



Metropolitan Transportation Commission

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

Meeting Agenda

Programming and Allocations Committee

Committee Members:

Nick Josefowitz, Chair Carol Dutra-Vernaci, Vice Chair

*Jeannie Bruins, Federal D. Glover, Gina Papan,
Hillary Ronen, Libby Schaaf, Amy R. Worth*

Non-Voting Member: Tony Tavares

Wednesday, January 8, 2020

9:40 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 9:40 a.m. or immediately following the 9:35 a.m. Administration Committee meeting.

1. Roll Call / Confirm Quorum

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

2. Consent Calendar

- 2a.** [20-0005](#) Minutes of the December 11, 2019 meeting
- Action:** Committee Approval
- Attachments:** [2a 20-0005 12-11-2019 Prog&Allocations Draft Minutes.pdf](#)
- 2b.** [20-0015](#) Quarterly Report of the Delegated Authority
- Action:** Information
- Presenter:** Cheryl Chi
- Attachments:** [2b 20-0015 Delegated Authority Quarterly Report.pdf](#)
- 2c.** [20-0009](#) MTC Resolution No. 3675, Revised. Allocation of \$2,234,000 in Regional Measure 2 (RM2) funds to AC Transit for construction of the Richmond Parkway Transit Center.
- Action:** Commission Approval
- Presenter:** Anne Spevack
- Attachments:** [2c 20-0009 Reso-3675 Richmond Pkwy Transit Center.pdf](#)

- 2d. [20-0019](#) MTC Resolution No. 4250, Revised. Allocation of \$600,000 in Regional Measure 2 (RM2) funds to MTC for the environmental and preliminary engineering phases of the West Grand HOV/Bus-Only Lane (Phase 2) project, part of Bay Bridge Forward

Action: Commission Approval

Presenter: Kenneth Kao

Attachments: [2d_20-0019_Reso-4250_BayBridgeForward.pdf](#)

- 2e. [20-0052](#) MTC Resolution No. 4375, Revised. 2019 Transportation Improvement Program (TIP) Amendment 2019-29.

Action: Commission Approval

Presenter: Adam Crenshaw

Attachments: [2e_20-0052_Reso-4375_TIP_Amend-2019-29.pdf](#)

- 2f. [19-1290](#) MTC Resolution No. 4381, Revised. Allocation of roughly \$35 million in State Transit Assistance (STA) to BART and rescission of \$9.6 million in STA from VTA.

Action: Commission Approval

Presenter: Cheryl Chi

Attachments: [2f_19-1290_Reso-4381_BART-Allocation_VTA-Rescission.pdf](#)

3. Regional

- 3a. [19-1009](#) MTC Resolution No. 4360, Revised. FY 2019-20 Fund Estimate Revision.

Revises the FY 2019-20 Fund Estimate to incorporate final FY 2018-19 State Transit Assistance (STA) and State of Good Repair (SGR) Program revenues.

Action: Commission Approval

Presenter: William Bacon

Attachments: [3a_19-1009_Reso-4360_Fund_Estimate.pdf](#)

- 3b. [20-0016](#) MTC Resolution No. 4347, Revised. Lifeline Transportation Program Cycle 5: Participatory Budgeting Pilot.

A request to program \$600,000 in State Transit Assistance funds from the Participatory Budgeting (PB) Pilot Reserve to the San Francisco Municipal Transportation Agency's Bayview Community Based Transportation Plan Participatory Budgeting Pilot - Bayview Transit Assistants project.

Action: Commission Approval

Presenter: Judis Santos

Attachments: [3b_20-0016_Reso-4347_Lifeline_Participatory_Budgeting_Pilot.pdf](#)

4. State

- 4a. [20-0018](#) Transit and Intercity Rail Capital Program Cycle 4 Regional Endorsements

Recommended projects for regional endorsement for Cycle 4 of the Transit and Intercity Rail Capital Program (TIRCP), based on MTC's Cap and Trade Framework

Action: Commission Approval

Presenter: Craig Bosman

Attachments: [4a_20-0018_2020_TIRCP_Endorsements.pdf](#)

5. Public Comment / Other Business

6. Adjournment / Next Meeting:

The next meeting of the Programming and Allocations Committee is scheduled to be held on February 12, 2020 at 9:40 a.m. at the Bay Area Metro Center, 375 Beale Street, San Francisco, CA 94105.

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

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

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

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

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

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

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

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

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



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 20-0005 **Version:** 1 **Name:**
Type: Minutes **Status:** Consent
File created: 11/22/2019 **In control:** Programming and Allocations Committee
On agenda: 1/8/2020 **Final action:**
Title: Minutes of the December 11, 2019 meeting
Sponsors:
Indexes:
Code sections:
Attachments: [2a_20-0005_12-11-2019_Prog&Allocations_Draft_Minutes.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:
Minutes of the December 11, 2019 meeting

Recommended Action:
Committee Approval



**Metropolitan Transportation
Commission
Meeting Minutes**

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

Programming and Allocations Committee

Committee Members:

Nick Josefowitz, Chair Carol Dutra-Vernaci, Vice Chair

*Jeannie Bruins, Federal D. Glover, Gina Papan,
Hillary Ronen, Libby Schaaf, Amy R. Worth
Non-Voting Member: Tony Tavares*

Wednesday, December 11, 2019

9:40 AM

Board Room - 1st Floor

Call Meeting to Order

1. Roll Call / Confirm Quorum

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

Non-Voting Member Absent: Commissioner Tavares

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

Ad Hoc Non-Voting Members Present: Commissioner Giacomini, Commissioner Halsted, and Commissioner Sperring

2. Consent Calendar

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

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

2a. [19-1224](#) Minutes of the November 13, 2019 meeting

Action: Committee Approval

2b. [19-1251](#) MTC Resolution No. 3925, Revised. Revision to the Surface Transportation Block Grant Program/Congestion Mitigation and Air Quality Improvement (STP/CMAQ) Cycle 1 program to program \$700,000 for Bike Share Implementation.

Action: Commission Approval

Presenter: Mallory Atkinson

- 2c.** [19-1271](#) MTC Resolution No. 4272, Revised. Revisions to the Transit Capital Priorities Program to reprogram \$5.6 million of FY2017-18 FTA Section 5337 State of Good Repair Formula Program funds from WETA Ferry Vessel Rehabilitation to Ferry Vessel Replacement and \$1 million of FY2019-20 FTA Section 5307 Urbanized Area Formula Program funds from SFMTA Paratransit Operations Assistance to SFMTA Zero-Emission Bus Procurement.
- Action:** Commission Approval
- Presenter:** Rob Jaques
- 2d.** [19-1238](#) MTC Resolution No. 4375, Revised. 2019 Transportation Improvement Program (TIP) Amendment 2019-27.
- Action:** Commission Approval
- Presenter:** Adam Crenshaw
- 2e.** [19-1289](#) MTC Resolution Nos. 4380, Revised and 4381, Revised. Allocation of roughly \$68 million in Transportation Development Act (TDA) and State Transit Assistance (STA) to SamTrans in support of transit operations and capital projects.
- Action:** Commission Approval
- Presenter:** Cheryl Chi
- 2f.** [19-1273](#) Transit Performance Initiative - Investment Program Semi-Annual Update. Semi-annual update on the progress of projects awarded under the Transit Performance Initiative (TPI) Investment Program and minor scope modification on SFMTA Colored Lanes Round 2 Award.
- Action:** Commission Approval
- Presenter:** Anne Spevack

3. Regional

- 3a. [19-1272](#) MTC Resolution No. 3738, Revised. Revisions to Attachment B of the BART Car Replacement Funding Exchange and Reserve Account, authorizing a disbursement of up to \$18 million.

A request for authorization to disburse up to \$18 million from the Exchange Account to BART for their railcar procurement project, consistent with the policies of the BART Car Replacement Funding Exchange and Reserve Account agreement and MTC Resolution No. 4302, Exchange Account Supplemental, which committed up to \$179 million for railcar procurements associated with BART's Transbay Corridor Core Capacity Program.

Action: Commission Approval

Presenter: Rob Jaques

Upon the motion by Commissioner Bruins and the second by Commissioner Glover, the Committee unanimously approved the referral of MTC Resolution No. 3738, Revised to the Commission for approval. The motion carried by the following vote:

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

- 3b. [19-1275](#) MTC Resolution No. 4404. Regional Measure 3 Policies and Procedures

Proposed adoption of policies and procedures for delivering the Regional Measure 3 program.

Action: Commission Approval

Presenter: Craig Bosman

Upon the motion by Commissioner Bruins and the second by Commissioner Worth, the Committee unanimously approved the referral of MTC Resolution No. 4404 to the Commission for approval. The motion carried by the following vote:

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

4. State

- 4a. [19-1258](#) MTC Resolution No. 4398, Revised. 2020 Regional Transportation Improvement Program (RTIP) Program of Projects.
- Program of Projects for the 2020 Regional Transportation Improvement Program (RTIP), totaling approximately \$122 million in new programming for the Bay Area.

