 2013-14 Transit Capital Priorities / Transit Capital Rehabilitation Program						
TIP ID	Operator	Project Description	FTA Section 5307	FTA Section 5337	FTA Section 5339	
			Actual Apportionments	208,984,999	170,320,038	13,072,341
			Previous Year Carryover	29,090,376	17,694,767	1,856,907
			Funds Available for Programming	238,075,375	188,014,805	14,929,248
Lifeline Set-Aside (JARC Projects)						
To be programmed	To be programmed	Reserved for projects included in the Lifeline Transportation Program Cycle 3 (MTC Resolution No. 4053, Revised) and Cycle 4.	2,889,856			
ADA Operating Set-Aside						
ALA990076	AC Transit	ADA Set-aside	3,987,520			
ALA050042	ACE	Preventive Maintenance	510,043			
BRT99T01B	BART	ADA Paratransit Capital Accessibility Improve	3,003,174			
SM-050040	Caltrain	ADA Set-aside	0			
REG090051	Caltrain	Revenue Vehicle Rehab Program	960,667			
CC-99T001	CCCTA	ADA Set-aside	676,696			
CC-030035	ECCTA	ADA Set-aside	530,109			
MRN090033	GGBHTD	ADA Set-aside	451,907			
ALA990077	LAVTA	ADA Set-aside	306,948			
MRN110047	Marin Transit	ADA Set-aside	677,860			
NAP030004	Napa VINE	ADA Set-aside	23,847			
SM-990026	SamTrans	ADA Set-aside	1,005,996			
SF-990022	SFMTA	ADA Set-aside	3,783,639			
SOL110025	SolTrans	ADA Set-aside	590,647			
SCL050046	VTA	ADA Set-aside	3,166,259			
CC-990045	WestCat	ADA Set-aside	109,379			
Vehicle Procurement Reserve						
New	Caltrain	Railcar Replacement - RESERVED		24,323,719		
			Total Program Set-asides and Commitments	22,674,547	24,323,719	0
			Funds Available for Capital Programming	215,400,828	163,691,086	14,929,248
Capital Projects						
ALA990052	AC Transit	Paratransit Van Leasing	1,433,386			
ALA110117	AC Transit	Replace (28) 2000 40' Urban buses	10,200,964			
ALA110118	AC Transit	Replace (40) 2002 40' Urban buses	14,572,805			
ALA130002	AC Transit	Replace (27) 2003 60' articulated buses	22,303,145			
ALA110106	AC Transit	Farebox Replacement	2,000,000			
ALA010034	AC Transit	Facilities Upgrade	746,788			
REG110044	ACE	Positive Train Control (PTC)	1,664,400			
BRT030004	BART	Train Control		6,902,020		
BRT030005	BART	Traction Power		13,000,000		
BRT97100B	BART	Rail, Way, and Structures Program		9,665,674		
ALA090065	BART	Fare Collection Equipment		6,067,914		
REG050020	BART	BART Car Exchange Preventive Maintenance	7,267,896	66,900,255		
REG090037	BART	Railcar Replacement		500,000		
SM-050005	BART	Preventive Maintenance		9,432,306		
SM-010054	Caltrain	San Mateo Bridges Replacement		2,841,018		
SM-03006B	Caltrain	Caltrain: Systemwide Track Rehab & Related Struct.		7,471,982		
CC-110100	CCCTA	Replace 18 40' Heavy Duty Diesel Over the Road Buses	8,334,023		863,162	
CC-110099	CCCTA	CCCTA: Replace 15 40' Heavy Duty Diesel Transit Buses	6,578,760			
CC-070092	ECCTA	Replace Ten, 2001 40' Gilligs	4,960,618		893,992	
CC-070092	ECCTA	Replace Four, 2010 Dodge Minivans	183,572			
CC-030037	ECCTA	Preventive Maintenance	64,251			
CC-070092	ECCTA	Replace Two, 2007 Chevrolet Minivans	90,118			
SOL010006	Fairfield	Fairfield Operating Assistance	2,422,394			
SOL110044	Fairfield	Intercity Bus Engine Replacements	0			
SOL110041	Fairfield	Bus Replacement			564,485	
MRN110046	GGBHTD	Replace 14 - 45' OTR Coaches	7,709,590			
ALA030030	LAVTA	Preventative Maintenance	196,984			
MRN110044	Marin Transit	13 Paratransit Vehicles	891,338			
MRN110042	Marin Transit	4 Local Buses	2,235,772			
NAP970010	Napa Vine	Napa Vine: Operating Assistance	1,432,231			
NAP090008	Napa Vine	Equipment Replacement & Upgrades	48,035		174,228	
SON110052	Petaluma	Replace 2 Paratransit Cutaways FY14	10,657		126,859	

Date: January 23, 2013
W.I.: 1512
Referred by: PAC
Revised: 02/27/13-C
04/24/13-C
05/22/13-C
09/25/13-C
02/26/14-C
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05/28/14-C
12/17/14-C
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Attachment A
Resolution No. 4084
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FY 2013-14 Transit Capital Priorities / Transit Capital Rehabilitation Program					
TIP ID	Operator	Project Description	FTA Section 5307	FTA Section 5337	FTA Section 5339
Capital Projects, continued					
SM-110053	SamTrans	Advanced Communication System Upgrades	2,653,250		
SM-110069	SamTrans	Replacement of 19 2007 Cutaway Buses	1,837,710		
SON090023	Santa Rosa	Santa Rosa CityBus: Operating Assistance	1,701,083		
SON090024	Santa Rosa	Santa Rosa CityBus: Preventative Maintenance	672,263		
SON030012	Santa Rosa	Santa Rosa CityBus: Transit Enhancements	24,768		
SON070020	Santa Rosa	Diesel-Electric Hybrid Fixed-Route Replacement Bus			277,289
New	SFMTA	30 60' Motor Coaches	30,500,000		
New	SFMTA	Farebox Replacement	1,120,000		
SF-110050	SFMTA	50 40' Neoplan Bus Replacement	5,855,020		6,908,739
SF-110051	SFMTA	26 60' Neoplan Bus Replacement	4,116,619		
SF-110050	SFMTA	8 40' Neoplan Bus Replacement	4,643,523		
SF-070045	SFMTA	60 60' New Flyer Trolley Bus Replacement		12,677,488	
New	SFMTA	42 40' Neoplan Bus Replacement	5,000,000		
New	SFMTA	49 60' Neoplan Bus Replacement	8,365,234		
SF-95037B	SFMTA	Muni Rail Replacement		4,092,086	
SF-970073	SFMTA	Cable Car Renovation Program		960,000	
SF-990003	SFMTA	Global Positioning System		4,000,000	
SOL110040	SolTrans	Operating Assistance	5,706,408		
SOL090034	SolTrans	Bus Purchase	975,000		767,581
SOL070032	SolTrans	Preventive Maintenance	599,674		
New	Sonoma County	CNG Bus Replacement	410,123		
SON030005	Sonoma County	SCT Preventive Maintenance Program	1,308,507		
SON050021	Sonoma County	SCT Bus Stop Enhancements	17,935		
SON110049	Sonoma County	Replacement of One CNG 40-Foot Orion Bus			432,386
ALA110114	Union City	Replacement of Two (2) Transit Buses	953,135		
SOL010007	Vacaville	Operating Assistance	985,000		
New	Vacaville	Paratransit Bus Purchase 3 40' ARBOC Low-Floor Gasoline			394,072
SCL990046	VTA	VTA: Preventive Maintenance	32,874,210	2,072,309	
SCL050045	VTA	VTA: ADA Bus Stop Improvements	361,097		
SCL050049	VTA	VTA: Rail Substation Rehab/ Replacement		4,560,000	
SCL090044	VTA	VTA: TP OCS Rehab and Replacement			
SCL050002	VTA	VTA: Rail Replacement Program		5,556,034	
SCL050001	VTA	VTA: Standard and Small Bus Replacement			3,185,141
CC-110093	WestCat	Replacement of 2 35' suburban diesel transit bus	735,324		
CC-110094	WestCat	Replacement of 2 35' suburban diesel transit bus	223,954		
REG090054	WETA	Ferry Channel Dredging		1,600,000	
REG090057	WETA	Ferry Major Component Replacement			
REG090067	WETA	Ferry Fixed Guideway Connectors			
SF-110053	WETA	Replacement Vessel	749,345	5,392,000	
Total Capital Projects			207,736,909	163,691,086	14,587,934
Total Programmed			230,411,456	188,014,805	14,587,934
Fund Balance			7,663,919	0	341,314

Date: January 23, 2013

W.I.: 1512

Referred by: PAC

Revised: 02/27/13-C

04/24/13-C

05/22/13-C

04/23/14-C

12/17/14-C

1/27/16-C

09/28/16-C

Attachment A

Resolution No. 4084

Page 5 of 5

FY2012-13 - FY2013-14 Transit Capital Priorities / Transit Capital Rehabilitation Program Notes

1. Apportionment projections are based on MAP-21 authorizations and FY13 partial-year apportionments released by FTA. The program will be reconciled to the final apportionments for each year after they are released by FTA.
2. Operators in the Fairfield, Napa, Petaluma, Santa Rosa and Vacaville Urbanized Areas did not wish to participate in the ADA operating set-aside programming element at the time the current ADA set-aside formula was developed. Future revisions to the ADA set-aside formula may include operators in these urbanized areas.
3. \$400,000 of FY2013-14 Section 5307 programmed to Fairfield & Suisun Transit for intercity bus engine replacements based on the intercity bus replacement strategy agreed to by the operators may be reprogrammed to another FAST project if review of the draft Solano County Short Range Transit Plan demonstrates that the engine replacements can be funded with other sources while providing sufficient funding for other capital and operating needs.
4. Caltrain deferred \$1,706,500 of its FY13 fixed guideway cap to FY14. \$413,000 of Caltrain's FY14 fixed guideway cap funds are reserved for the Positive Train Control/Electrification project pending discussions with HSR Early Investment Strategy MOU partner agencies and a final request that aligns with the MOU. Proposed FY15 program includes \$11.1 million FY13 and FY14 funds for bridge replacement projects as requested by Caltrain - previously reserved for electrification. \$4M of the \$11.1M was programmed to SFMTA's GPS project in FY14 in exchange for \$4M of SFCTA Prop K funds for Caltrain's Quint St. Bridge project. On January 27, 2016 this resolution was revised to program \$413,000, previously reserved for Caltrain's Positive Train Control/Electrification project, to Caltrain's Systemwide Track Rehab & Related Structures.
5. \$24,323,719 for Caltrain's Railcar Replacement project will be held in a Vehicle Procurement Reserve pending development of the project schedule, and will be programmed in a future amendment.
6. ECCTA exercised the Capital Exchange element of the TCP policy by deferring replacement of two 1998 40' diesel buses to FY22 in exchange for \$266,647 for Preventive Maintenance in FY13, and by deferring replacement of two 2001 Trolley Replicas to FY25 in exchange for \$55,042 in Preventive Maintenance in FY14.
7. GGBHTD deferred \$22,074,000 of fixed guideway cap funds from FY11, FY12, FY13 and FY14 to FY15. These funds will have priority for programming in FY15 as a prior-year commitment.
8. LAVTA exercised the Capital Exchange element of the TCP policy by deferring replacement of nine 2006 22' cutaways to FY20 in exchange for \$1,157,841 for Preventive Maintenance in FY13. LAVTA also deferred replacement of five 2000 40' hybrid buses to FY15 in exchange for \$241,525 in Preventive Maintenance in FY13, and deferred replacement of eight 2002 40' hybrid buses to FY15 in exchange for \$196,984 in Preventive Maintenance in FY14.
9. Programming for Santa Rosa CityBus and Sonoma County Transit in FY14 is based on a renegotiated agreement to share apportionments in the Santa Rosa urbanized area between the two agencies.
10. SFMTA deferred \$5,000,000 of its FY13 fixed guideway cap to FY15 in exchange for advancing funding for two bus replacement projects from FY14 to FY13.
11. VTA deferred \$1,138,534 of its fixed guideway cap from FY13 to FY14.
12. WestCAT deferred \$849,920 for replacement of two buses from FY13 to FY15 in exchange for advancing funding for two different bus replacements from FY15 to FY14.
13. WETA deferred \$5,392,000 of its FY14 fixed guideway cap funds to FY15 in exchange for advancing funding for a ferry vessel replacement from FY16 to FY14.
14. SamTrans deferred \$20,000,000 of FY14 5307 for articulated bus replacement to FY15 in exchange for \$2,653,250 for Advanced Communication System Upgrades in FY14
15. The balance of the regional share of AC Transit's Replace (27) 2003 60' articulated buses project (\$3,567,594), SFMTA's 42 40' Neoplan Bus Replacement project (\$19,378,498) and SFMTA's 49 60' Neoplan Bus Replacement project (\$20,000,000 annual cap) will have priority for funding in FY2014-15 as prior-year commitments.

Date: December 17, 2014
W.I.: 1512
Referred By: PAC
Revised: 01/28/15-C 03/25/15-C
05/27/15-C 07/22/15-C
09/23/15-C 10/28/15-C
01/27/16-C 04/27/16-C
09/28/16-C

ABSTRACT

Resolution No. 4162, Revised

This resolution approves the FY2014-15 Transit Capital Priorities preliminary program of projects for inclusion in the Transportation Improvement Program (TIP). The program includes projects funded with FTA Section 5307 Urbanized Area, Section 5337 State of Good Repair, and Section 5339 Bus and Bus Facilities. In addition, Surface Transportation Program Cycle 2 Transit Capital Rehabilitation funds are being programmed in MTC Resolution No. 4035, Revised, and AB 664 Bridge Toll revenues are programmed in MTC Resolution No. 4163 for FY2014-15 Transit Capital Priorities projects.

This Resolution includes the following attachment:

Attachment A – FY2014-15 Program of Projects

This resolution was revised on January 28, 2015 to reprogram \$24.8 million from SFMTA's fixed guideway rehabilitation projects towards SFMTA's light rail vehicles (LRV) purchase.

This resolution was revised on March 25, 2015 to program \$10.5 million in San Jose urbanized area 5337 funds, previously held in a vehicle procurement reserve for Caltrain's Railcar Replacement project, to VTA for preventive maintenance.

This resolution was revised on May 27, 2015 to make minor programming changes requested by the operators, which are consistent with the TCP policy.

This resolution was revised on July 22, 2015 to make minor programming changes, to transfer funds between SolTrans' projects, which are consistent with the TCP policy.

This resolution was revised on September 23, 2015 to reprogram \$24.7 million from SFMTA's LRV purchase (previously programmed on January 28, 2015 to serve as a back-stop for the

ABSTRACT

MTC Resolution No. 4162, Revised

Page 2

receipt of Cap and Trade funds), back to the fixed guideway rehabilitation projects they were originally programmed to.

This resolution was revised on October 28, 2015 to make minor revisions to the Transit Capital Priorities program for FY2014-15 to reconcile the program to final FTA Apportionments.

This resolution was revised on January 27, 2016 to re-program \$10,770,994 previously reserved for Caltrain's Positive Train Control/Electrification project to Caltrain's Systemwide Track Rehab and Related Structures and Signal/Communication Rehab and Upgrades projects.

This resolution was revised on April 27, 2016 to make minor revisions, including transfers of funding between projects and reductions in programming to reflect changes in project scope. The changes have been highlighted under Attachment A to this resolution.

This resolution was revised on September 28, 2016 to re-program funds to and from various BART projects by their request, consistent with TCP Process and Criteria.

Further discussion of the Transit Capital Priorities program of projects is contained in the Programming and Allocations Committee summary sheet dated December 10, 2014, January 14, 2015, March 11, 2015, May 13, 2015, July 8, 2015, September 9, 2015, October 14, 2015, January 13, 2016, April 13, 2016 and September 14, 2016.

Date: December 17, 2014
W.I.: 1512
Referred By: PAC

RE: San Francisco Bay Area Regional Transit Capital Priorities

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4162

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 is required to prepare and endorse a Transportation Improvement Program (TIP) which includes a list of priorities for transit capital projects; and

WHEREAS, MTC is the designated recipient of the Federal Transit Administration (FTA) Section 5307 Urbanized Area, Section 5337 State of Good Repair, and Section 5339 Bus and Bus Facilities 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 and Section 5339 small urbanized area funds of Vallejo, Fairfield, Vacaville, Napa, Livermore, Gilroy-Morgan Hill, and Petaluma in MTC's Federal Transportation Improvement Program; and

WHEREAS, MTC has worked cooperatively with the cities, counties and transit operators and with Caltrans in the region to establish priorities for the transit capital projects to be included in the TIP; and


WHEREAS, the process and criteria used in the selection and ranking of such projects are set forth in MTC Resolution No. 4140; and

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

RESOLVED, that the Executive Director or designee is authorized to revise Attachment A as necessary to reflect the programming of projects as the projects are revised in the TIP; and be it further

RESOLVED, that the Executive Director of MTC is authorized and directed to forward a copy of this resolution to FTA, and such agencies as may be appropriate.

METROPOLITAN TRANSPORTATION COMMISSION



Amy Rein Worth, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in Oakland, California on December 17, 2014.

FY 2014-15 Transit Capital Priorities / Transit Capital Rehabilitation Program					
TIP ID	Operator	Project Description	FTA Section 5307	FTA Section 5337	FTA Section 5339
<i>Actual Apportionments</i>			208,447,779	171,411,774	13,021,534
<i>Previous Year Carryover</i>			7,663,919	0	695,353
<i>Funds Available for Programming</i>			216,111,698	171,411,774	13,716,887
Lifeline Set-Aside (JARC Projects)					
To be programmed	To be programmed	Reserved for future programming in Lifeline Transportation Program Cycle 4.	2,889,856		
ADA Operating Set-Aside					
ALA990076	AC Transit	ADA Set-aside	3,913,691		
ALA050042	ACE	Preventive Maintenance	8,836		
BRT99T01B	BART	ADA Paratransit Capital Accessibility Improve	2,563,197		
REG090051	Caltrain	Revenue Vehicle Rehab Program	163,267		
CC-99T001	CCCTA	ADA Set-aside	1,178,716		
CC-030035	ECCTA	ADA Set-aside	523,153		
MRN130015	GGBHTD	Transit System Enhancements	307,963		
ALA990077	LAVTA	ADA Set-aside	335,328		
MRN110047	Marin Transit	ADA Set-aside	461,944		
NAP030004	Napa VINE	ADA Set-aside	38,496		
SON150007	Petaluma Transit	ADA Set-aside	82,649		
SM-990026	SamTrans	ADA Set-aside	1,112,576		
SM-070049	SamTrans	Facility/Equipment Rehab/Replacement	416,000		
SM-150008	SamTrans	Replacement of Non-Revenue Vehicles	319,200		
SF-990022	SFMTA	ADA Set-aside	3,990,682		
SOL110025	SolTrans	ADA Set-aside	302,177		
SON030005	Sonoma City Transit	Preventive Maintenance	28,888		
New	Union City Transit	ADA Set-aside	0		
SCL050046	VTA	ADA Set-aside	3,645,530		
CC-990045	WestCat	ADA Set-aside	243,804		
REG090057	WETA	Ferry Major Component Rehab/Replacement	5,133		
Total Program Set-asides and Commitments			22,531,086	0	0
Funds Available for Capital Programming			193,580,612	171,411,774	13,716,887
Capital Projects					
ALA010034	AC Transit	Replace CAD/AVL/Radio System	8,567,594		
ALA150018	AC Transit	Replace (25) 40ft Urban Buses - Hybrids	9,940,433		
ALA150018	AC Transit	Replace (40) 40ft Urban Buses - Diesels	13,953,720		
ALA150013	AC Transit	Purchase (15) 40ft Expansion Urban Buses - Diesels	5,232,645		
ALA990052	AC Transit	ADA Paratransit Van Replacement	1,363,034		
REG110044	ACE	Positive Train Control		1,240,810	
REG050020	BART	BART Car Exchange Preventive Maintenance	1,345,875	51,469,449	
BRT030004	BART	Train Control		11,000,000	
BRT030005	BART	Traction Power		4,000,000	
BRT97100B	BART	Rail, Way, and Structures Program		14,875,097	
ALA090065	BART	Fare Collection Equipment		4,679,456	
REG090037	BART	Railcar Replacement		500,000	
SM-050005	BART	Preventive Maintenance		1,320,544	
SF-010028	Caltrain	Railcar Replacement		5,234,766	
SM-03006B	Caltrain	Systemwide Track Rehab and Related Structures		10,210,994	
SM-050041	Caltrain	Signal/Communication Rehab & Upgrades		560,000	
CC-150006	CCCTA	Replace (18) 30' Buses	5,995,811		852,829
CC-150007	CCCTA	Replace (13) 35' Buses	5,106,140		
CC-150008	CCCTA	Replace (3) Paratransit Vans	295,200		
REG090045	Clipper	Golden Gate Bus - Fare Collection Equipment Replacement	918,823		
REG090045	Clipper	AC Transit - Fare Collection Equipment Replacement	4,000,957		
REG090045	Clipper	MTC - Fare Collection Back Office Equipment Replacement		2,315,228	
REG090045	Clipper	SFMTA - Fare Collection Equipment Replacement		2,538,052	
REG090045	Clipper	Golden Gate Ferry - Fare Collection Equipment Replacement		195,958	
REG090045	Clipper	Golden Gate Bus - Fare Collection Equipment Replacement		1,228,907	
CC-070092	ECCTA	Replace (5), 45' diesel, over the road coaches	2,038,393		450,307
CC-070092	ECCTA	Replace (20) Ford four year gas cutaway/vans	1,410,400		
CC-070092	ECCTA	Replace (30) MDTs for paratransit fleet	360,000		
SOL010006	Fairfield	Fairfield Operating Assistance	2,417,873		
SOL110041	Fairfield	(2) 40' Transit Hybrid Buses			284,891
MRN990017	GGBHTD	Ferry Channel and Berth Dredging		4,200,000	
MRN150015	GGBHTD	Replacement of Ferry Propulsion Systems		500,000	
MRN150014	GGBHTD	Ferry Major Components Rehab		500,000	
MRN030010	GGBHTD	Fixed Guideway Connectors		4,000,000	

FY 2014-15 Transit Capital Priorities / Transit Capital Rehabilitation Program					
TIP ID	Operator	Project Description	FTA Section 5307	FTA Section 5337	FTA Section 5339
Capital Projects, continued					
ALA150017	LAVTA	Replace (5) 2000 40' Diesel Vehicles with 5 40' Hybrids	2,594,228		513,572
ALA150015	LAVTA	Replace (4) 2002- Over the Road Diesel vehicles with 4 40' Hybrids	2,486,240		
ALA150014	LAVTA	Replace (4) 2002- Low Floor Diesel vehicles with 4 40' Hybrids	2,345,200		
ALA150016	LAVTA	Replace (7) 2003- Diesel vehicles with 7 40' Hybrids	4,139,360		
MRN150001	Marin Transit	Replace (9) ADA Paratransit Vehicles	634,680		
MRN150002	Marin Transit	Replace (3) Stage Coach Vehicles	364,080		
MRN150003	Marin Transit	Install fareboxes on Marin County Paratransit Vehicles	76,260		
MRN150003	Marin Transit	Install fareboxes on Marin County Dial-A-Ride Vehicles	22,960		
MRN150003	Marin Transit	Replace Marin Transit Fixed Route Fareboxes	34,440		
MRN150001	Marin Transit	Replace Paratransit Radios	49,200		
MRN150001	Marin Transit	Replace Paratransit MDTs	29,520		
NAP090008	Napa Vine	Equipment Replacement & Upgrades			174,228
NAP970010	Napa Vine	Napa Vine: Operating Assistance	1,477,490		
SON150004	Petaluma	(1) 40' Diesel Electric Replacement Standard Bus	494,701		126,859
SON090030	Petaluma	AVL/CAD Communications System	352,302		
SON150005	Petaluma	Purchase new Bus Radios	1,476		
SM-150005	Samtrans	Replacement of (60) 2003 Gillig Buses	20,000,000		
SM-110068	Samtrans	Replacement of (55) NABI articulated buses	20,000,000		
SON150008	Santa Rosa	Replace 40' New Flyer buses with new 40' Diesel Buses	154,203		273,017
SON150008	Santa Rosa	Equip new fixed route fleet buses with farebox	24,000		
SON150008	Santa Rosa	Equip new fixed route fleet buses with radio systems	60,000		
SON030012	Santa Rosa	Security improvements for access at bus stops	43,724		
SON090023	Santa Rosa	Santa Rosa CityBus: Operating Assistance	1,645,512		
SON090024	Santa Rosa	Santa Rosa CityBus: Preventative Maintenance	408,030		
SON030012	Santa Rosa	Santa Rosa CityBus: Transit Enhancements	24,379		
SF-150004	SFMTA	Station-Area Pedestrian and Bicycle Access Improvements	500,000		
SF-95037B	SFMTA	Muni Rail Replacement		6,316,972	
SF-030013	SFMTA	Wayside Fare Collection		1,000,000	
SF-970170	SFMTA	Overhead Line Rehabilitation		10,481,371	
SF-050024	SFMTA	Wayside/Central Train Control & Trolley Signal Systems Rehabilitation		5,000,000	
SF-99T002	SFMTA	Cable Car Infrastructure		1,000,000	
SF-970073	SFMTA	Cable Car Renovation Program		960,000	
SF-150005	SFMTA	Replacement of (67) 40' Motor Coaches	5,625,263		6,874,737
SF-150006	SFMTA	Replacement of (98) 60' Motor Coaches	20,000,000		
SOL110040	Soltrans	Operating Assistance	5,584,630		
SOL090033	Soltrans	Maintenance Facility			387,398
SON030005	Sonoma County	SCT Preventive Maintenance Program	1,248,007		
SON110049	Sonoma County	Replacement of (1) CNG 40-Foot Heavy-Duty Bus in SCT's Fixed-Route Fleet	442,294		197,701
SON050021	Sonoma County	Installation of Passenger Shelters and Other Amenities at Various SCT Bus Stops	17,654		
ALA130033	Union City	Union City: Replacement of Two (2) Transit Buses	588,728		
SOL010007	Vacaville	Operating Assistance	985,000		
SCL050045	VTA	ADA Bus Stop Improvements	358,222		
SCL050001	VTA	(61) 40' Hybrid Bus Procurement	30,683,245		3,187,275
SCL990046	VTA	Preventive Maintenance	1,845,840	10,625,493	
SCL050002	VTA	Rail Replacement Program		943,088	
SCL110104	VTA	Light Rail Track Crossovers and Switches		2,179,440	
SCL150011	VTA	North First Street Corridor Light Rail Speed Improvements		400,000	
SCL150005	VTA	Train to Wayside Communication System Upgrade		200,000	
SCL150007	VTA	Upgrade Ohlone/Chynoweth Interlocking		960,000	
SCL150008	VTA	Track Intrusion Abatement		1,600,000	
SCL150009	VTA	LR Signal Shop Modification		396,000	
SCL150010	VTA	Upgrade LR Ring #1 Communications Equipment		1,760,000	
SCL150006	VTA	Back-up Power Devices for Elevated Station		320,000	
CC-150001	WestCat	Replacement of (10) Cut Away Vans	984,000		
CC-150004	WestCat	Replacement of (1) 40 Ft Revenue Vehicle	427,220		
CC-150005	WestCat	Replacement of (1) 40 Ft Revenue Vehicle	497,740		
CC-150002	WestCat	Purchase of (10) Radio systems for (10) Cut Away Van's	8,000		
CC-150003	WestCat	Purchase of (2) Fast Fare Electronic Fareboxes	28,498		
CC-030025	WestCat	Preventive Maintenance	232,200		
REG090057	WETA	Ferry Major Component Rehab/Replacement		3,496,000	
REG090055	WETA	Ferry Propulsion System Replacement		2,288,000	
REG090067	WETA	Fixed Guideway Connectors		376,000	
Total Capital Projects			190,465,424	170,871,625	13,322,814
Total Programmed			212,996,510	170,871,625	13,322,814
Fund Balance			3,115,188	540,149	394,073

Date: 12/17/2014

W.I.: 1512

Referred by: PAC

Revised: 01/28/15-C

03/25/15-C

05/27/15-C

07/22/15-C

09/23/15-C

01/27/16-C

04/27/16-C

09/28/16-C

Attachment A

Resolution No. 4162

Page 3 of 3

FY2014-15 Transit Capital Priorities / Transit Capital Rehabilitation Program Notes

1.	Apportionment projections are based on 0% escalation relative to FY14 apportionments provided by the current extension of MAP-21. The program will be reconciled to the final apportionments after they are released by FTA.
2.	Operators in the Fairfield, Napa, Santa Rosa and Vacaville Urbanized Areas did not wish to participate in the ADA operating set-aside programming element at the time the current ADA set-aside formula was developed. Future revisions to the ADA set-aside formula may include operators in these urbanized areas.
3.	Programming for Santa Rosa CityBus and Sonoma County Transit in FY15 is based on a renegotiated agreement to share apportionments in the Santa Rosa urbanized area between the two agencies.
4.	AC Transit: \$5M provisionally programmed for CAD-AVL System project pending discussions with AC Transit and ACTC on funding plan for CCCGP projects that were to be funded with Cap & Trade and local funds in CCCGP funding plan.
5.	ACE: \$146,190 of FY15 FG cap deferred by formula based on grant balances to FY17.
6.	BART: \$13,194,931 of FY15 FG cap deferred by formula based on grant balances to FY18.
7.	Caltrain: \$1,835,506 of FG cap deferred by formula based on grant balances to FY17.
8.	Caltrain: Reserved \$10.7 million FG cap for Electrification consistent with HSR/CalMod MOU, pending potential revision of Electrification funding plan. On January 27, 2016, this resolution was revised to program this \$10.7 million reserved for Caltrain's Positive Train Control/Electrification project, to Caltrain's Systemwide Track Rehab & Related Structures and Signal/Communication Rehabilitation and Upgrades projects.
9.	<p>Caltrain/VTA:</p> <p>On December 17, 2014, the Commission directed staff to withhold programming these funds into the TIP. Staff is directed to return in two months with an update on the schedule and funding plan for Caltrain's railcars and Electrification project that reflects additional work by MTC and the Joint Powers Board member agencies, and to confirm the programming approach for the \$10.5 million for the railcar vehicles.</p> <p>On March 25, 2015, the Commission programmed the \$10,469,721 that were held in a Vehicle Procurement Reserve for Caltrain's Railcar Replacement project, to VTA for Preventive Maintenance with the following conditions:</p> <ol style="list-style-type: none">1. VTA's agreement that one-third of Caltrain's Transit Capital Priorities (TCP) programming needs, including: a) electric vehicle procurement needs over the life of the railcar project, b) fixed guideway caps, and c) ADA operating set-asides, will be programmed from San Jose and Gilroy-Morgan Hill urbanized area (UA) funds. The VTA share of the railcars may be higher than one-third in certain years to help resolve shortfalls in the San Francisco – Oakland UA, but will be equal to one-third of total project costs. MTC shall strive to balance local shares within 10 years. The total regional-funded cost is currently estimated at \$365 million.2. VTA's agreement that it will use non-TCP sources for their capital needs that are not covered by TCP funds, or reduce its use of TCP funds for preventive maintenance so that VTA's capital needs are covered with TCP funds, for the duration of Caltrain's Railcar Replacement project.
10.	GGBHTD: Voluntarily deferred \$23,628,000 of fixed guideway cap funds from FY11 through FY15 to FY17. These funds will have priority for programming in FY17 as a prior-year commitment.
11.	SFMTA: Voluntarily deferred \$15,000,000 of its FY15 fixed guideway cap to FY18; also deferred their 21 40ft Trolley Coach procurement to FY15-16 in response to MTC's request for deferral of projects to reduce shortfall. An additional \$1,518,629 of SFMTA's FY15 FG Cap was deferred by formula based on grant balances to FY17.
12.	SFMTA: \$500k programmed to Station Bike and Pedestrian Improvements project in exchange for \$500k of SFMTA revenue bond funds for FG cap projects.
13.	WestCAT exercised the Capital Exchange element of the TCP policy by deferring replacement of six 2002 40' diesel vehicles until FY16-17. Total savings to the region equals \$464,600. WestCAT will utilize the option for using 50% (\$232,300) of these savings for a non Score 16 project, preventive maintenance.
14.	WETA: Voluntarily deferred \$3,424,000 of FG cap to FY17.
15.	SFMTA received \$41.2 million in TIRCP (Cap and Trade) funds in June 2015. The TCP funds (\$24.7 million), that were intended as a back-stop for the Cap and Trade funds, were therefore reprogrammed to the projects they were originally programmed to i.e. SFMTA's fixed guideway rehabilitation projects (see note 15 above). As a result of this, note 15 no longer applies and was therefore deleted.
16.	Union City Transit elected to defer \$128,318 of ADA Set-aside from FY15 to FY17. This amount will be treated as a Prior-Year Commitment in the FY17 program.

**Metropolitan Transportation Commission
Programming and Allocations Committee**

September 14, 2016

Agenda Item 2b

**Resolution Nos. 3714, Revised, 3738, Revised, 3854, Revised, 3916, Revised,
4084, Revised, and 4162, Revised**

Subject: Revisions to FY2006-07 through FY2014-15 Transit Capital Priorities programs and BART Car Replacement Funding Exchange and Reserve Account to transfer programming for BART between projects.

Background: MTC is responsible for programming the region's Federal Transit Administration (FTA) Urbanized Area Formula (Section 5307), State of Good Repair (Section 5337) and Bus & Bus Facilities (Section 5339) funds, as well as Cycle 2 Surface Transportation Program (STP) Transit Capital Rehabilitation funds. MTC programs these funds to eligible transit operators to support capital replacement and rehabilitation projects, preventive maintenance, and operating costs through the Transit Capital Priorities (TCP) program. Additionally, MTC has an agreement with BART (MTC Resolution 3738, Revised), to exchange federal and local funds to create a reserve account for the future costs of replacing BART's railcars.

This item makes revisions to the FY2006-07 to FY2014-15 TCP programs as requested by BART. These changes allow BART to meet grant spend down goals outlined in TCP Process and Criteria, by shifting FTA funds to projects that are moving forward more quickly, and using local funds for other projects that are moving more slowly. Overall BART is proposing to shift about \$60 million to projects that are advancing more quickly, mostly within their fixed guideway programs, and staff supports this request since it is consistent with TCP policy and will assist BART in speeding the delivery of priority projects.

The BART proposal includes two main elements:

- Shifting funds between fixed guideway projects that are all Score 16.
- Shifting \$10.7 million of FTA funds to Preventive Maintenance, normally a Score 9 project that would not be funded through TCP. However, the TCP policy does allow for this type of exchange, if the transit operator can demonstrate that they are providing an equivalent amount of local funding to the Score 16 project that would have been funded with FTA funds.

A letter from BART staff, attached, details the changes and confirms that BART is directing an equivalent amount of local funds to the slower-moving Score 16 projects.

This item also updates the amount programmed to BART projects in FY2014-15 to reflect FTA grant awards that differed slightly from the amounts originally programmed, with no net change in the total amount programmed.

The changes to BART's programming have no effect on the other operators. The requested changes have been shaded in the attachments to the resolutions.

This item also revises Resolution 3738, Revised, to reflect the final FY2014-15 and FY2015-16 TCP Programs of Projects (MTC Resolution 4212, Revised).

Issues: None

Recommendation: Refer MTC Resolution Nos. 3714, Revised; 3738, Revised; 3854, Revised; 3916, Revised; 4084, Revised; and 4162, Revised, to the Commission for approval.

Attachments: Letter from BART staff dated 8/31/2016
MTC Resolution No. 3714, Revised; 3738, Revised; 3854, Revised; 3916, Revised; 4084, Revised; and 4162, Revised



SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT

300 Lakeside Drive, P.O. Box 12688
Oakland, CA 94604-2688
(510) 464-6000

2016

Ms. Anne Richman, Director
Programming & Allocations
Metropolitan Transportation Commission
Bay Area Metro Center
375 Beale Street, Suite 800
San Francisco, CA 94105

Tom Radulovich
PRESIDENT

Gail Murray
VICE PRESIDENT

Grace Crunican
GENERAL MANAGER

Subject: Compliance with TCP policy concerning Preventive Maintenance (PM)

DIRECTORS

Gail Murray
1ST DISTRICT

Joel Keller
2ND DISTRICT

Rebecca Saltzman
3RD DISTRICT

Robert Raburn, Ph.D.
4TH DISTRICT

John McPartland
5TH DISTRICT

Thomas M. Blalock, P.E.
6TH DISTRICT

Zakhary Mallett, MCP
7TH DISTRICT

Nicholas Josefowitz
8TH DISTRICT

Tom Radulovich
9TH DISTRICT

Dear Ms. Richman,


Thank you for the extensive support of your staff to process a TIP amendment which includes and reflects BART's efforts to comply with the Transit Capital Priorities (TCP) Policy Grant Spend-down requirement, along with Federal Transit Administration requirements. BART continues its' efforts to achieve and meet the spend-down requirements as set forth in the TCP Policy in the nearly two years since its establishment.

As a result of the Administrative Modification TIP amendment necessitated by the re-alignment of previously awarded federal funds to projects which are able to spend these funds expeditiously, it became clear that BART's use of PM was not entirely consistent with the TCP Policy and an additional action is required.

I'm writing to confirm BART's commitment to make a capital allocation of \$1,320,534 to track replacement which is a Score 16 project under the Rail, Way, and Structures Program. When added to the \$9,432,584 of Capital Allocation funding directed to Score 16 projects as part of the FY15 year-end budget balancing and approved November 2015, a total of \$10,752,850 will have been directed to BART's score 16 projects and balanced to the federal funds previously moved to PM.

Attached please find the listing of projects to which the \$9,432,584 was applied along with the corresponding BART Board Resolution No. 5262, as amended, regarding the Fiscal Year 2015 Annual budget which allocated the \$9,432,584 to these projects.

Thank you,


Kerry Hamill
Assistant General Manager,
External Affairs

Project No.	BART Fund #	Project Description	Amount
15CQ000	8529	RAIL,TIE * FASTENER REPL.	1,600.00
15CQ001	8529	Rails, Ties, Fasteners 2	2,600,000.00
15TC001	8529	Weekend Maintenance Support	190,716.00
15TD000	8529	WAYSIDE EQUIPMENT FY06	2,000,000.00
20LA001	8529	Train Cntrl Neg Return Sys Map	200,000.00
20LN001	8529	Wayside Line Repl Unit Wayside	500,000.00
20LN002	8529	MUX Cable Replacement Cable -	320,000.00
20LN003	8529	TX / RX Loop Replacement	200,000.00
20LT001	8529	Remote Prohibits & Speed Restr	1,820,000.00
20LZ100	8529	Battery Repl for TC Rooms Pt 2	1,600,000.00
			9,432,316.00



EXECUTIVE DECISION DOCUMENT

GENERAL MANAGER APPROVAL: <i>Maricia delBueno</i>		GENERAL MANAGER ACTION REQ'D: Place on the November 19, 2015 Board of Directors Agenda		
DATE: 11/13/15		BOARD INITIATED ITEM: No		
Originator/Prepared by: Robert Umbreit Dept: Budget Department	General Counsel <i>[Signature]</i>	Controller/Treasurer <i>[Signature]</i>	District Secretary <i>[Signature]</i>	BARC <i>[Signature]</i>
Signature/Date: <i>R. Umbreit 11/12/15</i>	<i>[Signature]</i> 11/12/15	<i>[Signature]</i> 11/13/15	<i>[Signature]</i> 11/13/15	<i>[Signature]</i> 11-12-15
TITLE:				

Fiscal Year 2015 Year-End Budget Revision

NARRATIVE:

PURPOSE: To amend the Fiscal Year 2015 (FY15) Budget for year-end adjustments.

DISCUSSION: The District finished FY15 favorable by a net of \$10.5 million (M). Sources were \$37.3M (4%) favorable to budget and total uses were \$10.0M (-1%) unfavorable, less non-cash accounting adjustments net variance of \$16.9M. The results are summarized below, with more detail provided in the Background section and Attachments 1 and 2.

FY15 Operating Results		Budget	Actual	Var.	%
(\$ million)					
Sources	Operating Revenue	487.2	514.7	27.5	6%
	Sales Tax	228.7	233.1	4.4	2%
	Other Assistance	136.3	141.6	5.4	4%
Total Sources		852.2	889.5	37.3	4%
Uses	Labor	420.5	436.2	(15.7)	-4%
	OPEB Unfunded Liability ⁽¹⁾	2.4	2.0	0.4	16%
	Pension - GASB 68 Adjustment ⁽²⁾	-	(16.5)	16.5	
	Non-Labor	176.2	175.4	0.8	0%
	Total Expense	599.1	597.1	2.0	0%
	Extraordinary Exp.-MTC Rail Car Fund Swap	77.0	74.2	2.8	
	Debt Service	56.0	56.0	0.0	0%
	Capital Allocations	66.1	78.7	(12.6)	-19%
	State of Good Repair - Rail Cars	45.0	45.0	-	0%
	Other Allocations	11.3	13.6	(2.3)	-20%
Total Debt Service & Allocations		178.4	193.3	(14.8)	-8%
Total Uses		854.5	864.6	(10.0)	-1%
OPEB Unfunded Liability ⁽¹⁾		(2.4)	(2.0)	(0.4)	
Pension - GASB 68 Adjustment Offset			16.5	(16.5)	
Net Result		0.1	10.5	10.4	

⁽¹⁾OPEB Unfunded Liability: Other Post Employment Benefits, primarily life insurance (non-cash adjustment)

⁽²⁾GASB 68 requires restating of pension expense (non-cash adjustment)

BACKGROUND: The favorable result in operating sources included \$27.5M in operating revenue and \$9.8M from sales tax and other financial assistance. The \$27.5M operating revenue

variance consisted of passenger revenue (\$22.8M) and other operating revenue (\$4.7M). Passenger trips in FY15 totaled 126.0M (3.2% favorable) and average weekday ridership was 423,120 (4.4% favorable).

Of the \$4.7M favorable result in other operating revenue, \$2.2M is from parking revenue and \$2.5M from a variety of other sources. In the financial assistance category, sales tax exceeded the budget by \$4.4M, growing 5.4% over last year (budgeted growth was 3.4%). Other financial assistance was a net of \$5.4M favorable, including \$9.4M in 5337 federal funds that were originally designated to support capital projects. The federal funds were expended to eligible operating expenses and were recognized as revenue in the General Fund in order to draw down the federal funding in a timely manner. The federal funds received in the General Fund were then allocated back to capital to restore the funding for the capital projects (primarily Train Control). The remaining \$4.0M unfavorable result in other financial assistance was mainly driven by State Transit Assistance (STA) coming in \$3.8M below budget due to the decline in diesel fuel prices and the resulting impact on STA funds, as had been projected.

Operating expense was \$2.0M (0.3%) favorable for the year. Net labor and benefits were \$1.2M (0.3%) under budget, however, included in this variance is \$0.4M lower expense for Other Post Employment Benefits (OPEB) unfunded liability, and a net \$16.5M favorable variance from a smaller pension expense recognized under Governmental Accounting Standards Board (GASB) Statement 68, both of which are non-cash entries and do not affect the net operating result. Attachment 2 provides an explanation of GASB 68. Other than these non-cash entries, labor and benefits were \$15.7M (3.7%) unfavorable to budget, mainly due to overtime, which totaled \$47.0M, 23% higher than last year and \$32.5M over budget. While a good deal of the increase is due to expenses related to increasing ridership, service and maintenance, overtime continues to be a concern. Non-labor expenses were \$0.8M favorable, so without the non-cash accounting adjustments the District finished \$15.0M (2.5%) unfavorable to budget in total expense. Non-labor was \$0.8M (0.4%) favorable to budget overall, although certain categories such as material usage were over budget due to increasing maintenance efforts and cost. These were offset by savings in other categories such as electric power and rental expense.

Capital allocations were \$12.6M over budget for the year, and other allocations were \$2.3M over budget. The variance in capital allocations of \$12.6M was mainly due to the \$9.4M allocation of federal grant funds to capital projects, as previously described in the financial assistance variance discussion. Other variances netting to \$3.2M consisted of \$0.6M for the allocation of fare increase revenue to the "Big 3" capital projects, because revenue from the fare increase came in higher than budgeted; \$1.6M to stations and access capital projects due to higher than budgeted parking revenue and carrying forward funding for the Pleasant Hill Bike Station project; \$1.4M due to software licenses that were budgeted as operating expense but are actually capital; less a reverse allocation of \$0.4M for reclassifying non capitalizable planning related project expenses from capital to operating. Other Allocations were \$2.3M over budget, because the allocation of SFO extension net result of \$11.0M to the MTC rail car fund was higher than budgeted.

SUMMARY OF PROPOSED YEAR-END ALLOCATIONS:

Of the \$10.5M favorable result, \$3.5M will be allocated to reserves, consistent with the change

adopted to the Financial Stability Policy during FY15 that requires increasing the reserve goal to 15% of operating expense (from the previous goal of 5%) and allocation of half of a positive operating result up to \$3.5M. This will increase the District's Operating Reserve to about \$42.6M, or 6.5% of the FY16 operating expense budget.

In addition, staff recommends that \$0.5M be allocated to capital to replenish the capital fund for several small allocations that were made during the year for Board Room equipment, maintenance equipment for stations projects, dedicated vehicles for parking enforcement and capital expenses related to the ADA Paratransit office move. Capital project funds were used to make the purchases, and operating budget savings were to be used to replenish that fund.

Staff recommends using the remaining **\$6.5M** positive year-end result to fund critical state of good repair projects. These consist of \$2.5M for hardware and services to upgrade the existing facilities and off-site data hosting in order to prevent administrative computer system outages, \$1.0 to develop an in-house capital software management system to meet FTA requirements regarding tracking of payments under professional services work plans, \$0.75M to rehabilitate the obsolete currency processing machine in the Cash Handling Building, \$0.2M to continue funding for the primary Asset Management Program consultant, \$1.0M for engineering of new car lifts to enable maintenance of the new rail car fleet, and \$1.0M for providing station agent booths with Dutch Doors and initiate installation of bullet resistant glass at some booths.

In addition to the proposed capital allocations and operating reserve contribution discussed above, the budget revision also requests Board approval for other adjustments that conform the final budget to Board Rules. These adjustments increase or decrease categories of expense, revenue and allocations and offset each other. For example, the budgets for operating revenue and various categories of financial assistance are increased, and a number of allocations are increased, as described in the Background section of this document.

FISCAL IMPACT: Board approval of the proposed allocations closes the fiscal year and results in a balanced FY15 Budget.

ALTERNATIVES: If the Board does not approve the recommended allocations, the District would end the year with a favorable result of \$10.5M. Alternatively the Board could specify other uses for the funding:

RECOMMENDATION: Approval of the motion below.

MOTION: Approval of the attached resolution "In the Matter of Amending Resolution No. 5262 regarding Fiscal Year 2015 Annual Budget."

**Attachment 1
Quarterly Financial Report
Fourth Quarter
Fiscal Year- 2015**

Revenue

- Avg weekday trips for the quarter were 429,178, 3.8% over budget and 5.2% over the same quarter last year. For FY15, avg weekday was 423,120, 4.4% over budget. FY15 net passenger revenue was \$22.8M favorable due to higher than budgeted ridership and net avg fare, and longer trips.
- Parking revenue was \$2.2M favorable for FY15 due to over budget Monthly Reserve and Daily Non-Reserve.
- Other operating revenue was \$2.5M favorable for FY15 due in part to sale of property, misc other revenue, and traffic fines.

Expense

- Net Labor improved slightly in the last quarter, \$1.2M over budget vs. \$15.7M over the first three quarters, mainly due to overtime.
- OPEB unfunded liability is shown as an expense and is offset; there is no bottom line impact. GASB 68 adj. (to comply with new accounting standards) also has no impact.
- Electric Power market prices main driver of favorable quarter and year.
- Purchased Transportation small negative variance for year due to Late Night Bus - covered by grant funds.
- Other Non Labor was over for the quarter due to timing of payments.

Operating Deficit

- The operating deficit (revenue minus expense) was favorable for the quarter because the operating revenue and expenses were both favorable.

MTC Rail Car Swap

- The MTC rail car fund swap is a funding exchange program between MTC and BART that does not affect the net operating result.

Financial Assistance and Allocations




- Sales Tax for 4Q grew 1.7% over 4QFY14, FY15 grew 5.4% for year.
- Property Tax was \$34.3M for FY15 vs. budget of \$33.7M. Other Assistance was \$11.4M favorable to budget mainly due to a \$9.4M FTA preventive maintenance grant which was allocated back to capital and does not affect the net result, and unbudgeted federal and local funds.
- STA for FY15 \$3.8M unfavorable, with low diesel prices main factor.
- Capital and Other Allocations YTD "actual" includes the recommended \$10.5M allocations to capital and to reserves, as well as the \$9.4M allocation of Federal grant revenue and several smaller variances described in EDD.

Net Operating Result

- The Net Operating Result for the quarter was unfavorable mainly due to the year-end allocations to reserves and capital of \$10.5M requested for Board approval, otherwise the result would have been favorable.

	Current Quarter			(\$ Millions)	Year to Date		
	Budget	Actual	Var		Budget	Actual	Var
Revenue							
Net Passenger Revenue	114.2	120.1	5.1%		440.8	463.6	5.2%
Parking Revenue	6.5	8.1	24.3%		26.2	28.4	8.5%
Other Operating Revenue	5.0	6.4	27.2%		20.2	22.7	12.5%
Total Net Operating Revenue	125.8	134.6	7.0%		487.2	514.7	5.7%
Expense							
Net Labor	108.9	110.1	-1.1%		420.5	436.2	-3.7%
OPEB Unfunded Liability	0.6	0.2	72.8%		2.4	2.0	16.1%
GASB 68 Pension Adjustment	-	(16.5)			-	(16.5)	n/a
Electric Power	9.8	8.1	17.6%		38.1	36.0	5.5%
Purchased Transportation	7.2	6.7	6.3%		23.6	23.8	-0.9%
Other Non Labor	29.2	33.5	-14.5%		114.5	115.6	-1.0%
Total Operating Expense	155.7	142.0	8.8%		599.1	597.1	0.3%
Operating Surplus (Deficit)	(30.0)	(7.5)	75.1%		(111.9)	(82.4)	26.4%
MTC Rail Fund Car Swap	(19.2)	(1.5)	92.0%		(77.0)	(74.2)	3.7%
Taxes and Financial Assistance							
Sales Tax	55.2	55.2	0.1%		228.7	233.1	1.9%
Property Tax, Other Assistance	15.2	27.2	79.4%		37.4	49.4	32.0%
MTC Rail Fund Car Swap	19.2	1.5	-92.0%		77.0	74.2	-3.7%
State Transit Assistance	10.9	12.4	13.8%		21.9	18.1	-17.3%
Debt Service	(14.0)	(14.0)	0.0%		(56.0)	(56.0)	0.0%
Capital and Other Allocations	(17.0)	(42.5)	-149.4%		(122.5)	(147.8)	20.7%
OPEB Unfunded Liability Offset	0.6	0.2	-72.9%		2.4	2.0	-16.1%
GASB 68 Pension Adj. Offset	-	(16.5)			-	(16.5)	n/a
Net Financial Assistance	70.1	23.6	-66.3%		189.0	156.6	-17.1%
Net Operating Result	20.9	14.6			0.1	0.0	
System Operating Ratio	80.8%	94.8%	14.0%		81.3%	86.2%	4.9%
Rail Cost / Passenger Mile	0.33 ¢	0.29 ¢	12.0%		0.33 ¢	0.32 ¢	4.2%

* Totals may not add due to rounding to the nearest million.

-  No Problem
-  Caution: Potential Problem/Problem Being Addressed
-  Significant Problem

Attachment 2
Explanation of GASB 68

Governmental Accounting Standards Board (GASB) Statement No. 68 establishes accounting and financial reporting standards and requirements related to pension liability and expense for State and Local government employers for fiscal years beginning with FY15. Cash flow and contribution rates are not impacted by the standards, which represents a shift from the "funding based approach" to an "accounting based approach", and are intended to provide standardization and additional transparency for public agency pension reporting. What this means is that the expense reported in the District's financial statements, which is reported on accrual basis, will be different than the amount required to be paid to CalPERS annually to fund the pension plans. The District will still need to plan its budget to meet the CalPERS payment, but a different expense will be calculated according to GASB 68 provisions and reported on the income statement. For budgeting purposes, because the expense determined under GASB 68 is considered a non-cash transaction, the pension expense recognized will then be backed out in non-expense allocations and therefore will not impact the net operating result.

The main changes to financial statements are that employers will now report the pension liability on their balance sheet, and expenses are calculated in a different manner than the payments required to fund the plan. Local governments will now receive two actuarial reports for each plan, one for funding contributions and a second valuation for financial reporting. The actuarial report for GASB 68 uses new fiscally conservative pension measurements, and investment gains and losses will be amortized over an accelerated period. For example investment returns are amortized over five years vs. the CalPERS actuarial method of a fixed thirty year period.

For FY15, the implementation of GASB 68 resulted in a net credit of \$16.5M to pension expense, because it is based on fiscal year 6/30/14 data and at that time PERS had an investment return of 18.4%, vs. the assumption of 7.5%. The result of an expense credit is probably atypical; in most years it is likely that the pension expense reported under GASB 68 will be higher than the funding contribution expense. As discussed above, since the adjustments to pension for GASB 68 are based on accrual basis of accounting, not cash basis, the Net Operating Result for budgeting purposes is not impacted and the effects are reversed, similar to the treatment of expense recognized for the Other Post-Employment Benefits (OPEB) unfunded liability .

**BEFORE THE BOARD OF DIRECTORS OF THE
SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT**

In the matter of amending Resolution No. 5262 regarding Fiscal Year 2015 Annual Budget

Resolution No. _____

RESOLVED, that Resolution No. 5262 is amended by changing the following line items in Exhibit A thereof:

<u>Fund Source Line Item:</u>	<u>Current Amount</u>	<u>Increase/ (Decrease) In This Resolution</u>	<u>Amended Amount</u>
Operating Revenue	\$ 487,166,685	\$ 27,541,891	\$ 514,708,576
Sales Tax	\$ 228,718,986	\$ 4,429,147	\$ 233,148,133
Property Tax	\$ 33,691,648	\$ 632,883	\$ 34,324,531
State Transit Assistance	\$ 21,865,897	\$ (3,785,301)	\$ 18,080,596
San Mateo Financial Assistance - Prop 42	\$ -	\$ 801,024	\$ 801,024
Measures B & J Paratransit Assistance	\$ 1,762,363	\$ 145,279	\$ 1,907,642
Other Financial Assistance	\$ 884,540	\$ 701,063	\$ 1,585,603
Federal Preventive Maintenance & Other Grants	\$ 1,070,261	\$ 9,693,996	\$ 10,764,257
MTC Rail Car Fund Swap	\$ 77,000,000	\$ (2,831,850)	\$ 74,168,150
<u>Fund Use Line Item:</u>			
Net Labor Expense	\$ 422,897,189	\$ (1,190,332)	\$ 421,706,857
Non Labor Expense	\$ 176,184,255	\$ (775,183)	\$ 175,409,072
MTC Rail Car Fund Swap - Expense	\$ 77,000,000	\$ (2,831,850)	\$ 74,168,150
Bond Debt Service	\$ 55,987,840	\$ (3,030)	\$ 55,984,810
Allocations to Capital - Rehabilitation*	\$ 42,978,040	\$ 16,396,316	\$ 59,374,356
Reverse Capital Allocations		\$ (411,334)	\$ (411,334)
Allocations to Capital - Parking Funds to Stations/Access Projects	\$ 4,343,757	\$ 1,595,986	\$ 5,939,743
Allocation - Priority Capital Programs	\$ 18,796,012	\$ 590,908	\$ 19,386,920
Allocation to Rail Car Project from SFO Net Result	\$ 8,679,470	\$ 2,319,009	\$ 10,998,479
Allocations to Capital - Other	\$ 2,660,834	\$ 1,314,007	\$ 3,974,841
Allocations to Operating Reserves	\$ -	\$ 3,500,000	\$ 3,500,000
Other Post Employment Benefits Unfunded Liability	\$ (2,422,269)	\$ 390,139	\$ (2,032,130)
PERS Employer Current Year Contrib - Reversal Offset (GASB 68)		\$ 42,267,805	\$ 42,267,805
PERS Pension Expense - Offset (GASB 68)		\$ (25,780,776)	\$ (25,780,776)

*Amendment of \$16,396,316 includes the recommended increase to Capital Rehabilitation Allocations of \$6,964,000 plus the allocation of \$9,432,316 in order to replace funding for projects whose funding was used for a Federal operating preventive maintenance grant.

Date: July 27, 2005
W.I.: 1512
Referred By: PAC
Revised: 02/22/06-C 04/25/07-C
09/26/07-C 03/26/08-C
06/22/11-C 11/16/11-C
05/28/14-C 09/28/16-C

ABSTRACT

Resolution No. 3714, Revised

This resolution approves the FY 2005-06 through FY 2007-08 FTA Section 5307 and FTA Section 5309 Fixed Guideway (FG) funds for inclusion in the 2005 Transportation Improvement Program (TIP).

This resolution was amended on February 22, 2006 to program \$210 million of FY 2006-07 and FY 2007-08 FTA formula funds, the balance of funds estimated to be available after programming all eligible high-scoring capital projects.

This resolution was amended on April 25, 2007 to reconcile the FTA formula funds program for FY 2006-07 with the FY 2006-07 FTA apportionments.

This resolution was amended on September 26, 2007 to incorporate additional programming to Vallejo Transit and Benicia Transit.

This resolution was amended on March 26, 2008 to make annual revisions to the previously programmed FY 2007-08 FTA programs, constraining them to actual appropriations, adding FTA funded earmarks for FY 2007-08, and making other adjustments to FTA funding for previously programmed projects.

This resolution was amended on June 22, 2011 to record 1) Golden Gate Transit's exchange of \$8.3 million originally programmed for a bus replacement project and reprogrammed to facility rehabilitation; 2) a transfer of programming for a van replacement project from Benicia to Vallejo; and 3) other minor corrections to the program.

This resolution was amended on November 16, 2011 to reprogram funds from Benicia to Solano County Transit (SolTrans) to reflect the merger of Benicia and Vallejo transit services under SolTrans.

ABSTRACT

MTC Resolution No. 3714, Revised

Page 2

This resolution was revised on May 28, 2014 to re-program unexpended funds from Vallejo's Ferry Major Components Rehabilitation project to WETA as Vallejo's Ferry services are now being managed by WETA and to re-program unexpended funds from Vallejo's Replacement of 40' RTS Buses to SolTrans as Vallejo's Bus Transit services are now being managed by SolTrans.

This resolution was revised on September 28, 2016 to re-program funds to and from various BART projects by their request, consistent with TCP Process and Criteria.

Further discussion of the regional TCP is contained in the Executive Director's Memorandum dated July 13, 2005 and February 8, 2006, and the Programming and Allocations Committee memos dated April 11, 2007, September 12, 2007, March 5, 2008, June 8, 2011, November 9, 2011, May 14, 2014, and September 14, 2016.

Date: July 27, 2005
W.I.: 1512
Referred By: PAC

RE: San Francisco Bay Area Regional Transit Capital Priorities

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 3714

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 is required to prepare and endorse a Transportation Improvement Program (TIP) which includes a list of priorities for transit capital projects; and

WHEREAS, MTC is the designated recipient of the Federal Transit Administration (FTA) Section 5307 and 5309 Fixed Guideway funds for the large urbanized areas of San Francisco-Oakland, San Jose, Concord, Antioch, and Santa Rosa and have been authorized by the California Department of Transportation (Caltrans) as the representative for the Governor of the State of California to program the FTA Section 5307 small urbanized area funds of Vallejo, Fairfield, Vacaville, Napa, Livermore, Gilroy-Morgan Hill, and Petaluma in MTC's 2005 Federal Transportation Improvement Program; and

WHEREAS, MTC has worked cooperatively with the cities, counties and transit operators and with Caltrans in the region to establish priorities for the transit capital projects to be included in the TIP; and

WHEREAS, the process and criteria used in the selection and ranking of such projects are set forth in MTC Resolution No. 3688; and


WHEREAS, the projects to be included in the TIP are set forth in the detailed project listings in Attachments A, which are incorporated herein as though set forth at length; now, therefore, be it

RESOLVED, that MTC adopts the FY 2005-06 through FY 2007-08 Transit Capital Priorities for projects to be included in the TIP as set forth in Attachments A; and, be it further

RESOLVED, that MTC will use the priorities set forth in Attachments A to program sources of federal, state, regional and local funds to finance the projects; and, be it further

RESOLVED, that the Executive Director of MTC is authorized and directed to forward a copy of this resolution to FTA, and such agencies as may be appropriate.

METROPOLITAN TRANSPORTATION COMMISSION



Jon Rubin, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in Oakland, California on July 27, 2005.

Date: July 27, 2005

W.I.: 1512

Referred by: PAC

Revised: 02/22/06-C 04/25/07-C

09/26/07-C 03/26/08-C

06/22/11-C 11/16/11-C

05/28/14-C 09/28/16-C

Attachment A

Resolution No. 3714

Page 1 of 8

FY 2005-06 FTA Section 5307 and 5309 Fixed Guideway Programs				
TIP ID	Operator	Project Description	FTA Section 5307	FTA Section 5309 FG
<i>Actual Apportionment</i>			188,467,130	101,773,434
<i>Less FTA Liaison Position</i>			80,000	0
<i>Previous Year Committed Carryover²</i>			3,174,344	0
<i>Previous Year Uncommitted Carryover</i>			0	0
<i>Sub-Total</i>			191,561,474	101,773,434
<i>Enhancement Requirement</i>			1,768,144	
<i>Revised Total</i>			191,561,474	101,773,434
<u>Programming Commitments</u>				
SM-050042	Caltrain	Replacement of 1950's Budd Trailer Cars ³	0	
SM-030006	Caltrain	Track Rehab (track/civil structure rehab, grade crossing repl) ³	637,982	645,054
REG050002	Caltrain	Signal System Rehab/Replacement/Upgrade ³	1,069,263	
SM-030029	Caltrain	Fare Equipment ³	227,007	111,809
SM-050004	Caltrain	Install Crossovers & Control Points ³		648,000
SCL050063	Caltrain	Central Control Facility Relocation & Improvements ³		1,416,960
SCL050064	Caltrain	Diridon Station Interior Improvements ³		2,527,200
SCL050065	Caltrain	Installation of Fixed Fuel Facility ³		1,959,391
SM-030020	Caltrain	Caltrain Stations Safety Improvement Program ³		2,503,449
SM-030026	Caltrain	Palo Alto ADA Crossing Improvements ³		3,767,191
SF-970105	Muni	Metro East Maintenance Facility ⁷		973,507
<u>PY Deferments</u>				
SM-030020	Caltrain	Caltrain Stations - Safety Improvement Program		2,711,735
SCL050065	Caltrain	Installation of Fixed Fuel Facility		520,289
SM-030030	Caltrain/JPB	South San Francisco Station, Track & Signal Rehab, Platform Reconstruction		29,639
BRT030004	BART	Train control renovation		6,685
BRT990003	BART	Wayside Train Control (Wayside Electronics Repl - phase 1)		50,561
<u>ADA Set-aside</u>				
ALA990076	AC Transit	ADA Operating Set-aside	6,222,990	
ALA050042	ACE	Preventive Maintenance	488,130	
BRT99T001	BART	ADA Paratransit Capital Accessibility Improvement	2,879,766	
REG050001	Caltrain	ADA Operating Set-aside	981,679	
CC-990045	CCCTA	ADA Operating Set-aside	637,742	
CC-030035	ECCTA	ADA Operating Set-aside	444,079	
MRN99T001	GGBHTD	ADA Operating Set-aside	1,103,818	
ALA990077	LAVTA	ADA Operating Set-aside	270,128	
NAP030004	Napa VINE	ADA Operating Set-aside	21,190	
SF-990022	Muni	ADA Operating Set-aside	3,696,737	
SM-030027	SamTrans	Maintenance & Op. Equipment Rehab & Replacement	180,968	
SM-050048	SamTrans	Park and Ride Lots Pavement Rehabilitation	238,459	
SM-050049	SamTrans	Service Support Vehicles	312,890	
SCL050046	VTA	ADA Operating Set-aside	3,298,610	
SOL990040	Vallejo Transit	ADA Operating Set-aside	550,949	
CC-990045	WestCat	ADA Operating Set-aside	106,866	
<u>10% Flexible Set-Aside</u>				
ALA010034	AC Transit	Maintenance Facility & Equipment Upgrades	1,100,000	
ALA050041	AC Transit	Information Systems Upgrade	873,697	
SCL050043	ACE	Santa Clara Platform and Pedestrian Improvements	225,263	
REG050006	BART	Strategic Maintenance Program	4,994,119	
SM-030006	Caltrain	Track Rehab	401,681	
CC-030034	CCCTA	Preventive Maintenance	263,199	
CC-030016	CCCTA	Install 103 Bus Catalyst Devices	62,640	
CC-030037	ECCTA	Preventive Maintenance	197,603	
CC-050044	ECCTA	Replace Old Building HVAC System	100,000	
MRN991039	GGBHTD	Management Information System	169,227	
MRN050024	GGBHTD	Computerized Dispatch Upgrade	240,000	
SON050023	GGBHTD	Santa Rosa Fuel Tank Replacement	300,000	
ALA030030	LAVTA	Preventive Maintenance	219,893	
SF-050026	Muni	Escalator Rehabilitation	2,000,000	
SF-010041	Muni	Preventive Maintenance	3,000,000	
SF-030009	Muni	Trolley Coach Rebuild 60 Articulated New Flyers	156,406	
NAP97AM58	Napa	Preventive Maintenance	164,853	
SM-030023	SamTrans	Preventive Maintenance	854,669	
SON030005	Sonoma Transit	Preventive Maintenance	29,104	
ALA050044	Union City	Preventive Maintenance	22,778	
SOL030019	Vallejo	Preventive Maintenance	246,390	
SOL991055	Vallejo	Bus Maintenance Facility Rehab	123,381	
SOL050049	Vallejo	Misc Support Equipment	40,000	
SOL050050	Vallejo	Bus Shelters	100,000	
SCL990046	VTA	Preventive Maintenance	3,500,073	
CC-030025	WestCat	Preventive Maintenance	58,372	
Total Program Set-asides and Commitments			42,812,600	17,871,470
Funds Available for Programming			148,748,874	83,901,964

FY 2005-06 FTA Section 5307 and 5309 FG Program -Continued				
TIP ID	Operator	Project Description	FTA Section 5307	FTA Section 5309 FG
Capital Projects				
ALA991070	AC Transit	Preventive Maintenance ⁵	11,448,945	
ALA990052	AC Transit	Paratransit Vehicle Lease	732,536	
ALA010056	ACE (SJRC)	Track Improvements	402,774	
ALA050043	ACE (SJRC)	Signal System Rehabilitation ⁸		1,057,000
BRT030004	BART	Train Control Renovation		13,000,000
BRT030005	BART	Traction Power		13,000,000
BRT97100B	BART	Rail, Way and Structures Program	10,172,222	2,827,778
BRT030009	BART	System Wide Safety Project	2,779,382	
SOL050034	Benicia	Replace 1 1997 cut-away	62,370	
SM-030025	Caltrain	Overhaul Locomotive	379,626	
SM-030006	Caltrain	Systemwide Track Rehab & Related Civil Structures		7,500,000
MTC050033	Caltrain	Signal/Communication Rehabilitation		3,783,932
REG050003	Caltrain	Replacement of 1950's Budd Trailer Cars		3,948,298
JPB990004	Caltrain/JPB	N/S Terminal Track Upgrades		187,178
CC-050042	ECCTA	Bus Security Monitoring Systems	9,068	
CC-050045	ECCTA	Security Camera, Equipment & Farebox Replacement	35,735	
SOL010006	Fairfield	Operating assistance	1,957,423	
MRN050021	GGBHTD	Replace (40) 1994 40' Flexible buses	14,917,775	
MRN050022	GGBHTD	Replace 29 - 1991 40' TMC buses	8,664,032	
ALA050048	LAVTA	Repl. 12 1983 40' RTS buses with hybrid buses	5,781,300	
ALA050050	LAVTA	LAVTA Facilities Security Program	8,338	
SF-030010	Muni	Motor coach repl 455 - 51 40' new flyers	3,784,409	
SF-030011	Muni	Repl 35 -30' 1990 Orions buses with 30 30' & 5 40' hybrid buses	8,775,229	
SF-030012	Muni	Repl.10 1998 and 24 2001 mini vans with cut-aways	2,120,584	
SF-950037	Muni	SF Muni Rail Replacement Program 1998-20	8,374,700	
SF-010041	Muni	Preventive Maintenance ^{1,4}	13,991,486	
SF-030013	Muni	Wayside fare collection equip		3,882,375
SF-970073	Muni	Cable car vehicle renovation program		1,529,887
SF-99T002	Muni	Cable Car Traction Power & Guideway Rehab		7,500,000
SF-050024	Muni	Wayside Train Control		2,568,000
SF-970170	Muni	Trolley Overhead Reconstruction		13,000,000
NAP970010	Napa	Operating assistance	988,373	
NAP97AM58	Napa	Preventive Maintenance	88,000	
NAP030005	Napa	Bus Stop/Facility Improvements	20,000	
NAP050013	Napa	On Board Equipment	15,779	
SON030011	SantaRosa Bus	Operating assistance	1,318,000	
SON050026	SantaRosa Bus	Preventive Maintenance	1,121,695	
SON030012	SantaRosa Bus	Bus Stop Enhancements	24,712	
SON030005	Son Co Transit	Preventive Maintenance	813,513	
SON050021	Son Co Transit	Bus Stop Improvement Project	8,237	
ALA050045	Union City	Replace One 1996 Dodge Intrepid with Paratransit Van	45,109	
ALA050046	Union City	Replace (1) 1991 30' Bus with 35' Bus	321,510	
ALA050047	Union City	Replace (2) 1998 and (2) 1999 paratransit vans	494,374	
SOL030011	Vallejo	Operating assistance	2,000,000	
SOL030022	Vallejo	Ferry Major Components Rehabilitation	220,699	
SOL050037	Vacaville	Replace (7) 1995 30' Gillig Phantom Buses	1,440,283	
SCL990046	VTA	Preventive Maintenance	26,222,316	
SCL030005	VTA	Guadalupe Corridor LRT Platform Rehab & Retrofit	447,885	302,744
SCL050045	VTA	ADA Bus Stop Improvements - Transit Enhancement	240,000	
SCL050047	VTA	De Anza Transit Center - Transit Enhancements	100,953	
SCL050048	VTA	CCTV / Video on Demand SecuritySystem	340,953	
CC-990045	WestCat	Replace (3) 1996 Thomas 35' buses.	964,531	
Total Program			131,634,857	74,087,192
Fund Balance			17,114,017	9,814,772

Notes:

The 2/22/06 revision includes revised revenue projections and the programming of \$210,910,298 of additional projects following the Transit Capital Priorities policy contained on pages 25 and 26 of MTC Resolution 3688, Revised.

- Muni has a \$4,625,300 balance of Preventive Maintenance Flexibility Per MTC Resolution 3515, the FY 2003-04 Interim TCP policy. Muni has pushed out \$4,625,300 in Rail Replacement to accommodate this action.
- \$3,174,344 committed carryover from (24) articulated bus rehab project in FY 2004-05. Muni decided to replace 12 of the vehicles instead.
- Programming commitments for Caltrain fulfills FY 2003-04 and FY 2004-05 commitments made during initial programming negotiations with VTA of \$7.6 million. \$4,847,654 of the Rapid Rail Commitment deferred to FY 2006-07 and escalated by 3.5% to accommodate VTA's project request. \$2,502,672 for Budd Cars \$671,672 for Track Rehab programmed in FY06 was funded with FY05 funds and transferred to the FY05 Program of Projects.
- Muni is exchanging replacement of 10 30' 1991 Orions for Preventive Maintenance and 24 1991 New Flyer Articulated Buses (12 of which were originally programmed in FY 2004-05). Total amount of funding for preventive maintenance capital exchange - \$9,366,186.
- AC Transit is exchanging replacement of 35 1988 40' Flyers and a portion of the (60) 1993 40' Gilligs totaling \$13,776,000 for preventive maintenance in accordance with the TCP Preventive Maintenance Policy.
- Operators in the Santa Rosa, Fairfield, and Vacaville Urbanized Areas, did not wish to participate in the ADA or 10% flexible set-aside programming elements.
- Muni's Metro East Maintenance Facility (part of the FG commitments) totaling \$940,586 was accidentally eliminated from the FY 2005 program. This amount was escalated by 3.5%.
- ACE has also elected to not claim funds in the Livermore and San Jose UAs. This limits the amount of funding that ACE can receive from the remaining eligible UAs (San Francisco-Oakland and Concord) to \$1,057,000 per eligible project category.

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FY 2006-07 FTA Section 5307 and 5309 Fixed Guideway				
TIP ID	Operator	Project Description	FTA Section 5307	FTA Section 5309 FG
<i>Actual Apportionment</i>			192,142,957	111,509,388
<i>Less FTA Liaison Position</i>			80,000	0
<i>Previous Year Carryover</i>			17,114,017	9,814,772
<i>Inter -Urbanized Area Transfer</i>			0	0
<i>Sub-Total</i>			209,176,974	121,324,160
<i>Enhancement Requirement</i>			1,799,630	0
<i>Revised Total</i>			209,176,974	121,324,160
<u>Programming Commitments</u>				
SM-030014	Caltrain	Replacement of 1950's Budd Trailer Cars		1,269,639
SM-030020	Caltrain	Caltrain Stations - Safety Improvement Program		5,165,364
SM-050004	Caltrain	Install Crossovers & Control Points		2,091,608
<u>PY Deferments</u>				
MRN030013	GGBHTD	Repl 6 paratransit vans	352,204	
MRN030014	GGBHTD	Repl 8 paratransit vans	482,088	
<u>ADA Set-Aside</u>				
ALA990076	AC Transit	ADA Set-aside	4,872,567	
ALA050042	ACE	Signal Upgrade	502,774	
BRT99T001	BART	ADA Paratransit Capital Accessibility Improvement	2,966,158	
REG050001	Caltrain	Palo Alto ADA Crossing Improvements	1,011,130	
CC-990045	CCCTA	ADA Set-aside	656,875	
CC-030035	ECCTA	ADA Set-aside	457,402	
MRN99T001	GGBHTD	ADA Set-aside	1,136,933	
ALA990077	LAVTA	ADA Set-aside	278,232	
NAP030004	Napa VINE	ADA Set-aside	21,826	
SF-990022	SF Muni	ADA Set-aside	3,807,639	
SM-990026	SamTrans	ADA Set-aside	1,262,950	
SCL050046	SCVTA	ADA Set-aside	3,397,568	
SOL990040	Vallejo Transit	ADA Set-aside	567,478	
CC-990045	Westcat	ADA Set-aside	110,072	
<u>10% Flexible Set-Aside</u>				
ALA010034	AC Transit	Maintenance Facility & Equipment Upgrades	1,032,908	
ALA050041	AC Transit	Information Systems Upgrade	1,000,000	
SCL050043	ACE	Santa Clara Platform and Pedestrian Improvements	232,021	
REG050006	BART	Strategic Maintenance	5,143,942	
SM-030006	Caltrain	Track Rehab	804,746	
CC-030034	CCCTA	Preventive Maintenance	335,614	
CC-030037	ECCTA	Preventive Maintenance	306,532	
MRN050025	GGBHTD	Facilities Rehabilitation	280,000	
MRN010034	GGBHTD	Preventive Maintenance	807,995	
ALA030030	LAVTA	Preventive Maintenance	226,490	
SF-050025	Muni	Flynn Facility Ventilation	1,311,098	
SF-050026	Muni	Escalator Rehabilitation	2,000,000	
SF-050028	Muni	Facility Safety Improvements	1,000,000	
SF-991001	Muni	Woods Maintenance Facility Rehab	1,000,000	
NAP97AM58	Napa VINE	Preventive Maintenance	169,799	
SM-030023	SamTrans	Preventive Maintenance	371,646	
SON030005	Sonoma Transit	Preventive Maintenance	30,237	
ALA050044	Union City	Preventive Maintenance	23,461	
SOL030019	Vallejo	Preventive Maintenance	253,781	
SOL991055	Vallejo	Bus Maintenance Facility Rehab	271,283	
SCL990046	VTA	Preventive Maintenance	3,605,075	
CC-030025	Westcat	Preventive Maintenance	60,123	
<i>Total Program Set-asides and Commitments</i>			42,150,646	8,526,611
<i>Funds Available for Programming</i>			167,026,328	112,797,549

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FY 2006-07 FTA Section 5307 and 5309 Fixed Guideway				
TIP ID	Operator	Project Description	FTA Section 5307	FTA Section 5309 FG
Capital Projects				
ALA991070	AC Transit	Preventive Maintenance	16,665,551	
ALA990052	AC Transit	Paratransit Vehicle Lease	754,512	
ALA050043	ACE (SJRC)	Signal System Rehabilitation	258,676	798,324
ALA010056	ACE (SJRC)	Track Improvements		1,057,000
BRT030004	BART	Train Control Renovation	3,894,994	8,117,311
BRT030005	BART	Traction Power		10,842,883
BRT97100B	BART	Rail, Way and Structures Program		16,144,812
SOL050036	Benicia	Replace (1) 2000 cutaway bus	64,553	
SOL070023	Benicia	Rehabilitation of Seven Buses	230,400	
SOL070024	Benicia	Install Diesel Particulate Devices	202,400	
SM-030006	Caltrain	Systemwide Track Rehab & Related Civil Structures		7,500,000
SM-050041	Caltrain	Signal/Communication Rehabilitation	862,793	2,161,207
CC-050043	ECCTA	Replace 6 1995 40' Gillig buses	2,046,117	
SOL010006	Fairfield	Operating assistance	1,996,190	
MRN030010	GGBHTD	Fixed Guideway Connectors		2,000,000
MRN990017	GGBHTD	Ferry channel & berth dredging.	489,453	1,510,547
ALA050049	LAVTA	Replace 3 1999 24' paratransit	370,780	
NAP970010	Napa	Operating assistance	1,145,532	
SF-970073	MUNI	Cable car vehicle renovation program		806,400
SF-99T002	MUNI	Cable Car Traction Power & Guideway Rehab		7,500,000
SF-99T005	MUNI	Historic Rail Car rehabilitation	5,499,496	2,294,104
SF-050024	MUNI	Wayside Train Control		2,844,000
SF-950037	MUNI	SF Muni Rail Replacement Program 1998-20		13,000,000
SF-970170	MUNI	Trolley Overhead Reconstruction		13,000,000
SM-050037	SamTrans	Replace 19 1999 El Dorado paratransit vans	2,430,464	
SM-050038	SamTrans	Purchase 10 Minivan 2002 4-Year PT Vehicles	466,874	
SON030011	SantaRosa Bus	Operating assistance	659,000	
SON050026	SantaRosa Bus	Preventive Maintenance	1,200,000	
SON070011	SantaRosa Bus	Purchase 3 Hybrid Buses	660,865	
SON030012	SantaRosa Bus	Bus Stop Enhancements	26,744	
SON030005	Son Co Transit	Preventive Maintenance	839,957	
SON050021	Son Co Transit	Bus Stop Improvement Project	8,915	
SOL990039	Vacaville	Preventive Maintenance	645,450	
SOL050037	Vacaville	Replace (7) 1995 30' Gillig Phantom Buses	838,059	
SOL050040	Vallejo	Replace 19 40' Gillig buses	4,566,120	
SOL070025	Vallejo	Ferry Terminal Maintenance Dredging	720,000	
SCL990046	VTA	Preventive Maintenance	27,117,297	
SCL050047	VTA	De Anza Transit Center - Transit Enhancements	366,410	
SCL050048	VTA	CCTV / Video on Demand SecuritySystem	366,410	
SCL030005	VTA	Guadalupe Corridor LRT Platform Rehab & Retrofit	721,869	1,246,132
SCL050002	VTA	LRT Rail Rehabilitation		1,890,000
SCL050049	VTA	Rail Substation Rehabilitation / Replacement		110,000
CC-050040	Westcat	Replace (2) 35' 1997 35' Thomas buses	665,526	

FY 2006-07 FTA Section 5307 and 5309 Fixed Guideway				
TIP ID	Operator	Project Description	FTA Section 5307	FTA Section 5309 FG
Surplus Funds - Regional Capital Inventory Improvements				
	Regional	Capital Inventory Improvements	1,000,000	
Surplus Funds - Increase Two Caltrain Project Caps to \$13 Million				
SM-030006	Caltrain	Systemwide Track Rehab & Related Civil Structures		5,477,041
Surplus Funds - 80% using 10% flexible set-aside formula				
ALA991070	AC Transit	Preventive Maintenance	10,427,930	
20600003563	ACE (SJRC)	Signal Upgrade Project (Stockton to Lathrop)		912,149
	BART	General Mainline Renovation	11,042,923	5,162,883
CC-050046	CCCTA	Complete APC and AVA with Security Upgrades	400,000	
CC-050052	CCCTA	On-Board Security Cameras	280,000	
CC-050053	CCCTA	Operations Facility Security Camera System	100,000	
CC-050054	CCCTA	Improved Locks and Alarms at Operations Facilities	52,000	
CC-050055	CCCTA	Emergency Communications Equipment	20,000	
CC-030034	CCCTA	Preventive Maintenance	325,298	
CC-050048	ECCTA	Luminator Demonstration Project	511,904	
MRN991039	GGBHTD	MIS - Maintenance Management System	842,509	
MRN010035	GGBHTD	Radio/AVL System Replacement	1,836,912	
ALA030030	LAVTA	Preventive Maintenance	628,279	
SF-970105	MUNI	Third St. IOS/MME	14,365,875	2,534,125
SF-050036	MUNI	Potrero-Presidio Fall Protection System	600,000	
SF-050036	MUNI	Light Rail Vehicle Safety Mods		2,500,000
SF-050034	MUNI	Light Rail Vehicle-Overhaul Program		2,068,792
SM-050047	SamTrans	Replacement of SamTrans Fare Collection Equipment	2,585,456	
SON050016	Son Co Transit	CNG Bus Purchase	124,267	
ALA050062	Union City	Revenue Vehicle Replacement	97,488	
SOL030019	Vallejo	Preventive Maintenance (bus & ferry systems)	1,054,518	
CC-030025	Westcat	Preventive Maintenance	249,824	
Surplus Funds - CARB Needs				
	ECCTA	CARB (6) Filters Mitigation for CC-050043	120,000	
	LAVTA	CARB (12) Filters Mitigation for ALA050048	240,000	
SM-050036	SamTrans	Bus Repl: (76) 40' Alt Fuel Vehicles	1,520,000	
	Vallejo	CARB (27) Filters Mitigation for SOL050040, SOL0500	540,000	
	Vallejo	CARB Replace (3) 1987 40' MCI Buses	1,023,057	
	WestCAT	CARB (11) Filters Mitigation for SOL050040, SOL0500	220,000	
	WestCAT	Replace (6) 1988 35' revenue vehicles (CARB)	1,996,579	
Surplus Funds - Security Needs				
ALA050064	AC Transit	Transit Security Project	4,270,036	
ALA050067	ACE	Security Needs	205,046	
REG050011	BART	High Priority Security Project	22,881,899	
SM-030010	Caltrain	Systemwide Security	2,875,807	
MRN030005	GGBHTD	Transit Safety and Security Improvements	393,000	
SF-030004	Muni	Security Improvements & Graffiti Prevention	2,270,374	
Total Program			161,882,387	111,477,710
Fund Balance			5,143,940	1,319,839

Notes:

The 2/22/06 revision includes revised revenue projections and the programming of \$210,910,298 of additional projects following the Transit Capital Priorities policy contained on pages 25 and 26 of MTC Resolution 3688, Revised.

- 1) Operators in the Santa Rosa, Fairfield, and Vacaville Urbanized Areas, did not wish to participate in the ADA or 10% flexible set-aside programming elements.
- 2) ACE has also elected to not claim funds in the Livermore and San Jose UAs. This limits the amount of funding that ACE can receive from the remaining eligible UAs (San Francisco-Oakland and Concord) to \$1,057,000 per eligible project category.

FY 2007-08 FTA Section 5307 and 5309 Fixed Guideway				
TIP ID	Operator	Project Description	FTA Section 5307	FTA Section 5309 FG
<i>Actual Apportionment</i>			208,930,479	124,409,526
<i>Previous Year Carryover</i>			5,095,357	1,319,840
<i>Funds Available for Programming Enhancement Requirement</i>			214,025,836	125,729,366
<u>Prior Year Commitments</u>				
SM-030014	Caltrain	Rapid Rail Related Projects Pt. II		2,112,995
<u>ADA Set-Aside</u>				
ALA990076	AC Transit	ADA Set-aside	6,582,831	
ALA050042	ACE	Signal Upgrade	517,857	
BRT99T001	BART	ADA Capital	3,055,143	
SM-050040	Caltrain	ADA Set-aside	161,463	
SM-070032	Caltrain	VMS-PA Systems Integration	880,000	
CC-99T001	CCCTA	ADA Set-aside	676,581	
CC-030035	ECCTA	ADA Set-aside	471,124	
MRN99T001	GGBHTD	ADA Set-aside	1,171,041	
ALA990077	LAVTA	ADA Set-aside	286,579	
NAP030004	Napa VINE	ADA Set-aside	22,481	
SF-990022	SFMTA	ADA Set-aside	3,921,868	
SM-990026	SamTrans	ADA Set-aside	201,698	
SM-030027	SamTrans	Maintenance & Op. Equipment Rehab & Replacement	504,000	
SM-050049	SamTrans	Service Support Vehicles	120,000	
SM-070035	SamTrans	Admin. & Maint./Operating Facilities Improvements	217,050	
SOL990040	Vallejo Transit	ADA Set-aside	584,502	
SCL050046	VTA	ADA Set-aside	3,499,495	
CC-990045	WestCat	ADA Set-aside	113,375	
<u>10% Flexible Set-Aside</u>				
ALA010034	AC Transit	Maintenance Facility & Equipment Upgrades	1,593,896	
ALA990052	AC Transit	Paratransit Vehicle Lease	500,000	
SCL050043	ACE	Santa Clara Platform and Pedestrian Improvements	238,982	
REG050006	BART	Strategic Maintenance	5,134,962	
SM-03006B	Caltrain	Systemwide Track Rehab & Related Civil Structures	828,888	
CC-030034	CCCTA	Preventive Maintenance	345,682	
CC-030037	ECCTA	Preventive Maintenance	315,728	
MRN050025	GGBHTD	Facilities Rehabilitation	400,000	
MRN010034	GGBHTD	Preventive Maintenance	1,761,781	
ALA030030	LAVTA	Preventive Maintenance	233,285	
NAP97AM58	Napa VINE	Preventive Maintenance	154,875	
SF-050025	SFMTA	Flynn Facility Ventilation	1,470,431	
SF-050026	SFMTA	Escalator Rehabilitation	2,000,000	
SF-050027	SFMTA	Trolley Coach Rebuild 60 Articulated New Flyers	1,000,000	
SF-991001	SFMTA	Woods Maintenance Facility Rehab	1,000,000	
SM-030023	SamTrans	Preventive Maintenance	640,885	
ALA050044	Union City	Preventive Maintenance	24,165	
SOL030019	Vallejo	Preventive Maintenance	261,395	
SOL991055	Vallejo	Bus Maintenance Facility Rehab	279,421	
SCL990046	VTA	Preventive Maintenance	3,713,227	
CC-030025	WestCat	Preventive Maintenance	61,927	
Total Program Set-asides and Commitments			44,946,617	2,112,995
Funds Available for Programming			169,079,219	123,616,371

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FY 2007-08 FTA Section 5307 and 5309 Fixed Guideway				
TIP ID	Operator	Project Description	FTA Section 5307	FTA Section 5309 FG
Capital Projects				
ALA990052	AC Transit	Paratransit Vehicle Lease	777,147	
ALA070046	AC Transit	Zero Emission Bus Advanced Demonstration	1,000,000	
ALA010056	ACE (SJRC)	Track Improvements	8,419	880,441
BRT97100B	BART	Rail, Way and Structures Program	402,724	15,598,641
BRT030004	BART	Train Control Renovation		14,146,721
BRT030005	BART	Traction Power		9,015,212
SM-03006B	Caltrain	Systemwide Track Rehab & Related Civil Structures	5,132,476	2,367,523
SM-050041	Caltrain	Signal/Communication Rehabilitation	3,024,000	
SM-070033	Caltrain	Signal Replacement and Upgrade Program		1,477,561
SM-070034	Caltrain	Caltrain Systemwide Station Improvements		1,200,000
SF-070038	Caltrain	North Terminal Operational Improvements Phase II		1,200,000
SCL050065	Caltrain	Installation of Fixed Fuel Facility	960,000	
CC-050038	CCCTA	Replace 38 LINK vans and 12 flexvans	3,340,622	
SOL010006	Fairfield	Operating assistance	2,530,711	
MRN050025	GGBHTD	Facilities Rehabilitation	8,293,951	
MRN030005	GGBHTD	Transit Safety and Security Improvements	5,000,000	
MRN030011	GGBHTD	Ferry Major Components	40,159	199,841
MRN030010	GGBHTD	Fixed Guideway Connectors		2,000,000
MRN990017	GGBHTD	Ferry channel & berth dredging.	1,262,227	2,000,000
ALA050051	LAVTA	Replace (3) 2000 24' Paratransit Vehicles	397,189	
NAP970010	Napa	Operating assistance	1,859,080	
SF-970073	SFMTA	Cable car vehicle renovation program	355,542	483,114
SF-99T002	SFMTA	Cable Car Traction Power & Guideway Rehab		7,500,000
SF-050024	SFMTA	Wayside Train Control		3,200,000
SF-950037	SFMTA	SF Muni Rail Replacement Program 1998-20		13,000,000
SF-970170	SFMTA	Trolley Overhead Reconstruction		13,000,000
SM-050036	SamTrans	Repl. (76) 1993 Gillig 40' buses with hybrid buses	20,000,000	
SM-050039	SamTrans	Replace (10) 2001 El Dorado paratransit vehicles	1,323,963	
SON050026	SantaRosa Bus	Preventive Maintenance	1,200,000	
SON070011	SantaRosa Bus	6 Hybrid Electric Bus Purchase	1,395,481	
SON070012	SantaRosa Bus	Downtown Transit Mall Connectivity Improvements	436,681	
SON030012	SantaRosa Bus	Bus Stop Enhancements	29,347	
SOL050035	SolTrans	Replace (2) 2000 Chevy Mini Vans with cut-aways	133,625	
SON050016	Son Co Transit	CNG Bus Purchase	1,756,379	
SON050021	Son Co Transit	Bus Stop Improvement Project	9,782	
SOL050038	Vallejo	Replace 5 1983 40' RTS buses	0	
SOL050039	Vallejo	Replace 10 Paratransit Vans	483,214	
SOL030022	Vallejo	Ferry Major Components Rehabilitation	285,144	
SOL990039	Vacaville	Preventive Maintenance	1,528,025	
SCL990046	VTA	Preventive Maintenance	8,855,278	
SCL030005	VTA	Guadalupe Corridor LRT Platform Rehab & Retrofit	8,455,660	13,668,548
SCL050044	VTA	Replace Bus Fareboxes	2,377,973	
SCL050045	VTA	ADA Bus Stop Improvements	542,913	
SCL050047	VTA	De Anza Transit Center - Transit Enhancements	398,787	
SCL050048	VTA	CCTV / Video on Demand SecuritySystem	412,730	
SCL050002	VTA	LRT Rail Rehabilitation	1,086,400	
SCL050049	VTA	Rail Substation Rehabilitation / Replacement	522,282	
SCL050050	VTA	LRT Crossovers & Switches	0	
SCL070031	VTA	Chaboya Division Bus wash	796,294	
SCL070032	VTA	Upgrade Light Rail Station Public Address System	1,204,854	
CC-050039	Westcat	Replace 10 2002 Paratransit Vehicles	668,124	

FY 2007-08 FTA Section 5307 and 5309 Fixed Guideway				
TIP ID	Operator	Project Description	FTA Section 5307	FTA Section 5309 FG
<u>Surplus Funds - Increase Two Caltrain Project Caps to \$13 Million</u>				
SM-03006B	Caltrain	Systemwide Track Rehab & Related Civil Structures		5,522,959
<u>Surplus Funds - 80% using 10% flexible set-aside formula</u>				
ALA991070	AC Transit	Preventive Maintenance	9,959,337	
ALA050066	ACE (SJRC)	Signal Upgrade Project (Stockton to Lathrop)		1,466,082
REG05010	BART	General Mainline Renovation	19,144,513	10,954,652
CC-050046	CCCTA	Complete APC and AVA with Security Upgrades	320,000	
CC-050052	CCCTA	On-Board Security Cameras	160,000	
CC-050053	CCCTA	Operations Facility Security Camera System	80,000	
CC-050056	CCCTA	ADA Bus Stops at County Connection Offices	160,000	
CC-030034	CCCTA	Preventive Maintenance	1,804,951	
CC-050057	CCCTA	Scheduling Software Components for Planning	40,000	
CC-050048	ECCTA	Luminator Demonstration Project	488,096	
CC-050029	ECCTA	Park and Ride Lots	2,220,471	
MRN010035	GGBHTD	Radio/AVL System Replacement	663,088	
MRN970017	GGBHTD	Ferry Dredging - Fixed Guideway Replace./Rehab.		737,773
ALA030030	LAVTA	Preventive Maintenance	1,402,730	
SF-050027	SFMTA	Articulated Trolley Coach Rehab	1,798,000	
SF-050034	SFMTA	Light Rail Vehicle Safety Mods	12,002,697	3,997,303
SF-970105	SFMTA	Third St. IOS/MME	2,400,000	
SF-950037	SFMTA	SF Muni Rail Replacement Program 1998-20	800,000	
SF-970170	SFMTA	SF Muni Trolley Overhead Recon. Program	500,000	
SF-99T002	SFMTA	Cable Car Infrastructure	500,000	
SF-030013	SFMTA	Wayside fare Collection	700,000	
SF-990003	SFMTA	Radio Replacement	4,017,066	
SF-050035	SFMTA	Replace Misc. Equipment	300,000	
SF-050037	SFMTA	Subway Fire Alarm & Detection Systems Replacement	1,500,000	
SF-050038	SFMTA	Potrero/Presidio - Trolley Coach Lifts	2,500,000	
SF-990004	SFMTA	Islais Creek Motor Coach Facility	1,000,000	
SF-030004	SFMTA	Security Improvements & Graffiti Prevention	404,134	
SM-050047	SamTrans	Replacement of SamTrans Fare Collection Equipment	3,798,052	
ALA050062	Union City	Revenue Vehicle Replacement	143,210	
SOL030019	Vallejo	Preventive Maintenance (bus & ferry systems)	1,549,094	
CC-030025	Westcat	Preventive Maintenance	366,993	
		Total Program	159,009,616	123,616,372
		Fund Balance	10,069,602	0

Notes:

The 2/22/06 revision includes revised revenue projections and the programming of \$210,910,298 of additional projects following the Transit Capital Priorities policy contained on pages 25 and 26 of MTC Resolution 3688, Revised.

The 3/26/08 Revision includes the following:

- 1) Sonoma County Transit is funding their replacement of 10 1996 CNG buses with alternative fund sources and will swap out the funds for preventive maintenance.
- 2) Operators in the Santa Rosa, Fairfield, and Vacaville Urbanized Areas, did not wish to participate in the ADA or 10% flexible set-aside programming elements.
- 3) ACE has also elected to not claim funds in the Livermore and San Jose UAs. This limits the amount of funding that ACE can receive from the remaining eligible UAs (San Francisco-Oakland and Concord) to \$1,057,000 per eligible project category.
- 4) Golden Gate Transit deferred replacement of 34 1991 40' TMC buses to FY20 in exchange for \$8,293,951 for Facilities Rehabilitation.
- 5) \$133,625 programmed to Benicia for van replacement was reprogrammed to Vallejo and then to SolTrans as part of the consolidation of the operators under SolTrans.

Date: May 24, 2006
W.I.: 1512
Referred By: PAC
Revised: 11/15/06-ED 09/26/07-C
12/15/10-C 11/28/12-C
12/18/13-C 01/27/16-C
09/28/16-C

ABSTRACT

Resolution No. 3738, Revised

This resolution approves the principles, process, and schedule for exchanging federal, state, and local funds and the criteria for reserving these funds for BART's A, B, C1, and C2 cars until the cars are eligible for replacement, beginning in 2013, and the funds are needed by BART.

This resolution was revised through administrative action by the Executive Director on November 15, 2006 to include the final version of the agreement between MTC and BART. The revisions specify that the amount of local funds BART agrees to deposit into the Account is equal to 100% of the federal reimbursement less any BART principal previously withheld for retention in the Account, delete a reference to early termination of the agreement, and made a few other terminology changes.

This resolution was revised by the Commission on September 26, 2007 to make a minor correction in Attachment B to the amount programmed in FY 2006-07, and to include in Attachment B a reference to \$45 million in Third Cycle STP funds that were programmed to the BART Car Replacement project by the Commission in MTC Resolution 3723, Revised.

This resolution was revised by the Commission on December 15, 2010 to incorporate references to FTA funds programmed to the BART Car Replacement Project in conjunction with MTC Resolution 3918.

This resolution was revised by the Commission on November 28, 2012 to amend Attachment B to update the amount of federal programming subject to the Funding Exchange Agreement, and to authorize the withdrawal of up to \$15.5 million from the Funding Exchange Account under specified conditions.

This resolution was revised by the Commission on December 18, 2013 to revise the language of Attachment A regarding BART's deposits of local funds into the Funding Exchange Account,

ABSTRACT

MTC Resolution No. 3738, Revised

Page 2 of 2

and to amend Attachment B to update the amount of federal programming subject to the Funding Exchange Agreement.

This resolution was revised by the Commission on January 27, 2016 to amend Attachment B to update the amount of federal programming subject to the Funding Exchange Agreement.

This resolution was revised on September 28, 2016 to amend Attachment B to update the amount of federal programming subject to the Funding Exchange Agreement.

Further discussion of the BART car fund exchange and reserve account is contained in the “Executive Director” memorandum and the Programming and Allocations Summary Sheet dated May 10, 2006, and the Programming and Allocations Summary Sheets dated September 12, 2007, November 10, 2010, November 14, 2012, December 11, 2013, January 13, 2016, and September 14, 2016.

Date: May 24, 2006
W.I.: 1512
Referred By: PAC

RE: BART Car Replacement Funding Exchange and Reserve Account

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 3738

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, MTC has adopted a 25-year regional transportation plan (RTP), entitled the Transportation 2030 Plan, (MTC Resolution No. 3681, approved February 23, 2005); and

WHEREAS, the Transportation 2030 Plan identifies a funding shortfall of \$1.3 billion over the next twenty-five years for high priority transit capital projects; and

WHEREAS, the Bay Area Rapid Transit District's (BART) fleet replacement program, which is scheduled to begin in 2013, comprises a significant portion of the region's high priority transit capital shortfall; and

WHEREAS, MTC and BART staff have been in discussions over the development of a program to fund the BART A, B, C1, and C2 car replacement program, hereinafter called "Project", set to begin in 2013, by exchanging federal, state, and local funds for BART local funds and establishing a reserve for such funds, and propose that MTC and BART enter into an agreement articulating the principles for accomplishing such fund exchanges and establishing a reserve capital funding account for the Project; and

WHEREAS, MTC as the regional planning agency has facilitated discussions about financing the Project, including exchanging regional funds and reserving funds for this purpose in coordination with members of the Bay Area Partnership and have afforded opportunity for comment; and

WHEREAS, MTC and BART have specified the terms and conditions of the Project in an agreement which is set forth in Attachment A to this Resolution, attached hereto and incorporated herein as though set forth at length; now, therefore be it

RESOLVED, that MTC approves Attachment A; and, be it further

RESOLVED, that Attachment B, Programmed Amounts, attached hereto and incorporated herein as though set forth at length, sets forth the agreed-upon funding amounts for the fund exchange, which may be amended from time to time by amendment to this Resolution; and, be it further

RESOLVED, that the Executive Director is authorized to execute Attachment A on behalf of MTC, and to make non-substantive changes or minor amendments as deemed appropriate subject to review by MTC's Office of General Counsel for form; and, be it further

RESOLVED, that upon execution of Attachment A by the signatory agencies, MTC staff shall commence implementing the fund exchange and establishing the BART Car Replacement Restricted Account.

METROPOLITAN TRANSPORTATION COMMISSION

A handwritten signature in black ink, appearing to read 'Jon Rubin', is written over a horizontal line. The signature is stylized and somewhat cursive.

Jon Rubin, 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 24, 2006.

Date: May 24, 2006
W.I.: 1512
Referred By: PAC
Revised: 11/15/06-ED 09/26/07-C
12/15/10-C 11/28/12-C
12/18/13-C 01/27/16-C
09/28/16-C

Attachment B
Resolution No. 3738, Revised
Page 1 of 2

ATTACHMENT B
TABLE 1. PROGRAMMED FEDERAL FUNDING AMOUNTS SUBJECT TO
BART CAR REPLACEMENT FUNDING EXCHANGE AGREEMENT

Ready-to-go Project Title	Transportation Improvement Program	Fund Source	Amount	Fiscal Year Programming
Preventive Maintenance	REG050020	Surface Transportation Program	\$22,680,000	FY 2005-06
Preventive Maintenance	REG050020	Surface Transportation Program	\$22,681,000	FY 2006-07
Preventive Maintenance	REG050020	Surface Transportation Program	\$22,682,000	FY 2007-08
Preventive Maintenance	REG050020	Surface Transportation Program	\$22,683,000	FY 2008-09
Preventive Maintenance	REG050020	FTA Section 5307	\$25,940,067	FY 2010-11
Preventive Maintenance	REG050020	FTA Sections 5307 & 5309 FG	\$23,979,594	FY 2011-12
Preventive Maintenance	REG050020	FTA Sections 5307 & 5337	\$72,000,000	FY 2012-13
Preventive Maintenance	REG050020	FTA Sections 5307 & 5337 & Surface Transportation Program	\$77,000,000	FY 2013-14
Preventive Maintenance	REG050020	FTA Sections 5307 & 5337	\$52,815,324 ¹	FY 2014-15
Preventive Maintenance	REG050020	FTA Sections 5307 & 5337	\$47,116,668 ¹	FY 2015-16

Notes:

- 1) BART will deposit \$52,547,712 in FY2016-17, which includes \$5,431,044 of FY2014-15 funds not awarded until FY2015-16, in addition to \$47,116,668, the amount programmed in FY2015-16.

ATTACHMENT B
TABLE 2. AUTHORIZED WITHDRAWALS FROM BART CAR
REPLACEMENT FUNDING EXCHANGE ACCOUNT

Withdrawal No.	Fiscal Year	MTC Approval Date	Authorized Amount	Conditions
01	2012-13	November 28, 2012	\$15,500,000	Funds to be withdrawn from the ACCOUNT are to be expended for PROJECT costs only.

Date: March 26, 2008
W.I.: 1512
Referred By: PAC
Revised: 04/23/08-C 05/27/09-C
11/16/11-C 05/28/14-C
09/28/16-C

ABSTRACT

Resolution No. 3854, Revised

This resolution approves the FY 2008-09 FTA Section 5307 and FTA Section 5309 Fixed Guideway (FG) funds for inclusion in the 2009 Transportation Improvement Program (TIP).

This resolution was amended on April 23, 2008 to program an additional \$25.6 million to BART's Railcar Replacement Project.

This resolution was amended on May 27, 2009 to reconcile the program with the final FY 2008-09 FTA apportionments.

This resolution was amended on November 16, 2011 to reprogram funds from Benicia to Solano County Transit (SolTrans) to reflect the merger of Benicia and Vallejo transit services under SolTrans.

This resolution was revised on May 28, 2014 to re-program unexpended funds from Vallejo's Preventive Maintenance, Maintenance/Operating Facilities and ADA Set-Aside projects to WETA and SolTrans as Vallejo's Ferry services are now being managed by WETA and Vallejo's Bus Transit services are being managed by SolTrans.

This resolution was revised on September 28, 2016 to re-program funds to and from various BART projects by their request, consistent with TCP Process and Criteria.

Further discussion of the FTA program of projects is contained in the Programming and Allocations Committee summary sheets dated March 5, 2008, April 9, 2008, May 13, 2009, November 9, 2011, May 14, 2014, and September 14, 2016.

Date: March 26, 2008
W.I.: 1512
Referred By: PAC

RE: San Francisco Bay Area Regional Transit Capital Priorities

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 3854

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 is required to prepare and endorse a Transportation Improvement Program (TIP) which includes a list of priorities for transit capital projects; and

WHEREAS, MTC is the designated recipient of the Federal Transit Administration (FTA) Section 5307 and 5309 Fixed Guideway funds for the large urbanized areas of San Francisco-Oakland, San Jose, Concord, Antioch, and Santa Rosa and have been authorized by the California Department of Transportation (Caltrans) as the representative for the Governor of the State of California to program the FTA Section 5307 small urbanized area funds of Vallejo, Fairfield, Vacaville, Napa, Livermore, Gilroy-Morgan Hill, and Petaluma in MTC's 2005 Federal Transportation Improvement Program; and

WHEREAS, MTC has worked cooperatively with the cities, counties and transit operators and with Caltrans in the region to establish priorities for the transit capital projects to be included in the TIP; and

WHEREAS, the process and criteria used in the selection and ranking of such projects are set forth in MTC Resolution No. 3841; and

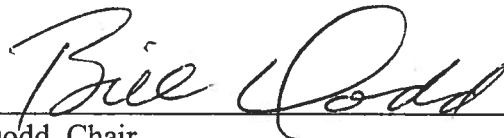
WHEREAS, the projects to be included in the TIP are set forth in the detailed project listings in Attachments A, which are incorporated herein as though set forth at length; now, therefore, be it

RESOLVED, that MTC adopts the FY 2008-09 Transit Capital Priorities for projects to be included in the TIP as set forth in Attachments A; and, be it further

RESOLVED, that MTC will use the priorities set forth in Attachments A to program sources of federal, state, regional and local funds to finance the projects; and, be it further

RESOLVED, that the Executive Director of MTC is authorized and directed to forward a copy of this resolution to FTA, and such agencies as may be appropriate.

METROPOLITAN TRANSPORTATION COMMISSION

A handwritten signature in cursive script that reads "Bill Dodd". The signature is written in black ink and is positioned above a horizontal line.

Bill Dodd, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in Oakland, California on March 26, 2008.

Date: March 26, 2008
W.I.: 1512
Referred by: PAC
Revised: 04/23/08-C
05/27/09-C
11/16/11-C
05/28/14-C
09/28/16-C

Attachment A
Resolution No. 3854
Page 1 of 4

FY 2008-09 FTA Section 5307 and 5309 Fixed Guideway				
TIP ID	Operator	Project Description	FTA Section 5307	FTA Section 5309 FG
			Actual Apportionment	218,801,549
			Previous Year Carryover	7,814,650
			Funds Available for Programming	226,616,199
			Enhancement Requirement	132,240,508
PY Commitments - deferred from FY08				
REG050010	BART	General Mainline Renovation	1,941,561	2,530,437
MRN050026	GGBHTD	Replace MS Sonoma Ferry Vessel	3,190,824	7,573,176
ADA Set-Aside				
ALA990076	AC Transit	ADA Set-aside	6,754,499	
SCL991060	Caltrain	Caltrain/ACE Santa Clara Train Station	509,183	
BRT99T001B	BART	ADA Capital - Enhancements	1,638,209	
BRT99T001B	BART	ADA Capital	1,369,086	
SM-050040	Caltrain	ADA Set-aside	1,040,581	
CC-99T001	CCCTA	ADA Set-aside	666,327	
CC-030035	ECCTA	ADA Set-aside	483,916	
MRN99T001	GGBHTD	ADA Set-aside	1,148,960	
ALA990077	LAVTA	ADA Set-aside	291,986	
NAP030004	Napa VINE	ADA Set-aside	29,068	
SF-990022	SFMTA	ADA Set-aside	3,847,919	
SM-990026	SamTrans	ADA Set-aside	510,411	
SM-070049	SamTrans	Facility/Equipment Rehabilitation/Replacement	38,302	
SM-090018	SamTrans	Schedule & Database Software Enhancements	282,374	
SM-030023	SamTrans	Preventive Maintenance	192,000	
SOL990040	Vallejo Transit	ADA Set-aside	666,056	
SCL050046	VTA	ADA Set-aside	3,685,565	
CC-990045	WestCat	ADA Set-aside	111,237	

Date: March 26, 2008
W.I.: 1512
Referred by: PAC
Revised: 04/23/08-C
05/27/09-C
11/16/11-C
05/28/14-C
09/28/16-C

Attachment A
Resolution No. 3854
Page 2 of 4

FY 2008-09 FTA Section 5307 and 5309 Fixed Guideway				
TIP ID	Operator	Project Description	FTA Section 5307	FTA Section 5309 FG
10% Flexible Set-Aside				
ALA990035	AC Transit	Satcom Expansion	250,000	
ALA990034	AC Transit	Maintenance Facilities Upgrades	1,804,414	
ALA050066	ACE	ACE signal upgrade project	234,599	
REG050006	BART	Strategic Maintenance Program	4,888,748	
SM070047	Caltrain	Caltrain Bridge Rehabilitation Program	435,836	
CC-030034	CCCTA	Preventive Maintenance	340,443	
CC-030037	ECCTA	Preventive Maintenance	324,300	
MRN991039	GGBHTD	Management Information System	752,358	
ALA030030	LAVTA	Preventive Maintenance	239,499	
NAP97AM58	Napa VINE	Preventive Maintenance	221,750	
SM030023	SamTrans	Preventive Maintenance	628,801	
SF070045	SFMTA	Trolley Coach Replacement	400,000	
SF-991001	SFMTA	Woods Lifts	150,000	
SF-070007	SFMTA	C3-Central Control & Communications	2,367,284	
SF-050026	SFMTA	Escalator Rehabilitation	2,050,000	
SF070047	SFMTA	C3-Subway PA and Passenger Display Systems Replacement	400,000	
ALA070062	Union City	Purchase Six (6) CNG Buses	23,710	
SOL070044	Vallejo	Revenue Vehicle Rehabilitation	112,000	
SOL070044	Vallejo	Revenue Vehicle Rehabilitation	64,000	
SOL070043	Vallejo	Maintenance/Operating Facilities	0	
SOL070042	Vallejo	Fixed/Heavy Equipment	57,600	
SOL070043	Vallejo	Maintenance/Operating Facilities	18,484	
SOL070042	Vallejo	Fixed/Heavy Equipment	8,000	
SOL070042	Vallejo	Fixed/Heavy Equipment	8,000	
SOL070041	Vallejo	Service Vehicles	48,000	
SOL070040	Vallejo	Office Equipment	134,400	
SOL030019	Vallejo	Preventive Maintenance	39,582	
SCL990046	VTA	Preventive Maintenance	3,766,520	
CC-070095	WestCat	Site security upgrade	60,759	
Zero Emission Bus Advanced Demonstration Set-Aside				
ALA991070	AC Transit	Preventive Maintenance	7,115,273	
SM030023	SamTrans	Zero Emission Bus Advanced Demonstration	1,091,227	
SCL990046	VTA	Zero Emission Bus Advanced Demonstration	2,735,500	
			59,169,153	10,144,658
			167,447,046	122,095,850
Capital Projects				
ALA991070	AC Transit	Preventive Maintenance	17,881,875	
ALA990052	AC Transit	Paratransit Van Leasing	1,640,000	
ALA050066	ACE (SJRC)	ACE signal upgrade project	326,289	730,711
New	BART	Car Replacement Program		12,565,777
BRT030004	BART	Train Control Renovation		14,016,000
BRT030005	BART	Traction Power		9,046,186
BRT97100B	BART	Rail, Way and Structures Program	328906	15,937,814

Date: March 26, 2008
W.I.: 1512
Referred by: PAC
Revised: 04/23/08-C
05/27/09-C
11/16/11-C
05/28/14-C
09/28/16-C

Attachment A
Resolution No. 3854
Page 3 of 4

FY 2008-09 FTA Section 5307 and 5309 Fixed Guideway				
TIP ID	Operator	Project Description	FTA Section 5307	FTA Section 5309 FG
SOL070035	Benicia	Shop Truck Replacement	24,000	
SM-050041	Caltrain	Signal/Communication Rehabilitation	4,664,329	2,835,671
SM-030006	Caltrain	Systemwide Track Rehab & Related Civil Structures		7,500,000
SM070047	Caltrain	Caltrain Bridge Rehabilitation Program		389,479
CC070094	CCCTA	Replace 40 diesel 40' buses	15,189,199	
CC070093	CCCTA	Replace 11 gasoline paratransit vans	646,470	
CC070092	ECCTA	1997 Transit Bus Replacement	4,622,058	
SOL010006	Fairfield	Operating assistance	2,424,006	
MRN030011	GGBHTD	Ferry Major Components	1,852,158	147,842
MRN990017	GGBHTD	Ferry channel & berth dredging	2,391,371	2,000,000
MRN030010	GGBHTD	Fixed Guideway Connectors		2,000,000
ALA070061	LAVTA	Bus Replacement (12) 30' Alt Fuel Vehicles	5,829,268	
NAP970010	Napa	Operating assistance	1,486,778	
SON070023	Petaluma	Bus-30'-Diesel	717,834	
SON070022	Petaluma	Cutaway - 24'	70,016	
SF-970073	SFMTA	Cable Car Vehicle Renovation	500,000	
SF-99T005	SFMTA	Historic Vehicle Rehabilitation	5,000,000	
SF-99T002	SFMTA	Cable Car Traction Power & Guideway Rehab	3,669,425	3,830,575
SF-030013	SFMTA	Wayside Fare Collection Equip	7,500,000	
SF070046	SFMTA	Rehab 170 Neoplans	5,031,982	
SF-950037	SFMTA	Rail Replacement 1998-2009		13,000,000
SF-970170	SFMTA	Overhead Rehab 1998-2009		13,000,000
SF-050024	SFMTA	Wayside/Central Train Control		7,500,000
SM-050036	SamTrans	Bus Repl: (126) 40" Vehicles	20,560,728	
SON050026	Santa Rosa CityBus	Preventive Maintenance	397,048	
SON030011	Santa Rosa CityBus	Operating assistance	1,318,000	
SON070020	Santa Rosa CityBus	Hybrid Electric Bus Purchase (Replacement)	1,277,490	
New	Santa Rosa CityBus	Automated Vehicle Location System	288,138	
SON030012	Santa Rosa CityBus	Bus Stop Enhancements	35,357	
SOL070039	SoITrans	Radio Equipment	32,000	
SOL070031	SoITrans	Replacement of two minivans	80,104	
SOL070030	SoITrans	Replacement of one cutaway vehicle	58,770	
SOL070038	SoITrans	GFI Genfare Fare Collection System	52,000	
SOL070037	SoITrans	Security Cameras on Buses	72,000	
SOL070036	SoITrans	Benicia Breeze Maintenance Facility	440,000	
SOL070022	SoITrans	Bus Shelter Replacement - 7	33,600	
SOL070022	SoITrans	Bus Shelter Purchase - 5	24,000	
SOL070035	SoITrans	Shop Truck Replacement	8,000	
SOL070034	SoITrans	Administrative Car	21,695	
SOL070033	SoITrans	Shop Equipment	80,000	
SOL070032	SoITrans	Preventative Maintenance	21,001	
SON030005	Sonoma County Transit	Preventive Maintenance	1,279,826	
SON050021	Sonoma County Transit	Bus Stop Improvement Project	11,786	
ALA070062	Union City	Purchase Six (6) CNG Buses	2,458,010	
SOL010007	Vacaville	Operating assistance	933,460	
SOL020022	Vallejo	Ferry Major Components Rehabilitation	380,000	
SOL070044	Vallejo	Revenue Vehicle Rehabilitation	152,000	
SOL070043	Vallejo	Maintenance/Operating Facilities	0	

Date: March 26, 2008
W.I.: 1512
Referred by: PAC
Revised: 04/23/08-C
05/27/09-C
11/16/11-C
05/28/14-C
09/28/16-C

Attachment A
Resolution No. 3854
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FY 2008-09 FTA Section 5307 and 5309 Fixed Guideway				
TIP ID	Operator	Project Description	FTA Section 5307	FTA Section 5309 FG
SOL070042	Vallejo	Fixed/Heavy Equipment	240,000	
SOL030019	Vallejo	Preventive Maintenance	724,462	
SCL050002	VTA	Rail Replacement and Rehabilitation		1,607,250
SCL070045	VTA	Abatement of Light Rail Left-hand Turn and Intrusion		1,208,141
SCL030005	VTA	Guadalupe Corridor Platform Retrofit		10,019,076
New	VTA	Guadalupe OCS Rehabilitation & Replacement Prog		693,750
SCL050001	VTA	Procure Small Capacity Replacement Buses	3,000,000	
SCL050049	VTA	Rail Substation Rehab/Replacement		2,025,000
SCL070048	VTA	Bus Surveillance Equipment Replacement	421,942	
SCL050045	VTA	Bus Stop Pavement, Duckouts, & Accessibility	449,292	
SXL070046	VTA	Paratransit Vehicles	596,970	
SCL990046	VTA	Preventive Maintenance	27,955,238	
CC070091	Westcat	Purchase of fully validating fareboxes	417,600	
New	WETA	Fixed Guideway Connectors	509,344	1,140,656
Total Program			146,125,821	121,276,020
Fund Balance			21,321,225	819,831

Notes:

- 1) Operators in the Santa Rosa , Fairfield, and Vacaville Urbanized Areas did not wish to participate in the ADA or 10% flexible set-aside programming elements, and operators in the Napa and Petaluma UAs do not participate in the ADA set-aside.
- 2) Funds are programmed to WETA for an Alameda-Oakland Ferry project contingent on the adoption of a transition plan for WETA's assumption of responsibility for maintaining AOF's capital assets.
- 3) AC Transit is exchanging funds programmed for its Zero Emission Bus project and the replacement of 19 60-foot Articulated Buses, (11) 45-foot Suburban Buses, and (6) 45-foot Suburban Buses for \$24,602,980 in preventive maintenance.
- 4) VTA is exchanging funds programmed for its Zero Emission Bus project \$2,735,500 in preventive maintenance.
- 5) Unobligated funds programmed to Benicia were reprogrammed to SolTrans as part of the consolidation of Benicia and Vallejo transit services under SolTrans.

Date: July 22, 2009
W.I.: 1512
Referred By: PAC
Revised: 04/28/10-C 05/26/10-C
06/22/11-C 11/16/11-C
01/25/12-C 09/26/12-C
04/24/13-C 05/28/14-C
05/25/16-C 09/28/16-C

ABSTRACT

Resolution No. 3916, Revised

This resolution approves the FY 2009-10 through FY 2011-12 FTA Section 5307 and FTA Section 5309 Fixed Guideway (FG) programs for inclusion in the 2009 Transportation Improvement Program (TIP).

This resolution was revised on April 28, 2010 to reprogram \$17.5 million in Section 5307 funds from SFMTA to AC Transit as part of funding exchange with CMAQ funds.

This resolution was revised on May 26, 2010 to reconcile the FY 2009-10 program with the final FY 2009-10 FTA apportionments, and to program the FY 2010-11 and FY 2011-12 Vehicle Procurement Reserve to BART (\$80 million) and Caltrain (\$70 million) for their rail car replacement projects.

This resolution was revised on June 22, 2011 to reconcile the FY 2010-11 program with the final FY 2011 FTA apportionments, implement an exchange of \$17.5 million in CMAQ funds programmed to AC Transit's Bus Rapid Transit project for FTA preventive maintenance funding, and transfer \$5 million from Caltrain's Railcar Replacement project to preventive maintenance.

This resolution was amended on November 16, 2011 to reconcile the FY 2011-12 program with revised estimates of FY 2012 FTA apportionments prior to amending the program into the TIP. The revisions address a potential \$38 million revenue shortfall by withholding Flexible Set-Aside funds, deferring projects and making other program reductions; and also reprogram funds previously programmed to Vallejo in FY 2011 and FY 2012 to Solano County Transit (SolTrans) to reflect the merger of Benicia and Vallejo transit services under SolTrans.

This resolution was amended on January 25, 2012 to program an additional \$10 million of FY 2011-12 FTA Section 5307 funds for AC Transit's Preventive Maintenance. The funds had been

ABSTRACT

MTC Resolution No. 3916, Revised

Page 2

held in reserve pending AC Transit Board action responding to recommendations adopted by the Commission as part of MTC Resolution Nos. 3831 and 3880, Revised.

This resolution was revised on September 26, 2012 to reconcile the FY 2011-12 program with the final FY 2012 FTA apportionments, reprogram approximately \$27.4 million from Caltrain Railcar Replacement to Caltrain Advanced Signal System, and make other fund transfers between projects.

This resolution was revised on April 24, 2013 to reflect several transfers of funding between eligible projects and deferral of projects to future years.

This resolution was revised on May 28, 2014 to re-program funding from existing GGBH&TD Bus Replacement projects to a new Facilities project as requested by GGBH&TD. The resolution was also revised to change the project sponsor from GGBH&TD to Marin Transit for “Replacement of 3 2005 Paratransit Vans.”

This resolution was revised on May 25, 2016 to reprogram \$8 million in the FY2010-11 program from GGBHTD’s District Facilities project to its MS Sonoma Refurbishment project, as requested by GGBHTD.

This resolution was revised on September 28, 2016 to re-program funds to and from various BART projects by their request, consistent with TCP Process and Criteria.