Action: Commission Approval

Presenter: Karl Anderson

Upon the motion by Commissioner Bruins and the second by Vice Chair Dutra-Vernaci, the Committee unanimously approved the referral of MTC Resolution No. 4398, Revised to the Commission for approval. The motion carried by the following vote:

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

5. Information

- 5a. [19-1225](#) California Transportation Commission (CTC) Update
- Update on the December 4-5, 2019 CTC meeting.

Action: Information

Presenter: Kenneth Kao

6. Public Comment / Other Business

7. Adjournment / Next Meeting:

The next meeting of the Programming and Allocations Committee is scheduled to be held on January 9, 2020 at 9:40 a.m. at the Bay Area Metro Center, 375 Beale Street, San Francisco, CA 94105.



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 20-0015 **Version:** 1 **Name:**
Type: Report **Status:** Consent
File created: 11/27/2019 **In control:** Programming and Allocations Committee
On agenda: 1/8/2020 **Final action:**
Title: Quarterly Report of the Delegated Authority
Sponsors:
Indexes:
Code sections:
Attachments: [2b_20-0015_Delegated_Authority_Quarterly_Report.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:
Quarterly Report of the Delegated Authority

Presenter:
Cheryl Chi

Recommended Action:
Information

**Metropolitan Transportation Commission
Programming and Allocations Committee**

January 8, 2020

Agenda Item 2b

Subject: Quarterly report of the Executive Director’s Delegated Authority actions.

Background: MTC Resolution No. 3620, Revised, adopted by the Commission in March 2004, allows the Executive Director to make administrative allocations of local funds up to \$1 million, with authority to take any rescission actions requested by claimants. To keep the Commission informed on actions approved by the Executive Director, staff reports quarterly on all ‘delegated authority’ allocations or rescissions. Fund sources included within delegated authority include Transportation Development Act, State Transit Assistance, Regional Measure 2, and other formula bridge toll funds.

This is the second quarter report for FY2019-20 and covers the period of October 2019 through December 2019. The Executive Director made the following allocation actions as summarized below and detailed in Attachment A:

Delegated Authority FY 2019-20	2nd Quarter	Year-to-Date
Allocations		
Transportation Development Act	\$ 4,432,568	\$ 27,561,275
State Transit Assistance	\$ 4,599,689	\$ 18,848,444
Regional Measure 2	\$ 1,456,443	\$ 7,860,073
2% Bridge Tolls	\$ 30,000	\$ 80,000
Total Allocations	\$ 10,518,700	\$ 54,349,792
Rescissions		
Transportation Development Act	0	\$ (836,447)
Regional Measure 2	0	\$ (53,965)
Total Rescissions		\$ (890,412)

Issues: None

Recommendation: Information

Attachments: FY2019-20 Delegated Authority Attachment A



Therese W. McMillan

FY 2019-20 Delegated Authority

Allocation and Rescission of Transportation Development Act, State Transit Assistance, Regional Measure 2,
 Bridge Toll and Feeder Bus Funds pursuant to MTC Resolution 3620

Second Quarter

Transportation Development Act - Allocation (001)				Approval	
Claimant	Description	Amount	Code	Date	Apportionment
5800 - 99233.3 Pedestrian & Bicycle Facilities - Capital					
Sebastopol	ADA Curb Ramp upgrades along SR 116	8,842	003	10/23/19	Sonoma County
Santa Rosa	Santa Rosa Ave Bike and Ped Enhancements	250,000	081	10/23/19	Sonoma County
Richmond	Harbour Way Ped and Bicycle Improvements	82,500	082	10/23/19	Contra Costa County
SFDPW	Sidewalk Repair and Reconstruction	4,008	020	10/23/19	San Francisco Count
Orinda	Moraga Way Crosswalk at Brookside Road	30,000	092	12/18/19	Contra Costa County
Lafayette	Pleasant Hill Road Bicycle Facilities	55,000	093	12/18/19	Contra Costa County
San Leandro	Pedestrian Curb Ramp Upgrades	72,426	066	12/18/19	Alameda County
Subtotal		502,776			
5827 - 99233.7, 99275 Community Transit Service - Capital					
ECCTA	Transit Capital	350,000	094	12/18/19	ECCTA
Subtotal		350,000			
5802 - 99260A Transit - Operations					
Santa Rosa	Transit Operations	37,722	083	10/23/19	Golden Gate (Sonon
Santa Rosa	Transit Operations	100,866	084	10/23/19	Sonoma County
Fairfield	Transit Operations	104,974	085	10/23/19	Solano County
Fairfield	Transit Operations	111,026	085	10/23/19	Dixon
Fairfield	Transit Operations	167,904	085	10/23/19	Vallejo
Fairfield	Transit Operations	685,577	086	10/23/19	Vacaville
NVTA	Transit Operations	1,000,000	095	12/18/19	NVTA
Subtotal		2,208,069			
5803 - 99260A Transit - Capital					
Petaluma	Transit Capital	50,000	087	10/23/19	Petaluma
Santa Rosa	Transit Operations	250,000	088	10/23/19	Santa Rosa
ECCTA	Transit Capital	90,508	051	10/23/19	ECCTA
ECCTA	Transit Capital	598,000	096	12/18/19	ECCTA
Subtotal		988,508			
5807 - 99400C Transit - Operations					
Rio Vista	Transit Operations	270,890	089	11/20/19	Rio Vista
Rio Vista	Transit Operations	18,925	097	12/18/19	Vallejo/Benicia
Subtotal		289,815			
5808 - 99400C Transit - Capital					
Rio Vista	Transit Capital	7,500	090	11/20/19	Rio Vista
Subtotal		7,500			
5812 - 99400D Planning and Administration - Operations					
Rio Vista	Planning and Administration	85,900	091	11/20/19	Rio Vista
Subtotal		85,900			
Total		4,432,568			

State Transit Assistance - Allocation (002)				Approval	
Claimant	Description	Amount	Code	Date	Apportionment
5820 - 6730A Operations - Population-Based County Block Grant					
WCCTA	Transit Operations	805,132	036	10/23/19	Contra Costa County
Petaluma	Transit Operations	686,616	037	10/23/19	Sonoma County
FAST	Solano Express	500,000	045	12/18/19	Solano County
	Subtotal	1,991,748			
5822 - 6731C Paratransit - Operations - Population-Based County Block Grant					
Sonoma County	Transit Operations	840,400	038	10/23/19	Sonoma County
	Subtotal	840,400			
5822 - 6731C Paratransit - Operations - Population-based Regional Paratransit					
Samtrans	Paratransit Operations	255,151	046	12/18/19	San Mateo County
	Subtotal	255,151			
5820 - 6730A Operations - Revenue-based					
Petaluma	Transit Operations	41,087	039	10/23/19	Petaluma
Santa Rosa	Transit Operations	168,657	040	10/23/19	Santa Rosa
Fairfield	Transit Operations	275,474	042	11/20/19	Fairfield
	Subtotal	485,218			
5821 - 6730B Capital Costs - Population-based MTC Coordination					
TJPA	Wayfinding Analysis and Design	50,000	043	11/20/19	MTC
	Subtotal	50,000			
5820 - 6730A Operations - Population-based Lifeline					
Santa Rosa	Cycle 5: Operate Lifeline Routes	224,601	041	10/23/19	Sonoma County
Samtrans	Cycle 5: Daly City Bayshore Shuttle	150,000	047	12/18/19	San Mateo County
Samtrans	Cycle 2, 3 & 5: Operating Support for Expanded Route 17	353,388	048	12/18/19	San Mateo County
Fairfield	Cycle 5: Local Taxi Program	70,918	049	12/18/19	Solano County
	Subtotal	798,907			
6730B Capital - Population-based Lifeline					
AC Transit	Cycle 4: Ashland and Cherryland Access Improvements	178,265	044	11/20/19	Alameda County
	Subtotal	178,265			
	Total	4,599,689			

Regional Measure 2 Funds - Allocation (006)				Approval	
Claimant	Description	Amount	Code	Date	Notes
Operating Allocations					
<i>Operating projects must meet performance standards identified in MTC Res. 3636, Revised.</i>					
Fairfield	Project № 3: Blue Line	463,967	017	11/20/19	
Fairfield	Project № 3: Green Express	636,600	018	11/20/19	
SamTrans	Project № 7: Route 397	305,876	019	11/20/19	
	Subtotal	1,406,443			
Marketing					
TJPA	Wayfinding Analysis and Design	50,000	020	11/20/19	
	Total	1,456,443			

2% Bridge Toll Revenues - Allocation (009)				Approval	
Claimant	Description	Amount	Code	Date	Apportionment
Operating Allocations					
MTC	Regional Rail Support	30,000	002	12/18/19	Studies
	Total	30,000			

Allocations Grand Total 10,518,700



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 20-0009 **Version:** 1 **Name:**

Type: Resolution **Status:** Consent

File created: 11/25/2019 **In control:** Programming and Allocations Committee

On agenda: 1/8/2020 **Final action:**

Title: MTC Resolution No. 3675, Revised. Allocation of \$2,234,000 in Regional Measure 2 (RM2) funds to AC Transit for construction of the Richmond Parkway Transit Center.