Further discussion of the FTA program of projects is contained in the Programming and Allocations Committee summary sheets dated July 8, 2009, April 14, 2010, May 12, 2010, June 8, 2011 November 9, 2011, January 11, 2012, September 12, 2012, April 10, 2013, May 14, 2014, May 11, 2015, and September 14, 2016.

Date: July 22, 2009
W.I.: 1512
Referred By: PAC

RE: San Francisco Bay Area Regional Transit Capital Priorities

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 3916

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 is required to prepare and endorse a Transportation Improvement Program (TIP) which includes a list of priorities for transit capital projects; and

WHEREAS, MTC is the designated recipient of the Federal Transit Administration (FTA) Section 5307 and 5309 Fixed Guideway funds for the large urbanized areas of San Francisco-Oakland, San Jose, Concord, Antioch, and Santa Rosa and have been authorized by the California Department of Transportation (Caltrans) as the representative for the Governor of the State of California to program the FTA Section 5307 small urbanized area funds of Vallejo, Fairfield, Vacaville, Napa, Livermore, Gilroy-Morgan Hill, and Petaluma in MTC's 2009 Federal Transportation Improvement Program; and

WHEREAS, MTC has worked cooperatively with the cities, counties and transit operators and with Caltrans in the region to establish priorities for the transit capital projects to be included in the TIP; and

WHEREAS, the process and criteria used in the selection and ranking of such projects are set forth in MTC Resolution No. 3908; and

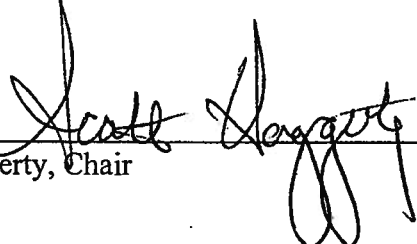
WHEREAS, the projects to be included in the TIP are set forth in the detailed project listings in Attachments A, which are incorporated herein as though set forth at length; now, therefore, be it

RESOLVED, that MTC will use the priorities set forth in Attachments A to program sources of federal, state, regional and local funds to finance the projects; and, be it further

RESOLVED, that the Executive Director or designee is authorized to revise Attachment A as necessary to reflect the programming of projects as the projects are revised in the TIP; and be it further

RESOLVED, that the Executive Director of MTC is authorized and directed to forward a copy of this resolution to FTA, and 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 regular meeting of the Commission held in Oakland, California on July 22, 2009.

FY 2009-10 FTA Section 5307 and 5309 Fixed Guideway Program				
TIP ID	Operator	Project Description	FTA Section 5307	FTA Section 5309 FG
			Actual Apportionment	216,919,567
			Previous Year Carryover	20,293,167
			Funds Available for Programming	237,212,734
				130,450,055
				942,966
				131,393,021
ADA Set-Aside				
ALA990076	AC Transit	ADA Operating Assistance	7,558,073	
SCL991060	Caltrain	Caltrain/ACE Santa Clara Train Station	532,072	
BRT99T001B	BART	ADA Capital - Enhancements	3,126,281	
REG090051	Caltrain	Revenue Vehicle Rehab Program	1,085,980	
CC-99T001	CCCTA	ADA Operating Assistance	704,352	
CC-030035	ECCTA	ADA Operating Assistance	516,736	
MRN090036	GGBHTD	Bus Stop Improvement Project	1,182,151	
ALA990077	LAVTA	ADA Operating Assistance	304,827	
NAP030004	Napa Vine	ADA Operating Assistance	24,368	
SF-990022	SFMTA	ADA Operating Assistance	3,959,075	
SM-990026	SamTrans	ADA Operating Assistance	1,052,641	
SOL990040	Vallejo Transit	ADA Operating Assistance	612,433	
SCL050046	VTA	ADA Operating Assistance	3,739,578	
CC-990045	WestCat	ADA Operating Assistance	114,450	
Flexible Set-Aside				
ALA991070	AC Transit	Preventive Maintenance	2,100,836	
REG050010	BART	General Mainline Renovation	5,403,640	
SCL991060	Caltrain	Caltrain/ACE Santa Clara Train Station	241,032	
REG090051	Caltrain	Revenue Vehicle Rehab Program	856,275	
CC-030034	CCCTA	Preventative Maintenance	359,871	
CC-030037	ECCTA	Preventive Maintenance Program	279,856	
CC-050029	ECCTA	Park and Ride Facility Land Purchase - Security Project	66,439	
REG090052	GGBHTD	SF Bus Lot Modifications	752,470	
ALA030030	LAVTA	Preventive Maintenance	252,627	
NAP970010	Napa	Operating Assistance	195,292	
SON090009	Petaluma	Preventative Maintenance	14,829	
SF-050026	SFMTA	Escalator Rehab		5,488,564
SM090019	SamTrans	Service Support Vehicles	257,600	
SM030023	SamTrans	Preventive Maintenance	385,409	
SON030005	Sonoma County Transit	Preventive Maintenance	29,816	
ALA030031	Union City	Existing Bus Pkg,Concrete Pkwy	24,245	
SOL050039	Vallejo Transit	Revenue Vehicle Replacement	356,222	
REG090048	Vallejo	Replace Supervisor Vehicles	64,800	
REG090049	Vallejo	Replace Maintenance Vehicles	151,200	
SCL990046	VTA	Preventive Maintenance	3,970,535	
CC-090038	WestCat	Mobile column bus Lifts - Maintenance	62,132	
REG090050	WETA	Preventative Maintenance	82,029	
Economic Reserve				
ALA991070	AC Transit	Preventive Maintenance	4,948,876	
SCL991060	Caltrain	Caltrain/ACE Santa Clara Train Station	732,662	
REG090051	Caltrain	Revenue Vehicle Rehab Program	586,776	
REG090053	Caltrain	Preventative Maintenance	943,292	
CC-030037	ECCTA	Preventive Maintenance Program	190,254	
REG090052	GGBHTD	SF Bus Lot Modifications	2,315,918	
ALA030030	LAVTA	Preventive Maintenance	580,921	
NAP970010	Napa	Operating Assistance	540,712	
SON090009	Petaluma	Preventative Maintenance	16,404	
SF-050026	SFMTA	Escalator Rehab		311,436
SF-090032	SFMTA	TEP Capital Implementation Program	4,899,251	
SF-090031	SFMTA	Preventive Maintenance	7,000,000	
SM030023	SamTrans	Preventive Maintenance	1,961,777	
SON030005	Sonoma County	Preventive Maintenance	74,255	
ALA090031	Union City	Bus Replacement (2)	17,000	
ALA070062	Union City	Purchase Six (6) CNG Buses	41,971	
ALA030031	Union City	Existing Bus Pkg,Concrete Pkwy	15,000	
SOL030019	Vallejo/Benicia	Preventive Maintenance	1,425,789	
SCL990046	VTA	Preventive Maintenance	8,971,810	
REG090050	WETA	Preventative Maintenance	64,411	
Total Program Set-asides and Commitments			75,747,250	5,800,000
Funds Available for Programming			161,465,484	125,593,021

FY 2009-10 FTA Section 5307 and 5309 Fixed Guideway Program				
TIP ID	Operator	Project Description	FTA Section 5307	FTA Section 5309 FG
Capital Projects				
ALA990052	AC Transit	Paratransit Van Leasing	1,672,800	
ALA991070	AC Transit	Preventive Maintenance	45,459,113	
ALA090060	ACE	Rebuild Diesel Locomotives	763,107	
ALA090065	BART	Fare Collection Equipment		1,955,000
BRT030004	BART	Train Control		11,480,000
BRT030005	BART	Traction Power	975,781	2,769,219
BRT97100B	BART	Track Replacement Rehabilitation	2,100,000	19,720,000
BRT030005	BART	Replacement of Fixed Guideway Elements & Fare Collection Equipment		2,520,000
SCL991060	Caltrain	Caltrain/ACE Santa Clara Train Station	1,460,000	
SM-050041	Caltrain	Signal/ Communication Rehabilitation & Upgrades		4,500,000
SM-03006B	Caltrain	Systemwide Track Rehabilitation & Related Structures		8,770,000
CC-050038	CCCTA	Replace Vans	3,695,160	
CC-070092	ECCTA	1997 Transit Bus Replacement	5,705,553	
CC-090039	ECCTA	Translink Fareboxes	66,444	
SOL010006	Fairfield	Operating Assistance	2,740,773	
MRN090026	GGBHTD	Replace 6 Paratransit Vans	372,204	
MRN090022	GGBHTD	Replace 2 Paratransit Vans	163,548	
MRN090021	GGBHTD	Replace 2 Paratransit Vans	124,068	
MRN030011	GGBHTD	Ferry Major Component Replacement	4,000,000	
MRN090025	GGBHTD	Ferry Propulsion	1,660,000	
ALA090035	LAVTA	Replace 3 Paratransit Vehicles of 2002 Vintange	353,580	
NAP970010	Napa	Operating Assistance	746,632	
SON090010	Petaluma	Bus Replacement	636,508	
SON090009	Petaluma	Preventive Maintenance	213,856	
SF-950037B	SFMTA	Rail Replacement Projects		6,640,000
SF-970170	SFMTA	Overhead Rehabilitation Projects		9,140,000
SF-050024	SFMTA	Wayside Train Control Equipment Rehab and Replacment		1,500,000
SF-030013	SFMTA	Wayside Fare Collection Equipment Rehab and Replacement.		6,300,000
SF-070045	SFMTA	Trolley Car Replacement	7,694,836	26,542,057
SF-99T005	SFMTA	Historic Vehicle Rehabilitation		6,800,000
SF-970073	SFMTA	Cable Car Vehicle Renovation		1,050,000
SM050036	SamTrans	Replacement of up to 73-40 ft and 64-35 ft buses	4,571,918	
SM030023	SamTrans	Preventive Maintenance	3,506,371	
SON030011	Santa Rosa	Operating Assistance	1,318,170	
SON090024	Santa Rosa	Preventive Maintenance	1,631,298	
SON030012	Santa Rosa	Bus Stop Enhancements	34,754	
SON070020	Santa Rosa	Hybrid Electric Bus Purchase (Replacement)	612,874	
SON010024	Sonoma County	Bus Replacement	142,126	
SON050021	Sonoma County	Bus Stop Improvement Project	11,585	
SON030005	Sonoma County	Preventive Maintenance	1,175,929	
SOL010007	Vacaville	Operating Funds	493,315	
SOL991099	Vacaville	Purchase Transit Equipment - Fareboxes and Tools	100,000	
SOL090026	Vacaville	Vacaville: Replace 5 Medium-Duty CNG Buses	1,816,000	
SOL050040	Vallejo	Replace Diesel buses with Hybrid Electrics	3,684,800	
SOL090011	Vallejo	Ferry mid-life Repower	11,264,000	
SCL050045	VTA	ADA Bus Stop Improvements	417,818	
SCL990046	VTA	Preventive Maintenance	24,826,384	
SCL090039	VTA	Security Improvements for Light Rail	439,084	
SCL050002	VTA	Rail Rehabilitation & Replacement on Guadalupe Light Rail System		2,301,750
SCL050049	VTA	Traction Power Substation Replacement on Guadalupe Light Rail		4,050,000
REG090054	WETA	Harbor Bay Dredging	60,000	
REG090057	WETA	Ferry Major Component	432,000	
REG090056	WETA	Floats & Gangways	776,000	
REG090055	WETA	Ferry Propulsion Systems	2,412,000	
Total Capital Projects			140,330,389	116,038,026
Total Program			216,077,639	121,838,026
Fund Balance			21,135,096	9,554,995

Notes:

- Operators in the Santa Rosa, Fairfield, and Vacaville Urbanized Areas did not wish to participate in the ADA or 10% flexible set-aside programming elements, and operators in the Napa and Petaluma UAs do not participate in the ADA set-aside.
- AC Transit exchanged \$22,446,863 for replacement of 49 45' suburban buses and \$8,897,914 for replacement of 18 45' OTR coaches for \$31,344,777 in preventive maintenance. The buses will be procured with I-bond funds.
- SamTrans exchanged \$2,045,371, part of the funding for replacement of up to 91-40 foot buses, 40-35 foot buses, and 4-30 foot buses, for preventive maintenance. The buses will be partially funded with ARRA funds.
- Sonoma County Transit exchanged \$215,390 for replacement of one 40' CNG bus in exchange for preventive maintenance. The bus will be procured with ARRA funds.
- Petaluma deferred replacement of 8 cutaways in exchange for \$238,447 in preventive maintenance in FY10. Due to insufficient funds in Petaluma UA, \$105,522 from Bus Replacement and \$87,980 in Van Replacement transferred to PM in FY10. Bus and van funds to be restored in FY11.
- GGBHTD deferred 11,778,870 for bus replacement to FY15. Funds will have priority for programming in FY15 as a prior-year obligation.

FY 2010-11 FTA Section 5307 and 5309 Fixed Guideway Program

TIP ID	Operator	Project Description	FTA Section 5307	FTA Section 5309 FG
			Actual Apportionment	216,504,664
			Previous Year Carryover	132,223,176
			Funds Available for Programming	8,901,518
			226,324,643	141,124,694
ADA Set-Aside				
ALA990076	AC Transit	ADA Operating Assistance	4,339,305	
ALA010056	ACE	ACE Track Improvements	553,354	
BRT99T01B	BART	ADA Capital - Enhancements	3,251,332	
REG090051	Caltrain	Revenue Vehicle Rehab Program	1,129,418	
CC-99T001	CCCTA	ADA Operating Assistance	732,526	
CC-030035	ECCTA	ADA Operating Assistance	537,405	
MRN090033	GGBHTD	ADA Operating Assistance	1,229,437	
ALA990077	LAVTA	ADA Operating Assistance	311,817	
NAP030004	Napa Vine	ADA Operating Assistance	24,436	
SF-990022	SFMTA	ADA Operating Assistance	4,117,438	
SM-990026	SamTrans	ADA Operating Assistance	1,094,747	
SOL990040	Vallejo Transit	ADA Operating Assistance	624,814	
SCL050046	VTA	ADA Operating Assistance	3,884,698	
CC-990045	WestCat	ADA Operating Assistance	119,028	
Economic Reserve				
SM-050005	BART	Preventive Maintenance	12,599,452	
CC-030034	CCCTA	Preventative Maintenance	827,797	
CC-030037	ECCTA	Preventive Maintenance	263,844	
REG090050	WETA	Ferry Major Component	64,411	
Vehicle Procurement Reserve				
REG050020	BART	BART Car Replacement Exchange Preventive Maintenance	25,940,067	
REG090037	BART	Railcar Replacement	7,284,799	
			Total Program Set-asides and Commitments	0
			Funds Available for Programming	141,124,694
			68,930,125	157,394,518
Capital Projects				
ALA990052	AC Transit	Paratransit Van Leasing	1,706,256	
ALA991070	AC Transit	Preventive Maintenance	34,500,000	
ALA010056	ACE	ACE Track Improvements	1,460,000	
BRT030004	BART	Train Control		13,980,000
BRT030005	BART	Traction Power		4,420,000
BRT97100B	BART	Track Replacement Rehabilitation	2,496,035	18,103,965
ALA090065	BART	Replacement of Fixed Guideway Elements and Fare Collection Equipment	2,520,000	
SM-03006B	Caltrain	Systemwide Track Rehabilitation & Related Structures		12,940,248
SM-050041	Caltrain	Signal/ Communication Rehabilitation & Upgrades		329,752
REG090053	Caltrain	Preventive Maintenance	5,000,000	
CC-030034	CCCTA	Preventive Maintenance	5,466,170	
CC-070092	ECCTA	Transit Bus Replacements	5,263,853	
SOL010006	Fairfield	Operating Assistance	2,497,847	
MRN090034	GGBHTD	Replace 30 - 1997 45' Over-the-Road Buses	5,597,020	
MRN050025	GGBHTD	District Facilities	1,667,580	
MRN150005	GGBHTD	MS Sonoma Refurbishment	8,000,000	
MRN090035	GGBHTD	Replace 7 paratransit vans	445,669	
NAP970010	Napa	Operating Assistance	1,438,183	
SON090030	Petaluma	Electronic Fareboxes	120,000	
SON090029	Petaluma	2 Van Replacement	180,940	
SON090010	Petaluma	Preventive maintenance	193,502	

FY 2010-11 FTA Section 5307 and 5309 Fixed Guideway Program				
TIP ID	Operator	Project Description	FTA Section 5307	FTA Section 5309 FG
SF-99T005	SFMTA	Historic Vehicle Rehabilitation		10,000,000
SF-970073	SFMTA	Cable Car Vehicle Renovation		1,102,500
SF-090035	SFMTA	Paratransit Van Replacement	1,945,341	
SF-070046	SFMTA	Rehab 170 Neoplan Motor Coaches	4,800,000	
SF-070045	SFMTA	Trolley Car Replacement		20,000,000
SF-95037B	SFMTA	Rail Replacement	4,026,555	14,040,000
SF-970170	SFMTA	Overhead Rehabilitation		14,040,000
SF-050024	SFMTA	Wayside Train Control Equipment Rehab and Replacement		7,500,000
SF-030013	SFMTA	Wayside Fare Collection Equipment Rehab and Replacement		700,000
SM-030023	SamTrans	Preventive Maintenance	5,092,763	
SM-090042	SamTrans	Replacement of 10 2007 Minivans	403,930	
SON030011	Santa Rosa	Operating Assistance	1,318,170	
SON090024	Santa Rosa	Preventive Maintenance	1,634,486	
SON030012	Santa Rosa	Bus Stop Enhancements	34,694	
SON070020	Santa Rosa	Hybrid Electric Bus Purchase (Replacement)	482,559	
SON050021	Sonoma County	Bus Stop Improvement Project	11,565	
SON030005	Sonoma County	Preventive Maintenance	1,145,068	
ALA090061	Union City	Replacement of Four (4) Transit Buses	1,658,276	
ALA090064	Union City	Replacement of Two (2) Transit Buses	854,758	
SOL010007	Vacaville	Operating Funds	973,000	
SOL97AM70	Vacaville	Bus Shelters	400,000	
SOL090028	SolTrans	Communication Upgrades (AVL, GPS, and other)	1,728,000	
SOL090029	SolTrans	Bus Radio(s) replacement	94,000	
SOL090030	SolTrans	Vault Receiver	88,000	
SOL090031	SolTrans	Bill Counters	8,000	
SOL090032	SolTrans	Public Address System	28,000	
SOL090033	SolTrans	Bus Maintenance Facility Renovation	800,000	
SCL050002	VTA	Rail Rehabilitation & Replacement		1,683,000
SCL090044	VTA	TP OCS Rehab & Replacement		6,098,250
SCL050049	VTA	TP Substation Replacement		4,767,000
SCL050045	VTA	ADA Bus Stop Improvements	442,846	
SOL010006	VTA	Preventive Maintenance	36,432,424	
CC-090060	WestCAT	Revenue Vehicle Replacement	1,015,640	
CC-110046	WestCAT	Bus Wash	150,000	
CC-110047	WestCAT	Vehicle Rehab	180,585	
REG090054	WETA	Harbor Bay Dredging	200,000	
REG090057	WETA	Ferry Major Component	336,000	
REG090055	WETA	Ferry Propulsion Systems	1,600,000	
REG110020	WETA	Facilities Rehabilitation	200,000	
REG090067	WETA	Fixed Guideway Connectors	1,344,000	
Total Capital Projects			147,981,715	129,704,715
Total Program			216,911,840	129,704,715
Fund Balance			9,412,803	11,419,979

Notes:

- Operators in the Napa and Petaluma UAs do not participate in the ADA set-aside.
- The 10% Flexible Set-Aside was not programmed in FY11 due to apportionment shortfalls in FY11 and projected shortfalls in FY12.
- AC Transit exchanged \$20,000,000 for replacement of 68 low-floor 40' buses for preventive maintenance. The buses will be procured with I-bond funds. \$3,000,000 of the preventive maintenance funding was deferred to FY12.
- AC Transit exchanged \$17,500,000 in CMAQ programmed to its BRT project for \$17,500,000 in 5307 for preventive maintenance. CMAQ funds were reprogrammed to SFMTA's Central Subway; \$17.5M I-Bond funds were transferred from Central Subway to BART's Fixed Guideway projects, which will be reduced by \$17.5M in TCP funds in FY12.
- Caltrain exchanged \$5,000,000 in FY12 funding for Railcar Replacement for preventive maintenance in FY11. The Railcar funding will be replaced by Caltrain using non-TCP funds. The region will not replace the \$5 million, meaning that the share of regional participation in car replacement will decrease by \$5 million.
- CCCTA deferred replacement of 10 40' buses from FY11 to FY23 in exchange for \$5,466,170 in preventive maintenance.
- Petaluma deferred replacement of 8 cutaways in exchange for \$238,447 in preventive maintenance in FY10. Due to insufficient funds in Petaluma UA, \$105,522 from Bus Replacement and \$87,980 in Van Replacement transferred to PM in FY10. Funds were restored in FY11 as preventive maintenance; the vehicles were purchased with local funds.
- SFMTA deferred \$20,000,000 programmed in FY11 and \$4,159,333 programmed in FY12 for replacement of 45 40' NABI buses to FY13 in exchange for \$4,026,555 for Rail Replacement.
- SamTrans deferred replacement of 62 1998 Gillig buses to FY12 and 10 to FY23 in exchange for \$5,092,763 in preventive maintenance.
- Sonoma County Transit exchanged \$400,000 for replacement of one 40' CNG bus in exchange for preventive maintenance. The bus will be procured with ARRA funds.
- WestCAT deferred \$3,326,130 for replacement of 9 out of 11 40' buses from FY11 to FY13 in exchange for \$276,500 to upgrade the two remaining buses to 45' OTR coaches, \$150,000 for a bus wash, and \$180,585 for vehicle rehabs.
- Unobligated funds programmed to Vallejo were reprogrammed to SolTrans as part of the consolidation of Benicia and Vallejo transit services under SolTrans.
- GGBHTD deferred \$5,660,000 for fixed guideway projects to FY15. Funds will have priority for programming in FY15 as a prior-year obligation.

FY 2011-12 FTA Section 5307 and 5309 Fixed Guideway Program				
TIP ID	Operator	Project Description	FTA Section 5307	FTA Section 5309 FG
		Actual Apportionment	212,023,119	130,670,026
		Previous Year Carryover	8,254,868	11,419,979
		Funds Available for Programming	220,277,987	142,090,005
ADA Set-Aside				
ALA990076	AC Transit	ADA Operating Assistance	3,961,150	
ALA050042	ACE	Preventive Maintenance	506,887	
BRT99T01B	BART	ADA Paratransit Capital Accessibility Improve	2,972,888	
REG090051	Caltrain	Revenue Vehicle Rehab Program	1,045,789	
CC-99T001	CCCTA	ADA Operating Assistance	672,718	
CC-030035	ECCTA	ADA Operating Assistance	487,639	
MRN99T001	GGBHTD	ADA Operating Assistance	448,918	
ALA990077	LAVTA	ADA Operating Assistance	295,715	
MRN110047	MCTD	ADA Set-aside	673,378	
NAP030004	Napa Vine	ADA Operating Assistance	24,070	
SF-990022	SFMTA	ADA Operating Assistance	3,758,618	
SM-990026	SamTrans	ADA Operating Assistance	999,343	
SOL990040	SolTrans	ADA Operating Assistance	593,943	
SCL050046	VTA	ADA Operating Assistance	3,638,697	
CC-990045	WestCat	ADA Operating Assistance	108,655	
Economic Reserve				
CC-110080	ECCTA	Capital Maintenance-Fuel	278,564	
CC-030025	WestCat	Preventative Maintenance	146,362	
REG110020	WETA	Facilities Rehabilitation	64,411	
Vehicle Procurement Reserve				
REG090037	BART	Railcar Replacement	36,775,134	10,000,000
REG050020	BART	BART Car Exchange Preventive Maintenance	22,979,594	1,000,000
REG110030	Caltrain	Advanced Signal System	18,589,069	8,844,200
		Total Program Set-asides and Commitments	99,021,542	19,844,200
		Funds Available for Programming	121,256,445	122,245,805
Capital Projects				
ALA990052	AC Transit	Paratransit Van Leasing	1,740,381	
ALA991070	AC Transit	Preventive Maintenance	22,191,982	
ALA090060	ACE	Rebuild Diesel Locomotives	1,460,000	
BRT030005	BART	Traction Power	2,808,318	3,091,682
BRT97100B	BART	Track Replacement Rehabilitation	3,092,310	15,007,690
ALA090065	BART	Replacement of Fixed Guideway Elements and Fare Collection Equipment		20,000
SM-03006B	Caltrain	Systemwide Track Rehabilitation & Related Structures		13,270,000
REG090053	Caltrain	Preventive Maintenance	3,333,333	1,666,667
CC-110061	CCCTA	Replace (10) 40' buses - Hybrid	5,627,420	
CC-110062	CCCTA	Replace (4) LINK Vans	371,840	
CC-110063	CCCTA	Replace (4) Minivans	173,556	
CC-070092	ECCTA	Transit Bus Replacements	2,774,881	
CC-090039	ECCTA	Clipper Fareboxes	136,464	
CC-050029	ECCTA	Park and Ride Facility Land Purchase - Security Project	0	
SOL010006	Fairfield	Operating Assistance	2,374,911	
MRN110027	GGBHTD	Replace 2 - 1998 45' Over-the-Road Buses	0	
MRN110028	Marin Transit	Replace 3 - 2005 paratransit vans	195,897	
MRN050025	GGBHTD	District Facilities	1,048,234	
ALA030030	LAVTA	Preventative Maintenance	116,780	
ALA110095	LAVTA	East Bay Radio Communication System Hookup	512,000	
ALA110096	LAVTA	Capital Maintenance-Fuel	128,132	
NAP970010	Napa	Operating Assistance	1,442,265	
SON110032	Petaluma	Communication Equipment	46,371	

Revised: 04/28/10-C	05/26/10-C
06/22/11-C	11/16/11-C
01/25/12-C	09/26/12-C
04/24/13-C	05/28/14-C
05/25/16-C	09/28/16-C

FY 2011-12 FTA Section 5307 and 5309 Fixed Guideway Program				
TIP ID	Operator	Project Description	FTA Section 5307	FTA Section 5309 FG
SF-99T005	SFMTA	Historic Vehicle Rehabilitation		13,146,553
SF-970073	SFMTA	Cable Car Vehicle Renovation		1,157,625
SF-090035	SFMTA	Paratransit Van Replacement	206,824	
SF-070046	SFMTA	Rehab 170 Neoplan Motor Coaches	4,800,000	
SF-070045	SFMTA	Trolley Car Replacement	1,174,792	18,825,208
SF-950037B	SFMTA	Rail Replacement		20,290,000
SF-99T002	SFMTA	Cable Car System Rehabilitation		3,076,000
SF-970170	SFMTA	Overhead Rehabilitation		2,064,000
SF-050024	SFMTA	Wayside Train Control Equipment Rehab and Replacement		10,150,000
SF-030013	SFMTA	Wayside Fare Collection Equipment Rehab and Replacement		700,000
SM-110056	SamTrans	Capital Maintenance-Fuel	3,346,604	
SON030011	Santa Rosa CityBus	Operating Assistance	1,318,170	
SON090024	Santa Rosa CityBus	Preventive Maintenance	1,614,506	
SON030012	Santa Rosa CityBus	Bus Stop Enhancements	33,761	
SON110045	Santa Rosa	Capital Maintenance - Fuel	409,670	
SOL110026	SolTrans	Coin Counter Machine	7,200	
SOL110033	SolTrans	Capital Maintenance - Fuel	320,606	
SON070024	Sonoma County Transit	Bus Replacement	1,565,233	
SON030005	Sonoma County	Preventive Maintenance	135,000	
SON050021	Sonoma County Transit	Bus Stop Improvement Project	11,254	
SOL010007	Vacaville	Operating Funds	983,000	
SCL050045	VTA	ADA Bus Stop Improvements	460,559	
SCL990046	VTA	Preventive Maintenance	38,286,489	
SCL050002	VTA	Rail Replacement Program		2,586,048
SCL090044	VTA	TP OCS Rehab & Replacement		2,209,701
SCL050049	VTA	Rail Substation Rehab/Replacement		978,000
SCL110099	VTA	Light Rail Bridge and Structure - SG Repair		1,360,000
SCL110100	VTA	Kinkisharyo LRV Overhaul Program		1,029,600
SCL110101	VTA	LRV Body Shop Dust Separation Wall		436,000
SCL110102	VTA	LRV Maintenance Shop Hoist		2,749,856
SCL110105	VTA	LR Signal Assessment / SCADA System Replacement		2,800,000
SCL110104	VTA	Light Rail Track Crossovers and Switches		579,578
SCL110103	VTA	Update Santa Teresa Interlock Signal House		688,000
CC-110057	WestCat	Revenue Vehicle Replacement	1,857,205	
CC-110058	WestCAT	Service Vehicle Replacement	31,721	
REG090057	WETA	Ferry Major Component Rehab/Replacement		1,655,000
REG090054	WETA	Ferry Channel & Berth Dredging		200,000
REG090067	WETA	Fixed Guideway Connectors		825,000
		Total Capital Projects	106,137,669	120,562,208
		Total Program	205,159,211	140,406,408
		Fund Balance	15,118,776	1,683,597

Notes:

- Operators in the Santa Rosa, Fairfield, and Vacaville Urbanized Areas did not wish to participate in the ADA or 10% flexible set-aside programming elements, and operators in the Napa and Petaluma UAs do not participate in the ADA set-aside.
- AC Transit deferred \$3,000,000 for preventive maintenance from FY11 to FY12 and exchanged \$19,191,982 for bus replacements for PM in FY12. \$10,000,000 in PM released to AC Transit as a result of meeting conditions specified in MTC Resolutions 3831, 3880 and 3916 revised June 2011.
- Caltrain exchanged \$37,433,269 in FY12 for Railcar Replacement for \$5,000,000 preventive maintenance in FY11, \$5,000,000 preventive maintenance in FY12, and \$27,433,269 for Advanced Signal System in FY12. The region will not replace \$10 million of the rail car funds, i.e., the share of regional participation in Car Replacement will be reduced by \$10,000,000.
- SFMTA deferred \$20,000,000 programmed in FY11 and \$4,159,333 programmed in FY12 for replacement of 45 40' NABI buses to FY13 in exchange for \$4,026,555 for Rail Replacement in FY11.
- SamTrans deferred \$24,745,874 for replacement of 62 1998 Gillig Buses from FY12 to FY13 in exchange for \$2,115,216 for Advanced Communication System (ACS) Upgrades.
- Sonoma County Transit exchanged \$135,000 in partial funding for bus replacement for an equal amount in Preventive Maintenance. The bus procurement will be completed with Prop. 1B, TDA/STA and Air District funds.
- WestCAT deferred \$380,657 for replacement of one 40' bus to FY13 in exchange for \$31,721 for replacement of one service vehicle.
- AC Transit exchanged \$17,500,000 in CMAQ programmed to its BRT project for \$17,500,000 in 5307 for preventive maintenance in FY11. CMAQ funds were reprogrammed to SFMTA's Central Subway; \$17.5M I-Bond funds were transferred from Central Subway to BART's Fixed Guideway projects, which were reduced by \$17.5M in TCP funds in FY12.
- WETA deferred \$1,000,000 of fixed guideway cap funding to FY13.
- Unobligated funds programmed to Vallejo were reprogrammed to SolTrans as part of the consolidation of Benicia and Vallejo transit services under SolTrans.
- VTA used its FY12 fixed guideway project cap of \$9,450,000 and \$6,176,383 of its FY13 fixed guideway project cap for fixed guideway projects in FY12. VTA's fixed guideway project cap in the FY13 program will be reduced by \$6,176,383.
- GGBHTD deferred \$5,660,000 for fixed guideway projects to FY15. Funds will have priority for programming in FY15 as a prior-year obligation.

Date: January 23, 2013
W.I.: 1512
Referred By: PAC
Revised: 02/27/13-C 04/24/13-C
05/22/13-C 09/25/13-C
02/26/14-C 04/23/14-C
05/28/14-C 12/17/14-C
01/27/16-C 09/28/16-C

ABSTRACT

Resolution No. 4084, Revised

This resolution approves the FY2012-13 and FY2013-14 Transit Capital Priorities preliminary program of projects for inclusion in the Transportation Improvement Program (TIP). The program includes projects funded with FTA Section 5307 Urbanized Area, Section 5309 Fixed Guideway Modernization, Section 5337 State of Good Repair, and Section 5339 Bus and Bus Facilities.

This Resolution includes the following attachment:

Attachment A – FY2012-13 and FY2013-14 Program of Projects

This resolution was amended on February 27, 2013 to transfer \$2 million in Section 5307 funds from an SFMTA bus replacement project to BART's enterprise asset management system project. The funding for the SFMTA project will be replaced with FTA Section 5309 Bus discretionary funds.

This resolution was revised on April 24, 2013 to reflect several transfers of funding between eligible projects and deferral of projects to future years.

This resolution was revised on May 22, 2013 to program previously reserved funds for ACE, Caltrain, and the Solano County operators, to program additional funding for AC Transit and SFMTA bus replacement projects, and to make program revisions to reconcile to final FY2012-13 FTA apportionments.

This resolution was revised on September 25, 2013 to make minor revisions to the Transit Capital Priorities program for FY2012-13 and FY2013-14 to reconcile the program to final FTA apportionments.

ABSTRACT

MTC Resolution No. 4084, Revised

Page 2

This resolution was revised on February 26, 2014 to make revisions to the FY2013-14 Transit Capital Priorities program to transfer funds from two existing AC Transit Bus Procurement projects to a new AC Transit Farebox Replacement project; and to transfer funds from two existing WETA Fixed Guideway projects to an existing WETA Ferry Replacement project. The resolution was also revised to program FY 2013-14 5307 funds to Lifeline Transportation Program projects to replace JARC funds that lapsed.

This resolution was revised on April 23, 2014 to make program revisions to reconcile the program to final FY2013-14 apportionments released by FTA and to make additional changes requested by operators that were consistent with the TCP policy.

This resolution was revised on May 28, 2014 to re-program \$400,000 from Fairfield and Suisun Transit (FAST) bus engine replacements to operating assistance after the Solano County Coordinated Short Range Transit Plan was submitted demonstrating that the replacement of the engines and buses used for intercity express routes, as well as other capital needs, can be adequately funded while continuing to use FTA funds for operating costs. The resolution was also revised to re-program most of Caltrain's ADA set-aside funds to their Revenue Vehicle Rehabilitation Program, to re-program funds from Soltrans' Bus Purchase project to their Preventive Maintenance project as requested by the operator; and to revise Napa's and Soltrans' ADA operating set-aside amounts to keep them under the 10% ADA limit by Urbanized Area.

This resolution was revised on December 17, 2014 to re-program \$4,258,982 from the amount reserved for Caltrain's Positive Train Control/Electrification project to Caltrain's San Mateo Bridges Replacement project in FY2012-13. The resolution was also revised to re-program \$2,841,018 and \$4,000,000 from the amount reserved for Caltrain's Positive Train Control/Electrification project to Caltrain's San Mateo Bridges Replacement project and SFMTA's Global Positioning System projects, respectively, in FY14. The resolution was also revised to reflect minor transfers of funding between AC Transit projects as a result of project cost savings. The changes have been highlighted under Attachment A to this resolution.

This resolution was revised on January 27, 2016 to re-program \$413,000 reserved for Caltrain's Positive Train Control/Electrification project to Caltrain's Systemwide Track Rehab and Related Structures project in FY2013-14. The change has been highlighted under Attachment A to this resolution.

ABSTRACT

MTC Resolution No. 4084, Revised

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This resolution was revised on September 28, 2016 to re-program funds to and from various BART projects by their request, consistent with TCP Process and Criteria.

Further discussion of the Transit Capital Priorities program of projects is contained in the Programming and Allocation Committee Executive Director memorandum dated January 9, 2013, and the Programming and Allocation Committee summary sheet dated February 13, 2013, April 10, 2013, May 8, 2013, September 11, 2013, February 12, 2014, April 9, 2014, May 14, 2014, December 10, 2014, January 13, 2016, and September 14, 2016.

Date: January 23, 2013
W.I.: 1512
Referred By: PAC

RE: San Francisco Bay Area Regional Transit Capital Priorities

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4084

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 is required to prepare and endorse a Transportation Improvement Program (TIP) which includes a list of priorities for transit capital projects; and

WHEREAS, MTC is the designated recipient of the Federal Transit Administration (FTA) Section 5307 Urbanized Area, Section 5309 Fixed Guideway Modernization, Section 5337 State of Good Repair, and Section 5339 Bus and Bus Facilities 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 and Section 5339 small urbanized area funds of Vallejo, Fairfield, Vacaville, Napa, Livermore, Gilroy-Morgan Hill, and Petaluma in MTC's Federal Transportation Improvement Program; and

WHEREAS, MTC has worked cooperatively with the cities, counties and transit operators and with Caltrans in the region to establish priorities for the transit capital projects to be included in the TIP; and

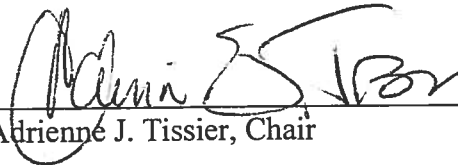
WHEREAS, the process and criteria used in the selection and ranking of such projects are set forth in MTC Resolution No. 4072; and

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

RESOLVED, that the Executive Director or designee is authorized to revise Attachment A as necessary to reflect the programming of projects as the projects are revised in the TIP; and be it further

RESOLVED, that the Executive Director of MTC is authorized and directed to forward a copy of this resolution to FTA, and such agencies as may be appropriate.

METROPOLITAN TRANSPORTATION COMMISSION



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 January 23, 2013.

FY 2012-13 Transit Capital Priorities / Transit Capital Rehabilitation Program						
TIP ID	Operator	Project Description	FTA Section 5307	FTA Section 5309 FG	FTA Section 5337	FTA Section 5339
Actual Apportionments			206,676,575	0	167,541,738	12,658,679
Previous Year Carryover			36,464,600	1,683,596	0	0
Funds Available for Programming			243,141,175	1,683,596	167,541,738	12,658,679
Lifeline Set-Aside (JARC Projects)						
TBD	TBD	Reserved for projects included in the Lifeline Transportation Program Cycle 3 (MTC Resolution No. 4053, Revised).	3,456,429			
ADA Operating Set-Aside						
ALA990076	AC Transit	ADA Set-aside	3,933,205			
ALA050042	ACE	Preventive Maintenance	503,096			
BRT99T01B	BART	ADA Paratransit Capital Accessibility Improve	2,962,267			
SM-050040	Caltrain	ADA Set-aside	79,363			
REG090051	Caltrain	Revenue Vehicle Rehab Program	868,379			
CC-99T001	CCCTA	ADA Set-aside	667,479			
CC-030035	ECCTA	ADA Set-aside	522,888			
MRN090033	GGBHTD	ADA Set-aside	445,751			
ALA990077	LAVTA	ADA Set-aside	302,768			
MRN110047	Marin Transit	ADA Set-aside	668,627			
NAP030004	Napa VINE	ADA Set-aside	29,557			
SM-990026	SamTrans	ADA Set-aside	992,293			
SF-990022	SFMTA	ADA Set-aside	3,732,102			
SOL110025	SolTrans	ADA Set-aside	665,421			
SCL050046	VTA	ADA Set-aside	3,124,039			
CC-990045	WestCat	ADA Set-aside	107,889			
Prior-Year Commitments - Projects Deferred from FY2011-12						
REG090067	WETA	Ferry Fixed Guideway Connectors - Main Street Terminal	1,000,000			
Total Program Set-asides and Commitments			24,061,553	0	0	0
Funds Available for Capital Programming			219,079,622	1,683,596	167,541,738	12,658,679
Capital Projects						
ALA010034	AC Transit	CAD/AVL	5,000,000			
ALA010034	AC Transit	Radio communication system	5,000,000			
ALA990052	AC Transit	Paratransit Van Leasing	1,433,386			
ALA110116	AC Transit	(51) Diesel Particulate Filters for 30' Buses	795,225			
REG110044	ACE	Positive Train Control (PTC)	1,664,400			
BRT030004	BART	Train Control			13,000,000	
BRT030005	BART	Traction Power			23,834,173	
BRT97100B	BART	Rail, Way, and Structures Program		726,392	4,371,463	
ALA090065	BART	Fare Collection Equipment			3,135,886	
REG050020	BART	BART Car Exchange Preventive Maintenance	11,753,191		60,246,809	
REG090037	BART	Railcar Replacement			500,000	
ALA110090	BART	Enterprise Asset Management System	2,000,000			
SM-010054	Caltrain	San Mateo Bridges Replacement			8,766,563	
SM-050041	Caltrain	Caltrain: Signal/Communication Rehab. & Upgrades			1,153,437	
SM-110076	Caltrain	Caltrain TVM Replacement			980,000	
REG110030	Caltrain	Positive Train Control/Electrification - RESERVED			0	
CC-110095	CCCTA	CCCTA: Replace 7 30' Buses	1,999,441			840,438
CC-110096	CCCTA	CCCTA: Replace 6 22' Paratransit Vans	401,592			
CC-110097	CCCTA	CCCTA: Replace 4 Paratransit Minivans	180,236			
CC-110098	CCCTA	Purchase and Install 40 Electric Cooling Fans	200,000			
CC-070092	ECCTA	Replace Ten, 2001 40' Gilligs	4,774,603			
CC-070092	ECCTA	Replace Two, 2007 Chevrolet Minivans				
CC-070092	ECCTA	Replace One, 2003 DR Cutaway/Van	89,787			
CC-070092	ECCTA	Replace One, 2006 DR Cutaway/Van	66,932			
CC-030037	ECCTA	Preventive Maintenance	266,647			
SOL010006	Fairfield	Fairfield Operating Assistance	2,378,311			
MRN110045	GGBHTD	Replace 7 - 40' Diesel Buses	3,008,005			
ALA030030	LAVTA	Preventative Maintenance	1,399,366			
MRN110043	Marin Transit	Replace 7 Local Buses	4,057,707			
NAP970010	Napa Vine	Napa Vine: Operating Assistance	1,776,524			
NAP090008	Napa Vine	Equipment Replacement & Upgrades	46,814			170,991
SON110051	Petaluma	Replace 2 Paratransit Cutaways FY13	9,360			124,504

Date: January 23, 2013

W.I.: 1512

Referred by: PAC

Revised: 02/27/13-C 04/24/13-C

05/22/13-C 09/25/13-C

02/26/14-C 04/23/14-C

05/28/14-C 12/17/14-C

01/27/16-C 09/28/16-C

Attachment A

Resolution No. 4084

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FY 2012-13 Transit Capital Priorities / Transit Capital Rehabilitation Program						
TIP ID	Operator	Project Description	FTA Section 5307	FTA Section 5309 FG	FTA Section 5337	FTA Section 5339
Capital Projects, continued						
SM-110062	Samtrans	Replacement of 1998 Gillig Buses	17,397,271			
SM-110070	Samtrans	Replacement of 14 2009 Minivans	619,597			
SM-030023	Samtrans	Preventive Maintenance	6,896,630			
SON090023	Santa Rosa	Santa Rosa CityBus: Operating Assistance	1,678,872			
SON090024	Santa Rosa	Santa Rosa CityBus: Preventative Maintenance	1,281,664			
SON030012	Santa Rosa	Santa Rosa CityBus: Transit Enhancements	31,093			
SON070020	Santa Rosa	Diesel-Electric Hybrid Fixed-Route Replacement Bus				231,591
SF-090043	SFMTA	45 40' NABI Replacement	7,419,719			6,690,972
SF-090035	SFMTA	35 22' Paratransit vans	4,163,725			
SF-110050	SFMTA	58 40' Neoplan Bus Replacement	15,815,991			
SF-110051	SFMTA	26 60' Neoplan Bus Replacement	16,742,037			
SF-070045	SFMTA	60 60' New Flyer Trolley Bus Replacement	0			
SF-990003	SFMTA	ITS Radio System Replacement	5,000,000			
SF-95037B	SFMTA	Muni Rail Replacement			26,992,086	
SF-970073	SFMTA	Cable Car Renovation Program			960,000	
SF-990003	SFMTA	Global Positioning System			2,600,000	
SOL110040	Soltrans	Operating Assistance	1,100,000			
SOL090033	Soltrans	Maintenance Facility	1,750,000			
SOL090034	Soltrans	Bus Purchase	416,835			
SOL110038	Soltrans	Technology Enhancements				
SON030005	Sonoma County	SCT Preventive Maintenance Program	986,845			
SON050021	Sonoma County	SCT Bus Stop Enhancements	10,364			
SON110049	Sonoma County	Replacement of One CNG 40-Foot Orion Bus				
SOL110042	Vacaville	Additional FR Buses	1,205,486			0
SOL010007	Vacaville	Operating Assistance	985,000			
SCL990046	VTA	VTA: Preventive Maintenance	32,541,169		2,601,175	
SCL050045	VTA	VTA: ADA Bus Stop Improvements	350,749			
SCL050002	VTA	VTA: Rail Replacement Program		957,204	705,379	
SCL050001	VTA	VTA: Standard and Small Bus Replacement				2,743,276
CC-110092	WestCat	Replacement of 8 (1988) 40' transit buses.	3,502,672			
SF-110053	WETA	Replacement Vessel	14,800,000			
REG090057	WETA	Ferry Major Component Rehabilitation - Solano	1,600,000			
REG090057	WETA	Ferry Major Component Rehabilitation - Vallejo	960,000			
REG090055	WETA	Ferry Propulsion System Replacement - Peralta	4,208,000			
REG090067	WETA	Ferry Fixed Guideway Connectors - Main Street Terminal	224,000			
		Total Capital Projects	189,989,246	1,683,596	149,846,971	10,801,772
		Total Programmed	214,050,799	1,683,596	149,846,971	10,801,772
		Fund Balance	29,090,376	0	17,694,767	1,856,907

FY 2013-14 Transit Capital Priorities / Transit Capital Rehabilitation Program						
TIP ID	Operator	Project Description	FTA Section 5307	FTA Section 5337	FTA Section 5339	
			Actual Apportionments	208,984,999	170,320,038	13,072,341
			Previous Year Carryover	29,090,376	17,694,767	1,856,907
			Funds Available for Programming	238,075,375	188,014,805	14,929,248
Lifeline Set-Aside (JARC Projects)						
To be programmed	To be programmed	Reserved for projects included in the Lifeline Transportation Program Cycle 3 (MTC Resolution No. 4053, Revised) and Cycle 4.	2,889,856			
ADA Operating Set-Aside						
ALA990076	AC Transit	ADA Set-aside	3,987,520			
ALA050042	ACE	Preventive Maintenance	510,043			
BRT99T01B	BART	ADA Paratransit Capital Accessibility Improve	3,003,174			
SM-050040	Caltrain	ADA Set-aside	0			
REG090051	Caltrain	Revenue Vehicle Rehab Program	960,667			
CC-99T001	CCCTA	ADA Set-aside	676,696			
CC-030035	ECCTA	ADA Set-aside	530,109			
MRN090033	GGBHTD	ADA Set-aside	451,907			
ALA990077	LAVTA	ADA Set-aside	306,948			
MRN110047	Marin Transit	ADA Set-aside	677,860			
NAP030004	Napa VINE	ADA Set-aside	23,847			
SM-990026	SamTrans	ADA Set-aside	1,005,996			
SF-990022	SFMTA	ADA Set-aside	3,783,639			
SOL110025	SolTrans	ADA Set-aside	590,647			
SCL050046	VTA	ADA Set-aside	3,166,259			
CC-990045	WestCat	ADA Set-aside	109,379			
Vehicle Procurement Reserve						
New	Caltrain	Railcar Replacement - RESERVED		24,323,719		
			Total Program Set-asides and Commitments	22,674,547	24,323,719	0
			Funds Available for Capital Programming	215,400,828	163,691,086	14,929,248
Capital Projects						
ALA990052	AC Transit	Paratransit Van Leasing	1,433,386			
ALA110117	AC Transit	Replace (28) 2000 40' Urban buses	10,200,964			
ALA110118	AC Transit	Replace (40) 2002 40' Urban buses	14,572,805			
ALA130002	AC Transit	Replace (27) 2003 60' articulated buses	22,303,145			
ALA110106	AC Transit	Farebox Replacement	2,000,000			
ALA010034	AC Transit	Facilities Upgrade	746,788			
REG110044	ACE	Positive Train Control (PTC)	1,664,400			
BRT030004	BART	Train Control		6,902,020		
BRT030005	BART	Traction Power		13,000,000		
BRT97100B	BART	Rail, Way, and Structures Program		9,665,674		
ALA090065	BART	Fare Collection Equipment		6,067,914		
REG050020	BART	BART Car Exchange Preventive Maintenance	7,267,896	66,900,255		
REG090037	BART	Railcar Replacement		500,000		
SM-050005	BART	Preventive Maintenance		9,432,306		
SM-010054	Caltrain	San Mateo Bridges Replacement		2,841,018		
SM-03006B	Caltrain	Caltrain: Systemwide Track Rehab & Related Struct.		7,471,982		
CC-110100	CCCTA	Replace 18 40' Heavy Duty Diesel Over the Road Buses	8,334,023		863,162	
CC-110099	CCCTA	CCCTA: Replace 15 40' Heavy Duty Diesel Transit Buses	6,578,760			
CC-070092	ECCTA	Replace Ten, 2001 40' Gilligs	4,960,618		893,992	
CC-070092	ECCTA	Replace Four, 2010 Dodge Minivans	183,572			
CC-030037	ECCTA	Preventive Maintenance	64,251			
CC-070092	ECCTA	Replace Two, 2007 Chevrolet Minivans	90,118			
SOL010006	Fairfield	Fairfield Operating Assistance	2,422,394			
SOL110044	Fairfield	Intercity Bus Engine Replacements	0			
SOL110041	Fairfield	Bus Replacement			564,485	
MRN110046	GGBHTD	Replace 14 - 45' OTR Coaches	7,709,590			
ALA030030	LAVTA	Preventative Maintenance	196,984			
MRN110044	Marin Transit	13 Paratransit Vehicles	891,338			
MRN110042	Marin Transit	4 Local Buses	2,235,772			
NAP970010	Napa Vine	Napa Vine: Operating Assistance	1,432,231			
NAP090008	Napa Vine	Equipment Replacement & Upgrades	48,035		174,228	
SON110052	Petaluma	Replace 2 Paratransit Cutaways FY14	10,657		126,859	

Date: January 23, 2013
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Attachment A
Resolution No. 4084
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FY 2013-14 Transit Capital Priorities / Transit Capital Rehabilitation Program					
TIP ID	Operator	Project Description	FTA Section 5307	FTA Section 5337	FTA Section 5339
Capital Projects, continued					
SM-110053	SamTrans	Advanced Communication System Upgrades	2,653,250		
SM-110069	SamTrans	Replacement of 19 2007 Cutaway Buses	1,837,710		
SON090023	Santa Rosa	Santa Rosa CityBus: Operating Assistance	1,701,083		
SON090024	Santa Rosa	Santa Rosa CityBus: Preventative Maintenance	672,263		
SON030012	Santa Rosa	Santa Rosa CityBus: Transit Enhancements	24,768		
SON070020	Santa Rosa	Diesel-Electric Hybrid Fixed-Route Replacement Bus			277,289
New	SFMTA	30 60' Motor Coaches	30,500,000		
New	SFMTA	Farebox Replacement	1,120,000		
SF-110050	SFMTA	50 40' Neoplan Bus Replacement	5,855,020		6,908,739
SF-110051	SFMTA	26 60' Neoplan Bus Replacement	4,116,619		
SF-110050	SFMTA	8 40' Neoplan Bus Replacement	4,643,523		
SF-070045	SFMTA	60 60' New Flyer Trolley Bus Replacement		12,677,488	
New	SFMTA	42 40' Neoplan Bus Replacement	5,000,000		
New	SFMTA	49 60' Neoplan Bus Replacement	8,365,234		
SF-95037B	SFMTA	Muni Rail Replacement		4,092,086	
SF-970073	SFMTA	Cable Car Renovation Program		960,000	
SF-990003	SFMTA	Global Positioning System		4,000,000	
SOL110040	SolTrans	Operating Assistance	5,706,408		
SOL090034	SolTrans	Bus Purchase	975,000		767,581
SOL070032	SolTrans	Preventive Maintenance	599,674		
New	Sonoma County	CNG Bus Replacement	410,123		
SON030005	Sonoma County	SCT Preventive Maintenance Program	1,308,507		
SON050021	Sonoma County	SCT Bus Stop Enhancements	17,935		
SON110049	Sonoma County	Replacement of One CNG 40-Foot Orion Bus			432,386
ALA110114	Union City	Replacement of Two (2) Transit Buses	953,135		
SOL010007	Vacaville	Operating Assistance	985,000		
New	Vacaville	Paratransit Bus Purchase 3 40' ARBOC Low-Floor Gasoline			394,072
SCL990046	VTA	VTA: Preventive Maintenance	32,874,210	2,072,309	
SCL050045	VTA	VTA: ADA Bus Stop Improvements	361,097		
SCL050049	VTA	VTA: Rail Substation Rehab/ Replacement		4,560,000	
SCL090044	VTA	VTA: TP OCS Rehab and Replacement			
SCL050002	VTA	VTA: Rail Replacement Program		5,556,034	
SCL050001	VTA	VTA: Standard and Small Bus Replacement			3,185,141
CC-110093	WestCat	Replacement of 2 35' suburban diesel transit bus	735,324		
CC-110094	WestCat	Replacement of 2 35' suburban diesel transit bus	223,954		
REG090054	WETA	Ferry Channel Dredging		1,600,000	
REG090057	WETA	Ferry Major Component Replacement			
REG090067	WETA	Ferry Fixed Guideway Connectors			
SF-110053	WETA	Replacement Vessel	749,345	5,392,000	
Total Capital Projects			207,736,909	163,691,086	14,587,934
Total Programmed			230,411,456	188,014,805	14,587,934
Fund Balance			7,663,919	0	341,314

Date: January 23, 2013

W.I.: 1512

Referred by: PAC

Revised: 02/27/13-C

04/24/13-C

05/22/13-C

04/23/14-C

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1/27/16-C

09/28/16-C

Attachment A

Resolution No. 4084

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FY2012-13 - FY2013-14 Transit Capital Priorities / Transit Capital Rehabilitation Program Notes

<p>1. Apportionment projections are based on MAP-21 authorizations and FY13 partial-year apportionments released by FTA. The program will be reconciled to the final apportionments for each year after they are released by FTA.</p>
<p>2. Operators in the Fairfield, Napa, Petaluma, Santa Rosa and Vacaville Urbanized Areas did not wish to participate in the ADA operating set-aside programming element at the time the current ADA set-aside formula was developed. Future revisions to the ADA set-aside formula may include operators in these urbanized areas.</p>
<p>3. \$400,000 of FY2013-14 Section 5307 programmed to Fairfield & Suisun Transit for intercity bus engine replacements based on the intercity bus replacement strategy agreed to by the operators may be reprogrammed to another FAST project if review of the draft Solano County Short Range Transit Plan demonstrates that the engine replacements can be funded with other sources while providing sufficient funding for other capital and operating needs.</p>
<p>4. Caltrain deferred \$1,706,500 of its FY13 fixed guideway cap to FY14. \$413,000 of Caltrain's FY14 fixed guideway cap funds are reserved for the Positive Train Control/Electrification project pending discussions with HSR Early Investment Strategy MOU partner agencies and a final request that aligns with the MOU. Proposed FY15 program includes \$11.1 million FY13 and FY14 funds for bridge replacement projects as requested by Caltrain - previously reserved for electrification. \$4M of the \$11.1M was programmed to SFMTA's GPS project in FY14 in exchange for \$4M of SFCTA Prop K funds for Caltrain's Quint St. Bridge project. On January 27, 2016 this resolution was revised to program \$413,000, previously reserved for Caltrain's Positive Train Control/Electrification project, to Caltrain's Systemwide Track Rehab & Related Structures.</p>
<p>5. \$24,323,719 for Caltrain's Railcar Replacement project will be held in a Vehicle Procurement Reserve pending development of the project schedule, and will be programmed in a future amendment.</p>
<p>6. ECCTA exercised the Capital Exchange element of the TCP policy by deferring replacement of two 1998 40' diesel buses to FY22 in exchange for \$266,647 for Preventive Maintenance in FY13, and by deferring replacement of two 2001 Trolley Replicas to FY25 in exchange for \$55,042 in Preventive Maintenance in FY14.</p>
<p>7. GGBHTD deferred \$22,074,000 of fixed guideway cap funds from FY11, FY12, FY13 and FY14 to FY15. These funds will have priority for programming in FY15 as a prior-year commitment.</p>
<p>8. LAVTA exercised the Capital Exchange element of the TCP policy by deferring replacement of nine 2006 22' cutaways to FY20 in exchange for \$1,157,841 for Preventive Maintenance in FY13. LAVTA also deferred replacement of five 2000 40' hybrid buses to FY15 in exchange for \$241,525 in Preventive Maintenance in FY13, and deferred replacement of eight 2002 40' hybrid buses to FY15 in exchange for \$196,984 in Preventive Maintenance in FY14.</p>
<p>9. Programming for Santa Rosa CityBus and Sonoma County Transit in FY14 is based on a renegotiated agreement to share apportionments in the Santa Rosa urbanized area between the two agencies.</p>
<p>10. SFMTA deferred \$5,000,000 of its FY13 fixed guideway cap to FY15 in exchange for advancing funding for two bus replacement projects from FY14 to FY13.</p>
<p>11. VTA deferred \$1,138,534 of its fixed guideway cap from FY13 to FY14.</p>
<p>12. WestCAT deferred \$849,920 for replacement of two buses from FY13 to FY15 in exchange for advancing funding for two different bus replacements from FY15 to FY14.</p>
<p>13. WETA deferred \$5,392,000 of its FY14 fixed guideway cap funds to FY15 in exchange for advancing funding for a ferry vessel replacement from FY16 to FY14.</p>
<p>14. SamTrans deferred \$20,000,000 of FY14 5307 for articulated bus replacement to FY15 in exchange for \$2,653,250 for Advanced Communication System Upgrades in FY14</p>
<p>15. The balance of the regional share of AC Transit's Replace (27) 2003 60' articulated buses project (\$3,567,594), SFMTA's 42 40' Neoplan Bus Replacement project (\$19,378,498) and SFMTA's 49 60' Neoplan Bus Replacement project (\$20,000,000 annual cap) will have priority for funding in FY2014-15 as prior-year commitments.</p>

Date: December 17, 2014
W.I.: 1512
Referred By: PAC
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05/27/15-C 07/22/15-C
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01/27/16-C 04/27/16-C
09/28/16-C

ABSTRACT

Resolution No. 4162, Revised

This resolution approves the FY2014-15 Transit Capital Priorities preliminary program of projects for inclusion in the Transportation Improvement Program (TIP). The program includes projects funded with FTA Section 5307 Urbanized Area, Section 5337 State of Good Repair, and Section 5339 Bus and Bus Facilities. In addition, Surface Transportation Program Cycle 2 Transit Capital Rehabilitation funds are being programmed in MTC Resolution No. 4035, Revised, and AB 664 Bridge Toll revenues are programmed in MTC Resolution No. 4163 for FY2014-15 Transit Capital Priorities projects.

This Resolution includes the following attachment:

Attachment A – FY2014-15 Program of Projects

This resolution was revised on January 28, 2015 to reprogram \$24.8 million from SFMTA's fixed guideway rehabilitation projects towards SFMTA's light rail vehicles (LRV) purchase.

This resolution was revised on March 25, 2015 to program \$10.5 million in San Jose urbanized area 5337 funds, previously held in a vehicle procurement reserve for Caltrain's Railcar Replacement project, to VTA for preventive maintenance.

This resolution was revised on May 27, 2015 to make minor programming changes requested by the operators, which are consistent with the TCP policy.

This resolution was revised on July 22, 2015 to make minor programming changes, to transfer funds between SolTrans' projects, which are consistent with the TCP policy.

This resolution was revised on September 23, 2015 to reprogram \$24.7 million from SFMTA's LRV purchase (previously programmed on January 28, 2015 to serve as a back-stop for the

ABSTRACT

MTC Resolution No. 4162, Revised

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receipt of Cap and Trade funds), back to the fixed guideway rehabilitation projects they were originally programmed to.

This resolution was revised on October 28, 2015 to make minor revisions to the Transit Capital Priorities program for FY2014-15 to reconcile the program to final FTA Apportionments.

This resolution was revised on January 27, 2016 to re-program \$10,770,994 previously reserved for Caltrain's Positive Train Control/Electrification project to Caltrain's Systemwide Track Rehab and Related Structures and Signal/Communication Rehab and Upgrades projects.

This resolution was revised on April 27, 2016 to make minor revisions, including transfers of funding between projects and reductions in programming to reflect changes in project scope. The changes have been highlighted under Attachment A to this resolution.

This resolution was revised on September 28, 2016 to re-program funds to and from various BART projects by their request, consistent with TCP Process and Criteria.

Further discussion of the Transit Capital Priorities program of projects is contained in the Programming and Allocations Committee summary sheet dated December 10, 2014, January 14, 2015, March 11, 2015, May 13, 2015, July 8, 2015, September 9, 2015, October 14, 2015, January 13, 2016, April 13, 2016 and September 14, 2016.

Date: December 17, 2014
W.I.: 1512
Referred By: PAC

RE: San Francisco Bay Area Regional Transit Capital Priorities

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4162

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 is required to prepare and endorse a Transportation Improvement Program (TIP) which includes a list of priorities for transit capital projects; and

WHEREAS, MTC is the designated recipient of the Federal Transit Administration (FTA) Section 5307 Urbanized Area, Section 5337 State of Good Repair, and Section 5339 Bus and Bus Facilities 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 and Section 5339 small urbanized area funds of Vallejo, Fairfield, Vacaville, Napa, Livermore, Gilroy-Morgan Hill, and Petaluma in MTC's Federal Transportation Improvement Program; and

WHEREAS, MTC has worked cooperatively with the cities, counties and transit operators and with Caltrans in the region to establish priorities for the transit capital projects to be included in the TIP; and


WHEREAS, the process and criteria used in the selection and ranking of such projects are set forth in MTC Resolution No. 4140; and

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

RESOLVED, that the Executive Director or designee is authorized to revise Attachment A as necessary to reflect the programming of projects as the projects are revised in the TIP; and be it further

RESOLVED, that the Executive Director of MTC is authorized and directed to forward a copy of this resolution to FTA, and such agencies as may be appropriate.

METROPOLITAN TRANSPORTATION COMMISSION



Amy Rein Worth, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in Oakland, California on December 17, 2014.

FY 2014-15 Transit Capital Priorities / Transit Capital Rehabilitation Program					
TIP ID	Operator	Project Description	FTA Section 5307	FTA Section 5337	FTA Section 5339
<i>Actual Apportionments</i>			208,447,779	171,411,774	13,021,534
<i>Previous Year Carryover</i>			7,663,919	0	695,353
<i>Funds Available for Programming</i>			216,111,698	171,411,774	13,716,887
Lifeline Set-Aside (JARC Projects)					
To be programmed	To be programmed	Reserved for future programming in Lifeline Transportation Program Cycle 4.	2,889,856		
ADA Operating Set-Aside					
ALA990076	AC Transit	ADA Set-aside	3,913,691		
ALA050042	ACE	Preventive Maintenance	8,836		
BRT99T01B	BART	ADA Paratransit Capital Accessibility Improve	2,563,197		
REG090051	Caltrain	Revenue Vehicle Rehab Program	163,267		
CC-99T001	CCCTA	ADA Set-aside	1,178,716		
CC-030035	ECCTA	ADA Set-aside	523,153		
MRN130015	GGBHTD	Transit System Enhancements	307,963		
ALA990077	LAVTA	ADA Set-aside	335,328		
MRN110047	Marin Transit	ADA Set-aside	461,944		
NAP030004	Napa VINE	ADA Set-aside	38,496		
SON150007	Petaluma Transit	ADA Set-aside	82,649		
SM-990026	SamTrans	ADA Set-aside	1,112,576		
SM-070049	SamTrans	Facility/Equipment Rehab/Replacement	416,000		
SM-150008	SamTrans	Replacement of Non-Revenue Vehicles	319,200		
SF-990022	SFMTA	ADA Set-aside	3,990,682		
SOL110025	SolTrans	ADA Set-aside	302,177		
SON030005	Sonoma City Transit	Preventive Maintenance	28,888		
New	Union City Transit	ADA Set-aside	0		
SCL050046	VTA	ADA Set-aside	3,645,530		
CC-990045	WestCat	ADA Set-aside	243,804		
REG090057	WETA	Ferry Major Component Rehab/Replacement	5,133		
Total Program Set-asides and Commitments			22,531,086	0	0
Funds Available for Capital Programming			193,580,612	171,411,774	13,716,887
Capital Projects					
ALA010034	AC Transit	Replace CAD/AVL/Radio System	8,567,594		
ALA150018	AC Transit	Replace (25) 40ft Urban Buses - Hybrids	9,940,433		
ALA150018	AC Transit	Replace (40) 40ft Urban Buses - Diesels	13,953,720		
ALA150013	AC Transit	Purchase (15) 40ft Expansion Urban Buses - Diesels	5,232,645		
ALA990052	AC Transit	ADA Paratransit Van Replacement	1,363,034		
REG110044	ACE	Positive Train Control		1,240,810	
REG050020	BART	BART Car Exchange Preventive Maintenance	1,345,875	51,469,449	
BRT030004	BART	Train Control		11,000,000	
BRT030005	BART	Traction Power		4,000,000	
BRT97100B	BART	Rail, Way, and Structures Program		14,875,097	
ALA090065	BART	Fare Collection Equipment		4,679,456	
REG090037	BART	Railcar Replacement		500,000	
SM-050005	BART	Preventive Maintenance		1,320,544	
SF-010028	Caltrain	Railcar Replacement		5,234,766	
SM-03006B	Caltrain	Systemwide Track Rehab and Related Structures		10,210,994	
SM-050041	Caltrain	Signal/Communication Rehab & Upgrades		560,000	
CC-150006	CCCTA	Replace (18) 30' Buses	5,995,811		852,829
CC-150007	CCCTA	Replace (13) 35' Buses	5,106,140		
CC-150008	CCCTA	Replace (3) Paratransit Vans	295,200		
REG090045	Clipper	Golden Gate Bus - Fare Collection Equipment Replacement	918,823		
REG090045	Clipper	AC Transit - Fare Collection Equipment Replacement	4,000,957		
REG090045	Clipper	MTC - Fare Collection Back Office Equipment Replacement		2,315,228	
REG090045	Clipper	SFMTA - Fare Collection Equipment Replacement		2,538,052	
REG090045	Clipper	Golden Gate Ferry - Fare Collection Equipment Replacement		195,958	
REG090045	Clipper	Golden Gate Bus - Fare Collection Equipment Replacement		1,228,907	
CC-070092	ECCTA	Replace (5), 45' diesel, over the road coaches	2,038,393		450,307
CC-070092	ECCTA	Replace (20) Ford four year gas cutaway/vans	1,410,400		
CC-070092	ECCTA	Replace (30) MDTs for paratransit fleet	360,000		
SOL010006	Fairfield	Fairfield Operating Assistance	2,417,873		
SOL110041	Fairfield	(2) 40' Transit Hybrid Buses			284,891
MRN990017	GGBHTD	Ferry Channel and Berth Dredging		4,200,000	
MRN150015	GGBHTD	Replacement of Ferry Propulsion Systems		500,000	
MRN150014	GGBHTD	Ferry Major Components Rehab		500,000	
MRN030010	GGBHTD	Fixed Guideway Connectors		4,000,000	

FY 2014-15 Transit Capital Priorities / Transit Capital Rehabilitation Program					
TIP ID	Operator	Project Description	FTA Section 5307	FTA Section 5337	FTA Section 5339
Capital Projects, continued					
ALA150017	LAVTA	Replace (5) 2000 40' Diesel Vehicles with 5 40' Hybrids	2,594,228		513,572
ALA150015	LAVTA	Replace (4) 2002- Over the Road Diesel vehicles with 4 40' Hybrids	2,486,240		
ALA150014	LAVTA	Replace (4) 2002- Low Floor Diesel vehicles with 4 40' Hybrids	2,345,200		
ALA150016	LAVTA	Replace (7) 2003- Diesel vehicles with 7 40' Hybrids	4,139,360		
MRN150001	Marin Transit	Replace (9) ADA Paratransit Vehicles	634,680		
MRN150002	Marin Transit	Replace (3) Stage Coach Vehicles	364,080		
MRN150003	Marin Transit	Install fareboxes on Marin County Paratransit Vehicles	76,260		
MRN150003	Marin Transit	Install fareboxes on Marin County Dial-A-Ride Vehicles	22,960		
MRN150003	Marin Transit	Replace Marin Transit Fixed Route Fareboxes	34,440		
MRN150001	Marin Transit	Replace Paratransit Radios	49,200		
MRN150001	Marin Transit	Replace Paratransit MDTs	29,520		
NAP090008	Napa Vine	Equipment Replacement & Upgrades			174,228
NAP970010	Napa Vine	Napa Vine: Operating Assistance	1,477,490		
SON150004	Petaluma	(1) 40' Diesel Electric Replacement Standard Bus	494,701		126,859
SON090030	Petaluma	AVL/CAD Communications System	352,302		
SON150005	Petaluma	Purchase new Bus Radios	1,476		
SM-150005	Samtrans	Replacement of (60) 2003 Gillig Buses	20,000,000		
SM-110068	Samtrans	Replacement of (55) NABI articulated buses	20,000,000		
SON150008	Santa Rosa	Replace 40' New Flyer buses with new 40' Diesel Buses	154,203		273,017
SON150008	Santa Rosa	Equip new fixed route fleet buses with farebox	24,000		
SON150008	Santa Rosa	Equip new fixed route fleet buses with radio systems	60,000		
SON030012	Santa Rosa	Security improvements for access at bus stops	43,724		
SON090023	Santa Rosa	Santa Rosa CityBus: Operating Assistance	1,645,512		
SON090024	Santa Rosa	Santa Rosa CityBus: Preventative Maintenance	408,030		
SON030012	Santa Rosa	Santa Rosa CityBus: Transit Enhancements	24,379		
SF-150004	SFMTA	Station-Area Pedestrian and Bicycle Access Improvements	500,000		
SF-95037B	SFMTA	Muni Rail Replacement		6,316,972	
SF-030013	SFMTA	Wayside Fare Collection		1,000,000	
SF-970170	SFMTA	Overhead Line Rehabilitation		10,481,371	
SF-050024	SFMTA	Wayside/Central Train Control & Trolley Signal Systems Rehabilitation		5,000,000	
SF-99T002	SFMTA	Cable Car Infrastructure		1,000,000	
SF-970073	SFMTA	Cable Car Renovation Program		960,000	
SF-150005	SFMTA	Replacement of (67) 40' Motor Coaches	5,625,263		6,874,737
SF-150006	SFMTA	Replacement of (98) 60' Motor Coaches	20,000,000		
SOL110040	Soltrans	Operating Assistance	5,584,630		
SOL090033	Soltrans	Maintenance Facility			387,398
SON030005	Sonoma County	SCT Preventive Maintenance Program	1,248,007		
SON110049	Sonoma County	Replacement of (1) CNG 40-Foot Heavy-Duty Bus in SCT's Fixed-Route Fleet	442,294		197,701
SON050021	Sonoma County	Installation of Passenger Shelters and Other Amenities at Various SCT Bus Stops	17,654		
ALA130033	Union City	Union City: Replacement of Two (2) Transit Buses	588,728		
SOL010007	Vacaville	Operating Assistance	985,000		
SCL050045	VTA	ADA Bus Stop Improvements	358,222		
SCL050001	VTA	(61) 40' Hybrid Bus Procurement	30,683,245		3,187,275
SCL990046	VTA	Preventive Maintenance	1,845,840	10,625,493	
SCL050002	VTA	Rail Replacement Program		943,088	
SCL110104	VTA	Light Rail Track Crossovers and Switches		2,179,440	
SCL150011	VTA	North First Street Corridor Light Rail Speed Improvements		400,000	
SCL150005	VTA	Train to Wayside Communication System Upgrade		200,000	
SCL150007	VTA	Upgrade Ohlone/Chynoweth Interlocking		960,000	
SCL150008	VTA	Track Intrusion Abatement		1,600,000	
SCL150009	VTA	LR Signal Shop Modification		396,000	
SCL150010	VTA	Upgrade LR Ring #1 Communications Equipment		1,760,000	
SCL150006	VTA	Back-up Power Devices for Elevated Station		320,000	
CC-150001	WestCat	Replacement of (10) Cut Away Vans	984,000		
CC-150004	WestCat	Replacement of (1) 40 Ft Revenue Vehicle	427,220		
CC-150005	WestCat	Replacement of (1) 40 Ft Revenue Vehicle	497,740		
CC-150002	WestCat	Purchase of (10) Radio systems for (10) Cut Away Van's	8,000		
CC-150003	WestCat	Purchase of (2) Fast Fare Electronic Fareboxes	28,498		
CC-030025	WestCat	Preventive Maintenance	232,200		
REG090057	WETA	Ferry Major Component Rehab/Replacement		3,496,000	
REG090055	WETA	Ferry Propulsion System Replacement		2,288,000	
REG090067	WETA	Fixed Guideway Connectors		376,000	
Total Capital Projects			190,465,424	170,871,625	13,322,814
Total Programmed			212,996,510	170,871,625	13,322,814
Fund Balance			3,115,188	540,149	394,073

Date: 12/17/2014

W.I.: 1512

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05/27/15-C

07/22/15-C

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Attachment A

Resolution No. 4162

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FY2014-15 Transit Capital Priorities / Transit Capital Rehabilitation Program Notes

1.	Apportionment projections are based on 0% escalation relative to FY14 apportionments provided by the current extension of MAP-21. The program will be reconciled to the final apportionments after they are released by FTA.
2.	Operators in the Fairfield, Napa, Santa Rosa and Vacaville Urbanized Areas did not wish to participate in the ADA operating set-aside programming element at the time the current ADA set-aside formula was developed. Future revisions to the ADA set-aside formula may include operators in these urbanized areas.
3.	Programming for Santa Rosa CityBus and Sonoma County Transit in FY15 is based on a renegotiated agreement to share apportionments in the Santa Rosa urbanized area between the two agencies.
4.	AC Transit: \$5M provisionally programmed for CAD-AVL System project pending discussions with AC Transit and ACTC on funding plan for CCCGP projects that were to be funded with Cap & Trade and local funds in CCCGP funding plan.
5.	ACE: \$146,190 of FY15 FG cap deferred by formula based on grant balances to FY17.
6.	BART: \$13,194,931 of FY15 FG cap deferred by formula based on grant balances to FY18.
7.	Caltrain: \$1,835,506 of FG cap deferred by formula based on grant balances to FY17.
8.	Caltrain: Reserved \$10.7 million FG cap for Electrification consistent with HSR/CalMod MOU, pending potential revision of Electrification funding plan. On January 27, 2016, this resolution was revised to program this \$10.7 million reserved for Caltrain's Positive Train Control/Electrification project, to Caltrain's Systemwide Track Rehab & Related Structures and Signal/Communication Rehabilitation and Upgrades projects.
9.	<p>Caltrain/VTA:</p> <p>On December 17, 2014, the Commission directed staff to withhold programming these funds into the TIP. Staff is directed to return in two months with an update on the schedule and funding plan for Caltrain's railcars and Electrification project that reflects additional work by MTC and the Joint Powers Board member agencies, and to confirm the programming approach for the \$10.5 million for the railcar vehicles.</p> <p>On March 25, 2015, the Commission programmed the \$10,469,721 that were held in a Vehicle Procurement Reserve for Caltrain's Railcar Replacement project, to VTA for Preventive Maintenance with the following conditions:</p> <ol style="list-style-type: none">1. VTA's agreement that one-third of Caltrain's Transit Capital Priorities (TCP) programming needs, including: a) electric vehicle procurement needs over the life of the railcar project, b) fixed guideway caps, and c) ADA operating set-asides, will be programmed from San Jose and Gilroy-Morgan Hill urbanized area (UA) funds. The VTA share of the railcars may be higher than one-third in certain years to help resolve shortfalls in the San Francisco – Oakland UA, but will be equal to one-third of total project costs. MTC shall strive to balance local shares within 10 years. The total regional-funded cost is currently estimated at \$365 million.2. VTA's agreement that it will use non-TCP sources for their capital needs that are not covered by TCP funds, or reduce its use of TCP funds for preventive maintenance so that VTA's capital needs are covered with TCP funds, for the duration of Caltrain's Railcar Replacement project.
10.	GGBHTD: Voluntarily deferred \$23,628,000 of fixed guideway cap funds from FY11 through FY15 to FY17. These funds will have priority for programming in FY17 as a prior-year commitment.
11.	SFMTA: Voluntarily deferred \$15,000,000 of its FY15 fixed guideway cap to FY18; also deferred their 21 40ft Trolley Coach procurement to FY15-16 in response to MTC's request for deferral of projects to reduce shortfall. An additional \$1,518,629 of SFMTA's FY15 FG Cap was deferred by formula based on grant balances to FY17.
12.	SFMTA: \$500k programmed to Station Bike and Pedestrian Improvements project in exchange for \$500k of SFMTA revenue bond funds for FG cap projects.
13.	WestCAT exercised the Capital Exchange element of the TCP policy by deferring replacement of six 2002 40' diesel vehicles until FY16-17. Total savings to the region equals \$464,600. WestCAT will utilize the option for using 50% (\$232,300) of these savings for a non Score 16 project, preventive maintenance.
14.	WETA: Voluntarily deferred \$3,424,000 of FG cap to FY17.
15.	SFMTA received \$41.2 million in TIRCP (Cap and Trade) funds in June 2015. The TCP funds (\$24.7 million), that were intended as a back-stop for the Cap and Trade funds, were therefore reprogrammed to the projects they were originally programmed to i.e. SFMTA's fixed guideway rehabilitation projects (see note 15 above). As a result of this, note 15 no longer applies and was therefore deleted.
16.	Union City Transit elected to defer \$128,318 of ADA Set-aside from FY15 to FY17. This amount will be treated as a Prior-Year Commitment in the FY17 program.



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 15-1870 **Version:** 1 **Name:**

Type: Resolution **Status:** Consent

File created: 8/11/2016 **In control:** Programming and Allocations Committee

On agenda: 9/14/2016 **Final action:**

Title: MTC Resolution 4041, Revised. Revisions to the New Freedom Cycle 4 Program of Projects.

Sponsors:

Indexes:

Code sections:

Attachments: [6e PAC-2c Reso 4041 New Freedom Cycle4 Revisions](#)
[_2c Reso 4041 New Freedom Cycle4 Revisions.pdf](#)

Date	Ver.	Action By	Action	Result
9/14/2016	1	Programming and Allocations Committee		

Subject:
MTC Resolution 4041, Revised. Revisions to the New Freedom Cycle 4 Program of Projects.

Presenter:
Christine Maley-Grubl

Recommended Action:
Commission Approval

**Metropolitan Transportation Commission
Programming and Allocations Committee**

September 14, 2016

Commission Agenda Item 6e

Resolution No. 4041, Revised

Subject: Revision to the New Freedom Cycle 4 Program of Projects.

Background: The New Freedom Program was originally authorized under the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) to provide funding for new capital and operating projects aimed at reducing transportation barriers faced by individuals with disabilities, beyond the requirements of the Americans with Disabilities Act of 1990. The program was discontinued as a stand-alone program under MAP-21.

Funds were apportioned by formula to large urbanized areas (UAs), small UAs, and rural areas based on the population of persons with disabilities in each area. MTC, as the designated recipient of the Bay Area's large UA funds, is responsible for managing those funds. Caltrans manages the state's small UA and rural area funds.

In November 2011, MTC adopted Resolution No. 4041, which approved the New Freedom Cycle 4 Program of Projects.

This item makes one minor revision to the adopted program of projects for the Fourth-Cycle. The revision is as follows:

- 1) Redirect \$26,774 for projects in Alameda County.** The Alameda County Transportation Commission (ACTC) has completed its Alameda County Mobility Management project under budget, leaving a balance of \$26,774 (original budget, \$80,000). The ACTC is returning these funds to MTC and staff recommends reprogramming the funds to the Center for Independent Living's (CIL) Mobility Management Project (which is an existing New Freedom Cycle 4 project). This would increase the New Freedom funding for CIL's project from \$384,360 to \$411,134. The CIL project is being proposed because it is ongoing, is in the same county (Alameda) as the ACTC project, is a similar priority management project, and is in the same program cycle and FTA grant as the ACTC project. No other projects from Cycle 4 have these same characteristics.

Issues: None

Recommendation: Refer Resolution No. 4041, Revised to the Commission for approval.

Attachment: MTC Resolution No. 4041, Revised

Date: November 16, 2011
W.I.: 1518
Referred by: PAC
Revised: 09/28/16-C

ABSTRACT

Resolution No. 4041, Revised

This resolution adopts the Federal Transit Administration (FTA) New Freedom (Section 5317) Cycle 4 Program of Projects for the large urbanized areas of the San Francisco Bay Area.

The following attachment is provided with this resolution:

Attachment A New Freedom Cycle 4 Program of Projects for Large Urbanized Areas

This resolution was revised on September 28, 2016 to amend Attachment A to change the total cost and New Freedom recommended share amount for the Alameda County Transportation Commission's Alameda County Mobility Management project and the Center for Independent Living's Mobility Matters project.

Further discussion of this action is contained in the Programming and Allocations Committee Summary sheet dated November 9, 2011 and September 14, 2016.

Date: November 16, 2011
W.I.: 1518
Referred by: PAC

Re: New Freedom Cycle 4 Program of Projects for Large Urbanized Areas

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION No. 4041

WHEREAS, the United States Code Title 49 Section 5317 (49 U.S.C. 5317) authorizes and sets forth the provisions for the New Freedom Program, which makes grants to recipients for addressing the transportation needs of disabled persons through the provision of new services and facility improvements that go beyond those required by the Americans with Disabilities Act; and

WHEREAS, 49 U.S.C. 5317(c) apportions New Freedom funds by formula to large urbanized areas, small urbanized areas, and non-urbanized areas; and

WHEREAS, 49 U.S.C. 5317(d) requires designated recipients of New Freedom funds to conduct a competitive process to award grants to subrecipients; and

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

WHEREAS, MTC is the designated metropolitan planning organization (MPO) for the nine-county San Francisco Bay Area; and

WHEREAS, consistent with 49 U.S.C. 5307(a)(2), MTC is the designated recipient of New Freedom Program funding apportionments for large urbanized areas in the nine-county San Francisco Bay Area; and

WHEREAS, as the designated recipient, MTC has conducted a competitive selection process and developed for submittal to the Federal Transit Administration (FTA) a program of projects (POP) for the San Francisco Bay Area's large urbanized area New Freedom Program FY2010 and FY2011 apportionments, attached hereto as Attachment A, and incorporated herein as though set forth at length; and

WHEREAS, MTC has adopted Resolution No. 4012, which sets forth MTC's Program Guidelines for Cycle 4 of the of the New Freedom Program; and

WHEREAS, MTC conducted the competitive selection processes for the New Freedom large urbanized area apportionment in accordance with those guidelines; now, therefore, be it

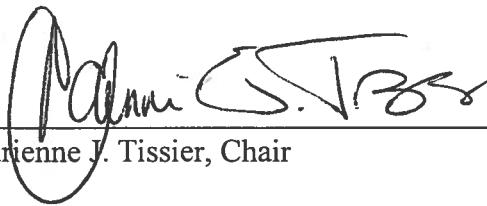
RESOLVED, that MTC adopts the New Freedom Cycle 4 Program of Projects for large urbanized areas as listed in Attachment A; and be it further

RESOLVED, that MTC will submit to FTA a grant application to secure the New Freedom funding for those agencies listed as subrecipients in Attachment A who are not able to submit a grant application to FTA themselves; and be it further

RESOLVED, that MTC will enter into agreements with those agencies listed as subrecipients in Attachment A to ensure their compliance with all applicable Federal requirements; and be it further

RESOLVED, that the Executive Director of MTC is authorized and directed to forward a copy of this resolution to FTA, and such agencies as may be appropriate.

METROPOLITAN TRANSPORTATION COMMISSION



Adrienne J. Tissier, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at the regular meeting of the Commission held in Oakland, California, on November 16, 2011.

Date: November 9, 2011
W.I.: 1518
Referred by: PAC
Revised: 09/28/16-C

Attachment A
MTC Resolution No. 4041, Revised
Page 1 of 5

**NEW FREEDOM PROGRAM - CYCLE 4
PROGRAM OF PROJECTS FOR LARGE URBANIZED AREAS**

No.	Project Sponsor	Project		Total Project Cost	Federal New Freedom Recommended Share
		Name	Description		
MTC Subrecipients					
1	City of Alameda	Accessible Pedestrian Signal Installations	The project will install Accessible Pedestrian Signals (APS) at approximately nine intersections that are adjacent to an AC Transit bus stop or a City of Alameda Paratransit Shuttle stop.	\$188,625	\$150,900
2	Alameda County Transportation Commission (5)	Alameda County Mobility Management	Coordinate elements and resources already present in Alameda County related to travel training, and information and referral to move towards a more full-fledged mobility management approach in Alameda County. Tasks include the following: (1) Transition the paratransit hotline and AccessAlameda.org website into a much more thorough Information and Referral source and position those services to provide one-stop-shopping for consumers; (2) Establish quarterly coordination meetings among travel trainers across the County and create a framework to provide travel training throughout the whole County. Create a print and web resource available listing all travel training in the County.	\$92,080	\$53,226
3	Center for Independent Living (5)	Mobility Matters	Continue and expand Mobility Matters, a travel and mobility device training program. Provide program outreach and conduct travel and mobility device training to a full spectrum of individuals and families from the cross-disability community. Services are offered across the Bay Area.	\$490,935	\$411,134

No.	Project Sponsor	Project		Total Project Cost	Federal New Freedom Recommended Share
		Name	Description		
MTC Subrecipients (continued)					
4	City of Lafayette	Lamorinda Spirit Van Program for Fragile Elderly and Disabled Seniors	Provide van service to assist the fragile elderly in remaining in their own homes as they age, thereby allowing them to participate more fully in the community which lessens isolation and improves socialization. Train drivers to meet the specialized needs of the passengers, including: persons who use canes, walkers, and wheelchairs; persons who are ambulatory but have balance and medical challenges and cannot walk to bus stops or even from the door to the street to meet a CCCTA paratransit van without assistance; persons with vision and hearing challenges; persons with dementia who need supervision when going out in the community.		
5	LightHouse for the Blind and Visually Impaired	Accessible Muni Metro Station Maps (AMMSM)	Develop and distribute a booklet of accessible maps of the eight (8) San Francisco Muni Metro underground stations to facilitate safe and more effective travel for individuals who are blind or visually impaired.	\$104,134	\$83,307
6	Marin Transit	Countywide Transportation Guide	Produce and distribute a printed county-wide transportation guide. This guide will be available in both English and Spanish and will feature transportation options by city, town or area of the county. The guide will also be available in fully-accessible formats on both the Marin Transit and Marin Access websites.	\$28,544	\$22,835
7	Marin Transit	Pilot Premium ADA Transportation Service / Marin Access Mobility Center	(1) Partially subsidized rides that can be scheduled as early as the same day for ADA eligible riders. (2) Continue and expand the Marin Transit Marin Access Mobility Management Center.	\$541,456	\$288,881

**NEW FREEDOM PROGRAM – CYCLE 4
 PROGRAM OF PROJECTS FOR LARGE URBANIZED AREAS
 (continued)**

No.	Project Sponsor	Project		Total Project Cost	Federal New Freedom Recommended Share
		Name	Description		
MTC Subrecipients (continued)					

Attachment A
Resolution No. 4041, Revised
Page 3 of 5

8	Outreach & Escort Inc.	Together We Ride	Using mobility management best practices, provide a menu of services beyond the requirements of the ADA that address the transportation needs of veterans, individuals with developmental disabilities, and other persons with disabilities. Components include: (1) Employment Transportation; (2) Center-Based Travel Instruction (travel training targeted at specific destinations); (3) Prioritized ride scheduling and coordinated vehicle sharing with paratransit and other human service transportation providers; (4) Vehicle Share Program (donate retired paratransit vehicles to partner organizations); (5) County-to-County travel (expand ADA travel area for job trips in adjoining counties outside SC County); (6) Friendly Rides (Volunteer driver & ridesharing support).	\$1,859,736	\$929,868
9	Peninsula Jewish Community Center	Get Up & Go	Escorted Transportation and socialization program serving San Mateo County older adults who can no longer drive due to disability or frailty.	\$259,800	\$103,920
11	City of Richmond Paratransit	R•Transit 24/7/365 same-day door-to-door service for the greater Richmond area (1)	The pilot R•Transit project is a 24/7/365 same-day door-to-door wheelchair accessible transportation service for residents with disabilities and seniors living in the City of Richmond and the unincorporated communities of East Richmond Heights, El Sobrante, Kensington, North Richmond, and Rollingwood. The service will be for local trips only and rides will be shared whenever possible to keep cost down. The service area will include the cities of El Cerrito, Pinole (up to Appian Way), Richmond and San Pablo and the unincorporated communities of Bayview - Montalvin, East Richmond Heights, El Sobrante, Kensington, North Richmond, Rollingwood, and Tara Hills.	\$201,548	\$100,774
12	City of San Leandro	Accessible Pedestrian Signals	Upgrade pedestrian signals at approximately 13 signalized intersections by installing Accessible Pedestrian Signal (APS) devices for individuals with disabilities and the general public.	\$163,733	\$130,987

**NEW FREEDOM PROGRAM – CYCLE 4
PROGRAM OF PROJECTS FOR LARGE URBANIZED AREAS
(continued)**

No.	Project Sponsor	Project		Total Project Cost	Federal New Freedom Recommended Share
		Name	Description		
Direct Recipients					
13	Senior Helpline Services	Rides for Seniors / Transportation Information and Referral (2)	(1) Continue providing, to our current otherwise homebound clients (seniors age 60 and older) residing in Contra Costa County, free, one-on-one, escorted, door-through-door rides primarily for medical care and basic necessities. (2) Formalize Transportation Information and Referrals service.	\$215,852	\$141,075
14	AC Transit	Intra-Vehicle Text-Based Message Signs (IVTMS)	Purchase and install rolling text-based LED signs, to be mounted on the interior of AC Transit's revenue vehicle fleet. The LED signs would have the capability to display bus stop location information similar to automated audio announcements.	\$250,000	\$200,000
15	BART / City CarShare	AccessMobile Program Expansion	Purchase, convert and deploy at least three (3) additional wheelchair-accessible carshare vehicles, known as AccessMobile minivans, and conduct the requisite awareness and outreach campaigns necessary to ensure that we attract and best serve a larger group of Bay Area residents.	\$360,280	\$254,674
16	Livermore Amador Valley Transit Authority	Bus Stop Improvements	Accessibility enhancements at bus stops, including installation of bus pads and cross-walks, and improving and/or replacing curbs, gutters, and sidewalks.	\$110,000	\$88,000
17	Livermore Amador Valley Transit Authority	ParaTaxi Program	A reimbursement-based taxi program to all LAVTA ADA certified paratransit patrons. Service area is in the Cities of Dublin and Pleasanton within Alameda County.	\$32,800	\$16,400
18	San Francisco Municipal Transp. Agency	Accessible Light Rail Stops (3)	Hire a consultant to identify a total of ten locations on the J, K, L, M and N light rail lines where existing boarding islands can be converted to wheelchair accessible stops with ramps and "mini-high" boarding platforms. Perform preliminary engineering for the identified stop locations.	\$250,000	\$200,000
19	San Mateo County Transit District	Peninsula Rides Implementation and Development Activities (4)	Provide mobility management services, including (1) continuing and expanding the Mobility Ambassador Program; (2) updating and distributing the Senior Mobility Guide.	\$264,225	\$211,380

**NEW FREEDOM PROGRAM – CYCLE 4
 PROGRAM OF PROJECTS FOR LARGE URBANIZED AREAS
 (continued)**

No.	Project Sponsor	Project		Total Project Cost	Federal New Freedom Recommended Share
		Name	Description		
Direct Recipients (continued)					
20	City of Santa Rosa, Transit Dept.	Sonoma Access One Call/One Click Transportation Resource Center	Implement a One Call/One Click Transportation Resource Center, as an initial step in implementing Mobility Management in Sonoma County. Using Marin Access' call center and website as a model, establish a call center and accessible, bilingual web site providing referrals, service availability, trip planning and travel training schedules for paratransit, fixed route and human service agencies in Sonoma County. Every effort will be made to mirror and link to Marin County's call center and website to expand Marin's effort into a regional resource.	\$233,041	\$186,443
<i>Subtotal - Direct Recipients</i>				<i>\$1,500,346</i>	<i>\$1,156,897</i>
Total				\$6,022,895	\$3,752,897

Notes:

1. Fund two years of three-year request if the following conditions are met: (1) MTC approves the contractor payment method, (2) Richmond sets and MTC agrees to a maximum number of R-Transit trips per rider per month; (3) Richmond tracks and reports on the number of persons with disabilities who use the R-Transit service.
2. Project sponsor to track the number of persons being served in West County.
3. Funds to be used only for preliminary engineering and environmental clearance. Planning & outreach are not eligible uses of NF funds, unless planning for MM.
4. Fund two components: (1) Ambassadors: \$174,400; (2) Guide: \$36,980.
5. Alameda County Transportation Commission, completed Alameda County Mobility Management project under budget. Deprogram \$26,774 from the Alameda County Mobility Management and reprogram to the Center for Independent Living's Mobility Matters project. The New Freedom project funding for the Mobility Matters project changes from \$384,360 to \$411,134 and from \$80,000 to \$53,226 for the Alameda County Mobility Management.

**Metropolitan Transportation Commission
Programming and Allocations Committee**

September 14, 2016

Agenda Item 2c

Resolution No. 4041, Revised

Subject: Revision to the New Freedom Cycle 4 Program of Projects.

Background: The New Freedom Program was originally authorized under the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) to provide funding for new capital and operating projects aimed at reducing transportation barriers faced by individuals with disabilities, beyond the requirements of the Americans with Disabilities Act of 1990. The program was discontinued as a stand-alone program under MAP-21.

Funds were apportioned by formula to large urbanized areas (UAs), small UAs, and rural areas based on the population of persons with disabilities in each area. MTC, as the designated recipient of the Bay Area's large UA funds, is responsible for managing those funds. Caltrans manages the state's small UA and rural area funds.

In November 2011, MTC adopted Resolution No. 4041, which approved the New Freedom Cycle 4 Program of Projects.

This item makes one minor revision to the adopted program of projects for the Fourth-Cycle. The revision is as follows:

- 1) Redirect \$26,774 for projects in Alameda County.** The Alameda County Transportation Commission (ACTC) has completed its Alameda County Mobility Management project under budget, leaving a balance of \$26,774 (original budget, \$80,000). The ACTC is returning these funds to MTC and staff recommends reprogramming the funds to the Center for Independent Living's (CIL) Mobility Management Project (which is an existing New Freedom Cycle 4 project). This would increase the New Freedom funding for CIL's project from \$384,360 to \$411,134. The CIL project is being proposed because it is ongoing, is in the same county (Alameda) as the ACTC project, is a similar priority management project, and is in the same program cycle and FTA grant as the ACTC project. No other projects from Cycle 4 have these same characteristics.

Issues: None

Recommendation: Refer Resolution No. 4041, Revised to the Commission for approval.

Attachment: MTC Resolution No. 4041, Revised

Date: November 16, 2011
W.I.: 1518
Referred by: PAC
Revised: 09/28/16-C

ABSTRACT

Resolution No. 4041, Revised

This resolution adopts the Federal Transit Administration (FTA) New Freedom (Section 5317) Cycle 4 Program of Projects for the large urbanized areas of the San Francisco Bay Area.

The following attachment is provided with this resolution:

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Date: November 16, 2011
W.I.: 1518
Referred by: PAC

Re: New Freedom Cycle 4 Program of Projects for Large Urbanized Areas

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION No. 4041

WHEREAS, the United States Code Title 49 Section 5317 (49 U.S.C. 5317) authorizes and sets forth the provisions for the New Freedom Program, which makes grants to recipients for addressing the transportation needs of disabled persons through the provision of new services and facility improvements that go beyond those required by the Americans with Disabilities Act; and

WHEREAS, 49 U.S.C. 5317(c) apportions New Freedom funds by formula to large urbanized areas, small urbanized areas, and non-urbanized areas; and

WHEREAS, 49 U.S.C. 5317(d) requires designated recipients of New Freedom funds to conduct a competitive process to award grants to subrecipients; and

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

WHEREAS, MTC is the designated metropolitan planning organization (MPO) for the nine-county San Francisco Bay Area; and

WHEREAS, consistent with 49 U.S.C. 5307(a)(2), MTC is the designated recipient of New Freedom Program funding apportionments for large urbanized areas in the nine-county San Francisco Bay Area; and

WHEREAS, as the designated recipient, MTC has conducted a competitive selection process and developed for submittal to the Federal Transit Administration (FTA) a program of projects (POP) for the San Francisco Bay Area's large urbanized area New Freedom Program FY2010 and FY2011 apportionments, attached hereto as Attachment A, and incorporated herein as though set forth at length; and

WHEREAS, MTC has adopted Resolution No. 4012, which sets forth MTC's Program Guidelines for Cycle 4 of the of the New Freedom Program; and

WHEREAS, MTC conducted the competitive selection processes for the New Freedom large urbanized area apportionment in accordance with those guidelines; now, therefore, be it

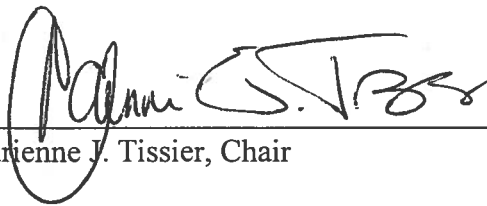
RESOLVED, that MTC adopts the New Freedom Cycle 4 Program of Projects for large urbanized areas as listed in Attachment A; and be it further

RESOLVED, that MTC will submit to FTA a grant application to secure the New Freedom funding for those agencies listed as subrecipients in Attachment A who are not able to submit a grant application to FTA themselves; and be it further

RESOLVED, that MTC will enter into agreements with those agencies listed as subrecipients in Attachment A to ensure their compliance with all applicable Federal requirements; and be it further

RESOLVED, that the Executive Director of MTC is authorized and directed to forward a copy of this resolution to FTA, and such agencies as may be appropriate.

METROPOLITAN TRANSPORTATION COMMISSION



Adrienne J. Tissier, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at the regular meeting of the Commission held in Oakland, California, on November 16, 2011.

Date: November 9, 2011
W.I.: 1518
Referred by: PAC
Revised: 09/28/16-C

Attachment A
MTC Resolution No. 4041, Revised
Page 1 of 5

**NEW FREEDOM PROGRAM - CYCLE 4
PROGRAM OF PROJECTS FOR LARGE URBANIZED AREAS**

No.	Project Sponsor	Project		Total Project Cost	Federal New Freedom Recommended Share
		Name	Description		
MTC Subrecipients					
1	City of Alameda	Accessible Pedestrian Signal Installations	The project will install Accessible Pedestrian Signals (APS) at approximately nine intersections that are adjacent to an AC Transit bus stop or a City of Alameda Paratransit Shuttle stop.	\$188,625	\$150,900
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3	Center for Independent Living (5)	Mobility Matters	Continue and expand Mobility Matters, a travel and mobility device training program. Provide program outreach and conduct travel and mobility device training to a full spectrum of individuals and families from the cross-disability community. Services are offered across the Bay Area.	\$490,935	\$411,134

No.	Project Sponsor	Project		Total Project Cost	Federal New Freedom Recommended Share
		Name	Description		
MTC Subrecipients (continued)					
4	City of Lafayette	Lamorinda Spirit Van Program for Fragile Elderly and Disabled Seniors	Provide van service to assist the fragile elderly in remaining in their own homes as they age, thereby allowing them to participate more fully in the community which lessens isolation and improves socialization. Train drivers to meet the specialized needs of the passengers, including: persons who use canes, walkers, and wheelchairs; persons who are ambulatory but have balance and medical challenges and cannot walk to bus stops or even from the door to the street to meet a CCCTA paratransit van without assistance; persons with vision and hearing challenges; persons with dementia who need supervision when going out in the community.		
5	LightHouse for the Blind and Visually Impaired	Accessible Muni Metro Station Maps (AMMSM)	Develop and distribute a booklet of accessible maps of the eight (8) San Francisco Muni Metro underground stations to facilitate safe and more effective travel for individuals who are blind or visually impaired.	\$104,134	\$83,307
6	Marin Transit	Countywide Transportation Guide	Produce and distribute a printed county-wide transportation guide. This guide will be available in both English and Spanish and will feature transportation options by city, town or area of the county. The guide will also be available in fully-accessible formats on both the Marin Transit and Marin Access websites.	\$28,544	\$22,835
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**NEW FREEDOM PROGRAM – CYCLE 4
 PROGRAM OF PROJECTS FOR LARGE URBANIZED AREAS
 (continued)**

No.	Project Sponsor	Project		Total Project Cost	Federal New Freedom Recommended Share
		Name	Description		
MTC Subrecipients (continued)					

Attachment A
Resolution No. 4041, Revised
Page 3 of 5

8	Outreach & Escort Inc.	Together We Ride	Using mobility management best practices, provide a menu of services beyond the requirements of the ADA that address the transportation needs of veterans, individuals with developmental disabilities, and other persons with disabilities. Components include: (1) Employment Transportation; (2) Center-Based Travel Instruction (travel training targeted at specific destinations); (3) Prioritized ride scheduling and coordinated vehicle sharing with paratransit and other human service transportation providers; (4) Vehicle Share Program (donate retired paratransit vehicles to partner organizations); (5) County-to-County travel (expand ADA travel area for job trips in adjoining counties outside SC County); (6) Friendly Rides (Volunteer driver & ridesharing support).	\$1,859,736	\$929,868
9	Peninsula Jewish Community Center	Get Up & Go	Escorted Transportation and socialization program serving San Mateo County older adults who can no longer drive due to disability or frailty.	\$259,800	\$103,920
11	City of Richmond Paratransit	R•Transit 24/7/365 same-day door-to-door service for the greater Richmond area (1)	The pilot R•Transit project is a 24/7/365 same-day door-to-door wheelchair accessible transportation service for residents with disabilities and seniors living in the City of Richmond and the unincorporated communities of East Richmond Heights, El Sobrante, Kensington, North Richmond, and Rollingwood. The service will be for local trips only and rides will be shared whenever possible to keep cost down. The service area will include the cities of El Cerrito, Pinole (up to Appian Way), Richmond and San Pablo and the unincorporated communities of Bayview - Montalvin, East Richmond Heights, El Sobrante, Kensington, North Richmond, Rollingwood, and Tara Hills.	\$201,548	\$100,774
12	City of San Leandro	Accessible Pedestrian Signals	Upgrade pedestrian signals at approximately 13 signalized intersections by installing Accessible Pedestrian Signal (APS) devices for individuals with disabilities and the general public.	\$163,733	\$130,987

NEW FREEDOM PROGRAM – CYCLE 4
PROGRAM OF PROJECTS FOR LARGE URBANIZED AREAS
(continued)

No.	Project Sponsor	Project		Total Project Cost	Federal New Freedom Recommended Share
		Name	Description		
Direct Recipients					
13	Senior Helpline Services	Rides for Seniors / Transportation Information and Referral (2)	(1) Continue providing, to our current otherwise homebound clients (seniors age 60 and older) residing in Contra Costa County, free, one-on-one, escorted, door-through-door rides primarily for medical care and basic necessities. (2) Formalize Transportation Information and Referrals service.	\$215,852	\$141,075
14	AC Transit	Intra-Vehicle Text-Based Message Signs (IVTMS)	Purchase and install rolling text-based LED signs, to be mounted on the interior of AC Transit's revenue vehicle fleet. The LED signs would have the capability to display bus stop location information similar to automated audio announcements.	\$250,000	\$200,000
15	BART / City CarShare	AccessMobile Program Expansion	Purchase, convert and deploy at least three (3) additional wheelchair-accessible carshare vehicles, known as AccessMobile minivans, and conduct the requisite awareness and outreach campaigns necessary to ensure that we attract and best serve a larger group of Bay Area residents.	\$360,280	\$254,674
16	Livermore Amador Valley Transit Authority	Bus Stop Improvements	Accessibility enhancements at bus stops, including installation of bus pads and cross-walks, and improving and/or replacing curbs, gutters, and sidewalks.	\$110,000	\$88,000
17	Livermore Amador Valley Transit Authority	ParaTaxi Program	A reimbursement-based taxi program to all LAVTA ADA certified paratransit patrons. Service area is in the Cities of Dublin and Pleasanton within Alameda County.	\$32,800	\$16,400
18	San Francisco Municipal Transp. Agency	Accessible Light Rail Stops (3)	Hire a consultant to identify a total of ten locations on the J, K, L, M and N light rail lines where existing boarding islands can be converted to wheelchair accessible stops with ramps and "mini-high" boarding platforms. Perform preliminary engineering for the identified stop locations.	\$250,000	\$200,000
19	San Mateo County Transit District	Peninsula Rides Implementation and Development Activities (4)	Provide mobility management services, including (1) continuing and expanding the Mobility Ambassador Program; (2) updating and distributing the Senior Mobility Guide.	\$264,225	\$211,380

**NEW FREEDOM PROGRAM – CYCLE 4
 PROGRAM OF PROJECTS FOR LARGE URBANIZED AREAS
 (continued)**

No.	Project Sponsor	Project		Total Project Cost	Federal New Freedom Recommended Share
		Name	Description		
Direct Recipients (continued)					
20	City of Santa Rosa, Transit Dept.	Sonoma Access One Call/One Click Transportation Resource Center	Implement a One Call/One Click Transportation Resource Center, as an initial step in implementing Mobility Management in Sonoma County. Using Marin Access' call center and website as a model, establish a call center and accessible, bilingual web site providing referrals, service availability, trip planning and travel training schedules for paratransit, fixed route and human service agencies in Sonoma County. Every effort will be made to mirror and link to Marin County's call center and website to expand Marin's effort into a regional resource.	\$233,041	\$186,443
<i>Subtotal - Direct Recipients</i>				<i>\$1,500,346</i>	<i>\$1,156,897</i>
Total				\$6,022,895	\$3,752,897

Notes:

1. Fund two years of three-year request if the following conditions are met: (1) MTC approves the contractor payment method, (2) Richmond sets and MTC agrees to a maximum number of R-Transit trips per rider per month; (3) Richmond tracks and reports on the number of persons with disabilities who use the R-Transit service.
2. Project sponsor to track the number of persons being served in West County.
3. Funds to be used only for preliminary engineering and environmental clearance. Planning & outreach are not eligible uses of NF funds, unless planning for MM.
4. Fund two components: (1) Ambassadors: \$174,400; (2) Guide: \$36,980.
5. Alameda County Transportation Commission, completed Alameda County Mobility Management project under budget. Deprogram \$26,774 from the Alameda County Mobility Management and reprogram to the Center for Independent Living's Mobility Matters project. The New Freedom project funding for the Mobility Matters project changes from \$384,360 to \$411,134 and from \$80,000 to \$53,226 for the Alameda County Mobility Management.



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 15-1633 **Version:** 1 **Name:**

Type: Resolution **Status:** Consent

File created: 5/8/2016 **In control:** Programming and Allocations Committee

On agenda: 9/14/2016 **Final action:**

Title: MTC Resolution No. 3649, Revised. RM2 Allocation to TAM for Design of the North-South Greenway.

Sponsors:

Indexes:

Code sections:

Attachments: [6f PAC-2d Reso 3649 RM2 TAM NS-Greenway Allocation 2d Reso 3649 RM2 TAM NS-Greenway Allocation.pdf](#)

Date	Ver.	Action By	Action	Result
9/14/2016	1	Programming and Allocations Committee		

Subject:
MTC Resolution No. 3649, Revised. RM2 Allocation to TAM for Design of the North-South Greenway.

Presenter:
Kenneth Kao

Recommended Action:
Commission Approval

Metropolitan Transportation Commission Programming and Allocations Committee

September 14, 2016

Commission Agenda Item 6f

MTC Resolution No. 3649, Revised

- Subject:** Allocation of \$1 million in Regional Measure 2 (RM2) Capital funds for the final design phase for the northern segment of the North-South Greenway Gap Closure project.
- Background:** The Transportation Authority of Marin (TAM) requests allocation of \$1 million in RM2 funds for the final design phase for the northern segment of the North-South Greenway Gap Closure project. The project will create a new multi-use path connecting the existing paths at the intersection of Old Redwood Highway and Wornum Drive with the pedestrian bridge over Sir Francis Drake Boulevard. The northern segment includes widening of the US-101 northbound off-ramp structure over Corte Madera Creek, then extends south along Sir Francis Drake to the pedestrian overcrossing of US-101. The southern segment would connect the path to Wornum Drive via the SMART right-of-way.
- TAM completed a number of environmental studies on the northern segment as part of the US-101 Greenbrae Interchange project environmental document. As a result, the northern segment's CEQA environmental document was completed in early July 2016. TAM will return for allocation of final design funds for the southern segment once its CEQA document is complete.
- Issues:** In order to expedite delivery of the project, TAM received allocation of \$500,000 in RM2 funds through MTC Executive Director Delegated Authority in August 2016. This action allocates the remaining \$1 million requested for the final design phase of the northern segment.
- In December 2015, MTC approved an allocation to pay for a \$750,000 cost increase for RM2 Project 11.4, the Central Marin Ferry Connection project. The funding came from RM2 Project 11.5, the North-South Greenway project. As a result, the total funding available for the NS Greenway project decreased from \$19.8 million to \$19.05 million. TAM is confident the project can be delivered with the remaining funds.
- Recommendation:** Refer MTC Resolution No. 3649, Revised to the Commission for approval.
- Attachments:** MTC Resolution No. 3649, Revised.

Date: September 22, 2004
W.I.: 1255
Referred by: PAC
Revised: 04/27/05-C 07/27/05-C
11/02/05-DA 01/25/06-DA
05/24/06-DA 09/26/07-C
03/26/08-C 12/17/08-C
04/28/10-C 11/16/11-DA
06/27/12-DA 07/24/13-C
07/23/14-C 11/19/14-DA
07/22/15-DA 12/16/15-C
08/31/16-DA 09/28/16-C

ABSTRACT

MTC Resolution No. 3649, Revised

This resolution approves the allocation of Regional Measure 2 funds for the U.S. 101 Greenbrae Interchange Improvements project sponsored and implemented by the Transportation Authority of Marin.

This resolution includes the following attachments:

- Attachment A - Allocation Summary Sheet
- Attachment B - Project Specific Conditions for Allocation Approval
- Attachment C - MTC staff's review of the Transportation Authority of Marin's Initial Project Report (IPR) for this project
- Attachment D - RM2 Deliverable/Useable Segment Cash Flow Plan

This resolution was amended on April 27, 2005 to allocate funds for the Sir Francis Drake Boulevard Widening project.

This resolution was amended on July 27, 2005 to allocate funds for the Cal Park Hill Tunnel Rehabilitation and Bikeway project.

This resolution was amended on November 2, 2005 to allocate \$270,000 in additional funds for the Sir Francis Drake Boulevard Widening project (#11.2) through Delegated Authority. The additional funding request is resultant of a cost increase on the project due to unexpected sharp rises in the price of asphalt. Some funds are being redirected from the planned project #11.4 (Ferry Access project) to help cover this increase. Attachments A-2 through D-2 provide more information on this allocation action.

ABSTRACT

MTC Resolution No. 3649, Revised

Page 2

This resolution was amended on January 25, 2006 to allocate \$225,000 in additional funds for the Sir Francis Drake Boulevard Widening project (#11.2) through Delegated Authority. The additional funding request is resultant of a cost increase on the project due to a contracting issue. A new subcontractor has been hired and resulting in a cost increase. The funds are being redirected from the planned project #11.1 (Greenbrae Interchange project) to help cover this increase. Attachments A-2 through D-2 provide more information on this allocation action.

This resolution was revised on May 24, 2006 through Delegated Authority to allocate \$1 million to the Cal Park Hill Tunnel Rehabilitation and Bikeway project.

This resolution was revised on September 26, 2007 through Commission Action to allocate \$2 million in RM2 funds for the environmental phase of the Central Marin Ferry Connection project.

This resolution was revised on March 26, 2008 through Commission Action to allocation \$1 million in RM2 funds for the construction phase of the Cal Park Hill Tunnel Rehabilitation, Phase A project.

This resolution was revised on December 17, 2008 through Commission Action to allocate \$4.4 million in RM2 funds for the environmental and preliminary engineering phases of Project 11.1, US-101 Greenbrae Improvements.

This resolution was revised on April 28, 2010 through Commission Action to allocate \$2.892 million in RM2 funds for the construction phase of Project 11.3, Cal Park Hill Tunnel Rehabilitation project.

This resolution was revised on November 16, 2011 through Delegated Authority to allocate \$1 million in RM2 funds for the final design phase of Project 11.4, Central Marin Ferry Connection Multi-Use Pathway project.

This resolution was revised on June 27, 2012 through Delegated Authority to allocate \$1 million in RM2 funds for the environmental and preliminary engineering phase of Project 11.1, US-101 Greenbrae Improvements.

ABSTRACT

MTC Resolution No. 3649, Revised

Page 3

This resolution was revised on July 24, 2013 through Commission Action to allocate \$5.86 million in RM2 funds for the construction phase of Project 11.4, Central Marin Ferry Connection Multi-Use Pathway project.

This resolution was revised on July 23, 2014 through Commission Action to allocate \$2.6 million in RM2 funds for the environmental and preliminary engineering phase of Project 11.5, North-South Greenway Gap Closure project.

This resolution was revised on November 19, 2014 through Delegated Authority to rescind \$127,966.40 from the design phase of Project 11.4, Central Marin Ferry Connection Multi-Use Pathway project, and allocate \$127,966.40 to the construction phase of Project 11.4.

This resolution was revised on July 22, 2015 through Delegated Authority to rescind \$1,066 from Project 11.1, US-101 Greenbrae Interchange Improvements due to cost savings.

This resolution was revised on December 16, 2015 through Commission Action to allocate \$750,000 to Project 11.4, Central Marin Ferry Connection Multi-Use Pathway.

This resolution was revised on August 31, 2016 through Delegated Authority to allocate \$500,000 to the final design phase of the northern segment of Project 11.5, North-South Greenway Gap Closure project.

This resolution was revised on September 28, 2016 through Commission Action to allocate \$1 million to the final design phase of the northern segment of Project 11.5, North-South Greenway Gap Closure project.

Additional discussion of this allocation is contained in the Executive Director's memorandum to the MTC Programming and Allocations Committee dated September 8, 2004, April 13, 2005, July 13, 2005, and December 10, 2008, and the Programming and Allocation Committee Summary Sheet dated September 12, 2007, March 5, 2008, April 14, 2010, July 10, 2013, July 9, 2014, December 9, 2015, and September 14, 2016.

Date: September 22, 2004
W.I.: 1255
Referred by: PAC

Re: Approval of Allocation of Regional Measure 2 funds for the U.S. 101 Greenbrae Interchange Improvements

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION No. 3649

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

WHEREAS, Streets and Highways Code Sections 30950 *et seq.* created the Bay Area Toll Authority (“BATA”) which is a public instrumentality governed by the same board as that governing MTC; and

WHEREAS, on March 2, 2004, voters approved Regional Measure 2, increasing the toll for all vehicles on the seven state-owned toll bridges in the San Francisco Bay Area by \$1.00, with this extra dollar funding various transportation projects within the region that have been determined to reduce congestion or to make improvements to travel in the toll bridge corridors, as identified in SB 916 (Chapter 715, Statutes of 2004), commonly referred as Regional Measure 2 (“RM2”); and

WHEREAS, RM2 establishes the Regional Traffic Relief Plan and lists specific capital projects and programs and transit operating assistance eligible to receive RM2 funding as identified in Streets and Highways Code Sections 30914(c) & (d); and

WHEREAS, RM2 assigns administrative duties and responsibilities for the implementation of the Regional Traffic Relief Plan to MTC; and

WHEREAS, BATA shall fund the projects of the Regional Traffic Relief Plan by transferring RM2 authorized funds to MTC; and

WHEREAS, MTC adopted policies and procedures for the implementation of the Regional Measure 2 Regional Traffic Relief Plan on June 23, 2004, specifying the allocation criteria and project compliance requirements for RM2 funding (MTC Resolution No. 3636); and

WHEREAS, the Transportation Authority of Marin serves as the Marin County Congestion Management Agency and is an eligible project sponsor; and

WHEREAS, the Transportation Authority of Marin has submitted a request for the allocation of RM 2 funds for the U.S. 101 Greenbrae Interchange Improvements project; and

WHEREAS, U.S. 101 Greenbrae Interchange Improvements is identified as capital project number 11 under RM 2 and is eligible to receive RM 2 funding as identified in Streets and Highways Code Sections 30914(c); and

WHEREAS, the Transportation Authority of Marin has submitted an Initial Project Report (“IPR”), as required pursuant to Streets and Highway Code Section 30914(e), to MTC for review and approval; and

WHEREAS, Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length, lists the project and phase for which the Transportation Authority of Marin is requesting RM2 funding and the reimbursement schedule and amount recommended for allocation by MTC staff; and

WHEREAS, Attachment B to this resolution, attached hereto and incorporated herein as though set forth at length, lists the required project specific conditions which must be met prior to execution of the allocation and any reimbursement of RM2 funds; and

WHEREAS, Attachment C to this resolution, attached hereto and incorporated herein as though set forth at length, includes MTC staff’s review of the Transportation Authority of Marin’s Initial Project Report (IPR) for this project; and

WHEREAS, Attachment D attached hereto and incorporated herein as though set forth at length, lists the cash flow of RM2 funds and complementary funding for the deliverable/useable RM2 project segment; now, therefore be it

RESOLVED, that MTC approves MTC staff’s review of the Transportation Authority of Marin’s IPR for this project as set forth in Attachment C; and be it further

RESOLVED, that MTC approves the allocation and reimbursement of RM2 funds in accordance with the amount and reimbursement schedule for the phase, and activities as set forth in Attachment A; and, be it further

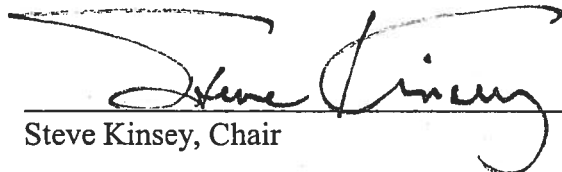
RESOLVED, that the allocation and reimbursement of RM2 funds as set forth in Attachment A are conditioned upon the Transportation Authority of Marin complying with the provisions of the Regional Measure 2 Regional Traffic Relief Plan Policy and Procedures as set forth in length in MTC Resolution 3636; and be it further

RESOLVED, that the allocation and reimbursement of RM2 funds are further conditioned upon the project specific conditions as set forth in Attachment B; and, be it further

RESOLVED, that the allocation and reimbursement of RM2 funds as set forth in Attachment A are conditioned upon the availability and expenditure of any complementary funding as set forth in Attachment D; and be it further

RESOLVED, that a certified copy of this resolution, shall be forwarded to the project sponsor.

METROPOLITAN TRANSPORTATION COMMISSION



Steve Kinsey, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at the regular meeting of the Commission held in Oakland, California, on September 22, 2004.

REGIONAL MEASURE 2 PROGRAM Allocation of Funds

Project Title: North-South Greenway Gap Closure Project
 Sponsor: Transportation Authority of Marin
 Project Number: 11.5

Allocation No. 11.5					
Activities to be funded with Allocation #1:					
Allocation will fund the environmental and preliminary engineering phases for the North-South Greenway Gap Closure Project, and a Property Title Search and Boundary Survey on behalf of the Sonoma-Marín Area Rail Transit District (SMART).					
Funding Information for Allocation #1:					
Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date
15364915	23-Jul-14	\$ 2,600,000	ENV / PE	FY 2014-15	\$ 2,600,000

Allocation No. 11.5					
Activities to be funded with Allocation #2:					
Allocation will fund the final design phase for the northern segment of the North-South Greenway Gap Closure Project.					
Funding Information for Allocation #1:					
Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date
17364918	31-Aug-16	\$ 500,000	PS&E	FY 2016-17	\$ 3,100,000
17364919	18-Sep-16	\$ 1,000,000	PS&E	FY 2016-17	\$ 4,100,000

REGIONAL MEASURE 2 PROGRAM Project Specific Conditions

Project Title: North-South Greenway Gap Closure Project
Sponsor: Transportation Authority of Marin
Project Number: 11.5

The allocation and reimbursement of RM2 funds for the above project are conditioned upon the following :

1. The Transportation Authority of Marin may invoice MTC for eligible expenses as frequently as monthly, in accordance with the cash flow plan.
2. The Transportation Authority of Marin and/or the County of Marin shall, prior to starting environmental work on the Greenway project, (1) commence a property title search and boundary survey of the SMART right-of-way within the project limits, and (2) commence work on a Memorandum of Understanding with SMART regarding the current and future use of the Greenway right-of-way.