Sponsors:

Indexes:

Code sections:

Attachments: [2c 20-0009 Reso-3675 Richmond Pkwy Transit Center.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:
MTC Resolution No. 3675, Revised. Allocation of \$2,234,000 in Regional Measure 2 (RM2) funds to AC Transit for construction of the Richmond Parkway Transit Center.

Presenter:
Anne Spevack

Recommended Action:
Commission Approval

**Metropolitan Transportation Commission
Programming and Allocations Committee**

January 8, 2020

Agenda Item 2c

MTC Resolution No. 3675, Revised

Subject: Allocation of roughly \$2.2 million in Regional Measure 2 (RM2) funds to AC Transit for construction of the Richmond Parkway Transit Center.

Background: In 2014, as a result of a feasibility study and as part of the RM2 Delivery Strategy, the scope of RM2 project #9, the Richmond Parkway Transit Center, was scaled back and a majority of the funds redirected to other projects. The revised programmed amount for this project totals \$3.85 million, with \$3 million programmed to the revised Richmond Parkway Transit Center bus facilities rehabilitation project. The scope of this project includes pavement patching and sealing, ADA improvements, a fixed restroom facility for operators, and upgrades to the on-site electrical panel and electrical system. The revised project scope is fully funded by RM2.

In 2014, MTC approved an allocation for the environmental, engineering, and design phases of the project. Final design for the project was completed in 2019 and a Notice of Exemption from CEQA has been prepared.

AC Transit has requested, and staff recommends, an allocation of roughly \$2.2 million for construction of the revised scope to rehabilitate and improve bus facilities at Richmond Parkway Transit Center. The scope of the project listed in the design allocation included some elements – bus shelter upgrades, lighting, real-time signage, and bike facilities – that have been eliminated through further refinement of the project in the design phase, while an employee bathroom facility, ADA improvements, and electrical system upgrades have been added to the scope. Construction is expected to start and be completed in calendar year 2020.

Issues: None

Recommendation: Refer MTC Resolution No. 3675, Revised, to the Commission for approval.

Attachments: MTC Resolution No. 3675, Revised.



Therese W. McMillan

Date: December 15, 2004
W.I.: 1255
Referred by: PAC
Revised: 05/25/05-C 02/23/11-DA
05/25/11-DA 05/28/14-DA
01/22/20-C

ABSTRACT

MTC Resolution No. 3675, Revised

This resolution approves the allocation of Regional Measure 2 funds for the Richmond Parkway Park and Ride Lot project sponsored by Alameda Contra Costa Transit (AC Transit).

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 Richmond Parkway Park & Ride Initial Project Report (IPR) for this project
- Attachment D - RM2 Deliverable/Useable Segment Cash Flow Plan

This resolution was revised on May 25, 2005 to allocate \$200,000 in RM2 funds for interim capital improvements to the project.

This resolution was revised on February 23, 2011 through Delegated Authority to allocate \$100,000 to AC Transit for a project feasibility and operations study for the Richmond Parkway Park and Ride Lot project.

This resolution was revised on May 25, 2011 through Delegated Authority to allocate \$50,000 to AC Transit for continuing environmental work for the Richmond Parkway Park and Ride Lot project.

This resolution was revised on May 28, 2014 through Delegated Authority to rescind \$42,607 from completed phases.

This resolution was revised on September 24, 2014 to allocate \$766,000 to AC Transit for the design phase of the Richmond Parkway Transit Center rehabilitation.

ABSTRACT

MTC Resolution No. 3675, Revised

Page 2

This resolution was revised on January 22, 2020 to allocate \$2,234,000 to AC Transit for the construction phase of the Richmond Parkway Transit Center rehabilitation project.

Additional discussion of this allocation is contained in the Executive Director's memorandum to the MTC Programming and Allocations Committee dated December 8, 2004, May 11, 2005, September 10, 2014, and January 8, 2020.

Date: December 15, 2004
W.I.: 1255
Referred by: PAC

Re: Approval of Allocation of Regional Measure 2 funds for the Richmond Parkway Park and Ride Lot

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION No. 3675

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, which specifies the allocation criteria and project compliance requirements for RM 2 funding (MTC Resolution No. 3636); and

WHEREAS, AC Transit has submitted a request for the allocation of RM 2 funds for the Richmond Parkway Park and Ride Lot; and

WHEREAS, Richmond Parkway Park and Ride Lot is identified as capital project number 09 under RM 2 and is eligible to receive RM 2 funding as identified in Streets and Highways Code Sections 30914(c); and

WHEREAS, AC Transit 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 AC Transit 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 AC Transit’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; 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 MTC staff’s review of AC Transit’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 AC Transit 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

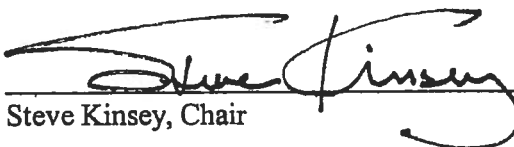
RESOLVED, that the allocation and reimbursement of RM2 funds are further conditioned upon the project specific conditions as set forth in Attachment B; and, be it further

RESOLVED, that the allocation and reimbursement of RM2 funds as set forth in Attachment A are conditioned upon the availability and expenditure of the complementary funding as set forth in Attachment D; and be it further

RESOLVED, that reimbursement of RM2 funds as set forth in Attachment A is subject to the availability of RM2 funding; 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 December 15, 2004.

**REGIONAL MEASURE 2 PROGRAM
Allocation of Funds**

Project Title: Richmond Parkway Park and Ride Lot
Sponsor: AC Transit
Project Number: 9

Allocation No. 9.1						
Activities to be funded with Allocation #1: Environmental phase for park and ride lot and transit center						
Environmental and preliminary engineering phase to expand existing park and ride lot to include approximately 750 space parking structure, new transit center, and ground floor retail facilities.						
Funding Information:						
Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date	
05367501	15-Dec-04	\$ 500,000	ENV/PA&ED	FY 2004-05	\$ 500,000	
05367501	28-May-14	\$ (98)	ENV/PA&ED	FY 2013-14	\$ 499,902	

Allocation No. 9.2						
Activities to be funded with Allocation #2: Interim Upgrades to facility						
Fund interim capital upgrades to the park and ride lot, while the environmental studies on future improvements are being conducted. The scope of this work is for interim security support facilities, parking machines, bus shelters, electrical work, trash receptacles, signage, concrete bus pads, and upgrading of parking spaces.						
Funding Information:						
Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date	
06367502	25-May-05	\$ 200,000	CON	FY 2005-06	\$ 699,902	

Allocation No. 9.3						
Activities to be funded with Allocation #3: Feasibility Study						
Feasibility/operations study to inform design of the Richmond Parkway Park and Ride Lot and Transit Center.						
Funding Information:						
Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date	
11367503	23-Feb-11	\$ 100,000	PS&E	FY 2010-11	\$ 799,902	
11367503	28-May-14	\$ (32)	PS&E	FY 2013-14	\$ 799,870	

Allocation No. 9.4						
Activities to be funded with Allocation #4: Environmental Phase						
Work to address development of NEPA and Caltrans PR/PSR clearance.						
Funding Information:						
Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date	
11367504	25-May-11	\$ 50,000	ENV/PA&ED	FY 2010-11	\$ 849,870	
11367504	28-May-14	\$ (42,476)	ENV/PA&ED	FY 2013-14	\$ 807,393	

Allocation No. 9.5						
Activities to be funded with Allocation #5: Design Phase of Richmond Parkway Transit Center Rehabilitation						
Work to include procurement of design consultant and project management/construction management consultant for Transit Center rehabilitation. Approximately \$400,000 of work will be in PA/ED and \$366,000 in PS&E.						
Funding Information:						
Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date	
15367505	24-Sep-14	\$ 766,000	PA/ED & PS&E	FY 2014-15	\$ 1,573,393	

Allocation No. 9.6						
Activities to be funded with Allocation #6: Construction Phase of Richmond Parkway Transit Center Rehabilitation						
This allocation funds construction of the rehabilitated and improved bus facilities at Richmond Parkway Transit Center, including, but not limited to, asphalt concrete patching, a slurry seal of the asphalt pavement, ADA improvements, installation of a fixed restroom facility for operators, and upgrades to the on-site electrical panel and electrical system.						
Funding Information:						
Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date	
20367506	22-Jan-20	\$ 2,234,000	CON	FY 2019-20	\$ 3,807,393	

REGIONAL MEASURE 2 PROGRAM Project Specific Conditions

Project Title: Richmond Parkway Park and Ride Lot
Sponsor: AC Transit
Project Number: 9

The allocation and reimbursement of RM2 funds for the above project are conditioned upon the following :

Conditions approved as of December 15, 2004

1. Approval of the allocation package by AC Transit's Board of Directors. The allocation package consists of the Initial Project Report (IPR), resolution of project compliance, and opinion of legal counsel.
2. Allocations for future phases are dependent upon the environmental analysis of the project. The total project cost as identified in the Initial Project Report is considered conceptual until the completion of the environmental document.

Conditions approved as of May 25, 2011

1. Approval of the allocation package by AC Transit's Board of Directors. The allocation package consists of the Initial Project Report (IPR), resolution of project compliance, and opinion of legal counsel.

RM2 Project Number: 09
Richmond Parkway Transit Center

Lead Sponsor AC Transit	Other Sponsors(s) N/A	Implementing Agency (if applicable) AC Transit
Legislated Project Description Richmond Parkway Transit Center. Construct improvements to expand parking capacity and/or amenities, or to improve access. The project sponsor is Alameda-Contra Costa Transit District, in coordination with West Contra Costa Transportation Advisory Committee, Western Contra Costa Transit Authority, City of Richmond, and the Department of Transportation.		
RM2 Legislated Funding (in \$1,000) \$3,850		Total Estimated Project Cost (in \$1,000) \$3,000 (for rehabilitation and upgrades project)
Project Purpose and Description Rehabilitate and improve bus facilities at Richmond Parkway Transit Center. Improvements would include new canopies/benches, new trash receptacles, additional lighting, real-time signage, security elements, bike facilities, and pavement upgrades.		
Funding Description Committed Funds: This project is funded with Regional Measure 2 funds. Uncommitted Funds: Project is fully funded. Operating Capacity: Operations and maintenance of the completed facility will be maintained by AC Transit.		

Overall Project Cost and Schedule*

Phase	Scope	Start	End	Cost (in \$1,000)
1	Environmental Studies, Preliminary Eng. (ENV/PA&ED)	09/2014	11/2014	\$400
2	Final Design -- Plans, Specs. & Estimates (PS&E)	01/2015	12/2019	\$366
3	Construction	04/2020	10/2020	\$2,234
Total:				\$3,000

*Project cost and schedule for rehabilitation project. Approx. \$888k previously expended on original project plan.

Total Project Funding Plan: Committed and Uncommitted Sources

(Amounts Escalated in Thousands)

Project Title	Richmond Parkway Transit Center						Project No. 09					
Lead Sponsor	AC Transit											
Fund Source	Phase	Prior	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	Future	Total
Committed												
RM2	Environmental	507										507
MTC - STA	Environmental	40										40
CCTA - Measure C	Environmental	40										40
RM2	PA/ED		400									400
RM2	PS&E	100	366									466
RM2	Construction	200						2,234				2,434
												0
												0
Total:		887	766	0	0	0	0	2,234	0	0	0	3,887
Uncommitted												
												0
												0
Total:		0	0	0	0	0	0	0	0	0	0	0
Total Project Committed and Uncommitted												
		Prior	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	Future	Total
Total:		887	766	0	0	0	0	2,234	0	0	0	3,887

REGIONAL MEASURE 2 PROGRAM Project Cash Flow Plan

Project Title: Richmond Parkway Park and Ride Lot

Sponsor: AC Transit

RM2 Project Number: 9

	PRIOR	FY 2014-15	FY 2015-16	FY 2016-17	FY 2017-18	FY 2018-19	FY 2019-2020	FY 2020-2021+	TOTAL
RM2 Funds Total	807,394	71,218	71,154	5,007	7,945	71,067	1,539,609	1,234,000	3,807,394
Environmental (ENV)	587,426	0	50,000	0	0	0	350,000	0	987,426
RM2	507,426		50,000				350,000		907,426
MTC-STA	40,000								40,000
CCTA	40,000								40,000
									0
Final Design (PS&E)	99,968	71,218	21,154	5,007	7,945	71,067	189,609	0	465,968
RM2	99,968	71,218	21,154	5,007	7,945	71,067	189,609		465,968
									0
									0
									0
Right of Way	0	0	0	0	0	0	0	0	0
									0
									0
									0
									0
Construction	200,000	0	0	0	0	0	1,000,000	1,234,000	2,434,000
RM2	200,000						1,000,000	1,234,000	2,434,000
									0
									0
									0
									0
TOTAL FUNDING									
Environmental	587,426	0	50,000	0	0	0	350,000	0	987,426
Final Design (PS&E)	99,968	71,218	21,154	5,007	7,945	71,067	189,609	0	465,968
Right of Way	0	0	0	0	0	0	0	0	0
Construction	200,000	0	0	0	0	0	1,000,000	1,234,000	2,434,000
PROJECT TOTAL	887,394	71,218	71,154	5,007	7,945	71,067	1,539,609	1,234,000	3,887,394



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 20-0019 **Version:** 1 **Name:**

Type: Resolution **Status:** Consent

File created: 11/27/2019 **In control:** Programming and Allocations Committee

On agenda: 1/8/2020 **Final action:**

Title: MTC Resolution No. 4250, Revised. Allocation of \$600,000 in Regional Measure 2 (RM2) funds to MTC for the environmental and preliminary engineering phases of the West Grand HOV/Bus-Only Lane (Phase 2) project, part of Bay Bridge Forward

Sponsors:

Indexes:

Code sections:

Attachments: [2d_20-0019_Reso-4250_BayBridgeForward.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

MTC Resolution No. 4250, Revised. Allocation of \$600,000 in Regional Measure 2 (RM2) funds to MTC for the environmental and preliminary engineering phases of the West Grand HOV/Bus-Only Lane (Phase 2) project, part of Bay Bridge Forward

Presenter:

Kenneth Kao

Recommended Action:

Commission Approval

**Metropolitan Transportation Commission
Programming and Allocations Committee**

January 8, 2020

Agenda Item 2d

MTC Resolution No. 4250, Revised

Subject: Allocation of \$600,000 in Regional Measure 2 (RM2) funds to MTC for the environmental and preliminary engineering phases of the West Grand HOV/Bus-Only Lane (Phase 2) project, part of Bay Bridge Forward.

Background: In July 2016, the Commission approved the One Bay Area Grant (OBAG 2) framework. This framework includes \$40 million for Bay Bridge Forward (BBF), a suite of projects that aims to increase person throughput within the Bay Bridge corridor. Of the \$40 million, \$21 million comes from RM2 funds. Attachment 1 summarizes the programming for the \$21 million RM2 funds including recent revisions in the sub-element projects. This month, MTC's BBF team requests an allocation of RM2 funds for the West Grand HOV/Bus-Only Lane (Phase 2) project, summarized below.

Table 1: January Allocation Summary

BBF Sub-Element	Previous RM2 Allocations	Current (Jan.) RM2 Request	Total RM2 Allocations
West Grand HOV/Bus-Only Lane (Phase 1)	\$3,880,000	\$-	\$3,880,000
West Grand HOV/Bus-Only Lane (Phase 2)	\$256,000	\$600,000	\$856,000

West Grand HOV/Bus-Only Lane

MTC completed construction of Phase 1 of the West Grand HOV/Bus-Only Lane project in 2019. Phase 1 converted approximately 1,300 feet of the right shoulder on the West Grand Avenue on-ramp and northbound I-880 connector approach to San Francisco-Oakland Bay Bridge (SFOBB) to a Bus Lane, which is open to high occupancy vehicles during the peak periods. RM2 contributed \$3.9 million to Phase 1.

MTC requests allocation of \$600,000 in RM2 funds to continue the environmental and preliminary engineering phases of Phase 2 of the West Grand HOV/Bus-Only Lane project. Phase 2 extends the HOV/Bus-Only Lane from its current terminus just west of Maritime Street further east to Frontage Road, and adds a multi-use path on West Grand between Maritime Street and Mandela Parkway. Staff expects construction to begin in late 2020.

Issues: The contract approval for the environmental and preliminary engineering work is on the January 10, 2020 Operations Committee agenda. The contract is contingent upon the Commission allocating RM2 funds for Phase 2.

Recommendation: Refer MTC Resolution No. 4250, Revised, to the Commission for approval.

Attachments:

1. BBF Program Funding Informational Update
2. Map of Bay Bridge Forward Projects
3. Map of West Grand HOV/Bus-Only Lane Phases 1 and 2
4. MTC Resolution No. 4250, Revised



Therese W. McMillan

Bay Bridge Forward Program Funding Informational Update

BBF Program Funding Updates

MTC programmed \$21 million in RM2 funds to the BBF suite of projects. Based on recent re-examination of priorities for each BBF sub-element, staff proposes to update BBF’s RM2 programming as identified below.

- West Grand HOV/Bus-Only Lane. Staff proposes increasing programming by \$2 million to augment funding for Phase 2, which would extend the HOV/Bus-Only Lane on the West Grand approach to the Bay Bridge toward San Francisco.
- Sterling Street and Integrated Bridge Corridor Projects. Staff proposes to reduce programming by \$2 million and re-examine solutions to maximize person throughput at this ramp to the lower deck of the Bay Bridge. This subproject also includes pilot projects such as automated vehicle occupancy detection and intelligent transportation system (ITS) elements.

A summary of the proposed funding split among the sub-elements is listed below.