RM2 Project Number: 11.5 North-South Greenway Gap Closure Project

Lead Sponsor Transportation Authority of Marin	Other Sponsors(s) N/A	Implementing Agency (if applicable) TAM / Marin County
Legislated Project Description Provide enhanced regional and local access around the Greenbrae Interchange to reduce traffic congestion and provide multimodal access to the Richmond-San Rafael Bridge and Larkspur Ferry Terminal by extending a multi-use pathway from the vicinity of Wornum Drive to East Sir Francis Drake Blvd and the Cal Park Hill rail right-of-way, adding a new lane to East Sir Francis Drake Blvd., and rehabilitating the Cal Park Hill Rail Tunnel and right-of-way approaches for bicycle and pedestrian access to connect the San Rafael Transit Center with the Larkspur Ferry Terminal.		
RM2 Legislated Funding (in \$1,000) Total Overall Funding: \$43,500 11.1 U.S. 101 Greenbrae Interchange Improvements (\$8,923) 11.2 Sir Francis Drake Blvd. Widening (\$825) 11.3 Cal Park Hill Tunnel Rehabilitation and Class 1 Bikeway (\$5,092) 11.4 Central Marin Ferry Access Improvement (\$9,610) 11.5 North-South Greenway Gap Closure Project (\$19,050)		Total Estimated Project Cost (in \$1,000) \$19,050
Project Purpose and Description The North-South Greenway Gap Closure project will create a new multi-use path connecting the existing paths at the intersection of Old Redwood Highway and Wornum Drive, with the pedestrian bridge over Sir Francis Drake Blvd (part of RM2 Project 11.4). The scope contains two segments - a north and south segment. The North Segment will widen the US-101 northbound off-ramp over the Corte Madera Creek to accommodate bicycles and pedestrians, and extends the path south along Old Redwood Highway to the existing pedestrian overcrossing of US-101. The South Segment will connect with the improvements proposed in the North Segment along Old Redwood Highway, then traverse east to the SMART railroad right-of-way. The project will close gaps in the multi-use path system, and improve connections among the Ferry Terminal, local and regional transit services, and existing multi-use paths.		
Funding Description Committed Funds: \$19.8 million is committed from RM2 Funds. Uncommitted Funds: None. Operating Capacity: Ongoing maintenance will be done by the County of Marin through a pending Inter-Agency Cooperative Agreement.		

Overall Project Cost and Schedule

Phase	Scope	Start	End	Cost (in \$1,000)
1	Final Environmental Document (CEQA)	09/2014	10/2016	\$2,600
2	Plans, Specifications and Estimates	06/2016	01/2018	\$2,700
3	Right-of-Way	01/2017	12/2017	\$600
4	Construction	12/2017	12/2019	\$13,150
Total:				\$19,050

Total Project Funding Plan: Committed and Uncommitted Sources

(Amounts Escalated in Thousands)

Project Title	North-South Greenway Gap Closure Project					Project No. 11.5				
Lead Sponsor	Transportation Authority of Marin									

Fund Source	Phase	Prior	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20+	Total
Committed										
RM2	ENV			2,600						2,600
RM2	PSE					1,500	1,200			2,700
RM2	ROW						600			600
RM2	CON						8,000	5,150		13,150
										0
										0
										0
										0
Total:		0	0	2,600	0	1,500	9,800	5,150	0	19,050
Uncommitted										
										0
										0
										0
Total:		0	0	0	0	0	0	0	0	0
Total Project Committed and Uncommitted										
		Prior	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20+	Total
Total:		0	0	2,600	0	1,500	9,800	5,150	0	19,050

REGIONAL MEASURE 2 PROGRAM Project Cash Flow Plan

Project Title: North-South Greenway Gap Closure Project
Sponsor: Transportation Authority of Marin
RM2 Project Number: 11.5

RM2 Project #11.4	PRIOR	FY 2013-14	FY 2014-15	FY 2015-16	FY 2016-17	FY 2017-18	FY 2018-19+	TOTAL
RM2 Funds Total	-	-	2,600,000	-	1,500,000	-	-	4,100,000
Environmental (ENV)	0	0	2,600,000	0	0	0	0	2,600,000
RM2			2,600,000					2,600,000
								0
								0
								0
Final Design (PS&E)	0	0	0	0	1,500,000	0	0	1,500,000
RM2					1,500,000			1,500,000
								0
								0
								0
Right of Way	0	0	0	0	0	0	0	0
								0
								0
								0
								0
Construction	0	0	0	0	0	0	0	0
								0
								0
								0
								0
TOTAL FUNDING								
Environmental	0	0	2,600,000	0	0	0	0	2,600,000
Final Design (PS&E)	0	0	0	0	1,500,000	0	0	1,500,000
Right of Way	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0
PROJECT TOTAL	0	0	2,600,000	0	1,500,000	0	0	4,100,000

Metropolitan Transportation Commission Programming and Allocations Committee

September 14, 2016

Agenda Item 2d

MTC Resolution No. 3649, Revised

- Subject:** Allocation of \$1 million in Regional Measure 2 (RM2) Capital funds for the final design phase for the northern segment of the North-South Greenway Gap Closure project.
- Background:** The Transportation Authority of Marin (TAM) requests allocation of \$1 million in RM2 funds for the final design phase for the northern segment of the North-South Greenway Gap Closure project. The project will create a new multi-use path connecting the existing paths at the intersection of Old Redwood Highway and Wornum Drive with the pedestrian bridge over Sir Francis Drake Boulevard. The northern segment includes widening of the US-101 northbound off-ramp structure over Corte Madera Creek, then extends south along Sir Francis Drake to the pedestrian overcrossing of US-101. The southern segment would connect the path to Wornum Drive via the SMART right-of-way.
- TAM completed a number of environmental studies on the northern segment as part of the US-101 Greenbrae Interchange project environmental document. As a result, the northern segment's CEQA environmental document was completed in early July 2016. TAM will return for allocation of final design funds for the southern segment once its CEQA document is complete.
- Issues:** In order to expedite delivery of the project, TAM received allocation of \$500,000 in RM2 funds through MTC Executive Director Delegated Authority in August 2016. This action allocates the remaining \$1 million requested for the final design phase of the northern segment.
- In December 2015, MTC approved an allocation to pay for a \$750,000 cost increase for RM2 Project 11.4, the Central Marin Ferry Connection project. The funding came from RM2 Project 11.5, the North-South Greenway project. As a result, the total funding available for the NS Greenway project decreased from \$19.8 million to \$19.05 million. TAM is confident the project can be delivered with the remaining funds.
- Recommendation:** Refer MTC Resolution No. 3649, Revised to the Commission for approval.
- Attachments:** MTC Resolution No. 3649, Revised.

Date: September 22, 2004
W.I.: 1255
Referred by: PAC
Revised: 04/27/05-C 07/27/05-C
11/02/05-DA 01/25/06-DA
05/24/06-DA 09/26/07-C
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06/27/12-DA 07/24/13-C
07/23/14-C 11/19/14-DA
07/22/15-DA 12/16/15-C
08/31/16-DA 09/28/16-C

ABSTRACT

MTC Resolution No. 3649, Revised

This resolution approves the allocation of Regional Measure 2 funds for the U.S. 101 Greenbrae Interchange Improvements project sponsored and implemented by the Transportation Authority of Marin.

This resolution includes the following attachments:

- Attachment A - Allocation Summary Sheet
- Attachment B - Project Specific Conditions for Allocation Approval
- Attachment C - MTC staff's review of the Transportation Authority of Marin's Initial Project Report (IPR) for this project
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This resolution was amended on November 2, 2005 to allocate \$270,000 in additional funds for the Sir Francis Drake Boulevard Widening project (#11.2) through Delegated Authority. The additional funding request is resultant of a cost increase on the project due to unexpected sharp rises in the price of asphalt. Some funds are being redirected from the planned project #11.4 (Ferry Access project) to help cover this increase. Attachments A-2 through D-2 provide more information on this allocation action.

ABSTRACT

MTC Resolution No. 3649, Revised

Page 2

This resolution was amended on January 25, 2006 to allocate \$225,000 in additional funds for the Sir Francis Drake Boulevard Widening project (#11.2) through Delegated Authority. The additional funding request is resultant of a cost increase on the project due to a contracting issue. A new subcontractor has been hired and resulting in a cost increase. The funds are being redirected from the planned project #11.1 (Greenbrae Interchange project) to help cover this increase. Attachments A-2 through D-2 provide more information on this allocation action.

This resolution was revised on May 24, 2006 through Delegated Authority to allocate \$1 million to the Cal Park Hill Tunnel Rehabilitation and Bikeway project.

This resolution was revised on September 26, 2007 through Commission Action to allocate \$2 million in RM2 funds for the environmental phase of the Central Marin Ferry Connection project.

This resolution was revised on March 26, 2008 through Commission Action to allocation \$1 million in RM2 funds for the construction phase of the Cal Park Hill Tunnel Rehabilitation, Phase A project.

This resolution was revised on December 17, 2008 through Commission Action to allocate \$4.4 million in RM2 funds for the environmental and preliminary engineering phases of Project 11.1, US-101 Greenbrae Improvements.

This resolution was revised on April 28, 2010 through Commission Action to allocate \$2.892 million in RM2 funds for the construction phase of Project 11.3, Cal Park Hill Tunnel Rehabilitation project.

This resolution was revised on November 16, 2011 through Delegated Authority to allocate \$1 million in RM2 funds for the final design phase of Project 11.4, Central Marin Ferry Connection Multi-Use Pathway project.

This resolution was revised on June 27, 2012 through Delegated Authority to allocate \$1 million in RM2 funds for the environmental and preliminary engineering phase of Project 11.1, US-101 Greenbrae Improvements.

ABSTRACT

MTC Resolution No. 3649, Revised

Page 3

This resolution was revised on July 24, 2013 through Commission Action to allocate \$5.86 million in RM2 funds for the construction phase of Project 11.4, Central Marin Ferry Connection Multi-Use Pathway project.

This resolution was revised on July 23, 2014 through Commission Action to allocate \$2.6 million in RM2 funds for the environmental and preliminary engineering phase of Project 11.5, North-South Greenway Gap Closure project.

This resolution was revised on November 19, 2014 through Delegated Authority to rescind \$127,966.40 from the design phase of Project 11.4, Central Marin Ferry Connection Multi-Use Pathway project, and allocate \$127,966.40 to the construction phase of Project 11.4.

This resolution was revised on July 22, 2015 through Delegated Authority to rescind \$1,066 from Project 11.1, US-101 Greenbrae Interchange Improvements due to cost savings.

This resolution was revised on December 16, 2015 through Commission Action to allocate \$750,000 to Project 11.4, Central Marin Ferry Connection Multi-Use Pathway.

This resolution was revised on August 31, 2016 through Delegated Authority to allocate \$500,000 to the final design phase of the northern segment of Project 11.5, North-South Greenway Gap Closure project.

This resolution was revised on September 28, 2016 through Commission Action to allocate \$1 million to the final design phase of the northern segment of Project 11.5, North-South Greenway Gap Closure project.

Additional discussion of this allocation is contained in the Executive Director's memorandum to the MTC Programming and Allocations Committee dated September 8, 2004, April 13, 2005, July 13, 2005, and December 10, 2008, and the Programming and Allocation Committee Summary Sheet dated September 12, 2007, March 5, 2008, April 14, 2010, July 10, 2013, July 9, 2014, December 9, 2015, and September 14, 2016.

Date: September 22, 2004
W.I.: 1255
Referred by: PAC

Re: Approval of Allocation of Regional Measure 2 funds for the U.S. 101 Greenbrae Interchange Improvements

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION No. 3649

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

WHEREAS, Streets and Highways Code Sections 30950 *et seq.* created the Bay Area Toll Authority (“BATA”) which is a public instrumentality governed by the same board as that governing MTC; and

WHEREAS, on March 2, 2004, voters approved Regional Measure 2, increasing the toll for all vehicles on the seven state-owned toll bridges in the San Francisco Bay Area by \$1.00, with this extra dollar funding various transportation projects within the region that have been determined to reduce congestion or to make improvements to travel in the toll bridge corridors, as identified in SB 916 (Chapter 715, Statutes of 2004), commonly referred as Regional Measure 2 (“RM2”); and

WHEREAS, RM2 establishes the Regional Traffic Relief Plan and lists specific capital projects and programs and transit operating assistance eligible to receive RM2 funding as identified in Streets and Highways Code Sections 30914(c) & (d); and

WHEREAS, RM2 assigns administrative duties and responsibilities for the implementation of the Regional Traffic Relief Plan to MTC; and

WHEREAS, BATA shall fund the projects of the Regional Traffic Relief Plan by transferring RM2 authorized funds to MTC; and

WHEREAS, MTC adopted policies and procedures for the implementation of the Regional Measure 2 Regional Traffic Relief Plan on June 23, 2004, specifying the allocation criteria and project compliance requirements for RM2 funding (MTC Resolution No. 3636); and

WHEREAS, the Transportation Authority of Marin serves as the Marin County Congestion Management Agency and is an eligible project sponsor; and

WHEREAS, the Transportation Authority of Marin has submitted a request for the allocation of RM 2 funds for the U.S. 101 Greenbrae Interchange Improvements project; and

WHEREAS, U.S. 101 Greenbrae Interchange Improvements is identified as capital project number 11 under RM 2 and is eligible to receive RM 2 funding as identified in Streets and Highways Code Sections 30914(c); and

WHEREAS, the Transportation Authority of Marin has submitted an Initial Project Report (“IPR”), as required pursuant to Streets and Highway Code Section 30914(e), to MTC for review and approval; and

WHEREAS, Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length, lists the project and phase for which the Transportation Authority of Marin is requesting RM2 funding and the reimbursement schedule and amount recommended for allocation by MTC staff; and

WHEREAS, Attachment B to this resolution, attached hereto and incorporated herein as though set forth at length, lists the required project specific conditions which must be met prior to execution of the allocation and any reimbursement of RM2 funds; and

WHEREAS, Attachment C to this resolution, attached hereto and incorporated herein as though set forth at length, includes MTC staff’s review of the Transportation Authority of Marin’s Initial Project Report (IPR) for this project; and

WHEREAS, Attachment D attached hereto and incorporated herein as though set forth at length, lists the cash flow of RM2 funds and complementary funding for the deliverable/useable RM2 project segment; now, therefore be it

RESOLVED, that MTC approves MTC staff’s review of the Transportation Authority of Marin’s IPR for this project as set forth in Attachment C; and be it further

RESOLVED, that MTC approves the allocation and reimbursement of RM2 funds in accordance with the amount and reimbursement schedule for the phase, and activities as set forth in Attachment A; and, be it further

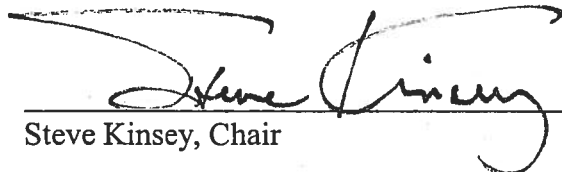
RESOLVED, that the allocation and reimbursement of RM2 funds as set forth in Attachment A are conditioned upon the Transportation Authority of Marin complying with the provisions of the Regional Measure 2 Regional Traffic Relief Plan Policy and Procedures as set forth in length in MTC Resolution 3636; and be it further

RESOLVED, that the allocation and reimbursement of RM2 funds are further conditioned upon the project specific conditions as set forth in Attachment B; and, be it further

RESOLVED, that the allocation and reimbursement of RM2 funds as set forth in Attachment A are conditioned upon the availability and expenditure of any complementary funding as set forth in Attachment D; and be it further

RESOLVED, that a certified copy of this resolution, shall be forwarded to the project sponsor.

METROPOLITAN TRANSPORTATION COMMISSION



Steve Kinsey, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at the regular meeting of the Commission held in Oakland, California, on September 22, 2004.

REGIONAL MEASURE 2 PROGRAM Allocation of Funds

Project Title: North-South Greenway Gap Closure Project
 Sponsor: Transportation Authority of Marin
 Project Number: 11.5

Allocation No. 11.5					
Activities to be funded with Allocation #1:					
Allocation will fund the environmental and preliminary engineering phases for the North-South Greenway Gap Closure Project, and a Property Title Search and Boundary Survey on behalf of the Sonoma-Marín Area Rail Transit District (SMART).					
Funding Information for Allocation #1:					
Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date
15364915	23-Jul-14	\$ 2,600,000	ENV / PE	FY 2014-15	\$ 2,600,000

Allocation No. 11.5					
Activities to be funded with Allocation #2:					
Allocation will fund the final design phase for the northern segment of the North-South Greenway Gap Closure Project.					
Funding Information for Allocation #1:					
Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date
17364918	31-Aug-16	\$ 500,000	PS&E	FY 2016-17	\$ 3,100,000
17364919	18-Sep-16	\$ 1,000,000	PS&E	FY 2016-17	\$ 4,100,000

REGIONAL MEASURE 2 PROGRAM Project Specific Conditions

Project Title: North-South Greenway Gap Closure Project
Sponsor: Transportation Authority of Marin
Project Number: 11.5

The allocation and reimbursement of RM2 funds for the above project are conditioned upon the following :

1. The Transportation Authority of Marin may invoice MTC for eligible expenses as frequently as monthly, in accordance with the cash flow plan.
2. The Transportation Authority of Marin and/or the County of Marin shall, prior to starting environmental work on the Greenway project, (1) commence a property title search and boundary survey of the SMART right-of-way within the project limits, and (2) commence work on a Memorandum of Understanding with SMART regarding the current and future use of the Greenway right-of-way.

RM2 Project Number: 11.5 North-South Greenway Gap Closure Project

Lead Sponsor	Other Sponsors(s)	Implementing Agency (if applicable)
Transportation Authority of Marin	N/A	TAM / Marin County
Legislated Project Description		
Provide enhanced regional and local access around the Greenbrae Interchange to reduce traffic congestion and provide multimodal access to the Richmond-San Rafael Bridge and Larkspur Ferry Terminal by extending a multi-use pathway from the vicinity of Wornum Drive to East Sir Francis Drake Blvd and the Cal Park Hill rail right-of-way, adding a new lane to East Sir Francis Drake Blvd., and rehabilitating the Cal Park Hill Rail Tunnel and right-of-way approaches for bicycle and pedestrian access to connect the San Rafael Transit Center with the Larkspur Ferry Terminal.		
RM2 Legislated Funding (in \$1,000)		Total Estimated Project Cost (in \$1,000)
Total Overall Funding: \$43,500		\$19,050
11.1 U.S. 101 Greenbrae Interchange Improvements (\$8,923)		
11.2 Sir Francis Drake Blvd. Widening (\$825)		
11.3 Cal Park Hill Tunnel Rehabilitation and Class 1 Bikeway (\$5,092)		
11.4 Central Marin Ferry Access Improvement (\$9,610)		
11.5 North-South Greenway Gap Closure Project (\$19,050)		
Project Purpose and Description		
The North-South Greenway Gap Closure project will create a new multi-use path connecting the existing paths at the intersection of Old Redwood Highway and Wornum Drive, with the pedestrian bridge over Sir Francis Drake Blvd (part of RM2 Project 11.4). The scope contains two segments - a north and south segment. The North Segment will widen the US-101 northbound off-ramp over the Corte Madera Creek to accommodate bicycles and pedestrians, and extends the path south along Old Redwood Highway to the existing pedestrian overcrossing of US-101. The South Segment will connect with the improvements proposed in the North Segment along Old Redwood Highway, then traverse east to the SMART railroad right-of-way. The project will close gaps in the multi-use path system, and improve connections among the Ferry Terminal, local and regional transit services, and existing multi-use paths.		
Funding Description		
Committed Funds: \$19.8 million is committed from RM2 Funds.		
Uncommitted Funds: None.		
Operating Capacity: Ongoing maintenance will be done by the County of Marin through a pending Inter-Agency Cooperative Agreement.		

Overall Project Cost and Schedule

Phase	Scope	Start	End	Cost (in \$1,000)
1	Final Environmental Document (CEQA)	09/2014	10/2016	\$2,600
2	Plans, Specifications and Estimates	06/2016	01/2018	\$2,700
3	Right-of-Way	01/2017	12/2017	\$600
4	Construction	12/2017	12/2019	\$13,150
Total:				\$19,050

Total Project Funding Plan: Committed and Uncommitted Sources

(Amounts Escalated in Thousands)

Project Title	North-South Greenway Gap Closure Project					Project No. 11.5				
Lead Sponsor	Transportation Authority of Marin									

Fund Source	Phase	Prior	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20+	Total
Committed										
RM2	ENV			2,600						2,600
RM2	PSE					1,500	1,200			2,700
RM2	ROW						600			600
RM2	CON						8,000	5,150		13,150
										0
										0
										0
										0
Total:		0	0	2,600	0	1,500	9,800	5,150	0	19,050
Uncommitted										
										0
										0
										0
Total:		0	0	0	0	0	0	0	0	0
Total Project Committed and Uncommitted										
		Prior	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20+	Total
Total:		0	0	2,600	0	1,500	9,800	5,150	0	19,050

REGIONAL MEASURE 2 PROGRAM Project Cash Flow Plan

Project Title: North-South Greenway Gap Closure Project
Sponsor: Transportation Authority of Marin
RM2 Project Number: 11.5

RM2 Project #11.4	PRIOR	FY 2013-14	FY 2014-15	FY 2015-16	FY 2016-17	FY 2017-18	FY 2018-19+	TOTAL
RM2 Funds Total	-	-	2,600,000	-	1,500,000	-	-	4,100,000
Environmental (ENV)	0	0	2,600,000	0	0	0	0	2,600,000
RM2			2,600,000					2,600,000
								0
								0
								0
Final Design (PS&E)	0	0	0	0	1,500,000	0	0	1,500,000
RM2					1,500,000			1,500,000
								0
								0
								0
Right of Way	0	0	0	0	0	0	0	0
								0
								0
								0
								0
Construction	0	0	0	0	0	0	0	0
								0
								0
								0
								0
TOTAL FUNDING								
Environmental	0	0	2,600,000	0	0	0	0	2,600,000
Final Design (PS&E)	0	0	0	0	1,500,000	0	0	1,500,000
Right of Way	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0
PROJECT TOTAL	0	0	2,600,000	0	1,500,000	0	0	4,100,000



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 15-1878 **Version:** 1 **Name:**

Type: Action Item **Status:** Consent

File created: 8/17/2016 **In control:** Legislation Committee

On agenda: 9/9/2016 **Final action:**

Title: Local Transportation and Affordable Housing Ballot Measures for the Cities of Albany, Belmont, Berkeley, East Palo Alto, Fairfax, Fairfield, Martinez, Mill Valley, Pleasant Hill, San Mateo, Suisun City, Vacaville, and Vallejo.

Transportation and Affordable Housing Measures.

Sponsors:

Indexes:

Code sections:

Attachments: [6g Leg Local Ballot Measures Long List](#)
[2c Local Ballot Measures Long List](#)

Date	Ver.	Action By	Action	Result
9/9/2016	1	Legislation Committee		

Subject:
Local Transportation and Affordable Housing Ballot Measures for the Cities of Albany, Belmont, Berkeley, East Palo Alto, Fairfax, Fairfield, Martinez, Mill Valley, Pleasant Hill, San Mateo, Suisun City, Vacaville, and Vallejo.

Transportation and Affordable Housing Measures.

Presenter:
Rebecca Long

Recommended Action:
Support / Support / Support / Support / Support / Support / Support / Support / Support / Support / Support / Support / Support / Commission Approval

Attachments



Memorandum

TO: Legislation Committee

DATE: September 2, 2016

FR: Executive Director

W. I. 1131

RE: Local Transportation and Affordable Housing Ballot Measures for the Cities of Albany, Belmont, Berkeley, East Palo Alto, Fairfax, Fairfield, Martinez, Mill Valley, Pleasant Hill, San Mateo, Suisun City, Vacaville, and Vallejo

Background

In addition to the various local ballot measures proposed for your endorsement in July 2016, over a dozen Bay Area cities and another county have placed funding measures designed (at least in part) to benefit transportation and affordable housing on the November 2016 ballot. While several are dedicated, special taxes subject to a two-thirds vote, most are general taxes or bond measures that provide flexibility in the use of funds, but have highlighted housing or transportation improvements as a priority. We are not recommending support for every local general sales tax measure on the ballot within the nine Bay Area counties, only those for which the ballot language indicates that roadway infrastructure or affordable housing are a priority in the use of funds, or in the case of tax extensions, where prior budgets appropriated funds for those purposes.

Recommendation: Support

Discussion


While MTC does not often endorse general taxes, we supported Measure H, Solano County's general ½-cent sales tax measure on the June 2016 ballot, which was accompanied by Measure G, an advisory measure indicating the intent to spend the funds on transportation improvements. Unfortunately, while Measure G received 65 percent support, Measure H did not exceed the majority vote threshold required for passage. As a result, numerous Solano County cities are attempting to raise general taxes on their own, with transportation listed as one of the potential eligible expenditures.

Given the enormous local roadway maintenance backlogs and affordable housing needs regionwide, compounded with the lack of adequate funding at the state and federal levels, staff recommends that the Commission endorse the following local measures, each of which is either a special tax or bond measure dedicated to transportation or affordable housing, or a general tax in which transportation or affordable housing are listed in supporting materials or the ballot question itself as a priority.

Bay Area Local Ballot Measures — General & Special Taxes & Bond Measures

City	Funding Type/Rate & Duration	Revenue Estimate	PCI*	Eligible Expenditures
Albany	\$58.07 Parcel tax (10 years)	\$300,000 annually	57	Sidewalk improvements
Belmont	0.5% Sales Tax (30 years)	\$1.3 million annually	55	Broad eligibility; street repairs listed as a priority
Berkeley	General Obligation Bond	\$100 million (one-time)	58	Capital improvements, streets, sidewalks and storm drain upgrades listed as a priority.
Berkeley	Gross Receipts Tax on rental income 1.8% (Permanent)	\$4 million annually	NA	Affordable housing and homelessness prevention
East Palo Alto	0.5% Sales Tax (Permanent)	\$1.8 million annually	58	Broad eligibility; street repairs listed as a priority
Fairfax	0.75% Sales Tax (0.25% increase, 10-year extension)	\$665,000 annually	65	Broad eligibility; sidewalk repairs, pedestrian trails and street repaving listed as priority
Fairfield	1% Sales Tax (15-year extension)	\$16 million annually	71	Broad eligibility; street repairs listed as a priority
Martinez	0.5% Sales Tax (15 years)	\$2 million annually	51	Special tax, 100% dedicated to roadway repair.
Mill Valley	\$266 per home Municipal Service Tax (10 year extension)	\$1.8 million annually	60	Special tax; Dedicated to fire safety, street maintenance and road repair
Pleasant Hill	0.5% Sales Tax (20 years)	\$4 million annually	65	Broad eligibility; including street repairs and bike paths
San Mateo	0.5% Sales Tax (20-year extension)	\$80 million annually	71**	Broad eligibility; affordable housing listed as a priority
Suisun City	1.0% (10 years)	\$1.8 million annually	55	Broad eligibility; including street repair and maintenance
Vacaville	0.75% (up from 0.5%) (20-year extension)	\$15 million annually	69	Broad eligibility; including street repair
Vallejo	1% (Permanent)	\$14 million	49	Broad eligibility; road repairs listed as priority

*PCI — Pavement Condition Index. **San Mateo’s measure does not specify road repairs as a priority.



Steve Heminger

Attachment:

- Attachment A: Local Ballot Measures by Jurisdiction

SH: rl

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Local Ballot Measures by Jurisdiction

Albany Parcel Tax

The City of Albany has placed on the ballot a parcel tax that would raise approximately \$300,000 per year for 10 years. The tax rate is based on the size of the parcel and is estimated to cost the average homeowner \$58/year. Units owned and occupied by low-income persons are exempt. Like a number of Bay Area cities, property owners in Albany are responsible for repairing the sidewalk in front of their property. However, many sidewalks are in disrepair, creating safety hazards for pedestrians. The measure doesn't alter the liability of homeowners, but the city would use the parcel tax revenue to repair the biggest problem areas.

Belmont

The City of Belmont has placed on the ballot a 0.5 percent general sales tax with a duration of 30 years. The measure would raise approximately \$1.3 million/year. The staff report notes that a capital needs assessment for the City identifies nearly \$100 million in unmet street and storm drain infrastructure needs alone, and continued deferral of critical maintenance will only increase these needs in the future. The city has 69 miles of street pavement in Belmont in deficient "at risk" condition, with an average PCI of 55, placing it 96th out of 109 cities regionwide.

Berkeley

The City of Berkeley has placed a \$100 million bond on the ballot for improvements to the city's infrastructure and facilities, including rehabilitation of local streets, sidewalk repairs, and improvements to storm drains, parks, senior and recreation centers and other facilities. The staff report notes that city staff have identified \$358 million in capital and maintenance needs. The measure sets a maximum interest rate of 6 percent.

The City has also placed on the ballot a gross receipts tax of 1.8 percent applicable to rental income in order to generate funding for affordable housing. It is estimated to raise approximately \$4 million per year, helping to finance an estimated 45 new affordable rental units per year. The measure is an increase in an existing tax from \$10.81 for every \$1,000 in gross receipts to \$28.80. The tax increase would only apply to landlords who own five or more rental housing units. To avoid discouraging new construction, the measure exempts new developments from the tax for the first 12 years, starting with initial occupancy. It also exempts rental income from units occupied by long-term tenants with moderate rents.

East Palo Alto

The City of East Palo Alto has placed on the ballot a general sales tax increase of 0.5 percent from 9.0 percent to 9.5 percent in perpetuity. The tax is estimated to raise approximately \$1.8 million per year. Funds could be used to help maintain rapid police-response times and the number of police officers patrolling neighborhood streets, as well as repair streets and potholes, update drinking water and storm-drain infrastructure, enhance youth and senior programs and maintain other important city services, according to the city. East Palo Alto's local roads and sidewalks require about \$28 million in repairs according to city staff.

Fairfax

The Town of Fairfax has placed on the ballot a 10-year extension of Measure D, a temporary 0.5 percent sales tax approved in 2011, which is set to expire on March 31, 2017. The measure generated approximately \$425,000 in the current fiscal year (about 5 percent of the town's operating budget) and is used for general operations (e.g. police, fire) and capital projects (e.g. streets). Measure C, on the November 2016 ballot would extend the tax by 10 years and raise it by an additional 0.25 percent.

Fairfield

The City of Fairfield has placed on the ballot a 15-year extension of Measure P, a 1 percent general sales tax approved by the voters in 2012 that currently comprises 20 percent of the city's General Fund. Without an extension in November, Measure P will expire on March 31, 2018. According to a staff report, of the total \$16 million in funding generated per year, 9 percent were used for street maintenance and repair. The resolution and ballot question for the proposed measure both highlight that the funds are needed to preserve funding to fix potholes and repair streets.

Martinez

The City of Martinez has placed a special 0.5 percent 15-year sales tax on the ballot, with the funds dedicated to road maintenance and improvements. The city has 122 miles of local streets, which are currently rated just 2 points above "poor," with a Pavement Condition Index (PCI) of 51. According to a city-commissioned report by Quality Engineering Solutions, Inc., if nothing is done to augment funding over the next five years, the city's deferred maintenance backlog is forecast to jump from \$37 million to \$66 million, while its PCI would fall to 44.

Mill Valley

The City of Mill Valley has placed on the ballot an increase and extension (with a 2 percent annual adjustment) of its Municipal Service Tax, a special property assessment (\$266 per residential single family home, with different rates for multifamily and commercial property) for the exclusive purpose of fire safety, street maintenance and road repair. The existing tax is set at \$195 per single family residence and expires in 2018. The proposed tax is estimated to generate approximately \$1.8 million annually. Approximately 75 percent of MST funds are used for street improvement projects, with the remainder used for fire prevention. Since 2014, Mill Valley has assigned General Fund resources to street improvements. As a result, the streets have improved from a PCI of 58 (At Risk) in 2014 to a PCI of 64 (Fair) in 2016.

Pleasant Hill

The City Council placed a 0.5 percent 20-year general sales tax on the ballot. The measure would generate over \$4 million/year for the City's General Fund. Key items highlighted in the staff report include the city's significant deferred maintenance, unfunded new infrastructure projects, and a library that has significant structural and safety issues. The staff report also notes that the funds could be used for various services, aligned with community priorities, including repaving and maintaining neighborhood streets, fixing potholes, maintaining and upgrading the City's storm drain system, adding new sidewalks and bike paths, constructing a new community library, and funding other city projects. The recently adopted 5-year Capital Improvement Plan identified over \$42 million in unfunded infrastructure needs, as well as \$15 million in deferred street maintenance and \$9 million in backlogged storm drain system needs.

San Mateo

The San Mateo Board of Supervisors has placed on the November ballot a 20-year extension of Measure A, a 10-year 0.5 percent general sales tax approved by the voters in 2012. The measure generates approximately \$80 million per year. The ordinance placing the measure on the ballot specifically calls out affordable housing and transit services for the elderly and people with disabilities as two essential services it seeks to preserve. It also states that the board has been considering using general funds to develop long-term solutions to the local affordable housing crisis. Passage of the measure will give the county the option to bond against the sales tax funds to support the construction of affordable housing or use the funds to purchase existing properties to dedicate toward affordable housing, among other local priorities.

Suisun City

The City of Suisun has approved a 1 percent general sales tax for the November ballot, estimated to generate \$1.8 million annually. The measure is proposed for 10 years. The staff report for the measure highlights that due to budget constraints, the city has had to defer important roadway maintenance, which is evident by its CPI of 55. The resolution placing the measure on the ballot, and the ballot question itself notes that funds will be used for a variety of purposes, including fixing potholes, maintaining streets and streetlights, among other priorities.

Vacaville

The City of Vacaville has placed on the November ballot a 20-year 0.75 percent general sales tax measure that would go into effect April 1, 2018. This proposed tax is a 0.50 percent increase above Measure M, approved by the voters in 2012 and scheduled to sunset in 2018. According to the staff report on the proposed measure, the city's 5-year forecast shows that without renewal of Measure M, the City will be in a deficit the year after it expires. If the city wants to continue to use local funds to support road repairs, as it has with Measure M, it needs this measure to pass. According to city staff, since Measure M was approved, the city has improved more than 10 million square feet of neighborhood streets. In Fiscal Year 2016/17, \$750,000 in Measure M proceeds has been reserved for a street repair contract.

Vallejo

The Vallejo City Council has placed a measure on the ballot to extend in perpetuity Measure B, a 1 percent temporary general sales tax was approved by voters on November 8, 2011 and is set to expire in 2022. The measure raised approximately \$14 million in FY 2015-16, of which 17 percent was budgeted for road and infrastructure work; the remainder is budgeted for various other city functions, including additional police officers and firefighters.



Memorandum

TO: Legislation Committee

DATE: September 2, 2016

FR: Executive Director

W. I. 1131

RE: Local Transportation and Affordable Housing Ballot Measures for the Cities of Albany, Belmont, Berkeley, East Palo Alto, Fairfax, Fairfield, Martinez, Mill Valley, Pleasant Hill, San Mateo, Suisun City, Vacaville, and Vallejo

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Recommendation: Support

Discussion

While MTC does not often endorse general taxes, we supported Measure H, Solano County's general ½-cent sales tax measure on the June 2016 ballot, which was accompanied by Measure G, an advisory measure indicating the intent to spend the funds on transportation improvements. Unfortunately, while Measure G received 65 percent support, Measure H did not exceed the majority vote threshold required for passage. As a result, numerous Solano County cities are attempting to raise general taxes on their own, with transportation listed as one of the potential eligible expenditures.

Given the enormous local roadway maintenance backlogs and affordable housing needs regionwide, compounded with the lack of adequate funding at the state and federal levels, staff recommends that the Commission endorse the following local measures, each of which is either a special tax or bond measure dedicated to transportation or affordable housing, or a general tax in which transportation or affordable housing are listed in supporting materials or the ballot question itself as a priority.

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Belmont	0.5% Sales Tax (30 years)	\$1.3 million annually	55	Broad eligibility; street repairs listed as a priority
Berkeley	General Obligation Bond	\$100 million (one-time)	58	Capital improvements, streets, sidewalks and storm drain upgrades listed as a priority.
Berkeley	Gross Receipts Tax on rental income 1.8% (Permanent)	\$4 million annually	NA	Affordable housing and homelessness prevention
East Palo Alto	0.5% Sales Tax (Permanent)	\$1.8 million annually	58	Broad eligibility; street repairs listed as a priority
Fairfax	0.75% Sales Tax (0.25% increase, 10-year extension)	\$665,000 annually	65	Broad eligibility; sidewalk repairs, pedestrian trails and street repaving listed as priority
Fairfield	1% Sales Tax (15-year extension)	\$16 million annually	71	Broad eligibility; street repairs listed as a priority
Martinez	0.5% Sales Tax (15 years)	\$2 million annually	51	Special tax, 100% dedicated to roadway repair.
Mill Valley	\$266 per home Municipal Service Tax (10 year extension)	\$1.8 million annually	60	Special tax; Dedicated to fire safety, street maintenance and road repair
Pleasant Hill	0.5% Sales Tax (20 years)	\$4 million annually	65	Broad eligibility; including street repairs and bike paths
San Mateo	0.5% Sales Tax (20-year extension)	\$80 million annually	71**	Broad eligibility; affordable housing listed as a priority
Suisun City	1.0% (10 years)	\$1.8 million annually	55	Broad eligibility; including street repair and maintenance
Vacaville	0.75% (up from 0.5%) (20-year extension)	\$15 million annually	69	Broad eligibility; including street repair
Vallejo	1% (Permanent)	\$14 million	49	Broad eligibility; road repairs listed as priority

*PCI — Pavement Condition Index. **San Mateo's measure does not specify road repairs as a priority.



Steve Heminger

Attachment:

- Attachment A: Local Ballot Measures by Jurisdiction

SH: rl

J:\COMMITTEE\Legislation\Meeting Packets\Legis2016\09_Legis_Sept 2016\3a_Local Ballot Measures_Long List_v4.docx

Local Ballot Measures by Jurisdiction

Albany Parcel Tax

The City of Albany has placed on the ballot a parcel tax that would raise approximately \$300,000 per year for 10 years. The tax rate is based on the size of the parcel and is estimated to cost the average homeowner \$58/year. Units owned and occupied by low-income persons are exempt. Like a number of Bay Area cities, property owners in Albany are responsible for repairing the sidewalk in front of their property. However, many sidewalks are in disrepair, creating safety hazards for pedestrians. The measure doesn't alter the liability of homeowners, but the city would use the parcel tax revenue to repair the biggest problem areas.

Belmont

The City of Belmont has placed on the ballot a 0.5 percent general sales tax with a duration of 30 years. The measure would raise approximately \$1.3 million/year. The staff report notes that a capital needs assessment for the City identifies nearly \$100 million in unmet street and storm drain infrastructure needs alone, and continued deferral of critical maintenance will only increase these needs in the future. The city has 69 miles of street pavement in Belmont in deficient "at risk" condition, with an average PCI of 55, placing it 96th out of 109 cities regionwide.

Berkeley

The City of Berkeley has placed a \$100 million bond on the ballot for improvements to the city's infrastructure and facilities, including rehabilitation of local streets, sidewalk repairs, and improvements to storm drains, parks, senior and recreation centers and other facilities. The staff report notes that city staff have identified \$358 million in capital and maintenance needs. The measure sets a maximum interest rate of 6 percent.

The City has also placed on the ballot a gross receipts tax of 1.8 percent applicable to rental income in order to generate funding for affordable housing. It is estimated to raise approximately \$4 million per year, helping to finance an estimated 45 new affordable rental units per year. The measure is an increase in an existing tax from \$10.81 for every \$1,000 in gross receipts to \$28.80. The tax increase would only apply to landlords who own five or more rental housing units. To avoid discouraging new construction, the measure exempts new developments from the tax for the first 12 years, starting with initial occupancy. It also exempts rental income from units occupied by long-term tenants with moderate rents.

East Palo Alto

The City of East Palo Alto has placed on the ballot a general sales tax increase of 0.5 percent from 9.0 percent to 9.5 percent in perpetuity. The tax is estimated to raise approximately \$1.8 million per year. Funds could be used to help maintain rapid police-response times and the number of police officers patrolling neighborhood streets, as well as repair streets and potholes, update drinking water and storm-drain infrastructure, enhance youth and senior programs and maintain other important city services, according to the city. East Palo Alto's local roads and sidewalks require about \$28 million in repairs according to city staff.

Fairfax

The Town of Fairfax has placed on the ballot a 10-year extension of Measure D, a temporary 0.5 percent sales tax approved in 2011, which is set to expire on March 31, 2017. The measure generated approximately \$425,000 in the current fiscal year (about 5 percent of the town's operating budget) and is used for general operations (e.g. police, fire) and capital projects (e.g. streets). Measure C, on the November 2016 ballot would extend the tax by 10 years and raise it by an additional 0.25 percent.

Fairfield

The City of Fairfield has placed on the ballot a 15-year extension of Measure P, a 1 percent general sales tax approved by the voters in 2012 that currently comprises 20 percent of the city's General Fund. Without an extension in November, Measure P will expire on March 31, 2018. According to a staff report, of the total \$16 million in funding generated per year, 9 percent were used for street maintenance and repair. The resolution and ballot question for the proposed measure both highlight that the funds are needed to preserve funding to fix potholes and repair streets.

Martinez

The City of Martinez has placed a special 0.5 percent 15-year sales tax on the ballot, with the funds dedicated to road maintenance and improvements. The city has 122 miles of local streets, which are currently rated just 2 points above "poor," with a Pavement Condition Index (PCI) of 51. According to a city-commissioned report by Quality Engineering Solutions, Inc., if nothing is done to augment funding over the next five years, the city's deferred maintenance backlog is forecast to jump from \$37 million to \$66 million, while its PCI would fall to 44.

Mill Valley

The City of Mill Valley has placed on the ballot an increase and extension (with a 2 percent annual adjustment) of its Municipal Service Tax, a special property assessment (\$266 per residential single family home, with different rates for multifamily and commercial property) for the exclusive purpose of fire safety, street maintenance and road repair. The existing tax is set at \$195 per single family residence and expires in 2018. The proposed tax is estimated to generate approximately \$1.8 million annually. Approximately 75 percent of MST funds are used for street improvement projects, with the remainder used for fire prevention. Since 2014, Mill Valley has assigned General Fund resources to street improvements. As a result, the streets have improved from a PCI of 58 (At Risk) in 2014 to a PCI of 64 (Fair) in 2016.

Pleasant Hill

The City Council placed a 0.5 percent 20-year general sales tax on the ballot. The measure would generate over \$4 million/year for the City's General Fund. Key items highlighted in the staff report include the city's significant deferred maintenance, unfunded new infrastructure projects, and a library that has significant structural and safety issues. The staff report also notes that the funds could be used for various services, aligned with community priorities, including repaving and maintaining neighborhood streets, fixing potholes, maintaining and upgrading the City's storm drain system, adding new sidewalks and bike paths, constructing a new community library, and funding other city projects. The recently adopted 5-year Capital Improvement Plan identified over \$42 million in unfunded infrastructure needs, as well as \$15 million in deferred street maintenance and \$9 million in backlogged storm drain system needs.

San Mateo

The San Mateo Board of Supervisors has placed on the November ballot a 20-year extension of Measure A, a 10-year 0.5 percent general sales tax approved by the voters in 2012. The measure generates approximately \$80 million per year. The ordinance placing the measure on the ballot specifically calls out affordable housing and transit services for the elderly and people with disabilities as two essential services it seeks to preserve. It also states that the board has been considering using general funds to develop long-term solutions to the local affordable housing crisis. Passage of the measure will give the county the option to bond against the sales tax funds to support the construction of affordable housing or use the funds to purchase existing properties to dedicate toward affordable housing, among other local priorities.

Suisun City

The City of Suisun has approved a 1 percent general sales tax for the November ballot, estimated to generate \$1.8 million annually. The measure is proposed for 10 years. The staff report for the measure highlights that due to budget constraints, the city has had to defer important roadway maintenance, which is evident by its CPI of 55. The resolution placing the measure on the ballot, and the ballot question itself notes that funds will be used for a variety of purposes, including fixing potholes, maintaining streets and streetlights, among other priorities.

Vacaville

The City of Vacaville has placed on the November ballot a 20-year 0.75 percent general sales tax measure that would go into effect April 1, 2018. This proposed tax is a 0.50 percent increase above Measure M, approved by the voters in 2012 and scheduled to sunset in 2018. According to the staff report on the proposed measure, the city's 5-year forecast shows that without renewal of Measure M, the City will be in a deficit the year after it expires. If the city wants to continue to use local funds to support road repairs, as it has with Measure M, it needs this measure to pass. According to city staff, since Measure M was approved, the city has improved more than 10 million square feet of neighborhood streets. In Fiscal Year 2016/17, \$750,000 in Measure M proceeds has been reserved for a street repair contract.

Vallejo

The Vallejo City Council has placed a measure on the ballot to extend in perpetuity Measure B, a 1 percent temporary general sales tax was approved by voters on November 8, 2011 and is set to expire in 2022. The measure raised approximately \$14 million in FY 2015-16, of which 17 percent was budgeted for road and infrastructure work; the remainder is budgeted for various other city functions, including additional police officers and firefighters.



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 15-1865 **Version:** 1 **Name:**
Type: Assembly Bill **Status:** Consent
File created: 8/10/2016 **In control:** Legislation Committee
On agenda: 9/9/2016 **Final action:**
Title: AB 1889 (Mullin): Caltrain Electrification Funding from High Speed Rail Bond

Affirms eligibility of High Speed Passenger Train Bond Act funding authorized by Proposition 1A (2008) for near-term passenger rail projects in northern and southern California, known as the "Bookends."

Sponsors:

Indexes:

Code sections:

Attachments: [6h Leg AB 1889 Mullin](#)
[2f AB 1889 Mullin](#)

Date	Ver.	Action By	Action	Result
9/9/2016	1	Legislation Committee		

Subject:

AB 1889 (Mullin): Caltrain Electrification Funding from High Speed Rail Bond

Affirms eligibility of High Speed Passenger Train Bond Act funding authorized by Proposition 1A (2008) for near-term passenger rail projects in northern and southern California, known as the "Bookends."

Presenter:

Randy Rentschler

Recommended Action:

Support / Commission Approval

Attachments



Memorandum

TO: Legislation Committee

DATE: September 2, 2016

FR: Executive Director

W. I. 1131

RE: AB 1889 (Mullin): Caltrain Electrification Funding from High - Speed Rail Bond

Background

AB 1889 (Mullin) would ensure that \$800 million in state funding from the high-speed rail bond (Proposition 1A) is available to fund the Peninsula Corridor Electrification Project (PCEP), i.e. Caltrain electrification. Specifically, AB 1889 clarifies and underscores the Legislature's intent to allow investment in projects that facilitate longer-term high-speed train operations and can be used by commuter/ intercity services in the near-term.

Caltrain has awarded vital contracts for the PCEP this summer and is relying on Proposition 1A funding to cover project costs.

Recommendation: Support

Discussion

As you know, in order to ensure that MTC can respond to legislation in a timely manner, Commission procedures allow us to communicate a position on legislation with the approval of the MTC Chair and the Legislation Committee Chair. In August, at the request of Caltrain, staff sought and obtained such approval for AB 1889 so that we could communicate our support to members of the Senate Appropriations Committee. The bill now awaits the Governor's signature. To ratify staff's communication of support of AB 1889 on behalf of the Commission, staff recommends the Committee support AB 1889.

Known Positions:

Support

Metropolitan Transportation Commission
Peninsula Corridor Joint Powers Board
(Caltrain)
Silicon Valley Leadership Group
Santa Clara Valley Transportation Authority
Santa Clara County Board of Supervisors
San Mateo County Transit District
San Mateo County Transportation Authority

Oppose

The California Rail Foundation
The Community Coalition on High Speed Rail
Transportation Solution Defense and Education
Fund


Steve Heminger

SH: rl



Memorandum

TO: Legislation Committee

DATE: September 2, 2016

FR: Executive Director

W. I. 1131

RE: AB 1889 (Mullin): Caltrain Electrification Funding from High - Speed Rail Bond

Background

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Known Positions:

Support

Metropolitan Transportation Commission
Peninsula Corridor Joint Powers Board
(Caltrain)
Silicon Valley Leadership Group
Santa Clara Valley Transportation Authority
Santa Clara County Board of Supervisors
San Mateo County Transit District
San Mateo County Transportation Authority

Oppose

The California Rail Foundation
The Community Coalition on High Speed Rail
Transportation Solution Defense and Education
Fund


Steve Heminger

SH: rl



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 15-1769 **Version:** 1 **Name:**
Type: Resolution **Status:** Commission Approval
File created: 6/24/2016 **In control:** Administration Committee
On agenda: 9/14/2016 **Final action:** 9/14/2016
Title: MTC Resolution No. 1058, Revised - Revisions to MTC's Commission Procedures Manual.

Approval of revisions to the MTC Commission Procedures Manual to incorporate the process and timeframe for designating transit representatives on the Commission, consistent with the recently released Federal Planning Rule and to update Appendix A, MTC's Conflict of Code, as approved by the FPPC.

Sponsors:

Indexes:

Code sections:

Attachments: [7a Admin-3a Reso-1058 Commission Procedures Manual](#)
[3a Reso-1058 Commission Procedures Manual.pdf](#)

Date	Ver.	Action By	Action	Result
9/14/2016	1	Administration Committee		

Subject:

MTC Resolution No. 1058, Revised - Revisions to MTC's Commission Procedures Manual.

Approval of revisions to the MTC Commission Procedures Manual to incorporate the process and timeframe for designating transit representatives on the Commission, consistent with the recently released Federal Planning Rule and to update Appendix A, MTC's Conflict of Code, as approved by the FPPC.

Presenter:

Steve Heminger

Recommended Action:

Commission Approval



METROPOLITAN
TRANSPORTATION
COMMISSION

Bay Area Metro Center
375 Beale Street
San Francisco, CA 94105
TEL 415.778.6700
WEB www.mtc.ca.gov

Memorandum

TO: Administration Committee

DATE: September 7, 2016

FR: Deputy Executive Director, Policy

RE: MTC Resolution No. 1058, Revised - Revisions to MTC's Commission Procedures Manual

This memorandum describes three proposed changes to the Commission Procedures manual: 1) Designation of Transit Representatives consistent with federal rules; 2) updates to MTC special and advisory committees; and 3) an updated Conflict of Interest (COI) Code.

Designation of Transit Representative

When enacted in July 2012, MAP-21 included a new, somewhat ambiguous provision related to transit representation on Metropolitan Planning Organization boards. In June 2014, the Federal Transit Administration (FTA) released a Policy Guidance for implementation of this provision, stating that the existence on an MPO board of members who represent a local municipality, while also serving on a transit agency board — in effect, wearing “two hats” — did not satisfy MAP 21’s requirement for transit representation.

In December 2015, Congress enacted Fixing America’s Surface Transportation System (the FAST Act), making clear that the requirement for transit representation could be satisfied under the “two hat” scenario. Most recently, in late May, the FTA finalized its State and Metropolitan Planning [Rule](#), setting forth the process for designating transit representatives on the MPO Boards.

Specifically, Section 450.310(d) of the FTA Rule states that:

- (1) Not later than October 1, 2014, each metropolitan planning organization that serves a designated TMA shall consist of:
 - (i) Local elected officials;
 - (ii) Officials of public agencies that administer or operate major modes of transportation in the metropolitan area, including representation by providers of public transportation; and
 - (iii) Appropriate State officials.
- (2) An MPO may be restructured to meet the requirements of this paragraph (d) without undertaking a redesignation.
- (3) *Representation.*
 - (i) Designation or selection of officials or representatives under paragraph (d)(1) of this section shall be determined by the MPO according to the bylaws or enabling statute of the organization.
 - (ii) Subject to the bylaws or enabling statute of the MPO, a representative of a provider of public transportation may also serve as a representative of a local municipality.

- (iii) An official described in paragraph (d)(1)(ii) shall have responsibilities, actions, duties, voting rights, and any other authority commensurate with other officials described in paragraph (d)(1) of this section.

MTC currently has 11 Commissioners who serve on 13 local and intercity transit boards as detailed in Attachment A. Rather than choose one representative, given the many perspectives provided by the Commissioners serving on the transit boards – small and large; rail, bus and ferry; and geographic diversity – staff is recommending that all Commissioners serving on local publicly operated transit boards be designated as “transit representatives” for purposes of meeting the federal requirement. The Commission chair would make transit representation designations at the same time as the committee assignments at the beginning of the new two-year term based on the current membership of the Commission and individual appointments to local and intercity public transit boards that provide service within the nine-county Bay Area. As needed thereafter based on changes to the public transit operator appointments of the Commissioners, these designations would be revised during a regular Commission meeting.

Staff presented this proposal to the Partnership Board in July 2016. Comments and concerns were raised by representatives of AC Transit, BART, and San Francisco MTA, noting that they carry nearly 80% of the region’s riders and would not be represented under this proposal. There was discussion that SFMTA could be represented on the Commission should a future San Francisco Mayor’s appointee be a SFMTA board member, but that, as directly elected boards, AC Transit and BART would not be represented on the Commission as currently structured. There was a request for reconsideration of this issue comprehensively should MTC governance structure be revised in the future as part of the MTC and ABAG consolidation effort.

Updated Conflict of Interest Code

An update to MTC’s COI Code, Appendix A to Attachment A of the Commission Procedures Manual, to reflect current designated positions and disclosure categories, was approved by the California Fair Political Practices Commission (FPPC) on June 30, 2016, and is being considered on this agenda for referral to the Commission for approval in the form of Resolution No. 1198, Revised (Agenda Item 2e).

Update to Special Advisory Committees

One new special committee has been added to the Commission Procedures Manual: the Mega-Regional Working Group, established in 2015 by Resolution No. 429 to identify issues of common interest among MPOs in the Northern California mega-region and recommend joint activities.

Recommendation

Staff recommends that the Committee refer MTC Resolution No. 1058, Revised to the Commission for approval to effect the revisions described above. Further, staff recommends that the Chair make appointments for transit representatives, consistent with the framework set forth in the resolution, at the September Commission meeting to address the time period between now and the new two-year Commission term.



Alix A. Bockelman

AB:mm

Attachment

Attachment A
MTC Commissioners Who Serve on Transit Agency Boards
(as of August 2016)

1. Altamont Commuter Express: Scott Haggerty
2. Caltrain: Adrienne Tissier
3. Capital Corridor Joint Powers Board: Jim Spering
4. County Connection: Amy Worth
5. Golden Gate Bridge Highway & Transit District: Scott Wiener
6. Livermore Amador Valley Transit Authority (LAVTA): Scott Haggerty
7. Marin Transit: Steve Kinsey
8. Vine Transit: Mark Luce
9. Samtrans: Adrienne Tissier
10. Santa Clara Valley Transit Authority (Dave Cortese*, Jason Baker, Sam Liccardo)
11. Soltrans: Jim Spering
12. Sonoma Marin Area Rail Transit: Jake Mackenzie
13. Tri-Delta Transit: Federal Glover

Number of commissioners: 11 (3 serve on multiple boards)

*Alternate for VTA Board Member Cindy Chavez

Date: 11/25/81
 W.I.: 11.1.1.0
 Referred by: A&O
 Revised: 10/27/82 11/24/82
 11/27/85 02/25/87
 09/23/87 04/26/89
 09/18/89 09/26/90
 06/26/91 11/25/92
 01/27/93 12/15/93
 05/24/95 02/26/97
 12/16/98 07/28/99
 11/17/99 02/26/03
 07/23/03 04/28/04
 01/25/06 04/26/06
 12/19/12 05/22/13
 01/28/15 03/25/15
 09/28/16

ABSTRACT

Resolution No. 1058, Revised

This resolution adopts the Commission Procedures Manual as revised and dated November 25, 1981. Resolution No. 1058 supersedes Resolution No. 745. Resolution No. 745 previously superseded Resolution No. 358.

Appendix A to the Commission Procedures Manual (MTC's Conflict of Interest Code) was revised by the Commission on October 27, 1982.

The Commission Procedures Manual was revised by the Commission on November 24, 1982 to amend the election of the Commission Chair and Vice-Chair to terms that begin in February of odd-numbered years.

The Commission Procedures Manual was revised by the Commission on November 27, 1985 to clarify some minor parliamentary procedures, to update information, and to revise Appendices B, D, and E so that those appendices supersede MTC Resolution Nos. 208, 348, 291, and 1057.

The Commission Procedures Manual was revised on February 25, 1987 to require all agendas to be posted at least 72 hours prior to meetings, special meeting agendas to be posted at least 24 hours prior to the meeting, to provide additional information on public comment, to clarify the approval authority of GR&AC and WPPRC Committees, and to allow flexibility in selection of the first meeting date of each new Commission term.

The Commission Procedures Manual was revised on September 23, 1987 to state that items on Commission and committee agendas are all subject to action.

The Commission Procedures Manual was revised on April 26, 1989 to revise the membership of standing committees, to add the Vice-Chair as an ex-officio member of all standing committees, and to allow per diem payments to any Commissioner attending any committee meeting.

The Commission Procedures Manual was revised on September 18, 1989 to clarify certain expense provisions in Appendix B.

Appendix E to the Commission Procedures Manual was revised by the Commission on September 26, 1990 to clarify certain delegations between the Grant Review and Allocations Committee and the Work Program and Plan Revision Committee.

The Commission Procedures Manual was revised on June 26, 1991 to change the membership of standing committees; to eliminate the Transportation Finance standing committee and change the name of the Work Program and Plan Revision Committee to the Work Program Committee; to update and clarify standing committee delegations and descriptions of special and advisory committees; and to update references.

Appendix D to the Commission Procedures Manual was revised on November 25, 1992 to add the Blue Ribbon Advisory Council to the list of Citizen Advisory Committees eligible for expense reimbursement.

The Commission Procedures Manual was revised on January 27, 1993 to delete provisions for reimbursement for meals of citizen advisors.

The Commission Procedures Manual was revised on December 15, 1993 to amend Section 3.08 to include further guidance regarding public comment at MTC meetings.

The Commission Procedures Manual was revised on May 24, 1995 to incorporate new MTC responsibilities, update references and committee information, make editorial changes, and delete Appendices F, G, H, and I. The revisions are summarized in the General Counsel's memorandum to the A&O Committee dated May 3, 1995.

The Commission Procedures Manual was revised on February 26, 1997 to amend the regular meeting date and times of MTC's standing committees.

The Commission Procedures Manual was revised on December 16, 1998 to update references, update special and advisory committees, add language regarding the designation of ad hoc committee members, and revise MTC's Conflict of Interest Code (Attachment A).

Appendix E to the Commission Procedures Manual was revised by the Commission on July 28, 1999 to rename: the Administration and Oversight Committee to the Administration Committee; the Grant Review and Allocations Committee to the Programming and Allocations Committee; the Legislation and Public Affairs Committee to the Legislation Committee; and the Work Program and Plan Revision Committee to the Planning and Operations Committee; and to restructure and clarify certain delegations among and between them.

Section 1.07 of the Commission Procedures Manual was revised on November 17, 1999 to allow commissioners to be reimbursed for up to five meetings in one day.

Appendix D to the Commission Procedures Manual was revised on February 26, 2003, to revise the reimbursement policy for advisors appointed by the Commission serving on the Advisory Council, the Minority Citizens Advisory Committee, and the Elderly and Disabled Advisory Committee.

The Commission Procedures Manual was revised on July 23, 2003 to update references, update committees, and incorporate MTC's revised Conflict of Interest Code (Attachment A).

Appendix D to the Commission Procedures Manual was revised on April 28, 2004, to clarify that members of the Advisory Council, the Minority Citizens Advisory Committee, and the Elderly and Disabled Advisory Committee may seek reimbursement for attending meetings of working groups with MTC staff formed at the direction of the Commission to provide input into Commission decisions.

Section 4.14 Commission Committees, and Appendix E to the Commission Procedures Manual were revised on January 25, 2006, to rename the Planning and Operations Committee as the Planning Committee and to add the Operations Committee to replace the SAFE Committee.

The Commission Procedures Manual was revised on April 26, 2006 to revise Appendix E to delegate specific contract, personal services agreement, and purchase order approval authority to the Operations Committee.

The Commission Procedures Manual was revised on December 19, 2012 to update provisions relating to AB57, SB375, MAP 21, the development of the Commission's Public Participation Plan, the creation of the Policy Advisory Council, the creation of the Bay Area Infrastructure Financing Authority and the Bay Area Headquarters Authority, clarify ex-officio voting capacity, incorporate MTC's revised Conflict of Interest Code, and to update provisions to conform to current practice (Attachment A, Appendices A, B, D and E).

The Commission Procedures Manual was revised on May 22, 2013 to incorporate MTC's revised Conflict of Interest Code as approved by the California Fair Political Practices Commission (FPPC) on April 17, 2013 to more accurately reflect the most current designated positions and assigned disclosure categories in MTC's organizational structure (Attachment A).

The Commission Procedures Manual was revised on January 28, 2015 to update and revise the Travel Policy contained in Appendix B.

The Commission Procedures Manual was revised on March 25, 2015 to incorporate MTC's revised Conflict of Interest Code, as approved by the California Fair Political Practices Commission (FPPC) on February 2, 2015, to more accurately reflect the most current designated positions and assigned disclosure categories in MTC's organizational structure (Attachment A).

The Commission Procedures Manual was revised on September 28, 2016 to provide for the appointment of one or more public transportation representatives in accordance with provisions contained in MAP 21 as amended by the FAST Act and to incorporate MTC's revised Conflict of Interest Code, as approved by the California Fair Political Practices Commission (FPPC) on June 30, 2016, to more accurately reflect the most current designated positions and assigned disclosure categories in MTC's organizational structure (Appendix A to Attachment A), and to add a MTC special committee.

Date: 11/25/81
W.I.: 99.1.20
Referred by: A&O

Re: Commission Procedures Manual.

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 1058

WHEREAS, by Resolution No. 358 and 746 the Metropolitan Transportation Commission (Commission) adopted the Commission Procedures Manual relating to the Commission and commissioners, Commission officers, Commission meetings and the conduct of business, and Commission committees; and

WHEREAS, the Commission now desires to revise the Procedures Manual to clarify and reflect current practice as well as make revisions to the duties of the Commission resulting from recent State legislation; now, therefore, be it

RESOLVED, that the Metropolitan Transportation Commission adopts its Commission Procedures Manual as revised and dated November 25, 1981, a copy of which is attached hereto and marked Attachment A and incorporated by reference; and, be it further

RESOLVED, that MTC Resolution No. 1058 supersedes Resolution No. 746.

METROPOLITAN TRANSPORTATION COMMISSION

/s/ William R. "Bill" Lucius
William R. "Bill" Lucius, Chairman

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in Oakland, California on November 25, 1981.

W.I.: 1111
Referred by: A&O
Revised: See below

Attachment A
Resolution No. 1058

METROPOLITAN TRANSPORTATION COMMISSION

COMMISSION PROCEDURES MANUAL

Adopted September 22, 1976
Revised December 19, 1979
Adopted and Revised November 25, 1981
Revised October 27, 1982
Revised November 24, 1982
Revised November 27, 1985
Revised February 25, 1987
Revised September 23, 1987
Revised April 26, 1989
Revised September 18, 1989
Revised September 26, 1990
Revised June 26, 1991
Revised November 25, 1992
Revised January 27, 1993
Revised December 15, 1993
Revised May 24, 1995
Revised February 26, 1997
Revised December 16, 1998
Revised July 28, 1999
Revised November 17, 1999
Revised February 26, 2003
Revised July 23, 2003
Revised April 28, 2004
Revised January 25, 2006
Revised April 26, 2006
Revised December 19, 2012
Revised May 22, 2013
Revised January 28, 2015
Revised March 25, 2015
Revised September 28, 2016

METROPOLITAN TRANSPORTATION COMMISSION
COMMISSION PROCEDURES MANUAL

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(Last revised 09/28/16)

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(Last revised 01/28/15)

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Appendix C

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(Adopted 5/23/79)

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(Last revised 12/19/12)

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(Last revised 12/19/12)

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METROPOLITAN TRANSPORTATION COMMISSION,
METROPOLITAN TRANSPORTATION COMMISSION SERVICE AUTHORITY FOR
FREEWAYS AND EXPRESSWAYS, BAY AREA TOLL AUTHORITY, BAY AREA
INFRASTRUCTURE FINANCING AUTHORITY AND BAY AREA HEADQUARTERS
AUTHORITY
PROCEDURES MANUAL

INTRODUCTION

The Metropolitan Transportation Commission (MTC) is the regional transportation planning agency for that area of California comprising the City and County of San Francisco and the Counties of Alameda, Contra Costa, Marin, Napa, San Mateo, Santa Clara, Solano, and Sonoma (Government Code § 66500 *et seq.*). These nine counties of the Bay Area cover an area of approximately 7,000 square miles and have a population of approximately 7.2 million (2010 census). Within the structure of California governmental agencies, MTC is classified as a local area planning agency and not as part of the executive branch of the state government.

In accordance with its legislative mandate, MTC adopted a Regional Transportation Plan (RTP) in June 1973. Thereafter, the Commission has regularly reviewed and revised the RTP in compliance with the statutory requirement of continuing plan review. The enactment of Senate Bill 375 (Steinberg) in 2008 requires MTC to adopt a Sustainable Communities Strategy (SCS) together with its RTP to strive to reach greenhouse gas (GHG) reduction targets. The first SCS/RTP is scheduled for adoption in 2013.

The Commission is charged with certain responsibilities for implementation of the SCS/RTP, as well as the RTP standing alone. Applications of local agencies for grants of certain state and federal transportation funds are subject to MTC review and approval as to their compatibility with the RTP. Generally, the state must conform to the RTP in allocating funds for construction on the state highway system within the MTC region.

Legislation passed in 1997 gave MTC increased decision-making authority over the selection of project and allocation of funds for the State Transportation Improvement Program (STIP). MTC is the agency responsible for allocation of local transportation funds among qualified claimants

under the Transportation Development Act (TDA) (Public Utilities Code § 99200 *et seq.*). The TDA statute provides MTC with a role in fulfilling fiscal and performance audit requirements with respect to claimants of TDA funds.

Under AB 1107 (Public Utilities Code § 29142.2), MTC allocates among eligible claimants one-fourth of the one-half cent Bay Area Rapid Transit District (BART) sales tax in Alameda, Contra Costa and San Francisco counties. Under AB 664 (Streets and Highways Code § 30880 *et seq.*), MTC is responsible for allocation of net revenues of state toll bridges located within the region. Pursuant to Streets and Highways Code § 30889, MTC may establish tolls for such bridges in order to generate net revenues provided that net revenues may not exceed the average net revenues available during fiscal year 1977-78 and 1978-79, except as may be adjusted annually according to the appropriate inflationary index as adopted by MTC. SB 620 (Public Utilities Code § 99310 *et seq.*) provides MTC with authority to allocate the regional share of the State Public Transportation Account.

MTC is responsible for meeting state and federal Transportation Improvement Program (TIP) requirements for the Bay Region. (Government Code § 65080 *et seq.* and 23 Code of Federal Regulations Section 450 Subpart B.) The Commission is the region's Metropolitan Planning Organization (MPO) and conducts the continuing, comprehensive, cooperative planning program necessary to maintain this region's eligibility for federal transportation funding. (23 Code of Federal Regulations Section 450 Subpart A.) MTC is the designated recipient of large urbanized area Federal Transit Administration (FTA) formula funds, such as 5307, 5339, and 5337. MTC is also designated other responsibilities for FTA funds by the California Department of Transportation (Caltrans), such as the 5303 planning funds, 5311, and 5310.

Through state law, MTC has programming responsibilities for Federal Highway Administration (FHWA) funds such as Surface Transportation Program (STP) and Congestion Mitigation and Air Quality Improvement (CMAQ). MTC is also responsible for submitting a Regional Transportation Improvement Program to the California Transportation Commission and Caltrans every two years.

MTC has conducted special planning studies at a multi-regional and subregional level. Examples include the Transit Connectivity Plan, the Transit Sustainability Project, and the Regional Goods Movement Study. MTC is jointly responsible with the Association of Bay Area Governments (ABAG) and the Bay Area Air Quality Management District (BAAQMD) for air quality planning to meet the requirements of the federal Clean Air Act, as amended, and shares with the BAAQMD the responsibility for air quality transportation control measures under the state Clean Air Act, as amended. MTC shares with ABAG the responsibility for ~~adopting~~ preparing the SCS.

The Metropolitan Transportation Commission Service Authority for Freeways and Expressways (“MTC SAFE”) was created by legislation effective January 1, 1988 (Streets and Highways Code § 2550 *et seq.*), which authorized the creation of an MTC SAFE to provide for implementation, maintenance and operation of motorist-aid services through a call box program linked directly to the California Highway Patrol and a fleet of roving tow truck patrols, the Freeway Service Patrol. Under the law, MTC oversees the regional SAFE, which was officially convened in mid-1988.

The Bay Area Toll Authority (“BATA”) was created by legislation effective January 1, 1998 (Streets & Highways Code § 30950 *et seq.*) to administer the base \$1 toll on the San Francisco Bay Area’s seven state-owned toll bridges. Pursuant to additional legislation including SB 60, AB 1171, AB 144 and AB 1175 and voter-approved toll increases, tolls in addition to the \$1.00 base toll are collected and administered. Under the law, MTC serves as BATA.

In July, 2012 AB 57 (Beall) was chaptered. AB 57 amended Sections 66503 and 66504 of the Government Code to add, effective January 1, 2013, two additional voting seats on the commission and impose certain other requirements on commissioner appointments as further outlined in Part I of this Commission Procedures Manual.

In 2015 Congress enacted, and the President signed into law the FAST Act (23 U.S.C. §101). Title 23 U.S.C. §134 (d)(2) provides that a metropolitan planning organization shall consist of local officials, officials of public agencies that administer or operate major modes of transportation in the

metropolitan area, including representation by providers of public transportation, and appropriate State officials. Title 23 U.S.C. §134 (d)(3)(B) provides that, subject to the bylaws or enabling statute of the metropolitan planning organization, a representative of a provider of public transportation may also serve as a representative of a local municipality.

For the purposes of this Commission Procedures Manual, the term “MTC” includes the three agencies: the Metropolitan Transportation Commission, the Metropolitan Transportation Commission Service Authority for Freeways and Expressways and the Bay Area Toll Authority. It also includes two joint powers authorities formed by MTC and BATA: the Bay Area Infrastructure Financing Authority (BAIFA), and the Bay Area Headquarters Authority (BAHA).

I. THE COMMISSION AND COMMISSIONERS

1.01. Commissioners. Effective January 1, 2013, there are eighteen voting commissioners. The City and County of San Francisco and the Counties of Contra Costa and San Mateo, each have two commissioners, and the Counties of Alameda and Santa Clara each have three commissioners, appointed as follows: the Board of Supervisors of each county appoints one commissioner; in San Francisco, the Mayor appoints one commissioner; in each of the remaining counties, the City Selection Committee appoints one commissioner; and in the Counties of Alameda and Santa Clara, the Mayors of the Cities of Oakland and San Jose shall be self-appointed or shall appoint a member of their respective City Councils to serve as the third commissioner . The Counties of Marin, Napa, Solano, and Sonoma each have one commissioner who is appointed by the county's Board of Supervisors from a list of three nominees furnished by the Mayor's Selection Committee. The Association of Bay Area Governments appoints one commissioner who shall not be from the Counties of Alameda or Santa Clara or from the City and County of San Francisco. The San Francisco Bay Conservation and Development Commission appoints one commissioner, who shall be a resident of the City and County of San Francisco approved by the Mayor of San Francisco. All appointments are subject to Section 1.02.

Effective September 28, 2016, any sitting commissioner who also serves on the board of a public transit agency shall be deemed to be a representative of a provider of public transportation within the meaning of the FAST Act (“Transit Representative”). Subsequent to September 28, 2016, at the beginning of each Commission term, the Chair shall designate and the Commission shall approve any sitting commissioner who also serves on the board of a public transit agency as a Transit Representative. Upon a vacancy occurring during a Commission term of a commissioner then serving as a Transit Representative, the Chair shall designate, and the Commission shall approve, one or more representatives not then currently designated, if any, from the commissioners then currently on the board who are also serving on a board of a transit agency as a Transit Representative.

The Commission's enabling legislation provides for three non-voting members, one appointed by the Secretary of the Business, Transportation and Housing Agency, and one each appointed by the United States Department of Transportation, and the United States Department of Housing and Urban Development.

1.02. Selection. The basis for selection of a commissioner is special familiarity with the problems and issues in the field of transportation. Elected or appointed public officers may serve as commissioners during their terms of public office. The effect of this is that such public officers are not prohibited from being commissioners; i.e., the two positions are not necessarily incompatible. No more than three voting members of the Commission shall be residents of the same county.

1.03. Term of Office. The term of office of a commissioner is four years. Since the initial term for commissioners commenced February 10, 1971, the organizational meeting date of the Commission, the four-year terms of commissioners shall commence quadrennially from that date. The current appointment term began February 10, 2011. Except as provided in the next sentence, the next appointment dates are February 10, 2015 and February 10, 2019. The commissioners appointed by the Mayors of the Cities of Oakland and San Jose shall have an initial term of office commencing January 1, 2013 and ending in February 2015. Appointments to fill a resignation or vacancy during a term shall be only for the balance of such term. Commissioners shall continue to serve as such until reappointed or until their successor is appointed; provided that, where a commissioner has been appointed as a public officer, the commissioner must vacate his/her Commission seat upon ceasing to hold such public office, unless the appointing authority consents to completion of the commissioner's term (Government Code Section 66504).

1.04. Oath of Office. Commissioners shall complete oath of office forms when they are appointed to the Commission, which are then notarized. The original is kept on file at the MTC offices.

1.05. Conflict of Interest Code. The Commission adopted a conflict of interest code by Resolution No. 1198, Revised (Appendix A), which was subsequently approved by the State of

California Fair Political Practices Commission. Commissioners are required to file annual statements of economic interest and within thirty days of assuming or leaving office.

1.06. Alternates. There is no provision for voting alternates for the voting commissioners. Substitutes may sit on behalf of non-voting commissioners.

1.07. Reimbursement. Commissioners serve without compensation. Commissioners are entitled to receive reimbursement for actual and necessary expenses incurred in connection with the performance of their duties. In lieu of such reimbursement for attendance at Commission or committee meetings, each commissioner shall receive one hundred dollars (\$100.00) per meeting for a maximum of five (5) such meetings in any one calendar month, plus necessary travel expenses as authorized by the Commission pursuant to the rates and terms set forth in Appendix B to this manual. Commissioners may be reimbursed a separate per diem for each such meeting in any one day up to the monthly maximum reimbursement number of meetings. The monthly maximum is calculated and applied separately to MTC and BATA. BAIFA and BAHA meeting per diem is applied and counts toward the BATA monthly maximum. No reimbursement applies to MTC SAFE meetings.

1.08. Travel Expenses. Commissioners shall be paid necessary traveling expenses as may be authorized from time to time by the Commission. The Commission policy for travel expenses is set forth in Appendix B to this manual. The policy applies to all MTC employees as well.

1.09. Orientation for New Commissioners. When a new commissioner is appointed to the Commission, the Secretary to the Commission will provide the commissioner, along with administrative materials, copies of the current major MTC, BATA, MTC SAFE, BAIFA and BAHA documents and an overview of the content of these documents. The Secretary will also arrange an orientation session for the new commissioner with the Executive Director and section managers.

II. OFFICERS

2.01. Commission Officers. There are two (2) Commission officers: a Chair and a Vice-Chair. Any voting commissioner is eligible to hold the office of Chair or Vice-Chair. Non-voting commissioners are ineligible for such offices.

2.02. Term. The Chair and Vice-Chair shall serve two-year terms commencing upon elections at the regular Commission meeting in February of odd numbered years. A commissioner may serve as Chair or Vice-Chair without restriction as to number of terms. The Chair and Vice-Chair shall serve as such until their successors are elected.

2.03A. Nomination/Election of Commission Officers (New Commission Term). In years when new Commission terms begin, the following procedure for the nomination and election of Commission officers shall be followed:

- a. The Commission shall meet on February 10, or within five working days thereof, for a special meeting. The meeting date shall be set by the prior Commission.
- b. The existing Chair, if reappointed, or if not reappointed, the Vice-Chair, if reappointed, or if not reappointed, the reappointed commissioner with the longest continuous length of service, shall preside over the meeting, and is the Acting Chair until the election of new officers.
- c. The Acting Chair shall at this special meeting appoint an Ad Hoc Nominating Committee of commissioners subject to the confirmation of the Commission.
- d. The Ad Hoc Nominating Committee shall meet and send its report in writing to the Commission with the packet for the regular February meeting.
- e. The Acting Chair shall convene the regular February meeting, usually the fourth Wednesday of the month, at which the Ad Hoc Nominating Committee shall give its report as the first order of business. Additional nominations may be offered after the Committee report. Thereafter, nominations may be closed; but, if not closed, nominations shall remain open until the March meeting.
- f. The Commission shall elect a Chair and Vice-Chair at its regular February meeting, or as soon thereafter as possible after nominations are closed.
- g. Upon the election of new officers, the new Chair shall take over the gavel and conduct the remaining business of the meeting.

2.03B. Nomination/Election of Commission Officers (Mid-Commission Term.) The Chair shall appoint an Ad Hoc Nominating Committee of commissioners subject to the confirmation of the Commission at the regular Commission meeting in December of even-numbered years. The Ad Hoc Nominating Committee shall send its report in writing to the Commission with the packet for the regular January Commission meeting. Additional nominations may be offered after the Committee report. Thereafter, nominations may be closed; but, if not closed, nominations shall remain open until the February Commission meeting. The Commission shall elect a Chair and Vice-Chair at its regular February meeting as the first order of business, or as soon thereafter as possible.

2.04. Duties of Chair. The Chair shall preside at all meetings of the Commission, state each question for vote, announce the decision, and decide all questions of order subject to appeal to the Commission. The Chair is a voting ex-officio member of all standing committees of the Commission. In such capacity the Chair shall vote only when necessary to attain a quorum of voting members of a committee. The Chair shall execute all resolutions adopted by the Commission, the approved minutes, and any other documents that may require the signature of the Chair.

The Chair shall appoint, subject to approval of the Commission, members of standing committees, and subsequent to September 28, 2016, the Chair shall designate, subject to approval of the Commission, the Transit Representative(s). In making committee and Transit Representative appointments/designations, the Chair shall, as much as possible, attempt to balance the representation of various areas of the region. The Chair shall select the Chair and Vice-Chair of each committee subject to approval of the Commission. The Chair should request individual commissioners to submit their preferences and areas of interest regarding appointment to committees. The Chair shall also appoint, subject to the approval of the Commission, Commission members of special committees.

In years when a new Chair is elected, then current committee members, chairs, and vice chairs shall continue to serve as such until the new Chair makes new committee appointments. To

the extent necessary to carry out committee business, the Chair may appoint temporary committee chairs, vice-chairs, and members, pending confirmation of committee appointments at the regular March Commission meeting.

The Chair shall approve, within the limits of the approved budget, commissioner's attendance and expenses at an out-of-region conference or any conference in which MTC has a substantial interest in being represented.

The Chair shall perform such functions as may be delegated by action of the Commission. Where circumstances warrant, the Chair may, in the absence of existing policy, act as necessary for the Commission between its scheduled meetings and shall report that action at the next Commission meeting.

The Chair shall select a temporary chair of a committee when that committee's chair and vice-chair are both unable to attend that committee's meeting(s).

2.05. Duties of Vice-Chair. The Vice-Chair shall assume the Chair's duties in his/her absence. In addition, the Vice-Chair is a voting ex-officio member of all standing committees of the Commission. In such capacity the Vice-Chair shall vote only when necessary to attain a quorum of voting members of a committee.

2.06. Chair Pro Tem. If both the Chair and Vice-Chair are or will be absent from a Commission meeting or other functions, or duties of the Chair must be performed (including, but not limited to, the execution of documents), the most senior member of the Commission shall perform such functions and duties.

2.07. Vacancies During Term of Office.

A. Chair. In the event the office of Chair is vacated during the term, the vacancy shall be filled for the unexpired balance of the term by the Vice-Chair.

B. Vice-Chair. In the event the office of Vice-Chair is vacated during the term, the vacancy may be filled for the unexpired balance of the term by a special election. If the vacancy is to be filled, an ad hoc nominating committee shall be appointed by the Chair, subject to the approval of the Commission at the next regular Commission meeting. At the Commission meeting

following the meeting approving the ad hoc nominating committee, the ad hoc nominating committee shall present its written report which shall be included in the meeting packet sent to commissioners; additional nominations, if any, may be made by commissioners at the meeting; nominations shall thereafter be closed and the election for Vice-Chair held at that meeting.

C. Chair and Vice-Chair. In the event the office of Chair and Vice-Chair are both vacated simultaneously during their terms, the vacancy for Chair and Vice-Chair shall be filled in the same manner as the vacancy for Vice-Chair in paragraph B of this Subsection, with the ad hoc nominating committee being appointed by the Commission.

2.08 Staff Officers.

A. Executive Director. The Commission shall appoint an Executive Director who shall have charge of administering the affairs of the Commission subject to the Commission's direction and policies. The Executive Director shall in turn appoint, subject to approval of the Commission, such employees as may be necessary to carry out the functions of the Commission (Resolution No. 664). The Executive Director shall designate an employee to act as Secretary of the Commission for the purpose of keeping its minutes and resolutions.

B. Legal Counsel. The Executive Director shall appoint a Legal Counsel subject to the approval of the Commission. In addition to other duties, the Legal Counsel shall have a responsibility to directly advise the Commission and commissioners in the course of their duties (Resolution Nos. 663 and 664, Appendix C).

III. COMMISSION MEETINGS AND CONDUCT OF BUSINESS

3.01. Principal Offices. The principal offices of the Commission shall be at the Bay Area Metro Center, 101—8th Street, Oakland, CA 94607-4700~~375 Beale Street, San Francisco, CA 94105~~, or at such other location as may be determined by Commission action. ~~The principal offices of BAHA shall be at 390 Main Street, San Francisco, CA 94105, or at such other location as may be determined by BAHA action.~~

3.02. Regular Commission Meetings. Regular Commission meetings shall be on the fourth Wednesday of each month with the exception of the month of December when the regular meeting of the Commission shall be the third Wednesday of December and with the exception of the month of August which shall not have a regular Commission meeting. Unless otherwise scheduled, meetings regularly commence at 9:30 a.m. When a regular meeting falls upon a legal holiday, the date and time of such meeting shall be determined by the Commission no later than at its preceding regular meeting. Commission meetings shall be held in the ~~Joseph P. Bort Metro Center Auditorium Board Room, 375 Beale Street, San Francisco, CA 94105, 101 Eighth Street, Oakland, California, 390 Main Street, San Francisco, California~~ or in alternate locations within the region that are easily available to the public and accessible to persons with disabilities; provided that, if such an alternative location is chosen, it shall be publicly announced, if possible, at the preceding regular Commission meeting.

The Chair may cancel or reschedule a regular Commission meeting if a quorum cannot be obtained, or if there is insufficient business to warrant a meeting. Notice of cancellation of a meeting shall be given, if possible, not later than seven (7) days prior to the meeting date to those persons who receive formal notice of regular meetings.

3.03. Special Commission Meetings. The Chair may call special meetings of the Commission when warranted by the business of the Commission. In addition, upon written request of ten (10) Commissioners, a special meeting shall be held upon the call of the Chair.

3.04. Notice Regarding Commission Meetings. Notice of Commission meetings shall be given as follows:

A. Regular Meetings. Notice of all regular Commission meetings shall be given in compliance with applicable provisions of the Ralph M. Brown Act (Government Code Section 54950 *et seq.*, as may be amended from time to time; hereinafter "Brown Act"). The notice shall at a minimum specify the date, hour, and location of the meeting and may be a preliminary agenda for the meeting. The final agenda shall be posted ~~in the MTC library~~ adjacent to the front door of the Bay Area Metro Center not later than 72 hours prior to the date of the meeting.

B. Special Meetings. Notice of special meetings shall be given in compliance with applicable provisions of the Brown Act. Notice of special meetings shall specify the date, time, and location of the meeting and the matters to be considered by the Commission. No matters other than those specified in the notice of special meetings may be considered. Notice of special meetings shall be given to those persons who receive notice of regular meetings. Unless otherwise provided by the Brown Act, at least twenty-four (24) hours' written notice shall be given by electronic or U.S. postal mail or personal delivery to each commissioner and to each local newspaper of general circulation, radio or television station requesting notice in writing, and by posting such notice in the MTC library.

C. Recipients of Notice. Notice of MTC meetings may be received by any person or organization requesting notice. Designated staff shall maintain a database of persons and organizations who have requested notice or to whom, in designated staff's judgment, notice shall be sent. The database is updated on an ongoing basis.

D. Brown Act. In providing notice of Commission meetings, MTC staff shall at all times comply at least with all minimum applicable notice requirements of the Brown Act.

3.05. Open Meetings. In accordance with the provisions of the Brown Act, all meetings of the Commission shall be open to the public except matters that may be discussed in closed session pursuant to the Brown Act. Members of the public shall have an opportunity to directly

address the Commission on matters before it, subject to limitations on the total amount of time allocated for public testimony on particular issues and for each individual speaker.

3.06. Quorum. A majority of the appointed, voting commissioners shall constitute a quorum for any meeting of the Commission. When 18 voting commissioners have been appointed and seated, the quorum is ten (10) commissioners. No official action shall be taken by the Commission unless a quorum is present. A majority of the commissioners present and voting shall be required to carry any action of the Commission; provided that, no action shall be valid unless approved by at least a majority of a quorum.

3.07. Voting. Voting shall be by voice; provided that a roll call shall be taken at the Chair's discretion or upon the request of one (1) commissioner.

3.08. Conduct of Meetings. Robert's Rules of Order, as revised, except when inconsistent with these procedures, law, or specific resolutions of the Commission, shall govern the conduct of meetings of the Commission and its established committees.

3.09. Agenda. The Commission may take no action on any item not appearing on the agenda except as allowed under the Brown Act. All items on Commission agendas shall be subject to action.

A preliminary agenda shall be distributed electronically or by regular or express mail prior to the date of the meeting, consistent with the Brown Act. (See Subsection 3.04, Notice Regarding Commission Meetings.) A final agenda will be prepared and posted ~~in the MTC library~~ adjacent to the front door of the Bay Area Metro Center in accordance with the Brown Act. Copies of the final agenda will be available at the meeting.

If, in the Chair's judgment, it is necessary to maintain the orderly flow of business, public comment may be restricted by any one or a combination of the following procedures:

1. limiting the time each speaker may testify per agenda item. The limit may not be less than one (1) minute for each speaker, and may range, at the discretion of the Chair, up to three (3) minutes per speaker.

2. requiring a speaker who plans to speak on more than one agenda item to combine his or her testimony on all agenda items to one appearance. The limit for a combined appearance may not be less than three (3) minutes per speaker, and may range, at the discretion of the Chair, up to seven (7) minutes per speaker.

3. establishing the maximum amount of time available during the meeting for public comment so as to permit the meeting agenda to be completed before the loss of a quorum; provided, however, that each speaker be permitted to speak at least one (1) minute.

4. establishing a single period of time during a meeting to take all public testimony before proceeding with the agenda, when there are multiple requests to speak on multiple items on the agenda.

5. rearranging the order of items on the agenda to accommodate public testimony.

Any decision of the Chair regarding the taking of public testimony made pursuant to the Commission Procedures Manual shall govern for the meeting unless overruled by a two-thirds vote of the quorum present.

The order of agenda items may also be changed, if, in the Chair's judgment, there are other reasons to do so.

3.10. Resolutions. Resolutions may be considered by the Commission at any regular or special Commission meetings. All resolutions shall be in writing.

A summary explanation of the purpose and content of each resolution shall be prepared and attached to the proposed resolution, but shall not be considered part of such resolution. The original of a resolution adopted by the Commission is the one signed by the Chair and shall be the official text of that resolution.

3.11. Regional Transportation Plan Revisions. Revisions of the Commission's adopted Regional Transportation Plan (RTP) are prepared as the need arises. Except for revisions approved by the Commission under emergency procedures, revisions to the RTP are considered by the Commission for adoption every four years. Review of proposed Plan revisions is assigned to a standing committee of the Commission, which shall make recommendations to the full

Commission for Plan revision. Notice of availability of the text of proposed revisions of the RTP shall be sent to organizations and concerned citizens on the current Commission mailing list. Not earlier than twenty (20) days after this distribution of the proposed revisions, and at a time convenient to the public, no less than (2) public hearings shall be held in the region to receive comments, suggestions, and reactions to the proposed revisions. Additional hearings may be scheduled if necessary to allow opportunity for public comment in parts of the region significantly affected by proposed revisions. These public hearings may be conducted by less than a quorum of the Commission. A transcript or summary of the public hearings shall be provided to all commissioners prior to their acting on the Plan revisions. Notice of the public hearings shall appear in major newspapers of the region and other media as appropriate at least thirty (30) days prior to the scheduled hearings.

3.12 Public Hearings. Public hearings shall be conducted in accordance with MTC's Public Participation Plan, MTC Resolution No. 3821.

3.13. Recording of Meetings. Commission meetings shall be recorded electronically and are available on the Commission's website at no cost and are archived for meetings occurring since 2004. Copies of any recordings (in accessible formats, for persons with disabilities) shall be made available to the public upon request. Further, any citizen may record a Commission meeting or parts thereof, if such recording is done in a reasonable manner.

3.14. Minutes of Meetings. The Commission shall keep accurate minutes of all meetings and make them available to the public. Minutes shall include a record of attendance, a summary of motions, resolutions, consensus items, discussion on motions receiving a split vote and/or resulting in a direction to staff or a Commission committee, other business, and public comment. ~~The original of the approved minutes is that copy signed by the Chair and~~ Minutes approved by the board at a succeeding meeting shall be the evidence of action taken at a prior meeting.

3.15. Public Information Materials. MTC staff will routinely prepare and provide all commissioners with general public informational material. Requests for specialized public information assistance for a specific commissioner will be handled on a time-available basis.

3.16 Meeting Conduct. In the event that any public meeting conducted by MTC is willfully interrupted or disrupted by a person or by a group or groups of persons so as to render the orderly conduct of the meeting unfeasible, the Chair may order the removal of those individuals who are willfully disrupting the meeting. Such individuals may be subject to arrest. If order cannot be restored by such removal, the members of the Commission 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 on matters appearing on the agenda.

IV. COMMISSION COMMITTEES

4.01. Types. Commission committees are designated as standing committees, special committees, or advisory committees.

4.02. Policy. It is the general policy of the Commission to receive comments from the public on specific items at committee meetings. Summaries of these comments shall be included in the committee minutes and forwarded to all commissioners.

4.03. Standing Committees. Each standing committee is charged with subject matter responsibility over specific element(s) of the Commission's overall mission and/or organizational functions. Standing committees shall be composed solely of commissioners. Non-voting commissioners may be appointed to standing committees. Notwithstanding that there may be a quorum of the Commission (10 or more commissioners commencing January 1, 2013) in attendance at a standing committee meeting, no standing committee may act for the full Commission unless the meeting is noticed, in accordance with the Brown Act, as a Commission meeting. Each standing committee shall be responsible for reviewing comments of appropriate MTC advisory committees and such comments shall accompany any standing committee recommendations to the Commission.

4.04. Special Committees. The Commission may establish special committees to supervise the development of a specific task or project. Membership of special committees is not limited to commissioners. Composition of special committees will depend upon the task to be performed and may involve the participation of private citizens or representatives of other public agencies.

4.05. Advisory Committees. Advisory committees are discussed in Section 4.14C.

4.06. Appointments to Committees.

A. Manner of Appointment. The Chair of the Commission, subject to the approval of the Commission, shall appoint members of standing committees and special committees to the extent that special committee appointments are the responsibility of MTC. The Commission Chair

shall designate the Chair and Vice-Chair of the standing committee, subject to approval of the Commission. Designation by the MTC Chair of special committee chairs and vice-chairs is subject to the approval of the Commission to the extent that these appointments are the responsibility of MTC. Appointments to advisory committees shall be made by the Commission in accordance with the Commission resolution establishing the particular advisory committee. In the event the Chair and Vice-Chair of a standing committee are not present at a standing committee meeting, the committee members present shall select a Chair Pro Tem for that meeting from among themselves.

B. Term. Subject to Section 2.04, appointments to standing committees shall be for the term of the Commission Chair. Appointments of commissioners to special committees shall be for the term of the Commission Chair. Other appointments to special committees shall be for a term dependent upon the function of the special committee as set forth in the resolution which governs the special committee. Appointments to advisory committees are for a term dependent upon the function of the advisory committee as set forth in the resolution establishing the particular advisory committee.

4.07. Quorum. The quorum for committees established by the Commission shall be a majority of the committee's non-ex-officio voting membership. If necessary to establish a quorum of a committee at a meeting, the Chair and Vice-Chair of the Commission, as ex-officio members of the committee, shall become voting members for that meeting. Unless otherwise approved by the Commission, MTC standing committees shall have eight (8) voting members, as approved by the Commission, plus the MTC Chair and Vice-Chair as ex-officio, voting members.

Every member of the Commission who is not a voting member of a standing committee is an ad hoc non-voting member. Although a quorum of the Commission may be in attendance at a meeting of a standing committee, the committee may take action only on those matters delegated to it. The committee may not take any action as the full Commission unless a meeting has been previously noticed as a Commission meeting.

An ad hoc non-voting committee member who is also a voting member of the Commission may be designated by the committee chairperson as a voting member at a particular committee meeting if an additional voting member is needed for a committee quorum.

4.08. Open Meetings. It is recognized that "legislative body" as defined in the Brown Act does not include committees composed solely of commissioners when they number less than a quorum of the Commission or a quorum of a standing committee. It is the intention of the Commission to apply the Brown Act to include all non-ad-hoc committees created by the Commission, not just those identified as advisory commissions or committees. All meetings of non-ad-hoc committees created by the Commission, with the exception of closed sessions permitted by the Brown Act, shall be open meetings properly announced in accordance with the provisions of the Brown Act.

4.09. Notice of Meetings. Notice of regular committee meetings shall be given consistent with applicable provisions of the Brown Act and posted ~~in the MTC library~~ adjacent to the front door of the Bay Area Metro Center not less than 72 hours, preceding the date of the meeting. If a special meeting is called on short notice, then notice shall comply with the requirements of Subsection 3.04 B of these procedures. The notice shall announce the date, time, and location of the meeting together with an agenda. This notice shall be sent to all commissioners and to media representatives, concerned citizens, and organizations who have filed a request for receipt of notice of committee meetings and posted in the MTC library. Special meetings of committees shall comply with the minimum notice provisions of the Brown Act. Notices of postponed or canceled committee meetings shall be posted ~~in the MTC library~~ adjacent to the front door of the Bay Area Metro Center not less than 72 hours prior to the regular date of the meeting and shall state the date, time, and location of the next committee meeting if possible. Notices of meetings held earlier than the regular meeting date shall be sent out and posted ~~in the MTC library~~ adjacent to the front door of the Bay Area Metro Center as soon as possible.

4.10. [Reserved]

4.11. Recording of Meetings. Standing and special committee meetings, if possible, shall be recorded electronically and follow the procedures as stated in Subsection 3.13 of this document.

4.12. Minutes of Committee Meetings. Minutes of all committee meetings shall be kept and made available to the public. Minutes shall include a record of attendance, a summary of motions, resolutions, consensus items, discussion on motions receiving a split vote and/or resulting in a direction to staff or a Commission committee, other business, and public comment.

4.13. Reimbursement and Travel Expenses. Commissioners who are members of standing or special committees shall be entitled to receive in lieu reimbursement for attendance at such committee meetings in accordance with Government Code Section 66504.1. Commissioners serving on standing and/or special committees shall also be entitled to receive necessary travel expenses in accordance with the Commission's current resolution in this regard. (See Appendix B.) Members of special committees appointed by the Commission and members of advisory committees appointed through Commission resolutions shall be reimbursed for their necessary travel expenses in accordance with the Commission's current procedures regarding this subject. (See Appendix D.)

Commissioners appointed by the Chair or the full Commission to represent MTC on committees other than those created by MTC shall be entitled to receive the MTC per diem and necessary travel expenses for attendance at such committee meetings. If the procedures of such committees require or permit the appointment of an alternate representative, MTC alternates to such committees may not claim per diem or travel expenses for any meeting at which the MTC commissioner is also present and claiming per diem.

4.14. Commission Committees.

A. Standing Committees. The current charters of the Commission's standing committees, as established by this Manual, are attached as Appendix E. Current Commission standing committees are as follows:

1. Administration Committee - is charged with the oversight of the operation and performance of the Commission staff including the development and oversight of agency personnel, financial policies, and management.

2. Programming and Allocations Committee - reviews projects seeking federal, state and regional funding approval for conformance with the Sustainable Communities Strategy/Regional Transportation Plan, adopts the region's multi-year program of funding priorities for federal, state and regional funds, and recommends allocation of various federal, state and regional funds among the various eligible claimants and applicants within the region.

3. Planning Committee - develops the region's annual transportation work program and program budget, reviews planning policies and issues, and together with ABAG, develops the Sustainable Communities Strategy, and proposes revisions to the Sustainable Communities Strategy/Regional Transportation Plan.

4. Operations Committee - establishes, oversees and evaluates transportation system management and operational activities sponsored by MTC, SAFE and others.

5. Legislation Committee - recommends Commission legislative policy, represents the Commission in the legislative process, and oversees the Commission's public information and citizen participation program.

6. Executive Committee - considers matters of urgency brought before it by the Chair between Commission meetings and other matters assigned to it by the Commission or the Chair.

B. Special Committees. Special committees are committees consisting of MTC commissioners and representatives of other organizations. Special committees are established, modified or disbanded by separate Commission action. Examples of current committees include, but are not limited to, the following:

1. Regional Airport Planning Committee - reorganized pursuant to MTC Resolution No. 3123 and is responsible for recommendations relating to the Regional Airport Element of the Regional Transportation Plan and the update of revisions relating to this element.

2. MTC/Bay Conservation and Development Commission (BCDC) Seaport Planning Advisory Committee - was established pursuant to a Memorandum of Understanding between BCDC and MTC (MTC Resolution No. 516) and is responsible for developing the legislatively-mandated Seaport Element to the Regional Transportation Plan and recommendations for revision of the Seaport Element of the BCDC Bay Plan

3. Mega-Region Working Group – was established in 2015 through Resolution 4209 to identify issues of common interest and recommend joint activities among metropolitan planning organizations in the Northern California mega-region.

C. Advisory Committees. Advisory committees consist of members of the public and/or staff from public agencies or private organizations. Advisory committees are established, modified or disbanded by separate Commission action. When appropriate, all upcoming vacancies on MTC advisory committees shall be posted on the Commission website. Prior to making appointments to such committees, thirty days shall be allowed to receive responses from citizens who are interested in appointment. Examples of current advisory committees include, but are not limited to, the following:

1. Policy Advisory Council – This advisory committee was established in November 2009 pursuant to MTC Resolution No. 3931 to advise the Commission on transportation policies in the San Francisco Bay Area, incorporating diverse perspectives relating to the environment, the economy and social equity. Its 27 members are appointed by the Commission, including 9 members, one from each Bay Area county, selected to represent interests related to the communities of color, environmental justice and low-income issues; 9 members, one from each Bay Area county, selected to represent the interests of disabled persons and seniors; and 9 members selected to represent interests related to the economy and the environment.

2. The Bay Area Partnership (The Partnership) - The Partnership is a consortium of local, state and federal agencies, including the top managers from agencies (~~currently 31 members~~) responsible for transportation and protecting the region's environmental quality;

intended to foster consensus in the implementation of TEA 21 and its successor statutes, develop agreed-upon funding and planning priorities, and implement plans and programs to better manage and operate the metropolitan transportation system.

3. Regional Transit Coordinating Council (RTCC) - Pursuant to Public Utilities Code § 29142.4, the Commission has established the RTCC to advise MTC with respect to its state and federal programs, to focus attention on transit coordination, and to encourage participation of transit operators' top management in MTC's deliberations. MTC Resolution No. 2467 establishes the RTCC.

4. Paratransit Coordinating Councils (PCCs) - established by MTC Resolution No. 468 in 1977 to require participation by counties in promoting the efficient use of limited paratransit services. Membership composition is established in MTC Resolution No. 1209.

NOTE: Special and advisory committees usually forward their recommendations to the Programming and Allocations Committee. Special issues can be referred to the appropriate MTC standing committee.

V. MISCELLANEOUS

5.01 Authority. The Metropolitan Transportation Commission finds that these procedures are necessary to carry out the purposes of the Metropolitan Transportation Commission Act. These procedures are adopted pursuant to the Commission's authority under Government Code § 66506.

5.02 Emergency Notice Provision. In the event a postal strike or other calamity makes it impossible to give notice of meetings by mail as required in these procedures, notice of meetings of the Commission and its committees shall be given to commissioners and committee members, respectively, with such time and by such means as may be practical, which may include, but not be limited to, personal service, facsimile, email and posting at MTC's website. In such event, the general public and those requesting notice of Commission and committee meetings shall be notified, if possible, by publication of notice in a newspaper or newspapers of general circulation in the region. The timing and content of such published notice shall conform, if possible, to the requirements pertaining to mailed notice set forth in these procedures.

5.03 Severability. Should any part, term, portion, or provision of these procedures be finally decided to be in conflict with any law of the United States or the State of California or otherwise be ineffectual or unenforceable, the validity of the remaining parts, terms, portions, or provisions shall be deemed severable and shall not be affected thereby, providing such remaining portions or provisions can be construed to stand as the Commission intended.

Appendix A
Resolution No. 1058

Conflict of Interest Code

Date: October 27, 1982
W.I.: 99110
I.D.: File 1
Referred by: Administration Committee
Revised: 06/26/91-C 07/27/94-C
11/18/98-C 06/28/00-C
11/20/02-C 09/28/11-C
05/22/13-C 03/25/15-C
09/28/16-C

ABSTRACT

Resolution No. 1198, Revised

Subject

This resolution adopts the amendments to the Metropolitan Transportation Commission's Conflict of Interest Code, directs the Executive Director to submit a copy of the amended code to the Fair Political Practices Commission, provides for future amendments, and revises Appendix A of the Commission Procedures Manual (Resolution No. 1058).

Resolution No. 1198 supersedes Resolution No. 859.

This resolution was revised on June 26, 1991 to include the disclosure of "business positions in business entities," to add a disclosure category for telecommunications services and equipment manufacturers to cover the activities of the MTC SAFE, to update the designated positions to reflect MTC's current organizational structure, and to clarify the definition of "consultant."

This resolution was revised on July 27, 1994 to amend the disclosure categories to cover MTC and MTC SAFE activities in the areas of towing services and intelligent vehicle highway systems (IVHS) and to update the designated positions to reflect MTC's current organizational structure.

This resolution was revised on November 18, 1998 to amend the conflict of interest code to reflect changes in FPPC regulations, amend the disclosure categories to cover the MTC Service Authority for Freeways and Expressways ("MTC SAFE") and Bay Area Toll Authority ("BATA") activities, and to update the designated positions to reflect MTC's current organizational structure. .

This resolution was revised on June 28, 2000 to add Associate Counsel as a designated position, delete the Legislation and Public Affairs and Finance sections to create one Funding and External Affairs section, and rename Treasury to Finance.

This resolution was revised on November 20, 2002, to delete the Funding and External Affairs section, to create a Programming and Allocations section and a Legislation and Public Affairs section, and to replace the Deputy Executive Director's position with two Deputy Directors' Positions.

This resolution was revised on September 28, 2011, to update the designated positions to reflect MTC's current organizational structure and disclosure categories.

This resolution was revised on May 22, 2013, to more accurately reflect the most current designated positions and assigned disclosure categories in MTC's organizational structure.

This resolution was revised on March 25, 2015, to more accurately reflect the most current designated positions and assigned disclosure categories in MTC's organizational structure.

This resolution was revised on September 28, 2016, to more accurately reflect the most current designated positions and assigned disclosure categories in MTC's organizational structure, and to add Clipper[®] Executive Board member as a designated position.

Date: October 27, 1982
W.I.: 99110
I.D.: File 1
Referred by: A&O Committee

RE: Adoption of the Amendments to the Metropolitan Transportation Commission's Conflict of Interest Code.

METROPOLITAN TRANSPORTATION COMMISSION

RESOLUTION NO. 1198

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

WHEREAS, MTC has adopted for purposes of the Political Reform Act (Government Code § 81000 *et seq.*) a Conflict of Interest Code (Resolution No. 859) which has been approved by the Fair Political Practices Commission; and

WHEREAS, MTC desires to amend its Conflict of Interest Code; and

WHEREAS, the proposed amendments have been submitted to the public for comment and subject to a public hearing; now, therefore, be it

RESOLVED, that the amended Conflict of Interest Code, incorporated herein as though set forth at length as Attachment A, is adopted; and, be it further

RESOLVED, that the Executive Director is directed to submit a copy of the Conflict of Interest Code to the California Fair Political Practices Commission for approval; and, be it further

RESOLVED, that MTC may from time to time further amend Attachment A as appropriate, in accordance with the applicable statutory and regulatory provisions; and, be it further

RESOLVED, that MTC Resolution No. 859 is superseded by Resolution No. 1198; and, be it further

RESOLVED, that Appendix A of the Commission Procedures Manual (MTC Resolution No. 1058) is revised by Resolution No. 1198.

METROPOLITAN TRANSPORTATION COMMISSION

/s/

William R. "Bill" Lucius, Chairman

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in Oakland, California, on October 27, 1982.

Date: October 27, 1982
W.I.: 99110
I.D.: File 1
Referred by: A&O Committee
Revised: 06/26/91-C 07/27/94-C
11/18/98-C 06/28/00-C
11/20/02-C 09/28/11-C
05/22/13-C 03/25/15-C
09/28/16-C

Attachment A - Resolution No. 1198
Page 1 of 4

CONFLICT OF INTEREST CODE FOR THE METROPOLITAN TRANSPORTATION COMMISSION

The Political Reform Act (Government Code Section 81000, *et seq.*) requires state and local government agencies to adopt and promulgate conflict of interest codes. The Metropolitan Transportation Commission (MTC), a statutorily created regional transportation planning agency pursuant to Government Code Section 66500 *et seq.*, is for the purposes of the Political Reform Act, a local government agency pursuant to Government Code Section 82041. MTC also functions as the MTC Service Authority for Freeways and Expressways (“MTC SAFE”) pursuant to Streets and Highways Code Sections 2550-2556, and the Bay Area Toll Authority (“BATA”) pursuant to Streets and Highways Code Section 30950 *et seq.* The Fair Political Practices Commission has adopted a regulation (2 Cal. Code Regs. Sec. 18730) that contains the terms of a standard conflict of interest code, which can be incorporated by reference in an agency’s code. After public notice and hearings, the standard code may be amended by the Fair Political Practices Commission to conform to amendments in the Political Reform Act. Therefore, the terms of 2 Cal. Code of Regs. Sec. 18730 and any amendments to it duly adopted by the Fair Political Practices Commission are hereby incorporated by reference. This regulation and the attached Appendices, designating positions and establishing disclosure categories, shall constitute the conflict of interest code of the **Metropolitan Transportation Commission (MTC)**.

Individuals holding designated positions shall file their statements of economic interests with **MTC**, which will make the statements available for public inspection and reproduction. (Gov. Code Sec. 81008.) All statements will be retained by **MTC**.

Date: October 27, 1982
 W.I.: 99110
 I.D.: File 1
 Referred by: A&O Committee
 Revised: 06/26/91-C 07/27/94-C
 11/18/98-C 06/28/00-C
 11/20/02-C 09/28/11-C
 05/22/13-C 03/25/15-C
 09/28/16-C

Attachment A - Resolution No. 1198
 Page 2 of 4

APPENDIX A

DESIGNATED POSITIONS

<u>Designated Position</u>	<u>Assigned Disclosure Category</u>
Deputy Executive Director, Policy	1, 3, 4
Deputy Executive Director, Operations	1, 3, 4
General Counsel	1, 3, 4
Deputy General Counsel	1, 3, 4
Senior Counsel	1, 3, 4
Associate Counsel	1, 3, 4
Special Counsel	1, 3, 4
Director, Administrative Services (ADS)	2, 3
Director, Planning (PLN)	2, 3
Director, Operations (OPS)	2
Director, Electronic Payments (EPS)	2
Director, Programming and Allocations (PAC)	2, 3
Director, Legislation and Public Affairs (LPA)	1, 3
Director, Technology Services (TSS)	2
Director, Bay Area Headquarters Authority ("BAHA")	1, 3
Principals: ADS, PLN, PAC	2, 3
Principals: OPS, EPS, TSS	2
Principals: LPA	1
Principals: BAHA	1, 3
Principals: Finance	1
Clipper® Executive Board Members	2
Consultants/New Positions	*

*Consultants and new positions shall be included in the list of designated positions and shall disclose pursuant to the broadest disclosure category in the code, subject to the following limitation:

Date: October 27, 1982
W.I.: 99110
I.D.: File 1
Referred by: A&O Committee
Revised: 06/26/91-C 07/27/94-C
11/18/98-C 06/28/00-C
11/20/02-C 09/28/11-C
05/22/13-C 03/25/15-C
09/28/16-C

Attachment A - Resolution No. 1198
Page 3 of 4

The Executive Director may determine in writing that a particular consultant or new position, although a “designated position,” is hired to perform a range of duties that is limited in scope and thus is not required to fully comply with the disclosure requirements described in this section. Such determination shall include a description of the consultant’s or new position’s duties and, based upon that description, a statement of the extent of disclosure requirements. The Executive Director’s determination is a public record and shall be retained for public inspection in the same manner and location as this conflict of interest code. (Gov. Code Section 81008.) Nothing herein excuses any such consultant from any other provision of the conflict-of-interest code.

OFFICIALS WHO MANAGE PUBLIC INVESTMENTS

It has been determined that the positions listed below manage public investments and shall file a statement of economic interests pursuant to Government Code Section 87200.

MTC Commissioners
Chief Financial Officer
Executive Director

An individual holding one of the above listed positions may contact the Fair Political Practices Commission for assistance or written advice regarding their filing obligations if they believe their position has been categorized incorrectly. The Fair Political Practices Commission makes the final determination whether a position is covered by Government Code Section 87200.

Date: October 27, 1982
W.I.: 99110
I.D.: File 1
Referred by: A&O Committee
Revised: 06/26/91-C 07/27/94-C
11/18/98-C 06/28/00-C
11/20/02-C 09/28/11-C
05/22/13-C 03/25/15-C
09/28/16-C

Attachment A - Resolution No. 1198
Page 4 of 4

APPENDIX B

DISCLOSURE CATEGORIES

Designated positions shall disclose pursuant to the appropriate disclosure category as indicated in Appendix A.

- CATEGORY 1** – Investments and business positions in business entities, and income, including receipt of loans, gifts, and travel payments, from, entities that provide services, products, or equipment of the type utilized by MTC, including public utilities, consultants, transportation companies, and manufacturers.
- CATEGORY 2** – Investments and business positions in business entities, and income including receipt of loans, gifts, and travel payments, from, sources that provide services, products, or equipment of the type utilized by the designated position’s department or division.
- CATEGORY 3** – All interests in real property located within the jurisdiction or within two miles of the boundaries of the jurisdiction or within two miles of any land owned or used by MTC.
- CATEGORY 4** – Investments and business positions in business entities, and income, including receipt of loans, gifts, and travel payments, from, sources that filed a claim against MTC during the previous two years, or have a claim pending against MTC.

This is the last page of the conflict of interest code for **Metropolitan Transportation Commission**.



CERTIFICATION OF FPPC APPROVAL

Pursuant to Government Code Section 87303, the conflict of interest code for **Metropolitan Transportation Commission** was approved on 6/30/ 2016. This code will become effective on 7/30/ 2016.

A handwritten signature in black ink, appearing to read "B. Lau", written over a horizontal line.

Brian G. Lau

Senior Commission Counsel

Fair Political Practices Commission



METROPOLITAN
TRANSPORTATION
COMMISSION

Bay Area Metro Center
375 Beale Street
San Francisco, CA 94105
TEL 415.778.6700
WEB www.mtc.ca.gov

Memorandum

TO: Administration Committee

DATE: September 7, 2016

FR: Deputy Executive Director, Policy

RE: MTC Resolution No. 1058, Revised - Revisions to MTC's Commission Procedures Manual

This memorandum describes three proposed changes to the Commission Procedures manual: 1) Designation of Transit Representatives consistent with federal rules; 2) updates to MTC special and advisory committees; and 3) an updated Conflict of Interest (COI) Code.

Designation of Transit Representative

When enacted in July 2012, MAP-21 included a new, somewhat ambiguous provision related to transit representation on Metropolitan Planning Organization boards. In June 2014, the Federal Transit Administration (FTA) released a Policy Guidance for implementation of this provision, stating that the existence on an MPO board of members who represent a local municipality, while also serving on a transit agency board — in effect, wearing “two hats” — did not satisfy MAP 21’s requirement for transit representation.

In December 2015, Congress enacted Fixing America’s Surface Transportation System (the FAST Act), making clear that the requirement for transit representation could be satisfied under the “two hat” scenario. Most recently, in late May, the FTA finalized its State and Metropolitan Planning [Rule](#), setting forth the process for designating transit representatives on the MPO Boards.

Specifically, Section 450.310(d) of the FTA Rule states that:

- (1) Not later than October 1, 2014, each metropolitan planning organization that serves a designated TMA shall consist of:
 - (i) Local elected officials;
 - (ii) Officials of public agencies that administer or operate major modes of transportation in the metropolitan area, including representation by providers of public transportation; and
 - (iii) Appropriate State officials.
- (2) An MPO may be restructured to meet the requirements of this paragraph (d) without undertaking a redesignation.
- (3) *Representation.*
 - (i) Designation or selection of officials or representatives under paragraph (d)(1) of this section shall be determined by the MPO according to the bylaws or enabling statute of the organization.
 - (ii) Subject to the bylaws or enabling statute of the MPO, a representative of a provider of public transportation may also serve as a representative of a local municipality.

- (iii) An official described in paragraph (d)(1)(ii) shall have responsibilities, actions, duties, voting rights, and any other authority commensurate with other officials described in paragraph (d)(1) of this section.

MTC currently has 11 Commissioners who serve on 13 local and intercity transit boards as detailed in Attachment A. Rather than choose one representative, given the many perspectives provided by the Commissioners serving on the transit boards – small and large; rail, bus and ferry; and geographic diversity – staff is recommending that all Commissioners serving on local publicly operated transit boards be designated as “transit representatives” for purposes of meeting the federal requirement. The Commission chair would make transit representation designations at the same time as the committee assignments at the beginning of the new two-year term based on the current membership of the Commission and individual appointments to local and intercity public transit boards that provide service within the nine-county Bay Area. As needed thereafter based on changes to the public transit operator appointments of the Commissioners, these designations would be revised during a regular Commission meeting.

Staff presented this proposal to the Partnership Board in July 2016. Comments and concerns were raised by representatives of AC Transit, BART, and San Francisco MTA, noting that they carry nearly 80% of the region’s riders and would not be represented under this proposal. There was discussion that SFMTA could be represented on the Commission should a future San Francisco Mayor’s appointee be a SFMTA board member, but that, as directly elected boards, AC Transit and BART would not be represented on the Commission as currently structured. There was a request for reconsideration of this issue comprehensively should MTC governance structure be revised in the future as part of the MTC and ABAG consolidation effort.

Updated Conflict of Interest Code


An update to MTC’s COI Code, Appendix A to Attachment A of the Commission Procedures Manual, to reflect current designated positions and disclosure categories, was approved by the California Fair Political Practices Commission (FPPC) on June 30, 2016, and is being considered on this agenda for referral to the Commission for approval in the form of Resolution No. 1198, Revised (Agenda Item 2e).

Update to Special Advisory Committees

One new special committee has been added to the Commission Procedures Manual: the Mega-Regional Working Group, established in 2015 by Resolution No. 429 to identify issues of common interest among MPOs in the Northern California mega-region and recommend joint activities.

Recommendation

Staff recommends that the Committee refer MTC Resolution No. 1058, Revised to the Commission for approval to effect the revisions described above. Further, staff recommends that the Chair make appointments for transit representatives, consistent with the framework set forth in the resolution, at the September Commission meeting to address the time period between now and the new two-year Commission term.



Alix A. Bockelman

AB:mm

Attachment

Attachment A
MTC Commissioners Who Serve on Transit Agency Boards
(as of August 2016)

1. Altamont Commuter Express: Scott Haggerty
2. Caltrain: Adrienne Tissier
3. Capital Corridor Joint Powers Board: Jim Spering
4. County Connection: Amy Worth
5. Golden Gate Bridge Highway & Transit District: Scott Wiener
6. Livermore Amador Valley Transit Authority (LAVTA): Scott Haggerty
7. Marin Transit: Steve Kinsey
8. Vine Transit: Mark Luce
9. Samtrans: Adrienne Tissier
10. Santa Clara Valley Transit Authority (Dave Cortese*, Jason Baker, Sam Liccardo)
11. Soltrans: Jim Spering
12. Sonoma Marin Area Rail Transit: Jake Mackenzie
13. Tri-Delta Transit: Federal Glover

Number of commissioners: 11 (3 serve on multiple boards)

*Alternate for VTA Board Member Cindy Chavez

Date: 11/25/81
 W.I.: 11.1.1.0
 Referred by: A&O
 Revised: 10/27/82 11/24/82
 11/27/85 02/25/87
 09/23/87 04/26/89
 09/18/89 09/26/90
 06/26/91 11/25/92
 01/27/93 12/15/93
 05/24/95 02/26/97
 12/16/98 07/28/99
 11/17/99 02/26/03
 07/23/03 04/28/04
 01/25/06 04/26/06
 12/19/12 05/22/13
 01/28/15 03/25/15
 09/28/16

ABSTRACT

Resolution No. 1058, Revised

This resolution adopts the Commission Procedures Manual as revised and dated November 25, 1981. Resolution No. 1058 supersedes Resolution No. 745. Resolution No. 745 previously superseded Resolution No. 358.

Appendix A to the Commission Procedures Manual (MTC's Conflict of Interest Code) was revised by the Commission on October 27, 1982.

The Commission Procedures Manual was revised by the Commission on November 24, 1982 to amend the election of the Commission Chair and Vice-Chair to terms that begin in February of odd-numbered years.

The Commission Procedures Manual was revised by the Commission on November 27, 1985 to clarify some minor parliamentary procedures, to update information, and to revise Appendices B, D, and E so that those appendices supersede MTC Resolution Nos. 208, 348, 291, and 1057.

The Commission Procedures Manual was revised on February 25, 1987 to require all agendas to be posted at least 72 hours prior to meetings, special meeting agendas to be posted at least 24 hours prior to the meeting, to provide additional information on public comment, to clarify the approval authority of GR&AC and WPPRC Committees, and to allow flexibility in selection of the first meeting date of each new Commission term.

The Commission Procedures Manual was revised on September 23, 1987 to state that items on Commission and committee agendas are all subject to action.

The Commission Procedures Manual was revised on April 26, 1989 to revise the membership of standing committees, to add the Vice-Chair as an ex-officio member of all standing committees, and to allow per diem payments to any Commissioner attending any committee meeting.

The Commission Procedures Manual was revised on September 18, 1989 to clarify certain expense provisions in Appendix B.

Appendix E to the Commission Procedures Manual was revised by the Commission on September 26, 1990 to clarify certain delegations between the Grant Review and Allocations Committee and the Work Program and Plan Revision Committee.

The Commission Procedures Manual was revised on June 26, 1991 to change the membership of standing committees; to eliminate the Transportation Finance standing committee and change the name of the Work Program and Plan Revision Committee to the Work Program Committee; to update and clarify standing committee delegations and descriptions of special and advisory committees; and to update references.

Appendix D to the Commission Procedures Manual was revised on November 25, 1992 to add the Blue Ribbon Advisory Council to the list of Citizen Advisory Committees eligible for expense reimbursement.

The Commission Procedures Manual was revised on January 27, 1993 to delete provisions for reimbursement for meals of citizen advisors.

The Commission Procedures Manual was revised on December 15, 1993 to amend Section 3.08 to include further guidance regarding public comment at MTC meetings.

The Commission Procedures Manual was revised on May 24, 1995 to incorporate new MTC responsibilities, update references and committee information, make editorial changes, and delete Appendices F, G, H, and I. The revisions are summarized in the General Counsel's memorandum to the A&O Committee dated May 3, 1995.

The Commission Procedures Manual was revised on February 26, 1997 to amend the regular meeting date and times of MTC's standing committees.

The Commission Procedures Manual was revised on December 16, 1998 to update references, update special and advisory committees, add language regarding the designation of ad hoc committee members, and revise MTC's Conflict of Interest Code (Attachment A).

Appendix E to the Commission Procedures Manual was revised by the Commission on July 28, 1999 to rename: the Administration and Oversight Committee to the Administration Committee; the Grant Review and Allocations Committee to the Programming and Allocations Committee; the Legislation and Public Affairs Committee to the Legislation Committee; and the Work Program and Plan Revision Committee to the Planning and Operations Committee; and to restructure and clarify certain delegations among and between them.

Section 1.07 of the Commission Procedures Manual was revised on November 17, 1999 to allow commissioners to be reimbursed for up to five meetings in one day.

Appendix D to the Commission Procedures Manual was revised on February 26, 2003, to revise the reimbursement policy for advisors appointed by the Commission serving on the Advisory Council, the Minority Citizens Advisory Committee, and the Elderly and Disabled Advisory Committee.

The Commission Procedures Manual was revised on July 23, 2003 to update references, update committees, and incorporate MTC's revised Conflict of Interest Code (Attachment A).

Appendix D to the Commission Procedures Manual was revised on April 28, 2004, to clarify that members of the Advisory Council, the Minority Citizens Advisory Committee, and the Elderly and Disabled Advisory Committee may seek reimbursement for attending meetings of working groups with MTC staff formed at the direction of the Commission to provide input into Commission decisions.

Section 4.14 Commission Committees, and Appendix E to the Commission Procedures Manual were revised on January 25, 2006, to rename the Planning and Operations Committee as the Planning Committee and to add the Operations Committee to replace the SAFE Committee.

The Commission Procedures Manual was revised on April 26, 2006 to revise Appendix E to delegate specific contract, personal services agreement, and purchase order approval authority to the Operations Committee.

The Commission Procedures Manual was revised on December 19, 2012 to update provisions relating to AB57, SB375, MAP 21, the development of the Commission's Public Participation Plan, the creation of the Policy Advisory Council, the creation of the Bay Area Infrastructure Financing Authority and the Bay Area Headquarters Authority, clarify ex-officio voting capacity, incorporate MTC's revised Conflict of Interest Code, and to update provisions to conform to current practice (Attachment A, Appendices A, B, D and E).

The Commission Procedures Manual was revised on May 22, 2013 to incorporate MTC's revised Conflict of Interest Code as approved by the California Fair Political Practices Commission (FPPC) on April 17, 2013 to more accurately reflect the most current designated positions and assigned disclosure categories in MTC's organizational structure (Attachment A).

The Commission Procedures Manual was revised on January 28, 2015 to update and revise the Travel Policy contained in Appendix B.

The Commission Procedures Manual was revised on March 25, 2015 to incorporate MTC's revised Conflict of Interest Code, as approved by the California Fair Political Practices Commission (FPPC) on February 2, 2015, to more accurately reflect the most current designated positions and assigned disclosure categories in MTC's organizational structure (Attachment A).

The Commission Procedures Manual was revised on September 28, 2016 to provide for the appointment of one or more public transportation representatives in accordance with provisions contained in MAP 21 as amended by the FAST Act and to incorporate MTC's revised Conflict of Interest Code, as approved by the California Fair Political Practices Commission (FPPC) on June 30, 2016, to more accurately reflect the most current designated positions and assigned disclosure categories in MTC's organizational structure (Appendix A to Attachment A), and to add a MTC special committee.

Date: 11/25/81
W.I.: 99.1.20
Referred by: A&O

Re: Commission Procedures Manual.

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 1058

WHEREAS, by Resolution No. 358 and 746 the Metropolitan Transportation Commission (Commission) adopted the Commission Procedures Manual relating to the Commission and commissioners, Commission officers, Commission meetings and the conduct of business, and Commission committees; and

WHEREAS, the Commission now desires to revise the Procedures Manual to clarify and reflect current practice as well as make revisions to the duties of the Commission resulting from recent State legislation; now, therefore, be it

RESOLVED, that the Metropolitan Transportation Commission adopts its Commission Procedures Manual as revised and dated November 25, 1981, a copy of which is attached hereto and marked Attachment A and incorporated by reference; and, be it further

RESOLVED, that MTC Resolution No. 1058 supersedes Resolution No. 746.

METROPOLITAN TRANSPORTATION COMMISSION

/s/ William R. "Bill" Lucius
William R. "Bill" Lucius, Chairman

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in Oakland, California on November 25, 1981.

W.I.: 1111
Referred by: A&O
Revised: See below

Attachment A
Resolution No. 1058

METROPOLITAN TRANSPORTATION COMMISSION

COMMISSION PROCEDURES MANUAL

Adopted September 22, 1976
Revised December 19, 1979
Adopted and Revised November 25, 1981
Revised October 27, 1982
Revised November 24, 1982
Revised November 27, 1985
Revised February 25, 1987
Revised September 23, 1987
Revised April 26, 1989
Revised September 18, 1989
Revised September 26, 1990
Revised June 26, 1991
Revised November 25, 1992
Revised January 27, 1993
Revised December 15, 1993
Revised May 24, 1995
Revised February 26, 1997
Revised December 16, 1998
Revised July 28, 1999
Revised November 17, 1999
Revised February 26, 2003
Revised July 23, 2003
Revised April 28, 2004
Revised January 25, 2006
Revised April 26, 2006
Revised December 19, 2012
Revised May 22, 2013
Revised January 28, 2015
Revised March 25, 2015
Revised September 28, 2016

METROPOLITAN TRANSPORTATION COMMISSION
COMMISSION PROCEDURES MANUAL

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APPENDICES

Appendix A

Resolution No. 1198
(Last revised 09/28/16)

Conflict of Interest Code

Appendix B

(Last revised 01/28/15)

Travel Reimbursement to Commissioners and MTC Staff

Appendix C

Resolution Nos. 663 and 664
(Adopted 5/23/79)

MTC Legal Counsel

Appendix D

(Last revised 12/19/12)

Travel Reimbursement Rates for Citizens on Advisory Committees

Appendix E

(Last revised 12/19/12)

Standing Committees' Structure

METROPOLITAN TRANSPORTATION COMMISSION,
METROPOLITAN TRANSPORTATION COMMISSION SERVICE AUTHORITY FOR
FREEWAYS AND EXPRESSWAYS, BAY AREA TOLL AUTHORITY, BAY AREA
INFRASTRUCTURE FINANCING AUTHORITY AND BAY AREA HEADQUARTERS
AUTHORITY
PROCEDURES MANUAL

INTRODUCTION

The Metropolitan Transportation Commission (MTC) is the regional transportation planning agency for that area of California comprising the City and County of San Francisco and the Counties of Alameda, Contra Costa, Marin, Napa, San Mateo, Santa Clara, Solano, and Sonoma (Government Code § 66500 *et seq.*). These nine counties of the Bay Area cover an area of approximately 7,000 square miles and have a population of approximately 7.2 million (2010 census). Within the structure of California governmental agencies, MTC is classified as a local area planning agency and not as part of the executive branch of the state government.

In accordance with its legislative mandate, MTC adopted a Regional Transportation Plan (RTP) in June 1973. Thereafter, the Commission has regularly reviewed and revised the RTP in compliance with the statutory requirement of continuing plan review. The enactment of Senate Bill 375 (Steinberg) in 2008 requires MTC to adopt a Sustainable Communities Strategy (SCS) together with its RTP to strive to reach greenhouse gas (GHG) reduction targets. The first SCS/RTP is scheduled for adoption in 2013.

The Commission is charged with certain responsibilities for implementation of the SCS/RTP, as well as the RTP standing alone. Applications of local agencies for grants of certain state and federal transportation funds are subject to MTC review and approval as to their compatibility with the RTP. Generally, the state must conform to the RTP in allocating funds for construction on the state highway system within the MTC region.

Legislation passed in 1997 gave MTC increased decision-making authority over the selection of project and allocation of funds for the State Transportation Improvement Program (STIP). MTC is the agency responsible for allocation of local transportation funds among qualified claimants

under the Transportation Development Act (TDA) (Public Utilities Code § 99200 *et seq.*). The TDA statute provides MTC with a role in fulfilling fiscal and performance audit requirements with respect to claimants of TDA funds.

Under AB 1107 (Public Utilities Code § 29142.2), MTC allocates among eligible claimants one-fourth of the one-half cent Bay Area Rapid Transit District (BART) sales tax in Alameda, Contra Costa and San Francisco counties. Under AB 664 (Streets and Highways Code § 30880 *et seq.*), MTC is responsible for allocation of net revenues of state toll bridges located within the region. Pursuant to Streets and Highways Code § 30889, MTC may establish tolls for such bridges in order to generate net revenues provided that net revenues may not exceed the average net revenues available during fiscal year 1977-78 and 1978-79, except as may be adjusted annually according to the appropriate inflationary index as adopted by MTC. SB 620 (Public Utilities Code § 99310 *et seq.*) provides MTC with authority to allocate the regional share of the State Public Transportation Account.

MTC is responsible for meeting state and federal Transportation Improvement Program (TIP) requirements for the Bay Region. (Government Code § 65080 *et seq.* and 23 Code of Federal Regulations Section 450 Subpart B.) The Commission is the region's Metropolitan Planning Organization (MPO) and conducts the continuing, comprehensive, cooperative planning program necessary to maintain this region's eligibility for federal transportation funding. (23 Code of Federal Regulations Section 450 Subpart A.) MTC is the designated recipient of large urbanized area Federal Transit Administration (FTA) formula funds, such as 5307, 5339, and 5337. MTC is also designated other responsibilities for FTA funds by the California Department of Transportation (Caltrans), such as the 5303 planning funds, 5311, and 5310.

Through state law, MTC has programming responsibilities for Federal Highway Administration (FHWA) funds such as Surface Transportation Program (STP) and Congestion Mitigation and Air Quality Improvement (CMAQ). MTC is also responsible for submitting a Regional Transportation Improvement Program to the California Transportation Commission and Caltrans every two years.

MTC has conducted special planning studies at a multi-regional and subregional level. Examples include the Transit Connectivity Plan, the Transit Sustainability Project, and the Regional Goods Movement Study. MTC is jointly responsible with the Association of Bay Area Governments (ABAG) and the Bay Area Air Quality Management District (BAAQMD) for air quality planning to meet the requirements of the federal Clean Air Act, as amended, and shares with the BAAQMD the responsibility for air quality transportation control measures under the state Clean Air Act, as amended. MTC shares with ABAG the responsibility for ~~adopting~~ preparing the SCS.

The Metropolitan Transportation Commission Service Authority for Freeways and Expressways (“MTC SAFE”) was created by legislation effective January 1, 1988 (Streets and Highways Code § 2550 *et seq.*), which authorized the creation of an MTC SAFE to provide for implementation, maintenance and operation of motorist-aid services through a call box program linked directly to the California Highway Patrol and a fleet of roving tow truck patrols, the Freeway Service Patrol. Under the law, MTC oversees the regional SAFE, which was officially convened in mid-1988.

The Bay Area Toll Authority (“BATA”) was created by legislation effective January 1, 1998 (Streets & Highways Code § 30950 *et seq.*) to administer the base \$1 toll on the San Francisco Bay Area’s seven state-owned toll bridges. Pursuant to additional legislation including SB 60, AB 1171, AB 144 and AB 1175 and voter-approved toll increases, tolls in addition to the \$1.00 base toll are collected and administered. Under the law, MTC serves as BATA.

In July, 2012 AB 57 (Beall) was chaptered. AB 57 amended Sections 66503 and 66504 of the Government Code to add, effective January 1, 2013, two additional voting seats on the commission and impose certain other requirements on commissioner appointments as further outlined in Part I of this Commission Procedures Manual.

In 2015 Congress enacted, and the President signed into law the FAST Act (23 U.S.C. §101). Title 23 U.S.C. §134 (d)(2) provides that a metropolitan planning organization shall consist of local officials, officials of public agencies that administer or operate major modes of transportation in the

metropolitan area, including representation by providers of public transportation, and appropriate State officials. Title 23 U.S.C. §134 (d)(3)(B) provides that, subject to the bylaws or enabling statute of the metropolitan planning organization, a representative of a provider of public transportation may also serve as a representative of a local municipality.

For the purposes of this Commission Procedures Manual, the term “MTC” includes the three agencies: the Metropolitan Transportation Commission, the Metropolitan Transportation Commission Service Authority for Freeways and Expressways and the Bay Area Toll Authority. It also includes two joint powers authorities formed by MTC and BATA: the Bay Area Infrastructure Financing Authority (BAIFA), and the Bay Area Headquarters Authority (BAHA).

I. THE COMMISSION AND COMMISSIONERS

1.01. Commissioners. Effective January 1, 2013, there are eighteen voting commissioners. The City and County of San Francisco and the Counties of Contra Costa and San Mateo, each have two commissioners, and the Counties of Alameda and Santa Clara each have three commissioners, appointed as follows: the Board of Supervisors of each county appoints one commissioner; in San Francisco, the Mayor appoints one commissioner; in each of the remaining counties, the City Selection Committee appoints one commissioner; and in the Counties of Alameda and Santa Clara, the Mayors of the Cities of Oakland and San Jose shall be self-appointed or shall appoint a member of their respective City Councils to serve as the third commissioner . The Counties of Marin, Napa, Solano, and Sonoma each have one commissioner who is appointed by the county's Board of Supervisors from a list of three nominees furnished by the Mayor's Selection Committee. The Association of Bay Area Governments appoints one commissioner who shall not be from the Counties of Alameda or Santa Clara or from the City and County of San Francisco. The San Francisco Bay Conservation and Development Commission appoints one commissioner, who shall be a resident of the City and County of San Francisco approved by the Mayor of San Francisco. All appointments are subject to Section 1.02.

Effective September 28, 2016, any sitting commissioner who also serves on the board of a public transit agency shall be deemed to be a representative of a provider of public transportation within the meaning of the FAST Act (“Transit Representative”). Subsequent to September 28, 2016, at the beginning of each Commission term, the Chair shall designate and the Commission shall approve any sitting commissioner who also serves on the board of a public transit agency as a Transit Representative. Upon a vacancy occurring during a Commission term of a commissioner then serving as a Transit Representative, the Chair shall designate, and the Commission shall approve, one or more representatives not then currently designated, if any, from the commissioners then currently on the board who are also serving on a board of a transit agency as a Transit Representative.

The Commission's enabling legislation provides for three non-voting members, one appointed by the Secretary of the Business, Transportation and Housing Agency, and one each appointed by the United States Department of Transportation, and the United States Department of Housing and Urban Development.

1.02. Selection. The basis for selection of a commissioner is special familiarity with the problems and issues in the field of transportation. Elected or appointed public officers may serve as commissioners during their terms of public office. The effect of this is that such public officers are not prohibited from being commissioners; i.e., the two positions are not necessarily incompatible. No more than three voting members of the Commission shall be residents of the same county.

1.03. Term of Office. The term of office of a commissioner is four years. Since the initial term for commissioners commenced February 10, 1971, the organizational meeting date of the Commission, the four-year terms of commissioners shall commence quadrennially from that date. The current appointment term began February 10, 2011. Except as provided in the next sentence, the next appointment dates are February 10, 2015 and February 10, 2019. The commissioners appointed by the Mayors of the Cities of Oakland and San Jose shall have an initial term of office commencing January 1, 2013 and ending in February 2015. Appointments to fill a resignation or vacancy during a term shall be only for the balance of such term. Commissioners shall continue to serve as such until reappointed or until their successor is appointed; provided that, where a commissioner has been appointed as a public officer, the commissioner must vacate his/her Commission seat upon ceasing to hold such public office, unless the appointing authority consents to completion of the commissioner's term (Government Code Section 66504).

1.04. Oath of Office. Commissioners shall complete oath of office forms when they are appointed to the Commission, which are then notarized. The original is kept on file at the MTC offices.

1.05. Conflict of Interest Code. The Commission adopted a conflict of interest code by Resolution No. 1198, Revised (Appendix A), which was subsequently approved by the State of

California Fair Political Practices Commission. Commissioners are required to file annual statements of economic interest and within thirty days of assuming or leaving office.

1.06. Alternates. There is no provision for voting alternates for the voting commissioners. Substitutes may sit on behalf of non-voting commissioners.

1.07. Reimbursement. Commissioners serve without compensation. Commissioners are entitled to receive reimbursement for actual and necessary expenses incurred in connection with the performance of their duties. In lieu of such reimbursement for attendance at Commission or committee meetings, each commissioner shall receive one hundred dollars (\$100.00) per meeting for a maximum of five (5) such meetings in any one calendar month, plus necessary travel expenses as authorized by the Commission pursuant to the rates and terms set forth in Appendix B to this manual. Commissioners may be reimbursed a separate per diem for each such meeting in any one day up to the monthly maximum reimbursement number of meetings. The monthly maximum is calculated and applied separately to MTC and BATA. BAIFA and BAHA meeting per diem is applied and counts toward the BATA monthly maximum. No reimbursement applies to MTC SAFE meetings.

1.08. Travel Expenses. Commissioners shall be paid necessary traveling expenses as may be authorized from time to time by the Commission. The Commission policy for travel expenses is set forth in Appendix B to this manual. The policy applies to all MTC employees as well.

1.09. Orientation for New Commissioners. When a new commissioner is appointed to the Commission, the Secretary to the Commission will provide the commissioner, along with administrative materials, copies of the current major MTC, BATA, MTC SAFE, BAIFA and BAHA documents and an overview of the content of these documents. The Secretary will also arrange an orientation session for the new commissioner with the Executive Director and section managers.

II. OFFICERS

2.01. Commission Officers. There are two (2) Commission officers: a Chair and a Vice-Chair. Any voting commissioner is eligible to hold the office of Chair or Vice-Chair. Non-voting commissioners are ineligible for such offices.

2.02. Term. The Chair and Vice-Chair shall serve two-year terms commencing upon elections at the regular Commission meeting in February of odd numbered years. A commissioner may serve as Chair or Vice-Chair without restriction as to number of terms. The Chair and Vice-Chair shall serve as such until their successors are elected.

2.03A. Nomination/Election of Commission Officers (New Commission Term). In years when new Commission terms begin, the following procedure for the nomination and election of Commission officers shall be followed:

- a. The Commission shall meet on February 10, or within five working days thereof, for a special meeting. The meeting date shall be set by the prior Commission.
- b. The existing Chair, if reappointed, or if not reappointed, the Vice-Chair, if reappointed, or if not reappointed, the reappointed commissioner with the longest continuous length of service, shall preside over the meeting, and is the Acting Chair until the election of new officers.
- c. The Acting Chair shall at this special meeting appoint an Ad Hoc Nominating Committee of commissioners subject to the confirmation of the Commission.
- d. The Ad Hoc Nominating Committee shall meet and send its report in writing to the Commission with the packet for the regular February meeting.
- e. The Acting Chair shall convene the regular February meeting, usually the fourth Wednesday of the month, at which the Ad Hoc Nominating Committee shall give its report as the first order of business. Additional nominations may be offered after the Committee report. Thereafter, nominations may be closed; but, if not closed, nominations shall remain open until the March meeting.
- f. The Commission shall elect a Chair and Vice-Chair at its regular February meeting, or as soon thereafter as possible after nominations are closed.
- g. Upon the election of new officers, the new Chair shall take over the gavel and conduct the remaining business of the meeting.

2.03B. Nomination/Election of Commission Officers (Mid-Commission Term.) The Chair shall appoint an Ad Hoc Nominating Committee of commissioners subject to the confirmation of the Commission at the regular Commission meeting in December of even-numbered years. The Ad Hoc Nominating Committee shall send its report in writing to the Commission with the packet for the regular January Commission meeting. Additional nominations may be offered after the Committee report. Thereafter, nominations may be closed; but, if not closed, nominations shall remain open until the February Commission meeting. The Commission shall elect a Chair and Vice-Chair at its regular February meeting as the first order of business, or as soon thereafter as possible.

2.04. Duties of Chair. The Chair shall preside at all meetings of the Commission, state each question for vote, announce the decision, and decide all questions of order subject to appeal to the Commission. The Chair is a voting ex-officio member of all standing committees of the Commission. In such capacity the Chair shall vote only when necessary to attain a quorum of voting members of a committee. The Chair shall execute all resolutions adopted by the Commission, the approved minutes, and any other documents that may require the signature of the Chair.

The Chair shall appoint, subject to approval of the Commission, members of standing committees, and subsequent to September 28, 2016, the Chair shall designate, subject to approval of the Commission, the Transit Representative(s). In making committee and Transit Representative appointments/designations, the Chair shall, as much as possible, attempt to balance the representation of various areas of the region. The Chair shall select the Chair and Vice-Chair of each committee subject to approval of the Commission. The Chair should request individual commissioners to submit their preferences and areas of interest regarding appointment to committees. The Chair shall also appoint, subject to the approval of the Commission, Commission members of special committees.

In years when a new Chair is elected, then current committee members, chairs, and vice chairs shall continue to serve as such until the new Chair makes new committee appointments. To

the extent necessary to carry out committee business, the Chair may appoint temporary committee chairs, vice-chairs, and members, pending confirmation of committee appointments at the regular March Commission meeting.

The Chair shall approve, within the limits of the approved budget, commissioner's attendance and expenses at an out-of-region conference or any conference in which MTC has a substantial interest in being represented.

The Chair shall perform such functions as may be delegated by action of the Commission. Where circumstances warrant, the Chair may, in the absence of existing policy, act as necessary for the Commission between its scheduled meetings and shall report that action at the next Commission meeting.

The Chair shall select a temporary chair of a committee when that committee's chair and vice-chair are both unable to attend that committee's meeting(s).

2.05. Duties of Vice-Chair. The Vice-Chair shall assume the Chair's duties in his/her absence. In addition, the Vice-Chair is a voting ex-officio member of all standing committees of the Commission. In such capacity the Vice-Chair shall vote only when necessary to attain a quorum of voting members of a committee.

2.06. Chair Pro Tem. If both the Chair and Vice-Chair are or will be absent from a Commission meeting or other functions, or duties of the Chair must be performed (including, but not limited to, the execution of documents), the most senior member of the Commission shall perform such functions and duties.

2.07. Vacancies During Term of Office.

A. Chair. In the event the office of Chair is vacated during the term, the vacancy shall be filled for the unexpired balance of the term by the Vice-Chair.

B. Vice-Chair. In the event the office of Vice-Chair is vacated during the term, the vacancy may be filled for the unexpired balance of the term by a special election. If the vacancy is to be filled, an ad hoc nominating committee shall be appointed by the Chair, subject to the approval of the Commission at the next regular Commission meeting. At the Commission meeting

following the meeting approving the ad hoc nominating committee, the ad hoc nominating committee shall present its written report which shall be included in the meeting packet sent to commissioners; additional nominations, if any, may be made by commissioners at the meeting; nominations shall thereafter be closed and the election for Vice-Chair held at that meeting.

C. Chair and Vice-Chair. In the event the office of Chair and Vice-Chair are both vacated simultaneously during their terms, the vacancy for Chair and Vice-Chair shall be filled in the same manner as the vacancy for Vice-Chair in paragraph B of this Subsection, with the ad hoc nominating committee being appointed by the Commission.

2.08 Staff Officers.

A. Executive Director. The Commission shall appoint an Executive Director who shall have charge of administering the affairs of the Commission subject to the Commission's direction and policies. The Executive Director shall in turn appoint, subject to approval of the Commission, such employees as may be necessary to carry out the functions of the Commission (Resolution No. 664). The Executive Director shall designate an employee to act as Secretary of the Commission for the purpose of keeping its minutes and resolutions.

B. Legal Counsel. The Executive Director shall appoint a Legal Counsel subject to the approval of the Commission. In addition to other duties, the Legal Counsel shall have a responsibility to directly advise the Commission and commissioners in the course of their duties (Resolution Nos. 663 and 664, Appendix C).

III. COMMISSION MEETINGS AND CONDUCT OF BUSINESS

3.01. Principal Offices. The principal offices of the Commission shall be at the Bay Area Metro Center, 101—8th Street, Oakland, CA 94607-4700~~375 Beale Street, San Francisco, CA 94105~~, or at such other location as may be determined by Commission action. ~~The principal offices of BAHA shall be at 390 Main Street, San Francisco, CA 94105, or at such other location as may be determined by BAHA action.~~

3.02. Regular Commission Meetings. Regular Commission meetings shall be on the fourth Wednesday of each month with the exception of the month of December when the regular meeting of the Commission shall be the third Wednesday of December and with the exception of the month of August which shall not have a regular Commission meeting. Unless otherwise scheduled, meetings regularly commence at 9:30 a.m. When a regular meeting falls upon a legal holiday, the date and time of such meeting shall be determined by the Commission no later than at its preceding regular meeting. Commission meetings shall be held in the ~~Joseph P. Bort Metro Center Auditorium Board Room, 375 Beale Street, San Francisco, CA 94105, 101 Eighth Street, Oakland, California, 390 Main Street, San Francisco, California~~ or in alternate locations within the region that are easily available to the public and accessible to persons with disabilities; provided that, if such an alternative location is chosen, it shall be publicly announced, if possible, at the preceding regular Commission meeting.

The Chair may cancel or reschedule a regular Commission meeting if a quorum cannot be obtained, or if there is insufficient business to warrant a meeting. Notice of cancellation of a meeting shall be given, if possible, not later than seven (7) days prior to the meeting date to those persons who receive formal notice of regular meetings.

3.03. Special Commission Meetings. The Chair may call special meetings of the Commission when warranted by the business of the Commission. In addition, upon written request of ten (10) Commissioners, a special meeting shall be held upon the call of the Chair.

3.04. Notice Regarding Commission Meetings. Notice of Commission meetings shall be given as follows:

A. Regular Meetings. Notice of all regular Commission meetings shall be given in compliance with applicable provisions of the Ralph M. Brown Act (Government Code Section 54950 *et seq.*, as may be amended from time to time; hereinafter "Brown Act"). The notice shall at a minimum specify the date, hour, and location of the meeting and may be a preliminary agenda for the meeting. The final agenda shall be posted ~~in the MTC library~~ adjacent to the front door of the Bay Area Metro Center not later than 72 hours prior to the date of the meeting.

B. Special Meetings. Notice of special meetings shall be given in compliance with applicable provisions of the Brown Act. Notice of special meetings shall specify the date, time, and location of the meeting and the matters to be considered by the Commission. No matters other than those specified in the notice of special meetings may be considered. Notice of special meetings shall be given to those persons who receive notice of regular meetings. Unless otherwise provided by the Brown Act, at least twenty-four (24) hours' written notice shall be given by electronic or U.S. postal mail or personal delivery to each commissioner and to each local newspaper of general circulation, radio or television station requesting notice in writing, and by posting such notice in the MTC library.

C. Recipients of Notice. Notice of MTC meetings may be received by any person or organization requesting notice. Designated staff shall maintain a database of persons and organizations who have requested notice or to whom, in designated staff's judgment, notice shall be sent. The database is updated on an ongoing basis.

D. Brown Act. In providing notice of Commission meetings, MTC staff shall at all times comply at least with all minimum applicable notice requirements of the Brown Act.

3.05. Open Meetings. In accordance with the provisions of the Brown Act, all meetings of the Commission shall be open to the public except matters that may be discussed in closed session pursuant to the Brown Act. Members of the public shall have an opportunity to directly

address the Commission on matters before it, subject to limitations on the total amount of time allocated for public testimony on particular issues and for each individual speaker.

3.06. Quorum. A majority of the appointed, voting commissioners shall constitute a quorum for any meeting of the Commission. When 18 voting commissioners have been appointed and seated, the quorum is ten (10) commissioners. No official action shall be taken by the Commission unless a quorum is present. A majority of the commissioners present and voting shall be required to carry any action of the Commission; provided that, no action shall be valid unless approved by at least a majority of a quorum.

3.07. Voting. Voting shall be by voice; provided that a roll call shall be taken at the Chair's discretion or upon the request of one (1) commissioner.

3.08. Conduct of Meetings. Robert's Rules of Order, as revised, except when inconsistent with these procedures, law, or specific resolutions of the Commission, shall govern the conduct of meetings of the Commission and its established committees.

3.09. Agenda. The Commission may take no action on any item not appearing on the agenda except as allowed under the Brown Act. All items on Commission agendas shall be subject to action.

A preliminary agenda shall be distributed electronically or by regular or express mail prior to the date of the meeting, consistent with the Brown Act. (See Subsection 3.04, Notice Regarding Commission Meetings.) A final agenda will be prepared and posted ~~in the MTC library~~ adjacent to the front door of the Bay Area Metro Center in accordance with the Brown Act. Copies of the final agenda will be available at the meeting.

If, in the Chair's judgment, it is necessary to maintain the orderly flow of business, public comment may be restricted by any one or a combination of the following procedures:

1. limiting the time each speaker may testify per agenda item. The limit may not be less than one (1) minute for each speaker, and may range, at the discretion of the Chair, up to three (3) minutes per speaker.

2. requiring a speaker who plans to speak on more than one agenda item to combine his or her testimony on all agenda items to one appearance. The limit for a combined appearance may not be less than three (3) minutes per speaker, and may range, at the discretion of the Chair, up to seven (7) minutes per speaker.

3. establishing the maximum amount of time available during the meeting for public comment so as to permit the meeting agenda to be completed before the loss of a quorum; provided, however, that each speaker be permitted to speak at least one (1) minute.

4. establishing a single period of time during a meeting to take all public testimony before proceeding with the agenda, when there are multiple requests to speak on multiple items on the agenda.

5. rearranging the order of items on the agenda to accommodate public testimony.

Any decision of the Chair regarding the taking of public testimony made pursuant to the Commission Procedures Manual shall govern for the meeting unless overruled by a two-thirds vote of the quorum present.

The order of agenda items may also be changed, if, in the Chair's judgment, there are other reasons to do so.

3.10. Resolutions. Resolutions may be considered by the Commission at any regular or special Commission meetings. All resolutions shall be in writing.

A summary explanation of the purpose and content of each resolution shall be prepared and attached to the proposed resolution, but shall not be considered part of such resolution. The original of a resolution adopted by the Commission is the one signed by the Chair and shall be the official text of that resolution.

3.11. Regional Transportation Plan Revisions. Revisions of the Commission's adopted Regional Transportation Plan (RTP) are prepared as the need arises. Except for revisions approved by the Commission under emergency procedures, revisions to the RTP are considered by the Commission for adoption every four years. Review of proposed Plan revisions is assigned to a standing committee of the Commission, which shall make recommendations to the full

Commission for Plan revision. Notice of availability of the text of proposed revisions of the RTP shall be sent to organizations and concerned citizens on the current Commission mailing list. Not earlier than twenty (20) days after this distribution of the proposed revisions, and at a time convenient to the public, no less than (2) public hearings shall be held in the region to receive comments, suggestions, and reactions to the proposed revisions. Additional hearings may be scheduled if necessary to allow opportunity for public comment in parts of the region significantly affected by proposed revisions. These public hearings may be conducted by less than a quorum of the Commission. A transcript or summary of the public hearings shall be provided to all commissioners prior to their acting on the Plan revisions. Notice of the public hearings shall appear in major newspapers of the region and other media as appropriate at least thirty (30) days prior to the scheduled hearings.

3.12 Public Hearings. Public hearings shall be conducted in accordance with MTC's Public Participation Plan, MTC Resolution No. 3821.

3.13. Recording of Meetings. Commission meetings shall be recorded electronically and are available on the Commission's website at no cost and are archived for meetings occurring since 2004. Copies of any recordings (in accessible formats, for persons with disabilities) shall be made available to the public upon request. Further, any citizen may record a Commission meeting or parts thereof, if such recording is done in a reasonable manner.

3.14. Minutes of Meetings. The Commission shall keep accurate minutes of all meetings and make them available to the public. Minutes shall include a record of attendance, a summary of motions, resolutions, consensus items, discussion on motions receiving a split vote and/or resulting in a direction to staff or a Commission committee, other business, and public comment. ~~The original of the approved minutes is that copy signed by the Chair and~~ Minutes approved by the board at a succeeding meeting shall be the evidence of action taken at a prior meeting.

3.15. Public Information Materials. MTC staff will routinely prepare and provide all commissioners with general public informational material. Requests for specialized public information assistance for a specific commissioner will be handled on a time-available basis.

3.16 Meeting Conduct. In the event that any public meeting conducted by MTC is willfully interrupted or disrupted by a person or by a group or groups of persons so as to render the orderly conduct of the meeting unfeasible, the Chair may order the removal of those individuals who are willfully disrupting the meeting. Such individuals may be subject to arrest. If order cannot be restored by such removal, the members of the Commission 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 on matters appearing on the agenda.

IV. COMMISSION COMMITTEES

4.01. Types. Commission committees are designated as standing committees, special committees, or advisory committees.

4.02. Policy. It is the general policy of the Commission to receive comments from the public on specific items at committee meetings. Summaries of these comments shall be included in the committee minutes and forwarded to all commissioners.

4.03. Standing Committees. Each standing committee is charged with subject matter responsibility over specific element(s) of the Commission's overall mission and/or organizational functions. Standing committees shall be composed solely of commissioners. Non-voting commissioners may be appointed to standing committees. Notwithstanding that there may be a quorum of the Commission (10 or more commissioners commencing January 1, 2013) in attendance at a standing committee meeting, no standing committee may act for the full Commission unless the meeting is noticed, in accordance with the Brown Act, as a Commission meeting. Each standing committee shall be responsible for reviewing comments of appropriate MTC advisory committees and such comments shall accompany any standing committee recommendations to the Commission.

4.04. Special Committees. The Commission may establish special committees to supervise the development of a specific task or project. Membership of special committees is not limited to commissioners. Composition of special committees will depend upon the task to be performed and may involve the participation of private citizens or representatives of other public agencies.

4.05. Advisory Committees. Advisory committees are discussed in Section 4.14C.

4.06. Appointments to Committees.

A. Manner of Appointment. The Chair of the Commission, subject to the approval of the Commission, shall appoint members of standing committees and special committees to the extent that special committee appointments are the responsibility of MTC. The Commission Chair

shall designate the Chair and Vice-Chair of the standing committee, subject to approval of the Commission. Designation by the MTC Chair of special committee chairs and vice-chairs is subject to the approval of the Commission to the extent that these appointments are the responsibility of MTC. Appointments to advisory committees shall be made by the Commission in accordance with the Commission resolution establishing the particular advisory committee. In the event the Chair and Vice-Chair of a standing committee are not present at a standing committee meeting, the committee members present shall select a Chair Pro Tem for that meeting from among themselves.

B. Term. Subject to Section 2.04, appointments to standing committees shall be for the term of the Commission Chair. Appointments of commissioners to special committees shall be for the term of the Commission Chair. Other appointments to special committees shall be for a term dependent upon the function of the special committee as set forth in the resolution which governs the special committee. Appointments to advisory committees are for a term dependent upon the function of the advisory committee as set forth in the resolution establishing the particular advisory committee.

4.07. Quorum. The quorum for committees established by the Commission shall be a majority of the committee's non-ex-officio voting membership. If necessary to establish a quorum of a committee at a meeting, the Chair and Vice-Chair of the Commission, as ex-officio members of the committee, shall become voting members for that meeting. Unless otherwise approved by the Commission, MTC standing committees shall have eight (8) voting members, as approved by the Commission, plus the MTC Chair and Vice-Chair as ex-officio, voting members.

Every member of the Commission who is not a voting member of a standing committee is an ad hoc non-voting member. Although a quorum of the Commission may be in attendance at a meeting of a standing committee, the committee may take action only on those matters delegated to it. The committee may not take any action as the full Commission unless a meeting has been previously noticed as a Commission meeting.

An ad hoc non-voting committee member who is also a voting member of the Commission may be designated by the committee chairperson as a voting member at a particular committee meeting if an additional voting member is needed for a committee quorum.

4.08. Open Meetings. It is recognized that "legislative body" as defined in the Brown Act does not include committees composed solely of commissioners when they number less than a quorum of the Commission or a quorum of a standing committee. It is the intention of the Commission to apply the Brown Act to include all non-ad-hoc committees created by the Commission, not just those identified as advisory commissions or committees. All meetings of non-ad-hoc committees created by the Commission, with the exception of closed sessions permitted by the Brown Act, shall be open meetings properly announced in accordance with the provisions of the Brown Act.

4.09. Notice of Meetings. Notice of regular committee meetings shall be given consistent with applicable provisions of the Brown Act and posted ~~in the MTC library~~ adjacent to the front door of the Bay Area Metro Center not less than 72 hours, preceding the date of the meeting. If a special meeting is called on short notice, then notice shall comply with the requirements of Subsection 3.04 B of these procedures. The notice shall announce the date, time, and location of the meeting together with an agenda. This notice shall be sent to all commissioners and to media representatives, concerned citizens, and organizations who have filed a request for receipt of notice of committee meetings and posted in the MTC library. Special meetings of committees shall comply with the minimum notice provisions of the Brown Act. Notices of postponed or canceled committee meetings shall be posted ~~in the MTC library~~ adjacent to the front door of the Bay Area Metro Center not less than 72 hours prior to the regular date of the meeting and shall state the date, time, and location of the next committee meeting if possible. Notices of meetings held earlier than the regular meeting date shall be sent out and posted ~~in the MTC library~~ adjacent to the front door of the Bay Area Metro Center as soon as possible.

4.10. [Reserved]

4.11. Recording of Meetings. Standing and special committee meetings, if possible, shall be recorded electronically and follow the procedures as stated in Subsection 3.13 of this document.

4.12. Minutes of Committee Meetings. Minutes of all committee meetings shall be kept and made available to the public. Minutes shall include a record of attendance, a summary of motions, resolutions, consensus items, discussion on motions receiving a split vote and/or resulting in a direction to staff or a Commission committee, other business, and public comment.

4.13. Reimbursement and Travel Expenses. Commissioners who are members of standing or special committees shall be entitled to receive in lieu reimbursement for attendance at such committee meetings in accordance with Government Code Section 66504.1. Commissioners serving on standing and/or special committees shall also be entitled to receive necessary travel expenses in accordance with the Commission's current resolution in this regard. (See Appendix B.) Members of special committees appointed by the Commission and members of advisory committees appointed through Commission resolutions shall be reimbursed for their necessary travel expenses in accordance with the Commission's current procedures regarding this subject. (See Appendix D.)

Commissioners appointed by the Chair or the full Commission to represent MTC on committees other than those created by MTC shall be entitled to receive the MTC per diem and necessary travel expenses for attendance at such committee meetings. If the procedures of such committees require or permit the appointment of an alternate representative, MTC alternates to such committees may not claim per diem or travel expenses for any meeting at which the MTC commissioner is also present and claiming per diem.

4.14. Commission Committees.

A. Standing Committees. The current charters of the Commission's standing committees, as established by this Manual, are attached as Appendix E. Current Commission standing committees are as follows:

1. Administration Committee - is charged with the oversight of the operation and performance of the Commission staff including the development and oversight of agency personnel, financial policies, and management.

2. Programming and Allocations Committee - reviews projects seeking federal, state and regional funding approval for conformance with the Sustainable Communities Strategy/Regional Transportation Plan, adopts the region's multi-year program of funding priorities for federal, state and regional funds, and recommends allocation of various federal, state and regional funds among the various eligible claimants and applicants within the region.

3. Planning Committee - develops the region's annual transportation work program and program budget, reviews planning policies and issues, and together with ABAG, develops the Sustainable Communities Strategy, and proposes revisions to the Sustainable Communities Strategy/Regional Transportation Plan.

4. Operations Committee - establishes, oversees and evaluates transportation system management and operational activities sponsored by MTC, SAFE and others.

5. Legislation Committee - recommends Commission legislative policy, represents the Commission in the legislative process, and oversees the Commission's public information and citizen participation program.

6. Executive Committee - considers matters of urgency brought before it by the Chair between Commission meetings and other matters assigned to it by the Commission or the Chair.

B. Special Committees. Special committees are committees consisting of MTC commissioners and representatives of other organizations. Special committees are established, modified or disbanded by separate Commission action. Examples of current committees include, but are not limited to, the following:

1. Regional Airport Planning Committee - reorganized pursuant to MTC Resolution No. 3123 and is responsible for recommendations relating to the Regional Airport Element of the Regional Transportation Plan and the update of revisions relating to this element.

2. MTC/Bay Conservation and Development Commission (BCDC) Seaport Planning Advisory Committee - was established pursuant to a Memorandum of Understanding between BCDC and MTC (MTC Resolution No. 516) and is responsible for developing the legislatively-mandated Seaport Element to the Regional Transportation Plan and recommendations for revision of the Seaport Element of the BCDC Bay Plan

3. Mega-Region Working Group – was established in 2015 through Resolution 4209 to identify issues of common interest and recommend joint activities among metropolitan planning organizations in the Northern California mega-region.

C. Advisory Committees. Advisory committees consist of members of the public and/or staff from public agencies or private organizations. Advisory committees are established, modified or disbanded by separate Commission action. When appropriate, all upcoming vacancies on MTC advisory committees shall be posted on the Commission website. Prior to making appointments to such committees, thirty days shall be allowed to receive responses from citizens who are interested in appointment. Examples of current advisory committees include, but are not limited to, the following:

1. Policy Advisory Council – This advisory committee was established in November 2009 pursuant to MTC Resolution No. 3931 to advise the Commission on transportation policies in the San Francisco Bay Area, incorporating diverse perspectives relating to the environment, the economy and social equity. Its 27 members are appointed by the Commission, including 9 members, one from each Bay Area county, selected to represent interests related to the communities of color, environmental justice and low-income issues; 9 members, one from each Bay Area county, selected to represent the interests of disabled persons and seniors; and 9 members selected to represent interests related to the economy and the environment.

2. The Bay Area Partnership (The Partnership) - The Partnership is a consortium of local, state and federal agencies, including the top managers from agencies (~~currently 31 members~~) responsible for transportation and protecting the region's environmental quality;

intended to foster consensus in the implementation of TEA 21 and its successor statutes, develop agreed-upon funding and planning priorities, and implement plans and programs to better manage and operate the metropolitan transportation system.

3. Regional Transit Coordinating Council (RTCC) - Pursuant to Public Utilities Code § 29142.4, the Commission has established the RTCC to advise MTC with respect to its state and federal programs, to focus attention on transit coordination, and to encourage participation of transit operators' top management in MTC's deliberations. MTC Resolution No. 2467 establishes the RTCC.

4. Paratransit Coordinating Councils (PCCs) - established by MTC Resolution No. 468 in 1977 to require participation by counties in promoting the efficient use of limited paratransit services. Membership composition is established in MTC Resolution No. 1209.

NOTE: Special and advisory committees usually forward their recommendations to the Programming and Allocations Committee. Special issues can be referred to the appropriate MTC standing committee.

V. MISCELLANEOUS

5.01 Authority. The Metropolitan Transportation Commission finds that these procedures are necessary to carry out the purposes of the Metropolitan Transportation Commission Act. These procedures are adopted pursuant to the Commission's authority under Government Code § 66506.

5.02 Emergency Notice Provision. In the event a postal strike or other calamity makes it impossible to give notice of meetings by mail as required in these procedures, notice of meetings of the Commission and its committees shall be given to commissioners and committee members, respectively, with such time and by such means as may be practical, which may include, but not be limited to, personal service, facsimile, email and posting at MTC's website. In such event, the general public and those requesting notice of Commission and committee meetings shall be notified, if possible, by publication of notice in a newspaper or newspapers of general circulation in the region. The timing and content of such published notice shall conform, if possible, to the requirements pertaining to mailed notice set forth in these procedures.

5.03 Severability. Should any part, term, portion, or provision of these procedures be finally decided to be in conflict with any law of the United States or the State of California or otherwise be ineffectual or unenforceable, the validity of the remaining parts, terms, portions, or provisions shall be deemed severable and shall not be affected thereby, providing such remaining portions or provisions can be construed to stand as the Commission intended.

Appendix A
Resolution No. 1058

Conflict of Interest Code

Date: October 27, 1982
W.I.: 99110
I.D.: File 1
Referred by: Administration Committee
Revised: 06/26/91-C 07/27/94-C
11/18/98-C 06/28/00-C
11/20/02-C 09/28/11-C
05/22/13-C 03/25/15-C
09/28/16-C

ABSTRACT

Resolution No. 1198, Revised

Subject

This resolution adopts the amendments to the Metropolitan Transportation Commission's Conflict of Interest Code, directs the Executive Director to submit a copy of the amended code to the Fair Political Practices Commission, provides for future amendments, and revises Appendix A of the Commission Procedures Manual (Resolution No. 1058).

Resolution No. 1198 supersedes Resolution No. 859.

This resolution was revised on June 26, 1991 to include the disclosure of "business positions in business entities," to add a disclosure category for telecommunications services and equipment manufacturers to cover the activities of the MTC SAFE, to update the designated positions to reflect MTC's current organizational structure, and to clarify the definition of "consultant."

This resolution was revised on July 27, 1994 to amend the disclosure categories to cover MTC and MTC SAFE activities in the areas of towing services and intelligent vehicle highway systems (IVHS) and to update the designated positions to reflect MTC's current organizational structure.

This resolution was revised on November 18, 1998 to amend the conflict of interest code to reflect changes in FPPC regulations, amend the disclosure categories to cover the MTC Service Authority for Freeways and Expressways ("MTC SAFE") and Bay Area Toll Authority ("BATA") activities, and to update the designated positions to reflect MTC's current organizational structure. .

This resolution was revised on June 28, 2000 to add Associate Counsel as a designated position, delete the Legislation and Public Affairs and Finance sections to create one Funding and External Affairs section, and rename Treasury to Finance.

This resolution was revised on November 20, 2002, to delete the Funding and External Affairs section, to create a Programming and Allocations section and a Legislation and Public Affairs section, and to replace the Deputy Executive Director's position with two Deputy Directors' Positions.

This resolution was revised on September 28, 2011, to update the designated positions to reflect MTC's current organizational structure and disclosure categories.

This resolution was revised on May 22, 2013, to more accurately reflect the most current designated positions and assigned disclosure categories in MTC's organizational structure.

This resolution was revised on March 25, 2015, to more accurately reflect the most current designated positions and assigned disclosure categories in MTC's organizational structure.

This resolution was revised on September 28, 2016, to more accurately reflect the most current designated positions and assigned disclosure categories in MTC's organizational structure, and to add Clipper[®] Executive Board member as a designated position.

Date: October 27, 1982
W.I.: 99110
I.D.: File 1
Referred by: A&O Committee

RE: Adoption of the Amendments to the Metropolitan Transportation Commission's Conflict of Interest Code.

METROPOLITAN TRANSPORTATION COMMISSION

RESOLUTION NO. 1198

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

WHEREAS, MTC has adopted for purposes of the Political Reform Act (Government Code § 81000 *et seq.*) a Conflict of Interest Code (Resolution No. 859) which has been approved by the Fair Political Practices Commission; and

WHEREAS, MTC desires to amend its Conflict of Interest Code; and

WHEREAS, the proposed amendments have been submitted to the public for comment and subject to a public hearing; now, therefore, be it

RESOLVED, that the amended Conflict of Interest Code, incorporated herein as though set forth at length as Attachment A, is adopted; and, be it further

RESOLVED, that the Executive Director is directed to submit a copy of the Conflict of Interest Code to the California Fair Political Practices Commission for approval; and, be it further

RESOLVED, that MTC may from time to time further amend Attachment A as appropriate, in accordance with the applicable statutory and regulatory provisions; and, be it further

RESOLVED, that MTC Resolution No. 859 is superseded by Resolution No. 1198; and, be it further

RESOLVED, that Appendix A of the Commission Procedures Manual (MTC Resolution No. 1058) is revised by Resolution No. 1198.

METROPOLITAN TRANSPORTATION COMMISSION

/s/

William R. "Bill" Lucius, Chairman

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in Oakland, California, on October 27, 1982.

Date: October 27, 1982
W.I.: 99110
I.D.: File 1
Referred by: A&O Committee
Revised: 06/26/91-C 07/27/94-C
11/18/98-C 06/28/00-C
11/20/02-C 09/28/11-C
05/22/13-C 03/25/15-C
09/28/16-C

Attachment A - Resolution No. 1198
Page 1 of 4

CONFLICT OF INTEREST CODE FOR THE METROPOLITAN TRANSPORTATION COMMISSION

The Political Reform Act (Government Code Section 81000, *et seq.*) requires state and local government agencies to adopt and promulgate conflict of interest codes. The Metropolitan Transportation Commission (MTC), a statutorily created regional transportation planning agency pursuant to Government Code Section 66500 *et seq.*, is for the purposes of the Political Reform Act, a local government agency pursuant to Government Code Section 82041. MTC also functions as the MTC Service Authority for Freeways and Expressways (“MTC SAFE”) pursuant to Streets and Highways Code Sections 2550-2556, and the Bay Area Toll Authority (“BATA”) pursuant to Streets and Highways Code Section 30950 *et seq.* The Fair Political Practices Commission has adopted a regulation (2 Cal. Code Regs. Sec. 18730) that contains the terms of a standard conflict of interest code, which can be incorporated by reference in an agency’s code. After public notice and hearings, the standard code may be amended by the Fair Political Practices Commission to conform to amendments in the Political Reform Act. Therefore, the terms of 2 Cal. Code of Regs. Sec. 18730 and any amendments to it duly adopted by the Fair Political Practices Commission are hereby incorporated by reference. This regulation and the attached Appendices, designating positions and establishing disclosure categories, shall constitute the conflict of interest code of the **Metropolitan Transportation Commission (MTC)**.

Individuals holding designated positions shall file their statements of economic interests with **MTC**, which will make the statements available for public inspection and reproduction. (Gov. Code Sec. 81008.) All statements will be retained by **MTC**.

Date: October 27, 1982
W.I.: 99110
I.D.: File 1
Referred by: A&O Committee
Revised: 06/26/91-C 07/27/94-C
11/18/98-C 06/28/00-C
11/20/02-C 09/28/11-C
05/22/13-C 03/25/15-C
09/28/16-C

Attachment A - Resolution No. 1198
Page 2 of 4

APPENDIX A

DESIGNATED POSITIONS

<u>Designated Position</u>	<u>Assigned Disclosure Category</u>
Deputy Executive Director, Policy	1, 3, 4
Deputy Executive Director, Operations	1, 3, 4
General Counsel	1, 3, 4
Deputy General Counsel	1, 3, 4
Senior Counsel	1, 3, 4
Associate Counsel	1, 3, 4
Special Counsel	1, 3, 4
Director, Administrative Services (ADS)	2, 3
Director, Planning (PLN)	2, 3
Director, Operations (OPS)	2
Director, Electronic Payments (EPS)	2
Director, Programming and Allocations (PAC)	2, 3
Director, Legislation and Public Affairs (LPA)	1, 3
Director, Technology Services (TSS)	2
Director, Bay Area Headquarters Authority ("BAHA")	1, 3
Principals: ADS, PLN, PAC	2, 3
Principals: OPS, EPS, TSS	2
Principals: LPA	1
Principals: BAHA	1, 3
Principals: Finance	1
Clipper® Executive Board Members	2
Consultants/New Positions	*

*Consultants and new positions shall be included in the list of designated positions and shall disclose pursuant to the broadest disclosure category in the code, subject to the following limitation:

Date: October 27, 1982
W.I.: 99110
I.D.: File 1
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Revised: 06/26/91-C 07/27/94-C
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11/20/02-C 09/28/11-C
05/22/13-C 03/25/15-C
09/28/16-C

Attachment A - Resolution No. 1198
Page 3 of 4

The Executive Director may determine in writing that a particular consultant or new position, although a “designated position,” is hired to perform a range of duties that is limited in scope and thus is not required to fully comply with the disclosure requirements described in this section. Such determination shall include a description of the consultant’s or new position’s duties and, based upon that description, a statement of the extent of disclosure requirements. The Executive Director’s determination is a public record and shall be retained for public inspection in the same manner and location as this conflict of interest code. (Gov. Code Section 81008.) Nothing herein excuses any such consultant from any other provision of the conflict-of-interest code.

OFFICIALS WHO MANAGE PUBLIC INVESTMENTS

It has been determined that the positions listed below manage public investments and shall file a statement of economic interests pursuant to Government Code Section 87200.

MTC Commissioners
Chief Financial Officer
Executive Director

An individual holding one of the above listed positions may contact the Fair Political Practices Commission for assistance or written advice regarding their filing obligations if they believe their position has been categorized incorrectly. The Fair Political Practices Commission makes the final determination whether a position is covered by Government Code Section 87200.

Date: October 27, 1982
W.I.: 99110
I.D.: File 1
Referred by: A&O Committee
Revised: 06/26/91-C 07/27/94-C
11/18/98-C 06/28/00-C
11/20/02-C 09/28/11-C
05/22/13-C 03/25/15-C
09/28/16-C

Attachment A - Resolution No. 1198
Page 4 of 4

APPENDIX B

DISCLOSURE CATEGORIES

Designated positions shall disclose pursuant to the appropriate disclosure category as indicated in Appendix A.

- CATEGORY 1** – Investments and business positions in business entities, and income, including receipt of loans, gifts, and travel payments, from, entities that provide services, products, or equipment of the type utilized by MTC, including public utilities, consultants, transportation companies, and manufacturers.
- CATEGORY 2** – Investments and business positions in business entities, and income including receipt of loans, gifts, and travel payments, from, sources that provide services, products, or equipment of the type utilized by the designated position’s department or division.
- CATEGORY 3** – All interests in real property located within the jurisdiction or within two miles of the boundaries of the jurisdiction or within two miles of any land owned or used by MTC.
- CATEGORY 4** – Investments and business positions in business entities, and income, including receipt of loans, gifts, and travel payments, from, sources that filed a claim against MTC during the previous two years, or have a claim pending against MTC.

This is the last page of the conflict of interest code for **Metropolitan Transportation Commission**.



CERTIFICATION OF FPPC APPROVAL

Pursuant to Government Code Section 87303, the conflict of interest code for **Metropolitan Transportation Commission** was approved on 6/30/ 2016. This code will become effective on 7/30/ 2016.

A handwritten signature in black ink, appearing to read "B. Lau", written over a horizontal line.

Brian G. Lau

Senior Commission Counsel

Fair Political Practices Commission



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 15-1854 **Version:** 1 **Name:**

Type: Resolution **Status:** Commission Approval

File created: 8/5/2016 **In control:** Administration Committee

On agenda: 9/14/2016 **Final action:**

Title: MTC Resolution No. 4224, Revised - FY 2016-17 Overall Work Program (OWP) Amendment No. 17-02.

Approval of amendments to the FY 2016-17 OWP to include \$800,000 - a new grant award for Resilient Transportation System for Safe and Sustainable Communities.

Sponsors:

Indexes:

Code sections:

Attachments: [7b Admin-3b Reso-4224 FY16OWP Amend-17-02_3b Reso-4224 FY16OWP Amend-17-02.pdf](#)

Date	Ver.	Action By	Action	Result
9/14/2016	1	Administration Committee		

Subject:

MTC Resolution No. 4224, Revised - FY 2016-17 Overall Work Program (OWP) Amendment No. 17-02.

Approval of amendments to the FY 2016-17 OWP to include \$800,000 - a new grant award for Resilient Transportation System for Safe and Sustainable Communities.

Presenter:

Sonia Elsonbaty

Recommended Action:

Commission Approval



METROPOLITAN
TRANSPORTATION
COMMISSION

Bay Area Metro Center
375 Beale Street
San Francisco, CA 94105
TEL. 415.778.6700
WEB www.mtc.ca.gov

Memorandum

TO: Administration Committee

DATE: September 7, 2016

FR: Deputy Executive Director, Policy

RE: MTC Resolution No. 4224, Revised – FY 2016-17 Overall Work Program (OWP) Amendment No. 17-02

The FY 2016-17 OWP is being amended to add \$800,000 for a new FTA Section 5304 Sustainable Communities grant award and an additional \$400,000 in BATA local match for the Resilient Transportation System for Safe and Sustainable Communities project. This project will deliver a regional vulnerability assessment and adaptation strategies for the Bay Area's transportation infrastructure, Priority Development Areas, and Communities of Concern.

Attachment A is an excerpt to Amendment No. 17-02 to the FY 2016-17 Overall Work Program for MTC, ABAG and Caltrans. The proposed revision to MTC Resolution No. 4224 to add the Resilient Transportation System project is also attached.

The amended OWP must be approved before work can start on this project.

Recommendation

Staff recommends that the Administration Committee refer MTC Resolution No. 4224, Revised, to the Commission for approval.



Alix A. Bockelman

Attachments

AB:bm

Work Element 1126: A Resilient Transportation System for Safe and Sustainable Communities

A. Project Description

Objectives

- Conduct a robust, region-wide assessment of the transportation system, Priority Development Areas (PDAs) and disadvantaged and vulnerable communities as identified in the State of California's CalEnviroScreen tool and MTC's Communities of Concern.
- Develop a suite of actions to be advanced at agency, local, regional, state and federal scales, including early and priority actions for transportation assets and services.
- Engage partners and stakeholders in an inclusive process where different ideas, values, and knowledge sets are leveraged to ensure that findings and outcomes are being addressed at appropriate scales, with a focus on robust representation and engagement of representatives of vulnerable and disadvantaged communities.
- Increase regional agreement on the tools, processes, models and data used in adaptation planning to build capacity among federal, state and local agencies, organizations to work together towards multi-benefit, shared solutions that are based in robust, inclusive assessments that can support the decision making necessary to take action.

Description

The 9-county Bay Area is made up of a range of diverse communities, economic centers, transportation and other major infrastructure located along the shoreline and that are highly vulnerable to current fluvial and coastal flooding and the threat of increased flooding due to sea level rise.

Through an inclusive approach involving key agencies and critical community stakeholders, this project will deliver a regional vulnerability assessment of, and adaptation strategies for, the Bay Area's transportation infrastructure, Priority Development Areas (PDA's) as identified in the Sustainable Communities Strategy (Plan Bay Area), and Communities of Concern as defined by the Metropolitan Transportation Commission.

Background

Some of the highest density development in the 9-County Bay Area is located on the shoreline, much of it on land fill. Many of these areas depend on ad-hoc shoreline protection that includes roadways and rail lines that are currently protecting communities and businesses. Without proactive intervention, a significant number of Caltrans assets, among other assets, in the Bay Area will be flooded by current and future conditions. In fact, the entire Bay Area transportation system is at risk, including local streets and roads, the airports, rail lines, ferry and transit services. Some of this infrastructure already experiences flooding during the winter months.

Multi-sector assessments, as have been conducted by the San Francisco Bay Conservation and Development Commission (BCDC) in partnership with the Metropolitan Transportation Commission (MTC) along with other critical stakeholders, are needed to understand the interconnected nature of our communities, our infrastructure and the relationship to the Bay shoreline. BCDC's Adapting to Rising Tides Program (ART) has developed a proven approach that will serve to advance a shared regional understanding of transportation and community vulnerability to flooding and sea level rise while identifying specific priority adaptation responses to protect transportation assets and the communities in which they serve. This information will be integrated into the Bay Area's Sustainable Communities Strategy, called Plan Bay Area, and in other appropriate regional planning documents.

A regional framework can support the development and demonstrate the interconnectedness of a foundational body of research, data and tools that can be used broadly across the region, and that ensures stakeholders are working from the same set of quality and verifiable data and accessing appropriate technical resources to arrive at a specific set of options and approaches to improve resiliency.

Additionally, this effort will serve to increase capacity within agencies and jurisdictions, and among community stakeholders, to incorporate adaptation strategies appropriately into work, as well as serve to strengthen relationships and increase consensus on actions. An important component of this work is a process by which partners from community-based and non profit organizations and residents of disadvantaged and vulnerable communities can help establish values and approaches that put the people and communities at the frontlines of climate impacts first.

B. Planning Factors Addressed

Develop regional-level priorities for the protection of critical regional infrastructure and the communities they serve; Protect and enhance the environment; disadvantaged/vulnerable communities; improve safety, reliability and sustainability of the regional transportation system; develop successful models of ongoing public participation and education.

C. Previous Accomplishments

Objectives

- Same as above

Accomplishments

Completed Work Products:

- Adapting to Rising Tides (ART) Alameda County project, 12 asset categories assessed and adaptation responses developed.
- Federal Highways Administration (FHWA) joint-agency (BCDC, MTC, Caltrans, BART) projects assessing sea level rise and extreme storm vulnerabilities of transportation infrastructure including streets, roads,

Commission Agenda Item 7b (Administration Committee Agenda Item 3b)
 ATTACHMENT A
 (Excerpt to Attachment A of Resolution No. 4224) Page 3

interstates, bike/pedestrian trails, BART, and Capitol Corridor, and the development of strategies to address identified vulnerabilities.

- ART Hayward Resilience Study of the southern Hayward shoreline including the Hayward approach to SR92.
- ART Oakland/Alameda Resilience Study of the Oakland Coliseum area and the Oakland International Airport.
- ART Contra Costa County project, 30 asset categories assessed and adaptation responses developed.
- Capitol Corridor JPA intercity passenger rail “hot spots” vulnerability assessment.
- BART FTA-funded sea level rise assessment.
- Stronger Housing, Safer Communities joint BCDC-ABAG analysis and development of strategies to reduce the risk of current and future housing and communities to earthquakes and flood hazards.
- San Mateo County vulnerability assessment (SeaChange San Mateo)
- Marin coast-side vulnerability assessment (C-SMART) and bayside assessment (BayWave, to be completed Fall 2016)
- ART regional sea level rise and shoreline analysis and mapping products (all nine counties by early 2017)

Work Products

D. Work Plan (FY 2016-17)

Task No.	Task Description	Work Products	Start Date	End Date
1	Project Initiation and Administration	-Kick off meeting -Project Charter -Consultant Selection Process -Refined Work Scope, Schedule and Budget	August 2016	December 2016
2	Working Group and Public Engagement	-Regional Working Group (RWG) Formed -Public Engagement Plan Established -RWG Meetings (12 or more) -Public Engagement Meetings (7 or more)	Nov 2016	April 2019
3	Conduct Regional Assessment of Transportation and Community Assets	-Transportation and Community Assets list -Climate impacts and scenarios -Maps of regional vulnerabilities Assessment Questions and Preliminary	Nov 2016	June 2019

		Vulnerability Assessment -Data and Information Gaps -Finalized Assessment Findings -Vulnerability and Consequences Statements		
4	Regional Assessment Framework	-Preliminary Transportation and Community Asset Indicators -Final Indicators -Draft Regional Assessment Framework -Final Regional Assessment Framework	Aug 2017	November 2018
5	Develop Strategies	-Preliminary Actions -Evaluation Criteria -Preliminary List of Priority Actions	Aug 2018	April 2019
6	Confirm and Implement Adaptation Actions	-Implementation Recommendations -List of Potential Sources of Funding -Strategies for Incorporation in the Sustainable Communities Strategy -Final Report	Aug 2018	June 2019
7	Quarterly Progress Reports and Invoicing	-Quarterly reporting to Caltrans -Regular invoicing	Sept 2016	June 2019

E. Anticipated Future Activities (FY 2017-2018)

- Anticipated Future Activities**
- Inclusion of findings in Plan Bay Area 2021 scenario development
 - Completion of multi-sector, county-scale sea level rise vulnerability assessments for all nine counties using a consistent approach such as Adapting to Rising Tides
 - Development of a Regional Adaptation Plan
 - Prioritized list of vulnerable Caltrans District 4 assets and actions to reduce those risks

Date: April 27, 2016
W.I.: 1152
Referred by: Administration Committee
Revised: 09/28/16-C

ABSTRACT

Resolution No. 4224, Revised

This resolution approves MTC's Overall Work Program (OWP) for transportation planning activities in the nine-county San Francisco Bay Area for FY 2016-17, certifies that the planning process of the Metropolitan Transportation Commission is in conformance with the applicable joint metropolitan transportation planning and programming regulations of the U.S. Department of Transportation, and authorizes MTC's Executive Director to apply for and execute agreements with the U.S. Department of Transportation for grants to aid in the financing of the OWP.

Further discussion of the OWP is contained in the Executive Director's memorandum dated April 6, 2016.

Attachment C to the resolution was revised on September 28, 2016 to add a new FTA 5304 \$800,000 grant award and \$400,000 in BATA local match for the Resilient Transportation System for Safe and Sustainable Communities project.

Date: April 27, 2016
W.I.: 1152
Referred by: Administration Committee

Re: Overall Work Program for Fiscal Years 2016-17, Certification of Compliance with Requirements of Federal Metropolitan Transportation Planning and Programming Regulations, and Authorization to Apply for and Execute Agreements for Federal Grants.

METROPOLITAN TRANSPORTATION COMMISSION

RESOLUTION NO. 4224

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, MTC is also the designated Metropolitan Planning Organization (MPO) for the Bay Area and is charged with carrying out the metropolitan transportation planning and programming process required to maintain the region's eligibility for federal funds for transportation planning, capital improvements, and operations; and

WHEREAS, MTC has articulated goals and objectives for the region's transportation system through its current Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS) entitled Plan Bay Area, which was adopted in July 2013; and

WHEREAS, MTC has developed, in cooperation with the State of California and with publicly-owned operators of mass transportation services, a work program for carrying out continuing, comprehensive, and cooperative transportation planning; and

WHEREAS, an Overall Work Program (OWP) for planning activities in the Bay Area for FY 2016-17 has been prepared by MTC, the Association of Bay Area Governments, and the California Department of Transportation; and

WHEREAS, the OWP for Fiscal Year 2016-17 includes MTC's unified work program for the fiscal year to achieve the goals and objectives in MTC's RTP; and

WHEREAS, MTC's Administration Committee has reviewed and recommended adoption of the OWP for FY 2016-17; and

WHEREAS, 23 CFR 450.334 requires that the designated MPO certify each year that the planning process is being conducted in conformance with the applicable requirements; and

WHEREAS, MTC desires to apply for and execute one or more agreements with the United States Department of Transportation (DOT) for a grant(s) to aid in the financing of MTC's unified work program for fiscal year 2016-17; now, therefore, be it

RESOLVED, that MTC does hereby adopt the FY 2016-17 OWP and proposed budget therein, attached hereto as Attachment A to this Resolution and incorporated herein as though set forth at length; and be it further

RESOLVED, that MTC certifies that MTC's planning process is addressing the major issues in the metropolitan area and will be conducted in accordance with 23 CFR 450.334 and the Fixing America's Surface Transportation Act (FAST Act) and applicable requirements that are set forth in Attachment B to this Resolution and incorporated herein as though set forth at length; and be it further

RESOLVED, that MTC's Administration Committee shall monitor, direct, and update the OWP as necessary during Fiscal Year 2016-17 and shall incorporate any amendments into appropriate supplements to the OWP; and be it further

RESOLVED, that the Executive Director or his designee is authorized to apply for and execute any agreements with DOT for grants to aid in the financing of MTC's unified work program included in Attachment A to this Resolution and to execute any subsequent amendments to such agreement(s) consistent with Attachment C to this Resolution; and be it further

RESOLVED, that the Executive Director or his designee is authorized to execute and file with such application assurances or other documentation requested by

DOT of MTC's compliance with applicable federal statutory and regulatory requirements;
and be it further

RESOLVED, that the Executive Director or his designee is authorized to make administrative changes to the grant application(s) so long as such changes do not affect the total amount of the grant or scope of work.

METROPOLITAN TRANSPORTATION COMMISSION

A handwritten signature in black ink, appearing to read 'Dave Cortese', written over a horizontal line.

Dave Cortese, Chair

The above resolution was entered into by
the Metropolitan Transportation Commission
at a regular meeting of the Commission
held in San Jose, California on April 27, 2016

Date: April 27, 2016
W.I.: 1152
Referred by: Admin

Attachment A
Resolution No. 4224
Page 1 of 1

Attachment A is the FY 2016-17 Overall Work Program for Planning Activities in the San Francisco Bay Area. Copies are on file at the MTC library.

Attachment B
Resolution No. 4224
Page 1 of 1

In accordance with 23 CFR 450.334 and 450.218, and the Fixing America's Surface Transportation Act (the "FAST Act"), Metropolitan Transportation Commission ("MTC"), the Metropolitan Planning Organization for the San Francisco Bay Area, hereby certifies that the transportation planning process is addressing the major issues in the metropolitan planning area, and is being conducted in accordance with all applicable requirements, including:

- (1) 23 U.S.C. 134 and 135, 49 U.S.C. 5303 and 5304, and Part 450 of Subchapter E of Chapter 1 of Title 23 of the Code of Federal Regulations;
- (2) In nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;
- (3) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
- (4) 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- (5) Section 1101(b) of the FAST Act (Pub.L. 114-94) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
- (6) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- (7) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
- (8) The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- (9) Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
- (10) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

Date: April 27, 2016
W.I.: 1152
Referred by: Admin
Revised: 09/28/16-C

Attachment C
Resolution No. 4224
Page 1 of 1

Attachment C includes all amendments and supplements to the FY 2016-17 Overall Work Program for Planning Activities in the San Francisco Bay Area. Copies are on file at the MTC offices.

OWP Amendment No. 17-02 adds a new FTA Section 5304 \$800,000 grant award and \$400,000 local match funded by BATA for a Resilient Transportation System for Safe and Sustainable Communities.



METROPOLITAN
TRANSPORTATION
COMMISSION

Bay Area Metro Center
375 Beale Street
San Francisco, CA 94105
TEL 415.778.6700
WEB www.mtc.ca.gov

Memorandum

TO: Administration Committee

DATE: September 7, 2016

FR: Deputy Executive Director, Policy

RE: MTC Resolution No. 4224, Revised – FY 2016-17 Overall Work Program (OWP) Amendment No. 17-02

The FY 2016-17 OWP is being amended to add \$800,000 for a new FTA Section 5304 Sustainable Communities grant award and an additional \$400,000 in BATA local match for the Resilient Transportation System for Safe and Sustainable Communities project. This project will deliver a regional vulnerability assessment and adaptation strategies for the Bay Area's transportation infrastructure, Priority Development Areas, and Communities of Concern.

Attachment A is an excerpt to Amendment No. 17-02 to the FY 2016-17 Overall Work Program for MTC, ABAG and Caltrans. The proposed revision to MTC Resolution No. 4224 to add the Resilient Transportation System project is also attached.

The amended OWP must be approved before work can start on this project.

Recommendation

Staff recommends that the Administration Committee refer MTC Resolution No. 4224, Revised, to the Commission for approval.



Alix A. Bockelman

Attachments

AB:bm

Work Element 1126: A Resilient Transportation System for Safe and Sustainable Communities

A. Project Description

Objectives

- Conduct a robust, region-wide assessment of the transportation system, Priority Development Areas (PDAs) and disadvantaged and vulnerable communities as identified in the State of California's CalEnviroScreen tool and MTC's Communities of Concern.
- Develop a suite of actions to be advanced at agency, local, regional, state and federal scales, including early and priority actions for transportation assets and services.
- Engage partners and stakeholders in an inclusive process where different ideas, values, and knowledge sets are leveraged to ensure that findings and outcomes are being addressed at appropriate scales, with a focus on robust representation and engagement of representatives of vulnerable and disadvantaged communities.
- Increase regional agreement on the tools, processes, models and data used in adaptation planning to build capacity among federal, state and local agencies, organizations to work together towards multi-benefit, shared solutions that are based in robust, inclusive assessments that can support the decision making necessary to take action.

Description

The 9-county Bay Area is made up of a range of diverse communities, economic centers, transportation and other major infrastructure located along the shoreline and that are highly vulnerable to current fluvial and coastal flooding and the threat of increased flooding due to sea level rise.

Through an inclusive approach involving key agencies and critical community stakeholders, this project will deliver a regional vulnerability assessment of, and adaptation strategies for, the Bay Area's transportation infrastructure, Priority Development Areas (PDA's) as identified in the Sustainable Communities Strategy (Plan Bay Area), and Communities of Concern as defined by the Metropolitan Transportation Commission.

Background

Some of the highest density development in the 9-County Bay Area is located on the shoreline, much of it on land fill. Many of these areas depend on ad-hoc shoreline protection that includes roadways and rail lines that are currently protecting communities and businesses. Without proactive intervention, a significant number of Caltrans assets, among other assets, in the Bay Area will be flooded by current and future conditions. In fact, the entire Bay Area transportation system is at risk, including local streets and roads, the airports, rail lines, ferry and transit services. Some of this infrastructure already experiences flooding during the winter months.

Multi-sector assessments, as have been conducted by the San Francisco Bay Conservation and Development Commission (BCDC) in partnership with the Metropolitan Transportation Commission (MTC) along with other critical stakeholders, are needed to understand the interconnected nature of our communities, our infrastructure and the relationship to the Bay shoreline. BCDC's Adapting to Rising Tides Program (ART) has developed a proven approach that will serve to advance a shared regional understanding of transportation and community vulnerability to flooding and sea level rise while identifying specific priority adaptation responses to protect transportation assets and the communities in which they serve. This information will be integrated into the Bay Area's Sustainable Communities Strategy, called Plan Bay Area, and in other appropriate regional planning documents.

A regional framework can support the development and demonstrate the interconnectedness of a foundational body of research, data and tools that can be used broadly across the region, and that ensures stakeholders are working from the same set of quality and verifiable data and accessing appropriate technical resources to arrive at a specific set of options and approaches to improve resiliency.

Additionally, this effort will serve to increase capacity within agencies and jurisdictions, and among community stakeholders, to incorporate adaptation strategies appropriately into work, as well as serve to strengthen relationships and increase consensus on actions. An important component of this work is a process by which partners from community-based and non profit organizations and residents of disadvantaged and vulnerable communities can help establish values and approaches that put the people and communities at the frontlines of climate impacts first.

B. Planning Factors Addressed

Develop regional-level priorities for the protection of critical regional infrastructure and the communities they serve; Protect and enhance the environment; disadvantaged/vulnerable communities; improve safety, reliability and sustainability of the regional transportation system; develop successful models of ongoing public participation and education.

C. Previous Accomplishments

Objectives

- Same as above

Accomplishments

Completed Work Products:

- Adapting to Rising Tides (ART) Alameda County project, 12 asset categories assessed and adaptation responses developed.
- Federal Highways Administration (FHWA) joint-agency (BCDC, MTC, Caltrans, BART) projects assessing sea level rise and extreme storm vulnerabilities of transportation infrastructure including streets, roads,

interstates, bike/pedestrian trails, BART, and Capitol Corridor, and the development of strategies to address identified vulnerabilities.

- ART Hayward Resilience Study of the southern Hayward shoreline including the Hayward approach to SR92.
- ART Oakland/Alameda Resilience Study of the Oakland Coliseum area and the Oakland International Airport.
- ART Contra Costa County project, 30 asset categories assessed and adaptation responses developed.
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- BART FTA-funded sea level rise assessment.
- Stronger Housing, Safer Communities joint BCDC-ABAG analysis and development of strategies to reduce the risk of current and future housing and communities to earthquakes and flood hazards.
- San Mateo County vulnerability assessment (SeaChange San Mateo)
- Marin coast-side vulnerability assessment (C-SMART) and bayside assessment (BayWave, to be completed Fall 2016)
- ART regional sea level rise and shoreline analysis and mapping products (all nine counties by early 2017)

Work Products

D. Work Plan (FY 2016-17)

Task No.	Task Description	Work Products	Start Date	End Date
1	Project Initiation and Administration	-Kick off meeting -Project Charter -Consultant Selection Process -Refined Work Scope, Schedule and Budget	August 2016	December 2016
2	Working Group and Public Engagement	-Regional Working Group (RWG) Formed -Public Engagement Plan Established -RWG Meetings (12 or more) -Public Engagement Meetings (7 or more)	Nov 2016	April 2019
3	Conduct Regional Assessment of Transportation and Community Assets	-Transportation and Community Assets list -Climate impacts and scenarios -Maps of regional vulnerabilities Assessment Questions and Preliminary	Nov 2016	June 2019

		Vulnerability Assessment -Data and Information Gaps -Finalized Assessment Findings -Vulnerability and Consequences Statements		
4	Regional Assessment Framework	-Preliminary Transportation and Community Asset Indicators -Final Indicators -Draft Regional Assessment Framework -Final Regional Assessment Framework	Aug 2017	November 2018
5	Develop Strategies	-Preliminary Actions -Evaluation Criteria -Preliminary List of Priority Actions	Aug 2018	April 2019
6	Confirm and Implement Adaptation Actions	-Implementation Recommendations -List of Potential Sources of Funding -Strategies for Incorporation in the Sustainable Communities Strategy -Final Report	Aug 2018	June 2019
7	Quarterly Progress Reports and Invoicing	-Quarterly reporting to Caltrans -Regular invoicing	Sept 2016	June 2019

E. Anticipated Future Activities (FY 2017-2018)

- Anticipated Future Activities**
- Inclusion of findings in Plan Bay Area 2021 scenario development
 - Completion of multi-sector, county-scale sea level rise vulnerability assessments for all nine counties using a consistent approach such as Adapting to Rising Tides
 - Development of a Regional Adaptation Plan
 - Prioritized list of vulnerable Caltrans District 4 assets and actions to reduce those risks

Date: April 27, 2016
W.I.: 1152
Referred by: Administration Committee
Revised: 09/28/16-C

ABSTRACT

Resolution No. 4224, Revised

This resolution approves MTC's Overall Work Program (OWP) for transportation planning activities in the nine-county San Francisco Bay Area for FY 2016-17, certifies that the planning process of the Metropolitan Transportation Commission is in conformance with the applicable joint metropolitan transportation planning and programming regulations of the U.S. Department of Transportation, and authorizes MTC's Executive Director to apply for and execute agreements with the U.S. Department of Transportation for grants to aid in the financing of the OWP.

Further discussion of the OWP is contained in the Executive Director's memorandum dated April 6, 2016.

Attachment C to the resolution was revised on September 28, 2016 to add a new FTA 5304 \$800,000 grant award and \$400,000 in BATA local match for the Resilient Transportation System for Safe and Sustainable Communities project.

Date: April 27, 2016
W.I.: 1152
Referred by: Administration Committee

Re: Overall Work Program for Fiscal Years 2016-17, Certification of Compliance with Requirements of Federal Metropolitan Transportation Planning and Programming Regulations, and Authorization to Apply for and Execute Agreements for Federal Grants.

METROPOLITAN TRANSPORTATION COMMISSION

RESOLUTION NO. 4224

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, MTC is also the designated Metropolitan Planning Organization (MPO) for the Bay Area and is charged with carrying out the metropolitan transportation planning and programming process required to maintain the region's eligibility for federal funds for transportation planning, capital improvements, and operations; and

WHEREAS, MTC has articulated goals and objectives for the region's transportation system through its current Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS) entitled Plan Bay Area, which was adopted in July 2013; and

WHEREAS, MTC has developed, in cooperation with the State of California and with publicly-owned operators of mass transportation services, a work program for carrying out continuing, comprehensive, and cooperative transportation planning; and

WHEREAS, an Overall Work Program (OWP) for planning activities in the Bay Area for FY 2016-17 has been prepared by MTC, the Association of Bay Area Governments, and the California Department of Transportation; and

WHEREAS, the OWP for Fiscal Year 2016-17 includes MTC's unified work program for the fiscal year to achieve the goals and objectives in MTC's RTP; and

WHEREAS, MTC's Administration Committee has reviewed and recommended adoption of the OWP for FY 2016-17; and

WHEREAS, 23 CFR 450.334 requires that the designated MPO certify each year that the planning process is being conducted in conformance with the applicable requirements; and

WHEREAS, MTC desires to apply for and execute one or more agreements with the United States Department of Transportation (DOT) for a grant(s) to aid in the financing of MTC's unified work program for fiscal year 2016-17; now, therefore, be it

RESOLVED, that MTC does hereby adopt the FY 2016-17 OWP and proposed budget therein, attached hereto as Attachment A to this Resolution and incorporated herein as though set forth at length; and be it further

RESOLVED, that MTC certifies that MTC's planning process is addressing the major issues in the metropolitan area and will be conducted in accordance with 23 CFR 450.334 and the Fixing America's Surface Transportation Act (FAST Act) and applicable requirements that are set forth in Attachment B to this Resolution and incorporated herein as though set forth at length; and be it further

RESOLVED, that MTC's Administration Committee shall monitor, direct, and update the OWP as necessary during Fiscal Year 2016-17 and shall incorporate any amendments into appropriate supplements to the OWP; and be it further

RESOLVED, that the Executive Director or his designee is authorized to apply for and execute any agreements with DOT for grants to aid in the financing of MTC's unified work program included in Attachment A to this Resolution and to execute any subsequent amendments to such agreement(s) consistent with Attachment C to this Resolution; and be it further

RESOLVED, that the Executive Director or his designee is authorized to execute and file with such application assurances or other documentation requested by

DOT of MTC's compliance with applicable federal statutory and regulatory requirements;
and be it further

RESOLVED, that the Executive Director or his designee is authorized to make administrative changes to the grant application(s) so long as such changes do not affect the total amount of the grant or scope of work.

METROPOLITAN TRANSPORTATION COMMISSION

A handwritten signature in black ink, appearing to read 'Dave Cortese', written over a horizontal line.

Dave Cortese, Chair

The above resolution was entered into by
the Metropolitan Transportation Commission
at a regular meeting of the Commission
held in San Jose, California on April 27, 2016

Date: April 27, 2016
W.I.: 1152
Referred by: Admin

Attachment A
Resolution No. 4224
Page 1 of 1

Attachment A is the FY 2016-17 Overall Work Program for Planning Activities in the San Francisco Bay Area. Copies are on file at the MTC library.

Attachment B
Resolution No. 4224
Page 1 of 1

In accordance with 23 CFR 450.334 and 450.218, and the Fixing America's Surface Transportation Act (the "FAST Act"), Metropolitan Transportation Commission ("MTC"), the Metropolitan Planning Organization for the San Francisco Bay Area, hereby certifies that the transportation planning process is addressing the major issues in the metropolitan planning area, and is being conducted in accordance with all applicable requirements, including:

- (1) 23 U.S.C. 134 and 135, 49 U.S.C. 5303 and 5304, and Part 450 of Subchapter E of Chapter 1 of Title 23 of the Code of Federal Regulations;
- (2) In nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;
- (3) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
- (4) 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- (5) Section 1101(b) of the FAST Act (Pub.L. 114-94) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
- (6) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- (7) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
- (8) The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- (9) Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
- (10) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

Date: April 27, 2016
W.I.: 1152
Referred by: Admin
Revised: 09/28/16-C

Attachment C
Resolution No. 4224
Page 1 of 1

Attachment C includes all amendments and supplements to the FY 2016-17 Overall Work Program for Planning Activities in the San Francisco Bay Area. Copies are on file at the MTC offices.

OWP Amendment No. 17-02 adds a new FTA Section 5304 \$800,000 grant award and \$400,000 local match funded by BATA for a Resilient Transportation System for Safe and Sustainable Communities.



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 15-1866 **Version:** 1 **Name:**
Type: Resolution **Status:** Commission Approval
File created: 8/11/2016 **In control:** Administration Committee
On agenda: 9/14/2016 **Final action:**
Title: MTC Resolution No. 4240, Revised - FY 2016-17 MTC Agency Budget Amendment.
 Approval of an amendment to the FY 2016-17 MTC Agency Budget.

Sponsors:

Indexes:

Code sections:

Attachments: [7c Admin-3c Reso-4240 MTC Budget Amend](#)
[_3c Reso-4240 MTC Budget Amend.pdf](#)

Date	Ver.	Action By	Action	Result
9/14/2016	1	Administration Committee		

Subject:

MTC Resolution No. 4240, Revised - FY 2016-17 MTC Agency Budget Amendment.

Approval of an amendment to the FY 2016-17 MTC Agency Budget.

Presenter:

Eva Sun

Recommended Action:

Commission Approval



METROPOLITAN
TRANSPORTATION
COMMISSION

Bay Area Metro Center
375 Beale Street
San Francisco, CA 94105
TEL 415.778.6700
WEB www.mtc.ca.gov

Memorandum

TO: Administration Committee

DATE: September 7, 2016

FR: Deputy Executive Director, Policy

W. I. 1152

RE: MTC Resolution No. 4240, Revised - FY 2016-17 MTC Agency Budget Amendment

Attached for your review and referral to the Commission for approval is Resolution No. 4240, Revised, amending the MTC budget for FY 2016-17.

The reason for the budget adjustment is twofold. The first revision adds \$1.2 million in FTA Section 5304 Sustainable Communities Funds and BATA local match funds for A Resilient Transportation System for Safe and Sustainable Communities project. This project will deliver a regional vulnerability assessment and adaption strategies for the Bay Area's transportation infrastructure, Priority Development Areas, and Communities of concern.

The second budget adjustment is to the Clipper[®] Capital Budget. New funding will add a total of \$6.2 million to the Clipper 2 project. This amount is comprised of \$3.5 million from the Low Carbon Transit Operations Program (LCTOP) and a \$2.7 million grant from TCP (Transit Capital Priorities) funds. The new revenue sources will be used to fund Clipper 2 equipment and technology.

Staff recommends that this Committee forward MTC Resolution No. 4240, Revised, to the Commission for approval.



Alix A. Bockelman

AB:bm
Attachments

Date: June 22, 2016
W.I.: 1152
Referred By: Administration
Revised: 09/28/16-C

ABSTRACT

Resolution No. 4240, Revised

This resolution approves the Agency Budget for FY 2016-17.

This resolution was revised on September 28, 2016 for budget changes. The changes include the addition of \$1.2 million in revenue and expenses to the MTC operating budget and \$6.2 million to the Clipper 2 capital budget. Further discussion of the agency budget is contained in the MTC Executive Director's memorandum to the Administration Committee dated September 7, 2016.

Further discussion of the agency budget is contained in the MTC Executive Director's memorandum to the Administration Committee dated June 1, 2016 and September 7, 2016. A budget is attached as Attachments A, B and C.

Date: June 22, 2016
W.I.: 1152
Referred By: Administration

Re: Metropolitan Transportation Commission's Agency Budget for FY 2016-17

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4240

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

WHEREAS, on April 27, 2016 the Commission approved MTC's Overall Work Program (OWP) for Fiscal Year 2016-17 with the adoption of MTC Resolution No. 4224; and

WHEREAS, the OWP identifies MTC's unified work program for FY 2016-17; and

WHEREAS, the final draft MTC Agency Budget for FY 2016-17 as reviewed and recommended by the Administration Committee is consistent with the OWP as adopted pursuant to MTC Resolution No. 4224; now, therefore, be it

RESOLVED, that MTC's Agency Budget for FY 2016-17, prepared in accordance to generally accepted accounting principles and modified accrual, attached hereto as Attachment A, and incorporated herein as though set forth at length, is approved; and, be it further

RESOLVED, that MTC delegates to its Administration or Operations Committees the authority to approve all contracts and expenditures in MTC's Agency Budget for FY 2016-17, providing that there shall be no increase in the overall budget without prior approval of the Commission; and, be it further

RESOLVED, that MTC's Executive Director, or the responsible MTC staff person designated by the Executive Director, shall submit written requests to the Administration or Operations Committees for approval of consultants, professional services, and expenditures authorized in the MTC Agency Budget for FY 2016-17; and, be it further

RESOLVED, that MTC's Executive Director, and the Chief Financial Officer are authorized to carry over and re-budget all grants, contracts and funds properly budgeted in the prior year for which expenditures were budgeted and encumbered and which will take place in FY 2016-17; and, be it further

RESOLVED, that the Commission authorizes that the use of funds from the general fund for cash flow purposes, as an advance on authorized expenditures until the expenditures have been reimbursed; and, be it further

RESOLVED, that the Commission authorizes the designation of certain reserves for FY 2016-17 as follows: Benefits, Liability, Compensated leave, Encumbrances, Building, and Fixed Asset Replacement. The Chief Financial Officer is authorized to set aside a \$500,000 liability reserve and establish a \$750,000 contract budget against the liability reserve. The Chief Financial Officer is authorized to utilize the funds in the Benefits Reserve to meet any obligations resulting from the requirements of or changes in the employee labor agreements. No additional expenditures shall be authorized from any designated reserves authorized by MTC's Agency Budget for FY 2016-17 without prior authorization of the Administration Committee; and, be it further.

RESOLVED, that the total of full time regular and project employees is established at 232 and will not be increased without approved increase to the appropriate FY 2016-17 budget and that the Executive Director or Designee is authorized to manage all contract, hourly or agency employees within the authorized FY 2016-17 budgets; and, be it further

RESOLVED, that MTC's Executive Director, or the responsible MTC staff person designated by the Executive Director, shall furnish the Administration Committee with a monthly financial report to reflect budgeted and actual income, expenditures, obligations for professional and consultant services and such other information and data as may be requested by the Administration Committee.

METROPOLITAN TRANSPORTATION COMMISSION



Dave Cortese, 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 June 22, 2016.

Date: June 22, 2016
W.I.: 1152
Referred by: Administration
Revised: 09/28/16-C

Attachments A, B, C
Resolution No. 4240, Revised

METROPOLITAN TRANSPORTATION COMMISSION

AGENCY BUDGET

FY 2016-17

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METROPOLITAN TRANSPORTATION COMMISSION

BUDGET FY 2016-17

Attachment A

SUMMARY

PART 1: OPERATING REVENUE-EXPENSE SUMMARY

	Original BUDGET FY 2016-17	Amended BUDGET FY 2016-17	Change % Inc./Dec	Change \$ Inc./Dec
General Planning Revenue	\$24,063,337	\$24,771,337	3%	\$708,000
Other MTC Revenue	1,207,933	1,207,933	0%	0
Transfers from other Funds	17,853,844	18,205,488	2%	351,623
Local Revenue Grants	2,887,117	2,642,873	-1%	(24,244)
Total Operating Revenue	\$45,792,032	\$46,827,611	2%	\$1,035,579
Total Operating Expense	\$44,911,950	\$45,908,881	2%	\$996,931
Operating Surplus (Shortfall)	\$880,082	\$918,730	4%	\$38,649
Total Operating Revenue - Prior Year	\$0	\$0	0%	\$0
Total Operating Expense - Prior Year	\$0	\$0	0%	\$0
Operating Surplus (Shortfall)- Prior year	\$0	\$0	0%	\$0
Total Operating Surplus (Shortfall)	\$880,082	\$918,730	4%	\$38,649

PART2: CAPITAL PROJECTS REVENUE-EXPENSE SUMMARY

Total Annual Capital Revenue	\$0	\$0	0%	\$0
Total Annual Capital Expense	\$600,000	\$600,000	0%	\$0
Capital Surplus(Shortfall)	(\$600,000)	(\$600,000)	0%	\$0
TOTAL FISCAL YEAR SURPLUS (SHORTFALL)	\$280,082	\$318,730	14%	\$38,649

PART3: CHANGES IN RESERVES

Transfer To Designated Reserve	\$0	\$0		
Net MTC Reserves - in/out	\$280,082	\$318,730	14%	\$38,649
Current Year Ending Balance	\$0	\$0		

REVENUE DETAIL

	Original BUDGET FY 2016-17	Amended BUDGET FY 2016-17	Change % Inc./(Dec)	Change \$ Inc./(Dec)
General Planning Revenue				
FTA Section 5303	\$3,367,898	\$3,367,898	0%	\$0
FTA 5303 carryover FY'15	0	0	0%	0
FTA 5303 Final Allocation FY'15	0	0	0%	0
FTA 5304	0	708,000	0%	708,000
Sustainable Transportation Planning Grant	300,000	300,000	0%	0
FHWA SP&R - SACOG/ Prop 84	0	0	0%	0
FHWA 1/2 % PL	7,895,439	7,895,439	0%	0
FHWA PL Final Allocation FY'15	0	0	0%	0
FHWA PL Final Allocation FY'16	0	0	0%	0
FHWA PL carryover FY'15	0	0	0%	0
TDA (Planning/Administrative)	12,500,000	12,500,000	0%	0
Subtotal: General Planning Revenue	\$24,063,337	\$24,771,337	3%	\$708,000
Other MTC Revenue				
STIP-PPM	\$687,933	\$687,933	0%	\$0
HOV lane lines	500,000	500,000	0%	0
Interest	20,000	20,000	0%	0
Subtotal: MTC Other Revenue	\$1,207,933	\$1,207,933	0%	\$0
Operating Transfers				
BATA 1%	\$7,297,531	\$7,297,531	0%	\$0
Transfer BATA RM2	1,230,000	1,230,000	0%	0
BATA Reimbursements (Audit/misc. contracts)	508,550	882,550	70%	354,000
Express Lanes	0	0	0%	0
RAFC Management Services	74,640	74,640	0%	0
Service Authority Freeways Expressways (SAFE)	879,398	879,398	0%	0
Exchange Fund Transfer	0	0	0%	0
STA Transfer	2,922,602	2,922,602	0%	0
2% Transit Transfers	415,070	415,070	0%	0
Transfer in from Reserve - Move related	0	0	0%	0
Transfer in from Reserve - MTC/ABAG Study	0	0	0%	0
Transfer in from Reserve - to cover shortfall	0	0	0%	0
Transfer in from Liability Reserve	0	0	0%	0
Transfer in from SAFE & BATA for computer capital	0	0	0%	0
Express Lanes - Overhead	617,063	617,063	0%	0
Grant Funded - Overhead	1,916,099	1,913,923	0%	(2,177)
Capital Programs - Overhead	1,992,693	1,992,693	0%	0
Subtotal: Transfers from other funds	\$17,853,644	\$18,205,468	2%	\$351,823
MTC Total Planning Revenue	\$43,124,914	\$44,184,738	2%	\$1,059,823
Local Revenue Grants				
Misc. Revenue (PMP Sales)	\$965,000	\$965,000	0%	\$0
ABAG	100,178	92,905	-100%	(7,273)
ACTC	8,849	8,849	-100%	0
MPO	90,000	90,000	-100%	0
TFCA (Regional Rideshare), Spare the Air	1,000,000	1,000,000	0%	0
BAAQMD	308,749	291,778	-5%	(16,971)
Molivale	0	0	-100%	0
Cities	194,341	194,341	0%	0
Subtotal: Local Revenue Grants	\$2,667,117	\$2,642,873	-1%	(\$24,244)
Total Current Year Revenue	\$45,792,032	\$46,827,611	2%	\$1,035,579
MTC Prior Year Project Revenue				
Prior Year Project Revenue - Federal/State				
FTA 5303	774,481			
FHWA	34,522			
State Transit Assistance (STA)	630,327			
Subtotal:	\$1,439,330			
Prior Year Project Revenue - Local				
General Fund	1,954,000			
Transportation Funds for Clean Air (TFCA)	76,565			
Service Authority for Freeways/Expressways (SAFE)	1,422,154			
PTAP LM	174,730			
PPM	75,017			
RM2/BATA Reimb	216,803			
AB 064	51,525			
local Cities	718,830			
2% Transit	2,255			
Subtotal:	\$4,891,879			
Total Prior Year Project Revenue	\$6,131,209			

**EXPENSE SUMMARY
BUDGET FY 2016-17**

	Original BUDGET FY 2016-17	Amended BUDGET FY 2016-17	Change % Inc./Dec	Change \$ Inc./Dec
Operating Expense				
I Salaries and Benefits	\$24,010,714	\$24,015,810	0%	\$5,096
MTC Staff - Regular	\$21,898,781	\$21,903,454	0%	\$4,673
OPEB	1,920,328	1,920,749	0%	421
Temporary Staff	168,258	168,258	0%	0
Project Based Staff & LGS	0	0	0%	0
Hourly /Interns	23,349	23,349	0%	0
II Travel and Training	\$402,000	\$402,000	0%	\$0
III Printing, Repro. & Graphics	\$134,100	\$134,100	0%	\$0
IV Computer Services	\$1,404,500	\$1,404,500	0%	\$0
V Commissioner Expense	\$70,000	\$70,000	0%	\$0
VI Advisory Committees	\$15,000	\$15,000	0%	\$0
VII. General Operations	\$3,486,624	\$3,486,624	0%	\$0
Subtotal Staff Cost	\$29,524,938	\$29,530,034	-1%	\$5,096
IX Contractual Services	\$15,387,012	\$16,378,846	8%	\$991,834
Total Operating Expense Current Year	\$44,911,950	\$45,908,881	2%	\$996,931
IX Contractual Services - Prior Year	\$0	\$0	0%	\$0
Total Operating Expense	\$44,911,950	\$45,908,881	2%	\$996,931

CAPITAL PROJECTS

	Original BUDGET FY 2016-17	Amended BUDGET FY 2016-17	Change % Inc./Dec	Change \$ Inc./Dec
Annual Transfer from Reserve to Capital	\$0	\$0	0%	\$0
Annual Capital Expense	\$600,000	\$600,000	0%	\$0

	LTD Budget Thru FY 2016-17	Amended BUDGET FY 2016-17	LTD Budget Thru FY 2016-17
Hub Signage Program			
Revenue			
Prop. 1B	\$9,856,450	\$0	\$9,856,450
RM2	362,000	0	362,000
Real Time Sign - BART	0	0	0
Real Flap Sign - STA	1,833,045	0	1,833,045
	\$11,851,495	\$0	\$11,851,495
Expense			
Staff	\$1,351,745	\$0	\$1,351,745
Consultants	10,499,750	0	10,499,750
	\$11,851,495	\$0	\$11,851,495

CONTRACTUAL SERVICES DETAIL
New Contractual and Professional Services

Work Element	Description/Purpose	Original BUDGET FY 2016-17	Amended BUDGET FY 2016-17	Change \$ Inc./(Dec)
1111	Support Commission Standing Committees Planning Programs - Other	\$100,000	\$100,000	\$0
	TOTAL	\$100,000	\$100,000	\$0
1112	Implement Public Information Program LWV Monitor	\$25,000	\$25,000	\$0
	Photography services for MTC/BATA	60,000	60,000	0
	Design & Production Services	100,000	100,000	0
	On-call Facilitation and Outreach	35,000	35,000	0
	PDA Communication	0	0	0
	Digital Promotion & Analysis	20,000	20,000	0
	On call Video Services	25,000	25,000	0
	Bike to Work Program	0	0	0
	Climate Initiatives	25,000	25,000	0
	Awards Program	55,000	55,000	0
	MTC web integration/portal	100,000	100,000	0
	TOTAL	\$445,000	\$445,000	\$0
1121	Plan Bay Area Develop Public Involvement	\$170,000	\$170,000	\$0
	Design of Draft PBA 2040 Report	0	0	0
	Economic Analysis Related to PBA	35,000	35,000	0
	Event Expenses	90,000	90,000	0
	CBO Outreach	50,000	50,000	0
	Public Opinion/Revenue Polls (2 total)	150,000	150,000	0
	Digital Tools/Visualization	40,000	40,000	0
	EIR Development	229,761	229,761	0
	MTC/ABAG Merger Study	0	0	0
	Express Lane Settlement	0	0	0
	TOTAL	\$764,761	\$764,761	\$0
1122	Analyze Regional Data using GIS and Travel Models Travel Model Assistance	\$100,000	\$100,000	\$0
	Land use Model Research	150,000	150,000	0
	Travel Model Research	50,000	50,000	0
	Technical Support for Web Based Projects	100,000	100,000	0
	Leverage SHRP2 Investment	0	0	0
	Consolidated household travel	25,000	25,000	0
	Regional Transit on Board	0	0	0
	Freight Modeling Program	0	0	0
	Future Mobility Research Program	50,000	50,000	0
	TOTAL	\$475,000	\$475,000	\$0
1126	Resiliency (Sea Level Rise/Adaption) Planning Sea Level/Adaption Planning	0	991,834	991,834
	TOTAL	\$0	\$991,834	\$991,834
1124	Regional Goods Movement Plan HUD Follow up Efforts	\$0	\$0	\$0
	Mega Regional Goods Movement Study	450,000	450,000	0
	Zero Emission Freight Study	0	0	0
	TOTAL	\$450,000	\$450,000	\$0
1125	Non-Motorized Transportation Bike Share Program - Operating Expenses	\$284,000	\$284,000	0
	Bike Share Program -Assets/Equipment	0	0	0
	TOTAL	\$284,000	\$284,000	\$0
1132	Advocacy Coalitions Legislative advocates - Sacramento	\$115,000	\$115,000	\$0
	Mineta Transportation Institute	200,000	200,000	0
	Legislative advocates - Washington D C	263,100	263,100	0
	TOTAL	\$578,100	\$578,100	\$0
1152	Agency Financial Management Financial Audit	\$400,000	\$400,000	\$0
	OPEB Actuary	20,000	20,000	0
	Financial System Upgrade	5,000	5,000	0
	TOTAL	\$425,000	\$425,000	\$0
1153	Administrative Services Organizational and Compensation	\$90,000	\$90,000	\$0
	Ergonomics	55,000	55,000	0
	Move related Projects	0	0	0
	Internship Program	205,000	205,000	0
	TOTAL	\$320,000	\$320,000	\$0

CONTRACTUAL SERVICES DETAIL

Work Element	Description/Purpose	Original BUDGET FY 2016-17	Amended BUDGET FY 2016-17	Change \$ Inc./(Dec)
1161	Information Technology Services			
	Data Security Improvements	\$55,000	\$55,000	\$0
	Web/DB Application Development/Integration	50,000	50,000	0
	Network Assistance	0	0	0
	Enterprise data and process review	207,000	207,000	0
	Document scanning	0	0	0
	Move Assistance/Project Management	27,500	27,500	0
	TOTAL	\$339,500	\$339,500	\$0
1212	Performance Measuring and Monitoring			
	Vital Signs Website Development	\$150,000	\$150,000	\$0
	RTP Performance	0	0	0
	State of Good Repair Performance Analysis	0	0	0
	TOTAL	\$150,000	\$150,000	\$0
1222	Regional Rideshare Program			
	511 Ridesharing Program Operations	\$1,000,000	\$1,000,000	\$0
	Seamless Transit Map	150,000	150,000	0
	511 Program Marketing	150,000	150,000	0
	TOTAL	\$1,300,000	\$1,300,000	\$0
1223	Operational Support for Regional Programs			
	TMC Legacy Projects and Contingency	\$0	\$0	\$0
	Park N Ride	0	0	0
	ITS Architecture	0	0	0
	TMS Technical Advisor & Guidance Bench	0	0	0
	TOTAL	\$0	\$0	\$0
1224	Regional Traveler Information			
	511 Traffic/Real Time Transit	\$995,000	\$995,000	\$0
	HSP-511 Real-Time	0	0	0
	511 Web Services	250,000	250,000	0
	511 Transit system	650,000	650,000	0
	511 ESRI License	0	0	0
	Trip planner License	0	0	0
	Connected Vehicle	0	0	0
	TOTAL	\$1,895,000	\$1,895,000	\$0
1225	Regional Transportation Emergency Operation			
	Global Fore NI Government	\$25,000	\$25,000	\$0
	Transit Emergency Response	0	0	0
	ECC Training & Support	75,000	75,000	0
	TOTAL	\$100,000	\$100,000	\$0
1229	Regional Transportation Emergency Planning			
	Ongoing Emergency Exercise Support	\$75,000	\$75,000	\$0
	Emergency Response Strategies	0	0	0
	Joint Operations at @ Beale Street	300,000	300,000	0
	Transit Service Contingency	667,000	667,000	0
	TOTAL	\$1,042,000	\$1,042,000	\$0
1233	Transportation Asset Management			
	Software Development and Maintenance	\$825,000	\$825,000	\$0
	Transit Capital Inventory	50,000	50,000	0
	Software Training Support	180,347	180,347	0
	TAM Plan Development and Performance	100,000	100,000	0
	PTAP Projects	194,341	194,341	0
	Quality Assurance Program	50,000	50,000	0
	TOTAL	\$1,379,688	\$1,379,688	\$0
1235	Incident Management			
	I-880 ICM Device Maint.	\$100,000	\$100,000	\$0
	Incident Management Task Force	100,000	100,000	0
	TOTAL	\$200,000	\$200,000	\$0
1237	Freeway Performance			
	Managed LANES Master Plan (Study)	\$0	\$0	\$0
	FPI Traffic Operations/Corridor Analysis	0	0	0
	Regional Dynamic Traffic Assignment Model	0	0	0
	Performance Monitoring & Tools	50,000	50,000	0
	Active Traffic Management Strategies	0	0	0
	TOTAL	\$50,000	\$50,000	\$0
1311	Lifeline Planning			
	Community - Based Transportation Plan Funding Ag	\$269,013	\$269,013	\$0
	CBTP Grant Program	0	0	0
	Lifeline Cycle 3	747,589	747,589	0
	Coordinated Plan Update	60,000	60,000	0
	TOTAL	\$1,076,602	\$1,076,602	\$0

CONTRACTUAL SERVICES DETAIL

Work Element	Description/Purpose	Original BUDGET FY 2016-17	Amended BUDGET FY 2016-17	Change \$ Inc./Dec)
1413	Climate Initiative			
	EV Strategic Council	\$39,000	\$35,000	\$0
	Regional Transportation Sea Level Rise	0	0	0
	TOTAL	\$39,000	\$35,000	\$0
1512	Federal TIP Development			
	REMI Financial Forecast Model	\$0	\$0	\$0
	TOTAL	\$0	\$0	\$0
1514	Regional Assistance Programs			
	TDA Claims/Fund Estimate on line Migration and Reporting	\$25,000	\$25,000	\$0
	Performance audits - TDA audit & RM2 Oversight	193,000	193,000	0
	TOTAL	\$218,000	\$218,000	\$0
1515	Regional Assistance Programs			
	FMS Developer	\$187,200	\$187,200	\$0
	FMS User Interface Upgrade	127,733	127,733	0
	TOTAL	\$314,933	\$314,933	\$0
1517	Transit Sustainability			
	Transit Sustainability Planning	\$515,070	\$515,070	\$0
	SRTP	540,000	540,000	0
	TOTAL	\$1,055,070	\$1,055,070	\$0
1518	New Freedom			
	On Call Facilitation for Mobility Management	\$0	\$0	\$0
	TOTAL	\$0	\$0	\$0
1611	Transportation and Land Use Coordination			
	ABAG - FHWA/FTA5303/TDA/Prop 84	\$1,336,358	\$1,336,358	\$0
	Housing Task Force	200,000	200,000	0
	Complete Streets Technical Assistance	0	0	0
	Bike/ Ped Counts Program	35,000	35,000	0
	Conference Sponsorship for Rail-Volution	0	0	0
	Parking Program	0	0	0
	TOTAL	\$1,571,358	\$1,571,358	\$0
1612	Climate Adaption Consulting (BARC)	\$68,000	\$68,000	\$0
106	Legal Services	\$750,000	\$750,000	\$0
101	Encumbrances Contracts	\$0	\$0	\$0
	Total consultant contracts:	\$15,387,012	\$16,378,846	\$991,834

STP Grants	1	2	3 = (1-2)	4	5	6	7 = (3+4-5-6)
	LTD Grant thru FY 2015	LTD Actual & Enc thru FY 2016	Balance thru FY 2016	New Grant FY 2016-17	staff budget FY 2016-17	Consultant budget FY 2016-17	Balance FY 2016-17
Grant # / Fund Source #	Project Description						
6084-146 1500	\$17,957,800	\$17,534,385	\$423,505	\$0	\$361,280	\$0	\$82,225
6084-175 1801	42,479,000	42,067,812	411,188	9,150,000	957,263	8,192,737	411,188
6084-176 1803	32,500,000	28,944,388	3,555,602	-	-	2,360,800	1,174,802
6084-178 1805	1,200,000	829,960	370,040	-	-	350,000	20,040
6084-179 1808	6,000,000	4,690,399	1,309,601	-	-	-	1,309,601
6084-186 1812	8,740,305	7,341,992	1,398,313	-	26,003	18,000	1,356,310
6084-187 1811	2,000,000	1,980,000	20,000	-	20,000	-	-
6084-193 1816	2,500,000	1,201,000	1,299,000	-	-	-	1,299,000
NEW				1,500,000		1,500,000	-
NEW				1,400,000	516,926		883,074
NEW				7,200,000		5,500,000	1,700,000
NEW				9,030,000	1,294,178	7,704,800	31,022
	\$113,377,195	\$104,589,946	\$8,787,249	\$28,280,000	\$3,175,850	\$28,644,337	\$8,247,262

CMAQ Grants

6084-180 1569	\$10,750,000	\$8,860,894	\$1,889,006	\$0	\$437,434	\$1,000,000	\$451,572
6084-184 1591	7,793,432	6,971,603	821,829	1,388,000	-	1,809,829	400,000
6084-185 1592	3,600,000	3,496,650	103,350	-	-	103,350	-
6160-018 1596	8,608,000	5,665,032	2,952,968	-	1,331,774	1,200,000	421,194
6160-020 1800						2,120,000	2,023,172
6084-176 1804	16,270,000	14,814,520	1,455,480	-	852,994	-	602,486
6084-180 1809	4,000,000	1,830,523	2,169,477	-	708,080	950,000	513,417
6084-188 1814	1,725,000	430,678	1,294,322	-	-	-	1,294,322
NEW				10,840,000		10,840,000	-
	\$80,046,432	\$45,218,628	\$14,828,804	\$12,228,000	\$3,328,282	\$18,023,179	\$5,708,163

FTA GRANTS

37-X076 1614	\$5,357,119	\$5,009,898	\$347,221	\$0	\$0	\$0	\$347,221
37-X104 1625	2,654,120	2,384,587	269,533	-	-	-	269,533
37-X133 1627	1,004,559	915,827	88,732	-	-	-	88,732
37-X164 1629	805,180	805,190	-	-	-	-	-
37-X177 1630	2,430,952	2,075,352	355,600	-	-	-	355,600
34-001 1631	10,508,277	840,438	9,667,839	-	-	9,665,839	-
34-0024 1633	12,240,015	432,366	11,807,629	-	-	11,807,629	-
34-0032 1634	9,590,718	-	9,590,718	-	-	3,478,843	6,113,375
57-X023 1623	1,545,232	1,482,854	62,378	-	-	-	62,378
57-X050 1626	3,748,859	3,744,895	3,964	-	-	-	3,964
57-X074 1628	2,793,517	2,787,517	6,000	-	-	26,000	-
57-X109 1632	1,383,631	836,734	546,897	-	-	-	546,897
CA70-1001-1868	1,000,000	1,000,000	-	-	-	-	-
1835				480,429	454,424	-	6,005
	\$95,060,169	\$22,275,078	\$32,785,111	\$480,429	\$454,424	\$24,975,311	\$7,814,805

Other Grants

1110	HEPP Travel Model (Reobligated)	\$80,000	\$80,000	\$0	\$0	\$0	\$0
1112	FHWA - SHRP2	700,000	613,322	86,678	-	-	86,678
		\$780,000	\$703,322	\$86,678	\$0	\$0	\$86,678

Total Federal Grants Budget	\$229,273,115	\$172,785,174	\$56,488,642	\$40,988,429	\$6,859,339	\$88,843,827	\$21,854,903
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CONTRACTUAL SERVICES DETAIL Federal Grants

Work Element	Description/Purpose	Original BUDGET	Amended BUDGET	Change \$
		FY 2016-17	FY 2016-17	Inc./Decj
1112	Implement Public Information Program Bike to Work Day	\$250,000 \$250,000	\$250,000 \$250,000	\$0 \$0
1122	Analyze Regional Data using GIS and Travel Models Travel Model	\$0 \$0	\$0 \$0	\$0 \$0
1125	Non-Motorized Transportation Bike Share Program - Operating Expenses	\$0 \$0	\$0 \$0	\$0 \$0
1152	Agency Financial Management Project Audits	\$100,000 \$100,000	\$100,000 \$100,000	\$0 \$0
1222	Regional Rideshare Program 511 Program Operations 511 Program Marketing Rideshare: Employer Services (CMAs) SB 1339	\$915,000 425,808 895,000 0	\$915,000 425,800 895,000 0	\$0 0 0 0
	TOTAL	\$2,235,800	\$2,235,800	\$0
1223	Operational Support for Regional Programs ITS Architecture	\$100,000 \$100,000	\$100,000 \$100,000	\$0 \$0
1224	Regional Traveler Information 511 Traffic Real Time Transit 511 Transit RG Connected Vehicles 511 Licenses	\$3,588,800 3,820,000 0 0 241,000	\$3,588,800 3,820,000 0 0 241,000	\$0 0 0 0 0
	TOTAL	\$7,649,800	\$7,649,800	\$0
1233	Pavement Management System Software Training Support P-TAP Projects	\$350,000 1,500,000	\$350,000 1,500,000	\$0 0
	TOTAL	\$1,850,000	\$1,850,000	\$0
1234	Arterial and Transit Performance Program for Arterial System Arterial Operations - Next Generation	\$1,000,000 0	\$1,000,000 0	\$0 0
	TOTAL	\$1,000,000	\$1,000,000	\$0
1235	Incident Management Incident Management Task Force I-890 ICM	\$0 12,960,000	\$0 12,960,000	\$0 0
	TOTAL	\$12,960,000	\$12,960,000	\$0
1237	Freeway Performance FPI Implementation and Ramp Metering Managed Lanes Implementation Plan Active Traffic Management Implementation Performance Monitoring & Tools Regional Dynamic Traffic Assignment Model FPI Traffic Operational/Corridor Analysis	\$0 2,500,000 3,000,000 550,000 100,000 1,500,000	\$0 2,500,000 3,000,000 550,000 100,000 1,500,000	\$0 0 0 0 0 0
	TOTAL	\$7,650,000	\$7,650,000	\$0
1310	Implement Lifeline Transportation Program Lifeline Planning	\$0 \$0	\$0 \$0	\$0 \$0
	TOTAL	\$0	\$0	\$0
1413	Climate Initiative Climate Initiative Outreach and Marketing program	\$1,663,179 \$1,663,179	\$1,663,179 \$1,663,179	\$0 \$0
1512	Federal TIP Development Transit Capital Inventory Transit Operators	\$0 24,950,311	\$0 24,950,311	\$0 0
	TOTAL	\$24,950,311	\$24,950,311	\$0
1517	Transit Sustainability Transit Core Capacity Analysis	\$0 \$0	\$0 \$0	\$0 \$0
	TOTAL	\$0	\$0	\$0
1518	New Freedom New Freedom Projects	\$26,000 \$26,000	\$26,000 \$26,000	\$0 \$0
	TOTAL	\$26,000	\$26,000	\$0
1519	Transit Core Transit Core Study	\$0 \$0	\$0 \$0	\$0 \$0
	TOTAL	\$0	\$0	\$0
1811	Transportation and Land Use Coordination ABAG - STP BCDC STP CMAs - STP Access Public Lands near Transit PDA Implementation Studies SR 82 Study PDA Planning Grant	\$663,642 269,822 7,350,000 0 16,000 0 0	\$663,642 267,095 7,350,000 0 16,000 0 0	\$0 7,273 0 0 0 0 0
	TOTAL	\$8,189,464	\$8,198,737	\$7,273
1812	Climate Adaption Consulting (BARC)	\$12,000	\$12,000	\$0
	Total Federal funded Consultants	\$88,836,554	\$88,843,827	\$7,273

Clipper Operating:

	Original BUDGET FY 2016-17	Amended BUDGET FY 2016-17		Change \$ Inc./(Dec)
Revenue:				
CMAQ	\$0	\$0	0%	\$0
RM2	2,950,000	2,950,000	0%	0
STA	11,378,757	11,378,757	0%	0
Transit Operators	15,801,500	15,801,500	0%	0
Total clipper operating Revenue	\$30,130,257	\$30,130,257	0%	\$0
Expenses:				
Staff cost	\$1,875,537	\$1,875,537	0%	\$0
Travel & Other General Ops	103,220	103,220	0%	0
Promotion/Outreach/Fare Inc.	2,950,000	2,950,000	0%	0
Clipper Operations	25,201,500	25,201,500	0%	0
Total clipper operating Expense	\$30,130,257	\$30,130,257	0%	\$0

Clipper 1 Capital:

	LTD Budget Thru FY2016-17	Amended BUDGET FY 2016-17	LTD Budget Thru FY2016-17
Revenue:			
CMAQ	\$71,495,201	\$0	\$71,495,201
Card Sales	6,851,267	0	\$6,851,267
Low Carbon Transit Operatios (LCTOP)	3,500,000	0	\$3,500,000
ARRA	11,167,891	0	\$11,167,891
FTA	25,008,181	0	\$25,008,181
STP	39,035,448	0	\$39,035,448
STA	22,159,756	0	\$22,159,756
Prop 1B	1,000,000	0	\$1,000,000
SFMTA	8,005,421	0	\$8,005,421
GGGHTD	2,975,000	0	\$2,975,000
BART	725,000	0	\$725,000
MTC Exchange Fund	8,269,158	0	\$8,269,158
BATA	26,884,813	0	\$26,884,813
Transit Operators	13,857,000	0	\$13,857,000
WETA	603,707	0	\$603,707
Sales Tax	99,311	0	\$99,311
Total Clipper 1 capital Revenue	\$241,618,154	\$0	\$241,618,154
Expense:			
Staff Costs	\$10,307,040	0	\$10,307,040
Travel	3,208	0	3,208
Pilot Equipment Maintenance	3,093,834	0	3,093,834
Transit Agency Funded Projects	13,910,707	0	13,910,707
Design	54,690,574	0	54,690,574
Site Preparation	3,899,437	0	3,899,437
Construction	21,867,682	0	21,867,682
Consultants	23,469,903	0	23,469,903
Engineering	7,953,061	0	7,953,061
Communications	1,583,000	0	1,583,000
Marketing	2,212,029	0	2,212,029
Financial Services	391,600	0	391,600
Equipment	49,226,873	0	49,226,873
Clipper Cards	15,140,095	0	15,140,095
Other	33,869,111	0	33,869,111
Total Clipper 1 Expense	\$241,618,154	\$0	\$241,618,154

Clipper 2 Capital:

	LTD Budget Thru FY2016-17	Amended BUDGET FY 2016-17	LTD Budget Thru FY2016-17
Revenue:			
STP	\$4,569,554	\$0	\$4,569,554
TCP - CMAQ Funds	\$0	\$2,684,772	\$2,684,772
Low Carbon Transit Operatios (LCTOP)	\$0	\$3,559,290	\$3,559,290
BATA	260,000	0	260,000
STA	1,047,841	\$0	1,047,841
Total Clipper 2 Revenue	\$5,877,395	\$6,244,062	\$12,121,457
Expense:			
Staff Costs	\$2,713,554	\$0	\$2,713,554
Equipment	\$347,841	\$6,244,062	\$6,591,903
Consultants	2,816,000	0	2,816,000
Total Clipper 2 Expense	\$5,877,395	\$6,244,062	\$12,121,457



METROPOLITAN
TRANSPORTATION
COMMISSION

Bay Area Metro Center
375 Beale Street
San Francisco, CA 94105
TEL 415.778.6700
WEB www.mtc.ca.gov

Memorandum

TO: Administration Committee

DATE: September 7, 2016

FR: Deputy Executive Director, Policy

W. I. 1152

RE: MTC Resolution No. 4240, Revised - FY 2016-17 MTC Agency Budget Amendment

Attached for your review and referral to the Commission for approval is Resolution No. 4240, Revised, amending the MTC budget for FY 2016-17.

The reason for the budget adjustment is twofold. The first revision adds \$1.2 million in FTA Section 5304 Sustainable Communities Funds and BATA local match funds for A Resilient Transportation System for Safe and Sustainable Communities project. This project will deliver a regional vulnerability assessment and adaption strategies for the Bay Area's transportation infrastructure, Priority Development Areas, and Communities of concern.

The second budget adjustment is to the Clipper[®] Capital Budget. New funding will add a total of \$6.2 million to the Clipper 2 project. This amount is comprised of \$3.5 million from the Low Carbon Transit Operations Program (LCTOP) and a \$2.7 million grant from TCP (Transit Capital Priorities) funds. The new revenue sources will be used to fund Clipper 2 equipment and technology.

Staff recommends that this Committee forward MTC Resolution No. 4240, Revised, to the Commission for approval.



Alix A. Bockelman

AB:bm
Attachments

Date: June 22, 2016
W.I.: 1152
Referred By: Administration
Revised: 09/28/16-C

ABSTRACT

Resolution No. 4240, Revised

This resolution approves the Agency Budget for FY 2016-17.

This resolution was revised on September 28, 2016 for budget changes. The changes include the addition of \$1.2 million in revenue and expenses to the MTC operating budget and \$6.2 million to the Clipper 2 capital budget. Further discussion of the agency budget is contained in the MTC Executive Director's memorandum to the Administration Committee dated September 7, 2016.

Further discussion of the agency budget is contained in the MTC Executive Director's memorandum to the Administration Committee dated June 1, 2016 and September 7, 2016. A budget is attached as Attachments A, B and C.

Date: June 22, 2016
W.I.: 1152
Referred By: Administration

Re: Metropolitan Transportation Commission's Agency Budget for FY 2016-17

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4240

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

WHEREAS, on April 27, 2016 the Commission approved MTC's Overall Work Program (OWP) for Fiscal Year 2016-17 with the adoption of MTC Resolution No. 4224; and

WHEREAS, the OWP identifies MTC's unified work program for FY 2016-17; and

WHEREAS, the final draft MTC Agency Budget for FY 2016-17 as reviewed and recommended by the Administration Committee is consistent with the OWP as adopted pursuant to MTC Resolution No. 4224; now, therefore, be it

RESOLVED, that MTC's Agency Budget for FY 2016-17, prepared in accordance to generally accepted accounting principles and modified accrual, attached hereto as Attachment A, and incorporated herein as though set forth at length, is approved; and, be it further

RESOLVED, that MTC delegates to its Administration or Operations Committees the authority to approve all contracts and expenditures in MTC's Agency Budget for FY 2016-17, providing that there shall be no increase in the overall budget without prior approval of the Commission; and, be it further

RESOLVED, that MTC's Executive Director, or the responsible MTC staff person designated by the Executive Director, shall submit written requests to the Administration or Operations Committees for approval of consultants, professional services, and expenditures authorized in the MTC Agency Budget for FY 2016-17; and, be it further

RESOLVED, that MTC's Executive Director, and the Chief Financial Officer are authorized to carry over and re-budget all grants, contracts and funds properly budgeted in the prior year for which expenditures were budgeted and encumbered and which will take place in FY 2016-17; and, be it further

RESOLVED, that the Commission authorizes that the use of funds from the general fund for cash flow purposes, as an advance on authorized expenditures until the expenditures have been reimbursed; and, be it further

RESOLVED, that the Commission authorizes the designation of certain reserves for FY 2016-17 as follows: Benefits, Liability, Compensated leave, Encumbrances, Building, and Fixed Asset Replacement. The Chief Financial Officer is authorized to set aside a \$500,000 liability reserve and establish a \$750,000 contract budget against the liability reserve. The Chief Financial Officer is authorized to utilize the funds in the Benefits Reserve to meet any obligations resulting from the requirements of or changes in the employee labor agreements. No additional expenditures shall be authorized from any designated reserves authorized by MTC's Agency Budget for FY 2016-17 without prior authorization of the Administration Committee; and, be it further.

RESOLVED, that the total of full time regular and project employees is established at 232 and will not be increased without approved increase to the appropriate FY 2016-17 budget and that the Executive Director or Designee is authorized to manage all contract, hourly or agency employees within the authorized FY 2016-17 budgets; and, be it further

RESOLVED, that MTC's Executive Director, or the responsible MTC staff person designated by the Executive Director, shall furnish the Administration Committee with a monthly financial report to reflect budgeted and actual income, expenditures, obligations for professional and consultant services and such other information and data as may be requested by the Administration Committee.