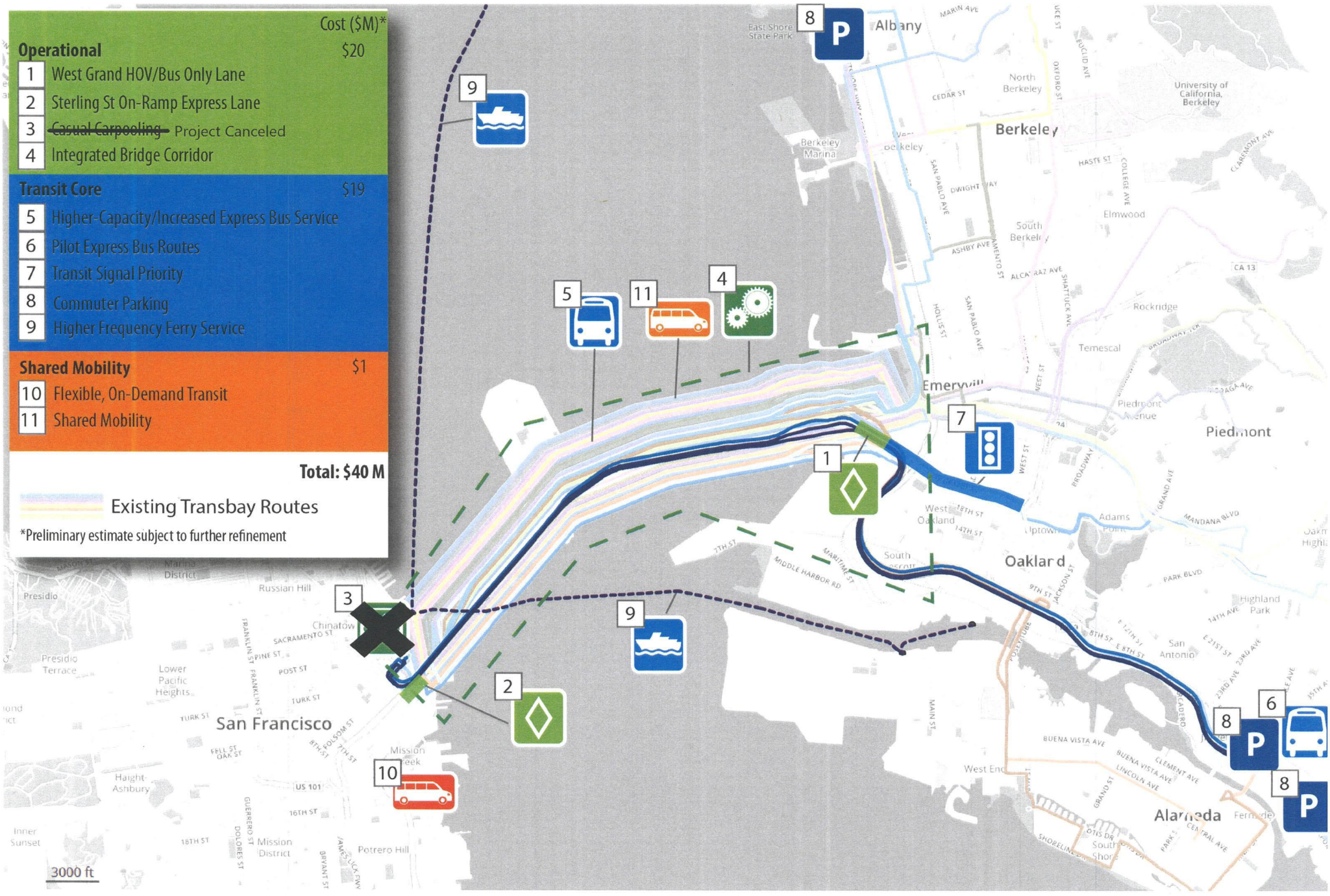
Bay Bridge Forward RM2 Programming Summary

BBF Sub-Element	Current Programmed	Proposed Change	Proposed Programming	Allocations To-Date
West Grand HOV/Bus-Only Lane (Phase 1)	\$3,880,000	\$-	\$3,880,000	\$3,880,000
West Grand HOV/Bus-Only Lane (Phase 2)	\$3,499,000	+\$2,000,000	\$5,499,000	\$856,000*
Sterling Street and Integrated Bridge Corridor Projects	\$6,833,000	-\$2,000,000	\$4,833,000	\$3,013,000
Commuter Parking	\$5,788,000	\$-	\$5,788,000	\$5,788,000
Flexible On-Demand Transit	\$1,000,000	\$-	\$1,000,000	\$1,000,000
Total	\$21,000,000	\$0	\$21,000,000	\$14,537,000

* Includes \$600,000 allocation action proposed this month.

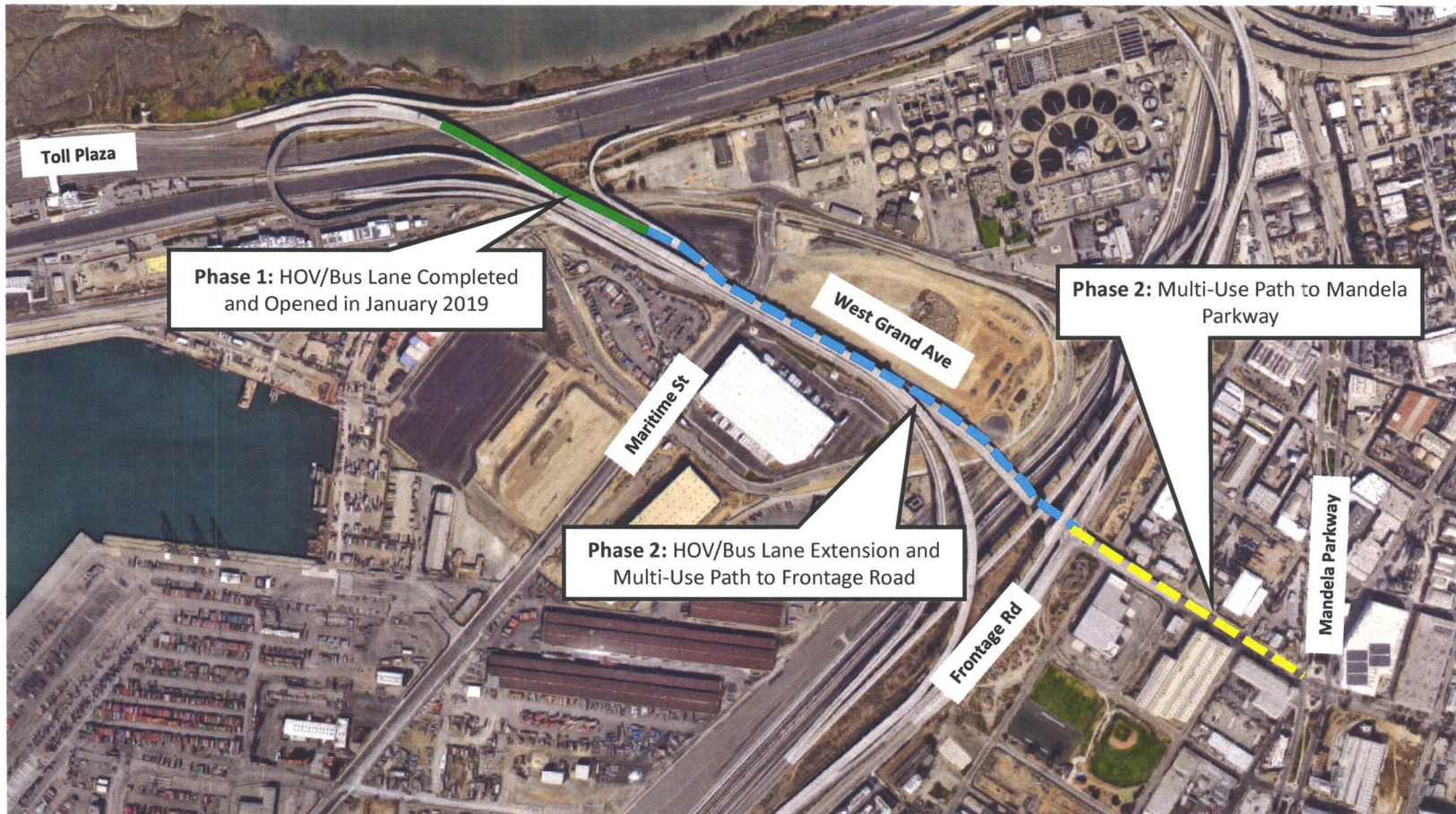
Operational		Cost (\$M)*
1	West Grand HOV/Bus Only Lane	\$20
2	Sterling St On-Ramp Express Lane	
3	Casual Carpooling - Project Canceled	
4	Integrated Bridge Corridor	
Transit Core		\$19
5	Higher-Capacity/Increased Express Bus Service	
6	Pilot Express Bus Routes	
7	Transit Signal Priority	
8	Commuter Parking	
9	Higher Frequency Ferry Service	
Shared Mobility		\$1
10	Flexible, On-Demand Transit	
11	Shared Mobility	
Total: \$40 M		

Existing Transbay Routes
 *Preliminary estimate subject to further refinement



3000 ft

West Grand HOV/Bus Lane Extension (Phase 2)



Date: December 21, 2016
W.I.: 1255
Referred by: PAC
Revised: 05/24/17-DA 06/28/17-C
12/20/17-C 02/28/18-DA
06/27/18-DA 07/25/18-C
09/26/18-DA 07/24/19-C
01/22/20-C

ABSTRACT

MTC Resolution No. 4250, Revised

This resolution approves the allocation of Regional Measure 2 funds for the Bay Bridge Forward project, an element of the Regional Express Bus South program, sponsored by AC Transit, Alameda County Transportation Commission, the Dumbarton Bridge Regional Operations Consortium member agencies, and the Metropolitan Transportation Commission.