METROPOLITAN TRANSPORTATION COMMISSION



Dave Cortese, 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 June 22, 2016.

Date: June 22, 2016
W.I.: 1152
Referred by: Administration
Revised: 09/28/16-C

Attachments A, B, C
Resolution No. 4240, Revised

METROPOLITAN TRANSPORTATION COMMISSION

AGENCY BUDGET

FY 2016-17

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METROPOLITAN TRANSPORTATION COMMISSION

BUDGET FY 2016-17

Attachment A

SUMMARY

PART 1: OPERATING REVENUE-EXPENSE SUMMARY

	Original BUDGET FY 2016-17	Amended BUDGET FY 2016-17	Change % Inc./Dec	Change \$ Inc./Dec
General Planning Revenue	\$24,063,337	\$24,771,337	3%	\$708,000
Other MTC Revenue	1,207,933	1,207,933	0%	0
Transfers from other Funds	17,853,844	18,205,488	2%	351,644
Local Revenue Grants	2,887,117	2,642,873	-1%	(24,244)
Total Operating Revenue	\$45,792,032	\$46,827,611	2%	\$1,035,579
Total Operating Expense	\$44,911,950	\$45,908,881	2%	\$996,931
Operating Surplus (Shortfall)	\$880,082	\$918,730	4%	\$38,649
Total Operating Revenue - Prior Year	\$0	\$0	0%	\$0
Total Operating Expense - Prior Year	\$0	\$0	0%	\$0
Operating Surplus (Shortfall)- Prior year	\$0	\$0	0%	\$0
Total Operating Surplus (Shortfall)	\$880,082	\$918,730	4%	\$38,649

PART2: CAPITAL PROJECTS REVENUE-EXPENSE SUMMARY

Total Annual Capital Revenue	\$0	\$0	0%	\$0
Total Annual Capital Expense	\$600,000	\$600,000	0%	\$0
Capital Surplus(Shortfall)	(\$600,000)	(\$600,000)	0%	\$0
TOTAL FISCAL YEAR SURPLUS (SHORTFALL)	\$280,082	\$318,730	14%	\$38,649

PART3: CHANGES IN RESERVES

Transfer To Designated Reserve	\$0	\$0		
Net MTC Reserves - in/out	\$280,082	\$318,730	14%	\$38,649
Current Year Ending Balance	\$0	\$0		

REVENUE DETAIL

	Original BUDGET FY 2016-17	Amended BUDGET FY 2016-17	Change % Inc./Dec	Change \$ Inc./Dec
General Planning Revenue				
FTA Section 5303	\$3,367,898	\$3,367,898	0%	\$0
FTA 5303 carryover FY'15	0	0	0%	0
FTA 5303 Final Allocation FY'15	0	0	0%	0
FTA 5304	0	708,000	0%	708,000
Sustainable Transportation Planning Grant	300,000	300,000	0%	0
FHWA SP&R - SACOG/ Prop B4	0	0	0%	0
FHWA 1/2 % PL	7,895,439	7,895,439	0%	0
FHWA PL Final Allocation FY'15	0	0	0%	0
FHWA PL Final Allocation FY'16	0	0	0%	0
FHWA PL carryover FY'15	0	0	0%	0
TDA (Planning/Administrative)	12,500,000	12,500,000	0%	0
Subtotal: General Planning Revenue	\$24,063,337	\$24,771,337	3%	\$708,000
Other MTC Revenue				
STIP-PPM	\$687,933	\$687,933	0%	\$0
HOV lane lines	500,000	500,000	0%	0
Interest	20,000	20,000	0%	0
Subtotal: MTC Other Revenue	\$1,207,933	\$1,207,933	0%	\$0
Operating Transfers				
BATA 1%	\$7,297,531	\$7,297,531	0%	\$0
Transfer BATA RM2	1,230,000	1,230,000	0%	0
BATA Reimbursements (Audit/misc. contracts)	508,550	882,550	70%	354,000
Express Lanes	0	0	0%	0
RAFC Management Services	74,640	74,640	0%	0
Service Authority Freeways Expressways (SAFE)	879,398	879,398	0%	0
Exchange Fund Transfer	0	0	0%	0
STA Transfer	2,922,602	2,922,602	0%	0
2% Transit Transfers	415,070	415,070	0%	0
Transfer in from Reserve - Move related	0	0	0%	0
Transfer in from Reserve - MTC/ABAG Study	0	0	0%	0
Transfer in from Reserve - to cover shortfall	0	0	0%	0
Transfer in from Liability Reserve	0	0	0%	0
Transfer in from SAFE & BATA for computer capital	0	0	0%	0
Express Lanes - Overhead	617,063	617,063	0%	0
Grant Funded - Overhead	1,916,099	1,913,923	0%	(2,177)
Capital Programs - Overhead	1,992,693	1,992,693	0%	0
Subtotal: Transfers from other funds	\$17,853,644	\$18,205,468	2%	\$351,823
MTC Total Planning Revenue	\$43,124,914	\$44,184,738	2%	\$1,059,823
Local Revenue Grants				
Misc. Revenue (PMP Sales)	\$965,000	\$965,000	0%	\$0
ABAG	100,178	92,905	-100%	(7,273)
ACTC	8,849	8,849	-100%	0
MPO	90,000	90,000	-100%	0
TFCA (Regional Rideshare), Spare the Air	1,000,000	1,000,000	0%	0
BAAQMD	308,749	291,778	-5%	(16,971)
Molivale	0	0	-100%	0
Cities	194,341	194,341	0%	0
Subtotal: Local Revenue Grants	\$2,667,117	\$2,642,873	-1%	(\$24,244)
Total Current Year Revenue	\$45,792,032	\$46,827,611	2%	\$1,035,579
MTC Prior Year Project Revenue				
Prior Year Project Revenue - Federal/State				
FTA 5303	774,481			
FHWA	34,522			
State Transit Assistance (STA)	630,327			
Subtotal:	\$1,439,330			
Prior Year Project Revenue - Local				
General Fund	1,954,000			
Transportation Funds for Clean Air (TFCA)	76,565			
Service Authority for Freeways/Expressways (SAFE)	1,422,154			
PTAP LM	174,730			
PPM	75,017			
RM2/BATA Reimb	216,803			
AB 064	51,525			
local Cities	718,830			
2% Transit	2,255			
Subtotal:	\$4,891,879			
Total Prior Year Project Revenue	\$6,131,209			

**EXPENSE SUMMARY
BUDGET FY 2016-17**

	Original BUDGET FY 2016-17	Amended BUDGET FY 2016-17	Change % Inc./Dec	Change \$ Inc./Dec
Operating Expense				
I Salaries and Benefits	\$24,010,714	\$24,015,810	0%	\$5,096
MTC Staff - Regular	\$21,898,781	\$21,903,454	0%	\$4,673
OPEB	1,920,328	1,920,749	0%	421
Temporary Staff	168,258	168,258	0%	0
Project Based Staff & LGS	0	0	0%	0
Hourly /Interns	23,349	23,349	0%	0
II Travel and Training	\$402,000	\$402,000	0%	\$0
III Printing, Repro. & Graphics	\$134,100	\$134,100	0%	\$0
IV Computer Services	\$1,404,500	\$1,404,500	0%	\$0
V Commissioner Expense	\$70,000	\$70,000	0%	\$0
VI Advisory Committees	\$15,000	\$15,000	0%	\$0
VII. General Operations	\$3,486,624	\$3,486,624	0%	\$0
Subtotal Staff Cost	\$29,524,938	\$29,530,034	-1%	\$5,096
IX Contractual Services	\$15,387,012	\$16,378,845	8%	\$991,833
Total Operating Expense Current Year	\$44,911,950	\$45,908,881	2%	\$996,931
IX Contractual Services - Prior Year	\$0	\$0	0%	\$0
Total Operating Expense	\$44,911,950	\$45,908,881	2%	\$996,931

CAPITAL PROJECTS

	Original BUDGET FY 2016-17	Amended BUDGET FY 2016-17	Change % Inc./Dec	Change \$ Inc./Dec
Annual Transfer from Reserve to Capital	\$0	\$0	0%	\$0
Annual Capital Expense	\$600,000	\$600,000	0%	\$0

	LTD Budget Thru FY 2016-17	Amended BUDGET FY 2016-17	LTD Budget Thru FY 2016-17
Hub Signage Program			
Revenue			
Prop. 1B	\$9,856,450	\$0	\$9,856,450
RM2	362,000	0	362,000
Real Time Sign - BART	0	0	0
Real Flap Sign - STA	1,833,045	0	1,833,045
	\$11,851,495	\$0	\$11,851,495
Expense			
Staff	\$1,351,745	\$0	\$1,351,745
Consultants	10,499,750	0	10,499,750
	\$11,851,495	\$0	\$11,851,495

CONTRACTUAL SERVICES DETAIL
New Contractual and Professional Services

Work Element	Description/Purpose	Original BUDGET FY 2016-17	Amended BUDGET FY 2016-17	Change \$ Inc./(Dec)
1111	Support Commission Standing Committees			
	Planning Programs - Other	\$100,000	\$100,000	\$0
	TOTAL	\$100,000	\$100,000	\$0
1112	Implement Public Information Program			
	LWV Monitor	\$25,000	\$25,000	\$0
	Photography services for MTC/BATA	60,000	60,000	0
	Design & Production Services	100,000	100,000	0
	On-call Facilitation and Outreach	35,000	35,000	0
	PDA Communication	0	0	0
	Digital Promotion & Analysis	20,000	20,000	0
	On call Video Services	25,000	25,000	0
	Bike to Work Program	0	0	0
	Climate Initiatives	25,000	25,000	0
	Awards Program	55,000	55,000	0
	MTC web integration/portal	100,000	100,000	0
	TOTAL	\$445,000	\$445,000	\$0
1121	Plan Bay Area			
	Develop Public Involvement	\$170,000	\$170,000	\$0
	Design of Draft PBA 2040 Report	0	0	0
	Economic Analysis Related to PBA	35,000	35,000	0
	Event Expenses	90,000	90,000	0
	CBO Outreach	50,000	50,000	0
	Public Opinion/Revenue Polls (2 total)	150,000	150,000	0
	Digital Tools/Visualization	40,000	40,000	0
	EIR Development	229,761	229,761	0
	MTC/ABAG Merger Study	0	0	0
	Express Lane Settlement	0	0	0
	TOTAL	\$764,761	\$764,761	\$0
1122	Analyze Regional Data using GIS and Travel Models			
	Travel Model Assistance	\$100,000	\$100,000	\$0
	Land use Model Research	150,000	150,000	0
	Travel Model Research	50,000	50,000	0
	Technical Support for Web Based Projects	100,000	100,000	0
	Leverage SHRP2 Investment	0	0	0
	Consolidated household travel	25,000	25,000	0
	Regional Transit on Board	0	0	0
	Freight Modeling Program	0	0	0
	Future Mobility Research Program	50,000	50,000	0
	TOTAL	\$475,000	\$475,000	\$0
1126	Resiliency (Sea Level Rise/Adaption) Planning			
	Sea Level/Adaption Planning	0	991,834	991,834
	TOTAL	\$0	\$991,834	\$991,834
1124	Regional Goods Movement Plan			
	HUD Follow up Efforts	\$0	\$0	\$0
	Mega Regional Goods Movement Study	450,000	450,000	0
	Zero Emission Freight Study	0	0	0
	TOTAL	\$450,000	\$450,000	\$0
1125	Non-Motorized Transportation			
	Bike Share Program - Operating Expenses	\$284,000	\$284,000	0
	Bike Share Program -Assets/Equipment	0	0	0
	TOTAL	\$284,000	\$284,000	\$0
1132	Advocacy Coalitions			
	Legislative advocates - Sacramento	\$115,000	\$115,000	\$0
	Mineta Transportation Institute	200,000	200,000	0
	Legislative advocates - Washington D C	263,100	263,100	0
	TOTAL	\$578,100	\$578,100	\$0
1152	Agency Financial Management			
	Financial Audit	\$400,000	\$400,000	\$0
	OPEB Actuary	20,000	20,000	0
	Financial System Upgrade	5,000	5,000	0
	TOTAL	\$425,000	\$425,000	\$0
1153	Administrative Services			
	Organizational and Compensation	\$90,000	\$90,000	\$0
	Ergonomics	55,000	55,000	0
	Move related Projects	0	0	0
	Internship Program	205,000	205,000	0
	TOTAL	\$320,000	\$320,000	\$0

CONTRACTUAL SERVICES DETAIL

Work Element	Description/Purpose	Original BUDGET FY 2016-17	Amended BUDGET FY 2016-17	Change \$ Inc./Dec
1161	Information Technology Services			
	Data Security Improvements	\$55,000	\$55,000	\$0
	Web/DB Application Development/Integration	50,000	50,000	0
	Network Assistance	0	0	0
	Enterprise data and process review	207,000	207,000	0
	Document scanning	0	0	0
	Move Assistance/Project Management	27,500	27,500	0
	TOTAL	\$339,500	\$339,500	\$0
1212	Performance Measuring and Monitoring			
	Vital Signs Website Development	\$150,000	\$150,000	\$0
	RTP Performance	0	0	0
	State of Good Repair Performance Analysis	0	0	0
	TOTAL	\$150,000	\$150,000	\$0
1222	Regional Rideshare Program			
	511 Ridesharing Program Operations	\$1,000,000	\$1,000,000	\$0
	Seamless Transit Map	150,000	150,000	0
	511 Program Marketing	150,000	150,000	0
	TOTAL	\$1,300,000	\$1,300,000	\$0
1223	Operational Support for Regional Programs			
	TMC Legacy Projects and Contingency	\$0	\$0	\$0
	Park N Ride	0	0	0
	ITS Architecture	0	0	0
	TMS Technical Advisor & Guidance Bench	0	0	0
	TOTAL	\$0	\$0	\$0
1224	Regional Traveler Information			
	511 Traffic/Real Time Transit	\$995,000	\$995,000	\$0
	HSP-511 Real-Time	0	0	0
	511 Web Services	250,000	250,000	0
	511 Transit system	650,000	650,000	0
	511 ESRI License	0	0	0
	Trip planner License	0	0	0
	Connected Vehicle	0	0	0
	TOTAL	\$1,895,000	\$1,895,000	\$0
1225	Regional Transportation Emergency Operation			
	Global Fore NI Government	\$25,000	\$25,000	\$0
	Transit Emergency Response	0	0	0
	ECC Training & Support	75,000	75,000	0
	TOTAL	\$100,000	\$100,000	\$0
1229	Regional Transportation Emergency Planning			
	Ongoing Emergency Exercise Support	\$75,000	\$75,000	\$0
	Emergency Response Strategies	0	0	0
	Joint Operations at @ Beale Street	300,000	300,000	0
	Transit Service Contingency	667,000	667,000	0
	TOTAL	\$1,042,000	\$1,042,000	\$0
1233	Transportation Asset Management			
	Software Development and Maintenance	\$825,000	\$825,000	\$0
	Transit Capital Inventory	50,000	50,000	0
	Software Training Support	180,347	180,347	0
	TAM Plan Development and Performance	100,000	100,000	0
	PTAP Projects	194,341	194,341	0
	Quality Assurance Program	50,000	50,000	0
	TOTAL	\$1,379,688	\$1,379,688	\$0
1235	Incident Management			
	I-880 ICM Device Maint.	\$100,000	\$100,000	\$0
	Incident Management Task Force	100,000	100,000	0
	TOTAL	\$200,000	\$200,000	\$0
1237	Freeway Performance			
	Managed LANES Master Plan (Study)	\$0	\$0	\$0
	FPI Traffic Operations/Corridor Analysis	0	0	0
	Regional Dynamic Traffic Assignment Model	0	0	0
	Performance Monitoring & Tools	50,000	50,000	0
	Active Traffic Management Strategies	0	0	0
	TOTAL	\$50,000	\$50,000	\$0
1311	Lifeline Planning			
	Community - Based Transportation Plan Funding Ag	\$269,013	\$269,013	\$0
	CBTP Grant Program	0	0	0
	Lifeline Cycle 3	747,589	747,589	0
	Coordinated Plan Update	60,000	60,000	0
	TOTAL	\$1,076,602	\$1,076,602	\$0

CONTRACTUAL SERVICES DETAIL

Work Element	Description/Purpose	Original BUDGET FY 2016-17	Amended BUDGET FY 2016-17	Change \$ Inc./Dec)
1413	Climate Initiative			
	EV Strategic Council	\$39,000	\$35,000	\$0
	Regional Transportation Sea Level Rise	0	0	0
	TOTAL	\$39,000	\$35,000	\$0
1512	Federal TIP Development			
	REMI Financial Forecast Model	\$0	\$0	\$0
	TOTAL	\$0	\$0	\$0
1514	Regional Assistance Programs			
	TDA Claims/Fund Estimate on line Migration and Reporting	\$25,000	\$25,000	\$0
	Performance audits - TDA audit & RM2 Oversight	193,000	193,000	0
	TOTAL	\$218,000	\$218,000	\$0
1515	Regional Assistance Programs			
	FMS Developer	\$187,200	\$187,200	\$0
	FMS User Interface Upgrade	127,733	127,733	0
	TOTAL	\$314,933	\$314,933	\$0
1517	Transit Sustainability			
	Transit Sustainability Planning	\$515,070	\$515,070	\$0
	SRTP	540,000	540,000	0
	TOTAL	\$1,055,070	\$1,055,070	\$0
1518	New Freedom			
	On Call Facilitation for Mobility Management	\$0	\$0	\$0
	TOTAL	\$0	\$0	\$0
1611	Transportation and Land Use Coordination			
	ABAG - FHWA/FTA5303/TDA/Prop 84	\$1,336,358	\$1,336,358	\$0
	Housing Task Force	200,000	200,000	0
	Complete Streets Technical Assistance	0	0	0
	Bike/ Ped Counts Program	35,000	35,000	0
	Conference Sponsorship for Rail-Volution	0	0	0
	Parking Program	0	0	0
	TOTAL	\$1,571,358	\$1,571,358	\$0
1612	Climate Adaption Consulting (BARC)	\$68,000	\$68,000	\$0
106	Legal Services	\$750,000	\$750,000	\$0
101	Encumbrances Contracts	\$0	\$0	\$0
	Total consultant contracts:	\$15,387,012	\$16,378,846	\$991,834

STP Grants	1	2	3 = (1-2)	4	5	6	7 = (3+4-5-6)
	LTD Grant thru FY 2015	LTD Actual & Enc thru FY 2016	Balance thru FY 2016	New Grant FY 2016-17	staff budget FY 2016-17	Consultant budget FY 2016-17	Balance FY 2016-17
Grant # / Fund Source #	Project Description						
6084-146 1500	\$17,957,800	\$17,534,385	\$423,505	\$0	\$361,280	\$0	\$82,225
6084-175 1801	42,479,000	42,067,812	411,188	9,150,000	957,263	8,192,737	411,188
6084-176 1803	32,500,000	28,944,388	3,555,602	-	-	2,360,800	1,174,802
6084-178 1805	1,200,000	829,960	370,040	-	-	350,000	20,040
6084-179 1808	6,900,000	4,690,399	1,309,601	-	-	-	1,309,601
6084-186 1812	8,740,305	7,341,992	1,398,313	-	26,003	18,000	1,356,310
6084-187 1811	2,000,000	1,980,000	20,000	-	20,000	-	-
6084-193 1816	2,500,000	1,201,000	1,299,000	-	-	-	1,299,000
NEW				1,500,000		1,500,000	-
NEW				1,400,000	516,926		883,074
NEW				7,200,000		5,500,000	1,700,000
NEW				9,030,000	1,294,178	7,704,800	31,022
	\$113,377,195	\$104,589,946	\$8,787,249	\$28,280,000	\$3,175,850	\$28,644,337	\$8,247,262

CMAQ Grants

6084-180 1569	\$10,750,000	\$8,860,894	\$1,889,006	\$0	\$437,434	\$1,000,000	\$451,572
6084-184 1591	7,793,432	6,971,603	821,829	1,388,000	-	1,809,829	400,000
6084-185 1592	3,600,000	3,496,650	103,350	-	-	103,350	-
6160-018 1596	8,608,000	5,665,032	2,952,968	-	1,331,774	1,200,000	421,194
6160-020 1800						2,120,000	2,023,172
6084-176 1804	16,270,000	14,814,520	1,455,480	-	852,994	-	602,486
6084-180 1809	4,000,000	1,830,523	2,169,477	-	708,080	950,000	513,417
6084-188 1814	1,725,000	430,678	1,294,322	-	-	-	1,294,322
NEW				10,840,000		10,840,000	-
	\$80,046,432	\$45,218,628	\$14,828,804	\$12,228,000	\$3,328,282	\$18,023,179	\$5,708,163

FTA GRANTS

37-X076 1614	\$5,357,119	\$5,009,898	\$347,221	\$0	\$0	\$0	\$347,221
37-X104 1625	2,654,120	2,384,587	269,533	-	-	-	269,533
37-X133 1627	1,004,559	915,827	88,732	-	-	-	88,732
37-X164 1629	805,180	805,190	-	-	-	-	-
37-X177 1630	2,430,952	2,075,352	355,600	-	-	-	355,600
34-001 1631	10,508,277	840,438	9,667,839	-	-	9,665,839	-
34-0024 1633	12,240,015	432,366	11,807,629	-	-	11,807,629	-
34-0032 1634	9,590,718	-	9,590,718	-	-	3,478,843	6,113,375
57-X023 1623	1,545,232	1,482,854	62,378	-	-	-	62,378
57-X050 1626	3,748,859	3,744,895	3,964	-	-	-	3,964
57-X074 1628	2,793,517	2,787,517	6,000	-	-	26,000	-
57-X109 1632	1,383,631	836,734	546,897	-	-	-	546,897
CA70-1001-1868	1,000,000	1,000,000	-	-	-	-	-
1835				480,429	454,424	-	6,005
	\$95,060,169	\$22,275,078	\$32,785,111	\$480,429	\$454,424	\$24,975,311	\$7,814,805

Other Grants

1110	HEPP Travel Model (Reobligated)	\$80,000	\$80,000	\$0	\$0	\$0	\$0
1112	FHWA - SHRP2	700,000	613,322	86,678	-	-	86,678
		\$780,000	\$703,322	\$86,678	\$0	\$0	\$86,678

Total Federal Grants Budget	\$229,273,115	\$172,785,174	\$56,488,642	\$40,988,429	\$6,859,339	\$88,843,827	\$21,854,903
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CONTRACTUAL SERVICES DETAIL Federal Grants

Work Element	Description/Purpose	Original BUDGET	Amended BUDGET	Change \$
		FY 2016-17	FY 2016-17	Inc./Decj
1112	Implement Public Information Program Bike to Work Day	\$250,000 \$250,000	\$250,000 \$250,000	\$0 \$0
1122	Analyze Regional Data using GIS and Travel Models Travel Model	\$0 \$0	\$0 \$0	\$0 \$0
1125	Non-Motorized Transportation Bike Share Program - Operating Expenses	\$0 \$0	\$0 \$0	\$0 \$0
1152	Agency Financial Management Project Audits	\$100,000 \$100,000	\$100,000 \$100,000	\$0 \$0
1222	Regional Rideshare Program 511 Program Operations 511 Program Marketing Rideshare: Employer Services (CMAs) SB 1339	\$915,000 425,800 895,000 0	\$915,000 425,800 895,000 0	\$0 0 0 0
	TOTAL	\$2,235,800	\$2,235,800	\$0
1223	Operational Support for Regional Programs ITS Architecture	\$100,000 \$100,000	\$100,000 \$100,000	\$0 \$0
1224	Regional Traveler Information 511 Traffic Real Time Transit 511 Transit RG Connected Vehicles 511 Licenses	\$3,588,800 3,820,000 0 0 241,000	\$3,588,800 3,820,000 0 0 241,000	\$0 0 0 0 0
	TOTAL	\$7,649,800	\$7,649,800	\$0
1233	Pavement Management System Software Training Support P-TAP Projects	\$350,000 1,500,000	\$350,000 1,500,000	\$0 0
	TOTAL	\$1,850,000	\$1,850,000	\$0
1234	Arterial and Transit Performance Program for Arterial System Arterial Operations - Next Generation	\$1,000,000 0	\$1,000,000 0	\$0 0
	TOTAL	\$1,000,000	\$1,000,000	\$0
1235	Incident Management Incident Management Task Force I-890 ICM	\$0 12,960,000	\$0 12,960,000	\$0 0
	TOTAL	\$12,960,000	\$12,960,000	\$0
1237	Freeway Performance FPI Implementation and Ramp Metering Managed Lanes Implementation Plan Active Traffic Management Implementation Performance Monitoring & Tools Regional Dynamic Traffic Assignment Model FPI Traffic Operational/Corridor Analysis	\$0 2,500,000 3,000,000 550,000 100,000 1,500,000	\$0 2,500,000 3,000,000 550,000 100,000 1,500,000	\$0 0 0 0 0 0
	TOTAL	\$7,650,000	\$7,650,000	\$0
1310	Implement Lifeline Transportation Program Lifeline Planning	\$0 \$0	\$0 \$0	\$0 \$0
	TOTAL	\$0	\$0	\$0
1413	Climate Initiative Climate Initiative Outreach and Marketing program	\$1,663,179 \$1,663,179	\$1,663,179 \$1,663,179	\$0 \$0
1512	Federal TIP Development Transit Capital Inventory Transit Operators	\$0 24,950,311	\$0 24,950,311	\$0 0
	TOTAL	\$24,950,311	\$24,950,311	\$0
1517	Transit Sustainability Transit Core Capacity Analysis	\$0 \$0	\$0 \$0	\$0 \$0
	TOTAL	\$0	\$0	\$0
1518	New Freedom New Freedom Projects	\$26,000 \$26,000	\$26,000 \$26,000	\$0 \$0
	TOTAL	\$26,000	\$26,000	\$0
1519	Transit Core Transit Core Study	\$0 \$0	\$0 \$0	\$0 \$0
	TOTAL	\$0	\$0	\$0
1811	Transportation and Land Use Coordination ABAG - STP BCDC STP CMAs - STP Access Public Lands near Transit PDA Implementation Studies SR 82 Study PDA Planning Grant	\$663,642 269,822 7,350,000 0 16,000 0 0	\$663,642 267,095 7,350,000 0 16,000 0 0	\$0 7,273 0 0 0 0 0
	TOTAL	\$8,189,464	\$8,198,737	\$7,273
1812	Climate Adaption Consulting (BARC)	\$12,000	\$12,000	\$0
	Total Federal funded Consultants	\$88,836,554	\$88,843,827	\$7,273

Clipper Operating:

	Original BUDGET FY 2016-17	Amended BUDGET FY 2016-17	Change \$ Inc./(Dec)
Revenue:			
CMAQ	\$0	\$0	0%
RM2	2,950,000	2,950,000	0%
STA	11,378,757	11,378,757	0%
Transit Operators	15,801,500	15,801,500	0%
Total clipper operating Revenue	\$30,130,257	\$30,130,257	0%
Expenses:			
Staff cost	\$1,875,537	\$1,875,537	0%
Travel & Other General Ops	103,220	103,220	0%
Promotion/Outreach/Fare Inc.	2,950,000	2,950,000	0%
Clipper Operations	25,201,500	25,201,500	0%
Total clipper operating Expense	\$30,130,257	\$30,130,257	0%

Clipper 1 Capital:

	LTD Budget Thru FY2016-17	Amended BUDGET FY 2016-17	LTD Budget Thru FY2016-17
Revenue:			
CMAQ	\$71,495,201	\$0	\$71,495,201
Card Sales	6,851,267	0	\$6,851,267
Low Carbon Transit Operatios (LCTOP)	3,500,000	0	\$3,500,000
ARRA	11,167,891	0	\$11,167,891
FTA	25,008,181	0	\$25,008,181
STP	39,035,448	0	\$39,035,448
STA	22,159,756	0	\$22,159,756
Prop 1B	1,000,000	0	\$1,000,000
SFMTA	8,005,421	0	\$8,005,421
GGGHTD	2,975,000	0	\$2,975,000
BART	725,000	0	\$725,000
MTC Exchange Fund	8,269,158	0	\$8,269,158
BATA	26,884,813	0	\$26,884,813
Transit Operators	13,857,000	0	\$13,857,000
WETA	603,707	0	\$603,707
Sales Tax	99,311	0	\$99,311
Total Clipper 1 capital Revenue	\$241,618,154	\$0	\$241,618,154
Expense:			
Staff Costs	\$10,307,040	0	\$10,307,040
Travel	3,208	0	3,208
Pilot Equipment Maintenance	3,093,834	0	3,093,834
Transit Agency Funded Projects	13,910,707	0	13,910,707
Design	54,690,574	0	54,690,574
Site Preparation	3,899,437	0	3,899,437
Construction	21,867,682	0	21,867,682
Consultants	23,469,903	0	23,469,903
Engineering	7,953,061	0	7,953,061
Communications	1,583,000	0	1,583,000
Marketing	2,212,029	0	2,212,029
Financial Services	391,600	0	391,600
Equipment	49,226,873	0	49,226,873
Clipper Cards	15,140,095	0	15,140,095
Other	33,869,111	0	33,869,111
Total Clipper 1 Expense	\$241,618,154	\$0	\$241,618,154

Clipper 2 Capital:

	LTD Budget Thru FY2016-17	Amended BUDGET FY 2016-17	LTD Budget Thru FY2016-17
Revenue:			
STP	\$4,569,554	\$0	\$4,569,554
TCP - CMAQ Funds	\$0	\$2,684,772	\$2,684,772
Low Carbon Transit Operatios (LCTOP)	\$0	\$3,559,290	\$3,559,290
BATA	260,000	0	260,000
STA	1,047,841	\$0	1,047,841
Total Clipper 2 Revenue	\$5,877,395	\$6,244,062	\$12,121,457
Expense:			
Staff Costs	\$2,713,554	\$0	\$2,713,554
Equipment	\$347,841	\$6,244,062	\$6,591,903
Consultants	2,816,000	0	2,816,000
Total Clipper 2 Expense	\$5,877,395	\$6,244,062	\$12,121,457



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 15-1956 **Version:** 1 **Name:**
Type: Report **Status:** Commission Approval
File created: 9/22/2016 **In control:** Metropolitan Transportation Commission
On agenda: 9/28/2016 **Final action:**
Title: International Travel Request.
Sponsors:
Indexes:
Code sections:
Attachments: [7d_Travel_Report_June'2016_Memo_ABrooks.docx](#)

Date	Ver.	Action By	Action	Result
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Subject:
International Travel Request.

Recommended Action:
Commission Approval



METROPOLITAN
TRANSPORTATION
COMMISSION

Bay Area Metro Center
375 Beale Street
San Francisco, CA 94105
TEL 415.778.6700
WEB www.mtc.ca.gov

Memorandum

TO: Commission

DATE: September 21, 2016

FR: Deputy Executive Director, Policy

RE: International Travel Report

Pursuant to MTC Resolution No. 1058, Revised, Commission policy requires that the following three items be approved by, or reported to, the Administration Committee:

1. International travel (outside the United States and Canada) must be approved in advance by this Committee at a regular public meeting.
2. All Commissioner travel must be disclosed in regular monthly reports to this committee.
3. On a quarterly basis, actual vs. budgeted travel expenditures must be reported to this Committee.

The Committee received a report for the items noted above at its September 14th meeting. One new and timely request for international travel has emerged since the Committee meeting and staff is seeking your approval as described below and in Attachment A.

International Travel Report

Allison Brooks, Executive Director, Bay Area Regional Collaborative (BARC), has been invited by the Consulate General of the Kingdom of the Netherlands, to participate in a tour of public works projects and meetings with Dutch experts in the Netherlands related to water management in the face of flooding and rising sea levels. This is planned in conjunction with the upcoming Bay Area Resilient by Design Challenge. Allison will be joined by five other Bay Area public officials, and a number of private-sector stakeholders, supported by Deputy Consul General in San Francisco, Ms. Djoeke Adimi, and the Advisor of the Netherlands Ministry of Infrastructure and Environment at the Embassy in Washington DC, Mr. Jan Peelen. The three-day study tour takes place from Monday, October 17 to Wednesday, October 19, 2016. The Embassy of the Kingdom of the Netherlands in Washington, DC has made available a grant, which covers all general expenses of Allison's participation in the tour, such as international airfare, lodging (four nights), most meals during the tour, and local transportation in the Netherlands.


Alix A. Bockelman

AB:bm
Attachments

REQUEST FOR COMMISSION APPROVAL

Summary of International Travel Request

Work Item No.: 1612

Staff: Allison Brooks, Executive Director, Bay Area Regional Collaborative

Travel Location: The Netherlands

Purpose of Travel: Tour of public works projects and meetings with Dutch experts in the Netherlands related to water management due to flooding and sea level rise.

Travel Cost Estimate: \$0

Funding Source: N/A

Fiscal Impact: There is no fiscal impact

Motion by Committee: That the Commission or its designee approves this international travel request.

Commission Approval:

Dave Cortese, Chair

Approved: Date: September 28, 2016



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 15-1841 **Version:** 1 **Name:**
Type: Resolution **Status:** Regional
File created: 8/5/2016 **In control:** Programming and Allocations Committee
On agenda: 9/14/2016 **Final action:**
Title: MTC Resolution Nos. 4229, Revised, 4230, Revised, and 4231, Revised.

Allocation of \$145 million in FY 2016-17 Transportation Development Act (TDA) funds, State Transit Assistance (STA) funds, and Regional Measure 2 (RM2) operating funds to several transit operators support transit operations projects in the region.

Sponsors:

Indexes:

Code sections:

Attachments: [8a PAC-3a Resos 4229-4230-4231 Transit Operator Allocations](#)
[_3a Resos 4229-4230-4231 Transit Operator Allocations.pdf](#)

Date	Ver.	Action By	Action	Result
9/14/2016	1	Programming and Allocations Committee		

Subject:

MTC Resolution Nos. 4229, Revised, 4230, Revised, and 4231, Revised.

Allocation of \$145 million in FY 2016-17 Transportation Development Act (TDA) funds, State Transit Assistance (STA) funds, and Regional Measure 2 (RM2) operating funds to several transit operators support transit operations projects in the region.

Presenter:

Cheryl Chi

Recommended Action:

Commission Approval

Metropolitan Transportation Commission Programming and Allocations Committee

September 14, 2016

Commission Agenda Item 8a

MTC Resolution Nos. 4229, Revised, 4230, Revised, and 4231, Revised

Subject: Allocates \$144.6 million in FY2016-17 Transportation Development Act (TDA) funds, State Transit Assistance (STA) funds, and Regional Measure 2 (RM2) operating funds to several transit operators to support transit operations and capital projects in the region.

Background: This month's proposed actions continue the annual allocation process of these funds for FY2016-17. Entities requesting TDA, STA, and RM2 allocations this month that exceed the \$1 million delegated authority limit are identified in the table below. Allocation requests that are less than \$1.0 million are approved separately through the Executive Director's Delegated Authority process. The allocation requests are consistent with the adopted MTC Fund Estimate (Resolution 4220, Revised for TDA and STA funds) and the RM2 Operating Program (MTC Resolution 4228). Allocation requests, greater than \$1.0 million, are summarized below:

Transit Operator/Claimant	TDA Resolution No. 4230	STA Resolution No. 4231	RM2 Resolution No. 4229	Total
CCCTA	2,800,000	-	-	2,800,000
GGBHTD	13,294,078	3,889,917	1,942,016	19,126,011
NVTA	6,713,149	-	-	6,713,149
Petaluma	1,502,812	-	-	1,502,812
VTA	105,404,717	9,107,031	-	114,511,748
Total	129,714,756	12,996,948	1,942,016	144,653,720

Information regarding the operating budgets of the above operators is provided in Attachment A. As reported in June, operators are beginning to strategically expand service. VTA is planning a 4% increase in bus service. Golden Gate Ferry expects to take over commute service to Tiburon from Blue & Gold Fleet. Napa Valley Transportation Authority (NVTA) plans to increase service hours, and Petaluma will increase service to connect to SMART. However, operator budgets continue to rise as well, and in most cases are growing faster than service increases. For GGBHTD and NVTA, the cost increases for outstrips service increases by more than three-fold.

County Connection (CCCTA) was allocated most of its funds in June. However, they have since identified carryover capital commitments that require an allocation of TDA funds.

Issues: This item would normally be paired with a revision to the FY 2016-17 Fund Estimate to reconcile actual State Transit Assistance (STA) revenue received for FY 2015-16 with earlier estimates; however, complications with the methodology used by the State Controller's Office (SCO) to apportion STA Revenue-based funds to operators in California has delayed the SCO from releasing final revenue for FY 2015-16 as well as estimated revenue shares for FY 2016-17. This information is expected to be made available in September, following which a revision to the FY 2016-17 Fund Estimate will be brought to this Committee for recommendation to the Commission for approval.

Recommendation: Refer MTC Resolution Nos. 4229, Revised, 4230, Revised, and 4231, Revised to the Commission for approval.

Attachments: Attachment A – Transit Operator Budget Summary
MTC Resolution Nos. 4229, Revised, 4230, Revised, and 4231, Revised

Attachment A - Transit Operator Budget Summary

Operator	FY2015-16 Operating Budget	FY2016-17 Operating Budget	% Change	Revenue Vehicle Hours % Increase	FY2016-17 Operating Request*	Allocation Request as a % of Operating Budget	Highlight of FY2016-17 Budgets
GGBHTD (transit only)	\$ 97,184,514	\$104,647,554	7.68%	0.5%	\$ 20,006,691	19.1%	<ul style="list-style-type: none"> Increases in the cost of wages and benefits account for over half the budget increase. Most employees recently received a 3% cost of living adjustment. Fuel costs comprise the other half of the budget increase. Golden Gate Transit will conduct a complete review of Sonoma County service due to the start of SMART service. Fares on Golden Gate bus and ferry increased 4% at the start of the fiscal year for one year while a five-year fare program is under development.
NVTA (transit only)	\$ 9,606,894	\$ 10,584,191	10.17%	3.0%	\$ 7,102,794	67.1%	<ul style="list-style-type: none"> Half the budget increase is based on an anticipated increase in the cost of purchased transportation. NVTA is currently negotiating a new contract. NVTA will continue implementation of rebranding its VINE service. NVTA has conservatively budgeted for fuel which accounts for one-third of the budget increase. An additional \$3.7 million in TDA will go to support NVTA's planning function.
Petaluma	\$ 2,517,482	\$ 2,774,074	10.19%	8.5%	\$ 1,819,555	65.6%	<ul style="list-style-type: none"> 70% of the budget increase is due to increased cost for purchased transportation. Service increases are planned to connect to the upcoming SMART service.
VTA	\$373,346,672	\$386,194,306	3.4%	4.0%	\$115,601,480	29.9%	<ul style="list-style-type: none"> The service increase outpaces the budget because last year the budget increased substantially due to wage increases and additional service for the Super Bowl. Two-thirds of the budget increase is a result of a labor cost increase due to new union contract and additional personnel. The remaining increase is primarily a contingency for the cost of fuel. VTA is currently redesigning its transit service to increase ridership, provide better connection, and improve efficiency as part of its Transit Ridership Improvement Program. Implementation is scheduled for the fall of 2017.

* The allocation request includes funds that will be allocated through Executive Director's Delegated Authority as allowed by MTC Resolution No. 3620, Revised. Allocations made by Delegated Authority are reported to the Commission quarterly.

Date: June 22, 2016
W.I.: 1255
Referred by: PAC
Revised: 07/27/16-C
09/28/16-C

ABSTRACT

Resolution No. 4229, Revised

This resolution approves the allocation of the Regional Measure 2 operating and planning funds for FY 2016-17.

This resolution allocates funds to the Water Emergency Transportation Authority (WETA).

This resolution was revised on July 27, 2016 to allocate funds to AC Transit and San Francisco Municipal Transportation Agency (SFMTA).

This resolution was revised on September 28, 2016 to allocate funds to Golden Gate Bridge, Highway, and Transportation District (GGBHTD)

Discussion of the allocations made under this resolution are contained in the MTC Programming and Allocations Committee Summary Sheets dated June 8, 2016, July 13, 2016, and September 14, 2016.

Date: June 22, 2016
W.I.: 1255
Referred by: PAC

Re: Allocation of Regional Measure 2 funds for transit operations and planning for FY 2016-17

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION No. 4229

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

WHEREAS, Streets and Highways Code Sections 30950 *et seq.* created the Bay Area Toll Authority (“BATA”) which is a public instrumentality governed by the same board as that governing MTC; and

WHEREAS, on March 2, 2004, voters approved Regional Measure 2, increasing the toll for all vehicles on the seven state-owned toll bridges in the San Francisco Bay Area by \$1.00, with this extra dollar funding various transportation projects within the region that have been determined to reduce congestion or to make improvements to travel in the toll bridge corridors, as identified in SB 916 (Chapter 715, Statutes of 2004), commonly referred as Regional Measure 2 (“RM2”); and

WHEREAS, RM2 establishes the Regional Traffic Relief Plan and programs eligible for RM2 funding for transit operating and planning assistance as identified in Streets and Highways Code Section 30914(d).

WHEREAS, RM2 assigns administrative duties and responsibilities for the implementation of the Regional Traffic Relief Plan to MTC; and

WHEREAS, BATA shall fund the projects of the Regional Traffic Relief Plan by transferring RM2 authorized funds to MTC; and

WHEREAS, MTC adopted policies and procedures for the implementation of the Regional Measure 2 Regional Traffic Relief Plan on June 23, 2004, specifying the allocation criteria and project compliance requirements for RM 2 funding (MTC Resolution No. 3636, Revised); and

WHEREAS, MTC has reviewed the allocation requests submitted for RM2 transit operations and planning funds from the project sponsor(s) listed in Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length funds; and

WHEREAS, project sponsors seeking RM2 funds are required to submit an Operating Assistance Proposal (OAP), pursuant to Streets and Highway Code Section 30914(e) to MTC for review and approval, which demonstrates a fully funded operating plan and consistency with the performance measures, as applicable; and

WHEREAS, Attachment A lists the projects requested by project sponsors for RM2 funding, project specific conditions, and amounts recommended for RM2 allocation by MTC staff; and

RESOLVED, that MTC approves staff's review of the OAP for the projects listed in Attachment A; and be it further

RESOLVED, that MTC approves the allocation of RM2 funds in accordance with Attachment A; and be it further

RESOLVED, that the allocation and reimbursement of RM2 funds as set forth in Attachment A are conditioned upon the project sponsor complying with the provisions of the Regional Measure 2 Regional Traffic Relief Plan Policy and Procedures as set for in length in MTC Resolution 3636, Revised; and be it further

RESOLVED, that the allocation and reimbursement of RM2 funds are further conditioned upon the project specific conditions as set forth in Attachment A; and, be it further

RESOLVED, that a certified copy of this resolution, shall be forwarded to the project sponsors.

METROPOLITAN TRANSPORTATION COMMISSION



Dave Cortese, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at the regular meeting of the Commission held in San Francisco, California, on June 22, 2016.

Date: June 22, 2016
W.I.: 1255
Referred by: PAC
Revised: 07/27/16-C
09/28/16-C

Attachment A
MTC Resolution No. 4229
Page 1 of 1

FY 2016-17 ALLOCATION OF REGIONAL MEASURE 2 FUNDS
FOR TRANSIT OPERATIONS AND PLANNING

Funding for each route is limited to the amount identified in the FY2016-17 RM2 Operating Program (MTC Resolution 4228).
All routes are required to meet performance standards identified in MTC's RM2 Policies and Procedures (MTC Resolution 3636).

Claimant	Project Description	Allocation Amount	Allocation Code	Approval Date	Project Number	Farebox Requirement	Org Key
WETA	Planning and Administration	3,000,000	01	06/22/16	11	n.a.	801851400
WETA	Ferry Operating	15,300,000	02	06/22/16	6	40% Peak service, 30% All Day Service	801850900
AC Transit	Express Bus Service	5,427,904	03	07/27/16	4	30% Peak, 20% All Day	801850400
AC Transit	Dumbarton Bus	2,816,976	04	07/27/16	5	30% Peak, 20% All Day	801850500
AC Transit	Owl Bus Service	1,333,623	05	07/27/16	7	10%	801851000
AC Transit	Enhanced/Rapid Bus Service	3,000,000	06	07/27/16	9	n.a.	801851200
SFMTA	Metro 3rd Street Extension	2,500,000	07	07/27/16	8	n.a.	801851100
GGBHTD	Route 40/42	1,942,016	08	09/28/16	1	20% All Day	801850100
Total		35,320,519					

Date: June 22, 2016
Referred by: PAC
Revised: 07/27/16-C 08/31/16-DA
09/28/16-C

ABSTRACT

Resolution No. 4230, Revised

This resolution approves the allocation of fiscal year 2016-17 Transportation Development Act Article 4, Article 4.5 and Article 8 funds to claimants in the MTC region.

This resolution allocates funds to County Connection (CCCTA) and Santa Rosa.

This resolution was revised on July 27, 2016 to allocate funds to AC Transit, LAVTA, SFMTA, SolTrans, Sonoma County Transit, Tri Delta Transit (ECCTA), and WestCAT (WCCTA).

This resolution was revised on August 31, 2016 by Delegated Authority to rescind funds from AC Transit.

This resolution was revised on September 28, 2016 to allocate funds to CCCTA, Golden Gate Bridge, Highway, and Transportation District (GGBHTD), Napa Valley Transportation Authority, Petaluma, and Santa Clara Valley Transportation Authority (VTA).

Discussion of the allocations made under this resolution is contained in the MTC Programming and Allocations Committee Summary Sheets dated June 8, 2016, July 13, 2016, and September 14, 2016.

Date: June 22, 2016
Referred by: PAC

Re: Allocation of Fiscal Year 2016-17 Transportation Development Act Article 4, Article 4.5 and Article 8 Funds to Claimants in the MTC Region

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4230

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

WHEREAS, the Mills-Alquist-Deddeh Act (“Transportation Development Act” or “TDA”), Public Utilities Code Section 99200 et seq., makes certain retail sales tax revenues available to eligible claimants for public transportation projects and purposes; and

WHEREAS, MTC is responsible for the allocation of TDA funds to eligible claimants within the MTC region; and

WHEREAS, claimants in the MTC region have submitted claims for the allocation of fiscal year 2016-17 TDA funds; and

WHEREAS, Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length, lists the amounts of and purposes for the fiscal year 2016-17 allocations requested by claimants, and is from time-to-time revised; and

WHEREAS, this resolution, including the revisions to Attachment A and the sum of all allocations made under this resolution, are recorded and maintained electronically by MTC; and

WHEREAS, Attachment B to this resolution, attached hereto and incorporated herein as though set forth at length, lists the required findings MTC must make, as the case may be, pertaining to the various claimants to which funds are allocated; and

WHEREAS, the claimants to which funds are allocated under this resolution have certified that the projects and purposes listed and recorded in Attachment A are in compliance with the requirements of the California Environmental Quality Act (Public Resources Code Section 21000 et seq.), and with the State Environmental Impact Report Guidelines (14 California Code of Regulations Section 15000 et seq.); now, therefore, be it

RESOLVED, that MTC approves the findings set forth in Attachment B to this resolution; and, be it further

RESOLVED, that MTC approves the allocation of fiscal year 2016-17 TDA funds to the claimants, in the amounts, for the purposes, and subject to the conditions, as listed and recorded on Attachment A to this resolution; and, be it further

RESOLVED, that pursuant to 21 California Code of Regulations Sections 6621 and 6659, a certified copy of this resolution, along with written allocation instructions for the disbursement of TDA funds as allocated herein, shall be forwarded to the county auditor of the county in which each claimant is located; and, be it further

RESOLVED, that all TDA allocations are subject to continued compliance with MTC Resolution 3866, Revised, the Transit Coordination Implementation Plan.

METROPOLITAN TRANSPORTATION COMMISSION



Dave Cortese, Chair

The above resolution was approved by the Metropolitan Transportation Commission at a regular meeting of the Commission held in San Francisco, California, on June 22, 2016.

Date: June 22, 2016
 Referred by: PAC
 Revised: 07/27/16-C 08/31/16-DA
 09/28/16-C

Attachment A
 MTC Resolution No. 4230
 Page 1 of 1

ALLOCATION OF TRANSPORTATION DEVELOPMENT ACT ARTICLE 4, 4.5 and 8 FUNDS
 DURING FISCAL YEAR 2016-17

All TDA allocations are subject to continued compliance with MTC Resolution 3866,
 the Transit Coordination Implementation Plan.

Claimant	Project Description	Allocation Amount	Alloc. Code	Approval Date	Apportionment Area	Note
5801 - 99233.7, 99275 Community Transit Service - Operations						
AC Transit	Transit Operations	3,319,767	03	07/27/16	Alameda County	
	Subtotal	3,319,767				
5802 - 99260A Transit - Operations						
CCCTA	Transit Operations	18,584,451	01	06/22/16	CCCTA	
Santa Rosa	Transit Operations	5,555,547	02	06/22/16	Santa Rosa	
SFMTA	Transit Operations	2,386,077	04	07/27/16	San Francisco County	1
LAVTA	Transit Operations	9,433,761	05	07/27/16	LAVTA	
WCCTA	Transit Operations	2,290,427	06	07/27/16	WCCTA	
AC Transit	Transit Operations	44,986,143	07	07/27/16	AC Transit Alameda D1	
AC Transit	Transit Operations	11,969,229	08	07/27/16	AC Transit Alameda D2	
AC Transit	Transit Operations	6,436,688	09	07/27/16	AC Transit Contra Costa	
ECCTA	Transit Operations	10,924,502	10	07/27/16	ECCTA	
SFMTA	Transit Operations	45,335,462	11	07/27/16	SFMTA	
SolTrans	Transit Operations	3,966,654	12	07/27/16	Vallejo/Benicia	2
Sonoma County	Transit Operations	7,116,436	13	07/27/16	Sonoma County	
Sonoma County	Transit Operations	199,597	13	07/27/16	Petaluma	
AC Transit	Transit Operations	(8,481)	07	08/31/16	AC Transit Alameda D1	
VTA	Transit Operations	100,134,697	16	09/28/16	VTA	
VTA	Transit Operations	5,270,020	17	09/28/16	Santa Clara County	1
NVTA	Transit Operations	3,541,358	18	09/28/16	NVTA	
GGBHTD	Transit Operations	7,931,518	19	09/28/16	GGBHTD (Marin)	
GGBHTD	Transit Operations	5,362,560	20	09/28/16	GGBHTD (Sonoma)	
Petaluma	Transit Operations	1,502,812	21	09/28/16	Petaluma	
	Subtotal	292,919,458				
5803 - 99260A Transit - Capital						
Soltrans	Transit Capital	3,141,406	14	07/27/16	Vallejo/Benicia	2
CCCTA	Transit Capital	2,800,000	22	09/28/16	CCCTA	
	Subtotal	5,941,406				
5807 - 99400C General Public - Operating						
Sonoma County	Transit Operating	1,199,117	15	07/27/16	Sonoma County	
Sonoma County	Transit Operating	39,919	15	07/27/16	Petaluma	
	Subtotal	1,239,036				
5812 - 99400D Planning & Admin - Operating						
NCTPA	Planning and Administrat	3,171,791	23	09/28/16	NVTA	
	Subtotal	3,171,791				
	TOTAL	306,591,458				

Note:

- (1) MTC finds that these Article 4.5 funds can be used to better advantage for Article 4 purposes.
- (2) Allocation subject to approval of the TDA Matrix by the Solano Transportation Authority on 7/13/16.

Date: June 22, 2016
Referred by: PAC

Attachment B
Resolution No. 4230
Page 1 of 3

ALLOCATION OF FISCAL YEAR 2016-17
TRANSPORTATION DEVELOPMENT ACT
ARTICLE 4, ARTICLE 4.5 AND ARTICLE 8
FUNDS TO CLAIMANTS IN THE MTC REGION

FINDINGS

The following findings pertain, as the case may be, to claimants to which Transportation Development Act funds are allocated under this resolution.

Transportation Development Act Article 4 Funds

Public Utilities Code § 99268 et seq.

1. That each claimant has submitted, or shall have submitted prior to the disbursement of funds, copies, to MTC and to appropriate agencies, of all required State Controller's reports and fiscal audit reports prepared in accordance with Public Utilities Code §§ 99243 and 99245; and
2. That the projects and purposes for which each claimant has submitted an application for TDA Article 4 funds to MTC are in conformance with MTC's Regional Transportation Plan (21 California Code of Regulations § 6651), and with the applicable state regulations (21 California Code of Regulations § 6600 et seq.), and with the applicable MTC rules and regulations; and
3. That each claimant has submitted to MTC as part of its application for TDA Article 4 funds a budget indicating compliance with the 50% expenditure limitation of Public Utilities Code § 99268, or with the applicable fare or fares-plus-local-support recovery ratio requirement (Public Utilities Code §§ 99268.2, 99268.3, 99268.4, 99268.12, or 99270.5), as so attested to by the claimant's chief financial officer; and
4. That the sum of each claimant's total allocation of Transportation Development Act and State Transit Assistance funds does not exceed the amount that the claimant is eligible to receive, in accordance with the calculations prescribed by 21 California Code of Regulations § 6633.1, or § 6634; and

5. That pursuant to Public Utilities Code § 99233.7 funds available for purposes stated in TDA Article 4.5 can be used to better advantage by a claimant for purposes stated in Article 4 in the development of a balanced transportation system.

Transportation Development Act Article 4.5 Funds

Public Utilities Code § 99275

1. That each claimant has submitted, or shall have submitted prior to the disbursement of funds, copies, to MTC and to appropriate agencies, of all required State Controller's reports and fiscal audit reports prepared in accordance with Public Utilities Code §§ 99243 and 99245; and

2. That the projects and purposes for which each claimant has submitted an application for TDA Article 4.5 funds to MTC are in conformance with MTC's Regional Transportation Plan (21 California Code of Regulations § 6651), and with the applicable state regulations (21 California Code of Regulations § 6600 et seq.), and with the applicable MTC rules and regulations, including MTC Resolution No. 1209, Revised; and

3. That in accordance with Public Utilities Code § 99275.5(c), MTC finds that the projects and purposes for which each claimant has submitted an application for TDA Article 4.5 funds to MTC, responds to a transportation need not otherwise met in the community of the claimant; that the services of the claimant are integrated with existing transit services, as warranted; that the claimant has prepared and submitted to MTC an estimate of revenues, operating costs and patronage for the fiscal year in which TDA Article 4.5 funds are allocated; and that the claimant has submitted a budget indicating compliance with the applicable fare or fares-plus-local-match recovery ratio requirement (as set forth, respectively, in Public Utilities Code § 99268.5 or MTC Resolution No. 1209, Revised), as so attested to by the claimant's chief financial officer; and

4. That the sum of each claimant's total allocation of Transportation Development Act and State Transit Assistance funds does not exceed the amount that the claimant is eligible to receive, in accordance with the calculations prescribed by 21 California Code of Regulations § 6634; and

5. That each claimant is in compliance with Public Utilities Code §§ 99155 and 99155.5, regarding user identification cards.

Transportation Development Act Article 8 Transit Funds

Public Utilities Code §§ 99400(c), 99400(d) and 99400(e)

1. That each claimant has submitted, or shall have submitted prior to the disbursement of funds, copies, to MTC and to appropriate agencies, of all required State Controller's reports and fiscal audit reports prepared in accordance with Public Utilities Code §§ 99243 and 99245; and
2. That the projects and purposes for which each claimant has submitted an application for TDA Article 8 funds to MTC are in conformance with MTC's Regional Transportation Plan (21 California Code of Regulations § 6651), and with the applicable state regulations (21 California Code of Regulations § 6600 et seq.), and with the applicable MTC rules and regulations, including MTC Resolution No. 1209, Revised; and
3. That each claimant has submitted to MTC as part of its application for TDA Article 8 funds a budget indicating compliance with the applicable fare or fares-plus-local-match recovery ratio requirement (as set forth, respectively, in Public Utilities Code §§ 99268.5, 99268.12, or MTC Resolution No. 1209, Revised), as so attested to by the claimant's chief financial officer; and
4. That the sum of each claimant's total allocation of Transportation Development Act and State Transit Assistance funds does not exceed the amount that the claimant is eligible to receive, in accordance with the calculations prescribed by 21 California Code of Regulations § 6634.

Date: June 22, 2016
Referred by: PAC
Revised: 07/27/16-C
07/27/16-DA
09/28/16-C

ABSTRACT

Resolution No. 4231, Revised

This resolution approves the allocation of State Transit Assistance (STA) funds for fiscal year 2016-17.

This resolution allocates funds to County Connection (CCCTA) and MTC.

This resolution was revised on July 27, 2016 to allocate funds to AC Transit, SFMTA, Tri Delta Transit (ECCTA), and WestCAT (WCCTA). This resolution was revised by Delegated Authority to adjust allocations to ECCTA.

This resolution was revised on September 28, 2016 to allocate funds to Golden Gate Bridge, Highway, and Transportation District (GGBHTD) and Santa Clara Valley Transportation Authority (VTA).

Discussion of the allocations made under this resolution is contained in the MTC Programming and Allocations Committee Summary Sheets dated June 8, 2016, July 13, 2016, and September 14, 2016.

Date: June 22, 2016
Referred by: PAC

Re: Allocation of Fiscal Year 2016-17 State Transit Assistance to Claimants in the MTC Region

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4231

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

WHEREAS, the Mills-Alquist-Deddeh Act (“Transportation Development Act” or “TDA”), Public Utilities Code Section 99200 et seq., provides that the State Controller shall, pursuant to Public Utilities Code Section 99310, allocate funds in the Public Transportation Account (“PTA”) to the MTC region to be subsequently allocated by MTC to eligible claimants in the region; and

WHEREAS, pursuant to Public Utilities Code Section 99313.6, MTC has created a State Transit Assistance (“STA”) fund which resides with the Alameda County Auditor for the deposit of PTA funds allocated to the MTC region; and

WHEREAS, pursuant to Public Utilities Code Section 99313.6(d), MTC may allocate funds to itself for projects to achieve regional transit coordination objectives; and

WHEREAS, pursuant to Public Utilities Code Sections 99314.5(a) and 99314.5(b), claimants eligible for Transportation Development Act Article 4 and Article 8 funds are eligible claimants for State Transit Assistance funds; and

WHEREAS, eligible claimants have submitted applications to MTC for the allocation of fiscal year 2016-17 STA funds; and

WHEREAS, Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length, lists the amounts of and purposes for the fiscal year 2016-17 allocations requested by claimants, and is from time-to-time revised; and

WHEREAS, this resolution, including the revisions to Attachment A and the sum of all allocations made under this resolution, are recorded and maintained electronically by MTC; and

WHEREAS, pursuant to 21 California Code of Regulations Section 6754, MTC Resolution Nos. 3837 and 4184, and Attachment B to this resolution, attached hereto and incorporated herein as though set forth at length, lists the required findings MTC must make, as the case may be, pertaining to the various claimants to which funds are allocated; and

WHEREAS, the claimants to which funds are allocated under this resolution have certified that the projects and purposes listed and recorded in Attachment A are in compliance with the requirements of the California Environmental Quality Act (Public Resources Code Section 21000 et seq.), and with the State Environmental Impact Report Guidelines (14 California Code of Regulations Section 15000 et seq.); now, therefore, be it

RESOLVED, that MTC approves the findings set forth in Attachment B to this resolution; and, be it further

RESOLVED, that MTC approves the allocation of fiscal year 2016-17 STA funds to the claimants, in the amounts, for the purposes, and subject to the conditions, as listed and recorded on Attachment A to this resolution; and, be it further

RESOLVED, that, pursuant to 21 Cal. Code of Regs. §§ 6621 and 6753, a certified copy of this resolution, along with written allocation instructions for the disbursement of STA funds as allocated herein, shall be forwarded to the Alameda County Auditor; and, be it further

RESOLVED, that all STA allocations are subject to continued compliance with MTC Resolution 3866, the Transit Coordination Implementation Plan.

METROPOLITAN TRANSPORTATION COMMISSION



Dave Cortese, Chair

The above resolution was approved by the Metropolitan Transportation Commission at a regular meeting of the Commission held in San Francisco, California, on June 22, 2016.

Date: June 22, 2016
 Referred by: PAC
 Revised: 07/27/16-C
 07/27/16-DA
 09/28/16-C

Attachment A
 MTC Resolution No. 4231
 Page 1 of 1

ALLOCATION OF STATE TRANSIT ASSISTANCE FUNDS
 DURING FISCAL YEAR 2016-17

All STA allocations are subject to continued compliance with MTC Resolution 3866, Revised, the Transit Coordination Implementation Plan.

Claimant	Project Description	Allocation Amount	Alloc. Code	Approval Date	Apportionment Area
5820 - 6730A Operating Costs - Population-based Small Operator/Northern Counties					
CCCTA	Transit Operations	1,456,880	01	06/22/16	CCCTA
ECCTA	Transit Operations	1,159,791	04	07/27/16	ECCTA
ECCTA	Transit Operations	(371,263)	04	7/27/2016-DA	ECCTA
	Subtotal	2,245,408			
5820 - 6730A Operating Costs - Revenue-based					
WCCTA	Transit Operations	2,522,198	05	07/27/16	BART
AC Transit	Transit Operations	7,917,266	06	07/27/16	AC Transit
ECCTA	Transit Operations	2,404,790	07	07/27/16	BART
ECCTA	Transit Operations	123,722	07	7/27/2016-DA	BART
SFMTA	Transit Operations	29,044,960	08	07/27/16	SFMTA
VTA	Transit Operations	9,107,031	09	09/28/16	VTA
GGBHTD	Transit Operations	3,889,917	10	09/28/16	GGBHTD
	Subtotal	55,009,884			
5820 - 6730A Operating Costs - Population-based MTC Regional Coordination					
MTC	Clipper Operations	11,900,000	02	06/22/16	MTC
	Subtotal	11,900,000			
5821 - 6730B Capital Costs - Population-based MTC Coordination					
MTC	Clipper Capital	1,500,000	03	06/22/16	MTC
	Subtotal	1,500,000			
	TOTAL	70,655,292			

ALLOCATION OF FISCAL YEAR 2016-17 STATE TRANSIT ASSISTANCE FUNDS
TO CLAIMANTS IN THE MTC REGION

FINDINGS

The following findings pertain, as the case may be, to claimants to which State Transit Assistance funds are allocated under this resolution.

1. That each claimant has submitted, or shall have submitted prior to the disbursement of funds, copies, to MTC and to appropriate agencies, of all required State Controller's reports and fiscal audit reports prepared in accordance with PUC §§ 99243 and 99245; and
2. That the projects and purposes for which each claimant has submitted an application for TDA Article 8 funds to MTC are in conformance with MTC's Regional Transportation Plan (21 Cal. Code of Regs. § 6651), and with the applicable state regulations (21 Cal. Code of Regs. § 6600 et seq.), and with the applicable MTC rules and regulations; and
3. That each claimant has submitted to MTC as part of its application for TDA Article 4 funds a budget indicating compliance with the 50% expenditure limitation of PUC § 99268, or with the applicable fare or fares-plus-local-support recovery ratio requirement (PUC §§ 99268.2, 99268.3, 99268.4, 99268.12, or 99270.5), or with the applicable fare or fares-plus-local-match recovery ratio requirement (as set forth, respectively, in PUC §§ 99268.5, 99268.12, or MTC Resolution No. 1209, Revised), as so attested to by the claimant's chief financial officer; and
4. That each claimant is making full use of federal funds available under the Fixing America's Surface Transportation (FAST) Act, as amended; and
5. That the sum of each claimant's allocation of Transportation Development Act and State Transit Assistance funds does not exceed the amount the claimant is eligible to receive, in accordance with the calculations prescribed by 21 Cal. Code of Regs. § 6633.1 or § 6634; and

6. That MTC has given priority consideration to claims to offset reductions in federal operating assistance and the unanticipated increase in the cost of fuel, to enhance existing public transportation services, and to meet high priority regional, countywide, or areawide public transportation needs; and
7. That each claimant has made a reasonable effort to implement the productivity improvements recommended pursuant to PUC § 99244; and
8. That each claimant has submitted to MTC a copy of a certification from the California Highway Patrol verifying that the claimant is in compliance with Section 1808.1 of the Vehicle Code (“Pull Notice Program”), as required by PUC § 99251; and
9. That each claimant is in compliance with the eligibility requirements of PUC §§ 99314.6 or 99314.7; and
10. That each claimant has certified that it has entered into a joint fare revenue sharing agreement with every connecting transit operator, and that it is in compliance with MTC’s Transit Coordination Implementation Plan, pursuant to Government Code §§ 66516 and 66516.5, PUC §§ 99314.5(c) and §99314.7, and MTC Resolution No. 3866, Revised.

Metropolitan Transportation Commission Programming and Allocations Committee

September 14, 2016

Item Number 3a

MTC Resolution Nos. 4229, Revised, 4230, Revised, and 4231, Revised

Subject: Allocates \$144.6 million in FY2016-17 Transportation Development Act (TDA) funds, State Transit Assistance (STA) funds, and Regional Measure 2 (RM2) operating funds to several transit operators to support transit operations and capital projects in the region.

Background: This month's proposed actions continue the annual allocation process of these funds for FY2016-17. Entities requesting TDA, STA, and RM2 allocations this month that exceed the \$1 million delegated authority limit are identified in the table below. Allocation requests that are less than \$1.0 million are approved separately through the Executive Director's Delegated Authority process. The allocation requests are consistent with the adopted MTC Fund Estimate (Resolution 4220, Revised for TDA and STA funds) and the RM2 Operating Program (MTC Resolution 4228). Allocation requests, greater than \$1.0 million, are summarized below:

Transit Operator/ Claimant	TDA Resolution No. 4230	STA Resolution No. 4231	RM2 Resolution No. 4229	Total
CCCTA	2,800,000	-	-	2,800,000
GGBHTD	13,294,078	3,889,917	1,942,016	19,126,011
NVTA	6,713,149	-	-	6,713,149
Petaluma	1,502,812	-	-	1,502,812
VTA	105,404,717	9,107,031	-	114,511,748
Total	129,714,756	12,996,948	1,942,016	144,653,720

Information regarding the operating budgets of the above operators is provided in Attachment A. As reported in June, operators are beginning to strategically expand service. VTA is planning a 4% increase in bus service. Golden Gate Ferry expects to take over commute service to Tiburon from Blue & Gold Fleet. Napa Valley Transportation Authority (NVTA) plans to increase service hours, and Petaluma will increase service to connect to SMART. However, operator budgets continue to rise as well, and in most cases are growing faster than service increases. For GGBHTD and NVTA, the cost increases for outstrips service increases by more than three-fold.

County Connection (CCCTA) was allocated most of its funds in June. However, they have since identified carryover capital commitments that require an allocation of TDA funds.

Issues: This item would normally be paired with a revision to the FY 2016-17 Fund Estimate to reconcile actual State Transit Assistance (STA) revenue received for FY 2015-16 with earlier estimates; however, complications with the methodology used by the State Controller's Office (SCO) to apportion STA Revenue-based funds to operators in California has delayed the SCO from releasing final revenue for FY 2015-16 as well as estimated revenue shares for FY 2016-17. This information is expected to be made available in September, following which a revision to the FY 2016-17 Fund Estimate will be brought to this Committee for recommendation to the Commission for approval.

Recommendation: Refer MTC Resolution Nos. 4229, Revised, 4230, Revised, and 4231, Revised to the Commission for approval.

Attachments: Attachment A – Transit Operator Budget Summary
MTC Resolution Nos. 4229, Revised, 4230, Revised, and 4231, Revised

Attachment A - Transit Operator Budget Summary

Operator	FY2015-16 Operating Budget	FY2016-17 Operating Budget	% Change	Revenue Vehicle Hours % Increase	FY2016-17 Operating Request*	Allocation Request as a % of Operating Budget	Highlight of FY2016-17 Budgets
GGBHTD (transit only)	\$ 97,184,514	\$104,647,554	7.68%	0.5%	\$ 20,006,691	19.1%	<ul style="list-style-type: none"> • Increases in the cost of wages and benefits account for over half the budget increase. Most employees recently received a 3% cost of living adjustment. • Fuel costs comprise the other half of the budget increase. • Golden Gate Transit will conduct a complete review of Sonoma County service due to the start of SMART service. • Fares on Golden Gate bus and ferry increased 4% at the start of the fiscal year for one year while a five-year fare program is under development.
NVTA (transit only)	\$ 9,606,894	\$ 10,584,191	10.17%	3.0%	\$ 7,102,794	67.1%	<ul style="list-style-type: none"> • Half the budget increase is based on an anticipated increase in the cost of purchased transportation. NVTA is currently negotiating a new contract. • NVTA will continue implementation of rebranding its VINE service. • NVTA has conservatively budgeted for fuel which accounts for one-third of the budget increase. • An additional \$3.7 million in TDA will go to support NVTA's planning function.
Petaluma	\$ 2,517,482	\$ 2,774,074	10.19%	8.5%	\$ 1,819,555	65.6%	<ul style="list-style-type: none"> • 70% of the budget increase is due to increased cost for purchased transportation. Service increases are planned to connect to the upcoming SMART service.
VTA	\$373,346,672	\$386,194,306	3.4%	4.0%	\$115,601,480	29.9%	<ul style="list-style-type: none"> • The service increase outpaces the budget because last year the budget increased substantially due to wage increases and additional service for the Super Bowl. • Two-thirds of the budget increase is a result of a labor cost increase due to new union contract and additional personnel. The remaining increase is primarily a contingency for the cost of fuel. • VTA is currently redesigning its transit service to increase ridership, provide better connection, and improve efficiency as part of its Transit Ridership Improvement Program. Implementation is scheduled for the fall of 2017.

* The allocation request includes funds that will be allocated through Executive Director's Delegated Authority as allowed by MTC Resolution No. 3620, Revised. Allocations made by Delegated Authority are reported to the Commission quarterly.

Date: June 22, 2016
W.I.: 1255
Referred by: PAC
Revised: 07/27/16-C
09/28/16-C

ABSTRACT

Resolution No. 4229, Revised

This resolution approves the allocation of the Regional Measure 2 operating and planning funds for FY 2016-17.

This resolution allocates funds to the Water Emergency Transportation Authority (WETA).

This resolution was revised on July 27, 2016 to allocate funds to AC Transit and San Francisco Municipal Transportation Agency (SFMTA).

This resolution was revised on September 28, 2016 to allocate funds to Golden Gate Bridge, Highway, and Transportation District (GGBHTD)

Discussion of the allocations made under this resolution are contained in the MTC Programming and Allocations Committee Summary Sheets dated June 8, 2016, July 13, 2016, and September 14, 2016.

Date: June 22, 2016
W.I.: 1255
Referred by: PAC

Re: Allocation of Regional Measure 2 funds for transit operations and planning for FY 2016-17

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION No. 4229

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

WHEREAS, Streets and Highways Code Sections 30950 *et seq.* created the Bay Area Toll Authority (“BATA”) which is a public instrumentality governed by the same board as that governing MTC; and

WHEREAS, on March 2, 2004, voters approved Regional Measure 2, increasing the toll for all vehicles on the seven state-owned toll bridges in the San Francisco Bay Area by \$1.00, with this extra dollar funding various transportation projects within the region that have been determined to reduce congestion or to make improvements to travel in the toll bridge corridors, as identified in SB 916 (Chapter 715, Statutes of 2004), commonly referred as Regional Measure 2 (“RM2”); and

WHEREAS, RM2 establishes the Regional Traffic Relief Plan and programs eligible for RM2 funding for transit operating and planning assistance as identified in Streets and Highways Code Section 30914(d).

WHEREAS, RM2 assigns administrative duties and responsibilities for the implementation of the Regional Traffic Relief Plan to MTC; and

WHEREAS, BATA shall fund the projects of the Regional Traffic Relief Plan by transferring RM2 authorized funds to MTC; and

WHEREAS, MTC adopted policies and procedures for the implementation of the Regional Measure 2 Regional Traffic Relief Plan on June 23, 2004, specifying the allocation criteria and project compliance requirements for RM 2 funding (MTC Resolution No. 3636, Revised); and

WHEREAS, MTC has reviewed the allocation requests submitted for RM2 transit operations and planning funds from the project sponsor(s) listed in Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length funds; and

WHEREAS, project sponsors seeking RM2 funds are required to submit an Operating Assistance Proposal (OAP), pursuant to Streets and Highway Code Section 30914(e) to MTC for review and approval, which demonstrates a fully funded operating plan and consistency with the performance measures, as applicable; and

WHEREAS, Attachment A lists the projects requested by project sponsors for RM2 funding, project specific conditions, and amounts recommended for RM2 allocation by MTC staff; and

RESOLVED, that MTC approves staff's review of the OAP for the projects listed in Attachment A; and be it further

RESOLVED, that MTC approves the allocation of RM2 funds in accordance with Attachment A; and be it further

RESOLVED, that the allocation and reimbursement of RM2 funds as set forth in Attachment A are conditioned upon the project sponsor complying with the provisions of the Regional Measure 2 Regional Traffic Relief Plan Policy and Procedures as set for in length in MTC Resolution 3636, Revised; and be it further

RESOLVED, that the allocation and reimbursement of RM2 funds are further conditioned upon the project specific conditions as set forth in Attachment A; and, be it further

RESOLVED, that a certified copy of this resolution, shall be forwarded to the project sponsors.

METROPOLITAN TRANSPORTATION COMMISSION



Dave Cortese, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at the regular meeting of the Commission held in San Francisco, California, on June 22, 2016.

Date: June 22, 2016
W.I.: 1255
Referred by: PAC
Revised: 07/27/16-C
09/28/16-C

Attachment A
MTC Resolution No. 4229
Page 1 of 1

FY 2016-17 ALLOCATION OF REGIONAL MEASURE 2 FUNDS
FOR TRANSIT OPERATIONS AND PLANNING

Funding for each route is limited to the amount identified in the FY2016-17 RM2 Operating Program (MTC Resolution 4228).
All routes are required to meet performance standards identified in MTC's RM2 Policies and Procedures (MTC Resolution 3636).

Claimant	Project Description	Allocation Amount	Allocation Code	Approval Date	Project Number	Farebox Requirement	Org Key
WETA	Planning and Administration	3,000,000	01	06/22/16	11	n.a.	801851400
WETA	Ferry Operating	15,300,000	02	06/22/16	6	40% Peak service, 30% All Day Service	801850900
AC Transit	Express Bus Service	5,427,904	03	07/27/16	4	30% Peak, 20% All Day	801850400
AC Transit	Dumbarton Bus	2,816,976	04	07/27/16	5	30% Peak, 20% All Day	801850500
AC Transit	Owl Bus Service	1,333,623	05	07/27/16	7	10%	801851000
AC Transit	Enhanced/Rapid Bus Service	3,000,000	06	07/27/16	9	n.a.	801851200
SFMTA	Metro 3rd Street Extension	2,500,000	07	07/27/16	8	n.a.	801851100
GGBHTD	Route 40/42	1,942,016	08	09/28/16	1	20% All Day	801850100
Total		35,320,519					

Date: June 22, 2016
Referred by: PAC
Revised: 07/27/16-C 08/31/16-DA
09/28/16-C

ABSTRACT

Resolution No. 4230, Revised

This resolution approves the allocation of fiscal year 2016-17 Transportation Development Act Article 4, Article 4.5 and Article 8 funds to claimants in the MTC region.

This resolution allocates funds to County Connection (CCCTA) and Santa Rosa.

This resolution was revised on July 27, 2016 to allocate funds to AC Transit, LAVTA, SFMTA, SolTrans, Sonoma County Transit, Tri Delta Transit (ECCTA), and WestCAT (WCCTA).

This resolution was revised on August 31, 2016 by Delegated Authority to rescind funds from AC Transit.

This resolution was revised on September 28, 2016 to allocate funds to CCCTA, Golden Gate Bridge, Highway, and Transportation District (GGBHTD), Napa Valley Transportation Authority, Petaluma, and Santa Clara Valley Transportation Authority (VTA).

Discussion of the allocations made under this resolution is contained in the MTC Programming and Allocations Committee Summary Sheets dated June 8, 2016, July 13, 2016, and September 14, 2016.

Date: June 22, 2016
Referred by: PAC

Re: Allocation of Fiscal Year 2016-17 Transportation Development Act Article 4, Article 4.5 and Article 8 Funds to Claimants in the MTC Region

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4230

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

WHEREAS, the Mills-Alquist-Deddeh Act (“Transportation Development Act” or “TDA”), Public Utilities Code Section 99200 et seq., makes certain retail sales tax revenues available to eligible claimants for public transportation projects and purposes; and

WHEREAS, MTC is responsible for the allocation of TDA funds to eligible claimants within the MTC region; and

WHEREAS, claimants in the MTC region have submitted claims for the allocation of fiscal year 2016-17 TDA funds; and

WHEREAS, Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length, lists the amounts of and purposes for the fiscal year 2016-17 allocations requested by claimants, and is from time-to-time revised; and

WHEREAS, this resolution, including the revisions to Attachment A and the sum of all allocations made under this resolution, are recorded and maintained electronically by MTC; and

WHEREAS, Attachment B to this resolution, attached hereto and incorporated herein as though set forth at length, lists the required findings MTC must make, as the case may be, pertaining to the various claimants to which funds are allocated; and

WHEREAS, the claimants to which funds are allocated under this resolution have certified that the projects and purposes listed and recorded in Attachment A are in compliance with the requirements of the California Environmental Quality Act (Public Resources Code Section 21000 et seq.), and with the State Environmental Impact Report Guidelines (14 California Code of Regulations Section 15000 et seq.); now, therefore, be it

RESOLVED, that MTC approves the findings set forth in Attachment B to this resolution; and, be it further

RESOLVED, that MTC approves the allocation of fiscal year 2016-17 TDA funds to the claimants, in the amounts, for the purposes, and subject to the conditions, as listed and recorded on Attachment A to this resolution; and, be it further

RESOLVED, that pursuant to 21 California Code of Regulations Sections 6621 and 6659, a certified copy of this resolution, along with written allocation instructions for the disbursement of TDA funds as allocated herein, shall be forwarded to the county auditor of the county in which each claimant is located; and, be it further

RESOLVED, that all TDA allocations are subject to continued compliance with MTC Resolution 3866, Revised, the Transit Coordination Implementation Plan.

METROPOLITAN TRANSPORTATION COMMISSION



Dave Cortese, Chair

The above resolution was approved by the Metropolitan Transportation Commission at a regular meeting of the Commission held in San Francisco, California, on June 22, 2016.

Date: June 22, 2016
 Referred by: PAC
 Revised: 07/27/16-C 08/31/16-DA
 09/28/16-C

Attachment A
 MTC Resolution No. 4230
 Page 1 of 1

ALLOCATION OF TRANSPORTATION DEVELOPMENT ACT ARTICLE 4, 4.5 and 8 FUNDS
 DURING FISCAL YEAR 2016-17

All TDA allocations are subject to continued compliance with MTC Resolution 3866,
 the Transit Coordination Implementation Plan.

Claimant	Project Description	Allocation Amount	Alloc. Code	Approval Date	Apportionment Area	Note
5801 - 99233.7, 99275 Community Transit Service - Operations						
AC Transit	Transit Operations	3,319,767	03	07/27/16	Alameda County	
	Subtotal	3,319,767				
5802 - 99260A Transit - Operations						
CCCTA	Transit Operations	18,584,451	01	06/22/16	CCCTA	
Santa Rosa	Transit Operations	5,555,547	02	06/22/16	Santa Rosa	
SFMTA	Transit Operations	2,386,077	04	07/27/16	San Francisco County	1
LAVTA	Transit Operations	9,433,761	05	07/27/16	LAVTA	
WCCTA	Transit Operations	2,290,427	06	07/27/16	WCCTA	
AC Transit	Transit Operations	44,986,143	07	07/27/16	AC Transit Alameda D1	
AC Transit	Transit Operations	11,969,229	08	07/27/16	AC Transit Alameda D2	
AC Transit	Transit Operations	6,436,688	09	07/27/16	AC Transit Contra Costa	
ECCTA	Transit Operations	10,924,502	10	07/27/16	ECCTA	
SFMTA	Transit Operations	45,335,462	11	07/27/16	SFMTA	
SolTrans	Transit Operations	3,966,654	12	07/27/16	Vallejo/Benicia	2
Sonoma County	Transit Operations	7,116,436	13	07/27/16	Sonoma County	
Sonoma County	Transit Operations	199,597	13	07/27/16	Petaluma	
AC Transit	Transit Operations	(8,481)	07	08/31/16	AC Transit Alameda D1	
VTA	Transit Operations	100,134,697	16	09/28/16	VTA	
VTA	Transit Operations	5,270,020	17	09/28/16	Santa Clara County	1
NVTA	Transit Operations	3,541,358	18	09/28/16	NVTA	
GGBHTD	Transit Operations	7,931,518	19	09/28/16	GGBHTD (Marin)	
GGBHTD	Transit Operations	5,362,560	20	09/28/16	GGBHTD (Sonoma)	
Petaluma	Transit Operations	1,502,812	21	09/28/16	Petaluma	
	Subtotal	292,919,458				
5803 - 99260A Transit - Capital						
Soltrans	Transit Capital	3,141,406	14	07/27/16	Vallejo/Benicia	2
CCCTA	Transit Capital	2,800,000	22	09/28/16	CCCTA	
	Subtotal	5,941,406				
5807 - 99400C General Public - Operating						
Sonoma County	Transit Operating	1,199,117	15	07/27/16	Sonoma County	
Sonoma County	Transit Operating	39,919	15	07/27/16	Petaluma	
	Subtotal	1,239,036				
5812 - 99400D Planning & Admin - Operating						
NCTPA	Planning and Administrat	3,171,791	23	09/28/16	NVTA	
	Subtotal	3,171,791				
TOTAL		306,591,458				

Note:

- (1) MTC finds that these Article 4.5 funds can be used to better advantage for Article 4 purposes.
- (2) Allocation subject to approval of the TDA Matrix by the Solano Transportation Authority on 7/13/16.

Date: June 22, 2016
Referred by: PAC

Attachment B
Resolution No. 4230
Page 1 of 3

ALLOCATION OF FISCAL YEAR 2016-17
TRANSPORTATION DEVELOPMENT ACT
ARTICLE 4, ARTICLE 4.5 AND ARTICLE 8
FUNDS TO CLAIMANTS IN THE MTC REGION

FINDINGS

The following findings pertain, as the case may be, to claimants to which Transportation Development Act funds are allocated under this resolution.

Transportation Development Act Article 4 Funds

Public Utilities Code § 99268 et seq.

1. That each claimant has submitted, or shall have submitted prior to the disbursement of funds, copies, to MTC and to appropriate agencies, of all required State Controller's reports and fiscal audit reports prepared in accordance with Public Utilities Code §§ 99243 and 99245; and
2. That the projects and purposes for which each claimant has submitted an application for TDA Article 4 funds to MTC are in conformance with MTC's Regional Transportation Plan (21 California Code of Regulations § 6651), and with the applicable state regulations (21 California Code of Regulations § 6600 et seq.), and with the applicable MTC rules and regulations; and
3. That each claimant has submitted to MTC as part of its application for TDA Article 4 funds a budget indicating compliance with the 50% expenditure limitation of Public Utilities Code § 99268, or with the applicable fare or fares-plus-local-support recovery ratio requirement (Public Utilities Code §§ 99268.2, 99268.3, 99268.4, 99268.12, or 99270.5), as so attested to by the claimant's chief financial officer; and
4. That the sum of each claimant's total allocation of Transportation Development Act and State Transit Assistance funds does not exceed the amount that the claimant is eligible to receive, in accordance with the calculations prescribed by 21 California Code of Regulations § 6633.1, or § 6634; and

5. That pursuant to Public Utilities Code § 99233.7 funds available for purposes stated in TDA Article 4.5 can be used to better advantage by a claimant for purposes stated in Article 4 in the development of a balanced transportation system.

Transportation Development Act Article 4.5 Funds

Public Utilities Code § 99275

1. That each claimant has submitted, or shall have submitted prior to the disbursement of funds, copies, to MTC and to appropriate agencies, of all required State Controller's reports and fiscal audit reports prepared in accordance with Public Utilities Code §§ 99243 and 99245; and

2. That the projects and purposes for which each claimant has submitted an application for TDA Article 4.5 funds to MTC are in conformance with MTC's Regional Transportation Plan (21 California Code of Regulations § 6651), and with the applicable state regulations (21 California Code of Regulations § 6600 et seq.), and with the applicable MTC rules and regulations, including MTC Resolution No. 1209, Revised; and

3. That in accordance with Public Utilities Code § 99275.5(c), MTC finds that the projects and purposes for which each claimant has submitted an application for TDA Article 4.5 funds to MTC, responds to a transportation need not otherwise met in the community of the claimant; that the services of the claimant are integrated with existing transit services, as warranted; that the claimant has prepared and submitted to MTC an estimate of revenues, operating costs and patronage for the fiscal year in which TDA Article 4.5 funds are allocated; and that the claimant has submitted a budget indicating compliance with the applicable fare or fares-plus-local-match recovery ratio requirement (as set forth, respectively, in Public Utilities Code § 99268.5 or MTC Resolution No. 1209, Revised), as so attested to by the claimant's chief financial officer; and

4. That the sum of each claimant's total allocation of Transportation Development Act and State Transit Assistance funds does not exceed the amount that the claimant is eligible to receive, in accordance with the calculations prescribed by 21 California Code of Regulations § 6634; and

5. That each claimant is in compliance with Public Utilities Code §§ 99155 and 99155.5, regarding user identification cards.

Transportation Development Act Article 8 Transit Funds

Public Utilities Code §§ 99400(c), 99400(d) and 99400(e)

1. That each claimant has submitted, or shall have submitted prior to the disbursement of funds, copies, to MTC and to appropriate agencies, of all required State Controller's reports and fiscal audit reports prepared in accordance with Public Utilities Code §§ 99243 and 99245; and
2. That the projects and purposes for which each claimant has submitted an application for TDA Article 8 funds to MTC are in conformance with MTC's Regional Transportation Plan (21 California Code of Regulations § 6651), and with the applicable state regulations (21 California Code of Regulations § 6600 et seq.), and with the applicable MTC rules and regulations, including MTC Resolution No. 1209, Revised; and
3. That each claimant has submitted to MTC as part of its application for TDA Article 8 funds a budget indicating compliance with the applicable fare or fares-plus-local-match recovery ratio requirement (as set forth, respectively, in Public Utilities Code §§ 99268.5, 99268.12, or MTC Resolution No. 1209, Revised), as so attested to by the claimant's chief financial officer; and
4. That the sum of each claimant's total allocation of Transportation Development Act and State Transit Assistance funds does not exceed the amount that the claimant is eligible to receive, in accordance with the calculations prescribed by 21 California Code of Regulations § 6634.

Date: June 22, 2016
Referred by: PAC
Revised: 07/27/16-C
07/27/16-DA
09/28/16-C

ABSTRACT

Resolution No. 4231, Revised

This resolution approves the allocation of State Transit Assistance (STA) funds for fiscal year 2016-17.

This resolution allocates funds to County Connection (CCCTA) and MTC.

This resolution was revised on July 27, 2016 to allocate funds to AC Transit, SFMTA, Tri Delta Transit (ECCTA), and WestCAT (WCCTA). This resolution was revised by Delegated Authority to adjust allocations to ECCTA.

This resolution was revised on September 28, 2016 to allocate funds to Golden Gate Bridge, Highway, and Transportation District (GGBHTD) and Santa Clara Valley Transportation Authority (VTA).

Discussion of the allocations made under this resolution is contained in the MTC Programming and Allocations Committee Summary Sheets dated June 8, 2016, July 13, 2016, and September 14, 2016.

Date: June 22, 2016
Referred by: PAC

Re: Allocation of Fiscal Year 2016-17 State Transit Assistance to Claimants in the MTC Region

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4231

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

WHEREAS, the Mills-Alquist-Deddeh Act (“Transportation Development Act” or “TDA”), Public Utilities Code Section 99200 *et seq.*, provides that the State Controller shall, pursuant to Public Utilities Code Section 99310, allocate funds in the Public Transportation Account (“PTA”) to the MTC region to be subsequently allocated by MTC to eligible claimants in the region; and

WHEREAS, pursuant to Public Utilities Code Section 99313.6, MTC has created a State Transit Assistance (“STA”) fund which resides with the Alameda County Auditor for the deposit of PTA funds allocated to the MTC region; and

WHEREAS, pursuant to Public Utilities Code Section 99313.6(d), MTC may allocate funds to itself for projects to achieve regional transit coordination objectives; and

WHEREAS, pursuant to Public Utilities Code Sections 99314.5(a) and 99314.5(b), claimants eligible for Transportation Development Act Article 4 and Article 8 funds are eligible claimants for State Transit Assistance funds; and

WHEREAS, eligible claimants have submitted applications to MTC for the allocation of fiscal year 2016-17 STA funds; and

WHEREAS, Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length, lists the amounts of and purposes for the fiscal year 2016-17 allocations requested by claimants, and is from time-to-time revised; and

WHEREAS, this resolution, including the revisions to Attachment A and the sum of all allocations made under this resolution, are recorded and maintained electronically by MTC; and

WHEREAS, pursuant to 21 California Code of Regulations Section 6754, MTC Resolution Nos. 3837 and 4184, and Attachment B to this resolution, attached hereto and incorporated herein as though set forth at length, lists the required findings MTC must make, as the case may be, pertaining to the various claimants to which funds are allocated; and

WHEREAS, the claimants to which funds are allocated under this resolution have certified that the projects and purposes listed and recorded in Attachment A are in compliance with the requirements of the California Environmental Quality Act (Public Resources Code Section 21000 et seq.), and with the State Environmental Impact Report Guidelines (14 California Code of Regulations Section 15000 et seq.); now, therefore, be it

RESOLVED, that MTC approves the findings set forth in Attachment B to this resolution; and, be it further

RESOLVED, that MTC approves the allocation of fiscal year 2016-17 STA funds to the claimants, in the amounts, for the purposes, and subject to the conditions, as listed and recorded on Attachment A to this resolution; and, be it further

RESOLVED, that, pursuant to 21 Cal. Code of Regs. §§ 6621 and 6753, a certified copy of this resolution, along with written allocation instructions for the disbursement of STA funds as allocated herein, shall be forwarded to the Alameda County Auditor; and, be it further

RESOLVED, that all STA allocations are subject to continued compliance with MTC Resolution 3866, the Transit Coordination Implementation Plan.

METROPOLITAN TRANSPORTATION COMMISSION



Dave Cortese, Chair

The above resolution was approved by the Metropolitan Transportation Commission at a regular meeting of the Commission held in San Francisco, California, on June 22, 2016.

Date: June 22, 2016
 Referred by: PAC
 Revised: 07/27/16-C
 07/27/16-DA
 09/28/16-C

Attachment A
 MTC Resolution No. 4231
 Page 1 of 1

ALLOCATION OF STATE TRANSIT ASSISTANCE FUNDS
 DURING FISCAL YEAR 2016-17

All STA allocations are subject to continued compliance with MTC Resolution 3866, Revised, the Transit Coordination Implementation Plan.

Claimant	Project Description	Allocation Amount	Alloc. Code	Approval Date	Apportionment Area
5820 - 6730A Operating Costs - Population-based Small Operator/Northern Counties					
CCCTA	Transit Operations	1,456,880	01	06/22/16	CCCTA
ECCTA	Transit Operations	1,159,791	04	07/27/16	ECCTA
ECCTA	Transit Operations	(371,263)	04	7/27/2016-DA	ECCTA
	Subtotal	2,245,408			
5820 - 6730A Operating Costs - Revenue-based					
WCCTA	Transit Operations	2,522,198	05	07/27/16	BART
AC Transit	Transit Operations	7,917,266	06	07/27/16	AC Transit
ECCTA	Transit Operations	2,404,790	07	07/27/16	BART
ECCTA	Transit Operations	123,722	07	7/27/2016-DA	BART
SFMTA	Transit Operations	29,044,960	08	07/27/16	SFMTA
VTA	Transit Operations	9,107,031	09	09/28/16	VTA
GGBHTD	Transit Operations	3,889,917	10	09/28/16	GGBHTD
	Subtotal	55,009,884			
5820 - 6730A Operating Costs - Population-based MTC Regional Coordination					
MTC	Clipper Operations	11,900,000	02	06/22/16	MTC
	Subtotal	11,900,000			
5821 - 6730B Capital Costs - Population-based MTC Coordination					
MTC	Clipper Capital	1,500,000	03	06/22/16	MTC
	Subtotal	1,500,000			
	TOTAL	70,655,292			

ALLOCATION OF FISCAL YEAR 2016-17 STATE TRANSIT ASSISTANCE FUNDS
TO CLAIMANTS IN THE MTC REGION

FINDINGS

The following findings pertain, as the case may be, to claimants to which State Transit Assistance funds are allocated under this resolution.

1. That each claimant has submitted, or shall have submitted prior to the disbursement of funds, copies, to MTC and to appropriate agencies, of all required State Controller's reports and fiscal audit reports prepared in accordance with PUC §§ 99243 and 99245; and
2. That the projects and purposes for which each claimant has submitted an application for TDA Article 8 funds to MTC are in conformance with MTC's Regional Transportation Plan (21 Cal. Code of Regs. § 6651), and with the applicable state regulations (21 Cal. Code of Regs. § 6600 et seq.), and with the applicable MTC rules and regulations; and
3. That each claimant has submitted to MTC as part of its application for TDA Article 4 funds a budget indicating compliance with the 50% expenditure limitation of PUC § 99268, or with the applicable fare or fares-plus-local-support recovery ratio requirement (PUC §§ 99268.2, 99268.3, 99268.4, 99268.12, or 99270.5), or with the applicable fare or fares-plus-local-match recovery ratio requirement (as set forth, respectively, in PUC §§ 99268.5, 99268.12, or MTC Resolution No. 1209, Revised), as so attested to by the claimant's chief financial officer; and
4. That each claimant is making full use of federal funds available under the Fixing America's Surface Transportation (FAST) Act, as amended; and
5. That the sum of each claimant's allocation of Transportation Development Act and State Transit Assistance funds does not exceed the amount the claimant is eligible to receive, in accordance with the calculations prescribed by 21 Cal. Code of Regs. § 6633.1 or § 6634; and

6. That MTC has given priority consideration to claims to offset reductions in federal operating assistance and the unanticipated increase in the cost of fuel, to enhance existing public transportation services, and to meet high priority regional, countywide, or areawide public transportation needs; and
7. That each claimant has made a reasonable effort to implement the productivity improvements recommended pursuant to PUC § 99244; and
8. That each claimant has submitted to MTC a copy of a certification from the California Highway Patrol verifying that the claimant is in compliance with Section 1808.1 of the Vehicle Code (“Pull Notice Program”), as required by PUC § 99251; and
9. That each claimant is in compliance with the eligibility requirements of PUC §§ 99314.6 or 99314.7; and
10. That each claimant has certified that it has entered into a joint fare revenue sharing agreement with every connecting transit operator, and that it is in compliance with MTC’s Transit Coordination Implementation Plan, pursuant to Government Code §§ 66516 and 66516.5, PUC §§ 99314.5(c) and §99314.7, and MTC Resolution No. 3866, Revised.



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 15-1915 **Version:** 1 **Name:**
Type: Resolution **Status:** Regional
File created: 9/8/2016 **In control:** Programming and Allocations Committee
On agenda: 9/14/2016 **Final action:**
Title: MTC Resolution Nos. 3833, Revised, and 3914, Revised.

Allocation of \$1.6 million in AB 1171 bridge toll funds to BART for BART to Livermore environmental work, and \$0.7 million in Regional Measure 1 90% Rail Reserve East bridge toll funds to LAVTA for the Rail Planning for Tri-Valley Project.

Sponsors:

Indexes:

Code sections:

Attachments: [8b Memo to Commission LAVTA-1171-AB PAC 3C docx](#)
[3c Reso-3833-3914 AB1171-BART-Livermore RM1-LAVTA.pdf](#)
[3c Bridge Toll Allocation PRESENTATION.pdf](#)

Date	Ver.	Action By	Action	Result
9/14/2016	1	Programming and Allocations Committee		

Subject:

MTC Resolution Nos. 3833, Revised, and 3914, Revised.

Allocation of \$1.6 million in AB 1171 bridge toll funds to BART for BART to Livermore environmental work, and \$0.7 million in Regional Measure 1 90% Rail Reserve East bridge toll funds to LAVTA for the Rail Planning for Tri-Valley Project.

Presenter:

Anne Richman

Recommended Action:

Commission Approval



METROPOLITAN
TRANSPORTATION
COMMISSION

Bay Area Metro Center
375 Beale Street
San Francisco, CA 94105
TEL 415.778.6700
WEB www.mtc.ca.gov

Memorandum

TO: Commission

DATE: September 21, 2016

FR: Deputy Executive Director, Policy

RE: RM1 Allocation to LAVTA for Rail Planning for the Tri-Valley Project

On September 14th, the Programming and Allocations Committee referred a \$660,000 Regional Measure 1 allocation to the Livermore Amador Valley Transit Authority (LAVTA) for Rail Planning for the Tri-Valley Project to the Commission for approval.

Commissioners requested the following additional detail:

1. Further definition on the proposed scope and cost of the rail planning executive-level consultant. A letter from LAVTA staff providing this information is included as Attachment A.
2. Review of the proposed salary package and other similar positions. Staff found the annual amount of the proposed services contract consistent with similar transportation related services contracts in the Bay Area, as detailed in Attachment B.

A handwritten signature in blue ink, appearing to read 'Alix A. Bockelman', is written over a horizontal line.

Alix A. Bockelman

AAB:kf
Attachments



Livermore Amador Valley Transit Authority

September 20, 2016

Re: Information on LAVTA Request for an Executive Consultant for the Altamont Regional Rail Working Group

Dear Ms. Richman,

Thank you for the opportunity to provide information on the LAVTA request for a consultant to assist with the Altamont Regional Rail Working Group. The following is information that you might find helpful:

BACKGROUND

In October of 2015, the Livermore Amador Valley Transit Authority (LAVTA) created the Altamont Regional Rail Working Group (Working Group) for the purpose of providing input on regional rail planning taking place in the Tri-Valley, and to explore ways to expedite the BART to ACE connection, a megaregion project that will significantly increase ridership on BART and ACE, reducing congestion on the I-580 that will facilitate goods movement and improve air quality. The important BART to ACE connection is included in the 2007 MTC Regional Rail Plan and the 2016 Northern California Megaregion Report by the Bay Area Council Economic Institute.

Currently, the Working Group is focused on the ACE Forward planning effort, which contemplates more rail service and connectivity in the Tri-Valley Area. The Working Group is interested in understanding how the BART to Livermore project will enhance rail connectivity and dovetail with the ACE Forward and other efforts. These efforts involve multiple MPOs, transit and rail agencies in the megaregion, and the Working Group has been instrumental in providing local insight.

The following are current members of the Working Group:

Alameda County Supervisor Scott Haggerty, Chair
San Joaquin County Supervisor Moses Zapfen, Vice-Chair
Mayor John Marchan, City of Livermore
Mayor Jerry Thorne, City of Pleasanton
Mayor David Haubert, City of Dublin
Councilwoman Veronica Vargas, City of Tracy
Board Member Vince Hernandez, ACE Rail
Board Member John McPartland, BART

Board Member Steven Spedowfski, LAVTA
Dale Kaye, CEO, Innovation Tri-Valley Leadership Group
Kristin Connelley, CEO, Easy Bay Leadership Group
Michael Ammann, CEO, San Joaquin Partnership

HIRING OF AN EXECUTIVE CONSULTANT

The Working Group is lacking a leader in staff that has rail experience and both understands and has led rail expansion and connectivity projects so that the Working Group can better provide input and expertise in the multi-agency rail planning efforts taking place in the Tri-Valley. It is a unique time period for rail planning in the Tri-Valley and the opportunity exists for better input from local constituencies.

To that end, LAVTA has applied for Regional Measure 1 funding in the amount of \$330,000 per year for two years to hire an Executive Consultant to lead the Working Group.

SCOPE OF WORK FOR EXECUTIVE CONSULTANT

Reporting directly to the LAVTA Executive Director, the consultant will provide the overall leadership and direction to advance the Working Group vision, goals and objectives. The position will support the 12-member Working Group and oversee staff, which presently includes an administrative assistant.

The consultant will be responsible for developing policies for the Working Group, and identifying and developing strategies to ensure progress of the Working Group in providing input into regional rail planning, with a strong emphasis on finding efficiencies in the planning and construction of the BART to ACE connection in the Tri-Valley.

The following responsibilities, among others, are called out in the Scope of Work for the Executive Consultant:

- Provide leadership for the megaregion mobility agenda and coordinate megaregion significant projects and programs by working collaboratively with partners
- Work closely with elected officials, business organizations, labor and community groups
- Oversee studies, investigations and analyses at the direction of the Working Group
- Exercise fiscal responsibility and provide the framework for developing strategies that work within financial constraints
- Effectively communicate and advocate for the Working Group's goals, objectives and accomplishments

BUDGET FOR THE EXECUTIVE CONSULTANT

LAVTA staff looked at various consulting rates experienced over the past year at the agency, noting that hourly rates ranged from \$150 an hour for a project manager in marketing to \$220 for a Principal-In-Charge with engineering services. LAVTA staff anticipated that the Working Group could acquire a

consultant with the skillset required for approximately \$150 an hour, or \$315,000 per year. Additionally, staff asked for \$15,000 a year to cover expenses such as travel to and from the Bay Area and Sacramento.

Feel free to give me a call if you have any questions. I can be reached at 925-455-7564.

Sincerely,

A handwritten signature in blue ink, appearing to read "Michael S. Tree". The signature is fluid and cursive, with the first name "Michael" being the most prominent part.

Michael S. Tree
Executive Director

Attachment B: Comparison of proposed LAVTA salary package with public transportation related services contracts in the Bay Area

The \$660,000 Regional Measure 1 allocation referred by the Programming and Allocations Committee to the Commission on September 14th, 2016 is designed for LAVTA to hire an executive-level consultant for two years at a fully-loaded rate (i.e., inclusive of salary, benefits, and all other costs) of \$330,000 per year. This is equivalent to a rate of \$159 per hour, when multiplied out over 40 hours per week and 52 weeks per year.

Recent contract agreements between MTC and consulting firms for public transportation-related work have included the following fully-loaded rates:

Title	Hourly Rate (Fully-loaded)
Cost Reviewer	\$265 - 280
Plan and Cost Reviewer	\$235
Senior Civil Engineer	\$185
Senior Transportation Planner	\$185
Project Manager	\$165 - 202

**Metropolitan Transportation Commission
Programming and Allocations Committee**

September 14, 2016

Commission Agenda Item 8b

MTC Resolution Nos. 3833, Revised, and 3914, Revised

Subject: Allocation of \$1.6 million in AB 1171 bridge toll funds to BART for BART to Livermore environmental work, and \$0.7 million in Regional Measure 1 90% Rail Reserve East bridge toll funds to LAVTA for the Rail Planning for Tri-Valley Project.

Background: **BART to Livermore:** MTC allocated \$8.6 million in AB 1171 funds in January 2013 for the BART to Livermore Environmental Impact Report (EIR). Since that time, the scope of work needed to complete the EIR has expanded to include additional work identifying alternatives, settling project definition details, evaluating project definition refinements to reduce impacts and cost and as requested by other agencies, additional technical analyses, and funding for Caltrans reviews. BART anticipates releasing a Draft Project-Level EIR in early 2017 for public comment. BART estimates the cost of the additional scope at \$4.2 million, which includes a \$950,000 contingency. Staff recommends that this additional cost is split between MTC and the Alameda County Transportation Commission, with only the non-contingency amount of \$1.6 million being allocated from AB 1171 funds at this time.

LAVTA Rail Planning for Tri-Valley: Livermore Amador Valley Transit Authority (LAVTA) requests \$660,000 in Regional Measure 1 90% Rail Reserves East Bridge Toll Funds for the Rail Planning for Tri-Valley project. With these funds, LAVTA intends to coordinate environmental work in the Tri-Valley for rail projects east of Isabel Road (I-580 Interchange), focused on ACE train connectivity. Work is expected to be completed by September 2018.

Issues: None.

Recommendation: Refer MTC Resolution Nos. 3833, Revised, and 3914, Revised to the Commission for approval.

Attachments: MTC Resolution Nos. 3833, Revised, and 3914, Revised to the Commission for approval.

Date: November 28, 2007
W.I.: 1514
Referred by: PAC
Revised: 02/25/09-C 07/22/09-C
07/28/10-C 03/23/11-C
07/27/11-C 12/18/13-C
11/19/14-C 09/28/16-C

ABSTRACT

Resolution No. 3833, Revised

This resolution allocates Regional Measure 1 (RM1) 90% Rail Reserve East bridge toll revenues to eligible projects. Allocations made prior to this resolution are under MTC Resolution Nos. 3670, 3724, and 3786.

This resolution includes the following attachments:

Attachment A – Allocation of Bridge Toll Revenues

This resolution was revised on February 25, 2009 to allocate \$20 million towards the construction of the Fremont Central Park Subway element of the BART to Warm Springs Extension project.

This resolution was revised on July 22, 2009 to rescind \$20 million from the prior allocation towards the construction of the Fremont Central Park Subway element owing to contract bid savings on the project.

This resolution was revised on July 28, 2010 to allocate \$113 million towards the Line, Trackwork, Systems & Station (LTSS) construction and related activities for the BART Warm Springs Extension project.

This resolution was revised on March 23, 2011 to allocate \$52 million towards the purchase of 8 Diesel Multiple Unit (DMU) vehicles for the eBART project.

This resolution was revised on July 27, 2011 to update the allocation conditions for the BART Warm Springs project to add principles for addressing potential cost increases.

This resolution was revised on December 18, 2013 to allocate \$4 million for construction activities on the eBART project.

ABSTRACT

MTC Resolution No. 3833, Revised

Page 2

This resolution was revised on November 19, 2014 to allocate \$5,072,274 to BART for construction of the eBART project, including \$2,400,000 for the Pittsburg Civic Center station and \$2,672,274 for construction management and design services during construction.

This resolution was revised on September 28, 2016 to allocate \$660,000 to LAVTA for the Rail Planning for Tri-Valley project.

Further discussion of this allocation is contained in the MTC Summary Sheets dated November 14, 2007, February 11, 2009, July 8, 2009, July 14, 2010, March 9, 2011, July 13, 2011, December 11, 2013, November 12, 2014, and September 14, 2016.

Date: November 28, 2007
W.I.: 1514
Referred by: PAC

RE: Allocation of Regional Measure 1 (RM1) 90% Rail Reserve East Bridge Toll Revenues

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 3833

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 is responsible for the allocation of certain bridge toll revenues, to wit:

(1) Pursuant to Streets and Highways Code §30892, after deduction for MTC's administrative costs, MTC shall allocate toll bridge net revenues to public entities operating public transportation systems and to the California Department of Transportation (Caltrans) to achieve MTC's capital planning objectives in the vicinity of toll bridges as set forth in its adopted Regional Transportation Plan (RTP) ("Net Revenues"); and

(2008) Streets and Highways Code §30914(a)(4), provides that 90 percent of the revenues derived from the toll increase for Class 1 vehicles on the San Francisco-Oakland Bay Bridge, authorized by Sections 30916 and 30917, shall be used exclusively for rail transit capital improvements ("90% Rail Reserve East") consistent with Section 30919(b); and

WHEREAS, eligible claimants have submitted an application to MTC for an allocation of certain bridge toll revenues for the projects and purposes set forth in Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length; and

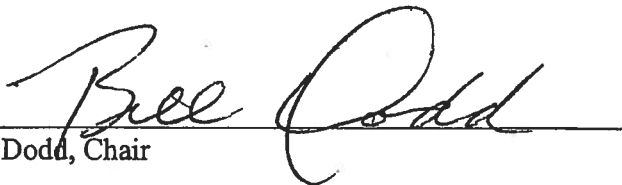
WHEREAS, claimants have certified that the projects and purposes set forth in Attachment A are in compliance with the requirements of the California Environmental Quality Act (Public Resources Code §21000 et seq.) and the State EIR Guidelines (14 Cal. Code Regs. §15000 et seq.); now, therefore, be it

RESOLVED, that MTC finds that claimants' projects and purposes are in conformance with MTC's Regional Transportation Plan, MTC's bridge toll revenue allocation policies, and MTC's capital planning and ferry system objectives; and, be it further

RESOLVED, that MTC approves the allocation of Regional Measure 1 (RM1) 90% Rail Reserve East Bridge Toll Revenues to claimants, in the amounts, for the purposes, and subject to the conditions listed on Attachment A to this resolution; and be it further

RESOLVED, that should the allocation of RM1 Rail Extension Reserve Bridge Toll Revenues be conditioned on the execution of a funding agreement, that the Executive Director or his designee is authorized to negotiate and enter into a funding agreement with claimant that includes the provisions contained in Attachment A.

METROPOLITAN TRANSPORTATION COMMISSION


Bill Dodd, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in Oakland, California, on November 28, 2007.

Date: November 28, 2007
W.I.: 1514
Referred by: PAC
Revised: 02/25/09-C 07/22/09-C
 07/28/10-C 03/23/11-C
 07/2711-C 12/18/13-C
 11/19/14-C 09/28/16-C

Attachment A
Resolution No. 3833
Page 1 of 8

ALLOCATION OF REGIONAL MEASURE 1 (RM1) 90% RAIL RESERVE EAST REVENUES BEGINNING IN FY 2007-08
(For allocations prior to FY 2007-08, please refer to MTC Resolution Nos. 3670, 3724, and 3786.)

Allocation Authorization: S&H § 30919(b)

Alloc. #	Fund Reserve	Fiscal Year	Claimant	Project Description	Allocation Amount	Date of MTC Approval	Allocation Conditions
01	Regional Measure 1 (RM1) 90% Rail Reserve East	2007-08	BART	Oakland Airport Connector	\$31,000,000	11/28/2007	<p>1. Allocation and disbursement is contingent upon the execution of a funding agreement between MTC and BART for the 90% Rail Reserve East and Regional Measure 2 (RM2) funds. Such funding agreement shall include the following provisions:</p> <p>BART shall agree: (1) to complete the project described in its updated Initial Project Report, through its contractor; (2) that it shall not request any reimbursements until it executes a concession agreement with its contractor; and (3) to comply with all provisions of MTC Resolution No. 3636, Revised and that any RM1 funds received under the funding agreement be subject to MTC Resolution No. 3636, Revised.</p> <p>MTC shall agree: to provide BART an amount not to exceed \$99,000,000 comprised of \$68,000,000 in RM2 funds and \$31,000,000 in RM1 90% Rail Reserve East Funds.</p>

Alloc. #	Fund Reserve	Fiscal Year	Claimant	Project Description	Allocation Amount	Date of MTC Approval	Allocation Conditions
02	Regional Measure 1 (RM1) 90% Rail Reserve East	2008-09	BART	BART Extension to Warm Springs	\$20,000,000	02/25/2009	<p>2. Allocation and disbursement is contingent upon the execution of a funding agreement between MTC and BART for the 90% Rail Reserve East and Regional Measure 2 (RM2) funds. Such funding agreement shall include the following provisions:</p> <p>BART shall agree: (1) to complete the project described in its updated Initial Project Report, through its contractor; (2) to comply with all provisions of MTC Resolution No. 3636, Revised and that any RM1 funds received under the funding agreement be subject to MTC Resolution No. 3636, Revised.</p> <p>MTC shall agree: to provide BART an amount not to exceed \$187,000,000 comprised of \$167,000,000 in RM2 funds and \$20,000,000 in RM1 90% Rail Reserve East Funds.</p>
03	Regional Measure 1 (RM1) 90% Rail Reserve East	2008-09	BART	BART Extension to Warm Springs	(\$20,000,000)	07/22/2009	N/A
04	Regional Measure 1 (RM1) 90% Rail Reserve East	2010-11	BART	BART Extension to Warm Springs	\$113,000,000	07/28/2010 Conditions Revised 07/27/11	<p>Scope of Work: This allocation is towards the following costs associated for the Line, Trackwork, Station and Systems (LTSS) contract on the Warm Springs Extension project: a) Award of the LTSS contract, b) Construction Management, c) Design support during construction, d) BART staff support, e) Coordination with other jurisdictional agencies and development of agreements, f) Owner Controlled Insurance Program (OCIP), and g) Community Relations. The allocation of funds is conditioned on the following:</p> <p>(cont. on next page)</p>

Alloc. #	Fund Reserve	Fiscal Year	Claimant	Project Description	Allocation Amount	Date of MTC Approval	Allocation Conditions
							<p>a) Approval of the Initial Project Report (IPR) package by the BART board.</p> <p>b) Execution of a funding agreement between MTC and BART prior to the Notice-to-Proceed (NTP) of the LTSS construction contract for the RM1, RM2, and AB 1171 Bridge Toll funds. Such agreement shall include: BART shall agree to comply with the provisions of MTC Resolution No. 3636, Revised and that any Bridge Toll funds received be subject to MTC Resolution No. 3636, Revised. The agreement shall include the following:</p> <ul style="list-style-type: none"> • The approved BART to Warm Springs LTSS construction plus soft cost, as of June 2011, totals \$437 million, which includes a 12.4% contingency. The 12.4% contingency is a reduction of approximately \$10 million from the 15% contingency previously estimated by BART to be required for successful completion of the LTSS phase. While this amount is within the financial envelope of \$890 million, it is higher than the currently identified and available funding. • Bridge Tolls, Measure B, State Proposition 1B, BART, and VTA Measure A funds total \$421 million. • Roughly \$16 million from the Right of Way phase and Central Park Subway segment combined can be assigned to the LTSS funding plan based on identified cost savings and budget adjustments as of June 2011. • BART and the funding partners have agreed to proceed with the project using the available funding. • Principles for addressing construction costs up to the \$10 million difference between approved project cost and available funding include, in priority order: <p>(cont. on next page)</p>

Alloc. #	Fund Reserve	Fiscal Year	Claimant	Project Description	Allocation Amount	Date of MTC Approval	Allocation Conditions
							<ol style="list-style-type: none"> 1. Apply any additional savings from the Right of Way phase or Subway Segment after June 2011; 2. Apply any savings from the LTSS construction contract or soft costs; and 3. If additional funding is still needed, direct SFO net operating surplus revenues and Alameda STIP funds or other funds under the control of the Alameda County Transportation Commission to the project, in equal shares to the original funding plan adopted in September 2008 (44% and 56%, respectively). <ul style="list-style-type: none"> • Should unexpected changes to the LTSS funding plan or costs occur beyond the \$10 million described above, the funding partners would need to agree on new principles for delivering the LTSS phase. <p>c) All the funding partners maintaining their funding commitment for the estimated \$890 million project as outlined in the 2008 revision to MTC Resolution No. 3434, unless agreed otherwise as part of condition d) below.</p> <p>d) Funding partners reaching an agreement prior to BART's NTP of the LTSS contract that outlines the distribution of potential total project cost savings or overruns, given disproportionate contributions by partners to date.</p>

Alloc. #	Fund Reserve	Fiscal Year	Claimant	Project Description	Allocation Amount	Date of MTC Approval	Allocation Conditions
05	Regional Measure 1 (RM1) 90% Rail Reserve East	2010-11	BART	e-BART	\$52,000,000	03/23/2011	<p>Scope of Work: This allocation is towards the purchase of 8 Diesel Multiple Unit (DMU) vehicles for the e-BART project.</p> <p>Allocation and disbursement is contingent upon the following:</p> <ul style="list-style-type: none"> a) The BART Board adopting a resolution of local support for application and use of these funds. b) The execution of a funding agreement between MTC and BART for the RM1 funds. <p>Such agreement shall include the following conditions:</p> <p>BART shall agree: (1) to complete the project described in its updated Initial Project Report, through its contractor; (2) to comply with all provisions of MTC Resolution No. 3636, Revised and that any RM1 funds received under the funding agreement be subject to MTC Resolution No. 3636, Revised.</p> <p>MTC shall agree: to provide BART \$52,000,000 in RM1 90% Rail Reserve East Funds.</p>

Alloc. #	Fund Reserve	Fiscal Year	Claimant	Project Description	Allocation Amount	Date of MTC Approval	Allocation Conditions
06	Regional Measure 1 (RM1) 90% Rail Reserve East	2013-14	BART	e-BART	\$4,000,000	12/18/2013	<p>Scope of Work: This allocation is for the construction of eBART Trackwork, System, and Facility Finishes, and Construction Management and Design Services During Construction.</p> <p>Allocation and disbursement is contingent upon the execution of a funding agreement between MTC and BART for the RM1 funds.</p> <p>Such agreement shall include the following conditions:</p> <p>BART shall agree: (1) to complete the project described in its updated Initial Project Report, through its contractor; (2) to comply with all provisions of MTC Resolution No. 3636, Revised and that any RM1 funds received under the funding agreement be subject to MTC Resolution No. 3636, Revised.</p> <p>MTC shall agree: to provide BART \$4,000,000 in RM1 90% Rail Reserve East Funds.</p>

Alloc. #	Fund Reserve	Fiscal Year	Claimant	Project Description	Allocation Amount	Date of MTC Approval	Allocation Conditions
07	Regional Measure 1 (RM1) 90% Rail Reserve East	2014-15	BART	e-BART	\$5,072,274	11/19/2014	<p>Scope of Work: This allocation is for the construction of the Pittsburgh Civic Center eBART station (\$2,400,000) and construction management/design services during construction (\$2,672,274)</p> <p><i>Conditions:</i> Allocation and disbursement is contingent upon the following:</p> <ul style="list-style-type: none"> a) Approval of local support resolution by CCTA and BART Boards. b) Execution of a funding agreement between MTC and BART for the RM1 funds. Such agreement shall include the following provisions: BART shall agree: (1) to complete the project described in its updated Initial Project Report, through its contractor; (2) to comply with all provisions of MTC Resolution No. 3636, Revised and that any RM1 funds received under the funding agreement be subject to MTC Resolution No. 3636, Revised. <p>MTC shall agree: to provide BART \$5,072,274 in RM1 90% Rail Reserve East Funds.</p>

Alloc. #	Fund Reserve	Fiscal Year	Claimant	Project Description	Allocation Amount	Date of MTC Approval	Allocation Conditions
08	Regional Measure 1 (RM1) 90% Rail Reserve East	2016-17	LAVTA	Rail Planning for Tri-Valley	\$660,000	09/28/2016	<p>Scope of Work: This allocation is for coordination of environmental work in the Tri-Valley to include rail projects east of Isabel Interchange (I-580) focusing on ACE Train connectivity.</p> <p><i>Conditions:</i> Allocation and disbursement is contingent upon the execution of a funding agreement between MTC and LAVTA for the RM1 funds. Such agreement shall include the following provisions:</p> <p>LAVTA shall agree (1) to complete the project described in its Initial Project Report, through its contractor; (2) to comply with all provisions of MTC Resolution No. 3636, Revised, and that any RM1 funds received under the funding agreement be subject to MTC Resolution No. 3636, Revised.</p> <p>MTC shall agree: to provide LAVTA \$660,000 in RM1 90% Rail Reserve East Funds.</p>
TOTAL					\$205,732,274		

Date: June 24, 2009
W.I.: 1255
Referred by: PAC
Revised: 12/16/09-C 02/24/10-C 03/24/10-C
06/23/10-C 07/28/10-C 10/27/10-C
12/15/10-C 03/23/11-C 05/25/11-C
06/22/11-C 07/27/11-C 09/28/11-C
11/16/11-C 03/28/12-C 06/27/12-C
07/25/12-C 11/28/12-C 01/23/13-C
06/26/13-C 07/24/13-C 09/25/13-C
10/23/13-C 12/18/13-C 02/26/14-C
03/26/14-C 10/22/14-C 12/17/14-C
01/27/16-C 05/25/16-C 09/28/16-C

ABSTRACT

Resolution No. 3914, Revised

This resolution allocates AB 1171 Bridge Toll funds to eligible projects.

This resolution includes the following attachments:

Attachment A – Allocations of AB 1171 Bridge Toll funds

This resolution was revised on December 16, 2009 to allocate \$13.9 million to BART towards the eBART project for construction of the transfer station at the Pittsburg Bay Point BART station and guideway to Railroad Avenue.

This resolution was revised on February 24, 2010 to allocate AB 1171 funds to the Transbay Joint Powers Authority, \$10.7 million towards the final design phase of the Transbay Transit Center, and \$5.226 million towards the Program Management/Program Controls (PMPC) services for the project.

This resolution was revised on March 24, 2010 to allocate a total of \$13 million in AB 1171 funds to CCTA towards the construction of eBART median structures to be integrated into Segments 1, 2, 3, 4, and 5 of Caltrans/CCTA State Route 4 contracts, and towards right-of-way to accommodate e-BART.

This resolution was revised on June 23, 2010 to allocate a total of \$11 million in AB 1171 funds to BART towards the completion of final design on the eBART project. This resolution was also revised to allocate \$134 million towards the final design phase for the Transit Center building

ABSTRACT

MTC Resolution No. 3914, Revised

Page 2

and ramps and construction of the Transit Center, including the below-grade rail levels of the Transit Center.

This resolution was revised on July 28, 2010 to allocate \$5 million to BART towards the Line, Trackwork, Systems & Station (LTSS) construction and related activities for the BART Warm Springs Extension project; \$1.25 million to ACCMA towards purchase of right-of-way and \$250,000 to MTC for an independent Opportunity/Risk Analysis for the BART to Livermore ROW Preservation project; and \$2.8 million towards the initial project development activities for the Regional Express Lane Network.