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 Initial Project Report (IPR) for this project
- Attachment D - RM2 Deliverable/Useable Segment Cash Flow Plan

This resolution allocates \$2.3 million in RM2 funds to the planning, environmental, and preliminary engineering phases of the Bay Bridge Forward project.

This resolution was amended via delegated authority on May 24, 2017 to allocate \$730,000 in RM2 funds for the study of High-Occupancy Vehicle Enforcement Pilot, and to allocate \$200,000 in RM2 funds for the final design of the West Grand HOV/Bus Only Lane project. Both are part of the Bay Bridge Forward program.

This resolution was amended via Commission Action on June 28, 2017 to allocate \$750,000 in RM2 funds for the Flexible Transit Pilot, part of the Bay Bridge Forward program.

This resolution was amended via Commission Action on December 20, 2017 to allocate \$2.5 million in RM2 funds for the construction of the West Grand HOV/Bus-Only Lane (Phase 1), and \$168,000 for the final design phase of the Commuter Parking project, both part of the Bay

Bridge Forward program. Allocation for the commuter parking project is conditioned on approval of the environmental document, expected in early December.

This resolution was amended via delegated authority on February 28, 2018 to allocate \$417,000 in RM2 funds for the final design of the Commuter Parking project, \$200,000 for the study of Vehicle Occupancy Detection pilot, and \$100,000 for the study of High-Occupancy Vehicle Enforcement pilot, all of which are part of the Bay Bridge Forward program.

This resolution was amended via delegated authority on June 27, 2018 to allocate \$880,000 in RM2 funds for the construction of the Commuter Parking project, and \$120,000 in additional RM2 funds for the construction of the West Grand HOV/Bus-Only Lane (Phase 1) project, both part of the Bay Bridge Forward program.

This resolution was amended via Commission action on July 25, 2018 to allocate \$700,000 in additional RM2 funds for the construction of the West Grand HOV/Bus-Only Lane (Phase 1) project, \$310,000 for the study phase of the CHP Enforcement Pilot, and \$1,250,000 for the environmental and project study phases of various Bay Bridge Forward projects, all of which are part of the Bay Bridge Forward program.

This resolution was amended via delegated authority on September 26, 2018 to allocate \$1 million in additional RM2 funds for the construction of the Commuter Parking project, part of the Bay Bridge Forward program.

This resolution was amended via Commission action on July 24, 2019 to allocate \$2.3 million in additional RM2 funds for the construction of the Commuter Parking project, part of the Bay Bridge Forward program.

This resolution was amended via Commission action on January 22, 2020 to allocate \$600,000 in RM2 funds for the environmental and preliminary engineering phases of the West Grand HOV/Bus-Only Lane (Phase 2) project, part of the Bay Bridge Forward program.

Additional discussion of this allocation is contained in the Executive Director's memorandum to the MTC Programming and Allocations Committee dated December 14, 2016, June 14, 2017, December 13, 2017, July 11, 2018, July 10, 2019, and January 8, 2020.

Date: December 21, 2016
W.I.: 1255
Referred by: PAC

Re: Approval of Allocation of Regional Measure 2 Funds for the Bay Bridge Forward Project

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION No. 4250

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, specifying the allocation criteria and project compliance requirements for RM 2 funding (MTC Resolution No. 3636); and

WHEREAS, the Alameda Contra Costa Transit (AC Transit), Alameda County Transportation Commission, the Dumbarton Bridge Regional Operations Consortium member agencies, and MTC are

the project co-sponsors, and MTC will be the lead project sponsor and implementing agency for the Bay Bridge Forward project; and

WHEREAS, MTC has submitted a request for the allocation of RM 2 funds for the Bay Bridge Forward project; and

WHEREAS, the Bay Bridge Forward project is an element of the Regional Measure 2 Express Bus South program, identified as capital project number 29 under RM 2 and is eligible to receive RM 2 funding as identified in Streets and Highways Code Sections 30914(c)(29); and

WHEREAS, the project sponsor 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 project sponsor 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 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; 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 MTC staff's review of the project sponsor'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 project sponsor 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 reimbursement of RM2 funds as set forth in Attachment A is subject to the availability of RM2 funding; and be it further

RESOLVED, that a certified copy of this resolution, shall be forwarded to the project sponsor.

METROPOLITAN TRANSPORTATION COMMISSION



David Corlese, 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 December 21, 2016.

REGIONAL MEASURE 2 PROGRAM Allocation of Funds

Project Title: Bay Bridge Forward
Sponsor: Metropolitan Transportation Commission
Project Number: 29.7

Activities to be funded with Allocation #1:						
This allocation will fund the planning, environmental, and preliminary engineering phase for the Bay Bridge Forward suite of projects, including but not limited to (1) West Grand HOV/Bus-Only Lane; (2) Sterling Street Express Lane and HOV Enforcement; (3) Casual Carpool; (4) Integrated Bridge Corridor; (5) Commuter Parking; and (6) Flexible On-Demand Transit.						
Funding Information:						
Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date	
17425001	21-Dec-16	\$ 2,312,000	ENV/PE	FY 2016-17	\$ 2,312,000	

Activities to be funded with Allocation #2:						
Allocation 17425002 will fund the study of high-occupancy vehicle enforcement pilot by the California Highway Patrol. The study will measure the impacts of increased CHP enforcement at specific HOV on-ramps and produce a study for future use.						
Allocation 17425003 will fund the final design phase of the West Grand HOV/Bus Only Lane (approach to the San Francisco-Oakland Bay Bridge) in Oakland.						
Funding Information:						
Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date	
17425002	24-May-17	\$ 730,000	ENV/PE	FY 2016-17	\$ 3,042,000	
17425003	24-May-17	\$ 200,000	PS&E	FY 2016-17	\$ 3,242,000	

Activities to be funded with Allocation #3:						
Allocation 17425004 will fund the study of Flexible Transit Pilot among large employers in San Francisco, for underserved routes between San Francisco and the East Bay.						
Funding Information:						
Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date	
17425004	28-Jun-17	\$ 750,000	ENV/PE	FY 2016-17	\$ 3,992,000	

REGIONAL MEASURE 2 PROGRAM Allocation of Funds

Project Title: Bay Bridge Forward
Sponsor: Metropolitan Transportation Commission
Project Number: 29.7

Activities to be funded with Allocation #4:						
Allocation 18425005 will fund the construction of the West Grand Avenue HOV/Bus-Only Lane project (Phase 1), and allocation 18425006 will fund the final design of the BBF Commuter Parking project.						
Funding Information:						
Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date	
18425005	20-Dec-17	\$ 2,500,000	CON	FY 2017-18	\$ 6,492,000	
18425006	20-Dec-17	\$ 168,000	PS&E	FY 2017-18	\$ 6,660,000	

Activities to be funded with Allocation #5:						
Allocation 18425007 will augment allocation 18425006 to fund the final design of the BBF Commuter Parking project; allocation 18425008 will fund the study of Vehicle Occupancy Detection (VOD) pilot; and allocation 18425009 will augment allocation 17425002 to fund the study of high-occupancy vehicle enforcement pilot by the California Highway Patrol.						
Funding Information:						
Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date	
18425007	28-Feb-18	\$ 417,000	PS&E	FY 2017-18	\$ 7,077,000	
18425008	28-Feb-18	\$ 200,000	ENV/PE	FY 2017-18	\$ 7,277,000	
18425009	28-Feb-18	\$ 100,000	ENV/PE	FY 2017-18	\$ 7,377,000	

Activities to be funded with Allocation #6:						
Allocation 18425010 will fund the construction of the BBF Commuter Parking project; and Allocation 18425011 will augment allocation 18425005 for the construction of the West Grand Avenue HOV/Bus-Only Lane project (Phase 1).						
Funding Information:						
Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date	
18425010	27-Jun-18	\$ 880,000	CON	FY 2017-18	\$ 8,257,000	
18425011	27-Jun-18	\$ 120,000	CON	FY 2017-18	\$ 8,377,000	

REGIONAL MEASURE 2 PROGRAM Allocation of Funds

Project Title: Bay Bridge Forward
Sponsor: Metropolitan Transportation Commission
Project Number: 29.7

Activities to be funded with Allocation #7:						
Allocation 19425012 will augment allocations 18425005 and 18425011 for the construction of the West Grand Avenue HOV/Bus-Only Lane project (Phase 1); Allocation 19425013 will augment allocations 17425002 and 18425009 to fund the study of high-occupancy vehicle enforcement pilot by the CHP; and Allocation 19425014 will augment allocation 17425001 for the planning, environmental, and preliminary engineering phases for the Bay Bridge Forward suite of projects.						
Funding Information:						
Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date	
19425012	25-Jul-18	\$ 700,000	CON	FY 2018-19	\$ 9,077,000	
19425013	25-Jul-18	\$ 310,000	ENV/PE	FY 2018-19	\$ 9,387,000	
19425014	25-Jul-18	\$ 1,250,000	ENV/PE	FY 2018-19	\$ 10,637,000	