This resolution was revised on October 27, 2010 to allocate a total of \$73.6 million to BART towards the purchase of Diesel Multiple Unit (DMU) vehicles for the eBART project.

This resolution was revised on December 15, 2010 through Commission action to allocate \$7 million for environmental and preliminary engineering for the I-80/I-680/SR-12 Interchange project in Solano County.

This resolution was revised on March 23, 2011 through Commission action to rescind \$52 million from the October 27, 2010 allocation of \$73.6 million for the purchase of Diesel Multiple Unit (DMU) vehicles for the eBART project. This resolution was also revised to allocate \$19 million for construction and construction management activities on State Route 4 related to eBART.

This resolution was revised on May 25, 2011 through Commission action to rescind \$76 million from the June 23, 2010 allocation of \$134 million towards the final design phase for the Transit Center building and ramps and construction of the Transit Center, including the below-grade rail levels of the Transit Center.

This resolution was revised on June 22, 2011 through Commission action to allocate \$26.4 million for the construction of the I-80 Eastbound Cordelia Truck Scales Relocation project in Solano County.

This resolution was revised on July 27, 2011 to update the allocation conditions for the BART Warm Springs project to add principles for addressing potential cost increases.

ABSTRACT

MTC Resolution No. 3914, Revised

Page 3

This resolution was revised on September 28, 2011 to allocate \$27.1 million to CCTA towards construction and construction management activities for the integration of eBART median structures into Caltrans/CCTA SR 4 contract segments and to accommodate eBART in the SR4 median.

This resolution was revised on November 16, 2011 to allocate \$6.5 million to VTA towards construction and construction management activities for the Mission/Warren/Truck-Rail Facility.

This resolution was revised on March 28, 2012 to rescind \$3,817,000 from allocation #17 for the I-80 Eastbound Cordelia Truck Scales Relocation project; and allocate \$14,280,000 for the I-80/680/12 Interchange Initial Construction Package 1 project towards right-of-way acquisition.

This resolution was revised on June 27, 2012 to allocate \$73.7 million to the Transbay Joint Powers Authority to certify upcoming construction contracts, finalize the Transbay Transit Center design, fund remaining Construction Management/General Contractor (CM/GC) services on the project, and fund pre-bid construction management for the “steel cast nodes” elements of glass exterior shell.

This resolution was revised on June 27, 2012 to allocate \$9.41 million to BART for eBART for the completion of Final Design and Construction Management (CM) and Design Service during Construction (DSDC) for the maintenance shop shell, Hillcrest parking lot and re-alignment construction at the Slatten Ranch Rd. This resolution is also being revised to rescind \$13.5 million in savings from prior allocations on this project.

This resolution was revised on July 25, 2012 to allocate \$8.5 million to the Solano Transportation Authority for the completion of the environmental document and preliminary engineering of the I-80/680/12 Interchange project, and to amend the scope of allocation #14 to include eligible expenses from all three phases of the interchange project, effective as of the original date of allocation.

This resolution was revised on November 28, 2012 to allocate \$5.98 million to the Solano Transportation Authority for utility relocation and right-of-way activities for the I-80/680/12 Interchange project.

ABSTRACT

MTC Resolution No. 3914, Revised

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This resolution was revised on January 23, 2013 to allocate \$5.8 million to the Solano Transportation Authority for utility relocation and right-of-way activities for the I-80/680/12 Interchange project; \$8.6 million to BART towards the environmental, conceptual engineering, and project approval phase of the BART to Livermore Extension project; and \$0.75 million to the SMART project towards design for the re-construction of the SMART track facilities between Santa Rosa North and Sonoma County Airport area. The Commission also approved program commitments of: 1) \$4.4 million, subject to future allocation, towards the re-construction of the SMART track facilities between Santa Rosa North and the Sonoma County Airport area; and 2) \$0.5 million to BART for the eBART project.

This resolution was revised on June 26, 2013 to allocate \$822,008 to the Solano Transportation Authority for the final design of the I-80/680/12 Interchange project.

This resolution was revised on July 24, 2013 to extend the timeframe for a condition on a prior allocation of \$8.6 million in AB1171 funds, towards the completion of environmental documentation for proposed BART to Livermore project.

This resolution was revised on September 25, 2013 to allocate \$5.5 million in AB 1171 funds for the final design of packages 2 and 3, and \$29.5 million for the construction of package 1 of the I-80/680/12 Interchange project in Solano County.

This resolution was revised on October 23, 2013 to allocate \$0.1 million in AB 1171 funds for the right-of-way phase of package 1 of the I-80/680/12 Interchange project in Solano County.

This resolution was revised on December 18, 2013 to allocate \$9.533 million in AB 1171 funds to BART for the construction of eBART trackwork, system, and facility finishes, construction management, and design services during construction; and \$9.4 million in AB 1171 funds to the SMART project for re-construction of the SMART track facilities between Santa Rosa North and the Sonoma County Airport area and construction of a station at the Sonoma County Airport.

This resolution was revised on February 26, 2014 to allocate \$1,124,327 in AB 1171 funds to the Transbay Joint Powers Authority for Construction Manager/General Contractor pre-construction services for the Transbay Transit Center building and related structures.

ABSTRACT

MTC Resolution No. 3914, Revised

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This resolution was revised on March 26, 2014 to rescind \$1 million in AB 1171 funds from the I-80/680/12 Interchange project in Solano County (allocation number 30) and allocate \$1 million in AB 1171 funds to the I-80 Freeway Performance Initiative work element of the I-80/680/12 Interchange project in Solano County, which benefits the I-80/680/12 Interchange area.

This resolution was revised on October 22, 2014 to allocate \$9 million in AB 1171 funds to the City of Fairfield for construction of the Fairfield/Vacaville Intermodal Train Station.

This resolution was revised on December 17, 2014 to allocate \$500,000 in AB 1171 funds to BART for the eBART project.

This resolution was revised on January 27, 2016 to rescind \$2,189,000 in AB 1171 funds from the construction phase of the I-80/680/12 Interchange Initial Construction Package #1 (I-80/SR-12 Interchange) project (allocation number 30) and allocate \$2,189,000 in AB 1171 funds to the right-of-way phase of the I-80/680/12 Interchange Initial Construction Package #2 (Red Top Road Interchange) project, both of which are located in Solano County.

This resolution was revised on May 25, 2016 to rescind \$1,142,000 in AB 1171 funds from the right-of-way phase of the I-80/680/12 Interchange Initial Construction Package #1 (I-80/SR-12 Interchange) project (allocation number 20) and allocate \$1,142,000 in AB 1171 funds to the final design phase of the I-80/680/12 Interchange Initial Construction Package #2 (Red Top Road Interchange) and Package #3 (I-80/680 Interchange) project, both of which are located in Solano County.

This resolution was revised on September 28, 2016 to allocate \$1,632,000 in AB 1171 funds to BART for additional scope for the environmental, conceptual engineering, and project approval phase of the BART to Livermore Extension project.

ABSTRACT

MTC Resolution No. 3914, Revised

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Additional discussion of this allocation is contained in the Executive Director's memoranda and MTC Programming and Allocations Committee Summary sheet dated June 10, 2009, December 9, 2009, February 10, 2010, March 10, 2010, June 9, 2010, July 14, 2010, October 13, 2010, December 8, 2010, March 9, 2011, May 11, 2011, June 8, 2011, July 13, 2011, September 14, 2011, November 9, 2011, March 7, 2012, June 13, 2012, July 11, 2012, November 14, 2012, January 9, 2013, July 10, 2013, September 11, 2013, October 9, 2013, December 11, 2013, March 5, 2014, October 8, 2014, December 10, 2014, January 13, 2016, May 11, 2016, and September 14, 2016.

Date: June 24, 2009
W.I.: 1255
Referred By: PAC

RE: Allocation of AB 1171 Bridge Toll funds

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 3914

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, Streets and Highways Code Sections 30950 *et seq.* created the Bay Area Toll Authority (“BATA”) which is a public instrumentality governed by the same board as that governing MTC; and

WHEREAS, pursuant to Streets and Highways Code (SHC) Section 31010(b), funds generated in excess of those needed to meet the toll commitments as specified by paragraph (4) of subdivision (b) of Section 188.5 of the SHC shall be available to BATA for funding projects consistent with SHC Sections 30913 and 30914; and

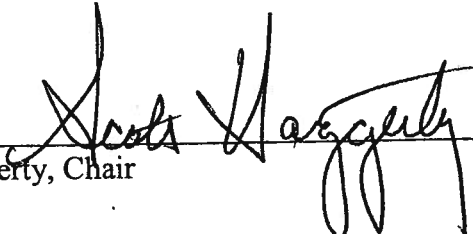
WHEREAS, MTC adopted Resolution 3434, Revised, which establishes commitments of AB 1171 bridge toll funds to specific projects and corridors; and be it

RESOLVED, that MTC approves the allocation and reimbursement of AB 1171 bridge toll funds in accordance with the amount, conditions and reimbursement schedule for the phase, and activities as set forth in Attachment A; and, be it further

RESOLVED, that should the allocation of AB 1171 Bridge Toll Funds be conditioned on the execution of a funding agreement, that the Executive Director or his designee is authorized to negotiate and enter into a funding agreement with claimant that includes the provisions contained in Attachment A.

RESOLVED, that a certified copy of this resolution, shall be forwarded to each project sponsor.

METROPOLITAN TRANSPORTATION COMMISSION



Scott Haggerty, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in Oakland, California on June 24, 2009.

Date June 24, 2009
W.I.: 1255
Referred by: PAC
Revised: 12/16/09-C 02/24/10-C 03/24/10-C
06/23/10-C 07/28/10-C 10/27/10-C
12/15/10-C 03/23/11-C 05/25/11-C
06/22/11-C 07/27/11-C 09/28/11-C
11/16/11-C 03/28/12-C 06/27/12-C
07/25/12-C 11/28/12-C 01/23/13-C
06/26/13-C 07/24/13-C 09/25/13-C
10/23/13-C 12/18/13-C 02/26/14-C
03/26/14-C 10/22/14-C 12/17/14-C
01/27/16-C 05/25/16-C 09/28/16-C

Attachment A
Resolution No. 3914
Page 1 of 32

ALLOCATION OF AB 1171 Bridge Toll Funds
Allocation Authorization: S&H § 31010(b)

Alloc. #	Fiscal Year	Claimant	Project Title	Allocation Amount	Date of MTC Approval	Allocation Conditions
01	2008-09	San Francisco County Transportation Authority (SFCTA)	Doyle Drive project	\$80,000,000	06/24/2009	Allocation and disbursement is contingent upon the execution of a funding agreement between MTC and SFCTA for the AB 1171 Bridge Toll funds. Such agreement shall include the following provisions: SFCTA shall agree to comply with the provisions of MTC Resolution No. 3636, Revised and that any AB 1171 Bridge Toll funds received under the funding agreement be subject to MTC Resolution No. 3636, Revised, unless otherwise stated in the agreement.
02	2009-10	Bay Area Rapid Transit District (BART)	e-BART	\$13,890,000	12/16/2009	Allocation and disbursement is contingent upon the execution of a funding agreement between MTC and BART for the AB 1171 Bridge Toll funds. Such agreement shall include the following provisions: BART shall agree to comply with the provisions of MTC Resolution No 3636, Revised and that any AB 1171 Bridge Toll funds received under the funding agreement be subject to MTC Resolution No. 3636, Revised, unless otherwise stated in the agreement.

Alloc. #	Fiscal Year	Claimant	Project Title	Allocation Amount	Date of MTC Approval	Allocation Conditions
03	2009-10	TJPA	Transbay Transit Center/ Downtown Caltrain Extension	\$10,700,000	02/24/10	<p>Scope of Work: This allocation will fund the final design phase for the Transit Center building and ramps, including the below-grade rail levels of the Transit Center. The scope includes final design work, various consulting services, coordination with public agencies, and permits and fees.</p> <p>TJPA shall agree to comply with the provisions of MTC Resolution No 3636, Revised and that any AB 1171 Bridge Toll funds received be subject to MTC Resolution No. 3636, Revised, unless otherwise stated in the agreement.</p> <p>TJPA shall submit to MTC an “Implementing Agency Resolution of Project Compliance” which resolves that the TJPA will comply with the provisions of MTC Resolution No 3636 for the drawdown of AB 1171 funds.</p> <p>This allocation is also conditioned on the approval of the IPR package by the TJPA board.</p>

Alloc. #	Fiscal Year	Claimant	Project Title	Allocation Amount	Date of MTC Approval	Allocation Conditions
04	2009-10	Transbay Joint Powers Authority (TJPA)	Transbay Transit Center/ Downtown Caltrain Extension	\$5,226,000	02/24/10	<p>Scope of Work: This allocation will fund the Program Management/Program Controls (PMPC) services for the project. The PMPC provides assistance with the design, oversight, and management of the entire project.</p> <p>TJPA shall agree to comply with the provisions of MTC Resolution No 3636, Revised and that any AB 1171 Bridge Toll funds received be subject to MTC Resolution No. 3636, Revised, unless otherwise stated in the agreement.</p> <p>TJPA shall submit to MTC an “Implementing Agency Resolution of Project Compliance” which resolves that the TJPA will comply with the provisions of MTC Resolution No 3636 for the drawdown of AB 1171 funds.</p>

Alloc. #	Fiscal Year	Claimant	Project Title	Allocation Amount	Date of MTC Approval	Allocation Conditions
05	2009-10	CCTA	e-BART	\$11,000,000	03/24/10	<p>Scope of Work: This allocation will fund \$11,000,000 for ROW Activities and associated utility coordination and construction between Somersville Rd and SR160. This is a contribution towards BART and CCTA's agreed upon right-of-way cost for median.</p> <p>Allocation is conditioned on the approval of the IPR package by the CCTA Board and concurrence by the BART board.</p> <p>Allocation and disbursement is contingent upon the execution of a funding agreement between MTC and CCTA for the AB 1171 Bridge Toll funds. Such agreement shall include the following provisions:</p> <p>CCTA agrees to comply with the provisions of MTC Resolution No 3636, Revised and that any AB 1171 Bridge Toll funds received under the funding agreement shall be subject to MTC Resolution No. 3636, Revised, unless otherwise stated in the agreement.</p>

Alloc. #	Fiscal Year	Claimant	Project Title	Allocation Amount	Date of MTC Approval	Allocation Conditions
06	2009-10	CCTA	e-BART	\$2,000,000	03/24/10	<p>Scope of Work: This allocation will fund \$2,000,000 for construction activities associated with eBART costs in the median between Loveridge Road and SR160.</p> <p>Allocation is conditioned on the approval of the IPR package by the CCTA Board and concurrence by the BART board.</p> <p>Allocation and disbursement is contingent upon the execution of a funding agreement between MTC and CCTA for the AB 1171 Bridge Toll funds. Such agreement shall include the following provisions:</p> <p>CCTA agrees to comply with the provisions of MTC Resolution No 3636, Revised and that any AB 1171 Bridge Toll funds received under the funding agreement shall be subject to MTC Resolution No. 3636, Revised, unless otherwise agreed herein.</p>

Alloc. #	Fiscal Year	Claimant	Project Title	Allocation Amount	Date of MTC Approval	Allocation Conditions
07	2009-10	BART	e-BART	\$11,000,000	06/23/10	<p>Scope of Work: This allocation is towards the completion of the final design for the eBART project. The specific elements of this allocation include final design for the Hillcrest station, parking lot and maintenance facility, trackworks & systems, vehicle procurement, and various Caltrans & Utility agreements.</p> <p>Allocation is conditioned on the approval of the Initial Project Report (IPR) package by the BART board and concurrence by the CCTA board.</p> <p>BART shall agree to comply with the provisions of MTC Resolution No. 3636, Revised and that any AB 1171 Bridge Toll funds received be subject to MTC Resolution No. 3636, Revised.</p> <p>BART shall submit to MTC an “Implementing Agency Resolution of Project Compliance” which resolves that BART will comply with the provisions of MTC Resolution No. 3636 for the drawdown of AB 1171 funds.</p>

Alloc. #	Fiscal Year	Claimant	Project Title	Allocation Amount	Date of MTC Approval	Allocation Conditions
08	2009-10	Transbay Joint Powers Authority (TJPA)	Transbay Transit Center/ Downtown Caltrain Extension	\$134,074,000	06/23/10	<p>Scope of Work: This allocation is towards the final design phase for the Transit Center building and ramps and construction of the Transit Center, including the below-grade rail levels of the Transit Center. The elements that will proceed to NTP using AB 1171 funds are: <i>Construction Management Oversight, Existing Terminal & Ramps Demolition, Construction Docs/Final Design, City Agency Inspection, Permits & Fees, PMPC, Utility Relocation, Buttress Shoring Wall & Excavation and Construction Management General Contractor services.</i></p> <p>The allocation of funds is conditioned on the following:</p> <p>a) Approval of the Initial Project Report (IPR) package by the TJPA board.</p> <p>b) *Once the ARRA funds are secured in a grant agreement, MTC will rescind the remaining AB 1171 funds from this allocation so that they may be used for future elements of this project.</p> <p>The demolition and construction allocation of roughly \$112 million is conditioned on:</p> <p>a) Federal Railroad Administration (FRA) issuance of the Record of Decision adopting those portions of the 2004 EIS dealing with Phase 1.</p> <p style="text-align: center;">(cont. next page)</p>
08 (cont.)						<p>b) Execution of a funding agreement between MTC and TJPA for the AB 1171 Bridge Toll funds. Such agreement shall include the following provisions: TJPA shall agree to comply with the provisions of MTC Resolution No. 3636,</p>

Alloc. #	Fiscal Year	Claimant	Project Title	Allocation Amount	Date of MTC Approval	Allocation Conditions
						<p>Revised and that any AB 1171 Bridge Toll funds received be subject to MTC Resolution No. 3636, Revised.</p> <p>*The TJPA is currently working with the Federal Railroad Administration (FRA) on finalizing a grant agreement for \$400 million in American Reinvestment and Recovery Act (ARRA) High Speed and Intercity Passenger Rail (HSIPR) funds. Though these funds have been committed, the timing of the grant agreement is unknown at this time. TJPA anticipates receiving a grant before the end of the calendar year. TJPA is requesting this allocation of AB 1171 funds in order to maintain the project schedule while awaiting the grant agreement.</p>
09	2010-11	BART	BART Warm Springs Extension	\$5,000,000	07/28/10 Conditions Revised 7/27/11	<p>Scope of Work: This allocation is towards the following costs for the Line, Trackwork, Station and Systems (LTSS) contract on the Warm Springs Extension project: a) Award of the LTSS contract, b) Construction Management, c) Design support during construction, d) BART staff support, e) Coordination with other jurisdictional agencies and development of agreements, f) Owner Controlled Insurance Program (OCIP), and g) Community Relations. The allocation of funds is conditioned on the following:</p> <p>a) Approval of the Initial Project Report (IPR) package by the BART board.</p> <p>b) Execution of a funding agreement between MTC and BART prior to the Notice-to-Proceed (NTP) of the LTSS construction contract for the RM1, RM2, and AB 1171 Bridge Toll funds. Such agreement shall include: BART shall agree to comply with the provisions of MTC Resolution No. 3636, Revised and that any Bridge Toll funds received be subject to MTC Resolution No. 3636, Revised. The agreement shall include the following:</p> <ul style="list-style-type: none"> The approved BART to Warm Springs LTSS construction plus soft cost, as of June 2011, totals \$437 million, which includes a 12.4% contingency. The 12.4% contingency is a reduction of

Alloc. #	Fiscal Year	Claimant	Project Title	Allocation Amount	Date of MTC Approval	Allocation Conditions
						<p>approximately \$10 million from the 15% contingency previously estimated by BART to be required for successful completion of the LTSS phase. While this amount is within the financial envelope of \$890 million, it is higher than the currently identified and available funding.</p> <ul style="list-style-type: none"> • Bridge Tolls, Measure B, State Proposition 1B, BART, and VTA Measure A funds total \$421 million. • Roughly \$16 million from the Right of Way phase and Central Park Subway segment combined can be assigned to the LTSS funding plan based on identified cost savings and budget adjustments as of June 2011. • BART and the funding partners have agreed to proceed with the project using the available funding. • Principles for addressing construction costs up to the \$10 million difference between approved project cost and available funding include, in priority order: <p>(cont. next page)</p>
						<ol style="list-style-type: none"> 1. Apply any additional savings from the Right of Way phase or Subway Segment after June 2011; 2. Apply any savings from the LTSS construction contract or soft costs; and 3. If additional funding is still needed, direct SFO net operating surplus revenues and Alameda STIP funds or other funds controlled by the Alameda County Transportation Commission to the project, in equal share to the original funding plan adopted in September 2008 (44% and 56%, respectively). <ul style="list-style-type: none"> • Should unexpected changes to the LTSS funding plan or costs occur beyond the \$10 million described above, the funding partners would need to agree on new principles for delivering the LTSS phase. <p>c) All the funding partners maintaining their funding commitment for the estimated \$890 million project as outlined in the 2008 revision to MTC Resolution No. 3434, unless agreed otherwise as part of condition d) below.</p>

Alloc. #	Fiscal Year	Claimant	Project Title	Allocation Amount	Date of MTC Approval	Allocation Conditions
						d) Funding partners reaching an agreement prior to BART's NTP of the LTSS contract that outlines the distribution of potential total project cost savings or overruns, given disproportionate contributions by partners to date.

10	2010-11	ACCMA (Co-sponsor - BART)	BART to Livermore ROW Preservation	\$1,250,000	07/28/10	<p>Scope of Work: This allocation is to fund the purchase of right-of-way in the vicinity of I-580 and El Charro Rd to retain land for future transit use. The allocation of funds is conditioned on the following:</p> <p>I-[] Execution of a funding agreement between MTC and ACCMA for the AB 1171 Bridge Toll funds. Such agreement shall include the following provisions:</p> <p>ACCMA shall agree to comply with the provisions of MTC Resolution No. 3636, Revised and that any AB 1171 Bridge Toll funds received be subject to MTC Resolution No. 3636, Revised.</p> <p>BART and ACCMA concur with an additional AB 1171 allocation, not to exceed \$500,000, to MTC for an independent Opportunity/Risk Assessment Study administered by MTC related to the \$95 million in AB 1171 funds committed to the project in Resolution 3434.</p> <p>Establishment of a Land Trust (or similar mechanism) including, but not limited to the following terms: a) property shall be held for the benefit of a BART Extension to Livermore or other transit project in corridor consistent with Resolution 3434 – Tri-Valley Transit Access Improvements to/from BART (PROJECT); and b) if PROJECT does not commence construction within ten years, property in the Land trust shall be sold for fair market value and proceeds distributed equally to funding partners, based on funding participation.</p>
11	2010-11	MTC	Opportunity/Risk Analysis for the BART to Livermore ROW Preservation project	\$250,000	07/28/10	<p>Scope of Work: Develop an Opportunity/Risk Analysis related to future allocations of AB 1171 funds for ROW preservation for transit use in the corridor in the context of the programmatic level Environmental Impact Report certified by the BART Board.</p>

12	2010-11	MTC	Regional Express Lane Network	\$2,800,000	07/28/10	<p>Scope of work: The funds requested in this allocation will be used to develop a project initiation document and application to the CTC for authority to implement the Regional Express Lanes Network. Additional planning and project development will be funded with this allocation, including: a) development of concepts of operation, b) exploration of options to enhance project delivery, c) development of an overall program delivery strategy.</p>
13	2010-11	BART	e-BART	\$73,600,000	10/27/10	<p>Scope of work: This allocation is to fund the purchase of 8 Diesel Multiple Unit (DMU) vehicles for the eBART project.</p> <p><i>Conditions:</i> Allocation is conditioned on the concurrence of the IPR package by the CCTA board.</p> <p>Allocation and disbursement is contingent upon the execution of a funding agreement between MTC and BART for the AB 1171 Bridge Toll funds. Such agreement shall include the following provisions:</p> <p>BART agrees to comply with the provisions of MTC Resolution No 3636, Revised and that any AB 1171 Bridge Toll funds received under the funding agreement shall be subject to MTC Resolution No. 3636, Revised, unless otherwise agreed herein.</p>

14	2010-11	Solano Transp. Authority (STA)	I-80/680/12 Interchange Initial Construction Package (ICP)	\$7,000,000	12/15/10	<p>Scope of work: This allocation funds the environmental document and preliminary engineering for the Interchange Complex, including three segments of the interchange – the I-80 Westbound to SR-12 Westbound Connector, the I-80 Westbound to I-680 Southbound Connector, and the Red Top/I-680 Interchange.</p> <p>Scope change approved 07/25/12 and effective as of the original allocation approval date of 12/15/10.</p> <p><i>Conditions:</i> Allocation is conditioned on the concurrence of the IPR package by the STA board.</p> <p>STA agrees to comply with the provisions of MTC Resolution No 3636, Revised and that any AB 1171 Bridge Toll funds received under the funding agreement shall be subject to MTC Resolution No. 3636, Revised, unless otherwise agreed herein.</p>
13	2010-11	BART	e-BART	(\$52,000,000)	03/23/11	<p>This rescission of \$52 million reduces Allocation #13 to \$21.6 million for the purchase of 8 Diesel Multiple Unit (DMU) vehicles for the eBART project. The remaining \$21.6 million allocation in AB 1171 funds is subject to the conditions listed under Allocation #13.</p>

16	2010-11	CCTA	e-BART	\$19,000,000	03/23/11	<p>Scope of work: This allocation will fund \$19,000,000 for construction and construction management activities associated with e-BART costs in the median of State Route 4 between Somersville Road and SR160.</p> <p>Allocation is conditioned on concurrence by the BART board with the IPR package.</p> <p>Allocation and disbursement are also conditioned upon the execution of a funding agreement between MTC and CCTA for the AB 1171 funds. Such agreement shall include the following provisions:</p> <p>CCTA agrees to comply with the provisions of MTC Resolution No 3636, Revised and that any AB 1171 Bridge Toll funds received under the funding agreement shall be subject to MTC Resolution No. 3636, Revised, unless otherwise agreed herein.</p>
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08	2010-11	Transbay Joint Powers Authority (TJPA)	Transbay Transit Center/ Downtown Caltrain Extension	(\$76,024,000)	05/25/11	<p>This rescission of \$76,024,000 reduces Allocation #8 to \$58,050,000 for final design and construction of the Transit Center building, including:</p> <ul style="list-style-type: none"> Construction Management Oversight Demolition of the Transbay Terminal and ramps Transit Center Final Design City Agency Inspection Transit Center Permits and Fees Program Management / Program Controls (PMPC) Utility Relocation Buttress, Shoring Wall and Excavation (BSE) construction Construction Management / General Contractor (CMGC) services <p>The remaining \$58.05 million allocation in AB 1171 funds is subject to the conditions listed under Allocation #8.</p>
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17	2010-11	Solano Transp. Authority (STA)	I-80 Eastbound Cordelia Truck Scales Relocation	\$26,400,000	06/22/11	<p>Scope of work: This allocation funds the construction of the I-80 Eastbound Cordelia Truck Scales Relocation project in Solano County.</p> <p><i>Conditions:</i> Allocation is conditioned on the allocation of Proposition 1B Trade Corridor Improvement Fund (TCIF) / State Highway Operations and Protection Program (SHOPP) funds by the California Transportation Commission.</p> <p>Allocation and disbursement is contingent upon the execution of a funding agreement between MTC and STA for the AB 1171 Bridge Toll funds. Such agreement shall include the following provisions:</p> <p>STA agrees to comply with the provisions of MTC Resolution No 3636, Revised and that any AB 1171 Bridge Toll funds received under the funding agreement shall be subject to MTC Resolution No. 3636, Revised, unless otherwise agreed herein.</p>
18	2011-12	CCTA	e-BART	\$27,100,000	09/28/11	<p>Scope of Work: This allocation will fund construction and construction management activities for integration of eBART median structures into Caltrans/CCTA SR 4 contract segments (3,4,5) and to accommodate eBART in the median between Somersville Road and State Route 160.</p> <p><i>Conditions:</i> Allocation and disbursement is contingent upon the execution of a funding agreement between MTC and CCTA for the AB 1171 Bridge Toll funds. Such agreement shall include the following provisions:</p> <p>CCTA agrees to comply with the provisions of MTC Resolution No 3636, Revised and that any AB 1171 Bridge Toll funds received under the funding agreement shall be subject to MTC Resolution No. 3636, Revised, unless otherwise agreed herein.</p>

19	2011-12	VTA	Mission/Warren/ Truck-Rail Facility	\$6,500,000	11/16/11	<p>Scope of Work: This allocation will fund construction and construction management activities for the Mission/Warren/Truck-Rail Facility project.</p> <p><i>Conditions:</i> The \$6.5 million in AB 1171 funds shall be the last fund source expended on the original estimated cost of \$148 million project. If the project cost is less than the \$148 million, MTC would rescind or reduce this allocation.</p> <p>Additionally, allocation and disbursement is contingent upon the execution of a funding agreement between MTC and VTA for the AB 1171 Bridge Toll funds. Such agreement shall include the following provisions:</p> <p>VTA agrees to comply with the provisions of MTC Resolution No 3636, Revised and that any AB 1171 Bridge Toll funds received under the funding agreement shall be subject to MTC Resolution No. 3636, Revised, unless otherwise agreed herein.</p>
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17	2010-11	Solano Transp. Authority (STA)	I-80 Eastbound Cordelia Truck Scales Relocation	(\$3,817,000)	03/28/12	This rescission of \$3,817,000 reduces Allocation #17 to \$22,583,000 for construction of the I-80 Eastbound Cordelia Truck Scales Relocation project. The remaining \$22,583,000 allocation in AB 1171 funds is subject to the conditions listed under Allocation #17.
20	2011-12	Solano Transp. Authority (STA)	I-80/680/12 Interchange Initial Construction Package (ICP)	\$14,280,000	03/28/12	<p>Scope of work: This allocation funds right-of-way acquisition related to the I-80/680/12 Interchange Initial Construction Package 1 project.</p> <p>Note: Allocation was reduced by \$1,142,000 on 05/25/16. New allocation amount is \$13,138,000. See page 31.</p> <p><i>Conditions:</i> Allocation is conditioned on the concurrence of the IPR package and approval of the CEQA environmental document by the STA board on March 14, 2012.</p> <p>STA agrees to comply with the provisions of MTC Resolution No 3636, Revised and that any AB 1171 Bridge Toll funds received under the funding agreement shall be subject to MTC Resolution No. 3636, Revised, unless otherwise agreed herein.</p>

21	2011-12	Transbay Joint Powers Authority (TJPA)	Transbay Transit Center/ Downtown Caltrain Extension	\$73,700,000	06/27/12	<p>Scope of work: This allocation funds the following:</p> <ol style="list-style-type: none"> 1) Construction of the Transit Center “below grade structure” - \$41.5 M 2) Finalize Transit Center design - \$27.4 M 3) Complete remaining CM/GC pre-construction services - \$2.8 M 4) Pre-bid construction administration for structural cast steel nodes - \$2 M <p><i>Conditions:</i> Allocation and disbursement is contingent upon: a) Approval of the Initial Project Report (IPR) package by the TJPA board; and b) execution of a funding agreement between MTC and TJPA for the AB 1171 Bridge Toll funds. Such agreement shall include the following provisions:</p> <p>TJPA agrees to comply with the provisions of MTC Resolution No 3636, Revised and that any AB 1171 Bridge Toll funds received under the funding agreement shall be subject to MTC Resolution No. 3636, Revised, unless otherwise agreed herein.</p> <p>Note: For this allocation, TJPA may send more than one invoice per month to MTC, as long as they don’t invoice more frequently than monthly for each vendor/contractor.</p>
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22	2011-12	BART	eBART	\$9,410,000	06/27/12	<p>Scope of work: This allocation funds the following:</p> <ul style="list-style-type: none"> a) Completion of Final Design (\$3.4M) and; b) Construction Management (CM) and Design Service During Construction (DSDC) for the maintenance shop shell, Hillcrest parking lot and Slatten Ranch Road (\$6.01M). <p><i>Conditions:</i> Allocation and disbursement is contingent upon the execution of a funding agreement between MTC and BART for the AB 1171 Bridge Toll funds. Such agreement shall include the following provisions:</p> <p>BART agrees to comply with the provisions of MTC Resolution No 3636, Revised and that any AB 1171 Bridge Toll funds received under the funding agreement shall be subject to MTC Resolution No. 3636, Revised, unless otherwise agreed herein.</p>
2	2009-10	BART	e-BART	(\$7,933,300)	06/27/12	<p>This rescission of \$7.9 million reduces Allocation #2 to \$5.9 million for the construction of the transfer station at the Pittsburg Bay Point BART station and guideway to Railroad Avenue for the eBART project.</p> <p>The remaining \$5.9 million allocation in AB 1171 funds is subject to the conditions listed under Allocation #2.</p>

13	2010-11	BART	e-BART	(\$5,600,000)	06/27/12	<p>This rescission of \$5.6 million reduces Allocation #13 to \$16 million for the purchase of 8 Diesel Multiple Unit (DMU) vehicles for the eBART project and CM/DSDC costs associated with this contract.</p> <p>The remaining \$16 million allocation in AB 1171 funds is subject to the conditions listed under Allocation #13.</p>
23	2012-13	Solano Transp. Authority (STA)	I-80/680/12 Interchange Initial Construction Package (ICP)	\$8,500,000	07/25/12	<p>Scope of work: This allocation funds the environmental document and preliminary engineering for the Interchange Complex, including three segments of the interchange – the I-80 Westbound to SR-12 Westbound Connector, the I-80 Westbound to I-680 Southbound Connector, and the Red Top/I-680 Interchange.</p> <p><i>Conditions:</i> Allocation is conditioned on the concurrence of the IPR package by the STA board.</p> <p>STA agrees to comply with the provisions of MTC Resolution No 3636, Revised and that any AB 1171 Bridge Toll funds received under the funding agreement shall be subject to MTC Resolution No. 3636, Revised, unless otherwise agreed herein.</p>

24	2012-13	Solano Transp. Authority (STA)	I-80/680/12 Interchange Initial Construction Package (ICP)	\$5,980,000	11/28/12	<p>Scope of work: This allocation funds the utility relocation and right-of-way activities related to the I-80/680/12 Interchange project.</p> <p><i>Conditions:</i> STA agrees to comply with the provisions of MTC Resolution No 3636, Revised and that any AB 1171 Bridge Toll funds received under the allocation shall be subject to MTC Resolution No. 3636, Revised, unless otherwise agreed herein.</p>
25	2012-13	Solano Transp. Authority (STA)	I-80/680/12 Interchange Initial Construction Package (ICP)	\$5,796,000	1/23/13	<p>Scope of work: This allocation funds additional work for utility relocation and right-of-way activities related to the I-80/680/12 Interchange project.</p> <p><i>Conditions:</i> STA agrees to comply with the provisions of MTC Resolution No 3636, Revised and that any AB 1171 Bridge Toll funds received under the allocation shall be subject to MTC Resolution No. 3636, Revised, unless otherwise agreed herein.</p>

26	2012-13	BART	BART To Livermore Extension Project	\$8,600,000	1/23/13	<p>Scope of Work: This allocation is for the completion of CEQA-level environmental documentation for proposed transit improvements in the I-580 corridor and the related modifications to I-580 and SR-84, and for a Ridership Development Plan to be conducted by the City of Livermore to sufficient detail to support selection of a preferred alternative.</p> <p>Conditions: The allocation is conditioned on:</p> <ul style="list-style-type: none"> a) BART agrees to comply with the provisions of MTC Resolution No 3636, Revised and that any AB 1171 Bridge Toll funds received under the allocation shall be subject to MTC Resolution No. 3636, Revised, unless otherwise agreed herein. b) BART staff to report a decision on whether to pursue a joint NEPA/CEQA or CEQA-only document, including having a lead Federal agency, by Jan 31, 2014. (date revised on July 24, 2013)
27	2012-13	Sonoma Marin Area Rail Transit (SMART)	SMART Extension	750,000	1/23/13	<p>Scope of work: Re-construction of the SMART track facilities between Santa Rosa North and Sonoma County Airport area. (Design costs).*</p> <p>Conditions: The allocation is conditioned on:</p> <p>SMART shall agree to comply with the provisions of MTC Resolution No. 3636, Revised and that any AB1171 funds received under this allocation be subject to MTC Resolution No. 3636, Revised.</p>

28	2012-13	Solano Transp. Authority (STA)	I-80/680/12 Interchange Initial Construction Package (ICP)	\$822,008	6/26/13	<p>Scope of work: This allocation funds final design of the I-80/680/12 Interchange Initial Construction Package.</p> <p>Conditions: The allocation is conditioned on:</p> <p>STA agrees to comply with the provisions of MTC Resolution No 3636, Revised and that any AB 1171 Bridge Toll funds received under the allocation shall be subject to MTC Resolution No. 3636, Revised, unless otherwise agreed herein.</p>
29	2013-14	Solano Transp. Authority (STA)	I-80/680/12 Interchange Initial Construction Package (ICP)	\$5,513,000	9/25/13	<p>Scope of work: This allocation funds final design of the I-80/680/12 Interchange Initial Construction Package #2 (Red Top Road Interchange) and Package #3 (I-80 Westbound to I-680 Southbound Connector).</p> <p>Conditions: The allocation is conditioned on:</p> <p>STA agrees to comply with the provisions of MTC Resolution No 3636, Revised and that any AB 1171 Bridge Toll funds received under the allocation shall be subject to MTC Resolution No. 3636, Revised, unless otherwise agreed herein.</p>

30	2013-14	Solano Transp. Authority (STA)	I-80/680/12 Interchange Initial Construction Package (ICP)	\$29,448,000	9/25/13	<p>Scope of work: This allocation funds construction of the I-80/680/12 Interchange Initial Construction Package #1 (I-80 Westbound to SR-12 Westbound Connector).</p> <p><i>Note:</i> Allocation was reduced by \$1 million on 03/26/14. New allocation amount is \$28,448,000. See page 27. This allocation was reduced by \$2,189,000 on 01/27/16. New allocation amount is \$26,259,000. See page 30.</p> <p>Conditions: Allocation is conditioned on the allocation of Proposition 1B Trade Corridor Improvement Fund (TCIF) / funds by the California Transportation Commission.</p> <p>Allocation and disbursement is contingent upon the execution of a funding agreement between MTC and STA for the AB 1171 Bridge Toll funds. Such agreement shall include the following provisions:</p> <p>STA agrees to comply with the provisions of MTC Resolution No 3636, Revised and that any AB 1171 Bridge Toll funds received under the allocation shall be subject to MTC Resolution No. 3636, Revised, unless otherwise agreed herein.</p>
31	2013-14	Solano Transp. Authority (STA)	I-80/680/12 Interchange Initial Construction Package (ICP)	\$77,992	10/23/13	<p>Scope of work: This allocation funds additional work for utility relocation and right-of-way activities related to the I-80/680/12 Interchange project.</p> <p>Conditions: STA agrees to comply with the provisions of MTC Resolution No 3636, Revised and that any AB 1171 Bridge Toll funds received under the allocation shall be subject to MTC Resolution No. 3636, Revised, unless otherwise agreed herein.</p>

32	2013-14	BART	e-BART	\$9,533,000	12/18/13	<p>Scope of Work: This allocation is for the construction of eBART Trackwork, System, and Facility Finishes, and Construction Management and Design Services During Construction.</p> <p><i>Conditions:</i> Allocation and disbursement is contingent upon the following:</p> <ul style="list-style-type: none"> a) Approval of local support resolution by CCTA and BART Boards. b) Execution of a funding agreement between MTC and BART for the AB 1171 Bridge Toll funds. Such agreement shall include the following provisions: BART shall agree: (1) to complete the project described in its updated Initial Project Report, through its contractor; (2) to comply with all provisions of MTC Resolution No. 3636, Revised and that any AB 1171 funds received under the funding agreement be subject to MTC Resolution No. 3636, Revised.
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33	2013-14	SMART	SMART	\$9,400,000	12/18/13	<p>Scope of Work: This allocation is for the reconstruction of the SMART track facilities, including associated system work, between Santa Rosa North and the Sonoma County Airport area, and a station at the Sonoma County Airport.**</p> <p><i>Conditions:</i> Allocation and disbursement is contingent upon the following conditions:</p> <ol style="list-style-type: none"> 1. SCTA approval of \$4.35 million in funds for the airport extension. 2. SMART Board approval of the Initial Project Report. 3. Environmental clearance of the station at the Sonoma County Airport. 4. Execution of a funding agreement between MTC and SMART for the AB 1171 Bridge Toll funds. Such agreement shall include the following provisions: <p>SMART agrees to comply with the provisions of MTC Resolution No. 3636, Revised and that any AB 1171 Bridge Toll funds received under the funding agreement shall be subject to MTC Resolution No. 3636, Revised, unless otherwise agreed herein.</p>
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34	2013-14	Transbay Joint Powers Authority (TJPA)	Transbay Transit Center/ Downtown Caltrain Extension	\$1,124,327	2/26/14	<p>Scope of Work: Construction Manager/General Contractor pre-construction services for Transbay Transit Center building and related structures.</p> <p>TJPA shall agree to comply with the provisions of MTC Resolution No 3636, Revised and that any AB 1171 Bridge Toll funds received be subject to MTC Resolution No. 3636, Revised.</p> <p>TJPA shall submit to MTC an “Implementing Agency Resolution of Project Compliance” which resolves that the TJPA will comply with the provisions of MTC Resolution No 3636 for the drawdown of AB 1171 funds.</p> <p>This allocation is also conditioned on the approval of the IPR package by the TJPA board.</p> <p>Note: For this allocation, TJPA may send more than one invoice per month to MTC, as long as they don’t invoice more frequently than monthly for each vendor/contractor.</p>
30	2013-14	Solano Transp. Authority (STA)	I-80/680/12 Interchange Initial Construction Package (ICP)	(\$1,000,000)	3/26/14	<p>This rescission of \$1 million reduces Allocation #30 to \$28,448,000 for the construction of the I-80/680/12 Interchange Initial Construction Package.</p> <p>The remaining \$28,448,000 allocation in AB 1171 funds is subject to the conditions listed under Allocation #30.</p>

35	2013-14	Solano Transp. Authority (STA)	I-80/680/12 Interchange – I-80 Freeway Performance Initiative in Solano County	\$1,000,000	3/26/14	<p>Scope of work: This allocation funds construction of the I-80 Freeway Performance Initiative work elements in Solano County, related to the I-80/680/12 Interchange project.</p> <p>Allocation and disbursement is contingent upon the execution of a funding agreement between MTC and STA for the AB 1171 Bridge Toll funds. Such agreement shall include the following provisions:</p> <p>STA agrees to comply with the provisions of MTC Resolution No 3636, Revised and that any AB 1171 Bridge Toll funds received under the allocation shall be subject to MTC Resolution No. 3636, Revised, unless otherwise agreed herein.</p>
36	2014-15	City of Fairfield	Fairfield/Vacaville Intermodal Train Station	\$9,000,000	10/22/14	<p>Scope of work: This allocation funds construction of the Fairfield/Vacaville Intermodal Train Station.</p> <p>Allocation and disbursement is contingent upon the execution of a funding agreement between MTC and City of Fairfield for the AB 1171 Bridge Toll funds. Such agreement shall include the following provisions:</p> <p>City of Fairfield agrees to comply with the provisions of MTC Resolution No 3636, Revised and that any AB 1171 Bridge Toll funds received under the allocation shall be subject to MTC Resolution No. 3636, Revised, unless otherwise agreed herein.</p>

37	2014-15	BART	e-BART	\$500,000	12/17/14	<p>Scope of Work: This allocation is for Construction Management and Design Services During Construction.</p> <p><i>Conditions:</i> Allocation and disbursement is contingent upon the following:</p> <ul style="list-style-type: none"> a) Approval of local support resolution by CCTA and BART Boards. b) Execution of a funding agreement between MTC and BART for the AB 1171 Bridge Toll funds. Such agreement shall include the following provisions: BART shall agree: (1) to complete the project described in its updated Initial Project Report, through its contractor; (2) to comply with all provisions of MTC Resolution No. 3636, Revised and that any AB 1171 funds received under the funding agreement be subject to MTC Resolution No. 3636, Revised.
30	2013-14	Solano Transp. Authority (STA)	I-80/680/12 Interchange Initial Construction Package (ICP)	(\$2,189,000)	01/27/16	<p>This rescission of \$2,189,000 reduces Allocation #30 to \$26,259,000 for the construction of the I-80/680/12 Interchange Initial Construction Package.</p> <p>The remaining \$26,259,000 allocation in AB 1171 funds is subject to the conditions listed under Allocation #30.</p>
38	2015-16	Solano Transp. Authority (STA)	I-80/680/12 Interchange Initial Construction Package (ICP)	\$2,189,000	01/27/16	<p>Scope of work: This allocation funds the utility relocation and right-of-way activities related to the I-80/680/12 Interchange Initial Construction Package #2 (Red Top Road Interchange).</p> <p><i>Conditions:</i> STA agrees to comply with the provisions of MTC Resolution No 3636, Revised and that any AB 1171 Bridge Toll funds received under the allocation shall be subject to MTC Resolution No. 3636, Revised, unless otherwise agreed herein.</p>

20	2011-12	Solano Transp. Authority (STA)	I-80/680/12 Interchange Initial Construction Package (ICP)	(\$1,142,000)	05/25/2016	<p>This rescission of \$1,142,000 reduces Allocation #20 to \$13,138,000 for the right-of-way phase of the I-80/680/12 Interchange Initial Construction Package.</p> <p>The remaining \$13,138,000 allocation in AB 1171 funds is subject to the conditions listed under Allocation #20.</p>
39	2015-16	Solano Transp. Authority (STA)	I-80/680/12 Interchange Initial Construction Package (ICP)	\$1,142,000	05/25/2016	<p>Scope of work: This allocation funds final design phase of the I-80/680/12 Interchange Initial Construction Packages 2 and 3 (Red Top Road Interchange and I-80/680 Interchange) project.</p> <p>STA agrees to comply with the provisions of MTC Resolution No 3636, Revised and that any AB 1171 Bridge Toll funds received under this allocation shall be subject to MTC Resolution No. 3636, Revised, unless otherwise agreed herein.</p>
40	2016-17	BART	BART To Livermore Extension Project	\$1,632,000	09/28/16	<p>Scope of Work: This allocation is for the additional scope for completion of CEQA-level environmental documentation for proposed transit improvements in the I-580 corridor and the related modifications to I-580 and SR-84, and for a Ridership Development Plan to be conducted by the City of Livermore to sufficient detail to support selection of a preferred alternative.</p> <p>Conditions: The allocation is conditioned on:</p> <ul style="list-style-type: none"> a) BART agrees to comply with the provisions of MTC Resolution No 3636, Revised and that any AB 1171 Bridge Toll funds received under the allocation shall be subject to MTC Resolution No. 3636, Revised, unless otherwise agreed herein.
Total Allocated				\$485,482,027		

* On January 23, 2013, MTC approved program commitments of: 1) \$4.4 million (subject to future allocation action) towards the reconstruction of the SMART track facilities between Santa Rosa North and the Sonoma County Airport area; and 2) \$0.5 million to BART for the eBART project.

** The December 18, 2013 allocation (#32) to SMART includes the \$4.4 million indicated in the footnote above.

**Metropolitan Transportation Commission
Programming and Allocations Committee**

September 14, 2016

Agenda Item 3c

MTC Resolution Nos. 3833, Revised, and 3914, Revised

Subject: Allocation of \$1.6 million in AB 1171 bridge toll funds to BART for BART to Livermore environmental work, and \$0.7 million in Regional Measure 1 90% Rail Reserve East bridge toll funds to LAVTA for the Rail Planning for Tri-Valley Project.

Background: **BART to Livermore:** MTC allocated \$8.6 million in AB 1171 funds in January 2013 for the BART to Livermore Environmental Impact Report (EIR). Since that time, the scope of work needed to complete the EIR has expanded to include additional work identifying alternatives, settling project definition details, evaluating project definition refinements to reduce impacts and cost and as requested by other agencies, additional technical analyses, and funding for Caltrans reviews. BART anticipates releasing a Draft Project-Level EIR in early 2017 for public comment. BART estimates the cost of the additional scope at \$4.2 million, which includes a \$950,000 contingency. Staff recommends that this additional cost is split between MTC and the Alameda County Transportation Commission, with only the non-contingency amount of \$1.6 million being allocated from AB 1171 funds at this time.

LAVTA Rail Planning for Tri-Valley: Livermore Amador Valley Transit Authority (LAVTA) requests \$660,000 in Regional Measure 1 90% Rail Reserves East Bridge Toll Funds for the Rail Planning for Tri-Valley project. With these funds, LAVTA intends to coordinate environmental work in the Tri-Valley for rail projects east of Isabel Road (I-580 Interchange), focused on ACE train connectivity. Work is expected to be completed by September 2018.

Issues: None.

Recommendation: Refer MTC Resolution Nos. 3833, Revised, and 3914, Revised to the Commission for approval.

Attachments: MTC Resolution Nos. 3833, Revised, and 3914, Revised to the Commission for approval.

Date: November 28, 2007
W.I.: 1514
Referred by: PAC
Revised: 02/25/09-C 07/22/09-C
07/28/10-C 03/23/11-C
07/27/11-C 12/18/13-C
11/19/14-C 09/28/16-C

ABSTRACT

Resolution No. 3833, Revised

This resolution allocates Regional Measure 1 (RM1) 90% Rail Reserve East bridge toll revenues to eligible projects. Allocations made prior to this resolution are under MTC Resolution Nos. 3670, 3724, and 3786.

This resolution includes the following attachments:

Attachment A – Allocation of Bridge Toll Revenues

This resolution was revised on February 25, 2009 to allocate \$20 million towards the construction of the Fremont Central Park Subway element of the BART to Warm Springs Extension project.

This resolution was revised on July 22, 2009 to rescind \$20 million from the prior allocation towards the construction of the Fremont Central Park Subway element owing to contract bid savings on the project.

This resolution was revised on July 28, 2010 to allocate \$113 million towards the Line, Trackwork, Systems & Station (LTSS) construction and related activities for the BART Warm Springs Extension project.

This resolution was revised on March 23, 2011 to allocate \$52 million towards the purchase of 8 Diesel Multiple Unit (DMU) vehicles for the eBART project.

This resolution was revised on July 27, 2011 to update the allocation conditions for the BART Warm Springs project to add principles for addressing potential cost increases.

This resolution was revised on December 18, 2013 to allocate \$4 million for construction activities on the eBART project.

ABSTRACT

MTC Resolution No. 3833, Revised

Page 2

This resolution was revised on November 19, 2014 to allocate \$5,072,274 to BART for construction of the eBART project, including \$2,400,000 for the Pittsburg Civic Center station and \$2,672,274 for construction management and design services during construction.

This resolution was revised on September 28, 2016 to allocate \$660,000 to LAVTA for the Rail Planning for Tri-Valley project.

Further discussion of this allocation is contained in the MTC Summary Sheets dated November 14, 2007, February 11, 2009, July 8, 2009, July 14, 2010, March 9, 2011, July 13, 2011, December 11, 2013, November 12, 2014, and September 14, 2016.

Date: November 28, 2007
W.I.: 1514
Referred by: PAC

RE: Allocation of Regional Measure 1 (RM1) 90% Rail Reserve East Bridge Toll Revenues

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 3833

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 is responsible for the allocation of certain bridge toll revenues, to wit:

(1) Pursuant to Streets and Highways Code §30892, after deduction for MTC's administrative costs, MTC shall allocate toll bridge net revenues to public entities operating public transportation systems and to the California Department of Transportation (Caltrans) to achieve MTC's capital planning objectives in the vicinity of toll bridges as set forth in its adopted Regional Transportation Plan (RTP) ("Net Revenues"); and

(2008) Streets and Highways Code §30914(a)(4), provides that 90 percent of the revenues derived from the toll increase for Class 1 vehicles on the San Francisco-Oakland Bay Bridge, authorized by Sections 30916 and 30917, shall be used exclusively for rail transit capital improvements ("90% Rail Reserve East") consistent with Section 30919(b); and

WHEREAS, eligible claimants have submitted an application to MTC for an allocation of certain bridge toll revenues for the projects and purposes set forth in Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length; and

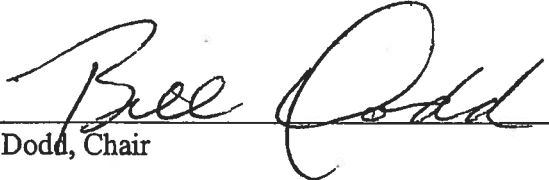
WHEREAS, claimants have certified that the projects and purposes set forth in Attachment A are in compliance with the requirements of the California Environmental Quality Act (Public Resources Code §21000 et seq.) and the State EIR Guidelines (14 Cal. Code Regs. §15000 et seq.); now, therefore, be it

RESOLVED, that MTC finds that claimants' projects and purposes are in conformance with MTC's Regional Transportation Plan, MTC's bridge toll revenue allocation policies, and MTC's capital planning and ferry system objectives; and, be it further

RESOLVED, that MTC approves the allocation of Regional Measure 1 (RM1) 90% Rail Reserve East Bridge Toll Revenues to claimants, in the amounts, for the purposes, and subject to the conditions listed on Attachment A to this resolution; and be it further

RESOLVED, that should the allocation of RM1 Rail Extension Reserve Bridge Toll Revenues be conditioned on the execution of a funding agreement, that the Executive Director or his designee is authorized to negotiate and enter into a funding agreement with claimant that includes the provisions contained in Attachment A.

METROPOLITAN TRANSPORTATION COMMISSION



Bill Dodd, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in Oakland, California, on November 28, 2007.

Date: November 28, 2007
W.I.: 1514
Referred by: PAC
Revised: 02/25/09-C 07/22/09-C
 07/28/10-C 03/23/11-C
 07/2711-C 12/18/13-C
 11/19/14-C 09/28/16-C

Attachment A
Resolution No. 3833
Page 1 of 8

ALLOCATION OF REGIONAL MEASURE 1 (RM1) 90% RAIL RESERVE EAST REVENUES BEGINNING IN FY 2007-08
(For allocations prior to FY 2007-08, please refer to MTC Resolution Nos. 3670, 3724, and 3786.)

Allocation Authorization: S&H § 30919(b)

Alloc. #	Fund Reserve	Fiscal Year	Claimant	Project Description	Allocation Amount	Date of MTC Approval	Allocation Conditions
01	Regional Measure 1 (RM1) 90% Rail Reserve East	2007-08	BART	Oakland Airport Connector	\$31,000,000	11/28/2007	<p>1. Allocation and disbursement is contingent upon the execution of a funding agreement between MTC and BART for the 90% Rail Reserve East and Regional Measure 2 (RM2) funds. Such funding agreement shall include the following provisions:</p> <p>BART shall agree: (1) to complete the project described in its updated Initial Project Report, through its contractor; (2) that it shall not request any reimbursements until it executes a concession agreement with its contractor; and (3) to comply with all provisions of MTC Resolution No. 3636, Revised and that any RM1 funds received under the funding agreement be subject to MTC Resolution No. 3636, Revised.</p> <p>MTC shall agree: to provide BART an amount not to exceed \$99,000,000 comprised of \$68,000,000 in RM2 funds and \$31,000,000 in RM1 90% Rail Reserve East Funds.</p>

Alloc. #	Fund Reserve	Fiscal Year	Claimant	Project Description	Allocation Amount	Date of MTC Approval	Allocation Conditions
02	Regional Measure 1 (RM1) 90% Rail Reserve East	2008-09	BART	BART Extension to Warm Springs	\$20,000,000	02/25/2009	<p>2. Allocation and disbursement is contingent upon the execution of a funding agreement between MTC and BART for the 90% Rail Reserve East and Regional Measure 2 (RM2) funds. Such funding agreement shall include the following provisions:</p> <p>BART shall agree: (1) to complete the project described in its updated Initial Project Report, through its contractor; (2) to comply with all provisions of MTC Resolution No. 3636, Revised and that any RM1 funds received under the funding agreement be subject to MTC Resolution No. 3636, Revised.</p> <p>MTC shall agree: to provide BART an amount not to exceed \$187,000,000 comprised of \$167,000,000 in RM2 funds and \$20,000,000 in RM1 90% Rail Reserve East Funds.</p>
03	Regional Measure 1 (RM1) 90% Rail Reserve East	2008-09	BART	BART Extension to Warm Springs	(\$20,000,000)	07/22/2009	N/A
04	Regional Measure 1 (RM1) 90% Rail Reserve East	2010-11	BART	BART Extension to Warm Springs	\$113,000,000	07/28/2010 Conditions Revised 07/27/11	<p>Scope of Work: This allocation is towards the following costs associated for the Line, Trackwork, Station and Systems (LTSS) contract on the Warm Springs Extension project: a) Award of the LTSS contract, b) Construction Management, c) Design support during construction, d) BART staff support, e) Coordination with other jurisdictional agencies and development of agreements, f) Owner Controlled Insurance Program (OCIP), and g) Community Relations. The allocation of funds is conditioned on the following:</p> <p>(cont. on next page)</p>

Alloc. #	Fund Reserve	Fiscal Year	Claimant	Project Description	Allocation Amount	Date of MTC Approval	Allocation Conditions
							<p>a) Approval of the Initial Project Report (IPR) package by the BART board.</p> <p>b) Execution of a funding agreement between MTC and BART prior to the Notice-to-Proceed (NTP) of the LTSS construction contract for the RM1, RM2, and AB 1171 Bridge Toll funds. Such agreement shall include: BART shall agree to comply with the provisions of MTC Resolution No. 3636, Revised and that any Bridge Toll funds received be subject to MTC Resolution No. 3636, Revised. The agreement shall include the following:</p> <ul style="list-style-type: none"> • The approved BART to Warm Springs LTSS construction plus soft cost, as of June 2011, totals \$437 million, which includes a 12.4% contingency. The 12.4% contingency is a reduction of approximately \$10 million from the 15% contingency previously estimated by BART to be required for successful completion of the LTSS phase. While this amount is within the financial envelope of \$890 million, it is higher than the currently identified and available funding. • Bridge Tolls, Measure B, State Proposition 1B, BART, and VTA Measure A funds total \$421 million. • Roughly \$16 million from the Right of Way phase and Central Park Subway segment combined can be assigned to the LTSS funding plan based on identified cost savings and budget adjustments as of June 2011. • BART and the funding partners have agreed to proceed with the project using the available funding. • Principles for addressing construction costs up to the \$10 million difference between approved project cost and available funding include, in priority order: <p>(cont. on next page)</p>

Alloc. #	Fund Reserve	Fiscal Year	Claimant	Project Description	Allocation Amount	Date of MTC Approval	Allocation Conditions
							<ol style="list-style-type: none"> 1. Apply any additional savings from the Right of Way phase or Subway Segment after June 2011; 2. Apply any savings from the LTSS construction contract or soft costs; and 3. If additional funding is still needed, direct SFO net operating surplus revenues and Alameda STIP funds or other funds under the control of the Alameda County Transportation Commission to the project, in equal shares to the original funding plan adopted in September 2008 (44% and 56%, respectively). <ul style="list-style-type: none"> • Should unexpected changes to the LTSS funding plan or costs occur beyond the \$10 million described above, the funding partners would need to agree on new principles for delivering the LTSS phase. <p>c) All the funding partners maintaining their funding commitment for the estimated \$890 million project as outlined in the 2008 revision to MTC Resolution No. 3434, unless agreed otherwise as part of condition d) below.</p> <p>d) Funding partners reaching an agreement prior to BART's NTP of the LTSS contract that outlines the distribution of potential total project cost savings or overruns, given disproportionate contributions by partners to date.</p>

Alloc. #	Fund Reserve	Fiscal Year	Claimant	Project Description	Allocation Amount	Date of MTC Approval	Allocation Conditions
05	Regional Measure 1 (RM1) 90% Rail Reserve East	2010-11	BART	e-BART	\$52,000,000	03/23/2011	<p>Scope of Work: This allocation is towards the purchase of 8 Diesel Multiple Unit (DMU) vehicles for the e-BART project.</p> <p>Allocation and disbursement is contingent upon the following:</p> <ul style="list-style-type: none"> a) The BART Board adopting a resolution of local support for application and use of these funds. b) The execution of a funding agreement between MTC and BART for the RM1 funds. <p>Such agreement shall include the following conditions:</p> <p>BART shall agree: (1) to complete the project described in its updated Initial Project Report, through its contractor; (2) to comply with all provisions of MTC Resolution No. 3636, Revised and that any RM1 funds received under the funding agreement be subject to MTC Resolution No. 3636, Revised.</p> <p>MTC shall agree: to provide BART \$52,000,000 in RM1 90% Rail Reserve East Funds.</p>

Alloc. #	Fund Reserve	Fiscal Year	Claimant	Project Description	Allocation Amount	Date of MTC Approval	Allocation Conditions
06	Regional Measure 1 (RM1) 90% Rail Reserve East	2013-14	BART	e-BART	\$4,000,000	12/18/2013	<p>Scope of Work: This allocation is for the construction of eBART Trackwork, System, and Facility Finishes, and Construction Management and Design Services During Construction.</p> <p>Allocation and disbursement is contingent upon the execution of a funding agreement between MTC and BART for the RM1 funds.</p> <p>Such agreement shall include the following conditions:</p> <p>BART shall agree: (1) to complete the project described in its updated Initial Project Report, through its contractor; (2) to comply with all provisions of MTC Resolution No. 3636, Revised and that any RM1 funds received under the funding agreement be subject to MTC Resolution No. 3636, Revised.</p> <p>MTC shall agree: to provide BART \$4,000,000 in RM1 90% Rail Reserve East Funds.</p>

Alloc. #	Fund Reserve	Fiscal Year	Claimant	Project Description	Allocation Amount	Date of MTC Approval	Allocation Conditions
07	Regional Measure 1 (RM1) 90% Rail Reserve East	2014-15	BART	e-BART	\$5,072,274	11/19/2014	<p>Scope of Work: This allocation is for the construction of the Pittsburgh Civic Center eBART station (\$2,400,000) and construction management/design services during construction (\$2,672,274)</p> <p><i>Conditions:</i> Allocation and disbursement is contingent upon the following:</p> <ul style="list-style-type: none"> a) Approval of local support resolution by CCTA and BART Boards. b) Execution of a funding agreement between MTC and BART for the RM1 funds. Such agreement shall include the following provisions: BART shall agree: (1) to complete the project described in its updated Initial Project Report, through its contractor; (2) to comply with all provisions of MTC Resolution No. 3636, Revised and that any RM1 funds received under the funding agreement be subject to MTC Resolution No. 3636, Revised. MTC shall agree: to provide BART \$5,072,274 in RM1 90% Rail Reserve East Funds.

Alloc. #	Fund Reserve	Fiscal Year	Claimant	Project Description	Allocation Amount	Date of MTC Approval	Allocation Conditions
08	Regional Measure 1 (RM1) 90% Rail Reserve East	2016-17	LAVTA	Rail Planning for Tri-Valley	\$660,000	09/28/2016	<p>Scope of Work: This allocation is for coordination of environmental work in the Tri-Valley to include rail projects east of Isabel Interchange (I-580) focusing on ACE Train connectivity.</p> <p><i>Conditions:</i> Allocation and disbursement is contingent upon the execution of a funding agreement between MTC and LAVTA for the RM1 funds. Such agreement shall include the following provisions:</p> <p>LAVTA shall agree (1) to complete the project described in its Initial Project Report, through its contractor; (2) to comply with all provisions of MTC Resolution No. 3636, Revised, and that any RM1 funds received under the funding agreement be subject to MTC Resolution No. 3636, Revised.</p> <p>MTC shall agree: to provide LAVTA \$660,000 in RM1 90% Rail Reserve East Funds.</p>
TOTAL					\$205,732,274		

Date: June 24, 2009
W.I.: 1255
Referred by: PAC
Revised: 12/16/09-C 02/24/10-C 03/24/10-C
06/23/10-C 07/28/10-C 10/27/10-C
12/15/10-C 03/23/11-C 05/25/11-C
06/22/11-C 07/27/11-C 09/28/11-C
11/16/11-C 03/28/12-C 06/27/12-C
07/25/12-C 11/28/12-C 01/23/13-C
06/26/13-C 07/24/13-C 09/25/13-C
10/23/13-C 12/18/13-C 02/26/14-C
03/26/14-C 10/22/14-C 12/17/14-C
01/27/16-C 05/25/16-C 09/28/16-C

ABSTRACT

Resolution No. 3914, Revised

This resolution allocates AB 1171 Bridge Toll funds to eligible projects.

This resolution includes the following attachments:

Attachment A – Allocations of AB 1171 Bridge Toll funds

This resolution was revised on December 16, 2009 to allocate \$13.9 million to BART towards the eBART project for construction of the transfer station at the Pittsburg Bay Point BART station and guideway to Railroad Avenue.

This resolution was revised on February 24, 2010 to allocate AB 1171 funds to the Transbay Joint Powers Authority, \$10.7 million towards the final design phase of the Transbay Transit Center, and \$5.226 million towards the Program Management/Program Controls (PMPC) services for the project.

This resolution was revised on March 24, 2010 to allocate a total of \$13 million in AB 1171 funds to CCTA towards the construction of eBART median structures to be integrated into Segments 1, 2, 3, 4, and 5 of Caltrans/CCTA State Route 4 contracts, and towards right-of-way to accommodate e-BART.

This resolution was revised on June 23, 2010 to allocate a total of \$11 million in AB 1171 funds to BART towards the completion of final design on the eBART project. This resolution was also revised to allocate \$134 million towards the final design phase for the Transit Center building

ABSTRACT

MTC Resolution No. 3914, Revised

Page 2

and ramps and construction of the Transit Center, including the below-grade rail levels of the Transit Center.

This resolution was revised on July 28, 2010 to allocate \$5 million to BART towards the Line, Trackwork, Systems & Station (LTSS) construction and related activities for the BART Warm Springs Extension project; \$1.25 million to ACCMA towards purchase of right-of-way and \$250,000 to MTC for an independent Opportunity/Risk Analysis for the BART to Livermore ROW Preservation project; and \$2.8 million towards the initial project development activities for the Regional Express Lane Network.

This resolution was revised on October 27, 2010 to allocate a total of \$73.6 million to BART towards the purchase of Diesel Multiple Unit (DMU) vehicles for the eBART project.

This resolution was revised on December 15, 2010 through Commission action to allocate \$7 million for environmental and preliminary engineering for the I-80/I-680/SR-12 Interchange project in Solano County.

This resolution was revised on March 23, 2011 through Commission action to rescind \$52 million from the October 27, 2010 allocation of \$73.6 million for the purchase of Diesel Multiple Unit (DMU) vehicles for the eBART project. This resolution was also revised to allocate \$19 million for construction and construction management activities on State Route 4 related to eBART.

This resolution was revised on May 25, 2011 through Commission action to rescind \$76 million from the June 23, 2010 allocation of \$134 million towards the final design phase for the Transit Center building and ramps and construction of the Transit Center, including the below-grade rail levels of the Transit Center.

This resolution was revised on June 22, 2011 through Commission action to allocate \$26.4 million for the construction of the I-80 Eastbound Cordelia Truck Scales Relocation project in Solano County.

This resolution was revised on July 27, 2011 to update the allocation conditions for the BART Warm Springs project to add principles for addressing potential cost increases.

ABSTRACT

MTC Resolution No. 3914, Revised

Page 3

This resolution was revised on September 28, 2011 to allocate \$27.1 million to CCTA towards construction and construction management activities for the integration of eBART median structures into Caltrans/CCTA SR 4 contract segments and to accommodate eBART in the SR4 median.

This resolution was revised on November 16, 2011 to allocate \$6.5 million to VTA towards construction and construction management activities for the Mission/Warren/Truck-Rail Facility.

This resolution was revised on March 28, 2012 to rescind \$3,817,000 from allocation #17 for the I-80 Eastbound Cordelia Truck Scales Relocation project; and allocate \$14,280,000 for the I-80/680/12 Interchange Initial Construction Package 1 project towards right-of-way acquisition.

This resolution was revised on June 27, 2012 to allocate \$73.7 million to the Transbay Joint Powers Authority to certify upcoming construction contracts, finalize the Transbay Transit Center design, fund remaining Construction Management/General Contractor (CM/GC) services on the project, and fund pre-bid construction management for the “steel cast nodes” elements of glass exterior shell.

This resolution was revised on June 27, 2012 to allocate \$9.41 million to BART for eBART for the completion of Final Design and Construction Management (CM) and Design Service during Construction (DSDC) for the maintenance shop shell, Hillcrest parking lot and re-alignment construction at the Slatten Ranch Rd. This resolution is also being revised to rescind \$13.5 million in savings from prior allocations on this project.

This resolution was revised on July 25, 2012 to allocate \$8.5 million to the Solano Transportation Authority for the completion of the environmental document and preliminary engineering of the I-80/680/12 Interchange project, and to amend the scope of allocation #14 to include eligible expenses from all three phases of the interchange project, effective as of the original date of allocation.

This resolution was revised on November 28, 2012 to allocate \$5.98 million to the Solano Transportation Authority for utility relocation and right-of-way activities for the I-80/680/12 Interchange project.

ABSTRACT

MTC Resolution No. 3914, Revised

Page 4

This resolution was revised on January 23, 2013 to allocate \$5.8 million to the Solano Transportation Authority for utility relocation and right-of-way activities for the I-80/680/12 Interchange project; \$8.6 million to BART towards the environmental, conceptual engineering, and project approval phase of the BART to Livermore Extension project; and \$0.75 million to the SMART project towards design for the re-construction of the SMART track facilities between Santa Rosa North and Sonoma County Airport area. The Commission also approved program commitments of: 1) \$4.4 million, subject to future allocation, towards the re-construction of the SMART track facilities between Santa Rosa North and the Sonoma County Airport area; and 2) \$0.5 million to BART for the eBART project.

This resolution was revised on June 26, 2013 to allocate \$822,008 to the Solano Transportation Authority for the final design of the I-80/680/12 Interchange project.

This resolution was revised on July 24, 2013 to extend the timeframe for a condition on a prior allocation of \$8.6 million in AB1171 funds, towards the completion of environmental documentation for proposed BART to Livermore project.

This resolution was revised on September 25, 2013 to allocate \$5.5 million in AB 1171 funds for the final design of packages 2 and 3, and \$29.5 million for the construction of package 1 of the I-80/680/12 Interchange project in Solano County.

This resolution was revised on October 23, 2013 to allocate \$0.1 million in AB 1171 funds for the right-of-way phase of package 1 of the I-80/680/12 Interchange project in Solano County.

This resolution was revised on December 18, 2013 to allocate \$9.533 million in AB 1171 funds to BART for the construction of eBART trackwork, system, and facility finishes, construction management, and design services during construction; and \$9.4 million in AB 1171 funds to the SMART project for re-construction of the SMART track facilities between Santa Rosa North and the Sonoma County Airport area and construction of a station at the Sonoma County Airport.

This resolution was revised on February 26, 2014 to allocate \$1,124,327 in AB 1171 funds to the Transbay Joint Powers Authority for Construction Manager/General Contractor pre-construction services for the Transbay Transit Center building and related structures.

ABSTRACT

MTC Resolution No. 3914, Revised

Page 5

This resolution was revised on March 26, 2014 to rescind \$1 million in AB 1171 funds from the I-80/680/12 Interchange project in Solano County (allocation number 30) and allocate \$1 million in AB 1171 funds to the I-80 Freeway Performance Initiative work element of the I-80/680/12 Interchange project in Solano County, which benefits the I-80/680/12 Interchange area.

This resolution was revised on October 22, 2014 to allocate \$9 million in AB 1171 funds to the City of Fairfield for construction of the Fairfield/Vacaville Intermodal Train Station.

This resolution was revised on December 17, 2014 to allocate \$500,000 in AB 1171 funds to BART for the eBART project.

This resolution was revised on January 27, 2016 to rescind \$2,189,000 in AB 1171 funds from the construction phase of the I-80/680/12 Interchange Initial Construction Package #1 (I-80/SR-12 Interchange) project (allocation number 30) and allocate \$2,189,000 in AB 1171 funds to the right-of-way phase of the I-80/680/12 Interchange Initial Construction Package #2 (Red Top Road Interchange) project, both of which are located in Solano County.

This resolution was revised on May 25, 2016 to rescind \$1,142,000 in AB 1171 funds from the right-of-way phase of the I-80/680/12 Interchange Initial Construction Package #1 (I-80/SR-12 Interchange) project (allocation number 20) and allocate \$1,142,000 in AB 1171 funds to the final design phase of the I-80/680/12 Interchange Initial Construction Package #2 (Red Top Road Interchange) and Package #3 (I-80/680 Interchange) project, both of which are located in Solano County.

This resolution was revised on September 28, 2016 to allocate \$1,632,000 in AB 1171 funds to BART for additional scope for the environmental, conceptual engineering, and project approval phase of the BART to Livermore Extension project.

ABSTRACT

MTC Resolution No. 3914, Revised

Page 6

Additional discussion of this allocation is contained in the Executive Director's memoranda and MTC Programming and Allocations Committee Summary sheet dated June 10, 2009, December 9, 2009, February 10, 2010, March 10, 2010, June 9, 2010, July 14, 2010, October 13, 2010, December 8, 2010, March 9, 2011, May 11, 2011, June 8, 2011, July 13, 2011, September 14, 2011, November 9, 2011, March 7, 2012, June 13, 2012, July 11, 2012, November 14, 2012, January 9, 2013, July 10, 2013, September 11, 2013, October 9, 2013, December 11, 2013, March 5, 2014, October 8, 2014, December 10, 2014, January 13, 2016, May 11, 2016, and September 14, 2016.

Date: June 24, 2009
W.I.: 1255
Referred By: PAC

RE: Allocation of AB 1171 Bridge Toll funds

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 3914

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, Streets and Highways Code Sections 30950 *et seq.* created the Bay Area Toll Authority (“BATA”) which is a public instrumentality governed by the same board as that governing MTC; and

WHEREAS, pursuant to Streets and Highways Code (SHC) Section 31010(b), funds generated in excess of those needed to meet the toll commitments as specified by paragraph (4) of subdivision (b) of Section 188.5 of the SHC shall be available to BATA for funding projects consistent with SHC Sections 30913 and 30914; and

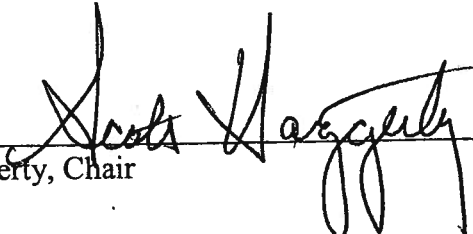
WHEREAS, MTC adopted Resolution 3434, Revised, which establishes commitments of AB 1171 bridge toll funds to specific projects and corridors; and be it

RESOLVED, that MTC approves the allocation and reimbursement of AB 1171 bridge toll funds in accordance with the amount, conditions and reimbursement schedule for the phase, and activities as set forth in Attachment A; and, be it further

RESOLVED, that should the allocation of AB 1171 Bridge Toll Funds be conditioned on the execution of a funding agreement, that the Executive Director or his designee is authorized to negotiate and enter into a funding agreement with claimant that includes the provisions contained in Attachment A.

RESOLVED, that a certified copy of this resolution, shall be forwarded to each project sponsor.

METROPOLITAN TRANSPORTATION COMMISSION



Scott Haggerty, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in Oakland, California on June 24, 2009.

Date June 24, 2009
W.I.: 1255
Referred by: PAC
Revised: 12/16/09-C 02/24/10-C 03/24/10-C
06/23/10-C 07/28/10-C 10/27/10-C
12/15/10-C 03/23/11-C 05/25/11-C
06/22/11-C 07/27/11-C 09/28/11-C
11/16/11-C 03/28/12-C 06/27/12-C
07/25/12-C 11/28/12-C 01/23/13-C
06/26/13-C 07/24/13-C 09/25/13-C
10/23/13-C 12/18/13-C 02/26/14-C
03/26/14-C 10/22/14-C 12/17/14-C
01/27/16-C 05/25/16-C 09/28/16-C

Attachment A
Resolution No. 3914
Page 1 of 32

ALLOCATION OF AB 1171 Bridge Toll Funds
Allocation Authorization: S&H § 31010(b)

Alloc. #	Fiscal Year	Claimant	Project Title	Allocation Amount	Date of MTC Approval	Allocation Conditions
01	2008-09	San Francisco County Transportation Authority (SFCTA)	Doyle Drive project	\$80,000,000	06/24/2009	Allocation and disbursement is contingent upon the execution of a funding agreement between MTC and SFCTA for the AB 1171 Bridge Toll funds. Such agreement shall include the following provisions: SFCTA shall agree to comply with the provisions of MTC Resolution No. 3636, Revised and that any AB 1171 Bridge Toll funds received under the funding agreement be subject to MTC Resolution No. 3636, Revised, unless otherwise stated in the agreement.
02	2009-10	Bay Area Rapid Transit District (BART)	e-BART	\$13,890,000	12/16/2009	Allocation and disbursement is contingent upon the execution of a funding agreement between MTC and BART for the AB 1171 Bridge Toll funds. Such agreement shall include the following provisions: BART shall agree to comply with the provisions of MTC Resolution No 3636, Revised and that any AB 1171 Bridge Toll funds received under the funding agreement be subject to MTC Resolution No. 3636, Revised, unless otherwise stated in the agreement.

Alloc. #	Fiscal Year	Claimant	Project Title	Allocation Amount	Date of MTC Approval	Allocation Conditions
03	2009-10	TJPA	Transbay Transit Center/ Downtown Caltrain Extension	\$10,700,000	02/24/10	<p>Scope of Work: This allocation will fund the final design phase for the Transit Center building and ramps, including the below-grade rail levels of the Transit Center. The scope includes final design work, various consulting services, coordination with public agencies, and permits and fees.</p> <p>TJPA shall agree to comply with the provisions of MTC Resolution No 3636, Revised and that any AB 1171 Bridge Toll funds received be subject to MTC Resolution No. 3636, Revised, unless otherwise stated in the agreement.</p> <p>TJPA shall submit to MTC an “Implementing Agency Resolution of Project Compliance” which resolves that the TJPA will comply with the provisions of MTC Resolution No 3636 for the drawdown of AB 1171 funds.</p> <p>This allocation is also conditioned on the approval of the IPR package by the TJPA board.</p>

Alloc. #	Fiscal Year	Claimant	Project Title	Allocation Amount	Date of MTC Approval	Allocation Conditions
04	2009-10	Transbay Joint Powers Authority (TJPA)	Transbay Transit Center/ Downtown Caltrain Extension	\$5,226,000	02/24/10	<p>Scope of Work: This allocation will fund the Program Management/Program Controls (PMPC) services for the project. The PMPC provides assistance with the design, oversight, and management of the entire project.</p> <p>TJPA shall agree to comply with the provisions of MTC Resolution No 3636, Revised and that any AB 1171 Bridge Toll funds received be subject to MTC Resolution No. 3636, Revised, unless otherwise stated in the agreement.</p> <p>TJPA shall submit to MTC an “Implementing Agency Resolution of Project Compliance” which resolves that the TJPA will comply with the provisions of MTC Resolution No 3636 for the drawdown of AB 1171 funds.</p>

Alloc. #	Fiscal Year	Claimant	Project Title	Allocation Amount	Date of MTC Approval	Allocation Conditions
05	2009-10	CCTA	e-BART	\$11,000,000	03/24/10	<p>Scope of Work: This allocation will fund \$11,000,000 for ROW Activities and associated utility coordination and construction between Somersville Rd and SR160. This is a contribution towards BART and CCTA's agreed upon right-of-way cost for median.</p> <p>Allocation is conditioned on the approval of the IPR package by the CCTA Board and concurrence by the BART board.</p> <p>Allocation and disbursement is contingent upon the execution of a funding agreement between MTC and CCTA for the AB 1171 Bridge Toll funds. Such agreement shall include the following provisions:</p> <p>CCTA agrees to comply with the provisions of MTC Resolution No 3636, Revised and that any AB 1171 Bridge Toll funds received under the funding agreement shall be subject to MTC Resolution No. 3636, Revised, unless otherwise stated in the agreement.</p>

Alloc. #	Fiscal Year	Claimant	Project Title	Allocation Amount	Date of MTC Approval	Allocation Conditions
06	2009-10	CCTA	e-BART	\$2,000,000	03/24/10	<p>Scope of Work: This allocation will fund \$2,000,000 for construction activities associated with eBART costs in the median between Loveridge Road and SR160.</p> <p>Allocation is conditioned on the approval of the IPR package by the CCTA Board and concurrence by the BART board.</p> <p>Allocation and disbursement is contingent upon the execution of a funding agreement between MTC and CCTA for the AB 1171 Bridge Toll funds. Such agreement shall include the following provisions:</p> <p>CCTA agrees to comply with the provisions of MTC Resolution No 3636, Revised and that any AB 1171 Bridge Toll funds received under the funding agreement shall be subject to MTC Resolution No. 3636, Revised, unless otherwise agreed herein.</p>

Alloc. #	Fiscal Year	Claimant	Project Title	Allocation Amount	Date of MTC Approval	Allocation Conditions
07	2009-10	BART	e-BART	\$11,000,000	06/23/10	<p>Scope of Work: This allocation is towards the completion of the final design for the eBART project. The specific elements of this allocation include final design for the Hillcrest station, parking lot and maintenance facility, trackworks & systems, vehicle procurement, and various Caltrans & Utility agreements.</p> <p>Allocation is conditioned on the approval of the Initial Project Report (IPR) package by the BART board and concurrence by the CCTA board.</p> <p>BART shall agree to comply with the provisions of MTC Resolution No. 3636, Revised and that any AB 1171 Bridge Toll funds received be subject to MTC Resolution No. 3636, Revised.</p> <p>BART shall submit to MTC an “Implementing Agency Resolution of Project Compliance” which resolves that BART will comply with the provisions of MTC Resolution No. 3636 for the drawdown of AB 1171 funds.</p>

Alloc. #	Fiscal Year	Claimant	Project Title	Allocation Amount	Date of MTC Approval	Allocation Conditions
08	2009-10	Transbay Joint Powers Authority (TJPA)	Transbay Transit Center/ Downtown Caltrain Extension	\$134,074,000	06/23/10	<p>Scope of Work: This allocation is towards the final design phase for the Transit Center building and ramps and construction of the Transit Center, including the below-grade rail levels of the Transit Center. The elements that will proceed to NTP using AB 1171 funds are: <i>Construction Management Oversight, Existing Terminal & Ramps Demolition, Construction Docs/Final Design, City Agency Inspection, Permits & Fees, PMPC, Utility Relocation, Buttress Shoring Wall & Excavation and Construction Management General Contractor services.</i></p> <p>The allocation of funds is conditioned on the following:</p> <p>a) Approval of the Initial Project Report (IPR) package by the TJPA board.</p> <p>b) *Once the ARRA funds are secured in a grant agreement, MTC will rescind the remaining AB 1171 funds from this allocation so that they may be used for future elements of this project.</p> <p>The demolition and construction allocation of roughly \$112 million is conditioned on:</p> <p>a) Federal Railroad Administration (FRA) issuance of the Record of Decision adopting those portions of the 2004 EIS dealing with Phase 1.</p> <p style="text-align: center;">(cont. next page)</p>
08 (cont.)						<p>b) Execution of a funding agreement between MTC and TJPA for the AB 1171 Bridge Toll funds. Such agreement shall include the following provisions: TJPA shall agree to comply with the provisions of MTC Resolution No. 3636,</p>

Alloc. #	Fiscal Year	Claimant	Project Title	Allocation Amount	Date of MTC Approval	Allocation Conditions
						<p>Revised and that any AB 1171 Bridge Toll funds received be subject to MTC Resolution No. 3636, Revised.</p> <p>*The TJPA is currently working with the Federal Railroad Administration (FRA) on finalizing a grant agreement for \$400 million in American Reinvestment and Recovery Act (ARRA) High Speed and Intercity Passenger Rail (HSIPR) funds. Though these funds have been committed, the timing of the grant agreement is unknown at this time. TJPA anticipates receiving a grant before the end of the calendar year. TJPA is requesting this allocation of AB 1171 funds in order to maintain the project schedule while awaiting the grant agreement.</p>
09	2010-11	BART	BART Warm Springs Extension	\$5,000,000	07/28/10 Conditions Revised 7/27/11	<p>Scope of Work: This allocation is towards the following costs for the Line, Trackwork, Station and Systems (LTSS) contract on the Warm Springs Extension project: a) Award of the LTSS contract, b) Construction Management, c) Design support during construction, d) BART staff support, e) Coordination with other jurisdictional agencies and development of agreements, f) Owner Controlled Insurance Program (OCIP), and g) Community Relations. The allocation of funds is conditioned on the following:</p> <p>a) Approval of the Initial Project Report (IPR) package by the BART board.</p> <p>b) Execution of a funding agreement between MTC and BART prior to the Notice-to-Proceed (NTP) of the LTSS construction contract for the RM1, RM2, and AB 1171 Bridge Toll funds. Such agreement shall include: BART shall agree to comply with the provisions of MTC Resolution No. 3636, Revised and that any Bridge Toll funds received be subject to MTC Resolution No. 3636, Revised. The agreement shall include the following:</p> <ul style="list-style-type: none"> The approved BART to Warm Springs LTSS construction plus soft cost, as of June 2011, totals \$437 million, which includes a 12.4% contingency. The 12.4% contingency is a reduction of

Alloc. #	Fiscal Year	Claimant	Project Title	Allocation Amount	Date of MTC Approval	Allocation Conditions
						<p>approximately \$10 million from the 15% contingency previously estimated by BART to be required for successful completion of the LTSS phase. While this amount is within the financial envelope of \$890 million, it is higher than the currently identified and available funding.</p> <ul style="list-style-type: none"> • Bridge Tolls, Measure B, State Proposition 1B, BART, and VTA Measure A funds total \$421 million. • Roughly \$16 million from the Right of Way phase and Central Park Subway segment combined can be assigned to the LTSS funding plan based on identified cost savings and budget adjustments as of June 2011. • BART and the funding partners have agreed to proceed with the project using the available funding. • Principles for addressing construction costs up to the \$10 million difference between approved project cost and available funding include, in priority order: <p>(cont. next page)</p>
						<ol style="list-style-type: none"> 1. Apply any additional savings from the Right of Way phase or Subway Segment after June 2011; 2. Apply any savings from the LTSS construction contract or soft costs; and 3. If additional funding is still needed, direct SFO net operating surplus revenues and Alameda STIP funds or other funds controlled by the Alameda County Transportation Commission to the project, in equal share to the original funding plan adopted in September 2008 (44% and 56%, respectively). <ul style="list-style-type: none"> • Should unexpected changes to the LTSS funding plan or costs occur beyond the \$10 million described above, the funding partners would need to agree on new principles for delivering the LTSS phase. <p>c) All the funding partners maintaining their funding commitment for the estimated \$890 million project as outlined in the 2008 revision to MTC Resolution No. 3434, unless agreed otherwise as part of condition d) below.</p>

Alloc. #	Fiscal Year	Claimant	Project Title	Allocation Amount	Date of MTC Approval	Allocation Conditions
						d) Funding partners reaching an agreement prior to BART's NTP of the LTSS contract that outlines the distribution of potential total project cost savings or overruns, given disproportionate contributions by partners to date.

10	2010-11	ACCMA (Co-sponsor - BART)	BART to Livermore ROW Preservation	\$1,250,000	07/28/10	<p>Scope of Work: This allocation is to fund the purchase of right-of-way in the vicinity of I-580 and El Charro Rd to retain land for future transit use. The allocation of funds is conditioned on the following:</p> <p>I-[] Execution of a funding agreement between MTC and ACCMA for the AB 1171 Bridge Toll funds. Such agreement shall include the following provisions:</p> <p>ACCMA shall agree to comply with the provisions of MTC Resolution No. 3636, Revised and that any AB 1171 Bridge Toll funds received be subject to MTC Resolution No. 3636, Revised.</p> <p>BART and ACCMA concur with an additional AB 1171 allocation, not to exceed \$500,000, to MTC for an independent Opportunity/Risk Assessment Study administered by MTC related to the \$95 million in AB 1171 funds committed to the project in Resolution 3434.</p> <p>Establishment of a Land Trust (or similar mechanism) including, but not limited to the following terms: a) property shall be held for the benefit of a BART Extension to Livermore or other transit project in corridor consistent with Resolution 3434 – Tri-Valley Transit Access Improvements to/from BART (PROJECT); and b) if PROJECT does not commence construction within ten years, property in the Land trust shall be sold for fair market value and proceeds distributed equally to funding partners, based on funding participation.</p>
11	2010-11	MTC	Opportunity/Risk Analysis for the BART to Livermore ROW Preservation project	\$250,000	07/28/10	<p>Scope of Work: Develop an Opportunity/Risk Analysis related to future allocations of AB 1171 funds for ROW preservation for transit use in the corridor in the context of the programmatic level Environmental Impact Report certified by the BART Board.</p>

12	2010-11	MTC	Regional Express Lane Network	\$2,800,000	07/28/10	<p>Scope of work: The funds requested in this allocation will be used to develop a project initiation document and application to the CTC for authority to implement the Regional Express Lanes Network. Additional planning and project development will be funded with this allocation, including: a) development of concepts of operation, b) exploration of options to enhance project delivery, c) development of an overall program delivery strategy.</p>
13	2010-11	BART	e-BART	\$73,600,000	10/27/10	<p>Scope of work: This allocation is to fund the purchase of 8 Diesel Multiple Unit (DMU) vehicles for the eBART project.</p> <p><i>Conditions:</i> Allocation is conditioned on the concurrence of the IPR package by the CCTA board.</p> <p>Allocation and disbursement is contingent upon the execution of a funding agreement between MTC and BART for the AB 1171 Bridge Toll funds. Such agreement shall include the following provisions:</p> <p>BART agrees to comply with the provisions of MTC Resolution No 3636, Revised and that any AB 1171 Bridge Toll funds received under the funding agreement shall be subject to MTC Resolution No. 3636, Revised, unless otherwise agreed herein.</p>

14	2010-11	Solano Transp. Authority (STA)	I-80/680/12 Interchange Initial Construction Package (ICP)	\$7,000,000	12/15/10	<p>Scope of work: This allocation funds the environmental document and preliminary engineering for the Interchange Complex, including three segments of the interchange – the I-80 Westbound to SR-12 Westbound Connector, the I-80 Westbound to I-680 Southbound Connector, and the Red Top/I-680 Interchange.</p> <p>Scope change approved 07/25/12 and effective as of the original allocation approval date of 12/15/10.</p> <p><i>Conditions:</i> Allocation is conditioned on the concurrence of the IPR package by the STA board.</p> <p>STA agrees to comply with the provisions of MTC Resolution No 3636, Revised and that any AB 1171 Bridge Toll funds received under the funding agreement shall be subject to MTC Resolution No. 3636, Revised, unless otherwise agreed herein.</p>
13	2010-11	BART	e-BART	(\$52,000,000)	03/23/11	<p>This rescission of \$52 million reduces Allocation #13 to \$21.6 million for the purchase of 8 Diesel Multiple Unit (DMU) vehicles for the eBART project. The remaining \$21.6 million allocation in AB 1171 funds is subject to the conditions listed under Allocation #13.</p>

16	2010-11	CCTA	e-BART	\$19,000,000	03/23/11	<p>Scope of work: This allocation will fund \$19,000,000 for construction and construction management activities associated with e-BART costs in the median of State Route 4 between Somersville Road and SR160.</p> <p>Allocation is conditioned on concurrence by the BART board with the IPR package.</p> <p>Allocation and disbursement are also conditioned upon the execution of a funding agreement between MTC and CCTA for the AB 1171 funds. Such agreement shall include the following provisions:</p> <p>CCTA agrees to comply with the provisions of MTC Resolution No 3636, Revised and that any AB 1171 Bridge Toll funds received under the funding agreement shall be subject to MTC Resolution No. 3636, Revised, unless otherwise agreed herein.</p>
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08	2010-11	Transbay Joint Powers Authority (TJPA)	Transbay Transit Center/ Downtown Caltrain Extension	(\$76,024,000)	05/25/11	<p>This rescission of \$76,024,000 reduces Allocation #8 to \$58,050,000 for final design and construction of the Transit Center building, including:</p> <ul style="list-style-type: none"> Construction Management Oversight Demolition of the Transbay Terminal and ramps Transit Center Final Design City Agency Inspection Transit Center Permits and Fees Program Management / Program Controls (PMPC) Utility Relocation Buttress, Shoring Wall and Excavation (BSE) construction Construction Management / General Contractor (CMGC) services <p>The remaining \$58.05 million allocation in AB 1171 funds is subject to the conditions listed under Allocation #8.</p>
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17	2010-11	Solano Transp. Authority (STA)	I-80 Eastbound Cordelia Truck Scales Relocation	\$26,400,000	06/22/11	<p>Scope of work: This allocation funds the construction of the I-80 Eastbound Cordelia Truck Scales Relocation project in Solano County.</p> <p><i>Conditions:</i> Allocation is conditioned on the allocation of Proposition 1B Trade Corridor Improvement Fund (TCIF) / State Highway Operations and Protection Program (SHOPP) funds by the California Transportation Commission.</p> <p>Allocation and disbursement is contingent upon the execution of a funding agreement between MTC and STA for the AB 1171 Bridge Toll funds. Such agreement shall include the following provisions:</p> <p>STA agrees to comply with the provisions of MTC Resolution No 3636, Revised and that any AB 1171 Bridge Toll funds received under the funding agreement shall be subject to MTC Resolution No. 3636, Revised, unless otherwise agreed herein.</p>
18	2011-12	CCTA	e-BART	\$27,100,000	09/28/11	<p>Scope of Work: This allocation will fund construction and construction management activities for integration of eBART median structures into Caltrans/CCTA SR 4 contract segments (3,4,5) and to accommodate eBART in the median between Somersville Road and State Route 160.</p> <p><i>Conditions:</i> Allocation and disbursement is contingent upon the execution of a funding agreement between MTC and CCTA for the AB 1171 Bridge Toll funds. Such agreement shall include the following provisions:</p> <p>CCTA agrees to comply with the provisions of MTC Resolution No 3636, Revised and that any AB 1171 Bridge Toll funds received under the funding agreement shall be subject to MTC Resolution No. 3636, Revised, unless otherwise agreed herein.</p>

19	2011-12	VTA	Mission/Warren/ Truck-Rail Facility	\$6,500,000	11/16/11	<p>Scope of Work: This allocation will fund construction and construction management activities for the Mission/Warren/Truck-Rail Facility project.</p> <p><i>Conditions:</i> The \$6.5 million in AB 1171 funds shall be the last fund source expended on the original estimated cost of \$148 million project. If the project cost is less than the \$148 million, MTC would rescind or reduce this allocation.</p> <p>Additionally, allocation and disbursement is contingent upon the execution of a funding agreement between MTC and VTA for the AB 1171 Bridge Toll funds. Such agreement shall include the following provisions:</p> <p>VTA agrees to comply with the provisions of MTC Resolution No 3636, Revised and that any AB 1171 Bridge Toll funds received under the funding agreement shall be subject to MTC Resolution No. 3636, Revised, unless otherwise agreed herein.</p>
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17	2010-11	Solano Transp. Authority (STA)	I-80 Eastbound Cordelia Truck Scales Relocation	(\$3,817,000)	03/28/12	This rescission of \$3,817,000 reduces Allocation #17 to \$22,583,000 for construction of the I-80 Eastbound Cordelia Truck Scales Relocation project. The remaining \$22,583,000 allocation in AB 1171 funds is subject to the conditions listed under Allocation #17.
20	2011-12	Solano Transp. Authority (STA)	I-80/680/12 Interchange Initial Construction Package (ICP)	\$14,280,000	03/28/12	<p>Scope of work: This allocation funds right-of-way acquisition related to the I-80/680/12 Interchange Initial Construction Package 1 project.</p> <p>Note: Allocation was reduced by \$1,142,000 on 05/25/16. New allocation amount is \$13,138,000. See page 31.</p> <p><i>Conditions:</i> Allocation is conditioned on the concurrence of the IPR package and approval of the CEQA environmental document by the STA board on March 14, 2012.</p> <p>STA agrees to comply with the provisions of MTC Resolution No 3636, Revised and that any AB 1171 Bridge Toll funds received under the funding agreement shall be subject to MTC Resolution No. 3636, Revised, unless otherwise agreed herein.</p>

21	2011-12	Transbay Joint Powers Authority (TJPA)	Transbay Transit Center/ Downtown Caltrain Extension	\$73,700,000	06/27/12	<p>Scope of work: This allocation funds the following:</p> <ol style="list-style-type: none"> 1) Construction of the Transit Center “below grade structure” - \$41.5 M 2) Finalize Transit Center design - \$27.4 M 3) Complete remaining CM/GC pre-construction services - \$2.8 M 4) Pre-bid construction administration for structural cast steel nodes - \$2 M <p><i>Conditions:</i> Allocation and disbursement is contingent upon: a) Approval of the Initial Project Report (IPR) package by the TJPA board; and b) execution of a funding agreement between MTC and TJPA for the AB 1171 Bridge Toll funds. Such agreement shall include the following provisions:</p> <p>TJPA agrees to comply with the provisions of MTC Resolution No 3636, Revised and that any AB 1171 Bridge Toll funds received under the funding agreement shall be subject to MTC Resolution No. 3636, Revised, unless otherwise agreed herein.</p> <p>Note: For this allocation, TJPA may send more than one invoice per month to MTC, as long as they don’t invoice more frequently than monthly for each vendor/contractor.</p>
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22	2011-12	BART	eBART	\$9,410,000	06/27/12	<p>Scope of work: This allocation funds the following:</p> <ul style="list-style-type: none"> a) Completion of Final Design (\$3.4M) and; b) Construction Management (CM) and Design Service During Construction (DSDC) for the maintenance shop shell, Hillcrest parking lot and Slatten Ranch Road (\$6.01M). <p><i>Conditions:</i> Allocation and disbursement is contingent upon the execution of a funding agreement between MTC and BART for the AB 1171 Bridge Toll funds. Such agreement shall include the following provisions:</p> <p>BART agrees to comply with the provisions of MTC Resolution No 3636, Revised and that any AB 1171 Bridge Toll funds received under the funding agreement shall be subject to MTC Resolution No. 3636, Revised, unless otherwise agreed herein.</p>
2	2009-10	BART	e-BART	(\$7,933,300)	06/27/12	<p>This rescission of \$7.9 million reduces Allocation #2 to \$5.9 million for the construction of the transfer station at the Pittsburg Bay Point BART station and guideway to Railroad Avenue for the eBART project.</p> <p>The remaining \$5.9 million allocation in AB 1171 funds is subject to the conditions listed under Allocation #2.</p>

13	2010-11	BART	e-BART	(\$5,600,000)	06/27/12	<p>This rescission of \$5.6 million reduces Allocation #13 to \$16 million for the purchase of 8 Diesel Multiple Unit (DMU) vehicles for the eBART project and CM/DSDC costs associated with this contract.</p> <p>The remaining \$16 million allocation in AB 1171 funds is subject to the conditions listed under Allocation #13.</p>
23	2012-13	Solano Transp. Authority (STA)	I-80/680/12 Interchange Initial Construction Package (ICP)	\$8,500,000	07/25/12	<p>Scope of work: This allocation funds the environmental document and preliminary engineering for the Interchange Complex, including three segments of the interchange – the I-80 Westbound to SR-12 Westbound Connector, the I-80 Westbound to I-680 Southbound Connector, and the Red Top/I-680 Interchange.</p> <p><i>Conditions:</i> Allocation is conditioned on the concurrence of the IPR package by the STA board.</p> <p>STA agrees to comply with the provisions of MTC Resolution No 3636, Revised and that any AB 1171 Bridge Toll funds received under the funding agreement shall be subject to MTC Resolution No. 3636, Revised, unless otherwise agreed herein.</p>

24	2012-13	Solano Transp. Authority (STA)	I-80/680/12 Interchange Initial Construction Package (ICP)	\$5,980,000	11/28/12	<p>Scope of work: This allocation funds the utility relocation and right-of-way activities related to the I-80/680/12 Interchange project.</p> <p><i>Conditions:</i> STA agrees to comply with the provisions of MTC Resolution No 3636, Revised and that any AB 1171 Bridge Toll funds received under the allocation shall be subject to MTC Resolution No. 3636, Revised, unless otherwise agreed herein.</p>
25	2012-13	Solano Transp. Authority (STA)	I-80/680/12 Interchange Initial Construction Package (ICP)	\$5,796,000	1/23/13	<p>Scope of work: This allocation funds additional work for utility relocation and right-of-way activities related to the I-80/680/12 Interchange project.</p> <p><i>Conditions:</i> STA agrees to comply with the provisions of MTC Resolution No 3636, Revised and that any AB 1171 Bridge Toll funds received under the allocation shall be subject to MTC Resolution No. 3636, Revised, unless otherwise agreed herein.</p>

26	2012-13	BART	BART To Livermore Extension Project	\$8,600,000	1/23/13	<p>Scope of Work: This allocation is for the completion of CEQA-level environmental documentation for proposed transit improvements in the I-580 corridor and the related modifications to I-580 and SR-84, and for a Ridership Development Plan to be conducted by the City of Livermore to sufficient detail to support selection of a preferred alternative.</p> <p>Conditions: The allocation is conditioned on:</p> <ul style="list-style-type: none"> a) BART agrees to comply with the provisions of MTC Resolution No 3636, Revised and that any AB 1171 Bridge Toll funds received under the allocation shall be subject to MTC Resolution No. 3636, Revised, unless otherwise agreed herein. b) BART staff to report a decision on whether to pursue a joint NEPA/CEQA or CEQA-only document, including having a lead Federal agency, by Jan 31, 2014. (date revised on July 24, 2013)
27	2012-13	Sonoma Marin Area Rail Transit (SMART)	SMART Extension	750,000	1/23/13	<p>Scope of work: Re-construction of the SMART track facilities between Santa Rosa North and Sonoma County Airport area. (Design costs).*</p> <p>Conditions: The allocation is conditioned on:</p> <p>SMART shall agree to comply with the provisions of MTC Resolution No. 3636, Revised and that any AB1171 funds received under this allocation be subject to MTC Resolution No. 3636, Revised.</p>

28	2012-13	Solano Transp. Authority (STA)	I-80/680/12 Interchange Initial Construction Package (ICP)	\$822,008	6/26/13	<p>Scope of work: This allocation funds final design of the I-80/680/12 Interchange Initial Construction Package.</p> <p>Conditions: The allocation is conditioned on:</p> <p>STA agrees to comply with the provisions of MTC Resolution No 3636, Revised and that any AB 1171 Bridge Toll funds received under the allocation shall be subject to MTC Resolution No. 3636, Revised, unless otherwise agreed herein.</p>
29	2013-14	Solano Transp. Authority (STA)	I-80/680/12 Interchange Initial Construction Package (ICP)	\$5,513,000	9/25/13	<p>Scope of work: This allocation funds final design of the I-80/680/12 Interchange Initial Construction Package #2 (Red Top Road Interchange) and Package #3 (I-80 Westbound to I-680 Southbound Connector).</p> <p>Conditions: The allocation is conditioned on:</p> <p>STA agrees to comply with the provisions of MTC Resolution No 3636, Revised and that any AB 1171 Bridge Toll funds received under the allocation shall be subject to MTC Resolution No. 3636, Revised, unless otherwise agreed herein.</p>

30	2013-14	Solano Transp. Authority (STA)	I-80/680/12 Interchange Initial Construction Package (ICP)	\$29,448,000	9/25/13	<p>Scope of work: This allocation funds construction of the I-80/680/12 Interchange Initial Construction Package #1 (I-80 Westbound to SR-12 Westbound Connector).</p> <p><i>Note:</i> Allocation was reduced by \$1 million on 03/26/14. New allocation amount is \$28,448,000. See page 27. This allocation was reduced by \$2,189,000 on 01/27/16. New allocation amount is \$26,259,000. See page 30.</p> <p>Conditions: Allocation is conditioned on the allocation of Proposition 1B Trade Corridor Improvement Fund (TCIF) / funds by the California Transportation Commission.</p> <p>Allocation and disbursement is contingent upon the execution of a funding agreement between MTC and STA for the AB 1171 Bridge Toll funds. Such agreement shall include the following provisions:</p> <p>STA agrees to comply with the provisions of MTC Resolution No 3636, Revised and that any AB 1171 Bridge Toll funds received under the allocation shall be subject to MTC Resolution No. 3636, Revised, unless otherwise agreed herein.</p>
31	2013-14	Solano Transp. Authority (STA)	I-80/680/12 Interchange Initial Construction Package (ICP)	\$77,992	10/23/13	<p>Scope of work: This allocation funds additional work for utility relocation and right-of-way activities related to the I-80/680/12 Interchange project.</p> <p>Conditions: STA agrees to comply with the provisions of MTC Resolution No 3636, Revised and that any AB 1171 Bridge Toll funds received under the allocation shall be subject to MTC Resolution No. 3636, Revised, unless otherwise agreed herein.</p>

32	2013-14	BART	e-BART	\$9,533,000	12/18/13	<p>Scope of Work: This allocation is for the construction of eBART Trackwork, System, and Facility Finishes, and Construction Management and Design Services During Construction.</p> <p><i>Conditions:</i> Allocation and disbursement is contingent upon the following:</p> <ul style="list-style-type: none"> a) Approval of local support resolution by CCTA and BART Boards. b) Execution of a funding agreement between MTC and BART for the AB 1171 Bridge Toll funds. Such agreement shall include the following provisions: BART shall agree: (1) to complete the project described in its updated Initial Project Report, through its contractor; (2) to comply with all provisions of MTC Resolution No. 3636, Revised and that any AB 1171 funds received under the funding agreement be subject to MTC Resolution No. 3636, Revised.
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33	2013-14	SMART	SMART	\$9,400,000	12/18/13	<p>Scope of Work: This allocation is for the reconstruction of the SMART track facilities, including associated system work, between Santa Rosa North and the Sonoma County Airport area, and a station at the Sonoma County Airport.**</p> <p><i>Conditions:</i> Allocation and disbursement is contingent upon the following conditions:</p> <ol style="list-style-type: none"> 1. SCTA approval of \$4.35 million in funds for the airport extension. 2. SMART Board approval of the Initial Project Report. 3. Environmental clearance of the station at the Sonoma County Airport. 4. Execution of a funding agreement between MTC and SMART for the AB 1171 Bridge Toll funds. Such agreement shall include the following provisions: <p>SMART agrees to comply with the provisions of MTC Resolution No. 3636, Revised and that any AB 1171 Bridge Toll funds received under the funding agreement shall be subject to MTC Resolution No. 3636, Revised, unless otherwise agreed herein.</p>
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34	2013-14	Transbay Joint Powers Authority (TJPA)	Transbay Transit Center/ Downtown Caltrain Extension	\$1,124,327	2/26/14	<p>Scope of Work: Construction Manager/General Contractor pre-construction services for Transbay Transit Center building and related structures.</p> <p>TJPA shall agree to comply with the provisions of MTC Resolution No 3636, Revised and that any AB 1171 Bridge Toll funds received be subject to MTC Resolution No. 3636, Revised.</p> <p>TJPA shall submit to MTC an “Implementing Agency Resolution of Project Compliance” which resolves that the TJPA will comply with the provisions of MTC Resolution No 3636 for the drawdown of AB 1171 funds.</p> <p>This allocation is also conditioned on the approval of the IPR package by the TJPA board.</p> <p>Note: For this allocation, TJPA may send more than one invoice per month to MTC, as long as they don’t invoice more frequently than monthly for each vendor/contractor.</p>
30	2013-14	Solano Transp. Authority (STA)	I-80/680/12 Interchange Initial Construction Package (ICP)	(\$1,000,000)	3/26/14	<p>This rescission of \$1 million reduces Allocation #30 to \$28,448,000 for the construction of the I-80/680/12 Interchange Initial Construction Package.</p> <p>The remaining \$28,448,000 allocation in AB 1171 funds is subject to the conditions listed under Allocation #30.</p>

35	2013-14	Solano Transp. Authority (STA)	I-80/680/12 Interchange – I-80 Freeway Performance Initiative in Solano County	\$1,000,000	3/26/14	<p>Scope of work: This allocation funds construction of the I-80 Freeway Performance Initiative work elements in Solano County, related to the I-80/680/12 Interchange project.</p> <p>Allocation and disbursement is contingent upon the execution of a funding agreement between MTC and STA for the AB 1171 Bridge Toll funds. Such agreement shall include the following provisions:</p> <p>STA agrees to comply with the provisions of MTC Resolution No 3636, Revised and that any AB 1171 Bridge Toll funds received under the allocation shall be subject to MTC Resolution No. 3636, Revised, unless otherwise agreed herein.</p>
36	2014-15	City of Fairfield	Fairfield/Vacaville Intermodal Train Station	\$9,000,000	10/22/14	<p>Scope of work: This allocation funds construction of the Fairfield/Vacaville Intermodal Train Station.</p> <p>Allocation and disbursement is contingent upon the execution of a funding agreement between MTC and City of Fairfield for the AB 1171 Bridge Toll funds. Such agreement shall include the following provisions:</p> <p>City of Fairfield agrees to comply with the provisions of MTC Resolution No 3636, Revised and that any AB 1171 Bridge Toll funds received under the allocation shall be subject to MTC Resolution No. 3636, Revised, unless otherwise agreed herein.</p>

37	2014-15	BART	e-BART	\$500,000	12/17/14	<p>Scope of Work: This allocation is for Construction Management and Design Services During Construction.</p> <p><i>Conditions:</i> Allocation and disbursement is contingent upon the following:</p> <ul style="list-style-type: none"> a) Approval of local support resolution by CCTA and BART Boards. b) Execution of a funding agreement between MTC and BART for the AB 1171 Bridge Toll funds. Such agreement shall include the following provisions: BART shall agree: (1) to complete the project described in its updated Initial Project Report, through its contractor; (2) to comply with all provisions of MTC Resolution No. 3636, Revised and that any AB 1171 funds received under the funding agreement be subject to MTC Resolution No. 3636, Revised.
30	2013-14	Solano Transp. Authority (STA)	I-80/680/12 Interchange Initial Construction Package (ICP)	(\$2,189,000)	01/27/16	<p>This rescission of \$2,189,000 reduces Allocation #30 to \$26,259,000 for the construction of the I-80/680/12 Interchange Initial Construction Package.</p> <p>The remaining \$26,259,000 allocation in AB 1171 funds is subject to the conditions listed under Allocation #30.</p>
38	2015-16	Solano Transp. Authority (STA)	I-80/680/12 Interchange Initial Construction Package (ICP)	\$2,189,000	01/27/16	<p>Scope of work: This allocation funds the utility relocation and right-of-way activities related to the I-80/680/12 Interchange Initial Construction Package #2 (Red Top Road Interchange).</p> <p><i>Conditions:</i> STA agrees to comply with the provisions of MTC Resolution No 3636, Revised and that any AB 1171 Bridge Toll funds received under the allocation shall be subject to MTC Resolution No. 3636, Revised, unless otherwise agreed herein.</p>

20	2011-12	Solano Transp. Authority (STA)	I-80/680/12 Interchange Initial Construction Package (ICP)	(\$1,142,000)	05/25/2016	<p>This rescission of \$1,142,000 reduces Allocation #20 to \$13,138,000 for the right-of-way phase of the I-80/680/12 Interchange Initial Construction Package.</p> <p>The remaining \$13,138,000 allocation in AB 1171 funds is subject to the conditions listed under Allocation #20.</p>
39	2015-16	Solano Transp. Authority (STA)	I-80/680/12 Interchange Initial Construction Package (ICP)	\$1,142,000	05/25/2016	<p>Scope of work: This allocation funds final design phase of the I-80/680/12 Interchange Initial Construction Packages 2 and 3 (Red Top Road Interchange and I-80/680 Interchange) project.</p> <p>STA agrees to comply with the provisions of MTC Resolution No 3636, Revised and that any AB 1171 Bridge Toll funds received under this allocation shall be subject to MTC Resolution No. 3636, Revised, unless otherwise agreed herein.</p>
40	2016-17	BART	BART To Livermore Extension Project	\$1,632,000	09/28/16	<p>Scope of Work: This allocation is for the additional scope for completion of CEQA-level environmental documentation for proposed transit improvements in the I-580 corridor and the related modifications to I-580 and SR-84, and for a Ridership Development Plan to be conducted by the City of Livermore to sufficient detail to support selection of a preferred alternative.</p> <p>Conditions: The allocation is conditioned on:</p> <ul style="list-style-type: none"> a) BART agrees to comply with the provisions of MTC Resolution No 3636, Revised and that any AB 1171 Bridge Toll funds received under the allocation shall be subject to MTC Resolution No. 3636, Revised, unless otherwise agreed herein.
Total Allocated				\$485,482,027		

* On January 23, 2013, MTC approved program commitments of: 1) \$4.4 million (subject to future allocation action) towards the reconstruction of the SMART track facilities between Santa Rosa North and the Sonoma County Airport area; and 2) \$0.5 million to BART for the eBART project.

** The December 18, 2013 allocation (#32) to SMART includes the \$4.4 million indicated in the footnote above.

Proposed Bridge Toll Allocations

1. BART to Livermore Environmental Impact Report

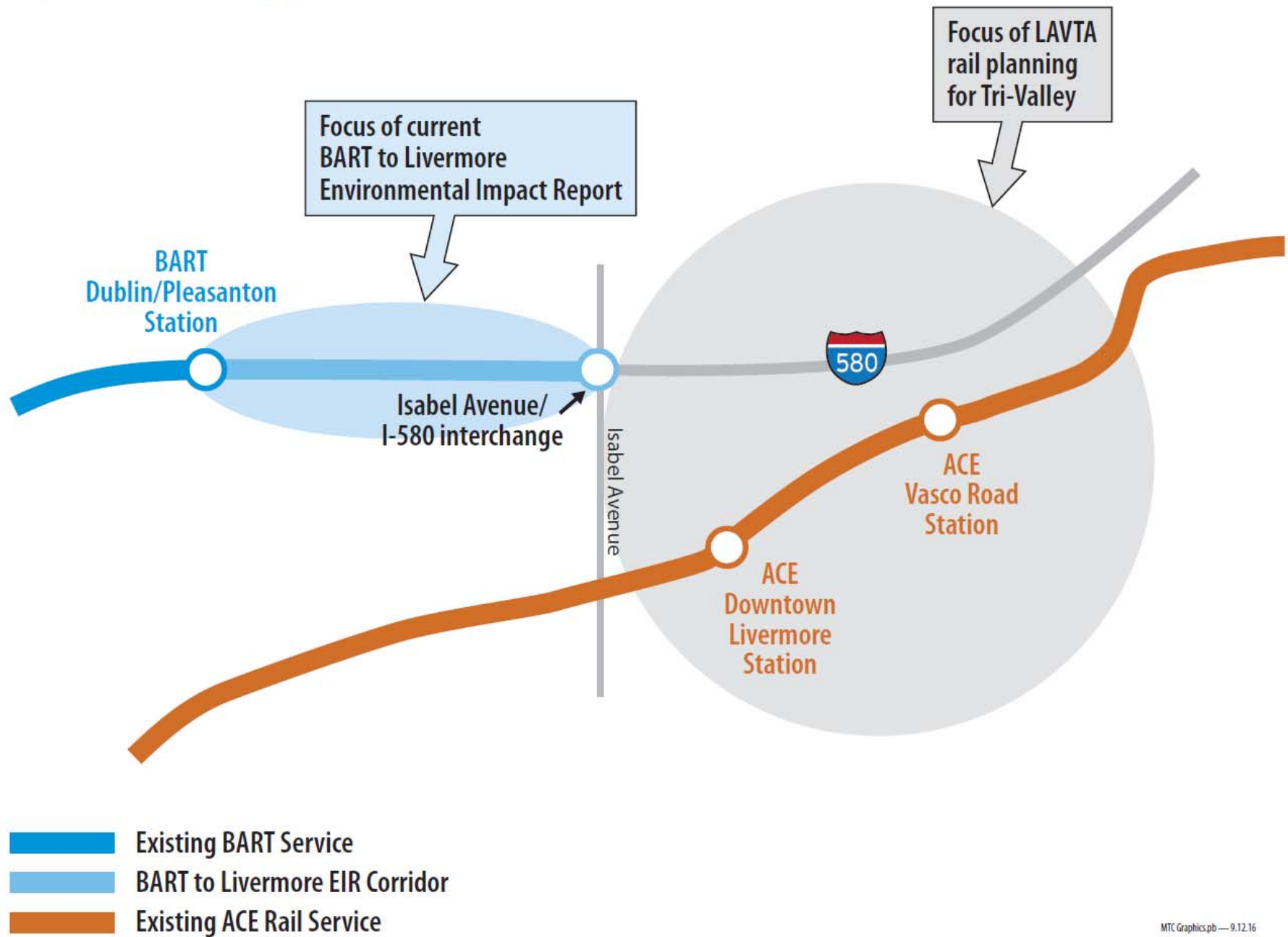
- Project Sponsor: BART
- Geographic Area: Dublin-Pleasanton BART station eastward to near the Isabel Avenue/I-580 Interchange
- Proposed Allocation: \$1.6 Million in AB 1171 Bridge Tolls

2. Rail Planning for Tri-Valley

- Project Sponsor: LAVTA
- Geographic Area: East of Isabel Avenue/I-580 Interchange focusing on potential connections of ACE Rail and BART
- Proposed Allocation: \$0.7 Million in Regional Measure 1 Bridge Tolls



September 2016 | Livermore/Tri-Valley Rail Allocations





Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 15-1869 **Version:** 1 **Name:**

Type: Resolution **Status:** Federal

File created: 8/11/2016 **In control:** Programming and Allocations Committee

On agenda: 9/14/2016 **Final action:**

Title: MTC Resolution Nos. 4274 and 4275. Adoption of the 2017 Transportation Improvement Program (TIP) and Transportation Air Quality Conformity Analysis for the Amended Plan Bay Area (Plan) and the 2017 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 in accordance with EPA's transportation conformity regulations and MTC's Bay Area Air Quality Conformity Procedures.

Sponsors:

Indexes:

Code sections:

Attachments: [8c PAC-4a Resos 4274-4275 2017-TIP and AQCAAnalysis](#)
[4a Resos 4274-4275 2017-TIP and AQCAAnalysis .pdf](#)

Date	Ver.	Action By	Action	Result
9/14/2016	1	Programming and Allocations Committee		

Subject:

MTC Resolution Nos. 4274 and 4275. Adoption of the 2017 Transportation Improvement Program (TIP) and Transportation Air Quality Conformity Analysis for the Amended Plan Bay Area (Plan) and the 2017 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 in accordance with EPA's transportation conformity regulations and MTC's Bay Area Air Quality Conformity Procedures.

Presenter:

Adam Crenshaw

Recommended Action:

Commission Approval

Metropolitan Transportation Commission Programming and Allocations Committee

September 14, 2016

Commission Agenda Item 8c

MTC Resolution Nos. 4274 and 4275

Subject: Adoption of the 2017 Transportation Improvement Program (TIP) and Transportation-Air Quality Conformity Analysis for the Amended Plan Bay Area (Plan) and the 2017 TIP. MTC Resolution Nos. 4274 and 4275.

Background: The federally required Transportation Improvement Program (TIP) is a comprehensive listing of Bay Area surface transportation projects that receive federal funds or are subject to a federally required action or are regionally significant. MTC, as the federally designated Metropolitan Planning Organization (MPO) for the nine-county San Francisco Bay Area Region, must prepare and adopt the TIP at least once every two years. The 2017 TIP covers a four-year period from FY 2016-17 through 2019-20 and contains approximately 700 projects totaling about \$6.3 billion. The 2017 TIP is financially constrained by year, meaning that the amount of dollars committed to the projects (or “programmed”) does not exceed the amount of dollars estimated to be available. The 2017 TIP includes a financial constraint analysis as well as a financial plan that demonstrates that the programmed projects can be implemented.

Under Federal law and regulation, regional transportation plans (RTPs) and Transportation Improvement Programs (TIPs) must be analyzed to determine if they conform to federal air quality standards and plans (known as the State Implementation Plan or SIP). The new Transportation-Air Quality Conformity Analysis for the Amended Plan Bay Area (Plan) and the 2017 TIP were prepared in accordance with the U.S. Environmental Protection Agency’s (EPA) transportation conformity regulations and MTC’s Bay Area Air Quality Conformity Procedures (MTC Resolution No. 3757). This analysis incorporates updated project delivery schedules submitted during the 2017 TIP update process. These projects have been modeled in the appropriate analysis year using the latest planning assumptions. MTC staff consulted with the Air Quality Conformity Task Force on the approach to the conformity analysis, draft conformity analysis, response to public comments on the draft conformity analysis, and final conformity analysis. Based on the conformity analysis, a positive conformity determination can be made because the Plan and the TIP conform to the federal air quality standards and plans.

Investment Analysis

To further assist the public in assessing the equity implications of the 2017 TIP, staff has conducted an investment analysis with a focus on low income and minority residents. MTC conducts an investment analysis of long-term investments as part of the Equity Analysis for Plan Bay Area as part of the overall effort to fulfill the region’s Title VI and environmental justice responsibilities. Staff conducts the investment analysis on the TIP to provide further transparency for short-term investments. As a reminder, the TIP does not include most of the region’s investments in operations

and maintenance as these are largely locally funded and don't require a federal action. When compared to the investments described in the Plan, the 2017 TIP only reflects about 15% of average annual transportation spending in the Bay Area.

The 2017 TIP Investment analysis concludes that in the aggregate there is a relatively higher proportionate investment in all transportation facilities that serve minority and low-income populations than the proportional share of trips taken by minority and low-income populations (Table 1). However, it also suggests a variance in the share of transit investments by trips for passengers living in low-income households and in the per-rider benefit of investments for minority transit riders (Table 2). Given the periodic nature of large capital projects it is not surprising that the results of the analysis may shift from one TIP period to the next.

Specifically, staff believes that in this TIP period the current variance reflects Bay Area Rapid Transit's (BART) Railcar Procurement Program and Caltrain's Electrification project as these projects have large capital phases that are beginning within the active years of the 2017 TIP. As BART and Caltrain are used by a lower proportion of low-income and minority riders than the regional average for transit riders, the results of the analysis show lower investments benefiting low-income and minority riders. That said, BART ridership approximately mirrors the regional demographics for all individuals from low-income households and minorities on a percentage basis, and it carries large numbers of such groups in numerical terms.

Between the release of the Draft 2017 TIP and the development of the Final 2017 TIP, staff updated project information to reflect input from sponsors as described below and, in an effort to improve the accuracy of the analysis, updated the demographic information for BART to reflect weekend as well as weekday ridership. These changes did not result in a significant difference in the outcome of the analysis.

Table 1.	Comparison of Final 2017 TIP Investment Analysis Results			
	Trips (in millions)	Share of Trips	Funding (in \$ billions)	Share of Funding
Population-Use Based Analysis				
All Trips by Low Income Population	6.4	27%	\$2.0	31%
Transit Trips by Low Income Population	0.8	54%	\$1.2	45%
All Trips by Minority Population	12.3	52%	\$3.5	55%
Transit Trips by Minority Population	1.0	61%	\$1.6	60%

Minority Per Capita Benefit as % of Non-Minority Per Capita Benefit	96%
Minority Per Rider Benefit as % of Non-Minority Per Rider Benefit	89%

Public Comments and Responses

The 2017 TIP and accompanying Transportation-Air Quality Conformity Analysis were released for public review and comment beginning June 24, 2016. A public hearing was held on July 13, 2016, and the 30-day review and comment period ended on July 28, 2016. A summary of comments received and staff's responses is included as Attachment A. Comments pertaining to the 2017 TIP and staff's responses are incorporated as an appendix to the TIP. Comments on the Transportation-Air Quality Conformity Analysis are included in Section V of that document.

During the comment period, staff also received updated project information from sponsors; the responses to those requests are included in Attachment B.

Next Steps

Following Commission consideration later this month, if approved, the 2017 TIP will be forwarded to Caltrans and to the Federal Highway Administration and Federal Transit Administration for review. Federal approval would be expected by December.

Issues: None

Recommendation: Refer MTC Resolution No. 4274 and MTC Resolution No. 4275 to the Commission for approval.

Attachments: Attachment A – Responses to public comments
Attachment B – List of project changes in response to comments
MTC Resolution No. 4274: Adoption of the Transportation-Air Quality Conformity Analysis for the Amended Plan Bay Area and 2017 TIP
MTC Resolution No. 4275: Adoption of the 2017 TIP
Appendix 1: Comments Received

**METROPOLITAN TRANSPORTATION COMMISSION
2017 Transportation Improvement Program (TIP)
Response to Public Comments**

The Draft 2017 TIP was released for public review and comment from June 24, 2016 through July 28, 2016 and a public hearing was held on July 13, 2016 to receive public comment. The following is a list of the public comments submitted to MTC along with staff's responses to these comments. No comments were made during the public hearing. This list does not include the project listing changes requested by project sponsors. The correspondence and public hearing transcript for the Draft 2017 TIP are available at <http://mtc.ca.gov/our-work/fund-invest/transportation-improvement-program-tip/draft-2017-tip>.

No.	Name	Agency/Organization	Dated	Response
1	Andrea Mirenda	Public	Email 7/27/2016	Response #1
2	Cathy Jennings	Public	Email 7/29/2016	Response #1
3	Charlie Cameron	Public	Letter 7/22/2016	Response #1
4	Bob Moss	Public	Email 7/28/2016	Response #1 and #2
5	Rand Strauss	Public	Email 7/28/2016	Response #1 and #2
6	Alex Hakso	Public	Email 7/29/2016	Response #3
7	Anne Nichols	Public	Email 7/27/2016	Response #3
8	Jean Severinghaus	Public	Email 7/3/2016	Response #3
9	Karim Hyder	Public	Email 7/28/2016	Response #3
10	Holly Westphal	Public	Email 7/27/2016	Response #1 and #3
11	Mark Fassett	Public	Email 7/29/2016	Response #1 and #3
12	Mewi	Public	Letter 7/28/2016	Response #1, #2, and #3
13	Jim Burt	Public	Email 7/30/2016	Response #1, #2, and #4
14	Larry V.	Public	Email 7/28/2016	Response #1, #2, and #5
15	Linda Curtis	Public	Email 7/27/2016 and 7/28/2016	Response #1, #2, #3, and #5
16	Michael Ferreira, Victoria Brandon, Rebecca Evans	Three Sierra Club Chapters	Email 7/26/2016	Response #6

Category 1: Responses to Comments Related to Specific Projects

The Regional Transportation Plan (Plan) establishes long-range investment priorities and strategies to operate, maintain, and improve the surface transportation network in the San Francisco Bay Area. The Plan currently in effect for the Bay Area is called Plan Bay Area and was adopted in 2013. The Transportation Improvement Program (TIP) helps carry out the Plan's strategies in the short term by committing certain funding resources to implement specific programs and project improvements that help support implementation of the Plan. MTC staff forwarded project specific comments to the sponsoring agencies for clarification of next steps and opportunities for input for service planning or project development for specific programs and projects. Interested parties are encouraged to contact project sponsors directly for specific project concerns or to stay informed throughout project development.

Comment and Response #1

Several commenters opposed local projects in the TIP such as implementing bus rapid transit (BRT) on El Camino Real in Santa Clara County or installing express lanes on US 101 in San Mateo County. Some commenters also opposed specific elements of project designs. Other commenters expressed support for local projects in the TIP such as the construction of high-occupancy vehicle (HOV) lanes on US 101 in San Mateo County or the extension of Sonoma Marin Area Rail Transit service beyond the initial operating segment. MTC has notified the project sponsors of the comments submitted.

MTC includes local projects in the TIP after the project sponsor demonstrates project funding, scope and schedule consistent with Plan Bay Area. The decision to include a project in the TIP does not represent an allocation or obligation of funds, or final project approval. Before securing funding and approval for project implementation, the project is subject to environmental review and final approvals from federal, state, regional or local agencies depending on fund sources, and project-specific required actions. The environmental process will include additional opportunities to comment on the scope, design elements and impacts of a project.

MTC's Guide to the San Francisco Bay Area's Transportation Improvement Program outlines the various opportunities available to the public and interested stakeholders to get involved in the transportation planning and project development process (see TIP Appendix A-3). The guide is also available at MTC's offices at 375 Beale St., San Francisco and online at: <http://mtc.ca.gov/our-work/fund-invest/transportation-improvement-program>.

Comment and Response #2

Some commenters suggested that MTC include specific new projects in the TIP, namely the addition of a second BART tube across the Bay and lowering the Central Expressway in Santa Clara County so that it is separated from cross-traffic.

Large capital projects such as these must be included in an adopted regional long range plan before they can be included in the TIP. Neither of these projects is included in the currently adopted Plan. However, MTC is currently working with a number of partners in the region to evaluate short, medium and long term needs for transit capacity serving the Transbay corridor. A second Transbay tube is being considered as part of this study. Projects selected for further development will then need to be included in the Plan before advancing beyond planning and environmental analysis in the TIP.

Other suggested projects were increased Caltrain service frequencies, a transit pass for residents of the City of Berkeley and changes to local bus routes and service. These projects could potentially be implemented without being included in the TIP if they were not federally funded and did not require a federal action.

MTC's Guide to the San Francisco Bay Area's Transportation Improvement Program outlines the various opportunities available to the public and interested stakeholders to get involved in the transportation planning and project development process (see TIP Appendix A-3). The guide is also available at MTC's offices at 375 Beale St., San Francisco and online at: <http://mtc.ca.gov/our-work/fund-invest/transportation-improvement-program>.

Category 2: Responses to Comments Related to General Categories of Projects

Staff also received comments regarding general categories of projects. These comments did not identify specific projects, so the comments were not forwarded to sponsoring agencies.

Comment and Response #3

Some commenters opposed general categories of projects such as BRT projects with dedicated lanes or the purchases of diesel buses and equipment. Other commenters expressed support for grade separated rail transit, expanded local bus service or bicycle and pedestrian infrastructure.

MTC's Guide to the San Francisco Bay Area's Transportation Improvement Program outlines the various opportunities available to the public and interested stakeholders to get involved in the transportation planning and project development process (see TIP Appendix A-3). The guide is also available at MTC's offices at 375 Beale St., San Francisco and online at: <http://mtc.ca.gov/our-work/fund-invest/transportation-improvement-program>.

MTC also works with our partner agencies to develop programs that fund or incentivize specific categories of projects. Information about these programs and their development can be found online at: <http://mtc.ca.gov/our-work/fund-invest>.

Category 3: Responses to Comments Regarding Advocacy for Transportation Funding

Staff also received comments urging MTC to advocate for additional funding and policy changes.

Comment and Response #4

One commenter requested MTC to propose steady sources of funding, such as increasing the gas tax or reforming Proposition 13.

MTC continues to support numerous efforts to establish new sources of federal, state, regional and local funding for transportation. Each year MTC adopts a federal and state advocacy program to prioritize its efforts to ensure that the Bay Area benefits from new opportunities, defend against proposals that may reduce funding for Bay Area transportation, advance our goal of a safe, efficient and well-maintained regional transportation system. Information about MTC's advocacy program can be found online at: <http://mtc.ca.gov/our-work/advocate-lead/state-and-federal-advocacy>.

MTC urges members of the public to track and support developments related to increased transportation funding at all levels of government.

Category 4: Responses to Comments Regarding Land-Use Decisions

Staff also received comments pertaining to land-use trends and policies.

Comment and Response #5

One commenter opposed the construction of high-density residential developments along arterials, while another commenter suggested developing real estate located above transportation facilities.

SB 375 requires MTC to develop a Sustainable Communities Strategy that demonstrates that land-use development patterns and the proposed transportation network can work together to meet greenhouse gas reduction targets. To help achieve these goals, some funding programs, such as the One Bay Area Grant (OBAG) County Discretionary Program, include policies that incentivize cities to build housing. While the TIP includes funding from these programs, the TIP itself is focused on near-term transportation investments and does not include land-use decisions. Local jurisdictions retain the authority to adopt local land-use policies and make specific land-use decisions through their individual processes.

Category 5: Responses to Comments Regarding the Relationship of the TIP to the Plan

Staff received comments from the Sierra Club on the connection between the TIP and the policies and priorities established in the Plan.

Comment and Response #6

Meeting Greenhouse Gas Emissions Targets

The Sierra Club noted that the Draft Transportation-Air Quality Conformity Analysis for the Amended Plan Bay Area and the 2017 Transportation Improvement Program “indicates that the draft 207 TIP will not result in the greenhouse gas (GHG) reduction per capita target for the year 2035 [15%, relevant to the Plan] as required by the Air Resources Board under the California Sustainable Communities and Climate Protection Act of 2008 (SB 375).”

Transportation conformity is required under section 176(c) of the Clean Air Act (42 U.S.C. 7506(c)) to ensure that federally funded or approved highway and transit activities are consistent with (“conform to”) the purpose of the state air quality implementation plan (SIP). Conformity to the purpose of the SIP means that transportation activities will not cause or contribute to new air quality violations, worsen existing violations, or delay timely attainment of the relevant national ambient air quality standards (NAAQS).

In addition, the Federal Environmental Protection Agency’s transportation conformity rule (40 CFR Parts 51 and 93) establishes the criteria and procedures for determining whether metropolitan transportation plans, TIPs, and federally supported highway and transit projects conform to the purpose of the SIP. Transportation conformity applies to designated nonattainment and/or maintenance areas for transportation-related criteria pollutants: ozone, PM2.5, PM10, carbon monoxide, and nitrogen dioxide. Specifically, regional transportation conformity for transportation plans and TIPs is demonstrated by performing a regional emissions analysis for the applicable NAAQS pollutants in nonattainment areas.

Currently, there are no federal requirements for consideration of GHG impacts in a regional conformity analysis for a TIP or transportation plan. Therefore, to reduce confusion, the air quality and climate implications text and Table 6 will not be included in Appendix E of the Final Conformity Analysis.

Additionally, the Plan focuses extensively on GHG emission reductions and demonstrates that the combination of land use and transportation investments result in the region meeting its goals of 7 and 15 percent reductions in GHG emissions by 2020 and 2035, respectively. Any estimation of GHG reductions is relevant to the Plan. In contrast, the TIP covers only a four year period and includes only a subset of transportation projects and programs from the Plan.

References:

http://www.dot.ca.gov/hq/env/air/main_sections/conformity.htm

<https://www.epa.gov/state-and-local-transportation/policy-and-technical-guidance-state-and-local-transportation#requirements>

http://www.fhwa.dot.gov/environment/air_quality/conformity/

Prioritizing Transportation System Investments

This commenter also requested that funding in the proposed TIP should not be directed to highway and roadway expansion projects and should instead be directed to pedestrian, bicycle and transit projects in order to be supportive of the Sustainable Communities Strategies (SCS).

As mentioned in response to the previous comment (#6), there are no federal requirements for consideration of GHG impacts in a regional conformity analysis for a TIP or transportation plan and the "Draft Environmental Impact Report for MTC's Transportation 2035 Plan" is a California Environmental Quality Act (CEQA) *state* requirement – unassociated with federal requirements for the Draft Conformity Analysis.

Additionally, the performance analysis of the Plan evaluates if the full complement of transportation projects and programs included in the Plan, taken together with land use changes, advance the region's goals and objectives identified in the Plan. As a subset of projects and programs from the Plan, the investments included in the proposed TIP are consistent with the top priority of the Plan to operate and maintain the region's existing transportation system. Nearly two-thirds of the \$6.3 billion in committed funds over the four-year period of the TIP, is directed to maintaining the existing transportation system. In addition, the majority of funding programmed on State Highway System projects (82%) and local road projects (54%) rehabilitates, maintains, and operates the existing system.

It should also be noted that two significant federal programs for transit, bicycle and pedestrian, and complete streets projects are not yet programmed in the TIP. Nearly \$2 billion in Federal Transit Administration (FTA) formula funds expected to be available during the TIP period have not been programmed and therefore are not reflected in the TIP. The program of projects for these funds is anticipated to be adopted and programmed into the TIP in 2017. In addition, most projects from the second cycle of the One Bay Area Grant (OBAG 2) have not yet been programmed into the TIP. The OBAG 2 program, with more than \$150 million in annual federal funds, supports a range of priority multi-modal projects throughout the region. These projects will be incorporated into the TIP as the program is adopted.

High Level of Near-Term Highway Investment

The Sierra Club also noted that the proposed TIP should not front-load highway and roadway projects in the TIP and should instead use its funds to reduce vehicle miles travelled (VMT) and therefore GHGs.

The TIP is required to be fiscally constrained by program and by year. However, the TIP does not reflect the universe of federal, state, and local revenues that will be available over the four year

period. Some of these funds will be incorporated as their individual funding programs are developed and adopted, such as the Regional Transportation Improvement Program (RTIP) or regional allocations of FTA formula funds. Other funds are typically not reflected in the TIP at all, including the vast majority of local and state funds that will go to operate, maintain, and manage the region's existing transportation system.

It should be noted that although the TIP presents only a partial picture of the subset of transportation projects that will be implemented during the four year period, the full picture of the projects, programs and strategies that will be completed within the region is captured within the Plan. As mentioned above, although there are no federal requirements for consideration of GHG impacts and/or CEQA obligations in a regional conformity analysis for a TIP or transportation plan, the Plan does demonstrate that the combination of land use and transportation investments result in the region meeting its goals of 7 and 15 percent reductions in GHG emissions by 2020 and 2035, respectively. Any estimation of GHG reductions is relevant to the Plan itself. In contrast, the TIP covers only a four year period and includes only a subset of transportation projects and programs from the Plan.

Equitable Distribution of Funding

This commenter also noted that the proposed TIP and its underlying projects should be changed to eliminate the inequitable distribution of funds to low income and minority transit riders.

The investment analysis of the proposed TIP indicates that although the investments in the TIP are distributed equitably overall, a variance in the share of transit investments by trips for passengers living in low-income households and in the benefits of investments to minority transit riders. It is important to note, however, that the TIP does not reflect the full picture of transportation investments in the Bay Area over the long-term. As noted above, the TIP only includes four years of near-term fund programming. Also, since the TIP primarily documents projects that require federal actions or use federal funds, it tends to include more large capital projects than rehabilitation programs. Additionally, funding shown in the TIP is included in the year that project phases begin or are obligated and does not reflect the actual flow of funding and expenditures within these phases. While rehabilitation programs will have their funding spread across many years, large capital projects tend to have their funding lumped into a single year even if the funds will actually be expended over a number of years, some of which may be outside the scope of the TIP. When compared to the investments described in the Plan, the 2017 TIP only reflects about 15% of average annual transportation spending in the Bay Area.

An example of the issues described above is the fact that the 2017 TIP Investment Analysis is heavily influenced by two projects, BART's Railcar Procurement Program and Caltrain's Electrification project, as these projects have large capital phases that are beginning in the near future. Together, these projects account for over one third of all transit funding in the 2017 TIP. As these systems are used by a lower proportion of low-income and minority riders than the

regional average, the results of the analysis show lower investments benefiting low-income and minority riders. Prior iterations of the TIP Investment Analysis that showed a less variable distribution have been influenced by other large capital projects, such as SFMTA's Central Subway project and VTA's BART Warm Springs to Berryessa Extension project, that are still ongoing, but in the current TIP period require less funding action. Additionally, approximately \$2 billion in transit formula funding for FY2016-17 through FY2019-20 is yet to be programmed and is not included in the proposed 2017 TIP. While BART and Caltrain will still receive a large portion of these funds, the program will also distribute funds to a wider variety of transit operators.

MTC will revisit the investment analysis in the future (estimated for summer 2017, to coincide with adoption of Plan Bay Area 2040) and these transit funds are expected to be included. Additionally, MTC will continue to include updated demographic data sources in future iterations of the investment analysis. Since the draft analysis was released, BART's demographic data have been updated to account for weekend ridership.

Since the equity analysis of the Plan includes more projects and programs than just those that are federally focused and transportation funding is captured from more years, it is not disproportionately influenced by the types of projects described above.

It should also be noted that this analysis only assesses investments and does not directly assess the resulting benefit and burden of specific projects or programs, such as travel time savings or improved accessibility to jobs or other destinations.

Addressing the Effects of Climate Change on Transportation Infrastructure

The Sierra Club also noted that the TIP does not recognize the urgency of climate change and its effects on transportation and transit infrastructure. The commenter requested that the TIP identify projects and funding that will mitigate climate change impacts on Bay Area transportation infrastructure.

In recognition of the risks and challenges related to planning for long-term sustainability and resilience of our transportation assets in the face of climate change, MTC and other regional, state, and federal partners have been working together over the last four years to study how and where the Bay Area is vulnerable to current and future flooding in order to develop strategies to reduce these risks.

MTC was recently awarded a grant from Caltrans to plan for ensuring the Bay Area's transportation system becomes more resilient to increased flooding and sea level rise, while also improving the safety and sustainability of our communities, particularly vulnerable and disadvantaged communities. The \$1.2 million study, to be completed by MTC in cooperation with the Bay Conservation and Development Commission (BCDC), Caltrans District 4, and the Bay Area Regional Collaborative (BARC), will develop a regional vulnerability assessment focused

on the Bay Area's transportation infrastructure, Priority Development Areas (PDAs) as identified in the Plan, and vulnerable and disadvantaged communities. The project will also develop a suite of adaptation strategies to improve the resilience of Bay Area transportation assets and communities for inclusion in Plan Bay Area as well as other appropriate local and regional planning and programming documents. The results of the study could address the commenter's request in a future TIP to identify projects that mitigate the risks and damages caused by climate change.

**Metropolitan Transportation Commission
2017 Federal Transportation Improvement Program (TIP)**

Attachment B: Comments/Requested Changes to Draft Project Listings

Project Sponsor	TIP ID	Project Title	Draft TIP Amount	Draft TIP Year	Revised Amount	Revised Year	Change	Reason
Alameda County								
ACTC	ALA090018	Truck Parking Facilities in North County (Phase I)	\$1,000,000	2017	\$1,000,000	2018	Reprogram funds from FY17 to FY18	Update the funding plan to reflect the latest programming decisions
Port of Oakland	ALA090027	7th St Grade Separation and Port Arterial Improvements	n/a	n/a	n/a	n/a	Update project title and clarify description	Update project title and clarify description
Port of Oakland	ALA090027	7th St Grade Separation and Port Arterial Improvements	\$480,000	2017	\$480,000	2017	Change the source for \$480K from Other Local to Sales Tax and reprogram from PE to PSE	Update the funding plan to reflect the latest programming decisions
Port of Oakland	ALA090027	7th St Grade Separation and Port Arterial Improvements	\$7,968,000	2021	\$7,968,000	2017	Change the source for \$8M from RTP-LRP to Sales Tax and reprogram from FY21 CON to FY17 PSE	Update the funding plan to reflect the latest programming decisions
Port of Oakland	ALA090027	7th St Grade Separation and Port Arterial Improvements	\$9,552,000	2017	\$9,552,000	2017	Reprogram \$9.6M in Sales Tax from PE to PSE	Update the funding plan to reflect the latest programming decisions
WETA	ALA110001	Central Bay Operations and Maintenance Facility	\$0	n/a	\$1,325,466	2017	Add \$1.3M in FY17 CON STP funds	Update the funding plan to reflect the adoption of TPI Round 4 in May
ACTC	ALA110002	I-880/Industrial Parkway West Interchange	\$2,500,000	2017	\$2,500,000	2018	Reprogram funds from FY17 to FY18	Update the funding plan to reflect the latest programming decisions
ACTC	ALA130034	I-680 NB HOV/HOT Lane	\$7,000,000	2021	\$7,000,000	2016	Change the source for \$7M in PE funds from RTP-LRP to TCRP and reprogram to FY16	Update the funding plan to reflect the latest programming decisions
ACTC	ALA130034	I-680 NB HOV/HOT Lane	\$13,874,000	2021	\$13,874,000	2017	Change the source for \$13.9M in CON funds from RTP-LRP to TCRP and reprogram to FY17	Update the funding plan to reflect the latest programming decisions
ACTC	ALA130034	I-680 NB HOV/HOT Lane	\$25,180,000	2017	\$25,180,000	2017	Change the source for \$25.2M from RTP-LRP to Sales Tax	Update the funding plan to reflect the latest programming decisions
ACTC	ALA130034	I-680 NB HOV/HOT Lane	\$57,324,000	2021	\$57,324,000	2017	Change the source for \$57.3M in CON from RTP-LRP to Local and reprogram from FY21 to FY17	Update the funding plan to reflect the latest programming decisions
AC Transit	ALA150038	AC Transit: Purchase (10) Double-Deck Diesel Buses	\$1,980,300	2016	\$3,619,196	2016	Add \$1.6M in FY16 CON Operating Funds	Update the funding plan to reflect the latest programming decisions
ACTC	ALA170001	State Route 262 (Mission Blvd) Improvements	\$1,500,000	2016	\$1,500,000	2018	Reprogram funds from FY16 to FY18	Update the funding plan to reflect the latest programming decisions
ACTC	ALA170002	I-80/Ashby Avenue Interchange Improvements	\$4,000,000	2016	\$4,000,000	2017	Reprogram funds from FY16 to FY17	Update the funding plan to reflect the latest programming decisions
ACTC	ALA170004	I-880/West Winton Avenue Interchange	\$1,500,000	2017	\$1,500,000	2018	Reprogram funds from FY17 to FY18	Update the funding plan to reflect the latest programming decisions

**Metropolitan Transportation Commission
2017 Federal Transportation Improvement Program (TIP)**

Attachment B: Comments/Requested Changes to Draft Project Listings

Project Sponsor	TIP ID	Project Title	Draft TIP Amount	Draft TIP Year	Revised Amount	Revised Year	Change	Reason
ACTC	ALA170005	I-880/Whipple Road Interchange Improvements	\$1,000,000	2017	\$2,000,000	2018	Add \$1M in PE Local funds and reprogram from FY17 to FY18	Update the funding plan to reflect the latest programming decisions
ACTC	ALA170005	I-880/Whipple Road Interchange Improvements	\$6,000,000	2021	\$5,000,000	2021	Remove \$1M in PE RTP-LRP funds	Update the funding plan to reflect the latest programming decisions
ACTC	ALA170008	I-580/680 Interchange HOV/HOT Widening	\$1,000,000	2016	\$1,000,000	2018	Reprogram funds from FY16 to FY18	Update the funding plan to reflect the latest programming decisions
ACTC	ALA170009	Widen I-680 NB and SB for EL from SR-84 to Alcosta	\$1,500,000	2017	\$1,500,000	2018	Reprogram funds from FY17 to FY18	Update the funding plan to reflect the latest programming decisions
ACTC	ALA170010	I-880 NB HOV/HOT: North of Hacienda to Hegenberger	\$1,500,000	2017	\$1,500,000	2018	Reprogram funds from FY17 to FY18	Update the funding plan to reflect the latest programming decisions
Contra Costa County								
CCTA	CC-070035	Reconstruct I-80/San Pablo Dam Rd Interchange	\$9,200,000	2018	\$9,200,000	2020	Reprogram \$9.2M in ROW RIP from FY18 to FY20	Update the funding plan based on the latest revisions to the STIP
Brentwood	CC-070078	John Muir Parkway Extension: Ph. II	\$150,000	2013	\$208,000	2013	Add \$58K in ENV Local funds	Update the funding plan to reflect the latest programming decisions
Brentwood	CC-070078	John Muir Parkway Extension: Ph. II	\$255,000	2013	\$232,000	2013	Remove \$23K in PSE Local funds	Update the funding plan to reflect the latest programming decisions
Brentwood	CC-070078	John Muir Parkway Extension: Ph. II	\$3,435,301	2016	\$3,435,301	2016	Change the source for \$3.4M in CON funds from Other Local to ECCRFA	Update the funding plan to reflect the latest programming decisions
Brentwood	CC-070078	John Muir Parkway Extension: Ph. II	\$0	n/a	\$100,000	2016	Add \$100K in CON ECCRFA funds	Update the funding plan to reflect the latest programming decisions
ECCTA	CC-070092	ECCTA: Transit Bus Replacements	\$2,660,568	2015	\$4,873,568	2015	Add \$1.77M in CON 5307 funds and \$443K in CON Local funds	Update the funding plan to reflect the FY15 TCP POP
El Cerrito	CC-130024	Ohlone Greenway Station Area Bike/Ped Improvements	\$49,265	2014	\$49,265	2016	Reprogram \$44K in CMAQ and \$5K in Local from FY14 PE to FY16 CON	Update the funding plan to match obligation
Martinez	CC-130025	Martinez Various Streets and Roads Preservation	\$1,185,000	2017	\$1,185,000	2018	Reprogram \$1.02M in CON CMAQ and \$162K in CON Local funds from FY17 to FY18	Update funding plan to match planned obligation
Danville	CC-130038	Vista Grande Street Pedestrian Improvements/SR2S	\$178,000	2017	\$178,000	2018	Reprogram \$157K in CMAQ and \$21K in Local funds from FY17 to FY18	Update funding plan to match planned obligation
BART	CC-130048	BART Station Modernization Program	n/a	n/a	\$6,321,688	2016	Add \$6.3M in CON TIGER funds	Update the funding plan to reflect the award of TIGER funds
CCTA	CC-150009	CCTA - Carshare 4 All	\$1,218,012	2017	\$1,218,012	2018	Reprogram \$974K in CMAQ and \$244K in Local funds from FY17 to FY18	Update funding plan to match planned obligation

**Metropolitan Transportation Commission
2017 Federal Transportation Improvement Program (TIP)**

Attachment B: Comments/Requested Changes to Draft Project Listings

Project Sponsor	TIP ID	Project Title	Draft TIP Amount	Draft TIP Year	Revised Amount	Revised Year	Change	Reason
WCCTA	CC-150021	WestCAT - AVL System with APC Element.	\$394,513	2017	\$394,513	2018	Reprogram \$345K in CON STP and \$50K in CON Local from FY17 to FY18	Update funding plan to match planned obligation
Marin County								
Ross	MRN130006	Bolinas Avenue and Sir Francis Drake Intersection	\$274,000	2017	\$274,000	2016	Reprogram \$274K in STP funds from FY17 to FY16	Reprogram funds to match obligation
Marin County	MRN130007	North Civic Center Drive Improvements	\$908,890	2016	\$187,000	2016	Remove \$723K in Other Local funds	Update the funding plan to reflect the programming of supplemental RSRTS funds
Marin County	MRN130007	North Civic Center Drive Improvements	\$243,000	2016	\$1,034,000	2016	Add \$791K in FY16 STP funds	Update the funding plan to reflect the programming of supplemental RSRTS funds
GGBHTD	MRN150007	GGBHTD: On-Board Bus and Ferry Surveys	\$402,572	2017	\$402,572	2016	Reprogram \$403K in STP funds from FY17 to FY16	Reprogram funds to match obligation
San Rafael	MRN150008	Grand Avenue Bicycle Pedestrian Improvements	\$791,000	2017	\$791,000	2017	Change the source for \$791K in FY17 funds from CMAQ to Local	Change the fund source to reflect changes in the OBAG1 RSRTS program
Novato	MRN170002/ MRN150016	Vineyard Road Improvements	\$750,000	2017	\$750,000	2017	Change the fund source for \$750K in CON funds from Other Local to CMAQ funds	Update the funding plan to reflect the identification of an exchange project in the OBAG1 PCA program and change the TIP ID from MRN170002 to MRN150016
Napa County								
Napa	NAP110028	California Boulevard Roundabouts	\$723,000	2017	\$723,000	2016	Reprogram \$723K in ROW CMAQ from FY17 to FY16	Reprogram funds to match obligation
Napa	NAP110028	California Boulevard Roundabouts	\$2,331,793	2017	\$2,331,793	2018	Reprogram \$1.74M in CON CMAQ and \$592K in CON Local from FY17 to FY18	Reprogram funds to match planned obligation
American Canyon	NAP110029	Eucalyptus Drive Realignment Complete Streets	n/a	n/a	\$1,665,000	2021	Program \$1.7M in RTP-LRP funds	Program funds to reflect updated project cost
San Francisco City/County								
Caltrain	SF-010028	Caltrain Electrification	\$22,620,000	2021	\$22,620,000	2017	Change the source for \$22.62M in CON funds from RTP-LRP to 5337 and reprogram to FY17	Update the funding plan to reflect the FY16 TCP POP
TBJPA	SF-050002	Transbay Terminal/Caltrain Downtown Ext: Ph. 2	\$377,000,000	2019	\$377,000,000	2021	Reprogram RTP-LRP funds from FY19 to FY21	Funds are uncommitted and should be programmed outside of the TIP period
SF DPW	SF-130011	SF- Second Street Complete Streets and Road Diet	\$10,731,264	2017	\$10,731,264	2016	Reprogram \$9.2M in CON STP and \$1.5M in CON Local funds from FY17 to FY16	Reprogram funds to match obligation

**Metropolitan Transportation Commission
2017 Federal Transportation Improvement Program (TIP)**

Attachment B: Comments/Requested Changes to Draft Project Listings

Project Sponsor	TIP ID	Project Title	Draft TIP Amount	Draft TIP Year	Revised Amount	Revised Year	Change	Reason
SF DPW	SF-130011	SF- Second Street Complete Streets and Road Diet	\$600,639	2017	\$600,639	2017	Change the source for \$600,639 in CON funds from Other Local to STP	Update the funding plan to match the updated OBAG1 County Program and the STP/CMQ Cycle 1 - TLC program
SFDPH	SF-130018	SF SRTS Non-Infrastructure Program	\$0	n/a	\$360,000	2017	Add \$360K in FY17 CON CMAQ funds	Program funds to reflect programming decisions in the RSRTS program
SFMTA	SF-130019	Eddy and Ellis Traffic Calming Improvement Project	\$810,601	2017	\$810,601	2016	Reprogram \$718K in CON CMAQ and \$93K in CON Local from FY17 to FY16	Reprogram funds to match obligation
SF DPW	SF-150016	Lombard Street Vision Zero Project	\$1,910,000	2017	\$1,910,000	2017	Change the source for \$1.91M in CON funds from RIP to Other Local	Change fund source to reflect the latest programming decisions
San Mateo County								
San Mateo	SM-130004	Mount Diablo Ave. Rehabilitation	\$357,000	2017	\$357,000	2017	Reprogram \$357K in CON CMAQ from FY17 to FY18	Reprogram funds to match planned obligation
SF City/County	SM-130031	Southern Skyline Blvd. Ridge Trail Extension	\$3,000,000	2017	\$3,000,000	2018	Reprogram \$1M in CON STP and \$2M in CON Local funds from FY17 to FY18	Reprogram funds to match planned obligation
San Mateo	SM-150016	San Mateo Downtown Parking Tech Implementation	\$1,850,000	2017	\$1,850,000	2018	Reprogram \$1.4M in CON CMAQ and \$465K in CON Local from FY17 to FY18	Reprogram funds to match planned obligation
Santa Clara County								
San Jose	SCL090004	Downtown San Jose Bike Lanes and De-couplet	n/a	n/a	n/a	n/a	Clarify project scope	Clarify project scope
Gilroy	SCL110032	Gilroy New Ronan Channel and Lions Creek Trails	\$1,034,000	2017	\$1,034,000	2016	Reprogram \$1.03M in CON CMAQ from FY17 to FY16	Reprogram funds to match obligation
VTA	SCL110125	Local PDA Planning - Santa Clara	\$2,246,239	2017	\$2,246,239	2016	Reprogram \$1.99M in PE STP and \$258K in PE Local from FY17 to FY16	Reprogram funds to match obligation
VTA	SCL110125	Local PDA Planning - Santa Clara	\$256,984	2017	\$256,984	2018	Reprogram \$228K in PE STP and \$29K in PE Local from FY17 to FY18	Reprogram funds to match planned obligation
San Jose	SCL130004	San Jose - Meridian Bike/Ped Improvements	\$1,299,000	2017	\$1,299,000	2018	Reprogram \$1.15M in CON CMAQ and \$149K in CON Local from FY17 to FY18	Reprogram funds to match planned obligation
San Jose	SCL130010	San Jose Pedestrian Oriented Traffic Signals	\$800,000	2017	\$800,000	2016	Reprogram \$800K in CON CMAQ from FY17 to FY16	Reprogram funds to match obligation
VTA	SCL150018	Peery Park Rides	\$2,080,000	2017	\$2,080,000	2018	Reprogram \$1.13M in CON CMAQ and \$951K in CON Local from FY17 to FY18	Reprogram funds to match planned obligation
Solano County								
STA	SOL110019	Solano Safe Routes to School Program	n/a	n/a	\$314,000	2017	Add \$314K in CON CMAQ funds	Program funds to reflect the selection of projects in the RSRTS program
Solano County	SOL130007	Suisun Valley Bicycle and Pedestrian Imps	\$927,000	2017	\$927,000	2016	Reprogram \$927K in CON STP from FY17 to FY16	Reprogram funds to match obligation

**Metropolitan Transportation Commission
2017 Federal Transportation Improvement Program (TIP)**

Attachment B: Comments/Requested Changes to Draft Project Listings

Project Sponsor	TIP ID	Project Title	Draft TIP Amount	Draft TIP Year	Revised Amount	Revised Year	Change	Reason
Suisun City	SOL130020	Driftwood Drive Path	\$38,679	2016	\$98,000	2016	Add \$59K in TDA funds	Update the funding plan to reflect the latest programming decisions
Sonoma County								
Cloverdale	SON130016	Cloverdale - Safe Routes to School Phase 2	\$250,000	2017	\$250,000	2017	Change the source for \$250K from CMAQ to STP	Change funds source to reflect planned obligation
Son Co TA	SON150010	Santa Rosa Car Share	\$220,000	2017	\$220,000	2017	Reprogram Strategic Growth Council SHIFT funds from CON to PE	Update the funding plan to reflect the latest programming decisions
Son Co TA	SON150010	Santa Rosa Car Share	\$170,130	2017	\$170,130	2017	Reflect the use of toll credits in lieu of match for CON	Update the funding plan to reflect the latest programming decisions
Son Co Transit	SON150012	Sonoma County Transit: Replacement CNG Buses	\$114,656	2017	\$199,667	2017	Add \$85K in CON STP funds	Add funds as they are being transferred from SON150013
Son Co Transit	SON150013	Sonoma County Transit: Replace 2006 CNG Buses	\$1,012,543	2016	\$1,012,543	2017	Reprogram \$467K in CON 5307, \$176K in CON 5339 and \$369K in CON Local from FY16 to FY17	Reprogram funds to match planned FTA grant
Son Co Transit	SON150013	Sonoma County Transit: Replace 2006 CNG Buses	\$85,011	2017	\$0	2017	Remove \$85K in CON STP funds	Remove funds as they are being transferred to SON150012
Regional/Multiple County								
MTC	REG090003	Freeway Performance Initiative (FPI)	\$6,719,000	2017	\$6,719,000	2016	Reprogram \$4.01M in FY17 CON CMAQ and \$6.8M in FY17 PE CMAQ to FY16 PE	Reprogram funds to match obligation
MTC	REG090039	Regional Streets and Roads Program	\$1,695,000	2017	\$1,695,000	2016	Reprogram \$1.5M in CON STP and \$195K in CON Local from FY17 to FY16	Reprogram funds to match obligation
MTC	REG090042	511 Traveler Information	\$8,750,000	2017	\$8,750,000	2017	Change the source for \$8.75M in FY17 CON funds from CMAQ to STP	Change the fund source to match planned obligation
MTC	REG090044	Incident Management Program	\$12,245,000	2018	\$12,245,000	2017	Reprogram \$10.84M in CON CMAQ and \$1.4M in CON Local funds from FY17 to FY18	Reprogram funds to reflect planned obligation
Total			\$712,271,942		\$728,119,576			

Date: September 28, 2016
W.I.: 1412
Referred by: PAC

ABSTRACT

Resolution No. 4274

This resolution approves the Transportation Air Quality Conformity Analysis for the Amended Plan Bay Area (Plan) and the 2017 Transportation Improvement Program (TIP).

Further information is contained in the Programming & Allocations Committee summary sheets dated September 14, 2016.

Date: September 28, 2016
W.I.: 1412
Referred by: PAC

RE: Approval of the Transportation Air Quality Conformity Analysis for the Amended Plan Bay Area and the 2017 Transportation Improvement Program

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4274

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

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

WHEREAS, the current Regional Transportation Plan (RTP) is Plan Bay Area, adopted by the Commission on July 18, 2013 (MTC Resolution No. 4111) and amended by the Commission on September 23, 2015 (MTC Resolution No. 4198); and

WHEREAS, MTC has prepared the 2017 Transportation Improvement Program (TIP) (MTC Resolution 4275), to be approved the same day as this Resolution; and

WHEREAS, the RTP and the TIP must conform to the State Implementation Plan (SIP), the federal air quality plan for the Bay Area; and

WHEREAS, the San Francisco Bay Area air basin was designated by U.S. Environmental Protection Agency (U.S. EPA) as nonattainment for the fine particulate matter (PM_{2.5}) standard in December 2009, and so MTC must demonstrate conformance to this standard through an interim emission test until a PM_{2.5} SIP is approved by U.S. EPA:

WHEREAS, MTC has conducted a transportation air quality conformity analysis for the 2017 TIP and RTP in accordance with U.S. EPA conformity regulations and the Bay Area Air Quality Conformity Protocol (MTC Resolution No. 3757); and

WHEREAS, the Transportation Air Quality Conformity Analysis for the Amended Plan Bay Area and the 2017 Transportation Improvement Program updates the Transportation Air Quality Conformity Analysis of the Amendment to Plan Bay Area and Amendment to 2015 Transportation Improvement Program to reflect updated project delivery information for those projects whose completion years have shifted since the original adoption of Plan Bay Area and the 2015 TIP; and

WHEREAS, said conformity redetermination analysis is referenced in Attachment A of this resolution, and is incorporated herein as though set forth at length; and

WHEREAS, the conformity analysis has been circulated for the required 30-day public comment review period per MTC Resolution No. 4174; now, therefore be it

RESOLVED, that MTC makes the following conformity findings for the Amended Plan Bay Area and 2017 Transportation Improvement Program:

- (A) Conforms to the applicable provisions of the State Implementation Plan and the applicable transportation conformity budgets in the State Implementation Plan approved for the national 8-hour ozone standard and carbon monoxide standard, and to the interim emissions test for the national fine particulate matter standard; and
- (B) Provides for the timely implementation of transportation control measures (TCMs) pursuant to the applicable State Implementation Plan;

RESOLVED, that MTC adopts the Transportation Air Quality Conformity Analysis for the Amended Plan Bay Area and the 2017 Transportation Improvement Program, as set forth in Attachment A; and be it further

RESOLVED, that Executive Director shall forward a copy of this Resolution to the U.S. Department of Transportation for its approval of MTC's conformity findings, along with a copy of the 2017 Transportation Improvement Program and to such other agencies as appropriate.

METROPOLITAN TRANSPORTATION COMMISSION

Dave Cortese, 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 September 28, 2016.

Date: September 28, 2016
W.I.: 1412
Referred by: PAC

Attachment A
Resolution No. 4274
Page 1 of 1

Transportation Air Quality Conformity Analysis for the Amended Plan Bay Area (Plan) and the 2017 Transportation Improvement Program (TIP)

A copy of the Conformity Redetermination is on file at the MTC-ABAG Library located in the Bay Area Metro Center, 375 Beale Street, Suite 800, San Francisco, California 94105.

Date: September 28, 2016
W.I.: 1512
Referred by: PAC

ABSTRACT

Resolution No. 4275

This resolution adopts the 2017 Transportation Improvement Program (TIP) for the San Francisco Bay Area.

Further discussion of the 2017 TIP adoption is contained in the Programming & Allocations Committee summary sheet dated September 14, 2016.

Date: September 28, 2016
W.I.: 1512
Referred by: PAC

Re: Adoption of the 2017 Transportation Improvement Program (TIP)

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4275

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

WHEREAS, MTC is the federally designated Metropolitan Planning Organization (MPO), pursuant to Section 134(d) of Title 23 of the United States Code (USC) for the nine-county San Francisco Bay Area region (the region); and

WHEREAS, Title 23 Code of Federal Regulations Part 450 (23 CFR §450) requires the region to carry out a continuing, cooperative and comprehensive transportation planning process as a condition to the receipt of federal assistance to develop and update at least every four years, a Transportation Improvement Program (TIP) consisting of a comprehensive listing of transportation projects that receive federal funds or that are subject to a federally required action, or that are regionally significant; and

WHEREAS, the TIP must be consistent with the Regional Transportation Plan (RTP) adopted pursuant to Government Code Section 66508, the State Implementation Plan (SIP) as required by the federal Clean Air Act (42 U.S.C. Section 7401 et seq.); and the San Francisco Bay Area Transportation Air Quality Conformity Protocol (MTC Resolution 3757), which establish the Air Quality Conformity Procedures for MTC's TIP and RTP; and

WHEREAS, federal regulations (23 CFR §450.324(i)) require that the TIP be financially constrained, by year, to reasonable estimates of available federal and state transportation funds; and

WHEREAS, federal regulations (23 CFR §450.316) require that the MPO develop and use a documented public participation plan that defines a process for providing citizens, affected public agencies and interested parties with reasonable opportunities to be involved in the metropolitan transportation planning process; and

WHEREAS, federal regulations (23 CFR §450.330(a)) allow MTC to move projects between years in the first four years of the TIP without a TIP amendment, if Expedited Project Selection Procedures (EPSP) are adopted to ensure such shifts are consistent with the required year by year financial constraints; and

WHEREAS, MTC, the State, and public transportation operators within the region have developed and implemented EPSP for the federal TIP as required by Federal Regulations (23 CFR 450.330(a)) and Section 134 of Title 23 United States Code (USC §134), as outlined in Attachment A to this Resolution, and MTC Resolution 3606, Revised; and

WHEREAS, MTC has found in MTC Resolution No. 4274 that the 2017 TIP, as set forth in this resolution, conforms to the applicable provisions of the SIP for the San Francisco Bay Area; and

WHEREAS, the San Francisco Bay Area air basin was designated by U.S. Environmental Protection Agency as nonattainment for the fine particulate matter (PM_{2.5}) standard in December 2009, and MTC must demonstrate conformance to this standard through an interim emissions test until a PM_{2.5} SIP is approved by the federal Environmental Protection Agency (U.S. EPA); now, therefore be it

RESOLVED, that MTC adopts the 2017 TIP, attached hereto as Attachment A and incorporated herein as though set forth at length; and be it further

RESOLVED, that MTC has developed the 2017 TIP in cooperation with the county Congestion Management Agencies, transit operators, the Bay Area Air Quality Management District (BAAQMD), the California Department of Transportation (Caltrans), and other partner agencies and interested stakeholders, and in consultation with the Federal Highway Administration (FHWA), Federal Transit Administration (FTA) and U.S. EPA; and, be it further

RESOLVED, that the 2017 TIP was developed in accordance with the region's Public Participation Plan and consultation process (MTC Resolution No. 4174) as required by Federal Regulations (23 CFR §450.316); and, be it further

RESOLVED, that the projects and programs included in the 2017 TIP, attached hereto as Attachment A to this resolution, and incorporated herein as though set forth at length, are consistent with the RTP; and, be it further

RESOLVED, that the 2017 TIP is financially constrained, by year, to reasonable estimates of available federal, state and local transportation funds; and, be it further

RESOLVED, that MTC approves the EPSP developed by MTC, the State, and public transportation operators within the region for the federal TIP as required by federal regulations (23 CFR 450.330(a)) and Section 134 of Title 23 United States Code (USC §134), as outlined in Attachment A to this Resolution, and MTC Resolution 3606, Revised; and, be it further

RESOLVED, that MTC will support, where appropriate, efforts by project sponsors to obtain letters of no prejudice or full funding agreements from FTA for projects contained in the transit element of the TIP; and, be it further

RESOLVED, that the public hearing and public participation process conducted for the 2017 TIP satisfies the public involvement requirements of the FTA annual Program of Projects; and, be it further

RESOLVED, that the adoption of the TIP shall not constitute MTC's review or approval of those projects included in the TIP pursuant to Government Code Sections 66518 and 66520, or provisions in federal regulations (49 CFR Part 17) regarding Intergovernmental Review of Federal Programs; and, be it further

RESOLVED, that MTC's review of projects contained in the TIP was accomplished in accordance with procedures and guidelines set forth in the San Francisco Bay Area Transportation Air Quality Conformity Protocol (MTC Resolution 3757); and, be it further

RESOLVED, that MTC finds that the 2017 TIP conforms to the applicable provisions of the State Implementation Plan (SIP) and the applicable transportation conformity budgets in the SIP approved for the national 8-hour ozone standard and national carbon monoxide standard, and to the emissions test for the national fine particulate matter standard (MTC Resolution No. 4274); and, be it further

RESOLVED, that the projects and programs included in the 2017 TIP do not interfere with the timely implementation of the traffic control measures (TCMs) contained in the SIP; and, be it further

RESOLVED, that MTC finds all regionally significant capacity-increasing projects included in the 2017 TIP are consistent with Plan Bay Area (the 2040 Regional Transportation

Plan including the Sustainable Communities Strategy for the San Francisco Bay Area); and, be it further

RESOLVED, that revisions to the 2017 TIP as set forth in Attachment B to this resolution and incorporated herein as though set forth at length, shall be made in accordance with rules and procedures established in the public participation plan and in MTC Resolution No. 4275, and that MTC's review of projects revised in the TIP shall be accomplished in accordance with procedures and guidelines set forth in the San Francisco Bay Area Transportation Air Quality Conformity Protocol (MTC Resolution 3757) and as otherwise adopted by MTC; and, be it further

RESOLVED, that staff have the authority to make technical corrections, and the Executive Director and Deputy Executive Directors have signature authority to approve administrative modifications for the TIP and Federal Statewide Transportation Improvement Program (FSTIP) under delegated authority by Caltrans, and to forward all required TIP amendments once approved by MTC to the appropriate state and federal agencies for review and approval; and, be it further

RESOLVED, that a copy of this resolution shall be forwarded to FHWA, the FTA, U.S. EPA, Caltrans, the Association of Bay Area Governments (ABAG), and to such other agencies and local officials as may be appropriate.

METROPOLITAN TRANSPORTATION COMMISSION

Dave Cortese, Chair

This resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in San Francisco, California on September 28, 2016.

Date: September 28, 2016
W.I.: 1512
Referred by: PAC

Attachment A
Resolution No. 4275
Page 1 of 1

2017 Transportation Improvement Program

The 2017 Transportation Improvement Program for the San Francisco Bay Area, adopted September 28, 2016, is comprised of the following, incorporated herein as though set forth at length:

- A Guide to the 2017 Transportation Improvement Program (TIP) for the San Francisco Bay Area
- TIP Overview
- Expedited Project Selection Process
- TIP Revision Procedures
- Financial Capacity Assessments
- County Summaries
- Project Listings
- Appendices
- The 2017 TIP Investment Analysis: Focus on Low-Income and Minority Communities

Date: September 28, 2016
W.I.: 1512
Referred by: PAC

Attachment B
Resolution No. 4275
Page 1 of 1

Revisions to the 2017 TIP

Revisions to the 2017 Transportation Improvement Program (TIP) will be included as they are approved.

Programming and Allocations Committee

September 14, 2016

**Item 4a – Adoption of the 2017 TIP and Transportation-Air
Quality Conformity Analysis for the Amended Plan Bay Area
and the 2017 TIP**

Appendix 1 – Comments Received

From: Andrea Mirenda [REDACTED]

Sent: Wednesday, July 27, 2016 4:18 PM

To: MTC Info <info@mtc.ca.gov>

Subject: El Camino bus lane is a bad idea

Please review the impact of all residents of the area. El Camino is so crowded today and removing a lane for a bus lane is a bad idea.

Regards,

Andrea Mirenda

[REDACTED]

Mountain View CA

-----Original Message-----

From: Cathy Jennings [REDACTED]

Sent: Friday, July 29, 2016 6:25 PM

To: MTC Info <info@mtc.ca.gov>

Subject: Express/HOV lanes on Peninsula hwy101

I am very much in favor of continuing HOV lanes north of Whipple Ave. These days it should be 24 hours and not just 7-9AM and 4-7PM. Anybody who must move along as a single occupant should have the option of paying for the privilege. Anybody driving alone who can't afford to pay will benefit from others paying to get out of the free lanes. The idea is to make it more attractive for people to carpool and if the HOV/Express lanes are moving while the others aren't, hopefully those that cannot afford the fees will find someone to carpool with instead.

As a professional who drives these roads routinely (with an assistant) I am in favor of anything that decreases traffic!

Cathy Jennings, DVM

[REDACTED]

SO PAX CAN/COULD REST/SOBE BACK, KNEES
BREATHE AS TWO OF THE LEGS STAY W/ B
SIT DOWN PODS ON 4" IN DIAMETER HAUB BEEN
NOW REMOVED (TO PUT IN A NEW FLOOR) - STUPID
& NEXT BART UNIT - SINCE MAY 2016
IN THE PUBLIC AREA

(A) TRUSTING THE ABOVE COMMENTS ISSUES CAN
& W/BE ADDRESSED IN ATTACHMENT (B)
pg 48 & REG. TLC PROGRAM IN RES. 3925
APPENDIX A - 14 STD. 6/17/2016.

(2) MAY 6 PLS ASK WASTA ID THE UNION CITY
INTERMODAL PROJ. ON THE 2013 TIP? I WAS IN
FAVOR THEN AS THE DESIGN WAS TO BE A PROPOSED
TO BE A FINGER/ISLAND TYPE W/ SAW TOOTH
BAYS FOR THE BUSES, AS FAR BACK AS: MAY 31, 1900
THE DESIGN WAS TO BE THIS WAY WITH
CONSULTANTS OF BOARD: SHYLM, OVE ARUP,
FEHR & PEERS, NELSON NYGAARD &
WINDIE & ASSO. A TRANSIT WAS HAPPY
W/ THE FINGER ISLAND DESIGN (ISLAND DOG EATTA
BART WAS NOT CONSIDERED ON THE PHASE I
WEST SIDE W/ A LOT OF TEMP CONCEPTS W/ A
"L" SHAPE (DOG LEG TO THE RIGHT) TEMP DESIGN
NOW PERMANENT "L" SHAPE DESIGN (DOG LEG
TO THE RIGHT) & LONG WALKS TO BUSES &
CABS, & NOT REALLY ANY SIT DOWN AREAS TO
HANDLE THE W/LOAD, FURTHER DISABLE
YOUNG & KIDS W/ RBS.

(2A) TRUST THATS OUTSIDE THE BART BUILDING
& STRONG ARM TALLIES, TO THE FORCE & 375
& W/ 2/22 (2) ONE BAY AREA GRAM
PROGRAM I HAVE NOW LED TO THIS W/ BSS,
& WHITE/PINK ELEPHANT.

2 AMERSON
7/22/2016
page 2 of 2

COMPLETION:

ITEM 3 APPENDIX A-67 on page 6
ALA, TIP 130025

THE CORRECT SPELLING FOR THIS WORD
IS CAPITAL AVE. (IN FACT, CA NOT
AS PRINTED UP AS CAPITAL AVE,

(DID FREYMAN SUGGEST THATS PEOPLE
SPOT CHECK THIS)?

From
AT ALA
TRANS
MISSISSIPPI

4 IN APPENDIX A-16, & MIC
RES 4202 AS TO ME & ALL OTHER
US PEOPLE THAT USE & COMMUTE
THROUGH THE U/CITY BASSIA, IN
PROJ. PHASE I & III AS 9/11/2015

(DID WE, ARE DOWNE SIGN OFF
ON THIS) & ALSO ITEM 1-8 & 1
ATTACHMENTS, & IN MIC PUBLIC
INVOLVEMENT PROCESS)?

5 NOW REALLY LIKE: IN
VOL # 1 SECT 4 FOR A/E TRANSIT

1 SECT 4 FOR BANI S-4 - Pg 5

ALA TIP ALA. 150038 NEW
DOUBLE DECKER BUSES FOR A/E TRANSIT

BANISY-5 LADDERAS TO OPPORTUNITY
W/CARRIERS IN TRANSIT ALA 150030

& ALL OTHER PROJ. IN ALA. OF THAT
DID SPOT CHECK,

-----Original Message-----

From: Robert Moss [REDACTED]

Sent: Thursday, July 28, 2016 10:13 AM

To: MTC Info <info@mtc.ca.gov>

Subject: Bus Lanes on El Camino

The proposal for bus-only lanes on El Camino is a TRULY AWFUL idea!! MTC routes and service levels are inadequate and don't even serve areas like Stanford Research Park, Cal-train station at California Ave. and local residential neighborhoods. Traffic on El Camino is jammed now, especially during rush hours but even in mid-day. Removing a driving lane will make traffic far worse and encourage many drivers to cut down nearby narrow residential streets. Bus occupancy won't improve if a traffic lane is changed to a bus lane, it will just divert more car traffic from EL Camino.

Please drop this idea now. If MTC wants to improve transit service, start running small buses down residential streets and to Caltrain stations and Stanford Industrial Park and Stanford University. When Palo Alto ran it's own bus service, before 1973, local areas were served by bus lines, but within a few months after MTC took over the service those local bus lines were dropped and bus service began to deteriorate. Since then it has not improved. A bus-only lane on El Camino won't make the service more desirable or significantly increase ridership, it will only make traffic for everyone else more unbearable.

Please drop this proposal.

Regards, Bob Moss

From: Rand Strauss [REDACTED]
Sent: Thursday, July 28, 2016 9:25 PM
To: MTC Info <info@mtc.ca.gov>
Subject: a better design for VTA

Most of the VTA plans seem very bad.

Let's do it right, rather than slowing down all our streets for a half-baked solution. I know it's more expensive, but we're one of the richest towns in the country.

In **Mountain View**, the worst would be to have a bus-only lane on El Camino.

- This only modestly help busses
- it slows down the rest of the traffic
- It worsens the traffic-light situation if the lane is in the center since all riders must then cross the street
- Thus it worsens the problem with cross streets.

A much better plan is to lower, or embed, Central Expressway and the railroad tracks and make bridges for the cross streets. Faster busses can run on Central.

The lights on El Camino could be shortened by running one lane of cross streets under it. The light can then be used just for cars making left-hand turns.

If there are just two lanes on the side street, well before the intersection, the left lane is for through traffic and the right lane is for left and right turns.

The left lane then sinks down to go under the intersection. When it's low enough, it's covered again by the street and the right lane then splits for left and right turns.

The light allows left turns, and people turning right must yield. Either the light can pause a bit longer - all red - to let people turn right, or they can simply turn when traffic pauses.

A lot of the lights are slow on El Camino because of pedestrian traffic. This can be avoided by adding stairs and a pedestrian walkway under the street, or by adding an overhead walkway.

Let's do it right, rather than slowing down all our streets for a half-baked solution. I know it's more expensive, but we're one of the richest towns in the country.

-Rand Strauss

From: Alex Hakso [REDACTED]
Sent: Friday, July 29, 2016 2:34 PM
To: MTC Info <info@mtc.ca.gov>
Subject: In Support of Toll Lanes on the 101

I read the WSDOT toll lanes white paper, which can be found here:

https://www.wsdot.wa.gov/NR/rdonlyres/EF771287-A27A-48CB-914F-0C1E0441D78D/0/i405_ML_White_Paper_Final_Update_Apr07.pdf

These lanes strike me as an imminently reasonable solution to a real problem.

In particular, I hope we can implement dynamic pricing to achieve maximum utilization of the lanes.

From: ANNENICHOLS09 [REDACTED]

Sent: Wednesday, July 27, 2016 9:10 PM

To: MTC Info <info@mtc.ca.gov>

Subject: NO DESIGNATED BUS LANES

PLEASE DO NOT PROCEED WITH DESIGNATION OF BUS LANES.
ANNE NICHOLS

From: Jean [REDACTED]
Sent: Sunday, July 03, 2016 1:23 PM
To: MTC Info <info@mtc.ca.gov>
Subject: Comments on Draft 2017

Dear MTC,

RE: Comments for Draft 2017 Transportation Improvement Program (TIP) and Draft Transportation-Air Quality Conformity Analysis for Plan Bay Area and the Draft 2017 TIP

Please focus funding on Protected/Separated Bikeways, with "Protected-Only Phase Signals" at crosswalks, and Bicycle Signal Faces, that form basic transportation spines of comfortable and safe connected NETWORKS that are inviting to the 60% of our population to leave cars at home and walk and bike for transportation.

The SF Bay Area needs prioritization of such protected networks. Cities make a mistake in building bicycle infrastructure such as Class 2 lanes for the 2-14% of the population who are comfortable sharing roads with motor vehicles. We can do better in prioritizing funds to create connections safe for the ages '8-80,' in lieu of piecemeal bits of paint.

Crosswalks should provide truly "protected" signal phases for pedestrians and red turn arrows instead of asking pedestrians and cars to share the light, with pedestrians losing.

Our air quality and climate deserve radical re-prioritization now to reduce CO2.

Thank you.

Best wishes,
Jean Severinghaus
Caltrans District 4 Bicycle Advisory Committee, Marin Member At Large

[REDACTED]

From: Karim Hyder [REDACTED]
Sent: Thursday, July 28, 2016 10:06 AM
To: MTC Info <info@mtc.ca.gov>
Subject: Agree with Linda Curtis - no dedicated bus lanes!

Hello,
I don't have much time to write in length because I work 60+ hours a week with few breaks in order to afford to live in MV. I wholeheartedly agree with Linda Curtis, who is opposed to dedicated bus lanes.

Thank you,
Karim

[REDACTED]

--

Karim Hyder
Director of Operations

[REDACTED]

[REDACTED]

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From: Holly Westphal [REDACTED]
Sent: Wednesday, July 27, 2016 10:49 AM
To: MTC Info <info@mtc.ca.gov>
Subject: STOP PLAN FOR DESIGNATED BUS LANES

To Whom It May Concern,

I am strongly against the plan to establish a designated bus lane on the El Camino Real.

The creation of a designated bus lane would add to traffic and create more delays for drivers without significantly speeding up bus travel. A designated bus lane would increase gridlock and frustration with no serious long term solutions for transportation. Just because the VTA wants people to take the bus, doesn't mean they will. This isn't the Field of Dreams notion that if you build it, they will come. The reality is that bus travel is inefficient and impractical in the South Bay. One bus lane, on one road will not fix that.

Moreover, population growth in this area is based predominately on higher income earning households where the workers drive cars, not ride the bus. This is in part due to the efficiency of driving, but also due to the fact that unless you both live and work on the same bus line, driving is the only practical method of transportation.

Realistically, the only long term solution for encouraging people to stop driving would be to provide a faster method of transportation (i.e. underground subway with both east/west and north/south routes). This would be costly and a nightmare to build, but long term it is the only solution for limiting traffic and reducing the pollution caused by driving.

The designated bus lane plan is impractical and would be an economic waste of transportation funds.

Sincerely,

Holly Westphal
Mountain View Resident

-----Original Message-----

From: Mark Fassett [REDACTED]

Sent: Friday, July 29, 2016 11:35 AM

To: MTC Info <info@mtc.ca.gov>

Subject: 101 toll lanes

I am writing to express my extreme opposition to the addition of "toll lanes" to highway 101 on the peninsula.

I am a big supporter of HOV lanes, even though I don't use them in my daily commute. They do provide appropriate incentive to get individuals out of their cars and provide a less obstructed route for mass transit. Both of these things are VERY important.

But creating "toll lanes" is creating yet another place where we are creating more differences between rich and poor America. Rather than trying to solve the problem, we are putting a band-aid on the problem. The rich will be able to afford to avoid traffic and not regular Americans who have to sit in this traffic routinely. Frankly it's completely un-American, and I FIRMLY object to more of these toll lanes.

Please stop. Please focus on building much better public transportation for the region. Please focus on getting public transportation out of shared roadways and into their own dedicated routes like light rail etc. Your job is to plan, finance, and coordinate transportation for the bay area. Your job is to build LONG TERM solutions for our traffic, not simplistic and prejudicial band-aids that make things even worse for working class northern Californians.

Thank you.

Mark Fassett, Redwood City, CA

Re MTC Draft TIP + Air Quality Conformity for Plan Bay Area + Draft 2017 TIP

We need:

- a "Class Pass" for all Berkeley residents to encourage residents into riding the bus, + bus/BART - no car.
- we need to replace "clean diesel" with clean technology because "clean diesel" is as dirty as regular diesel, because the tiny "clean" diesel particles are so small they get stuck in small arteries and or can travel to the brain!
- solarize Civic Center buildings and use the power for clean electricity
- bring back the original # 51 which almost entirely paid for itself + was greatly popular with students + residents especially those who needed to have stops near their residences + destinations
- No BRT for Berkeley Albany too polluting, uncomfortable, disfunctional.

msg.

From: Jim Burt [REDACTED]

Sent: Saturday, July 30, 2016 1:39 PM

To: MTC Info <info@mtc.ca.gov>

Subject: Paying for HOV Lanes on Highway 101 with Toll Lanes a Bad Idea

Dear MTC:

The proposal to add HOV lanes to highway 101 on the Peninsula is a great idea, one that has been sorely needed for years. I carpooled in HOV lanes to get from Redwood City to north San Jose for twelve years. However, I strongly object to the funding mechanism which involves toll lanes. It will only exacerbate the growing divide between the rich and poor in America. The rich will be able to afford to avoid traffic, while everybody else grinds it out in the other lanes. It will be highly symbolic and highly visible. It is a bad idea. Talk about road rage.

For this and many other transportation challenges we face in the Bay Area, why doesn't the MTC have the courage to take a stand and propose steady sources of funding such as [increasing the gasoline tax](#) or [reforming Prop 13](#)? We desperately need to: (1) add a second BART tunnel across the Bay, (2) fund CalTrain so that it can increase the frequency of trains, (3) finish [connecting BART to Diridon Station](#) in San Jose, and (4) help [SMART](#) complete both phases of rail transit in Sonoma and Marin counties. We are already behind the curve. Anyone at the MTC who proclaims the vision and has the courage to make bold proposals to direct tax increases to specific projects like these will become a famous leader. The MTC has been quiet for far too long. Let's get moving!

Please let me know how I can help.

Best regards,

Jim Burt, Redwood City

From: [REDACTED]
Sent: Thursday, July 28, 2016 8:58 AM
To: MTC Info <info@mtc.ca.gov>
Subject: As an engineer ...

Hello,

As a human being and learned Systems Design Engineer for many years I do not see the point of VTA's insisted dedicated bus lanes along El Camino Real. They would cause increased safety hazards, especially to our local neighborhoods and to those individuals who suffer from disabilities, as they would need to cross half of a busy intersection to get onto the median just to load onto the buses. I have seen many others try to cross this busy street, as it is today, to get to the median. To expect blind and mobility challenged people, who actually now do ride the buses, to load from the median, is demanding of them a very dangerous undertaking. And slow lanes shouldn't be bus dedicated, as they are enjoyed by many drivers who prefer not to ever change lanes and who will be stranded far from bus routes if they can no longer timidly drive along El Camino Real.

Joe Biden pledged, among other important issues, to give us *safe streets*. This dedicated bus lane project from VTA will cause many drivers, angry and frustrated by sitting in the standstill of El Camino Real, to drive through the adjacent residential streets. This will put our children, ourselves, our pets, and property at risk at a never yet experienced level. This could be construed as an act of endangerment towards the citizens of the United States of America. It is an illegal lapse of morality to endanger our populous.

Drivers able to continue on El Camino Real will find very few left turn lanes as the VTA busses are using them as loading zones. It was studied and reported by VTA itself that a dedicated bus lane would shave approximately a maximum of 10 minutes off the trip from San Jose to Mountain View. That is clearly not worth it. And as an aside, the trees that VTA will have to remove along the roadway and in the median will no longer provide cleaner air and a safety factor as they help the vision of drivers by screening the direct sunlight.

My next pet peeve is the unfulfilled need to help the communities along the Cal Train soon-to-be electrified rail, and the coming High Speed Train and the to-be-extended Light Rail. The neighborhoods would greatly benefit from the below grade level of these rails, from San Jose through to San Francisco. This would keep the noise levels to a minimum, bicyclists and others can have a path above the tracks and perhaps also at a lower than grade level to provide a bicycle throughway all along this path. At grade level, all cross streets can be kept level as they continue without changing their elevation as they now are. Some more cross streets can be easily added. Central Expressway/Alma will be as an underpass for these cross streets. This would increase the traffic flow and provide a separated pathway for pedestrians and bicyclists. Above the lower train path could be housing, shops, industrial, and storage buildings to further provide services to the population and offset the cost to lower the tracks and parallel roadway. This is newly created and badly needed space above the lowered railways and parallel roadway, that then becomes like a freeway. Great flow. Gridlock conquered.

Basically we need MTC to curb VTA and to listen to local governments and populous, as our country was built to do. We know what can work, we don't need an dictatorship authority to take our money and build what they want.

Thank you,
Larry V.

From: [REDACTED] [REDACTED]
Sent: Wednesday, July 27, 2016 11:01 PM
To: MTC Info <info@mtc.ca.gov>
Subject: Better ideas than yours

MTC:

I have an important idea that would solve most of the traffic gridlock on the lower peninsula. I call it the "Transportation Corridor." It calls for embedding Central Expressway/Alma (from where it merges with El Camino Real in Palo Alto through Santa Clara) and all rails running beside it from San Francisco through Santa Clara.

To clarify my use of the word "embedded," as I described the "Transportation Corridor" that I envision, embedded refers to creating a separate grade for the length of a thoroughfare, such as Central Expwy (and tracks). Central Expressway is already sunken in Sunnyvale, with the exception of Mary Ave. As the expwy is lower than the cross streets, they ALL flow unimpeded. That is my goal for the big picture. In Mtn. View, Castro St. need not close, nor do we invest in a ped/bike UNDERpass. We go for an overpass to serve in the meantime and to stay in place when the expwy & tracks are redone on a lower grade. Also Rengstorff does not need the underpass (or was it an overpass?) that as already been approved, unfortunately. We'll work to reverse that before it happens in exchange for the superior and preferable big picture plan of the transportation corridor. It will also solve the problems of Rengstorff: The newly improved and remodeled Mi Pueblo Market on Rengstorff will be gone and people's homes along Rengstorff are slated for seizure through eminent domain. Everybody hates that, but no one sees an alternative, as we need to separate the grade crossings. So we should embed the expwy and ALL the tracks before light rail gets extended up that way and beyond, before the high speed rail is added (if it must be), and before Cal Train is redone as its tracks get electrified. It's now or never! It's a long term project that other cities are on board with. Palo Alto, Menlo Park, and Atherton agree! What a perfect, really important fix to **safety, noise, and gridlock concerns.**

This is what the people want, NOT to be forced onto buses by the intentionally created traffic gridlock, buses that don't do what people need, are cold in winter & hot in summer, are filthy (and so are the exposed bus stops), allow passengers to become victims of crime (I've experienced this first hand), have inferior suspension that re-injures previous injuries, are an enormous inconvenience, and are certainly not worth any designated bus lanes anywhere!

We do not believe VTA does what the people believe is in their best interests to serve their needs (and they know their own needs best). VTA has said (quoted in local newspapers) that they are the "authority" and will do as *they deem best*, even if every city affected decides against their plan, as with dedicated buses lanes on el Camino Real. We the people detest the plan of dedicated bus lanes on el Camino Real (or bikes along such a perilous and extremely important arterial for vehicular traffic) or anywhere! But does that count with VTA and the MTC? They have become dictators and have demolished our democracy. How dare you!!!!!!

Response demanded!

And all the construction of high density/high rise along arterials to insure that people live, as well as work, along a bus route is absurd! Each housing development removes the services and businesses that employed these people! The new housing has only a coffee shop in them for the convenience of their own residents. And all the convenient stuff that was there previously is lost to everyone who now have to travel far to obtain services and to frequent businesses. You can't take a bus to wash your car, but now you have to drive to the next city to do so, when it was hither fore at the end of your block! Some progress! NOT.

And how much does the new housing cost compared to the *older buildings that were knocked down* for the shamelessly expensive new stuff? All of it built just so folk can "live" along the stinky, noisy bus route. Those that can afford it, won't ever just ride the buses! The new building is great at only promoting **gentrification** and the **displacement** of those who first lived there. You want to displace the three support personnel for each tech worker, just to create ridership for buses in order to make VTA an even more rich department than they *already are as the most highly financed department in all of Santa Clara County!* That means at the expense of Valley Medical Hospital, Social Services, Children's Protective Services, the Sheriff's Dept., and all the others! How ludicrous!

Get real! ABAG's model of high density/high rise building along arterials is unsafe in the inevitable event of a truly major seismic event. Chile had a 9.9 with a 8.5 further north a year later. It's coming our way and all the multistory building can only hold to a certain maximum level on the Richter scale. But the Richter scale has NO maximum magnitude. Anything above a 7 something on the Richter scale, or a P wave instead of a S wave, or any wave coming at a diagonal to what what planned for in the building specs, *will drop* all of that concrete, etc., right in the way of everyone's escape out and access in for emergency responders! Selfish suicide for all of us *just to make the buses supposedly work* at the expense of everyone and for the profit of VTA is shameful.

Response demanded!

Signed:

Linda Curtis, a striving citizen who has lost a job due to the unreliability of bus service in Santa Clara County, and a financially ruined owner of 96 photovoltaic panels used to power my home and to fuel my clean electric car that I get no encouragement for, much less any kind of financial break for buying, maintaining and cleaning my solar panels and fueling my car with them!

From: [REDACTED]
Sent: Thursday, July 28, 2016 10:51 AM
To: MTC Info <info@mtc.ca.gov>
Subject: Improving transportation on the lower peninsula

Many want to create grade separation for all trains, expressways (Alma included), and even EL Camino Real. I like all these ideas except for ECR. I'm thinking sinking ECR would kill all that I love along it, businesses and trees (down the median, too). Definitely don't want any designated bus lanes along ECR. As for separated grade crossings along it, how about adding just a few ped/bike elevated crossings over ECR as Las Vegas did over their strip? The costly elevators can be avoided with spiral ramps, not too steep, or straight ones when planned in conjunction with new builds like 801 ECR. But too late now for that one. Yet coming construction projects could have the ped/bike overpasses as part of their plan as their required added public benefit. They would really help mid-block on especially long blocks. Better than adding traffic signals really just to help peds cross as was done by the State at Clark & ECR in Mountain View. What a hinderance to traffic flow. Still cross traffic is not grade separated on ECR, but I don't mind. I prefer many options to turn off ECR to being stuck on it below grade. Do that only for trains and expressways. It's really needed there.

And I hate the idea of raising tracks: Their noise would travel further unimpeded (especially when light rail and high speed rail are added). Also, figures I read show that the Shoreline overpass would not clear raised train tracks. **Lowering all tracks and expressways** (Alma included) is my preference by far, as it is with the three cities (Atherton, Menlo Park, and Palo Alto) that are currently suing to allow this to happen. This is really the only way to do grade separation properly.

I just hope Rengstorff and Castro Street in Mountain View, and many other streets elsewhere, aren't messed up with rushed, inferior "solutions" for crossing or no longer crossing Central Expressway before we can orchestrate the *big picture, real* solution of grade separation done well. Save lives, save us from noise, and save us from gridlocked traffic by grade separation done right.

I would vote for lots of money for that, but none for designated bus lanes.

LC



July 26, 2016

Chair David Cortese and Commissioners
Metropolitan Transportation Commission (MTC)
Bay Area Metro Center
San Francisco 94105

Via info@mtc.ca.gov

Re: Comments on Draft 2017 Transportation Improvement Program (TIP)

Dear Chair Cortese and Commissioners:

The Sierra Club has reviewed the \$6.6 billion [draft 2017 Transportation Improvement Program](#) that will run through fiscal year 2020. As MTC notes on its web pages, the TIP is the Bay Area's comprehensive spending plan that lists the projects and programs for which Federal agency action is anticipated, plus all major regional projects that are not dependent on federal funds. The Sierra Club submits the following comments for your consideration.

An Alternative Planning Strategy May Be Required for the 2017 Regional Transportation Plan (RTP)

The Technical Summary of Predicted Traveler Responses to Planning Scenarios of the next RTP (PBA 2040), contained within the [Draft Transportation–Air Quality Conformity Analysis for the Amended Plan Bay Area and the 2017 Transportation Improvement Program](#), indicates that the draft 2017 TIP will *not* result in the GHG reduction per capita target for the year 2035 as required by the Air Resources Board under [The California Sustainable Communities and Climate Protection Act of 2008](#) (SB 375).

Table 6 of the Technical Summary (Attachment A) contains an important set of data including GHG projections as of 2035. The base year in Table 6 is 2005, and the figure given for that year for GHGs is 18.5 pounds per capita per typical weekday. For Plan Bay Area 2040, the MTC–sponsored scenario with the greatest reduction is “Big Cities.” The figure for 2035 is 17.7 pounds of GHGs per typical weekday per capita. This works out to a reduction per capita of about 4.4%, well below the required 15%. An additional scenario that conforms with ARB's requirement for the SCS needs to be developed and analyzed. If MTC decides to proceed with a scenario that does not meet the 2035 target, it must then prepare an [“Alternative Planning Strategy,”](#) to show how it could meet the target.

Funds Should Not Go to Highway and Road Capacity Expansion

MTC should not use the 2017 TIP to fund state highway and road capacity expansion projects. A review of the state highway capacity expansion projects in the draft 2017 TIP that are sponsored by the Congestion Management Agencies of the largest counties—Alameda, Contra Costa and Santa Clara—show total future funds required will be about \$1.9 billion. Directing funds to these projects will only make the Vehicles Miles Traveled (“VMT”) problem of the Bay Area worse. Funding for state highway and roadway capacity expansion projects in all counties should instead go to supporting the Sustainable Communities Strategy.

The draft 2017 TIP Should Be Supportive of the SCS

As then-Attorney General Brown noted more than seven years ago, funds should go to pedestrian, bicycle, and transit projects and not to highway and roadway capacity expansion. In 2008, the Attorney General commented on the Notice of Preparation for the Draft Environmental Impact Report for MTC’s Transportation 2035 Plan. The letter discussed “smart” land-use strategies that can reduce VMT. The letter also noted that greenhouse gas emissions (GHGs) from the transportation sector are a significant problem in the Bay Area, and that “if we fail to make better transportation and land-use decisions—at all levels of government and at every opportunity—in a very short time, our climate goals may be out of reach.” (A copy of the 2008 letter is attached—Attachment B—and its recommendations on how MTC can help to reduce GHGs with the draft 2017 TIP are incorporated into our comments by reference.)

The Attorney General cited the Air Resources Board in the letter—

“[the] key to addressing the VMT challenge is providing people with more choices through diversified land use patterns, greater access to alternative forms of transportation including transit, biking and walking, and creating cities and towns where people can live, work and play without having to drive great distances.” In addition, the way a transportation plan allocates funds among potential transportation projects can make a significant difference in the amount of transportation-generated GHG emissions in the future.

MTC’s own description of SB 375 as given in the [Notice of Preparation](#) of the Draft Environmental Impact Report for Plan Bay Area 2040—the Regional Transportation Plan (RTP) / Sustainable Communities Strategy (SCS) provides a similar perspective: “SB 375 is intended to more effectively reduce emissions by integrating land use and transportation planning to reduce overall passenger vehicle miles traveled.”

Caltrans’ New Perspective on Highway and Road Capacity Expansion

There are a number of road and state highway capacity expansion projects in the TIP. However, few listings show Caltrans as the sponsor, perhaps because Caltrans has a new

perspective on road and highway expansions—they are costly and accomplish little over the long run:

It's pretty settled science that capacity expansion induces demand. We know that while it relieves traffic in the short term, there's pent-up demand that suggests it just fills up again in short order. There's ample evidence that if you lower costs, demand increases. ([Steven Cliff, Assistant Director of Sustainability](#) at Caltrans, November 2015)

MTC Must Change Its Long-Standing Practice of Front-Loading Road Projects

The draft 2017 TIP is an opportunity for MTC to change its long-standing practice of front-loading highway and roadway capacity expansion projects. Following the guidance in the Attorney General's letter, the draft 2017 TIP should maximize the use of its funds for pedestrian, bicycle, and transit projects and other actions to reduce VMT and therefore GHGs, and which will bring the region into compliance with the 2035 GHG target set by the ARB.

The TIP Should Also be Equitable

In the [TIP Overview](#) there is a section entitled "TIP Investment Analysis" that indicates low income and minority transit riders are at a disadvantage in terms of equitable funding. The TIP and its underlying projects should be changed to eliminate this inequitable result.

MTC Should Begin Mitigating Against Climate Change Dangers

As noted above, the current draft 2017 TIP fails to reduce GHGs as required. Additionally, it fails to recognize that the Bay Area needs to take action to protect transportation and transit infrastructure against the effects of climate change.

In 2009, MTC, along with Caltrans and other agencies, sponsored "[Impacts of Sea-Level Rise on the California Coast](#)." There is a section within the 2009 report that provides information, by county, of highways and roads vulnerable to sea level rise. In 2014 the Little Hoover Commission published "[Governing California Through Climate Change](#)." This thoughtful report states that planning agencies (such as MTC) will encounter "entirely new and perplexing questions."

[California Transportation Plan 2040](#) also addresses threats to transportation infrastructure from climate change:

California's infrastructure is already stressed and will face additional burdens from climate risks. The frequency of extreme weather events—such as heat waves, sustained droughts, and torrential rains are expected to increase over the next century, potentially causing flooding, landslides, wild fires, pavement damage, bridge damage, transit vehicle stress, and rail buckling. Even if global GHG emissions were to cease today, some of these effects would still be unavoidable. California must aggressively address threats to its transportation infrastructure to decrease these risks and significant damages.

The draft 2017 TIP should identify projects and funding that will mitigate climate change impacts on Bay Area transportation infrastructure.

If you have any questions or desire further information regarding these comments, please do not hesitate to contact Matt Williams, Chair of the San Francisco Bay Chapter Committee on Transportation and Compact Growth, at mwillia@mac.com

Sincerely,



Michael J. Ferreira
Loma Prieta Chapter Chair



Victoria Brandon
Redwood Chapter Chair



Rebecca Evans
San Francisco Bay Chapter Chair

cc: Legislative Delegation, San Francisco Bay Area
Chair, Air Resources Board
Association of Bay Area Governments
Loma Prieta, Redwood and San Francisco Bay Chapters

Attachment A


Table 6: Year 2035 On-Road Mobile Source Emission Estimates for the MTC Air Basin.

Contained within the Draft Transportation-Air Quality Conformity Analysis for the Amended Plan Bay Area and the 2017 Transportation Improvement Program, June 24, 2016.

Attachment A

Table 6: Year 2035 On-Road Mobile Source Emission Estimates for the MTC Air Basin

Scenario	Tons per typical weekday for all vehicles (unless otherwise noted)							
	Carbon Dioxide (CO ₂) [†]	CO ₂ [†] Pounds per Capita	Carbon Dioxide (CO ₂) [‡]	Small Particulate Matter (PM _{2.5})	Particulate Matter (PM ₁₀) [*]	Winter Nitrous Oxides (NO _x)	Reactive Organic Gases	Carbon Monoxide (CO)
Year 2005	64,640	18.5	64,640	8.54	14.09	2214	112.0	995.8
Year 2035, No Project	84,780	18.8	65,060	4.60	11.12	24.54	20.91	132.3
Year 2035, Main Streets	83,490	18.5	64,330	4.58	11.09	24.41	20.79	130.4
Year 2035, Connected Neighborhoods	81,100	17.9	62,490	4.47	10.81	23.80	20.26	127.4
Year 2035, Big Cities	79,810	17.7	61,330	4.40	10.64	23.32	20.00	125.4


[†] –Passenger vehicle emissions for the nine-county Bay Area, excluding –per SB 375 –expected reductions from fuel and vehicle regulations. Excludes expected reductions from MTC’s Climate Initiatives program.
[‡] –Passenger vehicle emissions for the nine-county Bay Area, including reductions expected from existing vehicle and fuel regulations. Excludes expected reductions from MTC’s Climate Initiatives program.
^{*} –Does not include road dust.

Attachment B

Letter from the Office of Edmund G. Brown Jr, Attorney General, to Metropolitan Transportation Commission, October 1, 2008.

RE: Comments on the Notice of Preparation for Draft Environmental Impact Report For the Transportation 2035 Plan.

Attachment B

EDMUND G. BROWN JR.
Attorney General

State of California
DEPARTMENT OF JUSTICE



1515 CLAY STREET, 20TH FLOOR
P.O. BOX 70550
OAKLAND, CA 94612-0550

Telephone: 510-622-2174
Facsimile: 510-622-2270
E-Mail: laura.zuckerman@doj.ca.gov

October 1, 2008

By Facsimile and U.S. Mail
(510) 817-5848

Ms. Ashley Nguyen
EIR Project Manager
Metropolitan Transportation Commission
101 Eighth Street
Oakland, CA 94607

RE: Comments on the Notice of Preparation for Draft Environmental Impact Report For the Transportation 2035 Plan

Dear Ms. Nguyen:

The Attorney General submits these comments to the Metropolitan Transportation Commission ("MTC") on the Notice of Preparation for the Draft Environmental Impact Report ("DEIR") for the proposed Transportation 2035 Plan ("Proposed Transportation Plan"). Although the deadline for comments on the Notice of Preparation has passed, we request that MTC consider these comments in preparing the DEIR.

We commend MTC for committing to evaluate the climate change impacts of the investments identified in the Proposed Transportation Plan. We also commend MTC for working to provide funding for "smart growth" development strategies that will reduce vehicle emissions associated with new development, for working to expand the bicycle network, and for including other elements of a Climate Change Program in the Proposed Transportation Plan. As climate change is one of the most critical environmental challenges to face our communities today, we urge MTC to embrace the opportunity it has in the Proposed Transportation Plan and the accompanying DEIR to show further leadership by identifying a comprehensive transportation strategy that will reduce emissions of the greenhouse gasses ("GHG") that cause global warming.

Global Warming in California

The Intergovernmental Panel on Climate Change of the United Nations has found

overwhelming evidence that global warming is occurring and is caused by human activity.¹ The California Climate Change Center reports that temperatures in the State are expected to rise 4.7 to 10.5°F by the end of the century.² Such increases would have serious consequences, including substantial loss of snowpack, an increase of as much as 55% in the risk of large wildfires, reductions in the quality and quantity of agricultural products, exacerbation of California's air quality problems, and adverse impacts on human health from increased heat stress, including heat-related deaths, as well as increases in asthma, respiratory, and other health problems.³

California recognizes that global warming is an urgent problem. As reflected in the California Global Warming Solutions Act of 2006 ("AB 32") and Executive Order S-3-05, we must substantially reduce our total GHG emissions by mid-century in order to stabilize atmospheric concentrations of GHGs at a level that will avoid dangerous climate change. This makes it imperative to address GHG emissions from the transportation sector, which account for 38% of the GHG emissions in the State.⁴ In the Bay Area, emissions from the transportation sector are even greater, accounting for 50% of the total.⁵ If we fail to make better transportation and land-use decisions – at all levels of government and at every opportunity – in a very short time, our climate goals may be out of reach. According to Rajendra Pachauri, Chairman of the United Nations Intergovernmental Panel on Climate Change ("IPCC"), "If there's no action before 2012, that's too late. What we do in the next two to three years will determine our future. This is the defining moment."⁶

¹United Nations Intergovernmental Panel on Climate Change, *Fourth Assessment Report: Climate Change 2007* (February 2007) *Working Group I Report, The Physical Science Basis, Summary For Policymakers* ("IPCC 4th").

²California Climate Change Center, *Our Changing Climate: Assessing the Risks to California* (July 2006) page 2, available at <<http://www.energy.ca.gov/2006publications/CEC-500-2006-077/CEC-500-2006-077.PDF>> (as of September 29, 2008). The report was prepared by the Climate Change Center at the direction of CalEPA pursuant to its authority under Governor's Executive Order No. S-3-05 (June 1, 2005) ("Exec. Order S-3-05").

³*Id.* at pp. 2, 10; Exec. Order S-3-05.

⁴California Air Resources Board, *Climate Change Draft Scoping Plan* (June 27, 2008) page 7 ("Draft Scoping Plan").

⁵Bay Area Air Quality Management District, *Source Inventory of Bay Area Greenhouse Gas Emissions* (November 2006) page 7.

⁶Rosenthal, *U.N. Chief Seeks More Leadership on Climate Change*, N.Y. Times (November 18, 2007).

California Environmental Quality Act

As the Legislature has recognized, global warming is an “effect on the environment” under the California Environmental Quality Act (“CEQA”), and an individual project’s incremental contribution to global warming can be cumulatively considerable.⁷ The projects authorized in the Proposed Transportation Plan will result in significant increases in the GHG emissions that contribute to global warming.

CEQA was enacted to ensure that public agencies do not approve projects unless they include feasible alternatives or mitigation measures that substantially reduce the significant environmental effects of the project.⁸ CEQA requires that “[e]ach public agency shall mitigate or avoid the significant effects on the environment of projects that it carries out or approves whenever it is feasible to do so.”⁹ This requirement is recognized as “[t]he core of a DEIR....”¹⁰ Therefore, a DEIR must identify mitigation measures and examine alternatives that would reduce the emissions of greenhouse gases that contribute to global warming.¹¹ These requirements of CEQA are consistent with federal law, which requires the Proposed Transportation Plan to consider projects and strategies that will “protect and enhance the environment” and “promote energy conservation” and to discuss “potential environmental mitigation activities.”¹²

An EIR like the DEIR for the Proposed Transportation Plan must provide an accurate depiction of existing environmental conditions.¹³ “Before the impacts of a project can be assessed and mitigation measures considered, an EIR must describe the existing environment. It is only against this baseline that any significant environmental effects can be determined.”¹⁴

⁷See Cal. Pub. Res. Code, § 21083.05, subd. (a); see also Sen. Rules Comm., Off. Of Sen. Floor Analyses, analysis of Sen. Bill No. 97 (2007-2008 Reg. Sess.), Aug. 22, 2007.

⁸Pub. Resources Code, § 21002.

⁹Pub. Resources Code, §§ 21002.1, subd. (b), and 21081; see also *Mountain Lion Foundation v. Fish and Game Commission* (1997) 16 Cal.4th 105, 134.

¹⁰*Citizens of Goleta Valley v. Board of Supervisors of Santa Barbara County* (1990) 52 Cal.3d 553, 564-65.

¹¹Pub. Resources Code, § 21002.1(a); Cal. Code Regs., tit. 14, § 15130, subd. (b)(5).

¹²23 U.S.C. §§ 134(h) and 134(i)(2)(B)(i). (See text accompanying fn. 19, *infra*.)

¹³Cal. Code Regs., tit. 14, § 15125, subd. (a).

¹⁴*County of Amador v. El Dorado County Water Agency* (1999) 76 Cal.App.4th 931, 952.

The DEIR Should Consider Climate Change Impacts, As Well As Effective Methods of Mitigation and Alternatives to Reduce Such Impacts

The Proposed Transportation Plan will authorize expenditure of approximately \$223 billion for transportation projects, including road construction and improvements that will provide additional road capacity and accommodate more vehicles. These projects will contribute cumulatively to the Bay Area's existing GHG load. In addition, implementing the Proposed Transportation Plan will result in increased GHG emissions during construction of the authorized projects, resulting in a significant cumulative impact on climate change. The DEIR should evaluate all the anticipated climate change impacts of GHG emissions from these actions, including emissions of black carbon from diesel-powered vehicles, as black carbon also contributes significantly to global warming.¹⁵

"Smart" land-use strategies can result in a reduction in vehicle miles traveled ("VMT") over the long term, which in turn is critical to reducing GHG emissions from the transportation sector. Statewide, VMT increased approximately 35% from 1990 to 2007, and under a business-as-usual scenario, VMT is currently expected to increase another 20% by 2020.¹⁶ According to the California Energy Commission, if we do not slow this anticipated growth in VMT, the increase will completely nullify the other advances that the State is making to control transportation-related emissions, including lowering the carbon content of fuel.¹⁷

As the Air Resources Board notes, "[t]he key to addressing the VMT challenge is providing people with more choices through diversified land use patterns, greater access to alternative forms of transportation including transit, biking and walking, and creating cities and towns where people can live, work and play without having to drive great distances."¹⁸ In addition, the way a transportation plan allocates funds among potential transportation projects can make a significant difference in the amount of transportation-generated GHG emissions in the future. The DEIR should discuss whether the Proposed Transportation Plan *maximizes* the use of available funds for public transit, alternative fuel vehicles, carpool, vanpool, rideshare, pedestrian and bicycle projects (including "Safe Routes to School" programs), and other measures that reduce VMT and/or GHG emissions.

¹⁵Black carbon is a strong absorber of solar radiation, and black carbon particles mixed with dust and chemicals in the air may be the second biggest contributor to global warming. (See California Air Resources Board, Health Effects of Diesel Particulate Matter pages 4-5, available at <http://www.arb.ca.gov/research/diesel/dpm_draft_3-01-06.pdf> [as of September 29, 2008].)

¹⁶Draft Scoping Plan Appendices page C-22.

¹⁷California Energy Commission, The Role of Land Use in Meeting California's Energy and Climate Change Goals, Final Staff Report (August 2007) pages 10, 18.

¹⁸ Draft Scoping Plan Appendices page C-22.

CEQA requires that an EIR evaluate the potential environmental impacts of an entire project, which in this context we believe represents the entire \$223 billion of authorized expenditures – not just the \$31.6 billion for projects MTC identifies as “discretionary,” but also the \$191 billion for projects identified as “committed,” projects included in the prior Transportation Plan but not yet constructed. The EIR for the prior Transportation Plan was prepared before AB 32, with its GHG-emission reduction goals, was enacted. The prior Transportation Plan and EIR also were adopted before the enactment of the federal act (effective August 2005) (SAFETEA-LU) that requires a Transportation Plan to address projects and strategies that will “protect and enhance the environment, promote energy conservation, improve the quality of life”¹⁹ Finally, the California Transportation Commission (“CTC”) recently adopted the Addendum to the 2007 Regional Transportation Plan Guidelines, “Addressing Climate Change and Greenhouse Gas Emissions During the RTP Process;” this guidance also did not exist when the EIR for the prior Transportation Plan was adopted.²⁰

Accordingly, CEQA requires evaluation in the DEIR of climate change impacts both of the “committed” projects and the “discretionary” projects, and ways to eliminate or reduce such impacts. It also requires consideration of an alternative that, where feasible, eliminates from the Proposed Transportation Plan so-called “committed” projects that would contribute to adverse cumulative impacts on climate.²¹

The Proposed Transportation Plan includes projects that MTC has selected for funding with \$31.6 billion in “discretionary” funds. To select these projects, MTC stated it used a performance rating system to evaluate the projects’ anticipated effectiveness at meeting the region’s transportation goals. Among other things, the adopted goals include “climate protection,” and the “performance objectives” include reducing VMT and reducing emissions (including GHGs). We commend MTC for adopting these goals and objectives.

The Proposed Transportation Plan also includes an additional \$191 billion for projects that were authorized in the last Transportation Plan, which MTC refers to as “committed” projects. MTC indicates that the “committed” projects include about \$29 billion for transit and road expansion and \$162 billion to maintain the existing transportation system. We understand that the \$29 billion of “committed” projects for transit and roadway expansion have been proposed for inclusion in the new Transportation Plan without renewed evaluation of the relative need for, benefits of, or impacts of these projects vis-à-vis others, and regardless of how well they meet MTC’s identified goals and performance objectives. We urge MTC to rectify this omission with respect to the “committed” transit and roadway expansion projects (which reflect only 15% of the “committed” funding). MTC’s own research shows that achieving reductions in

¹⁹23 U.S.C. § 134(h)(1)(E).

²⁰It was adopted by the California Transportation Commission on May 29, 2008.

²¹If there is a contractual obligation or other overriding reason to complete a particular low-performing “committed” expansion project, the DEIR should discuss this.

GHG emissions consistent with the goals of AB 32 will be extremely difficult:²² this highlights the need for careful and complete evaluation of impacts on VMT and GHG emissions of *all* expenditures for road and transit expansion in the Proposed Transportation Plan.

MTC staff's analysis indicates that many of the "committed" expansion projects support only one, in some cases *none*, of the identified performance goals. If low-performing "committed" projects were eliminated where feasible to do so, funding would be available to cover transit shortfalls, particularly for BART, Muni, and AC Transit, which together carry 80% of the transit riders in the Bay Area.²³ If these shortfalls are not addressed, or if they are addressed through fare increases, as recently proposed,²⁴ ridership may fall, with a concomitant increase in GHG emissions. The DEIR should address the implications of the potential transit shortfalls on GHG emissions and whether those impacts could be reduced by using funds currently proposed to be allocated to low-performing "committed" projects. This would be consistent with the direction in the CTC's guidelines for addressing climate change in RTPs to "[c]onsider shifting transportation investments towards improving and expanding urban and suburban core transit, programs for walkability, bicycling and other alternative modes, transit

²²See Therese W. McMillan, Deputy Executive Director, Policy, Metropolitan Transportation Commission, presentation to California Transportation Futures Symposium (September 3, 2008), Transportation 2035: S.F. Bay Area - Targeting Health Through Environment, available at <http://www.dot.ca.gov/hq/tpp/offices/osp/presentations/McMillan,T.ppt> (as of September 30, 2008).

²³There is currently a projected \$19 billion shortfall in transit capital and operating needs for transit in the Bay Area over the life of the Proposed Transportation Plan, and a projected \$4.2 billion shortfall in BART core capacity improvements. (See Commission Meeting presentation (July 23, 2008), Transportation 2035: Financially Constrained Investment Plan, page 22, available at http://apps.mtc.ca.gov/meeting_packet_documents/agenda_1116/T2035_Recommendations_short_v.3.ppt [as of October 1, 2008].) These figures were generated before recent increases in public transit ridership due to high gasoline prices. The American Public Transportation Association reports more than a 5% increase in BART ridership in 2008. (See <http://www.apta.com/research/stats/ridership/index.cfm> [as of September 29, 2008].) Thus, the funding needs for existing transit service may well exceed these estimates.

²⁴See, e.g., *Consider congestion pricing for BART*, San Francisco Chronicle (September 15, 2008), available at <http://www.sfgate.com/cgi-bin/article.cgi?f=/c/a/2008/09/15/EDIJ12T13A.DTL&hw=BART+fare&sn=001&sc=1000> (as of September 30, 2008); Gordon, *BART considers higher fares*, San Francisco Chronicle (September 12, 2008), available at <http://www.sfgate.com/cgi-bin/article.cgi?f=/c/a/2008/09/12/MNS412SGBC.DTL&hw=BART+fare&sn=002&sc=491> (as of September 30, 2008), which noted that BART trains are currently near capacity in peak hours.

access, housing near transit, and local blueprint plans that coincide with the regional blueprint.”²⁵

The DEIR should also address, at a minimum, the following issues:

1. ***The impact of high-occupancy toll (“HOT”) lanes on carpooling, transit ridership, VMT, and GHG emissions.*** A principal benefit of the HOT lane network is savings in travel time for people driving alone (both in the HOT lane and in other lanes). Some commentators have expressed concerns about the effect of HOT lanes on “induced travel,” noting that “at the same time that some drivers are encouraged to stay away from congestion or higher peak-period tolls, others are drawn to use the HOT lanes because they are relatively less congested than other options.”²⁶ At least one expert panel has expressed concerns that a proposed increase in freeway lane miles for a “managed lane” network similar to the HOT lane network proposed here would “perpetuate auto-oriented development and reduce transit’s competitiveness.”²⁷

In recognition of these concerns, the DEIR should evaluate, for each corridor, the effect of (1) creation of a new lane to be used as a HOT lane, or (2) conversion of an existing HOV lane to a HOT lane, whichever is applicable, including any increase in the carpool requirement from 2 to 3 occupants,²⁸ on the following: (a) carpooling rates, (b) VMT, (c) induced travel (commuters, carpoolers, telecommuters, etc., who are thereby induced to start driving alone), and (d) long-term housing distribution patterns (i.e., “induced growth” of housing in areas

²⁵California Transportation Commission, Addendum to the 2007 Regional Transportation Plan Guidelines: Addressing Climate Change and Greenhouse Gas Emissions During the RTP Process (May 29, 2008) page 2 (emphasis added).

²⁶ Dahl, *The Price of Life in the Fast Lane* (2003) 111 *Envtl. Health Persp.*, Number 16, available at <<http://www.ehponline.org/members/2003/111-16/spheres.html>> (as of September 30, 2008), citing the director of the Bridge Tolls Advocacy Project in New York.

²⁷See Independent Transit Planning Review Services December 2006 Final Report, prepared for the San Diego Association of Governments (December 2006) pages ES-5 and 3-32, available at <http://www.sandag.cog.ca.us/uploads/publicationid/publicationid_1274_6239.pdf> (as of September 30, 2008). The panel also observed, “Smart Growth efforts will likely be weakened by managed lanes’ alleviation of congestion and its encouragement of auto-oriented growth away from transit corridors.” (See *id.* at pp. 6-16.)

²⁸ The Bay Area High-Occupancy/Toll (HOT) Network Study Final Report notes that implementing HOT lanes will likely require increasing carpool occupancy requirements. MTC, Bay Area High-Occupancy/Toll (HOT) Network Study Final Report (September 2007) page 7.

where HOT lanes can be used to commute to employment centers).²⁹ The DEIR should provide both short-term and long-term evaluation of the environmental impacts/benefits of the HOT lane network. In particular, the EIR should evaluate the potential effects of induced travel where the freeway is expanded to create a HOT lane.³⁰

2. ***The effect on GHG emissions of different prioritizations of uses of HOT lane revenues.*** MTC recently adopted “HOT Network Implementation Principles” that indicate HOT lane revenues will be used “to finance and construct the HOT network” and “provide transit services and improvements in the corridors.” However, it is not clear when *any* excess revenues will be generated from the HOT lane network, and what the priority will be for investment of such revenues. We understand that, if completing the area-wide HOT lane network is the priority use for HOT lane revenues, the anticipated benefits of excess revenue from the HOT lane network would not accrue to public transit until the network is completed in 2025. The EIR should disclose the anticipated timing and amount of excess revenues (i.e., revenues not need to cover network expenses), and

²⁹The California Department of Transportation’s (“Caltrans”) own guidance for preparing an EIR recognizes the need to evaluate how a project will influence growth. (See Caltrans, EIR/EA Annotated Outline (April 2008) pages 37-39, available at http://www.dot.ca.gov/ser/downloads/templates/eir_ea_SER.doc [as of September 30, 2008]; Caltrans, Guidance for Preparers of Growth-related, Indirect Impact Analyses (May 2006), available at http://www.dot.ca.gov/ser/Growth-related_IndirectImpactAnalysis/gri_guidance.htm [as of September 30, 2008].)

³⁰ The Superior Court for the County of Sacramento recently invalidated Caltrans’s EIR for an HOV lane project in Sacramento, in part because it did not adequately evaluate the impacts of induced travel. (See *Environmental Council of Sacramento v. Caltrans* (July 15, 2008, 07CS00967) <http://nastsacramento.blogspot.com> [as of September 29, 2008].) There are numerous reports and studies on the “induced travel” impacts of new freeway lanes and recommended methods of analysis. (See, e.g., U.S. Department of Transportation Federal Highway Administration, *Induced Travel: Frequently Asked Questions*, available at <http://www.fhwa.dot.gov/Planning/itfaq.htm> [as of September 30, 2008]; Cervero & Hanson, *Induced Travel Demand and Induced Road Investment* (2002) 36 J. Transp. Econ. & Pol’y, Part 3, pp. 469-490; Litman, *Generated Traffic and Induced Travel: Implications for Transport Planning* (September 17, 2007), available at <http://www.vtpi.org/gentraf.pdf> [as of September 30, 2008]; Litman, *Smart Transportation Investments: Reevaluating the Role of Highway Expansion for Improving Urban Transportation* (October 6, 2006), available at http://www.vtpi.org/cong_relief.pdf [as of September 30, 2008]; Cervero, *Road Expansion, Urban Growth, and Induced Travel: A Path Analysis* (Spring 2003) 69 APA Journal, No. 2, pp. 145-163; Noland, *Relationships between highway capacity and induced vehicle travel* (2001), 35 Transp. Res. Part A: Policy and Practice, Issue 1, pp. 47-72.)

should compare the anticipated effect on GHG emissions of this planned prioritization of the use of these revenues to the anticipated effect on GHG emissions of an alternative that applies a significant percentage of HOT lane revenues to unfunded transit needs as the revenue is generated (rather than after the HOT network is completed). In particular, the EIR should evaluate the benefits of using HOT lane funds for transit improvements that would maintain and increase transit ridership in the completed HOT lane corridors.³¹

3. ***The projected effects of the different alternatives on VMT and GHG emissions.*** In addition, the DEIR should provide and evaluate at least one alternative designed to maximize the reduction of GHG emissions. As you are aware, there are many policies and/or projects that MTC could consider to help achieve this goal, some of which it is already considering and could fund at a significantly higher level. While this letter is not intended to provide a complete list, some of the possibilities include the following: focus on eliminating transit shortfalls; increase service capacity to meet increased demand for public transit in core urban areas; increase funding for transportation infrastructure to serve infill and mixed use development located near employment centers and provide incentives for such development; increased incentives for use of public transit, ridesharing and carpools; and expanded public transit frequency of operation.
4. ***Green Construction Policy.*** To further reduce the impact of the projects in the Proposed Transportation Plan on air quality and climate change, the EIR should evaluate the effect of including a mandatory “green construction” policy. Such a policy could require, for example,
 - use of an emissions calculator in the planning of every construction project, one that uses the proposed equipment fleet and hours of use to project nitrogen oxides, particulate matter, and carbon dioxide emissions, then quantifies the reductions achievable through the use of cleaner/newer

³¹ The way the revenue is used could impact the effectiveness of HOT lanes. (See Dahl, R., *The Price of Life in the Fast Lane* (December 2003), 111 Environmental Health Perspectives, Number 16, available at <<http://www.ehponline.org/members/2003/111-16/spheres.html>> [as of September 29, 2008], citing the transportation director of Environmental Defense, who stated that “[t]he key element for truly effective congestion pricing [] is dedication of HOT lane fees to public transit and public health purposes in the same transit corridor.”) Along similar lines, the California Air Resources Board’s Draft Scoping Plan identifies congestion pricing as a GHG-reduction measure under consideration, emphasizing that the GHG emission reductions would come from “relief of severely congested traffic, some reduction in vehicle travel, *and from the investment of funds in transit infrastructure that would provide additional transportation options during congested hours.*” (Draft Scoping Plan p. 38 [emphasis added].)

equipment;³²

- that all off-road construction vehicles be alternative fuel vehicles, or diesel-powered vehicles with Tier 3 or better engines or retrofitted/repowered to meet equivalent emissions standards as Tier 3 engines;³³
- use of the minimum feasible amount of GHG-emitting construction materials (cement, asphalt, etc.);³⁴
- use of cement blended with the maximum feasible amount of flyash or other materials that reduce GHG emissions from cement production;
- use of lighter-colored pavement with increased reflectivity, which reduces the “heat island” effect;
- recycling of construction debris to maximum extent feasible;
- planting of shade trees in or near construction projects where feasible.

Finally, the DEIR also should consider feasible measures to mitigate and/or reduce emissions of criteria pollutants (including black carbon and other particulate matter) from diesel buses, such as requiring retrofitting of diesel buses with particulate traps, replacing diesel buses

³²The calculator used in the Sacramento Metropolitan Air Quality Management District’s program is available at <<http://www.airquality.org/ceqa/index.shtml#construction>> (as of September 29, 2008).

³³Similarly, the South Coast Air Quality Management District has called for the State, in selecting projects that will be funded from Proposition 1B, to impose a condition that requires “use of lowest emitting construction equipment and fuels available.” (South Coast Air Quality Management District Res. No. 07-07 (April 6, 2007), “Resolution Expressing Conditions for Funding Projects with Proposition 1B Funds in the South Coast District.”)

³⁴A new production method known as “warm-mix” asphalt technology that significantly reduces GHG emissions during application may prove to be a feasible alternative road paving material. (See Moore, *Warm-Mix Asphalt (WMA) Potentially Can Provide Important Benefits for Paving Contractors, Reduce Fuel Costs and Diminish Green-House Gases*, Construction Equipment (March 1, 2007), available at <<http://www.constructionequipment.com/article/CA6421459.html>> [as of September 29, 2008]. Warm-mix asphalt was used successfully in Yellowstone National Park in August 2007, and, this fall, Logan International Airport in Boston will become the first in the U.S. to pave a runway with the new asphalt mix. (See “Green” Asphalt Saves Energy and Reduces Greenhouse Gas Emissions (August 6, 2008), available at <http://fypower.org/news/email_story.html?post_id=3165> [as of September 29, 2008]).

with the lowest-emitting available alternative fuel buses, requiring that all new buses have the lowest level of emissions feasible, and planting particulate-absorbing trees near freeways and busy streets. Emissions of these pollutants is a critical health issue for the region, which does not meet attainment standards for ozone and particulate matter.³⁵

Global warming presents California with one of its greatest challenges to date. MTC has the opportunity to take steps to address the problem of climate change constructively, while educating the public and decision-makers. We urge MTC to meet the challenge with the Proposed Transportation Plan and DEIR. Please do not hesitate to contact us if the Attorney General's Office can be of any assistance.

Sincerely,

/S/

LAURA J. ZUCKERMAN
SANDRA GOLDBERG
Deputy Attorneys General

For EDMUND G. BROWN JR.
Attorney General

³⁵See generally, e.g., California Air Resources Board, Health Effects of Diesel Exhaust, available at <http://www.oehha.org/public_info/facts/dieselfacts.html> (as of September 29, 2008); California Air Resources Board, Draft Diesel Particulate Matter Health Risk Assessment for the West Oakland Community (March 19, 2008), available at <<http://www.arb.ca.gov/ch/communities/ra/westoakland/westoakland.htm>> (as of September 29, 2008); and the Bay Area Air Quality Management District's air quality summaries, available at <http://www.baaqmd.gov/pio/aq_summaries/index.htm> (as of September 29, 2008).

Metropolitan Transportation Commission Programming and Allocations Committee

September 14, 2016

Agenda Item 4a

MTC Resolution Nos. 4274 and 4275

Subject: Adoption of the 2017 Transportation Improvement Program (TIP) and Transportation-Air Quality Conformity Analysis for the Amended Plan Bay Area (Plan) and the 2017 TIP. MTC Resolution Nos. 4274 and 4275.

Background: The federally required Transportation Improvement Program (TIP) is a comprehensive listing of Bay Area surface transportation projects that receive federal funds or are subject to a federally required action or are regionally significant. MTC, as the federally designated Metropolitan Planning Organization (MPO) for the nine-county San Francisco Bay Area Region, must prepare and adopt the TIP at least once every two years. The 2017 TIP covers a four-year period from FY 2016-17 through 2019-20 and contains approximately 700 projects totaling about \$6.3 billion. The 2017 TIP is financially constrained by year, meaning that the amount of dollars committed to the projects (or “programmed”) does not exceed the amount of dollars estimated to be available. The 2017 TIP includes a financial constraint analysis as well as a financial plan that demonstrates that the programmed projects can be implemented.

Under Federal law and regulation, regional transportation plans (RTPs) and Transportation Improvement Programs (TIPs) must be analyzed to determine if they conform to federal air quality standards and plans (known as the State Implementation Plan or SIP). The new Transportation-Air Quality Conformity Analysis for the Amended Plan Bay Area (Plan) and the 2017 TIP were prepared in accordance with the U.S. Environmental Protection Agency’s (EPA) transportation conformity regulations and MTC’s Bay Area Air Quality Conformity Procedures (MTC Resolution No. 3757). This analysis incorporates updated project delivery schedules submitted during the 2017 TIP update process. These projects have been modeled in the appropriate analysis year using the latest planning assumptions. MTC staff consulted with the Air Quality Conformity Task Force on the approach to the conformity analysis, draft conformity analysis, response to public comments on the draft conformity analysis, and final conformity analysis. Based on the conformity analysis, a positive conformity determination can be made because the Plan and the TIP conform to the federal air quality standards and plans.

Investment Analysis

To further assist the public in assessing the equity implications of the 2017 TIP, staff has conducted an investment analysis with a focus on low income and minority residents. MTC conducts an investment analysis of long-term investments as part of the Equity Analysis for Plan Bay Area as part of the overall effort to fulfill the region’s Title VI and environmental justice responsibilities. Staff conducts the investment analysis on the TIP to provide further transparency for short-term investments. As a reminder, the TIP does not include most of the region’s investments in operations

and maintenance as these are largely locally funded and don't require a federal action. When compared to the investments described in the Plan, the 2017 TIP only reflects about 15% of average annual transportation spending in the Bay Area.

The 2017 TIP Investment analysis concludes that in the aggregate there is a relatively higher proportionate investment in all transportation facilities that serve minority and low-income populations than the proportional share of trips taken by minority and low-income populations (Table 1). However, it also suggests a variance in the share of transit investments by trips for passengers living in low-income households and in the per-rider benefit of investments for minority transit riders (Table 2). Given the periodic nature of large capital projects it is not surprising that the results of the analysis may shift from one TIP period to the next.

Specifically, staff believes that in this TIP period the current variance reflects Bay Area Rapid Transit's (BART) Railcar Procurement Program and Caltrain's Electrification project as these projects have large capital phases that are beginning within the active years of the 2017 TIP. As BART and Caltrain are used by a lower proportion of low-income and minority riders than the regional average for transit riders, the results of the analysis show lower investments benefiting low-income and minority riders. That said, BART ridership approximately mirrors the regional demographics for all individuals from low-income households and minorities on a percentage basis, and it carries large numbers of such groups in numerical terms.

Between the release of the Draft 2017 TIP and the development of the Final 2017 TIP, staff updated project information to reflect input from sponsors as described below and, in an effort to improve the accuracy of the analysis, updated the demographic information for BART to reflect weekend as well as weekday ridership. These changes did not result in a significant difference in the outcome of the analysis.

Table 1.	Comparison of Final 2017 TIP Investment Analysis Results			
	Trips (in millions)	Share of Trips	Funding (in \$ billions)	Share of Funding
Population-Use Based Analysis				
All Trips by Low Income Population	6.4	27%	\$2.0	31%
Transit Trips by Low Income Population	0.8	54%	\$1.2	45%
All Trips by Minority Population	12.3	52%	\$3.5	55%
Transit Trips by Minority Population	1.0	61%	\$1.6	60%

Minority Per Capita Benefit as % of Non-Minority Per Capita Benefit	96%
Minority Per Rider Benefit as % of Non-Minority Per Rider Benefit	89%

Public Comments and Responses

The 2017 TIP and accompanying Transportation-Air Quality Conformity Analysis were released for public review and comment beginning June 24, 2016. A public hearing was held on July 13, 2016, and the 30-day review and comment period ended on July 28, 2016. A summary of comments received and staff's responses is included as Attachment A. Comments pertaining to the 2017 TIP and staff's responses are incorporated as an appendix to the TIP. Comments on the Transportation-Air Quality Conformity Analysis are included in Section V of that document.

During the comment period, staff also received updated project information from sponsors; the responses to those requests are included in Attachment B.

Next Steps

Following Commission consideration later this month, if approved, the 2017 TIP will be forwarded to Caltrans and to the Federal Highway Administration and Federal Transit Administration for review. Federal approval would be expected by December.

Issues: None

Recommendation: Refer MTC Resolution No. 4274 and MTC Resolution No. 4275 to the Commission for approval.

Attachments: Attachment A – Responses to public comments
Attachment B – List of project changes in response to comments
MTC Resolution No. 4274: Adoption of the Transportation-Air Quality Conformity Analysis for the Amended Plan Bay Area and 2017 TIP
MTC Resolution No. 4275: Adoption of the 2017 TIP
Appendix 1: Comments Received

**METROPOLITAN TRANSPORTATION COMMISSION
2017 Transportation Improvement Program (TIP)
Response to Public Comments**

The Draft 2017 TIP was released for public review and comment from June 24, 2016 through July 28, 2016 and a public hearing was held on July 13, 2016 to receive public comment. The following is a list of the public comments submitted to MTC along with staff's responses to these comments. No comments were made during the public hearing. This list does not include the project listing changes requested by project sponsors. The correspondence and public hearing transcript for the Draft 2017 TIP are available at <http://mtc.ca.gov/our-work/fund-invest/transportation-improvement-program-tip/draft-2017-tip>.

No.	Name	Agency/Organization	Dated	Response
1	Andrea Mirenda	Public	Email 7/27/2016	Response #1
2	Cathy Jennings	Public	Email 7/29/2016	Response #1
3	Charlie Cameron	Public	Letter 7/22/2016	Response #1
4	Bob Moss	Public	Email 7/28/2016	Response #1 and #2
5	Rand Strauss	Public	Email 7/28/2016	Response #1 and #2
6	Alex Hakso	Public	Email 7/29/2016	Response #3
7	Anne Nichols	Public	Email 7/27/2016	Response #3
8	Jean Severinghaus	Public	Email 7/3/2016	Response #3
9	Karim Hyder	Public	Email 7/28/2016	Response #3
10	Holly Westphal	Public	Email 7/27/2016	Response #1 and #3
11	Mark Fassett	Public	Email 7/29/2016	Response #1 and #3
12	Mewi	Public	Letter 7/28/2016	Response #1, #2, and #3
13	Jim Burt	Public	Email 7/30/2016	Response #1, #2, and #4
14	Larry V.	Public	Email 7/28/2016	Response #1, #2, and #5
15	Linda Curtis	Public	Email 7/27/2016 and 7/28/2016	Response #1, #2, #3, and #5
16	Michael Ferreira, Victoria Brandon, Rebecca Evans	Three Sierra Club Chapters	Email 7/26/2016	Response #6

Category 1: Responses to Comments Related to Specific Projects

The Regional Transportation Plan (Plan) establishes long-range investment priorities and strategies to operate, maintain, and improve the surface transportation network in the San Francisco Bay Area. The Plan currently in effect for the Bay Area is called Plan Bay Area and was adopted in 2013. The Transportation Improvement Program (TIP) helps carry out the Plan's strategies in the short term by committing certain funding resources to implement specific programs and project improvements that help support implementation of the Plan. MTC staff forwarded project specific comments to the sponsoring agencies for clarification of next steps and opportunities for input for service planning or project development for specific programs and projects. Interested parties are encouraged to contact project sponsors directly for specific project concerns or to stay informed throughout project development.

Comment and Response #1

Several commenters opposed local projects in the TIP such as implementing bus rapid transit (BRT) on El Camino Real in Santa Clara County or installing express lanes on US 101 in San Mateo County. Some commenters also opposed specific elements of project designs. Other commenters expressed support for local projects in the TIP such as the construction of high-occupancy vehicle (HOV) lanes on US 101 in San Mateo County or the extension of Sonoma Marin Area Rail Transit service beyond the initial operating segment. MTC has notified the project sponsors of the comments submitted.

MTC includes local projects in the TIP after the project sponsor demonstrates project funding, scope and schedule consistent with Plan Bay Area. The decision to include a project in the TIP does not represent an allocation or obligation of funds, or final project approval. Before securing funding and approval for project implementation, the project is subject to environmental review and final approvals from federal, state, regional or local agencies depending on fund sources, and project-specific required actions. The environmental process will include additional opportunities to comment on the scope, design elements and impacts of a project.

MTC's Guide to the San Francisco Bay Area's Transportation Improvement Program outlines the various opportunities available to the public and interested stakeholders to get involved in the transportation planning and project development process (see TIP Appendix A-3). The guide is also available at MTC's offices at 375 Beale St., San Francisco and online at: <http://mtc.ca.gov/our-work/fund-invest/transportation-improvement-program>.

Comment and Response #2

Some commenters suggested that MTC include specific new projects in the TIP, namely the addition of a second BART tube across the Bay and lowering the Central Expressway in Santa Clara County so that it is separated from cross-traffic.

Large capital projects such as these must be included in an adopted regional long range plan before they can be included in the TIP. Neither of these projects is included in the currently adopted Plan. However, MTC is currently working with a number of partners in the region to evaluate short, medium and long term needs for transit capacity serving the Transbay corridor. A second Transbay tube is being considered as part of this study. Projects selected for further development will then need to be included in the Plan before advancing beyond planning and environmental analysis in the TIP.

Other suggested projects were increased Caltrain service frequencies, a transit pass for residents of the City of Berkeley and changes to local bus routes and service. These projects could potentially be implemented without being included in the TIP if they were not federally funded and did not require a federal action.

MTC's Guide to the San Francisco Bay Area's Transportation Improvement Program outlines the various opportunities available to the public and interested stakeholders to get involved in the transportation planning and project development process (see TIP Appendix A-3). The guide is also available at MTC's offices at 375 Beale St., San Francisco and online at: <http://mtc.ca.gov/our-work/fund-invest/transportation-improvement-program>.

Category 2: Responses to Comments Related to General Categories of Projects

Staff also received comments regarding general categories of projects. These comments did not identify specific projects, so the comments were not forwarded to sponsoring agencies.

Comment and Response #3

Some commenters opposed general categories of projects such as BRT projects with dedicated lanes or the purchases of diesel buses and equipment. Other commenters expressed support for grade separated rail transit, expanded local bus service or bicycle and pedestrian infrastructure.

MTC's Guide to the San Francisco Bay Area's Transportation Improvement Program outlines the various opportunities available to the public and interested stakeholders to get involved in the transportation planning and project development process (see TIP Appendix A-3). The guide is also available at MTC's offices at 375 Beale St., San Francisco and online at: <http://mtc.ca.gov/our-work/fund-invest/transportation-improvement-program>.

MTC also works with our partner agencies to develop programs that fund or incentivize specific categories of projects. Information about these programs and their development can be found online at: <http://mtc.ca.gov/our-work/fund-invest>.

Category 3: Responses to Comments Regarding Advocacy for Transportation Funding

Staff also received comments urging MTC to advocate for additional funding and policy changes.

Comment and Response #4

One commenter requested MTC to propose steady sources of funding, such as increasing the gas tax or reforming Proposition 13.

MTC continues to support numerous efforts to establish new sources of federal, state, regional and local funding for transportation. Each year MTC adopts a federal and state advocacy program to prioritize its efforts to ensure that the Bay Area benefits from new opportunities, defend against proposals that may reduce funding for Bay Area transportation, advance our goal of a safe, efficient and well-maintained regional transportation system. Information about MTC's advocacy program can be found online at: <http://mtc.ca.gov/our-work/advocate-lead/state-and-federal-advocacy>.

MTC urges members of the public to track and support developments related to increased transportation funding at all levels of government.

Category 4: Responses to Comments Regarding Land-Use Decisions

Staff also received comments pertaining to land-use trends and policies.

Comment and Response #5

One commenter opposed the construction of high-density residential developments along arterials, while another commenter suggested developing real estate located above transportation facilities.

SB 375 requires MTC to develop a Sustainable Communities Strategy that demonstrates that land-use development patterns and the proposed transportation network can work together to meet greenhouse gas reduction targets. To help achieve these goals, some funding programs, such as the One Bay Area Grant (OBAG) County Discretionary Program, include policies that incentivize cities to build housing. While the TIP includes funding from these programs, the TIP itself is focused on near-term transportation investments and does not include land-use decisions. Local jurisdictions retain the authority to adopt local land-use policies and make specific land-use decisions through their individual processes.