Activities to be funded with Allocation #8:						
Allocation 19425015 will augment allocation 18425010 for the construction of the BBF Commuter Parking project.						
Funding Information:						
Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date	
19425015	26-Sep-18	\$ 1,000,000	CON	FY 2018-19	\$ 11,637,000	

Activities to be funded with Allocation #9:						
Allocation 20425016 will augment allocations 18425010 and 19425015 for the construction of the BBF Commuter Parking project.						
Funding Information:						
Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date	
20425016	24-Jul-19	\$ 2,300,000	CON	FY 2019-20	\$ 13,937,000	

Activities to be funded with Allocation #10:						
Allocation 20425017 will fund the environmental and preliminary engineering phases of the West Grand HOV/Bus-Only Lane (Phase 2) project.						
Funding Information:						
Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date	
20425017	22-Jan-20	\$ 600,000	ENV/PE	FY 2019-20	\$ 14,537,000	

REGIONAL MEASURE 2 PROGRAM Project Specific Conditions

Project Title: Bay Bridge Forward
Sponsor: Metropolitan Transportation Commission
Project Number: 29.7

The allocation and reimbursement of RM2 funds for the above project are conditioned upon the following:

1. Allocation 18425006 is conditioned upon the approval of the environmental document for the Commuter Parking project.



Regional Measure 2 Regional Traffic Relief Plan

December 21, 2016

Attachment C

MTC Resolution No. 4250

Revised: 06/28/17-C; 12/20/17-C

02/28/18-DA; 06/27/18-DA; 07/25/18-C; 09/26/18-DA; 01/22/20-C

RM2 Project Number: 29.7

Bay Bridge Forward

Lead Sponsor Metropolitan Transportation Commission	Other Sponsors(s) None.	Implementing Agency (if applicable) Metropolitan Transportation Commission
Legislated Project Description Regional Express Bus Service and Operational Improvements for San Mateo, Dumbarton, and Bay Bridge Corridors. Expand park and ride lots, improve HOV and express lane access, construct ramp improvements, purchase rolling stock, deploy corridor management technologies, and improve transit and carpooling between the East Bay and San Francisco. The project sponsors are AC Transit, Alameda County Transportation Commission, the Dumbarton Bridge Regional Operations Consortium member agencies, and the Metropolitan Transportation Commission.		
RM2 Legislated Funding (in \$1,000) Total Overall Funding \$54,933 29.1 AC Transit Rolling Stock (\$5,300) 29.2 Route 84 WB-Newark Boulevard HOV On-ramp (\$39) 29.3 Route 84 WB - HOV Lane Extension between I-880/Newark Blvd (\$4,063) 29.4 Grand-MacArthur Express Bus Corridor (\$3,515) 29.5 Ardenwood Boulevard Park and Ride Lot (\$6,173) 29.6 Dumbarton Express Bus Replacement (\$10,042) 29.7 Bay Bridge Forward (\$21,000) 29.X Reserve (\$4,801)		Total Estimated Project Cost (in \$1,000) \$33,100
Project Purpose and Description Implementation of near-term, cost-effective operational improvements that offer travel time savings and reliability for carpooling and transit use will not only increase person throughput but also reduce congestion, incidents, and emissions in the San Francisco-Oakland Bay Bridge corridor.		
Funding Description Committed Funds: Fully funded by RM2, federal, and other regional funds. Uncommitted Funds: None. Operating Capacity: Caltrans will own and operate improvements on the State Highway System, while MTC and local agencies would cooperatively maintain improvements on streets off the State Highway System.		

Overall Project Cost and Schedule

Phase	Scope	Start	End	Cost (in \$1,000)
1	Environmental Document/Preliminary Engineering	11/2016	2/2020	\$7,521
2	Designs, Plans, Specs, & Estimates	3/2017	7/2020	\$2,885
3	Right-of-Way Acquisition	n/a	n/a	\$0
4	Construction	6/2017	1/2021	\$22,694

Total: \$33,100

Total Project Funding Plan: Committed and Uncommitted Sources

(Amounts Escalated in Thousands)

Project Title	Bay Bridge Forward	Project No.	29.7
Lead Sponsor	Metropolitan Transportation Commission	Last Updated	1/22/2020

Fund Source	Phase	Prior	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	Future	Total
Committed										
RM2	Env./ PE		2,000	500	4,152	600				7,252
Local/Regional	Env./ PE		269							269
RM2	PS&E		200	585	1,900	200				2,885
RM2	CON			3,500	1,700	5,663				10,863
Federal Funds	CON				2,500					2,500
Local/Regional	CON				9,331					9,331
Total:		0	2,469	4,585	19,583	6,463	0	0	0	\$ 33,100
Uncommitted										
										0
Total:		0	0	0	0	0	0	0	0	\$ -
Total Project Committed and Uncommitted										
		Prior	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	Future	Total
Total:		0	2,469	4,585	19,583	6,463	0	0	0	\$ 33,100

REGIONAL MEASURE 2 PROGRAM Project Cash Flow Plan

Project Title: Bay Bridge Forward
Sponsor: Metropolitan Transportation Commission
RM2 Project Number: 29.7

RM2 Project No. 29.7	PRIOR	FY 2016-17	FY 2017-18	FY 2018-19	FY 2019-20	FY 2020-21	TOTAL
RM2 Funds Total		3,992,000	4,385,000	3,260,000	2,900,000	-	14,537,000
Environmental, PE	0	4,061,000	300,000	1,560,000	600,000	0	6,521,000
RM2		3,792,000	300,000	1,560,000	600,000		6,252,000
Local/Regional Funds		269,000					269,000
Final Design (PS&E)	0	200,000	585,000	0	0	0	785,000
RM2		200,000	585,000				785,000
							0
							0
Right of Way	0	0	0	0	0	0	0
							0
							0
							0
Construction	0	0	3,500,000	13,531,000	2,300,000	0	19,331,000
RM2			3,500,000	1,700,000	2,300,000		7,500,000
Federal Funds				2,500,000			2,500,000
Other Local Funds				9,331,000			9,331,000
TOTAL FUNDING							
Environmental	0	4,061,000	300,000	1,560,000	600,000	0	6,521,000
Final Design (PS&E)	0	200,000	585,000	0	0	0	785,000
Right of Way	0	0	0	0	0	0	0
Construction	0	0	3,500,000	13,531,000	2,300,000	0	19,331,000
PROJECT TOTAL	0	4,261,000	4,385,000	15,091,000	2,900,000	0	26,637,000



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 20-0052 **Version:** 1 **Name:**

Type: Resolution **Status:** Consent

File created: 12/6/2019 **In control:** Programming and Allocations Committee

On agenda: 1/8/2020 **Final action:**

Title: MTC Resolution No. 4375, Revised. 2019 Transportation Improvement Program (TIP) Amendment 2019-29.

Sponsors:

Indexes:

Code sections:

Attachments: [2e 20-0052 Reso-4375 TIP Amend-2019-29.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:
MTC Resolution No. 4375, Revised. 2019 Transportation Improvement Program (TIP) Amendment 2019-29.

Presenter:
Adam Crenshaw

Recommended Action:
Commission Approval

**Metropolitan Transportation Commission
Programming and Allocations Committee**

January 8, 2020

Agenda Item 2e

MTC Resolution Nos. 4375, Revised

Subject: 2019 Transportation Improvement Program (TIP) Amendment 2019-29.

Background: The federally required TIP is a comprehensive listing of Bay Area surface transportation projects that receive federal funds, 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 2019 TIP, covering the four-year period from FY 2018-19 through 2021-22, was adopted by the Commission on September 26, 2018, and approved by the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) on December 17, 2018. The 2019 TIP is valid for four years under federal regulations. The TIP may be revised to make necessary changes prior to the next update. The TIP is posted on MTC's website at: <http://mtc.ca.gov/our-work/fund-invest/transportation-improvement-program>.

Amendment 2019-29 makes revisions to eight projects with a net funding increase of approximately \$1.8 million. Among other changes, this revision:

- Updates the funding plans of three existing Petaluma Transit projects and amends two new projects into the TIP to reflect the programming of Transit Capital Priorities funds;
- Amends one new exempt project into the TIP to reflect the programming of One Bay Area Grant 2 County Program funds; and
- Amends one previously-archived project back into the TIP to reprogram cost savings among sub-projects.

The revisions made with this amendment do not conflict with the financial constraint requirements of the TIP, and therefore the 2019 TIP remains financially constrained with this amendment.

The 2019 TIP is also designed such that, once implemented, it makes progress toward achieving the performance targets established per federal regulations.

The revisions made pursuant to this amendment will not change the air quality conformity finding; therefore, a conformity determination is not required.