Category 5: Responses to Comments Regarding the Relationship of the TIP to the Plan

Staff received comments from the Sierra Club on the connection between the TIP and the policies and priorities established in the Plan.

Comment and Response #6

Meeting Greenhouse Gas Emissions Targets

The Sierra Club noted that the Draft Transportation-Air Quality Conformity Analysis for the Amended Plan Bay Area and the 2017 Transportation Improvement Program “indicates that the draft 207 TIP will not result in the greenhouse gas (GHG) reduction per capita target for the year 2035 [15%, relevant to the Plan] as required by the Air Resources Board under the California Sustainable Communities and Climate Protection Act of 2008 (SB 375).”

Transportation conformity is required under section 176(c) of the Clean Air Act (42 U.S.C. 7506(c)) to ensure that federally funded or approved highway and transit activities are consistent with (“conform to”) the purpose of the state air quality implementation plan (SIP). Conformity to the purpose of the SIP means that transportation activities will not cause or contribute to new air quality violations, worsen existing violations, or delay timely attainment of the relevant national ambient air quality standards (NAAQS).

In addition, the Federal Environmental Protection Agency’s transportation conformity rule (40 CFR Parts 51 and 93) establishes the criteria and procedures for determining whether metropolitan transportation plans, TIPs, and federally supported highway and transit projects conform to the purpose of the SIP. Transportation conformity applies to designated nonattainment and/or maintenance areas for transportation-related criteria pollutants: ozone, PM2.5, PM10, carbon monoxide, and nitrogen dioxide. Specifically, regional transportation conformity for transportation plans and TIPs is demonstrated by performing a regional emissions analysis for the applicable NAAQS pollutants in nonattainment areas.

Currently, there are no federal requirements for consideration of GHG impacts in a regional conformity analysis for a TIP or transportation plan. Therefore, to reduce confusion, the air quality and climate implications text and Table 6 will not be included in Appendix E of the Final Conformity Analysis.

Additionally, the Plan focuses extensively on GHG emission reductions and demonstrates that the combination of land use and transportation investments result in the region meeting its goals of 7 and 15 percent reductions in GHG emissions by 2020 and 2035, respectively. Any estimation of GHG reductions is relevant to the Plan. In contrast, the TIP covers only a four year period and includes only a subset of transportation projects and programs from the Plan.

References:

http://www.dot.ca.gov/hq/env/air/main_sections/conformity.htm

<https://www.epa.gov/state-and-local-transportation/policy-and-technical-guidance-state-and-local-transportation#requirements>

http://www.fhwa.dot.gov/environment/air_quality/conformity/

Prioritizing Transportation System Investments

This commenter also requested that funding in the proposed TIP should not be directed to highway and roadway expansion projects and should instead be directed to pedestrian, bicycle and transit projects in order to be supportive of the Sustainable Communities Strategies (SCS).

As mentioned in response to the previous comment (#6), there are no federal requirements for consideration of GHG impacts in a regional conformity analysis for a TIP or transportation plan and the "Draft Environmental Impact Report for MTC's Transportation 2035 Plan" is a California Environmental Quality Act (CEQA) *state* requirement – unassociated with federal requirements for the Draft Conformity Analysis.

Additionally, the performance analysis of the Plan evaluates if the full complement of transportation projects and programs included in the Plan, taken together with land use changes, advance the region's goals and objectives identified in the Plan. As a subset of projects and programs from the Plan, the investments included in the proposed TIP are consistent with the top priority of the Plan to operate and maintain the region's existing transportation system. Nearly two-thirds of the \$6.3 billion in committed funds over the four-year period of the TIP, is directed to maintaining the existing transportation system. In addition, the majority of funding programmed on State Highway System projects (82%) and local road projects (54%) rehabilitates, maintains, and operates the existing system.

It should also be noted that two significant federal programs for transit, bicycle and pedestrian, and complete streets projects are not yet programmed in the TIP. Nearly \$2 billion in Federal Transit Administration (FTA) formula funds expected to be available during the TIP period have not been programmed and therefore are not reflected in the TIP. The program of projects for these funds is anticipated to be adopted and programmed into the TIP in 2017. In addition, most projects from the second cycle of the One Bay Area Grant (OBAG 2) have not yet been programmed into the TIP. The OBAG 2 program, with more than \$150 million in annual federal funds, supports a range of priority multi-modal projects throughout the region. These projects will be incorporated into the TIP as the program is adopted.

High Level of Near-Term Highway Investment

The Sierra Club also noted that the proposed TIP should not front-load highway and roadway projects in the TIP and should instead use its funds to reduce vehicle miles travelled (VMT) and therefore GHGs.

The TIP is required to be fiscally constrained by program and by year. However, the TIP does not reflect the universe of federal, state, and local revenues that will be available over the four year

period. Some of these funds will be incorporated as their individual funding programs are developed and adopted, such as the Regional Transportation Improvement Program (RTIP) or regional allocations of FTA formula funds. Other funds are typically not reflected in the TIP at all, including the vast majority of local and state funds that will go to operate, maintain, and manage the region's existing transportation system.

It should be noted that although the TIP presents only a partial picture of the subset of transportation projects that will be implemented during the four year period, the full picture of the projects, programs and strategies that will be completed within the region is captured within the Plan. As mentioned above, although there are no federal requirements for consideration of GHG impacts and/or CEQA obligations in a regional conformity analysis for a TIP or transportation plan, the Plan does demonstrate that the combination of land use and transportation investments result in the region meeting its goals of 7 and 15 percent reductions in GHG emissions by 2020 and 2035, respectively. Any estimation of GHG reductions is relevant to the Plan itself. In contrast, the TIP covers only a four year period and includes only a subset of transportation projects and programs from the Plan.

Equitable Distribution of Funding

This commenter also noted that the proposed TIP and its underlying projects should be changed to eliminate the inequitable distribution of funds to low income and minority transit riders.

The investment analysis of the proposed TIP indicates that although the investments in the TIP are distributed equitably overall, a variance in the share of transit investments by trips for passengers living in low-income households and in the benefits of investments to minority transit riders. It is important to note, however, that the TIP does not reflect the full picture of transportation investments in the Bay Area over the long-term. As noted above, the TIP only includes four years of near-term fund programming. Also, since the TIP primarily documents projects that require federal actions or use federal funds, it tends to include more large capital projects than rehabilitation programs. Additionally, funding shown in the TIP is included in the year that project phases begin or are obligated and does not reflect the actual flow of funding and expenditures within these phases. While rehabilitation programs will have their funding spread across many years, large capital projects tend to have their funding lumped into a single year even if the funds will actually be expended over a number of years, some of which may be outside the scope of the TIP. When compared to the investments described in the Plan, the 2017 TIP only reflects about 15% of average annual transportation spending in the Bay Area.

An example of the issues described above is the fact that the 2017 TIP Investment Analysis is heavily influenced by two projects, BART's Railcar Procurement Program and Caltrain's Electrification project, as these projects have large capital phases that are beginning in the near future. Together, these projects account for over one third of all transit funding in the 2017 TIP. As these systems are used by a lower proportion of low-income and minority riders than the

regional average, the results of the analysis show lower investments benefiting low-income and minority riders. Prior iterations of the TIP Investment Analysis that showed a less variable distribution have been influenced by other large capital projects, such as SFMTA's Central Subway project and VTA's BART Warm Springs to Berryessa Extension project, that are still ongoing, but in the current TIP period require less funding action. Additionally, approximately \$2 billion in transit formula funding for FY2016-17 through FY2019-20 is yet to be programmed and is not included in the proposed 2017 TIP. While BART and Caltrain will still receive a large portion of these funds, the program will also distribute funds to a wider variety of transit operators.

MTC will revisit the investment analysis in the future (estimated for summer 2017, to coincide with adoption of Plan Bay Area 2040) and these transit funds are expected to be included. Additionally, MTC will continue to include updated demographic data sources in future iterations of the investment analysis. Since the draft analysis was released, BART's demographic data have been updated to account for weekend ridership.

Since the equity analysis of the Plan includes more projects and programs than just those that are federally focused and transportation funding is captured from more years, it is not disproportionately influenced by the types of projects described above.

It should also be noted that this analysis only assesses investments and does not directly assess the resulting benefit and burden of specific projects or programs, such as travel time savings or improved accessibility to jobs or other destinations.

Addressing the Effects of Climate Change on Transportation Infrastructure

The Sierra Club also noted that the TIP does not recognize the urgency of climate change and its effects on transportation and transit infrastructure. The commenter requested that the TIP identify projects and funding that will mitigate climate change impacts on Bay Area transportation infrastructure.

In recognition of the risks and challenges related to planning for long-term sustainability and resilience of our transportation assets in the face of climate change, MTC and other regional, state, and federal partners have been working together over the last four years to study how and where the Bay Area is vulnerable to current and future flooding in order to develop strategies to reduce these risks.

MTC was recently awarded a grant from Caltrans to plan for ensuring the Bay Area's transportation system becomes more resilient to increased flooding and sea level rise, while also improving the safety and sustainability of our communities, particularly vulnerable and disadvantaged communities. The \$1.2 million study, to be completed by MTC in cooperation with the Bay Conservation and Development Commission (BCDC), Caltrans District 4, and the Bay Area Regional Collaborative (BARC), will develop a regional vulnerability assessment focused

on the Bay Area's transportation infrastructure, Priority Development Areas (PDAs) as identified in the Plan, and vulnerable and disadvantaged communities. The project will also develop a suite of adaptation strategies to improve the resilience of Bay Area transportation assets and communities for inclusion in Plan Bay Area as well as other appropriate local and regional planning and programming documents. The results of the study could address the commenter's request in a future TIP to identify projects that mitigate the risks and damages caused by climate change.

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Attachment B: Comments/Requested Changes to Draft Project Listings

Project Sponsor	TIP ID	Project Title	Draft TIP Amount	Draft TIP Year	Revised Amount	Revised Year	Change	Reason
Alameda County								
ACTC	ALA090018	Truck Parking Facilities in North County (Phase I)	\$1,000,000	2017	\$1,000,000	2018	Reprogram funds from FY17 to FY18	Update the funding plan to reflect the latest programming decisions
Port of Oakland	ALA090027	7th St Grade Separation and Port Arterial Improvements	n/a	n/a	n/a	n/a	Update project title and clarify description	Update project title and clarify description
Port of Oakland	ALA090027	7th St Grade Separation and Port Arterial Improvements	\$480,000	2017	\$480,000	2017	Change the source for \$480K from Other Local to Sales Tax and reprogram from PE to PSE	Update the funding plan to reflect the latest programming decisions
Port of Oakland	ALA090027	7th St Grade Separation and Port Arterial Improvements	\$7,968,000	2021	\$7,968,000	2017	Change the source for \$8M from RTP-LRP to Sales Tax and reprogram from FY21 CON to FY17 PSE	Update the funding plan to reflect the latest programming decisions
Port of Oakland	ALA090027	7th St Grade Separation and Port Arterial Improvements	\$9,552,000	2017	\$9,552,000	2017	Reprogram \$9.6M in Sales Tax from PE to PSE	Update the funding plan to reflect the latest programming decisions
WETA	ALA110001	Central Bay Operations and Maintenance Facility	\$0	n/a	\$1,325,466	2017	Add \$1.3M in FY17 CON STP funds	Update the funding plan to reflect the adoption of TPI Round 4 in May
ACTC	ALA110002	I-880/Industrial Parkway West Interchange	\$2,500,000	2017	\$2,500,000	2018	Reprogram funds from FY17 to FY18	Update the funding plan to reflect the latest programming decisions
ACTC	ALA130034	I-680 NB HOV/HOT Lane	\$7,000,000	2021	\$7,000,000	2016	Change the source for \$7M in PE funds from RTP-LRP to TCRP and reprogram to FY16	Update the funding plan to reflect the latest programming decisions
ACTC	ALA130034	I-680 NB HOV/HOT Lane	\$13,874,000	2021	\$13,874,000	2017	Change the source for \$13.9M in CON funds from RTP-LRP to TCRP and reprogram to FY17	Update the funding plan to reflect the latest programming decisions
ACTC	ALA130034	I-680 NB HOV/HOT Lane	\$25,180,000	2017	\$25,180,000	2017	Change the source for \$25.2M from RTP-LRP to Sales Tax	Update the funding plan to reflect the latest programming decisions
ACTC	ALA130034	I-680 NB HOV/HOT Lane	\$57,324,000	2021	\$57,324,000	2017	Change the source for \$57.3M in CON from RTP-LRP to Local and reprogram from FY21 to FY17	Update the funding plan to reflect the latest programming decisions
AC Transit	ALA150038	AC Transit: Purchase (10) Double-Deck Diesel Buses	\$1,980,300	2016	\$3,619,196	2016	Add \$1.6M in FY16 CON Operating Funds	Update the funding plan to reflect the latest programming decisions
ACTC	ALA170001	State Route 262 (Mission Blvd) Improvements	\$1,500,000	2016	\$1,500,000	2018	Reprogram funds from FY16 to FY18	Update the funding plan to reflect the latest programming decisions
ACTC	ALA170002	I-80/Ashby Avenue Interchange Improvements	\$4,000,000	2016	\$4,000,000	2017	Reprogram funds from FY16 to FY17	Update the funding plan to reflect the latest programming decisions
ACTC	ALA170004	I-880/West Winton Avenue Interchange	\$1,500,000	2017	\$1,500,000	2018	Reprogram funds from FY17 to FY18	Update the funding plan to reflect the latest programming decisions

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ACTC	ALA170005	I-880/Whipple Road Interchange Improvements	\$1,000,000	2017	\$2,000,000	2018	Add \$1M in PE Local funds and reprogram from FY17 to FY18	Update the funding plan to reflect the latest programming decisions
ACTC	ALA170005	I-880/Whipple Road Interchange Improvements	\$6,000,000	2021	\$5,000,000	2021	Remove \$1M in PE RTP-LRP funds	Update the funding plan to reflect the latest programming decisions
ACTC	ALA170008	I-580/680 Interchange HOV/HOT Widening	\$1,000,000	2016	\$1,000,000	2018	Reprogram funds from FY16 to FY18	Update the funding plan to reflect the latest programming decisions
ACTC	ALA170009	Widen I-680 NB and SB for EL from SR-84 to Alcosta	\$1,500,000	2017	\$1,500,000	2018	Reprogram funds from FY17 to FY18	Update the funding plan to reflect the latest programming decisions
ACTC	ALA170010	I-880 NB HOV/HOT: North of Hacienda to Hegenberger	\$1,500,000	2017	\$1,500,000	2018	Reprogram funds from FY17 to FY18	Update the funding plan to reflect the latest programming decisions
Contra Costa County								
CCTA	CC-070035	Reconstruct I-80/San Pablo Dam Rd Interchange	\$9,200,000	2018	\$9,200,000	2020	Reprogram \$9.2M in ROW RIP from FY18 to FY20	Update the funding plan based on the latest revisions to the STIP
Brentwood	CC-070078	John Muir Parkway Extension: Ph. II	\$150,000	2013	\$208,000	2013	Add \$58K in ENV Local funds	Update the funding plan to reflect the latest programming decisions
Brentwood	CC-070078	John Muir Parkway Extension: Ph. II	\$255,000	2013	\$232,000	2013	Remove \$23K in PSE Local funds	Update the funding plan to reflect the latest programming decisions
Brentwood	CC-070078	John Muir Parkway Extension: Ph. II	\$3,435,301	2016	\$3,435,301	2016	Change the source for \$3.4M in CON funds from Other Local to ECCRFA	Update the funding plan to reflect the latest programming decisions
Brentwood	CC-070078	John Muir Parkway Extension: Ph. II	\$0	n/a	\$100,000	2016	Add \$100K in CON ECCRFA funds	Update the funding plan to reflect the latest programming decisions
ECCTA	CC-070092	ECCTA: Transit Bus Replacements	\$2,660,568	2015	\$4,873,568	2015	Add \$1.77M in CON 5307 funds and \$443K in CON Local funds	Update the funding plan to reflect the FY15 TCP POP
El Cerrito	CC-130024	Ohlone Greenway Station Area Bike/Ped Improvements	\$49,265	2014	\$49,265	2016	Reprogram \$44K in CMAQ and \$5K in Local from FY14 PE to FY16 CON	Update the funding plan to match obligation
Martinez	CC-130025	Martinez Various Streets and Roads Preservation	\$1,185,000	2017	\$1,185,000	2018	Reprogram \$1.02M in CON CMAQ and \$162K in CON Local funds from FY17 to FY18	Update funding plan to match planned obligation
Danville	CC-130038	Vista Grande Street Pedestrian Improvements/SR2S	\$178,000	2017	\$178,000	2018	Reprogram \$157K in CMAQ and \$21K in Local funds from FY17 to FY18	Update funding plan to match planned obligation
BART	CC-130048	BART Station Modernization Program	n/a	n/a	\$6,321,688	2016	Add \$6.3M in CON TIGER funds	Update the funding plan to reflect the award of TIGER funds
CCTA	CC-150009	CCTA - Carshare 4 All	\$1,218,012	2017	\$1,218,012	2018	Reprogram \$974K in CMAQ and \$244K in Local funds from FY17 to FY18	Update funding plan to match planned obligation

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WCCTA	CC-150021	WestCAT - AVL System with APC Element.	\$394,513	2017	\$394,513	2018	Reprogram \$345K in CON STP and \$50K in CON Local from FY17 to FY18	Update funding plan to match planned obligation
Marin County								
Ross	MRN130006	Bolinas Avenue and Sir Francis Drake Intersection	\$274,000	2017	\$274,000	2016	Reprogram \$274K in STP funds from FY17 to FY16	Reprogram funds to match obligation
Marin County	MRN130007	North Civic Center Drive Improvements	\$908,890	2016	\$187,000	2016	Remove \$723K in Other Local funds	Update the funding plan to reflect the programming of supplemental RSRTS funds
Marin County	MRN130007	North Civic Center Drive Improvements	\$243,000	2016	\$1,034,000	2016	Add \$791K in FY16 STP funds	Update the funding plan to reflect the programming of supplemental RSRTS funds
GGBHTD	MRN150007	GGBHTD: On-Board Bus and Ferry Surveys	\$402,572	2017	\$402,572	2016	Reprogram \$403K in STP funds from FY17 to FY16	Reprogram funds to match obligation
San Rafael	MRN150008	Grand Avenue Bicycle Pedestrian Improvements	\$791,000	2017	\$791,000	2017	Change the source for \$791K in FY17 funds from CMAQ to Local	Change the fund source to reflect changes in the OBAG1 RSRTS program
Novato	MRN170002/ MRN150016	Vineyard Road Improvements	\$750,000	2017	\$750,000	2017	Change the fund source for \$750K in CON funds from Other Local to CMAQ funds	Update the funding plan to reflect the identification of an exchange project in the OBAG1 PCA program and change the TIP ID from MRN170002 to MRN150016
Napa County								
Napa	NAP110028	California Boulevard Roundabouts	\$723,000	2017	\$723,000	2016	Reprogram \$723K in ROW CMAQ from FY17 to FY16	Reprogram funds to match obligation
Napa	NAP110028	California Boulevard Roundabouts	\$2,331,793	2017	\$2,331,793	2018	Reprogram \$1.74M in CON CMAQ and \$592K in CON Local from FY17 to FY18	Reprogram funds to match planned obligation
American Canyon	NAP110029	Eucalyptus Drive Realignment Complete Streets	n/a	n/a	\$1,665,000	2021	Program \$1.7M in RTP-LRP funds	Program funds to reflect updated project cost
San Francisco City/County								
Caltrain	SF-010028	Caltrain Electrification	\$22,620,000	2021	\$22,620,000	2017	Change the source for \$22.62M in CON funds from RTP-LRP to 5337 and reprogram to FY17	Update the funding plan to reflect the FY16 TCP POP
TBJPA	SF-050002	Transbay Terminal/Caltrain Downtown Ext: Ph. 2	\$377,000,000	2019	\$377,000,000	2021	Reprogram RTP-LRP funds from FY19 to FY21	Funds are uncommitted and should be programmed outside of the TIP period
SF DPW	SF-130011	SF- Second Street Complete Streets and Road Diet	\$10,731,264	2017	\$10,731,264	2016	Reprogram \$9.2M in CON STP and \$1.5M in CON Local funds from FY17 to FY16	Reprogram funds to match obligation

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SF DPW	SF-130011	SF- Second Street Complete Streets and Road Diet	\$600,639	2017	\$600,639	2017	Change the source for \$600,639 in CON funds from Other Local to STP	Update the funding plan to match the updated OBAG1 County Program and the STP/CMQ Cycle 1 - TLC program
SFDPH	SF-130018	SF SRTS Non-Infrastructure Program	\$0	n/a	\$360,000	2017	Add \$360K in FY17 CON CMAQ funds	Program funds to reflect programming decisions in the RSRTS program
SFMTA	SF-130019	Eddy and Ellis Traffic Calming Improvement Project	\$810,601	2017	\$810,601	2016	Reprogram \$718K in CON CMAQ and \$93K in CON Local from FY17 to FY16	Reprogram funds to match obligation
SF DPW	SF-150016	Lombard Street Vision Zero Project	\$1,910,000	2017	\$1,910,000	2017	Change the source for \$1.91M in CON funds from RIP to Other Local	Change fund source to reflect the latest programming decisions
San Mateo County								
San Mateo	SM-130004	Mount Diablo Ave. Rehabilitation	\$357,000	2017	\$357,000	2017	Reprogram \$357K in CON CMAQ from FY17 to FY18	Reprogram funds to match planned obligation
SF City/County	SM-130031	Southern Skyline Blvd. Ridge Trail Extension	\$3,000,000	2017	\$3,000,000	2018	Reprogram \$1M in CON STP and \$2M in CON Local funds from FY17 to FY18	Reprogram funds to match planned obligation
San Mateo	SM-150016	San Mateo Downtown Parking Tech Implementation	\$1,850,000	2017	\$1,850,000	2018	Reprogram \$1.4M in CON CMAQ and \$465K in CON Local from FY17 to FY18	Reprogram funds to match planned obligation
Santa Clara County								
San Jose	SCL090004	Downtown San Jose Bike Lanes and De-couplet	n/a	n/a	n/a	n/a	Clarify project scope	Clarify project scope
Gilroy	SCL110032	Gilroy New Ronan Channel and Lions Creek Trails	\$1,034,000	2017	\$1,034,000	2016	Reprogram \$1.03M in CON CMAQ from FY17 to FY16	Reprogram funds to match obligation
VTA	SCL110125	Local PDA Planning - Santa Clara	\$2,246,239	2017	\$2,246,239	2016	Reprogram \$1.99M in PE STP and \$258K in PE Local from FY17 to FY16	Reprogram funds to match obligation
VTA	SCL110125	Local PDA Planning - Santa Clara	\$256,984	2017	\$256,984	2018	Reprogram \$228K in PE STP and \$29K in PE Local from FY17 to FY18	Reprogram funds to match planned obligation
San Jose	SCL130004	San Jose - Meridian Bike/Ped Improvements	\$1,299,000	2017	\$1,299,000	2018	Reprogram \$1.15M in CON CMAQ and \$149K in CON Local from FY17 to FY18	Reprogram funds to match planned obligation
San Jose	SCL130010	San Jose Pedestrian Oriented Traffic Signals	\$800,000	2017	\$800,000	2016	Reprogram \$800K in CON CMAQ from FY17 to FY16	Reprogram funds to match obligation
VTA	SCL150018	Peery Park Rides	\$2,080,000	2017	\$2,080,000	2018	Reprogram \$1.13M in CON CMAQ and \$951K in CON Local from FY17 to FY18	Reprogram funds to match planned obligation
Solano County								
STA	SOL110019	Solano Safe Routes to School Program	n/a	n/a	\$314,000	2017	Add \$314K in CON CMAQ funds	Program funds to reflect the selection of projects in the RSRTS program
Solano County	SOL130007	Suisun Valley Bicycle and Pedestrian Imps	\$927,000	2017	\$927,000	2016	Reprogram \$927K in CON STP from FY17 to FY16	Reprogram funds to match obligation

**Metropolitan Transportation Commission
2017 Federal Transportation Improvement Program (TIP)**

Attachment B: Comments/Requested Changes to Draft Project Listings

Project Sponsor	TIP ID	Project Title	Draft TIP Amount	Draft TIP Year	Revised Amount	Revised Year	Change	Reason
Suisun City	SOL130020	Driftwood Drive Path	\$38,679	2016	\$98,000	2016	Add \$59K in TDA funds	Update the funding plan to reflect the latest programming decisions
Sonoma County								
Cloverdale	SON130016	Cloverdale - Safe Routes to School Phase 2	\$250,000	2017	\$250,000	2017	Change the source for \$250K from CMAQ to STP	Change funds source to reflect planned obligation
Son Co TA	SON150010	Santa Rosa Car Share	\$220,000	2017	\$220,000	2017	Reprogram Strategic Growth Council SHIFT funds from CON to PE	Update the funding plan to reflect the latest programming decisions
Son Co TA	SON150010	Santa Rosa Car Share	\$170,130	2017	\$170,130	2017	Reflect the use of toll credits in lieu of match for CON	Update the funding plan to reflect the latest programming decisions
Son Co Transit	SON150012	Sonoma County Transit: Replacement CNG Buses	\$114,656	2017	\$199,667	2017	Add \$85K in CON STP funds	Add funds as they are being transferred from SON150013
Son Co Transit	SON150013	Sonoma County Transit: Replace 2006 CNG Buses	\$1,012,543	2016	\$1,012,543	2017	Reprogram \$467K in CON 5307, \$176K in CON 5339 and \$369K in CON Local from FY16 to FY17	Reprogram funds to match planned FTA grant
Son Co Transit	SON150013	Sonoma County Transit: Replace 2006 CNG Buses	\$85,011	2017	\$0	2017	Remove \$85K in CON STP funds	Remove funds as they are being transferred to SON150012
Regional/Multiple County								
MTC	REG090003	Freeway Performance Initiative (FPI)	\$6,719,000	2017	\$6,719,000	2016	Reprogram \$4.01M in FY17 CON CMAQ and \$6.8M in FY17 PE CMAQ to FY16 PE	Reprogram funds to match obligation
MTC	REG090039	Regional Streets and Roads Program	\$1,695,000	2017	\$1,695,000	2016	Reprogram \$1.5M in CON STP and \$195K in CON Local from FY17 to FY16	Reprogram funds to match obligation
MTC	REG090042	511 Traveler Information	\$8,750,000	2017	\$8,750,000	2017	Change the source for \$8.75M in FY17 CON funds from CMAQ to STP	Change the fund source to match planned obligation
MTC	REG090044	Incident Management Program	\$12,245,000	2018	\$12,245,000	2017	Reprogram \$10.84M in CON CMAQ and \$1.4M in CON Local funds from FY17 to FY18	Reprogram funds to reflect planned obligation
Total			\$712,271,942		\$728,119,576			

Date: September 28, 2016
W.I.: 1412
Referred by: PAC

ABSTRACT

Resolution No. 4274

This resolution approves the Transportation Air Quality Conformity Analysis for the Amended Plan Bay Area (Plan) and the 2017 Transportation Improvement Program (TIP).

Further information is contained in the Programming & Allocations Committee summary sheets dated September 14, 2016.

Date: September 28, 2016
W.I.: 1412
Referred by: PAC

RE: Approval of the Transportation Air Quality Conformity Analysis for the Amended Plan Bay Area and the 2017 Transportation Improvement Program

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4274

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

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

WHEREAS, the current Regional Transportation Plan (RTP) is Plan Bay Area, adopted by the Commission on July 18, 2013 (MTC Resolution No. 4111) and amended by the Commission on September 23, 2015 (MTC Resolution No. 4198); and

WHEREAS, MTC has prepared the 2017 Transportation Improvement Program (TIP) (MTC Resolution 4275), to be approved the same day as this Resolution; and

WHEREAS, the RTP and the TIP must conform to the State Implementation Plan (SIP), the federal air quality plan for the Bay Area; and

WHEREAS, the San Francisco Bay Area air basin was designated by U.S. Environmental Protection Agency (U.S. EPA) as nonattainment for the fine particulate matter (PM_{2.5}) standard in December 2009, and so MTC must demonstrate conformance to this standard through an interim emission test until a PM_{2.5} SIP is approved by U.S. EPA:

WHEREAS, MTC has conducted a transportation air quality conformity analysis for the 2017 TIP and RTP in accordance with U.S. EPA conformity regulations and the Bay Area Air Quality Conformity Protocol (MTC Resolution No. 3757); and

WHEREAS, the Transportation Air Quality Conformity Analysis for the Amended Plan Bay Area and the 2017 Transportation Improvement Program updates the Transportation Air Quality Conformity Analysis of the Amendment to Plan Bay Area and Amendment to 2015 Transportation Improvement Program to reflect updated project delivery information for those projects whose completion years have shifted since the original adoption of Plan Bay Area and the 2015 TIP; and

WHEREAS, said conformity redetermination analysis is referenced in Attachment A of this resolution, and is incorporated herein as though set forth at length; and

WHEREAS, the conformity analysis has been circulated for the required 30-day public comment review period per MTC Resolution No. 4174; now, therefore be it

RESOLVED, that MTC makes the following conformity findings for the Amended Plan Bay Area and 2017 Transportation Improvement Program:

- (A) Conforms to the applicable provisions of the State Implementation Plan and the applicable transportation conformity budgets in the State Implementation Plan approved for the national 8-hour ozone standard and carbon monoxide standard, and to the interim emissions test for the national fine particulate matter standard; and
- (B) Provides for the timely implementation of transportation control measures (TCMs) pursuant to the applicable State Implementation Plan;

RESOLVED, that MTC adopts the Transportation Air Quality Conformity Analysis for the Amended Plan Bay Area and the 2017 Transportation Improvement Program, as set forth in Attachment A; and be it further

RESOLVED, that Executive Director shall forward a copy of this Resolution to the U.S. Department of Transportation for its approval of MTC's conformity findings, along with a copy of the 2017 Transportation Improvement Program and to such other agencies as appropriate.

METROPOLITAN TRANSPORTATION COMMISSION

Dave Cortese, 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 September 28, 2016.

Date: September 28, 2016
W.I.: 1412
Referred by: PAC

Attachment A
Resolution No. 4274
Page 1 of 1

Transportation Air Quality Conformity Analysis for the Amended Plan Bay Area (Plan) and the 2017 Transportation Improvement Program (TIP)

A copy of the Conformity Redetermination is on file at the MTC-ABAG Library located in the Bay Area Metro Center, 375 Beale Street, Suite 800, San Francisco, California 94105.

Date: September 28, 2016
W.I.: 1512
Referred by: PAC

ABSTRACT

Resolution No. 4275

This resolution adopts the 2017 Transportation Improvement Program (TIP) for the San Francisco Bay Area.

Further discussion of the 2017 TIP adoption is contained in the Programming & Allocations Committee summary sheet dated September 14, 2016.

Date: September 28, 2016
W.I.: 1512
Referred by: PAC

Re: Adoption of the 2017 Transportation Improvement Program (TIP)

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4275

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

WHEREAS, MTC is the federally designated Metropolitan Planning Organization (MPO), pursuant to Section 134(d) of Title 23 of the United States Code (USC) for the nine-county San Francisco Bay Area region (the region); and

WHEREAS, Title 23 Code of Federal Regulations Part 450 (23 CFR §450) requires the region to carry out a continuing, cooperative and comprehensive transportation planning process as a condition to the receipt of federal assistance to develop and update at least every four years, a Transportation Improvement Program (TIP) consisting of a comprehensive listing of transportation projects that receive federal funds or that are subject to a federally required action, or that are regionally significant; and

WHEREAS, the TIP must be consistent with the Regional Transportation Plan (RTP) adopted pursuant to Government Code Section 66508, the State Implementation Plan (SIP) as required by the federal Clean Air Act (42 U.S.C. Section 7401 et seq.); and the San Francisco Bay Area Transportation Air Quality Conformity Protocol (MTC Resolution 3757), which establish the Air Quality Conformity Procedures for MTC's TIP and RTP; and

WHEREAS, federal regulations (23 CFR §450.324(i)) require that the TIP be financially constrained, by year, to reasonable estimates of available federal and state transportation funds; and

WHEREAS, federal regulations (23 CFR §450.316) require that the MPO develop and use a documented public participation plan that defines a process for providing citizens, affected public agencies and interested parties with reasonable opportunities to be involved in the metropolitan transportation planning process; and

WHEREAS, federal regulations (23 CFR §450.330(a)) allow MTC to move projects between years in the first four years of the TIP without a TIP amendment, if Expedited Project Selection Procedures (EPSP) are adopted to ensure such shifts are consistent with the required year by year financial constraints; and

WHEREAS, MTC, the State, and public transportation operators within the region have developed and implemented EPSP for the federal TIP as required by Federal Regulations (23 CFR 450.330(a)) and Section 134 of Title 23 United States Code (USC §134), as outlined in Attachment A to this Resolution, and MTC Resolution 3606, Revised; and

WHEREAS, MTC has found in MTC Resolution No. 4274 that the 2017 TIP, as set forth in this resolution, conforms to the applicable provisions of the SIP for the San Francisco Bay Area; and

WHEREAS, the San Francisco Bay Area air basin was designated by U.S. Environmental Protection Agency as nonattainment for the fine particulate matter (PM2.5) standard in December 2009, and MTC must demonstrate conformance to this standard through an interim emissions test until a PM2.5 SIP is approved by the federal Environmental Protection Agency (U.S. EPA); now, therefore be it

RESOLVED, that MTC adopts the 2017 TIP, attached hereto as Attachment A and incorporated herein as though set forth at length; and be it further

RESOLVED, that MTC has developed the 2017 TIP in cooperation with the county Congestion Management Agencies, transit operators, the Bay Area Air Quality Management District (BAAQMD), the California Department of Transportation (Caltrans), and other partner agencies and interested stakeholders, and in consultation with the Federal Highway Administration (FHWA), Federal Transit Administration (FTA) and U.S. EPA; and, be it further

RESOLVED, that the 2017 TIP was developed in accordance with the region's Public Participation Plan and consultation process (MTC Resolution No. 4174) as required by Federal Regulations (23 CFR §450.316); and, be it further

RESOLVED, that the projects and programs included in the 2017 TIP, attached hereto as Attachment A to this resolution, and incorporated herein as though set forth at length, are consistent with the RTP; and, be it further

RESOLVED, that the 2017 TIP is financially constrained, by year, to reasonable estimates of available federal, state and local transportation funds; and, be it further

RESOLVED, that MTC approves the EPSP developed by MTC, the State, and public transportation operators within the region for the federal TIP as required by federal regulations (23 CFR 450.330(a)) and Section 134 of Title 23 United States Code (USC §134), as outlined in Attachment A to this Resolution, and MTC Resolution 3606, Revised; and, be it further

RESOLVED, that MTC will support, where appropriate, efforts by project sponsors to obtain letters of no prejudice or full funding agreements from FTA for projects contained in the transit element of the TIP; and, be it further

RESOLVED, that the public hearing and public participation process conducted for the 2017 TIP satisfies the public involvement requirements of the FTA annual Program of Projects; and, be it further

RESOLVED, that the adoption of the TIP shall not constitute MTC's review or approval of those projects included in the TIP pursuant to Government Code Sections 66518 and 66520, or provisions in federal regulations (49 CFR Part 17) regarding Intergovernmental Review of Federal Programs; and, be it further

RESOLVED, that MTC's review of projects contained in the TIP was accomplished in accordance with procedures and guidelines set forth in the San Francisco Bay Area Transportation Air Quality Conformity Protocol (MTC Resolution 3757); and, be it further

RESOLVED, that MTC finds that the 2017 TIP conforms to the applicable provisions of the State Implementation Plan (SIP) and the applicable transportation conformity budgets in the SIP approved for the national 8-hour ozone standard and national carbon monoxide standard, and to the emissions test for the national fine particulate matter standard (MTC Resolution No. 4274); and, be it further

RESOLVED, that the projects and programs included in the 2017 TIP do not interfere with the timely implementation of the traffic control measures (TCMs) contained in the SIP; and, be it further

RESOLVED, that MTC finds all regionally significant capacity-increasing projects included in the 2017 TIP are consistent with Plan Bay Area (the 2040 Regional Transportation

Plan including the Sustainable Communities Strategy for the San Francisco Bay Area); and, be it further

RESOLVED, that revisions to the 2017 TIP as set forth in Attachment B to this resolution and incorporated herein as though set forth at length, shall be made in accordance with rules and procedures established in the public participation plan and in MTC Resolution No. 4275, and that MTC's review of projects revised in the TIP shall be accomplished in accordance with procedures and guidelines set forth in the San Francisco Bay Area Transportation Air Quality Conformity Protocol (MTC Resolution 3757) and as otherwise adopted by MTC; and, be it further

RESOLVED, that staff have the authority to make technical corrections, and the Executive Director and Deputy Executive Directors have signature authority to approve administrative modifications for the TIP and Federal Statewide Transportation Improvement Program (FSTIP) under delegated authority by Caltrans, and to forward all required TIP amendments once approved by MTC to the appropriate state and federal agencies for review and approval; and, be it further

RESOLVED, that a copy of this resolution shall be forwarded to FHWA, the FTA, U.S. EPA, Caltrans, the Association of Bay Area Governments (ABAG), and to such other agencies and local officials as may be appropriate.

METROPOLITAN TRANSPORTATION COMMISSION

Dave Cortese, Chair

This resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in San Francisco, California on September 28, 2016.

Date: September 28, 2016
W.I.: 1512
Referred by: PAC

Attachment A
Resolution No. 4275
Page 1 of 1

2017 Transportation Improvement Program

The 2017 Transportation Improvement Program for the San Francisco Bay Area, adopted September 28, 2016, is comprised of the following, incorporated herein as though set forth at length:

- A Guide to the 2017 Transportation Improvement Program (TIP) for the San Francisco Bay Area
- TIP Overview
- Expedited Project Selection Process
- TIP Revision Procedures
- Financial Capacity Assessments
- County Summaries
- Project Listings
- Appendices
- The 2017 TIP Investment Analysis: Focus on Low-Income and Minority Communities

Date: September 28, 2016
W.I.: 1512
Referred by: PAC

Attachment B
Resolution No. 4275
Page 1 of 1

Revisions to the 2017 TIP

Revisions to the 2017 Transportation Improvement Program (TIP) will be included as they are approved.

Programming and Allocations Committee

September 14, 2016

**Item 4a – Adoption of the 2017 TIP and Transportation-Air
Quality Conformity Analysis for the Amended Plan Bay Area
and the 2017 TIP**

Appendix 1 – Comments Received

From: Andrea Mirenda [REDACTED]
Sent: Wednesday, July 27, 2016 4:18 PM
To: MTC Info <info@mtc.ca.gov>
Subject: El Camino bus lane is a bad idea

Please review the impact of all residents of the area. El Camino is so crowded today and removing a lane for a bus lane is a bad idea.

Regards,
Andrea Mirenda
[REDACTED]
Mountain View CA

-----Original Message-----

From: Cathy Jennings [REDACTED]

Sent: Friday, July 29, 2016 6:25 PM

To: MTC Info <info@mtc.ca.gov>

Subject: Express/HOV lanes on Peninsula hwy101

I am very much in favor of continuing HOV lanes north of Whipple Ave. These days it should be 24 hours and not just 7-9AM and 4-7PM. Anybody who must move along as a single occupant should have the option of paying for the privilege. Anybody driving alone who can't afford to pay will benefit from others paying to get out of the free lanes. The idea is to make it more attractive for people to carpool and if the HOV/Express lanes are moving while the others aren't, hopefully those that cannot afford the fees will find someone to carpool with instead.

As a professional who drives these roads routinely (with an assistant) I am in favor of anything that decreases traffic!

Cathy Jennings, DVM

[REDACTED]

Review and comment on the Draft 2017 TIP & Draft Transportation-Air Quality Conformity Analysis for Plan Bay Area and Draft 2017 TIP

Bay Area Metro Center
375 Beale Street, Suite 800
San Francisco, CA 94105
TEL: 415.778.6700 | EMAIL: info@mtc.ca.gov

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HAYWARD, CA
94543

9/10/2016
Mr. Charlie Cameron
SHOULD NO
DISAYS

DEAR MTC PUBLIC WORKS OFFICE:
(REF: PLS FIND MY COMMENTS FOR THIS AREA)
DRAFT 2017 TIP & ANALYSIS FOR PLAN BAY
I TRUSTING YOU WILL GET THE NEW
UNION CITY INTERMODAL TRANSIT STATION EAST
PLAZA DONE CORRECTLY, CORRECT IN PHASE II
W/NEW TRANSIT BUS RTS (REAL TIME DEP. &
ARRIVAL FOR TRANSFER INTO TOWN CENTER PARK,
(BUS & BART) & SW THE NEW CAPITAL
STATION AT UCITY, CA, & PERHAPS WE
CAN CORRECTLY CORRECT ALL OR MOST OF THE
SHORT COMINGS DEFICIENCY, & DEFAULTS AS
WE NOW HAVE IN PHASE I ON THE WEST SIDE
OF THE NOW UNION CITY BART STA. (NOW
STILL GOING ON AT THE STATION & NOW THERE IS
NOW NO SIT DOWN PADS IN THE PUBLIC AREA

STAIR

SO PAX CAN/COULD REST/SOBE BACK, KNEES
BREATHE AS TWO OF THE LEGS STAYING
SIT DOWN PODS ON 4" IN DIAMETER HAUB BEEN
NOW REMOVED (TO PUT IN A NEW FLOOR) - STUPID
& NEXT BART UNIT - SINCE MAY 2016
IN THE PUBLIC AREA

(A) TRUSTING THE ABOVE COMMENTS ISSUES CAN
& W/BE ADDRESSED IN ATTACHMENT (B)
pg 48 & REG. TLC PROGRAM IN RES. 3925
APPENDIX A - 14 STD. 6/17/2016.

(2) MAY BE ASK WAS IN THE UNION CITY
INTERMODAL PROJ. ON THE 2013 TIP? I WAS IN
FAVOR THEN AS THE DESIGN WAS TO BE A PROPOSED
TO BE A FINGER/ISLAND TYPE W/ SAW TOOTH
BAYS FOR THE BUSES, AS FAR BACK AS MAY 31, 2001
THE DESIGN WAS TO BE THIS WAY WITH
CONSULTANTS OF BOARD: SHYLM, OVE ARUP,
FEHR & PEERS, NELSON NYGAARD &
WINDIE & ASSO. A TRANSIT WAS HAPPY
W/ THE FINGER ISLAND DESIGN (ISLAND DOG EAT
BART WAS NOT CONSIDERED ON THE PHASE I
WEST SIDE W/ A LOT OF TEMP CONC. CHG. W/ A
"L" SHAPE (DOG LEG TO THE RIGHT) TEMP. DESIGN
NOW PERMANENT "L" SHAPE DESIGN (DOG LEG
TO THE RIGHT) & LONG WALKS TO BUSES &
CABS, & NOT REALLY ANY SIT DOWN AREAS TO
HANDLE THE W/LOAD, FURTHER DISABLE
YOUNG & KIDS W/ RBS.

(2A) TRUST THATS OUTSIDE THE BART BUILDING
& STRONG ARM TALKS, TO THE FORCE & 375
& W/ 2/22 (2) ONE BAY AREA GRAM
PROGRAM I HAVE NOW LED TO THIS BYESS,
& WHITE/PINK ELEPHANT.

2 AMERSON
7/22/2016
Ely
pg 247

COMPLETION:

ITEM 3 APPENDIX A-67 on page
ALA, TIP 130025

THE CORRECT SPELLING FOR THIS WORD
IS CAPITAL AVE. (IN FACT, CA NOT
AS PRINTED UP AS CAPITAL AVE,

(DID FREEMAN SUGGEST THATS PEOPLE
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From
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4 IN APPENDIX A-16, & MIC
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US PEOPLE THAT USE & COMMUTE
THROUGH THE U/CITY BASSIA, IN
PROJ. PHASE I & III AS 9/11/2015

(DID UNK. ART DOWNE SIGN OFF
ON THIS) & ALSO ITEM 1-8 & 1
ATTACHMENTS, & IN MIC PUBLIC
INVOLVEMENT PROCESS)?

5 NOW REALLY LIKE: IN
VOL # 1 SECT 4 FOR A/E TRANSIT

1 SECT 4 FOR BANI S-4 - Pg 5

ALA TIP ALA. 150038 NEW
DOUBLE DECKER BUSES FOR A/E TRANSIT

BANISY-5 LADDERAS TO OPPORTUNITY
W/ CARRIERS IN TRANSIT ALA 150030

& ALL OTHER PROJ. IN ALA. OF THAT
DID SPOT CHECK,

-----Original Message-----

From: Robert Moss [REDACTED]

Sent: Thursday, July 28, 2016 10:13 AM

To: MTC Info <info@mtc.ca.gov>

Subject: Bus Lanes on El Camino

The proposal for bus-only lanes on El Camino is a TRULY AWFUL idea!! MTC routes and service levels are inadequate and don't even serve areas like Stanford Research Park, Cal-train station at California Ave. and local residential neighborhoods. Traffic on El Camino is jammed now, especially during rush hours but even in mid-day. Removing a driving lane will make traffic far worse and encourage many drivers to cut down nearby narrow residential streets. Bus occupancy won't improve if a traffic lane is changed to a bus lane, it will just divert more car traffic from EL Camino.

Please drop this idea now. If MTC wants to improve transit service, start running small buses down residential streets and to Caltrain stations and Stanford Industrial Park and Stanford University. When Palo Alto ran it's own bus service, before 1973, local areas were served by bus lines, but within a few months after MTC took over the service those local bus lines were dropped and bus service began to deteriorate. Since then it has not improved. A bus-only lane on El Camino won't make the service more desirable or significantly increase ridership, it will only make traffic for everyone else more unbearable.

Please drop this proposal.

Regards, Bob Moss

From: Rand Strauss [REDACTED]
Sent: Thursday, July 28, 2016 9:25 PM
To: MTC Info <info@mtc.ca.gov>
Subject: a better design for VTA

Most of the VTA plans seem very bad.

Let's do it right, rather than slowing down all our streets for a half-baked solution. I know it's more expensive, but we're one of the richest towns in the country.

In **Mountain View**, the worst would be to have a bus-only lane on El Camino.

- This only modestly help busses
- it slows down the rest of the traffic
- It worsens the traffic-light situation if the lane is in the center since all riders must then cross the street
- Thus it worsens the problem with cross streets.

A much better plan is to lower, or embed, Central Expressway and the railroad tracks and make bridges for the cross streets. Faster busses can run on Central.

The lights on El Camino could be shortened by running one lane of cross streets under it. The light can then be used just for cars making left-hand turns.

If there are just two lanes on the side street, well before the intersection, the left lane is for through traffic and the right lane is for left and right turns.

The left lane then sinks down to go under the intersection. When it's low enough, it's covered again by the street and the right lane then splits for left and right turns.

The light allows left turns, and people turning right must yield. Either the light can pause a bit longer - all red - to let people turn right, or they can simply turn when traffic pauses.

A lot of the lights are slow on El Camino because of pedestrian traffic. This can be avoided by adding stairs and a pedestrian walkway under the street, or by adding an overhead walkway.

Let's do it right, rather than slowing down all our streets for a half-baked solution. I know it's more expensive, but we're one of the richest towns in the country.

-Rand Strauss

From: Alex Hakso [REDACTED]
Sent: Friday, July 29, 2016 2:34 PM
To: MTC Info <info@mtc.ca.gov>
Subject: In Support of Toll Lanes on the 101

I read the WSDOT toll lanes white paper, which can be found here:

https://www.wsdot.wa.gov/NR/rdonlyres/EF771287-A27A-48CB-914F-0C1E0441D78D/0/i405_ML_White_Paper_Final_Update_Apr07.pdf

These lanes strike me as an imminently reasonable solution to a real problem.

In particular, I hope we can implement dynamic pricing to achieve maximum utilization of the lanes.

From: ANNENICHOLS09 [REDACTED]

Sent: Wednesday, July 27, 2016 9:10 PM

To: MTC Info <info@mtc.ca.gov>

Subject: NO DESIGNATED BUS LANES

PLEASE DO NOT PROCEED WITH DESIGNATION OF BUS LANES.
ANNE NICHOLS

From: Jean [REDACTED]
Sent: Sunday, July 03, 2016 1:23 PM
To: MTC Info <info@mtc.ca.gov>
Subject: Comments on Draft 2017

Dear MTC,

RE: Comments for Draft 2017 Transportation Improvement Program (TIP) and Draft Transportation-Air Quality Conformity Analysis for Plan Bay Area and the Draft 2017 TIP

Please focus funding on Protected/Separated Bikeways, with "Protected-Only Phase Signals" at crosswalks, and Bicycle Signal Faces, that form basic transportation spines of comfortable and safe connected NETWORKS that are inviting to the 60% of our population to leave cars at home and walk and bike for transportation.

The SF Bay Area needs prioritization of such protected networks. Cities make a mistake in building bicycle infrastructure such as Class 2 lanes for the 2-14% of the population who are comfortable sharing roads with motor vehicles. We can do better in prioritizing funds to create connections safe for the ages '8-80,' in lieu of piecemeal bits of paint.

Crosswalks should provide truly "protected" signal phases for pedestrians and red turn arrows instead of asking pedestrians and cars to share the light, with pedestrians losing.

Our air quality and climate deserve radical re-prioritization now to reduce CO2.

Thank you.

Best wishes,
Jean Severinghaus
Caltrans District 4 Bicycle Advisory Committee, Marin Member At Large

[REDACTED]

From: Karim Hyder [REDACTED]
Sent: Thursday, July 28, 2016 10:06 AM
To: MTC Info <info@mtc.ca.gov>
Subject: Agree with Linda Curtis - no dedicated bus lanes!

Hello,

I don't have much time to write in length because I work 60+ hours a week with few breaks in order to afford to live in MV. I wholeheartedly agree with Linda Curtis, who is opposed to dedicated bus lanes.

Thank you,

Karim
[REDACTED]

--

Karim Hyder
Director of Operations
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

[REDACTED]

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From: Holly Westphal [REDACTED]
Sent: Wednesday, July 27, 2016 10:49 AM
To: MTC Info <info@mtc.ca.gov>
Subject: STOP PLAN FOR DESIGNATED BUS LANES

To Whom It May Concern,

I am strongly against the plan to establish a designated bus lane on the El Camino Real.

The creation of a designated bus lane would add to traffic and create more delays for drivers without significantly speeding up bus travel. A designated bus lane would increase gridlock and frustration with no serious long term solutions for transportation. Just because the VTA wants people to take the bus, doesn't mean they will. This isn't the Field of Dreams notion that if you build it, they will come. The reality is that bus travel is inefficient and impractical in the South Bay. One bus lane, on one road will not fix that.

Moreover, population growth in this area is based predominately on higher income earning households where the workers drive cars, not ride the bus. This is in part due to the efficiency of driving, but also due to the fact that unless you both live and work on the same bus line, driving is the only practical method of transportation.

Realistically, the only long term solution for encouraging people to stop driving would be to provide a faster method of transportation (i.e. underground subway with both east/west and north/south routes). This would be costly and a nightmare to build, but long term it is the only solution for limiting traffic and reducing the pollution caused by driving.

The designated bus lane plan is impractical and would be an economic waste of transportation funds.

Sincerely,

Holly Westphal
Mountain View Resident

-----Original Message-----

From: Mark Fassett [REDACTED]

Sent: Friday, July 29, 2016 11:35 AM

To: MTC Info <info@mtc.ca.gov>

Subject: 101 toll lanes

I am writing to express my extreme opposition to the addition of "toll lanes" to highway 101 on the peninsula.

I am a big supporter of HOV lanes, even though I don't use them in my daily commute. They do provide appropriate incentive to get individuals out of their cars and provide a less obstructed route for mass transit. Both of these things are VERY important.

But creating "toll lanes" is creating yet another place where we are creating more differences between rich and poor America. Rather than trying to solve the problem, we are putting a band-aid on the problem. The rich will be able to afford to avoid traffic and not regular Americans who have to sit in this traffic routinely. Frankly it's completely un-American, and I FIRMLY object to more of these toll lanes.

Please stop. Please focus on building much better public transportation for the region. Please focus on getting public transportation out of shared roadways and into their own dedicated routes like light rail etc. Your job is to plan, finance, and coordinate transportation for the bay area. Your job is to build LONG TERM solutions for our traffic, not simplistic and prejudicial band-aids that make things even worse for working class northern Californians.

Thank you.

Mark Fassett, Redwood City, CA

Re MTC Draft TIP + Air Quality Conformity for Plan Bay Area + Draft 2017 TIP

We need:

- a "Class Pass" for all Berkeley residents to encourage residents into riding the bus, + bus/BART - no car.
- we need to replace "clean diesel" with clean technology because "clean diesel" is as dirty as regular diesel, because the tiny "clean" diesel particles are so small they get stuck in small arteries and or can travel to the brain!
- solarize Civic Center buildings and use the power for clean electricity
- bring back the original # 51 which almost entirely paid for itself + was greatly popular with students + residents especially those who needed to have stops near their residences + destinations
- No BRT for Berkeley Albany too polluting, uncomfortable, disfunctional.

msg.

From: Jim Burt [REDACTED]

Sent: Saturday, July 30, 2016 1:39 PM

To: MTC Info <info@mtc.ca.gov>

Subject: Paying for HOV Lanes on Highway 101 with Toll Lanes a Bad Idea

Dear MTC:

The proposal to add HOV lanes to highway 101 on the Peninsula is a great idea, one that has been sorely needed for years. I carpooled in HOV lanes to get from Redwood City to north San Jose for twelve years. However, I strongly object to the funding mechanism which involves toll lanes. It will only exacerbate the growing divide between the rich and poor in America. The rich will be able to afford to avoid traffic, while everybody else grinds it out in the other lanes. It will be highly symbolic and highly visible. It is a bad idea. Talk about road rage.

For this and many other transportation challenges we face in the Bay Area, why doesn't the MTC have the courage to take a stand and propose steady sources of funding such as [increasing the gasoline tax](#) or [reforming Prop 13](#)? We desperately need to: (1) add a second BART tunnel across the Bay, (2) fund CalTrain so that it can increase the frequency of trains, (3) finish [connecting BART to Diridon Station](#) in San Jose, and (4) help [SMART](#) complete both phases of rail transit in Sonoma and Marin counties. We are already behind the curve. Anyone at the MTC who proclaims the vision and has the courage to make bold proposals to direct tax increases to specific projects like these will become a famous leader. The MTC has been quiet for far too long. Let's get moving!

Please let me know how I can help.

Best regards,

Jim Burt, Redwood City

From: [REDACTED]
Sent: Thursday, July 28, 2016 8:58 AM
To: MTC Info <info@mtc.ca.gov>
Subject: As an engineer ...

Hello,

As a human being and learned Systems Design Engineer for many years I do not see the point of VTA's insisted dedicated bus lanes along El Camino Real. They would cause increased safety hazards, especially to our local neighborhoods and to those individuals who suffer from disabilities, as they would need to cross half of a busy intersection to get onto the median just to load onto the buses. I have seen many others try to cross this busy street, as it is today, to get to the median. To expect blind and mobility challenged people, who actually now do ride the buses, to load from the median, is demanding of them a very dangerous undertaking. And slow lanes shouldn't be bus dedicated, as they are enjoyed by many drivers who prefer not to ever change lanes and who will be stranded far from bus routes if they can no longer timidly drive along El Camino Real.

Joe Biden pledged, among other important issues, to give us *safe streets*. This dedicated bus lane project from VTA will cause many drivers, angry and frustrated by sitting in the standstill of El Camino Real, to drive through the adjacent residential streets. This will put our children, ourselves, our pets, and property at risk at a never yet experienced level. This could be construed as an act of endangerment towards the citizens of the United States of America. It is an illegal lapse of morality to endanger our populous.

Drivers able to continue on El Camino Real will find very few left turn lanes as the VTA busses are using them as loading zones. It was studied and reported by VTA itself that a dedicated bus lane would shave approximately a maximum of 10 minutes off the trip from San Jose to Mountain View. That is clearly not worth it. And as an aside, the trees that VTA will have to remove along the roadway and in the median will no longer provide cleaner air and a safety factor as they help the vision of drivers by screening the direct sunlight.

My next pet peeve is the unfulfilled need to help the communities along the Cal Train soon-to-be electrified rail, and the coming High Speed Train and the to-be-extended Light Rail. The neighborhoods would greatly benefit from the below grade level of these rails, from San Jose through to San Francisco. This would keep the noise levels to a minimum, bicyclists and others can have a path above the tracks and perhaps also at a lower than grade level to provide a bicycle throughway all along this path. At grade level, all cross streets can be kept level as they continue without changing their elevation as they now are. Some more cross streets can be easily added. Central Expressway/Alma will be as an underpass for these cross streets. This would increase the traffic flow and provide a separated pathway for pedestrians and bicyclists. Above the lower train path could be housing, shops, industrial, and storage buildings to further provide services to the population and offset the cost to lower the tracks and parallel roadway. This is newly created and badly needed space above the lowered railways and parallel roadway, that then becomes like a freeway. Great flow. Gridlock conquered.

Basically we need MTC to curb VTA and to listen to local governments and populous, as our country was built to do. We know what can work, we don't need an dictatorship authority to take our money and build what they want.

Thank you,
Larry V.

From: [REDACTED] [REDACTED]
Sent: Wednesday, July 27, 2016 11:01 PM
To: MTC Info <info@mtc.ca.gov>
Subject: Better ideas than yours

MTC:

I have an important idea that would solve most of the traffic gridlock on the lower peninsula. I call it the "Transportation Corridor." It calls for embedding Central Expressway/Alma (from where it merges with El Camino Real in Palo Alto through Santa Clara) and all rails running beside it from San Francisco through Santa Clara.

To clarify my use of the word "embedded," as I described the "Transportation Corridor" that I envision, embedded refers to creating a separate grade for the length of a thoroughfare, such as Central Expwy (and tracks). Central Expressway is already sunken in Sunnyvale, with the exception of Mary Ave. As the expwy is lower than the cross streets, they ALL flow unimpeded. That is my goal for the big picture. In Mtn. View, Castro St. need not close, nor do we invest in a ped/bike UNDERpass. We go for an overpass to serve in the meantime and to stay in place when the expwy & tracks are redone on a lower grade. Also Rengstorff does not need the underpass (or was it an overpass?) that as already been approved, unfortunately. We'll work to reverse that before it happens in exchange for the superior and preferable big picture plan of the transportation corridor. It will also solve the problems of Rengstorff: The newly improved and remodeled Mi Pueblo Market on Rengstorff will be gone and people's homes along Rengstorff are slated for seizure through eminent domain. Everybody hates that, but no one sees an alternative, as we need to separate the grade crossings. So we should embed the expwy and ALL the tracks before light rail gets extended up that way and beyond, before the high speed rail is added (if it must be), and before Cal Train is redone as its tracks get electrified. It's now or never! It's a long term project that other cities are on board with. Palo Alto, Menlo Park, and Atherton agree! What a perfect, really important fix to **safety, noise, and gridlock concerns.**

This is what the people want, NOT to be forced onto buses by the intentionally created traffic gridlock, buses that don't do what people need, are cold in winter & hot in summer, are filthy (and so are the exposed bus stops), allow passengers to become victims of crime (I've experienced this first hand), have inferior suspension that re-injures previous injuries, are an enormous inconvenience, and are certainly not worth any designated bus lanes anywhere!

We do not believe VTA does what the people believe is in their best interests to serve their needs (and they know their own needs best). VTA has said (quoted in local newspapers) that they are the "authority" and will do as *they deem best*, even if every city affected decides against their plan, as with dedicated buses lanes on el Camino Real. We the people detest the plan of dedicated bus lanes on el Camino Real (or bikes along such a perilous and extremely important arterial for vehicular traffic) or anywhere! But does that count with VTA and the MTC? They have become dictators and have demolished our democracy. How dare you!!!!!!

Response demanded!

And all the construction of high density/high rise along arterials to insure that people live, as well as work, along a bus route is absurd! Each housing development removes the services and businesses that employed these people! The new housing has only a coffee shop in them for the convenience of their own residents. And all the convenient stuff that was there previously is lost to everyone who now have to travel far to obtain services and to frequent businesses. You can't take a bus to wash your car, but now you have to drive to the next city to do so, when it was hither fore at the end of your block! Some progress! NOT.

And how much does the new housing cost compared to the *older buildings that were knocked down* for the shamelessly expensive new stuff? All of it built just so folk can "live" along the stinky, noisy bus route. Those that can afford it, won't ever just ride the buses! The new building is great at only promoting **gentrification** and the **displacement** of those who first lived there. You want to displace the three support personnel for each tech worker, just to create ridership for buses in order to make VTA an even more rich department than they *already are as the most highly financed department in all of Santa Clara County!* That means at the expense of Valley Medical Hospital, Social Services, Children's Protective Services, the Sheriff's Dept., and all the others! How ludicrous!

Get real! ABAG's model of high density/high rise building along arterials is unsafe in the inevitable event of a truly major seismic event. Chile had a 9.9 with a 8.5 further north a year later. It's coming our way and all the multistory building can only hold to a certain maximum level on the Richter scale. But the Richter scale has NO maximum magnitude. Anything above a 7 something on the Richter scale, or a P wave instead of a S wave, or any wave coming at a diagonal to what what planned for in the building specs, *will drop* all of that concrete, etc., right in the way of everyone's escape out and access in for emergency responders! Selfish suicide for all of us *just to make the buses supposedly work* at the expense of everyone and for the profit of VTA is shameful.

Response demanded!

Signed:

Linda Curtis, a striving citizen who has lost a job due to the unreliability of bus service in Santa Clara County, and a financially ruined owner of 96 photovoltaic panels used to power my home and to fuel my clean electric car that I get no encouragement for, much less any kind of financial break for buying, maintaining and cleaning my solar panels and fueling my car with them!

From: [REDACTED]
Sent: Thursday, July 28, 2016 10:51 AM
To: MTC Info <info@mtc.ca.gov>
Subject: Improving transportation on the lower peninsula

Many want to create grade separation for all trains, expressways (Alma included), and even EL Camino Real. I like all these ideas except for ECR. I'm thinking sinking ECR would kill all that I love along it, businesses and trees (down the median, too). Definitely don't want any designated bus lanes along ECR. As for separated grade crossings along it, how about adding just a few ped/bike elevated crossings over ECR as Las Vegas did over their strip? The costly elevators can be avoided with spiral ramps, not too steep, or straight ones when planned in conjunction with new builds like 801 ECR. But too late now for that one. Yet coming construction projects could have the ped/bike overpasses as part of their plan as their required added public benefit. They would really help mid-block on especially long blocks. Better than adding traffic signals really just to help peds cross as was done by the State at Clark & ECR in Mountain View. What a hinderance to traffic flow. Still cross traffic is not grade separated on ECR, but I don't mind. I prefer many options to turn off ECR to being stuck on it below grade. Do that only for trains and expressways. It's really needed there.

And I hate the idea of raising tracks: Their noise would travel further unimpeded (especially when light rail and high speed rail are added). Also, figures I read show that the Shoreline overpass would not clear raised train tracks. **Lowering all tracks and expressways** (Alma included) is my preference by far, as it is with the three cities (Atherton, Menlo Park, and Palo Alto) that are currently suing to allow this to happen. This is really the only way to do grade separation properly.

I just hope Rengstorff and Castro Street in Mountain View, and many other streets elsewhere, aren't messed up with rushed, inferior "solutions" for crossing or no longer crossing Central Expressway before we can orchestrate the *big picture, real* solution of grade separation done well. Save lives, save us from noise, and save us from gridlocked traffic by grade separation done right.

I would vote for lots of money for that, but none for designated bus lanes.

LC



July 26, 2016

Chair David Cortese and Commissioners
Metropolitan Transportation Commission (MTC)
Bay Area Metro Center
San Francisco 94105

Via info@mtc.ca.gov

Re: Comments on Draft 2017 Transportation Improvement Program (TIP)

Dear Chair Cortese and Commissioners:

The Sierra Club has reviewed the \$6.6 billion [draft 2017 Transportation Improvement Program](#) that will run through fiscal year 2020. As MTC notes on its web pages, the TIP is the Bay Area's comprehensive spending plan that lists the projects and programs for which Federal agency action is anticipated, plus all major regional projects that are not dependent on federal funds. The Sierra Club submits the following comments for your consideration.

An Alternative Planning Strategy May Be Required for the 2017 Regional Transportation Plan (RTP)

The Technical Summary of Predicted Traveler Responses to Planning Scenarios of the next RTP (PBA 2040), contained within the [Draft Transportation–Air Quality Conformity Analysis for the Amended Plan Bay Area and the 2017 Transportation Improvement Program](#), indicates that the draft 2017 TIP will *not* result in the GHG reduction per capita target for the year 2035 as required by the Air Resources Board under [The California Sustainable Communities and Climate Protection Act of 2008](#) (SB 375).

Table 6 of the Technical Summary (Attachment A) contains an important set of data including GHG projections as of 2035. The base year in Table 6 is 2005, and the figure given for that year for GHGs is 18.5 pounds per capita per typical weekday. For Plan Bay Area 2040, the MTC–sponsored scenario with the greatest reduction is “Big Cities.” The figure for 2035 is 17.7 pounds of GHGs per typical weekday per capita. This works out to a reduction per capita of about 4.4%, well below the required 15%. An additional scenario that conforms with ARB's requirement for the SCS needs to be developed and analyzed. If MTC decides to proceed with a scenario that does not meet the 2035 target, it must then prepare an [“Alternative Planning Strategy,”](#) to show how it could meet the target.

Funds Should Not Go to Highway and Road Capacity Expansion

MTC should not use the 2017 TIP to fund state highway and road capacity expansion projects. A review of the state highway capacity expansion projects in the draft 2017 TIP that are sponsored by the Congestion Management Agencies of the largest counties—Alameda, Contra Costa and Santa Clara—show total future funds required will be about \$1.9 billion. Directing funds to these projects will only make the Vehicles Miles Traveled (“VMT”) problem of the Bay Area worse. Funding for state highway and roadway capacity expansion projects in all counties should instead go to supporting the Sustainable Communities Strategy.

The draft 2017 TIP Should Be Supportive of the SCS

As then-Attorney General Brown noted more than seven years ago, funds should go to pedestrian, bicycle, and transit projects and not to highway and roadway capacity expansion. In 2008, the Attorney General commented on the Notice of Preparation for the Draft Environmental Impact Report for MTC’s Transportation 2035 Plan. The letter discussed “smart” land-use strategies that can reduce VMT. The letter also noted that greenhouse gas emissions (GHGs) from the transportation sector are a significant problem in the Bay Area, and that “if we fail to make better transportation and land-use decisions—at all levels of government and at every opportunity—in a very short time, our climate goals may be out of reach.” (A copy of the 2008 letter is attached—Attachment B—and its recommendations on how MTC can help to reduce GHGs with the draft 2017 TIP are incorporated into our comments by reference.)

The Attorney General cited the Air Resources Board in the letter—

“[the] key to addressing the VMT challenge is providing people with more choices through diversified land use patterns, greater access to alternative forms of transportation including transit, biking and walking, and creating cities and towns where people can live, work and play without having to drive great distances.” In addition, the way a transportation plan allocates funds among potential transportation projects can make a significant difference in the amount of transportation-generated GHG emissions in the future.

MTC’s own description of SB 375 as given in the [Notice of Preparation](#) of the Draft Environmental Impact Report for Plan Bay Area 2040—the Regional Transportation Plan (RTP) / Sustainable Communities Strategy (SCS) provides a similar perspective: “SB 375 is intended to more effectively reduce emissions by integrating land use and transportation planning to reduce overall passenger vehicle miles traveled.”

Caltrans’ New Perspective on Highway and Road Capacity Expansion

There are a number of road and state highway capacity expansion projects in the TIP. However, few listings show Caltrans as the sponsor, perhaps because Caltrans has a new

perspective on road and highway expansions—they are costly and accomplish little over the long run:

It's pretty settled science that capacity expansion induces demand. We know that while it relieves traffic in the short term, there's pent-up demand that suggests it just fills up again in short order. There's ample evidence that if you lower costs, demand increases. ([Steven Cliff, Assistant Director of Sustainability](#) at Caltrans, November 2015)

MTC Must Change Its Long-Standing Practice of Front-Loading Road Projects

The draft 2017 TIP is an opportunity for MTC to change its long-standing practice of front-loading highway and roadway capacity expansion projects. Following the guidance in the Attorney General's letter, the draft 2017 TIP should maximize the use of its funds for pedestrian, bicycle, and transit projects and other actions to reduce VMT and therefore GHGs, and which will bring the region into compliance with the 2035 GHG target set by the ARB.

The TIP Should Also be Equitable

In the [TIP Overview](#) there is a section entitled "TIP Investment Analysis" that indicates low income and minority transit riders are at a disadvantage in terms of equitable funding. The TIP and its underlying projects should be changed to eliminate this inequitable result.

MTC Should Begin Mitigating Against Climate Change Dangers

As noted above, the current draft 2017 TIP fails to reduce GHGs as required. Additionally, it fails to recognize that the Bay Area needs to take action to protect transportation and transit infrastructure against the effects of climate change.

In 2009, MTC, along with Caltrans and other agencies, sponsored "[Impacts of Sea-Level Rise on the California Coast](#)." There is a section within the 2009 report that provides information, by county, of highways and roads vulnerable to sea level rise. In 2014 the Little Hoover Commission published "[Governing California Through Climate Change](#)." This thoughtful report states that planning agencies (such as MTC) will encounter "entirely new and perplexing questions."

[California Transportation Plan 2040](#) also addresses threats to transportation infrastructure from climate change:

California's infrastructure is already stressed and will face additional burdens from climate risks. The frequency of extreme weather events—such as heat waves, sustained droughts, and torrential rains are expected to increase over the next century, potentially causing flooding, landslides, wild fires, pavement damage, bridge damage, transit vehicle stress, and rail buckling. Even if global GHG emissions were to cease today, some of these effects would still be unavoidable. California must aggressively address threats to its transportation infrastructure to decrease these risks and significant damages.

The draft 2017 TIP should identify projects and funding that will mitigate climate change impacts on Bay Area transportation infrastructure.

If you have any questions or desire further information regarding these comments, please do not hesitate to contact Matt Williams, Chair of the San Francisco Bay Chapter Committee on Transportation and Compact Growth, at mwillia@mac.com

Sincerely,



Michael J. Ferreira
Loma Prieta Chapter Chair



Victoria Brandon
Redwood Chapter Chair



Rebecca Evans
San Francisco Bay Chapter Chair

cc: Legislative Delegation, San Francisco Bay Area
Chair, Air Resources Board
Association of Bay Area Governments
Loma Prieta, Redwood and San Francisco Bay Chapters

Attachment A


Table 6: Year 2035 On-Road Mobile Source Emission Estimates for the MTC Air Basin.

Contained within the Draft Transportation-Air Quality Conformity Analysis for the Amended Plan Bay Area and the 2017 Transportation Improvement Program, June 24, 2016.

Attachment A

Table 6: Year 2035 On-Road Mobile Source Emission Estimates for the MTC Air Basin

Scenario	Tons per typical weekday for all vehicles (unless otherwise noted)							
	Carbon Dioxide (CO ₂) [†]	CO ₂ [‡] Pounds per Capita	Carbon Dioxide (CO ₂) [‡]	Small Particulate Matter (PM _{2.5})	Particulate Matter (PM ₁₀) [*]	Winter Nitrous Oxides (NO _x)	Reactive Organic Gases	Carbon Monoxide (CO)
Year 2005	64,640	18.5	64,640	8.54	14.09	2214	112.0	995.8
Year 2035, No Project	84,780	18.8	65,060	4.60	11.12	24.54	20.91	132.3
Year 2035, Main Streets	83,490	18.5	64,330	4.58	11.09	24.41	20.79	130.4
Year 2035, Connected Neighborhoods	81,100	17.9	62,490	4.47	10.81	23.80	20.26	127.4
Year 2035, Big Cities	79,810	17.7	61,330	4.40	10.64	23.32	20.00	125.4


[†] –Passenger vehicle emissions for the nine-county Bay Area, excluding –per SB 375 –expected reductions from fuel and vehicle regulations. Excludes expected reductions from MTC’s Climate Initiatives program.
[‡] –Passenger vehicle emissions for the nine-county Bay Area, including reductions expected from existing vehicle and fuel regulations. Excludes expected reductions from MTC’s Climate Initiatives program.
^{*} –Does not include road dust.

Attachment B

Letter from the Office of Edmund G. Brown Jr, Attorney General, to Metropolitan Transportation Commission, October 1, 2008.

RE: Comments on the Notice of Preparation for Draft Environmental Impact Report For the Transportation 2035 Plan.

Attachment B

EDMUND G. BROWN JR.
Attorney General

State of California
DEPARTMENT OF JUSTICE



1515 CLAY STREET, 20TH FLOOR
P.O. BOX 70550
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E-Mail: laura.zuckerman@doj.ca.gov

October 1, 2008

By Facsimile and U.S. Mail
(510) 817-5848

Ms. Ashley Nguyen
EIR Project Manager
Metropolitan Transportation Commission
101 Eighth Street
Oakland, CA 94607

RE: Comments on the Notice of Preparation for Draft Environmental Impact Report For the Transportation 2035 Plan

Dear Ms. Nguyen:

The Attorney General submits these comments to the Metropolitan Transportation Commission ("MTC") on the Notice of Preparation for the Draft Environmental Impact Report ("DEIR") for the proposed Transportation 2035 Plan ("Proposed Transportation Plan"). Although the deadline for comments on the Notice of Preparation has passed, we request that MTC consider these comments in preparing the DEIR.

We commend MTC for committing to evaluate the climate change impacts of the investments identified in the Proposed Transportation Plan. We also commend MTC for working to provide funding for "smart growth" development strategies that will reduce vehicle emissions associated with new development, for working to expand the bicycle network, and for including other elements of a Climate Change Program in the Proposed Transportation Plan. As climate change is one of the most critical environmental challenges to face our communities today, we urge MTC to embrace the opportunity it has in the Proposed Transportation Plan and the accompanying DEIR to show further leadership by identifying a comprehensive transportation strategy that will reduce emissions of the greenhouse gasses ("GHG") that cause global warming.

Global Warming in California

The Intergovernmental Panel on Climate Change of the United Nations has found

overwhelming evidence that global warming is occurring and is caused by human activity.¹ The California Climate Change Center reports that temperatures in the State are expected to rise 4.7 to 10.5°F by the end of the century.² Such increases would have serious consequences, including substantial loss of snowpack, an increase of as much as 55% in the risk of large wildfires, reductions in the quality and quantity of agricultural products, exacerbation of California's air quality problems, and adverse impacts on human health from increased heat stress, including heat-related deaths, as well as increases in asthma, respiratory, and other health problems.³

California recognizes that global warming is an urgent problem. As reflected in the California Global Warming Solutions Act of 2006 ("AB 32") and Executive Order S-3-05, we must substantially reduce our total GHG emissions by mid-century in order to stabilize atmospheric concentrations of GHGs at a level that will avoid dangerous climate change. This makes it imperative to address GHG emissions from the transportation sector, which account for 38% of the GHG emissions in the State.⁴ In the Bay Area, emissions from the transportation sector are even greater, accounting for 50% of the total.⁵ If we fail to make better transportation and land-use decisions – at all levels of government and at every opportunity – in a very short time, our climate goals may be out of reach. According to Rajendra Pachauri, Chairman of the United Nations Intergovernmental Panel on Climate Change ("IPCC"), "If there's no action before 2012, that's too late. What we do in the next two to three years will determine our future. This is the defining moment."⁶

¹United Nations Intergovernmental Panel on Climate Change, *Fourth Assessment Report: Climate Change 2007* (February 2007) *Working Group I Report, The Physical Science Basis, Summary For Policymakers* ("IPCC 4th").

²California Climate Change Center, *Our Changing Climate: Assessing the Risks to California* (July 2006) page 2, available at <<http://www.energy.ca.gov/2006publications/CEC-500-2006-077/CEC-500-2006-077.PDF>> (as of September 29, 2008). The report was prepared by the Climate Change Center at the direction of CalEPA pursuant to its authority under Governor's Executive Order No. S-3-05 (June 1, 2005) ("Exec. Order S-3-05").

³*Id.* at pp. 2, 10; Exec. Order S-3-05.

⁴California Air Resources Board, *Climate Change Draft Scoping Plan* (June 27, 2008) page 7 ("Draft Scoping Plan").

⁵Bay Area Air Quality Management District, *Source Inventory of Bay Area Greenhouse Gas Emissions* (November 2006) page 7.

⁶Rosenthal, *U.N. Chief Seeks More Leadership on Climate Change*, N.Y. Times (November 18, 2007).

California Environmental Quality Act

As the Legislature has recognized, global warming is an “effect on the environment” under the California Environmental Quality Act (“CEQA”), and an individual project’s incremental contribution to global warming can be cumulatively considerable.⁷ The projects authorized in the Proposed Transportation Plan will result in significant increases in the GHG emissions that contribute to global warming.

CEQA was enacted to ensure that public agencies do not approve projects unless they include feasible alternatives or mitigation measures that substantially reduce the significant environmental effects of the project.⁸ CEQA requires that “[e]ach public agency shall mitigate or avoid the significant effects on the environment of projects that it carries out or approves whenever it is feasible to do so.”⁹ This requirement is recognized as “[t]he core of a DEIR....”¹⁰ Therefore, a DEIR must identify mitigation measures and examine alternatives that would reduce the emissions of greenhouse gases that contribute to global warming.¹¹ These requirements of CEQA are consistent with federal law, which requires the Proposed Transportation Plan to consider projects and strategies that will “protect and enhance the environment” and “promote energy conservation” and to discuss “potential environmental mitigation activities.”¹²

An EIR like the DEIR for the Proposed Transportation Plan must provide an accurate depiction of existing environmental conditions.¹³ “Before the impacts of a project can be assessed and mitigation measures considered, an EIR must describe the existing environment. It is only against this baseline that any significant environmental effects can be determined.”¹⁴

⁷See Cal. Pub. Res. Code, § 21083.05, subd. (a); see also Sen. Rules Comm., Off. Of Sen. Floor Analyses, analysis of Sen. Bill No. 97 (2007-2008 Reg. Sess.), Aug. 22, 2007.

⁸Pub. Resources Code, § 21002.

⁹Pub. Resources Code, §§ 21002.1, subd. (b), and 21081; see also *Mountain Lion Foundation v. Fish and Game Commission* (1997) 16 Cal.4th 105, 134.

¹⁰*Citizens of Goleta Valley v. Board of Supervisors of Santa Barbara County* (1990) 52 Cal.3d 553, 564-65.

¹¹Pub. Resources Code, § 21002.1(a); Cal. Code Regs., tit. 14, § 15130, subd. (b)(5).

¹²23 U.S.C. §§ 134(h) and 134(i)(2)(B)(i). (See text accompanying fn. 19, *infra*.)

¹³Cal. Code Regs., tit. 14, § 15125, subd. (a).

¹⁴*County of Amador v. El Dorado County Water Agency* (1999) 76 Cal.App.4th 931, 952.

The DEIR Should Consider Climate Change Impacts, As Well As Effective Methods of Mitigation and Alternatives to Reduce Such Impacts

The Proposed Transportation Plan will authorize expenditure of approximately \$223 billion for transportation projects, including road construction and improvements that will provide additional road capacity and accommodate more vehicles. These projects will contribute cumulatively to the Bay Area's existing GHG load. In addition, implementing the Proposed Transportation Plan will result in increased GHG emissions during construction of the authorized projects, resulting in a significant cumulative impact on climate change. The DEIR should evaluate all the anticipated climate change impacts of GHG emissions from these actions, including emissions of black carbon from diesel-powered vehicles, as black carbon also contributes significantly to global warming.¹⁵

"Smart" land-use strategies can result in a reduction in vehicle miles traveled ("VMT") over the long term, which in turn is critical to reducing GHG emissions from the transportation sector. Statewide, VMT increased approximately 35% from 1990 to 2007, and under a business-as-usual scenario, VMT is currently expected to increase another 20% by 2020.¹⁶ According to the California Energy Commission, if we do not slow this anticipated growth in VMT, the increase will completely nullify the other advances that the State is making to control transportation-related emissions, including lowering the carbon content of fuel.¹⁷

As the Air Resources Board notes, "[t]he key to addressing the VMT challenge is providing people with more choices through diversified land use patterns, greater access to alternative forms of transportation including transit, biking and walking, and creating cities and towns where people can live, work and play without having to drive great distances."¹⁸ In addition, the way a transportation plan allocates funds among potential transportation projects can make a significant difference in the amount of transportation-generated GHG emissions in the future. The DEIR should discuss whether the Proposed Transportation Plan *maximizes* the use of available funds for public transit, alternative fuel vehicles, carpool, vanpool, rideshare, pedestrian and bicycle projects (including "Safe Routes to School" programs), and other measures that reduce VMT and/or GHG emissions.

¹⁵Black carbon is a strong absorber of solar radiation, and black carbon particles mixed with dust and chemicals in the air may be the second biggest contributor to global warming. (See California Air Resources Board, Health Effects of Diesel Particulate Matter pages 4-5, available at <http://www.arb.ca.gov/research/diesel/dpm_draft_3-01-06.pdf> [as of September 29, 2008].)

¹⁶Draft Scoping Plan Appendices page C-22.

¹⁷California Energy Commission, The Role of Land Use in Meeting California's Energy and Climate Change Goals, Final Staff Report (August 2007) pages 10, 18.

¹⁸ Draft Scoping Plan Appendices page C-22.

CEQA requires that an EIR evaluate the potential environmental impacts of an entire project, which in this context we believe represents the entire \$223 billion of authorized expenditures – not just the \$31.6 billion for projects MTC identifies as “discretionary,” but also the \$191 billion for projects identified as “committed,” projects included in the prior Transportation Plan but not yet constructed. The EIR for the prior Transportation Plan was prepared before AB 32, with its GHG-emission reduction goals, was enacted. The prior Transportation Plan and EIR also were adopted before the enactment of the federal act (effective August 2005) (SAFETEA-LU) that requires a Transportation Plan to address projects and strategies that will “protect and enhance the environment, promote energy conservation, improve the quality of life”¹⁹ Finally, the California Transportation Commission (“CTC”) recently adopted the Addendum to the 2007 Regional Transportation Plan Guidelines, “Addressing Climate Change and Greenhouse Gas Emissions During the RTP Process;” this guidance also did not exist when the EIR for the prior Transportation Plan was adopted.²⁰

Accordingly, CEQA requires evaluation in the DEIR of climate change impacts both of the “committed” projects and the “discretionary” projects, and ways to eliminate or reduce such impacts. It also requires consideration of an alternative that, where feasible, eliminates from the Proposed Transportation Plan so-called “committed” projects that would contribute to adverse cumulative impacts on climate.²¹

The Proposed Transportation Plan includes projects that MTC has selected for funding with \$31.6 billion in “discretionary” funds. To select these projects, MTC stated it used a performance rating system to evaluate the projects’ anticipated effectiveness at meeting the region’s transportation goals. Among other things, the adopted goals include “climate protection,” and the “performance objectives” include reducing VMT and reducing emissions (including GHGs). We commend MTC for adopting these goals and objectives.

The Proposed Transportation Plan also includes an additional \$191 billion for projects that were authorized in the last Transportation Plan, which MTC refers to as “committed” projects. MTC indicates that the “committed” projects include about \$29 billion for transit and road expansion and \$162 billion to maintain the existing transportation system. We understand that the \$29 billion of “committed” projects for transit and roadway expansion have been proposed for inclusion in the new Transportation Plan without renewed evaluation of the relative need for, benefits of, or impacts of these projects vis-à-vis others, and regardless of how well they meet MTC’s identified goals and performance objectives. We urge MTC to rectify this omission with respect to the “committed” transit and roadway expansion projects (which reflect only 15% of the “committed” funding). MTC’s own research shows that achieving reductions in

¹⁹23 U.S.C. § 134(h)(1)(E).

²⁰It was adopted by the California Transportation Commission on May 29, 2008.

²¹If there is a contractual obligation or other overriding reason to complete a particular low-performing “committed” expansion project, the DEIR should discuss this.

GHG emissions consistent with the goals of AB 32 will be extremely difficult:²² this highlights the need for careful and complete evaluation of impacts on VMT and GHG emissions of *all* expenditures for road and transit expansion in the Proposed Transportation Plan.

MTC staff's analysis indicates that many of the "committed" expansion projects support only one, in some cases *none*, of the identified performance goals. If low-performing "committed" projects were eliminated where feasible to do so, funding would be available to cover transit shortfalls, particularly for BART, Muni, and AC Transit, which together carry 80% of the transit riders in the Bay Area.²³ If these shortfalls are not addressed, or if they are addressed through fare increases, as recently proposed,²⁴ ridership may fall, with a concomitant increase in GHG emissions. The DEIR should address the implications of the potential transit shortfalls on GHG emissions and whether those impacts could be reduced by using funds currently proposed to be allocated to low-performing "committed" projects. This would be consistent with the direction in the CTC's guidelines for addressing climate change in RTPs to "[c]onsider shifting transportation investments towards improving and expanding urban and suburban core transit, programs for walkability, bicycling and other alternative modes, transit

²²See Therese W. McMillan, Deputy Executive Director, Policy, Metropolitan Transportation Commission, presentation to California Transportation Futures Symposium (September 3, 2008), Transportation 2035: S.F. Bay Area - Targeting Health Through Environment, available at <http://www.dot.ca.gov/hq/tpp/offices/osp/presentations/McMillan,T.ppt> (as of September 30, 2008).

²³There is currently a projected \$19 billion shortfall in transit capital and operating needs for transit in the Bay Area over the life of the Proposed Transportation Plan, and a projected \$4.2 billion shortfall in BART core capacity improvements. (See Commission Meeting presentation (July 23, 2008), Transportation 2035: Financially Constrained Investment Plan, page 22, available at http://apps.mtc.ca.gov/meeting_packet_documents/agenda_1116/T2035_Recommendations_short_v.3.ppt [as of October 1, 2008].) These figures were generated before recent increases in public transit ridership due to high gasoline prices. The American Public Transportation Association reports more than a 5% increase in BART ridership in 2008. (See <http://www.apta.com/research/stats/ridership/index.cfm> [as of September 29, 2008].) Thus, the funding needs for existing transit service may well exceed these estimates.

²⁴See, e.g., *Consider congestion pricing for BART*, San Francisco Chronicle (September 15, 2008), available at <http://www.sfgate.com/cgi-bin/article.cgi?f=/c/a/2008/09/15/EDIJ12T13A.DTL&hw=BART+fare&sn=001&sc=1000> (as of September 30, 2008); Gordon, *BART considers higher fares*, San Francisco Chronicle (September 12, 2008), available at <http://www.sfgate.com/cgi-bin/article.cgi?f=/c/a/2008/09/12/MNS412SGBC.DTL&hw=BART+fare&sn=002&sc=491> (as of September 30, 2008), which noted that BART trains are currently near capacity in peak hours.

access, housing near transit, and local blueprint plans that coincide with the regional blueprint.”²⁵

The DEIR should also address, at a minimum, the following issues:

1. ***The impact of high-occupancy toll (“HOT”) lanes on carpooling, transit ridership, VMT, and GHG emissions.*** A principal benefit of the HOT lane network is savings in travel time for people driving alone (both in the HOT lane and in other lanes). Some commentators have expressed concerns about the effect of HOT lanes on “induced travel,” noting that “at the same time that some drivers are encouraged to stay away from congestion or higher peak-period tolls, others are drawn to use the HOT lanes because they are relatively less congested than other options.”²⁶ At least one expert panel has expressed concerns that a proposed increase in freeway lane miles for a “managed lane” network similar to the HOT lane network proposed here would “perpetuate auto-oriented development and reduce transit’s competitiveness.”²⁷

In recognition of these concerns, the DEIR should evaluate, for each corridor, the effect of (1) creation of a new lane to be used as a HOT lane, or (2) conversion of an existing HOV lane to a HOT lane, whichever is applicable, including any increase in the carpool requirement from 2 to 3 occupants,²⁸ on the following: (a) carpooling rates, (b) VMT, (c) induced travel (commuters, carpoolers, telecommuters, etc., who are thereby induced to start driving alone), and (d) long-term housing distribution patterns (i.e., “induced growth” of housing in areas

²⁵California Transportation Commission, Addendum to the 2007 Regional Transportation Plan Guidelines: Addressing Climate Change and Greenhouse Gas Emissions During the RTP Process (May 29, 2008) page 2 (emphasis added).

²⁶ Dahl, *The Price of Life in the Fast Lane* (2003) 111 *Envtl. Health Persp.*, Number 16, available at <<http://www.ehponline.org/members/2003/111-16/spheres.html>> (as of September 30, 2008), citing the director of the Bridge Tolls Advocacy Project in New York.

²⁷See Independent Transit Planning Review Services December 2006 Final Report, prepared for the San Diego Association of Governments (December 2006) pages ES-5 and 3-32, available at <http://www.sandag.cog.ca.us/uploads/publicationid/publicationid_1274_6239.pdf> (as of September 30, 2008). The panel also observed, “Smart Growth efforts will likely be weakened by managed lanes’ alleviation of congestion and its encouragement of auto-oriented growth away from transit corridors.” (See *id.* at pp. 6-16.)

²⁸ The Bay Area High-Occupancy/Toll (HOT) Network Study Final Report notes that implementing HOT lanes will likely require increasing carpool occupancy requirements. MTC, Bay Area High-Occupancy/Toll (HOT) Network Study Final Report (September 2007) page 7.

where HOT lanes can be used to commute to employment centers).²⁹ The DEIR should provide both short-term and long-term evaluation of the environmental impacts/benefits of the HOT lane network. In particular, the EIR should evaluate the potential effects of induced travel where the freeway is expanded to create a HOT lane.³⁰

2. ***The effect on GHG emissions of different prioritizations of uses of HOT lane revenues.*** MTC recently adopted “HOT Network Implementation Principles” that indicate HOT lane revenues will be used “to finance and construct the HOT network” and “provide transit services and improvements in the corridors.” However, it is not clear when *any* excess revenues will be generated from the HOT lane network, and what the priority will be for investment of such revenues. We understand that, if completing the area-wide HOT lane network is the priority use for HOT lane revenues, the anticipated benefits of excess revenue from the HOT lane network would not accrue to public transit until the network is completed in 2025. The EIR should disclose the anticipated timing and amount of excess revenues (i.e., revenues not need to cover network expenses), and

²⁹The California Department of Transportation’s (“Caltrans”) own guidance for preparing an EIR recognizes the need to evaluate how a project will influence growth. (See Caltrans, EIR/EA Annotated Outline (April 2008) pages 37-39, available at http://www.dot.ca.gov/ser/downloads/templates/eir_ea_SER.doc [as of September 30, 2008]; Caltrans, Guidance for Preparers of Growth-related, Indirect Impact Analyses (May 2006), available at http://www.dot.ca.gov/ser/Growth-related_IndirectImpactAnalysis/gri_guidance.htm [as of September 30, 2008].)

³⁰ The Superior Court for the County of Sacramento recently invalidated Caltrans’s EIR for an HOV lane project in Sacramento, in part because it did not adequately evaluate the impacts of induced travel. (See *Environmental Council of Sacramento v. Caltrans* (July 15, 2008, 07CS00967) <http://nastsacramento.blogspot.com> [as of September 29, 2008].) There are numerous reports and studies on the “induced travel” impacts of new freeway lanes and recommended methods of analysis. (See, e.g., U.S. Department of Transportation Federal Highway Administration, *Induced Travel: Frequently Asked Questions*, available at <http://www.fhwa.dot.gov/Planning/itfaq.htm> [as of September 30, 2008]; Cervero & Hanson, *Induced Travel Demand and Induced Road Investment* (2002) 36 J. Transp. Econ. & Pol’y, Part 3, pp. 469-490; Litman, *Generated Traffic and Induced Travel: Implications for Transport Planning* (September 17, 2007), available at <http://www.vtpi.org/gentraf.pdf> [as of September 30, 2008]; Litman, *Smart Transportation Investments: Reevaluating the Role of Highway Expansion for Improving Urban Transportation* (October 6, 2006), available at http://www.vtpi.org/cong_relief.pdf [as of September 30, 2008]; Cervero, *Road Expansion, Urban Growth, and Induced Travel: A Path Analysis* (Spring 2003) 69 APA Journal, No. 2, pp. 145-163; Noland, *Relationships between highway capacity and induced vehicle travel* (2001), 35 Transp. Res. Part A: Policy and Practice, Issue 1, pp. 47-72.)

should compare the anticipated effect on GHG emissions of this planned prioritization of the use of these revenues to the anticipated effect on GHG emissions of an alternative that applies a significant percentage of HOT lane revenues to unfunded transit needs as the revenue is generated (rather than after the HOT network is completed). In particular, the EIR should evaluate the benefits of using HOT lane funds for transit improvements that would maintain and increase transit ridership in the completed HOT lane corridors.³¹

3. ***The projected effects of the different alternatives on VMT and GHG emissions.*** In addition, the DEIR should provide and evaluate at least one alternative designed to maximize the reduction of GHG emissions. As you are aware, there are many policies and/or projects that MTC could consider to help achieve this goal, some of which it is already considering and could fund at a significantly higher level. While this letter is not intended to provide a complete list, some of the possibilities include the following: focus on eliminating transit shortfalls; increase service capacity to meet increased demand for public transit in core urban areas; increase funding for transportation infrastructure to serve infill and mixed use development located near employment centers and provide incentives for such development; increased incentives for use of public transit, ridesharing and carpools; and expanded public transit frequency of operation.
4. ***Green Construction Policy.*** To further reduce the impact of the projects in the Proposed Transportation Plan on air quality and climate change, the EIR should evaluate the effect of including a mandatory “green construction” policy. Such a policy could require, for example,
 - use of an emissions calculator in the planning of every construction project, one that uses the proposed equipment fleet and hours of use to project nitrogen oxides, particulate matter, and carbon dioxide emissions, then quantifies the reductions achievable through the use of cleaner/newer

³¹ The way the revenue is used could impact the effectiveness of HOT lanes. (See Dahl, R., *The Price of Life in the Fast Lane* (December 2003), 111 Environmental Health Perspectives, Number 16, available at <<http://www.ehponline.org/members/2003/111-16/spheres.html>> [as of September 29, 2008], citing the transportation director of Environmental Defense, who stated that “[t]he key element for truly effective congestion pricing [] is dedication of HOT lane fees to public transit and public health purposes in the same transit corridor.”) Along similar lines, the California Air Resources Board’s Draft Scoping Plan identifies congestion pricing as a GHG-reduction measure under consideration, emphasizing that the GHG emission reductions would come from “relief of severely congested traffic, some reduction in vehicle travel, and from the investment of funds in transit infrastructure that would provide additional transportation options during congested hours.” (Draft Scoping Plan p. 38 [emphasis added].)

equipment;³²

- that all off-road construction vehicles be alternative fuel vehicles, or diesel-powered vehicles with Tier 3 or better engines or retrofitted/repowered to meet equivalent emissions standards as Tier 3 engines;³³
- use of the minimum feasible amount of GHG-emitting construction materials (cement, asphalt, etc.);³⁴
- use of cement blended with the maximum feasible amount of flyash or other materials that reduce GHG emissions from cement production;
- use of lighter-colored pavement with increased reflectivity, which reduces the “heat island” effect;
- recycling of construction debris to maximum extent feasible;
- planting of shade trees in or near construction projects where feasible.

Finally, the DEIR also should consider feasible measures to mitigate and/or reduce emissions of criteria pollutants (including black carbon and other particulate matter) from diesel buses, such as requiring retrofitting of diesel buses with particulate traps, replacing diesel buses

³²The calculator used in the Sacramento Metropolitan Air Quality Management District’s program is available at <<http://www.airquality.org/ceqa/index.shtml#construction>> (as of September 29, 2008).

³³Similarly, the South Coast Air Quality Management District has called for the State, in selecting projects that will be funded from Proposition 1B, to impose a condition that requires “use of lowest emitting construction equipment and fuels available.” (South Coast Air Quality Management District Res. No. 07-07 (April 6, 2007), “Resolution Expressing Conditions for Funding Projects with Proposition 1B Funds in the South Coast District.”)

³⁴A new production method known as “warm-mix” asphalt technology that significantly reduces GHG emissions during application may prove to be a feasible alternative road paving material. (See Moore, *Warm-Mix Asphalt (WMA) Potentially Can Provide Important Benefits for Paving Contractors, Reduce Fuel Costs and Diminish Green-House Gases*, Construction Equipment (March 1, 2007), available at <<http://www.constructionequipment.com/article/CA6421459.html>> [as of September 29, 2008]. Warm-mix asphalt was used successfully in Yellowstone National Park in August 2007, and, this fall, Logan International Airport in Boston will become the first in the U.S. to pave a runway with the new asphalt mix. (See “Green” Asphalt Saves Energy and Reduces Greenhouse Gas Emissions (August 6, 2008), available at <http://fypower.org/news/email_story.html?post_id=3165> [as of September 29, 2008]).

with the lowest-emitting available alternative fuel buses, requiring that all new buses have the lowest level of emissions feasible, and planting particulate-absorbing trees near freeways and busy streets. Emissions of these pollutants is a critical health issue for the region, which does not meet attainment standards for ozone and particulate matter.³⁵

Global warming presents California with one of its greatest challenges to date. MTC has the opportunity to take steps to address the problem of climate change constructively, while educating the public and decision-makers. We urge MTC to meet the challenge with the Proposed Transportation Plan and DEIR. Please do not hesitate to contact us if the Attorney General's Office can be of any assistance.

Sincerely,

/S/

LAURA J. ZUCKERMAN
SANDRA GOLDBERG
Deputy Attorneys General

For EDMUND G. BROWN JR.
Attorney General

³⁵See generally, e.g., California Air Resources Board, Health Effects of Diesel Exhaust, available at <http://www.oehha.org/public_info/facts/dieselfacts.html> (as of September 29, 2008); California Air Resources Board, Draft Diesel Particulate Matter Health Risk Assessment for the West Oakland Community (March 19, 2008), available at <<http://www.arb.ca.gov/ch/communities/ra/westoakland/westoakland.htm>> (as of September 29, 2008); and the Bay Area Air Quality Management District's air quality summaries, available at <http://www.baaqmd.gov/pio/aq_summaries/index.htm> (as of September 29, 2008).



Metropolitan Transportation Commission

375 Beale Street, Suite 800
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Legislation Details (With Text)

File #: 15-1839 **Version:** 1 **Name:**

Type: Action Item **Status:** Commission Approval

File created: 8/5/2016 **In control:** Legislation Committee

On agenda: 9/9/2016 **Final action:**

Title: Proposition 53: California Public Vote on Bonds Initiative

Proposal to oppose initiative that requires a statewide vote to authorize revenue bonds above \$2 billion.

Sponsors:

Indexes:

Code sections:

Attachments: [9a Leg Cortepressi Initiative](#)
[2e Cortepressi Initiative](#)

Date	Ver.	Action By	Action	Result
9/9/2016	1	Legislation Committee		

Subject:

Proposition 53: California Public Vote on Bonds Initiative

Proposal to oppose initiative that requires a statewide vote to authorize revenue bonds above \$2 billion.

Presenter:

Rebecca Long

Recommended Action:

Oppose / Commission Approval

Attachments



METROPOLITAN
TRANSPORTATION
COMMISSION

Agenda Item 9a
Bay Area Metro Center
375 Beale Street
San Francisco, CA 94105
TEL 415.778.6700
WEB www.mtc.ca.gov

Memorandum

TO: Legislation Committee

DATE: September 2, 2016

FR: Executive Director

W. I. 1131

RE: Proposition 53: California Public Vote on Bonds Initiative

Background

Proposition 53 is a Constitutional Amendment that would require statewide voter approval of any revenue bond issued for a single project in an amount totaling \$2 billion or greater. The measure exempts local governments, school districts and special districts, but not any joint powers authority created by the state or in which the state is a member.

The California Constitution requires voter approval of general obligation bonds that are backed with general state revenue, as well as any local general obligation bonds. Most revenue bonds do not require voter approval because they are backed by a specific revenue source, such as utility water rates, sales tax revenue or bridge tolls. Additionally, revenue bonds are repaid by users of a project, not all taxpayers.

Many public finance experts in the state are uncertain as to which entities Proposition 53 would apply. Proponents of the measure may argue the initiative is written in a manner that would apply to the Bay Area Toll Authority (BATA) as it was created by the state and arguably does not meet the definition of a “public entity formed for the performance of local government functions (traditionally thought of as police, fire, or waste services, for example) within limited boundaries,” which the measure would exempt. As such, it is possible that BATA revenue bonds from bridge tolls could be subject to a statewide vote. Similarly, express lane revenue-backed bonds in an amount greater than \$2 billion, or bonds issued by the Transbay Joint Powers Authority, could be subject to a statewide vote. Additionally, to the extent that the state chose to issue revenue bonds backed by Cap and Trade funds or other statewide revenue sources to help pay for high-speed rail, such bonds would be subject to a statewide vote if the amount exceeded \$2 billion.

Proposition 53 requires State Legislature approval for use of revenue bonds for public infrastructure projects funded, owned, or operated by the state or any joint agency that includes the state. If the bond amount exceeds \$2 billion and repayment requires new, increased, or extended taxes, fees, or other charges. The measure also requires that legislatively approved projects be presented on statewide ballot for voter approval; this applies to previously approved projects if remaining bond amount exceeds \$2 billion. Additionally, Proposition 53 requires that specified project information for all state bonds be included in voter ballot pamphlet

Recommendation: Oppose

Discussion

Proposition 53, which the campaign refers to as the “No Blank Checks Initiative” was placed on the ballot by Dean and Joan Cortopassi, who have provided the sole financial backing for the measure, contributing over \$4.5 million in personal funds to qualify the measure for the ballot. The Cortopassi family owns land in the Delta and are vociferously opposed to the Delta water pipeline, a key part of the state’s plan to repair California’s statewide water distribution system, commonly known as the “tunnels” project. One of the planned funding mechanisms for the water pipeline project are revenue bonds backed by water user fees.

In opposition to the measure is a broad, growing coalition, comprised of local governments and associations (including the League of California Cities and the California State Association of Counties), engineering, infrastructure, business and construction organizations concerned with the limitations the measure would place on vitally needed local and state infrastructure projects. Governor Brown is also a lead opponent to the measure. The opposition has raised \$1 million as of August 17, 2016 according to Ballotpedia.org.

Proposition 53 would create a new, significant hurdle to raising funding for infrastructure improvements, affecting not just transportation infrastructure and water systems, but also projects to seismically upgrade public facilities, including hospitals and universities. Because this measure would impair the state’s ability to improve its infrastructure, and, from regional perspective, potentially curtail BATA’s ability to issue bonds and subject such bonds to a statewide vote, staff strongly recommends an oppose position on the Proposition 53.

For a list of organizations in support or opposition, see Attachment A.



Steve Heminger

Attachment:

- Attachment A: Known Positions

SH:rl

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Positions as of 8/31/2016

Organizations on Record in Support of Proposition 53

(Based on Yes of Proposition 53 web site [press release](#))

- Howard Jarvis Taxpayers Association
- Alliance of Contra Costa Taxpayers
- California Taxpayers Coalition
- California Taxpayer Protection Committee
- Calaveras County Taxpayers Association
- Central Coast Taxpayers Association
- Contra Costa Taxpayers Association
- Fullerton Association of Concerned Taxpayers
- Humboldt County Taxpayers League
- Inland Empire Taxpayers Association
- Monterey Peninsula Taxpayers Association
- Napa County Taxpayers Association
- Placer County Taxpayers Association
- Sacramento Taxpayers Association
- Salinas Taxpayers Association
- San Diego Tax Fighters
- San Joaquin County Taxpayers Association
- Silicon Valley Taxpayers Association
- Solano County Taxpayers Association
- Sutter County Taxpayers Association
- Tulare County Taxpayers Association
- Yolo County Taxpayers Association

NO 53

ON PROP

Stop Attack on Local Control

www.NoProp53.com

We Oppose Prop 53

Public Safety

California Professional Firefighters
California State Sheriffs' Association
California State Firefighters Association
Peace Officers Research Association of California
(PORAC)

Local Government

League of California Cities
California Association of Councils of Governments
Cities Association of Santa Clara County
Los Angeles County Metropolitan Transportation
Authority (LA Metro)
Self Help Counties Coalition
Rural County Representatives of California (RCRC)
Association of California Cities – Orange County
San Diego Association of Governments
Transportation Agency for Monterey County

Taxpayer

Kern County Taxpayers Association
California Tax Reform Association
Middle Class Taxpayers Association

Healthcare

California Medical Association
California Hospital Association
Hospital Council of Northern and Central California
Hospital Association of Southern California

Agriculture

California Citrus Mutual
California Cotton Ginners Association
California Cotton Growers Association
California Women for Agriculture
Fresno County Farm Bureau
Western Agriculture Processors Association
Western Growers Association

Water

Association of California Water Agencies
Calleguas Municipal Water District
Coachella Valley Water District
Clean Water and Jobs Coalition for California
Eastern Municipal Water District

Water (cont.)

Humboldt Bay Municipal Water District
Foothill Municipal Water District
Las Virgenes Municipal Water District
Metropolitan Water District of Southern California
Mojave Water Agency
Northern California Water Association
Southern California Water Committee
State Water Contractors
Vista Irrigation District

Infrastructure

American Council of Engineering Companies –
California
American Society of Civil Engineers Region IX
Associated General Contractors of California
California Alliance for Jobs
California Chapters of the National Electrical
Contractors Association (NECA)
California Construction Industry Labor Management
Cooperation Trust
California Legislative Conference of the Plumbing,
Heating & Piping Industry
Engineering Contractors Association
Northern California Mechanical Contractors
Association
Sacramento Regional Builders Exchange
United Contractors

Education

California's Coalition for Adequate School Housing

Community and Ethnic

California League of United Latin American Citizens
(LULAC)
Mexican American Legal Defense and Educational
Fund (MALDEF)
Strategic Actions for a Just Economy (SAJE)

Environment

California League of Conservation Voters
Natural Heritage Institute

Business

California Chamber of Commerce
Anaheim Chamber of Commerce

August 29, 2016

Business (cont.)

Azusa Chamber of Commerce
Bay Area Council
Bay Planning Coalition
Building Owners and Managers Association California
Building Owners and Managers Association, Greater
Los Angeles
California Building Industry Association
California Business Properties Association
California Business Roundtable
California Manufacturers & Technology Association
California Public Securities Association
California Small Business Association
Central City Association, Los Angeles
Cerritos Regional Chamber of Commerce
Dinuba Chamber of Commerce
East Bay Leadership Council
Chambers of Commerce Alliance of Ventura & Santa
Barbara Counties
El Monte/South El Monte Chamber of Commerce
Fontana Chamber of Commerce
Greater Fresno Area Chamber of Commerce
Greater Riverside Chambers of Commerce
Greater San Fernando Valley Chamber of Commerce
Hollywood Chamber of Commerce
Inland Empire Economic Partnership (IEEP)
Irvine Chamber of Commerce
Los Angeles Area Chamber of Commerce
Los Angeles County Business Federation (LA BizFed)
North Orange County Chamber of Commerce
Ontario Chamber of Commerce
Orange County Business Council (OCBC)
Oxnard Chamber of Commerce
Pacific Merchant Shipping Association
Pasadena Chamber of Commerce
Pomona Chamber of Commerce
Port Hueneme Chamber of Commerce
Regional Chamber of Commerce – San Gabriel Valley
San Diego Regional Chamber of Commerce
San Francisco Chamber of Commerce
San Gabriel Valley Economic Partnership
San Jose Silicon Valley Chamber of Commerce
San Ramon Chamber of Commerce
Santa Clarita Valley Chamber of Commerce
Silicon Valley Leadership Group
South Bay Association of Chambers of Commerce
Southwest California Legislative Council
Torrance Area Chamber of Commerce
Valley Industry & Commerce Association (VICA)

Labor

California Labor Federation AFL-CIO
California State Building and Construction Trades
Council
Service Employees International Union California
AFSCME California PEOPLE

Labor (cont.)

Los Angeles County Federation of Labor
Auto, Marine & Specialty Painters Local Union 1176
Boilermakers Local Unions 92, 549
California Conference of Machinists
California State Association of Electrical Workers
California State Council of Laborers
California Teamsters Public Affairs Council
Carpet, Linoleum & Soft Tile Workers Local Unions
12,1237
County Labor Councils: North Bay; San
Diego/Imperial; San Francisco; South Bay
District Council of Iron Workers
District Council 16 International Union of Painters and
Allied Trades
County Building and Construction Trades Councils:
Alameda; Contra Costa; Imperial; Kern, Inyo,
Mono; Los Angeles/Orange; Marin;
Northeastern; Sacramento Sierra; San Diego;
San Mateo; Sonoma, Mendocino & Lake
Counties; Stanislaus, Merced, Mariposa &
Tuolumne
Glaziers, Arch. Metal & Glass Workers Local Unions
169, 718, 767, 1621
Insulators & Allied Workers Local Union 16
International Brotherhood of Boilermakers
International Union of Operating Engineers Local
Unions 3, 12
Ironworkers Local Unions 118, 155, 229, 433, 844
IUPAT Local Unions 294
Laborers' Local Union 67
IBEW Local Unions 6, 11, 40, 47, 100, 180, 234, 302,
332, 340, 413, 428, 440, 441, 477, 551, 569,
595, 617, 684, 952, 1245
Painters and Drywall Finishers Local Union 3
Painters and Tapers Local Unions 83, 272, 376, 487,
507,741, 913
Plasters Local Union 200
Plasterers & Cement Masons Local Union 300
Sheet Metal, Air, Rail and Transportation Workers
Western States Council
Sheet Metal, Air, Rail and Transportation Workers
Local Unions 104, 105, 206
Southern California Pipe Trades District Council 16
Teamsters Joint Council 7
Teamsters Joint Council 42
Teamsters Local Union 431
UFCW Western States Council
United Association of Landscape & Irrigation, Sewer &
Storm, Underground Industrial Piping Industry
Local 345
United Association of Plumbers & Fitters Local 761
United Association of Plumbers & Pipefitters Local
Unions 78, 114, 582
United Association of Plumbers & Steam Fitters Local
Unions 398, 403, 460, 484

Labor (cont.)

United Association of Sprinkler Fitters Local 709
United Association of Plumbers, Steamfitters,
Refrigeration & HVAC Service Technicians Local
230
United Association of Steam, Refrigeration, Air
Conditioning, Pipefitters & Apprentices Local 250
United Union of Roofers, Waterproofers & Allied
Workers Local Unions 27, 36, 40, 45, 81, 95, 220
Western Regional District Council of Roofers &
Waterproofers

Political

California Democratic Party
Los Angeles County Democratic Party

Paid for by No on Prop 53 – Californians to Protect Local Control, a coalition of public safety, local government, business and labor organizations, and taxpayers. Major funding by California Construction Industry Labor Management Cooperation Trust and Members' Voice of the State Building and Construction Trades Council of California (Committee).



METROPOLITAN
TRANSPORTATION
COMMISSION

Agenda Item 2e
Bay Area Metro Center
375 Beale Street
San Francisco, CA 94105
TEL 415.778.6700
WEB www.mtc.ca.gov

Memorandum

TO: Legislation Committee

DATE: September 2, 2016

FR: Executive Director

W. I. 1131

RE: Proposition 53: California Public Vote on Bonds Initiative

Background

Proposition 53 is a Constitutional Amendment that would require statewide voter approval of any revenue bond issued for a single project in an amount totaling \$2 billion or greater. The measure exempts local governments, school districts and special districts, but not any joint powers authority created by the state or in which the state is a member.

The California Constitution requires voter approval of general obligation bonds that are backed with general state revenue, as well as any local general obligation bonds. Most revenue bonds do not require voter approval because they are backed by a specific revenue source, such as utility water rates, sales tax revenue or bridge tolls. Additionally, revenue bonds are repaid by users of a project, not all taxpayers.

Many public finance experts in the state are uncertain as to which entities Proposition 53 would apply. Proponents of the measure may argue the initiative is written in a manner that would apply to the Bay Area Toll Authority (BATA) as it was created by the state and arguably does not meet the definition of a “public entity formed for the performance of local government functions (traditionally thought of as police, fire, or waste services, for example) within limited boundaries,” which the measure would exempt. As such, it is possible that BATA revenue bonds from bridge tolls could be subject to a statewide vote. Similarly, express lane revenue-backed bonds in an amount greater than \$2 billion, or bonds issued by the Transbay Joint Powers Authority, could be subject to a statewide vote. Additionally, to the extent that the state chose to issue revenue bonds backed by Cap and Trade funds or other statewide revenue sources to help pay for high-speed rail, such bonds would be subject to a statewide vote if the amount exceeded \$2 billion.

Proposition 53 requires State Legislature approval for use of revenue bonds for public infrastructure projects funded, owned, or operated by the state or any joint agency that includes the state. If the bond amount exceeds \$2 billion and repayment requires new, increased, or extended taxes, fees, or other charges. The measure also requires that legislatively approved projects be presented on statewide ballot for voter approval; this applies to previously approved projects if remaining bond amount exceeds \$2 billion. Additionally, Proposition 53 requires that specified project information for all state bonds be included in voter ballot pamphlet

Recommendation: Oppose

Discussion

Proposition 53, which the campaign refers to as the “No Blank Checks Initiative” was placed on the ballot by Dean and Joan Cortopassi, who have provided the sole financial backing for the measure, contributing over \$4.5 million in personal funds to qualify the measure for the ballot. The Cortopassi family owns land in the Delta and are vociferously opposed to the Delta water pipeline, a key part of the state’s plan to repair California’s statewide water distribution system, commonly known as the “tunnels” project. One of the planned funding mechanisms for the water pipeline project are revenue bonds backed by water user fees.

In opposition to the measure is a broad, growing coalition, comprised of local governments and associations (including the League of California Cities and the California State Association of Counties), engineering, infrastructure, business and construction organizations concerned with the limitations the measure would place on vitally needed local and state infrastructure projects. Governor Brown is also a lead opponent to the measure. The opposition has raised \$1 million as of August 17, 2016 according to Ballotpedia.org.

Proposition 53 would create a new, significant hurdle to raising funding for infrastructure improvements, affecting not just transportation infrastructure and water systems, but also projects to seismically upgrade public facilities, including hospitals and universities. Because this measure would impair the state’s ability to improve its infrastructure, and, from regional perspective, potentially curtail BATA’s ability to issue bonds and subject such bonds to a statewide vote, staff strongly recommends an oppose position on the Proposition 53.

For a list of organizations in support or opposition, see Attachment A.



Steve Heminger

Attachment:

- Attachment A: Known Positions

SH:rl

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Positions as of 8/31/2016

Organizations on Record in Support of Proposition 53

(Based on Yes of Proposition 53 web site [press release](#))

- Howard Jarvis Taxpayers Association
- Alliance of Contra Costa Taxpayers
- California Taxpayers Coalition
- California Taxpayer Protection Committee
- Calaveras County Taxpayers Association
- Central Coast Taxpayers Association
- Contra Costa Taxpayers Association
- Fullerton Association of Concerned Taxpayers
- Humboldt County Taxpayers League
- Inland Empire Taxpayers Association
- Monterey Peninsula Taxpayers Association
- Napa County Taxpayers Association
- Placer County Taxpayers Association
- Sacramento Taxpayers Association
- Salinas Taxpayers Association
- San Diego Tax Fighters
- San Joaquin County Taxpayers Association
- Silicon Valley Taxpayers Association
- Solano County Taxpayers Association
- Sutter County Taxpayers Association
- Tulare County Taxpayers Association
- Yolo County Taxpayers Association

NO53 **ON PROP**

Stop Attack on Local Control

www.NoProp53.com

We Oppose Prop 53

Public Safety

California Professional Firefighters
California State Sheriffs' Association
California State Firefighters Association
Peace Officers Research Association of California
(PORAC)

Local Government

League of California Cities
California Association of Councils of Governments
Cities Association of Santa Clara County
Los Angeles County Metropolitan Transportation
Authority (LA Metro)
Self Help Counties Coalition
Rural County Representatives of California (RCRC)
Association of California Cities – Orange County
San Diego Association of Governments
Transportation Agency for Monterey County

Taxpayer

Kern County Taxpayers Association
California Tax Reform Association
Middle Class Taxpayers Association

Healthcare

California Medical Association
California Hospital Association
Hospital Council of Northern and Central California
Hospital Association of Southern California

Agriculture

California Citrus Mutual
California Cotton Ginners Association
California Cotton Growers Association
California Women for Agriculture
Fresno County Farm Bureau
Western Agriculture Processors Association
Western Growers Association

Water

Association of California Water Agencies
Calleguas Municipal Water District
Coachella Valley Water District
Clean Water and Jobs Coalition for California
Eastern Municipal Water District

Water (cont.)

Humboldt Bay Municipal Water District
Foothill Municipal Water District
Las Virgenes Municipal Water District
Metropolitan Water District of Southern California
Mojave Water Agency
Northern California Water Association
Southern California Water Committee
State Water Contractors
Vista Irrigation District

Infrastructure

American Council of Engineering Companies –
California
American Society of Civil Engineers Region IX
Associated General Contractors of California
California Alliance for Jobs
California Chapters of the National Electrical
Contractors Association (NECA)
California Construction Industry Labor Management
Cooperation Trust
California Legislative Conference of the Plumbing,
Heating & Piping Industry
Engineering Contractors Association
Northern California Mechanical Contractors
Association
Sacramento Regional Builders Exchange
United Contractors

Education

California's Coalition for Adequate School Housing

Community and Ethnic

California League of United Latin American Citizens
(LULAC)
Mexican American Legal Defense and Educational
Fund (MALDEF)
Strategic Actions for a Just Economy (SAJE)

Environment

California League of Conservation Voters
Natural Heritage Institute

Business

California Chamber of Commerce
Anaheim Chamber of Commerce

August 29, 2016

Business (cont.)

Azusa Chamber of Commerce
Bay Area Council
Bay Planning Coalition
Building Owners and Managers Association California
Building Owners and Managers Association, Greater
Los Angeles
California Building Industry Association
California Business Properties Association
California Business Roundtable
California Manufacturers & Technology Association
California Public Securities Association
California Small Business Association
Central City Association, Los Angeles
Cerritos Regional Chamber of Commerce
Dinuba Chamber of Commerce
East Bay Leadership Council
Chambers of Commerce Alliance of Ventura & Santa
Barbara Counties
El Monte/South El Monte Chamber of Commerce
Fontana Chamber of Commerce
Greater Fresno Area Chamber of Commerce
Greater Riverside Chambers of Commerce
Greater San Fernando Valley Chamber of Commerce
Hollywood Chamber of Commerce
Inland Empire Economic Partnership (IEEP)
Irvine Chamber of Commerce
Los Angeles Area Chamber of Commerce
Los Angeles County Business Federation (LA BizFed)
North Orange County Chamber of Commerce
Ontario Chamber of Commerce
Orange County Business Council (OCBC)
Oxnard Chamber of Commerce
Pacific Merchant Shipping Association
Pasadena Chamber of Commerce
Pomona Chamber of Commerce
Port Hueneme Chamber of Commerce
Regional Chamber of Commerce – San Gabriel Valley
San Diego Regional Chamber of Commerce
San Francisco Chamber of Commerce
San Gabriel Valley Economic Partnership
San Jose Silicon Valley Chamber of Commerce
San Ramon Chamber of Commerce
Santa Clarita Valley Chamber of Commerce
Silicon Valley Leadership Group
South Bay Association of Chambers of Commerce
Southwest California Legislative Council
Torrance Area Chamber of Commerce
Valley Industry & Commerce Association (VICA)

Labor

California Labor Federation AFL-CIO
California State Building and Construction Trades
Council
Service Employees International Union California
AFSCME California PEOPLE

Labor (cont.)

Los Angeles County Federation of Labor
Auto, Marine & Specialty Painters Local Union 1176
Boilermakers Local Unions 92, 549
California Conference of Machinists
California State Association of Electrical Workers
California State Council of Laborers
California Teamsters Public Affairs Council
Carpet, Linoleum & Soft Tile Workers Local Unions
12,1237
County Labor Councils: North Bay; San
Diego/Imperial; San Francisco; South Bay
District Council of Iron Workers
District Council 16 International Union of Painters and
Allied Trades
County Building and Construction Trades Councils:
Alameda; Contra Costa; Imperial; Kern, Inyo,
Mono; Los Angeles/Orange; Marin;
Northeastern; Sacramento Sierra; San Diego;
San Mateo; Sonoma, Mendocino & Lake
Counties; Stanislaus, Merced, Mariposa &
Tuolumne
Glaziers, Arch. Metal & Glass Workers Local Unions
169, 718, 767, 1621
Insulators & Allied Workers Local Union 16
International Brotherhood of Boilermakers
International Union of Operating Engineers Local
Unions 3, 12
Ironworkers Local Unions 118, 155, 229, 433, 844
IUPAT Local Unions 294
Laborers' Local Union 67
IBEW Local Unions 6, 11, 40, 47, 100, 180, 234, 302,
332, 340, 413, 428, 440, 441, 477, 551, 569,
595, 617, 684, 952, 1245
Painters and Drywall Finishers Local Union 3
Painters and Tapers Local Unions 83, 272, 376, 487,
507,741, 913
Plasters Local Union 200
Plasterers & Cement Masons Local Union 300
Sheet Metal, Air, Rail and Transportation Workers
Western States Council
Sheet Metal, Air, Rail and Transportation Workers
Local Unions 104, 105, 206
Southern California Pipe Trades District Council 16
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Conditioning, Pipefitters & Apprentices Local 250
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Workers Local Unions 27, 36, 40, 45, 81, 95, 220
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