The TIP Revision Summary for this amendment is attached (Attachment 1) and is also available in the MTC offices at 375 Beale Street, San Francisco, CA, and is posted on the Internet at: <http://mtc.ca.gov/our-work/fund-invest/tip/tip-revisions-and-amendments>.

The TIP public participation process also serves to satisfy the public involvement requirements of the FTA annual Program of Projects, for applicable funds.

This amendment will be transmitted to Caltrans after the Commission approval; after its review, Caltrans will forward the amendment to FTA/FHWA as required for final federal agency review and approval.

Issues:

On November 26, 2019, Part I of the EPA and National Highway Traffic Safety Agency's SAFE Vehicle Rule went into effect. This portion of the rule withdrew California's waiver to set higher fuel efficiency standards and subsequently altered the latest planning assumptions underlying the air quality emissions model that must be used when MTC performs a regional transportation-air quality conformity analysis. FHWA has not yet released guidance on how this development impacts TIP amendments that do not require an updated conformity analysis, such as Amendment 2019-29, but staff believes these revisions may still move forward and receive final federal approval.

Recommendation:

Refer MTC Resolution No. 4375, Revised to the Commission for approval.

Attachments:

Attachment 1, Summary Report of Amended Projects for TIP Amendment 2019-29; and
MTC Resolution No. 4375, Revised



Therese W. McMillan

**TIP Revision Summary
2019-29**

Attachment 1

TIP ID	Sponsor	Project Name	Description of Change	Funding Change (\$)	Funding Change (%)
System: Local Road					
SCL190033	Los Gatos	Shannon Road Complete Streets	Amend a new exempt project into the TIP with \$940K in OBAG2-CMAQ and \$345K in Local funds	\$1,290,000	~%
SOL170014	Suisun City	New Railroad Avenue Pavement Rehabilitation	Update the project description to reflect expanded scope of work	\$0	0.0%
System: State Highway					
REG090003	Metropolitan Transportation Commission (MTC)	Freeway Performance Initiative (FPI)	Amend a previously archived project back into the TIP so that \$963K in CMAQ cost-savings may be re-directed to another sub-project	\$0	0.0%
System: Transit					
SON170005	Petaluma	Petaluma: Transit Yard & Facilities Improvements	Update the funding plan to add \$91K in FY20 CON 5307 and \$23K in FY20 CON TDA funds and update the project description to include ADA Access Improvements	\$113,160	99.6%
SON170017	Petaluma	Petaluma AVL Equipment	Update the funding plan to add \$100K in FY20 CON 5307 and \$25K in FY20 CON TDA funds and update the project description to include maintenance	\$125,000	126.3%
SON170019	Petaluma	Petaluma Purchase Service Vehicle	Archive project as it has been completed	\$0	0.0%
SON190004	Petaluma	Petaluma: Purchase Replacement Paratransit Van	Amend a new exempt project into the TIP with \$23K in FY20 CON 5307, \$128K in FY20 CON 5339, and \$33K in FY20 CON TDA funds	\$184,000	~%
SON190005	Petaluma	Petaluma Transit: Security Systems Upgrade	Amend a new exempt project into the TIP with \$40K in FY20 CON 5307 and \$10K in FY20 CON TDA funds	\$50,000	~%
Total Funding Change:				\$1,762,160	

TIP Revision Summary

	Federal	State	Regional	Local	Total	2019 TIP Only
Current:	\$97,220,688	\$131,645,000	\$0	\$78,942,575	\$307,808,263	\$53,490,256
Proposed:	\$98,542,196	\$131,645,000	\$0	\$79,383,227	\$309,570,423	\$55,252,416
Delta:	\$1,321,508	\$0	\$0	\$440,652	\$1,762,160	\$1,762,160

Date: September 26, 2018
W.I.: 1512
Referred by: PAC
Revised: 12/19/18-C 01/23/19-C
02/27/19-C 03/27/19-C
04/24/19-C 05/22/19-C
06/26/19-C 07/24/19-C
09/25/19-C 10/23/19-C
11/20/19-C 12/18/19-C
01/22/20-C

ABSTRACT

Resolution No. 4375, Revised

This resolution adopts the 2019 Transportation Improvement Program (TIP) for the San Francisco Bay Area.

Further discussion of the 2019 TIP adoption is contained in the Programming & Allocations Committee summary sheets dated September 12, 2018, December 12, 2018, January 9, 2019, February 13, 2019, March 6, 2019, April 14, 2019, May 8, 2019, June 12, 2019, July 10, 2019, September 4, 2019, October 9, 2019, November 13, 2019, December 11, 2019, and January 8, 2020. This resolution was revised as outlined below. Additional information on each revision is included in attachment B: ‘Revisions to the 2019 TIP’.

2019 TIP Revisions

Revision #	Revision Type	# of Projects	Net Funding Change (\$)	MTC Approval Date	Final Approval Date
2019-01	Admin. Mod.	52	\$36,741,847	12/19/2018	12/19/2018
2019-02	Admin. Mod.	12	\$7,296,176	2/1/2019	2/1/2019
2019-03	Amendment	40	\$155,338,096	12/19/2018	2/5/2019
2019-04	Admin. Mod.	10	\$5,506,382	3/5/2019	3/5/2019
2019-05	Amendment	3	\$22,503,964	1/23/2019	2/19/2019
2019-06	Amendment	2	\$15,814,128	1/23/2019	2/15/2019
2019-07	Admin. Mod.	19	\$11,050,370	3/28/2019	3/28/2019
2019-08	Amendment	12	-\$25,513,326	2/27/2019	4/3/2019
2019-09	Admin. Mod.	7	\$1,547,102	5/6/2019	5/6/2019
2019-10	Amendment	4	-\$18,724,000	3/27/2019	4/24/2019
2019-11	Admin. Mod.	46	-\$10,610,187	6/6/2019	6/6/2019
2019-12	Amendment	4	\$13,699,781	4/24/2019	6/6/2019

ABSTRACT

MTC Resolution No. 4375, Revised

Page 2

Revision #	Revision Type	# of Projects	Net Funding Change (\$)	MTC Approval Date	Final Approval Date
2019-13	Admin. Mod.	22	\$15,402,477	7/3/2019	7/3/2019
2019-14	Amendment	25	\$801,633,123	5/22/2019	6/27/2019
2019-15	Admin. Mod.	11	9,525,440	8/13/2019	8/13/2019
2019-16	Amendment	8	\$21,335,503	6/26/2019	8/26/2019
2019-17	Admin. Mod.	11	-\$7,160,690	8/29/2019	8/29/2019
2019-18	Amendment	9	\$115,165,869	7/24/2019	9/10/2019
2019-19	Admin. Mod.	34	-\$6,469,315	10/7/2019	10/7/2019
2019-20	Admin. Mod.	6	\$0	10/31/2019	10/31/2019
2019-21	Amendment	15	\$-141,949,908	9/25/2019	10/18/2019
2019-22	Admin. Mod.	Pending	Pending	Pending	Pending
2019-23	Amendment	6	\$185,014,158	10/23/2019	11/13/2019
2019-24	Admin. Mod.	Pending	Pending	Pending	Pending
2019-25	Amendment	17	\$204,462,942	11/20/2019	Pending
2019-26	Admin. Mod.	Pending	Pending	Pending	Pending
2019-27	Amendment	12	\$112,588,334	12/18/2019	Pending
2019-28	Admin. Mod.	Pending	Pending	Pending	Pending
2019-29	Amendment	8	\$1,762,160	1/22/2020	Pending
Net Funding Change		395	\$1,525,960,426		
Absolute Funding Change			\$1,946,815,278		

Date: September 26, 2018
W.I.: 1512
Referred by: PAC

Re: Adoption of the 2019 Transportation Improvement Program (TIP)

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4375

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, Section 65074 of the California Government Code requires all state MPOs to update their TIPS concurrently every even year; 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 §450.326(k)) 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 §450.326) require that the TIP be designed such that once implemented, it makes progress toward achieving the performance targets established under §450.306(d) and that the TIP shall include, to the maximum extent practicable, a description of the anticipated effect of the TIP toward achieving the performance targets identified in the metropolitan transportation plan, linking investment priorities to those performance targets; 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 §450.332(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 450.332(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. 4374 that the 2019 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 2019 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 2019 TIP in cooperation with the Bay Area County Transportation 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 2019 TIP was developed in accordance with the region's Public Participation Plan and consultation process (MTC Resolution No. 4174, Revised) as required by Federal Regulations (23 CFR §450.316); and, be it further

RESOLVED, that the projects and programs included in the 2019 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 2019 TIP is financially constrained, by year, to reasonable estimates of available federal, state and local transportation funds; and, be it further

RESOLVED, that the 2019 TIP makes progress toward achieving the performance targets established under §450.306(d); 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 450.332(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 participation process conducted for the 2019 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 2019 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 to the emissions test for the national fine particulate matter standard (MTC Resolution No. 4374); and, be it further

RESOLVED, that the projects and programs included in the 2019 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 2019 TIP are consistent with the Amended Plan Bay Area 2040 (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 2019 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. 4375, 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



Jake Mackenzie, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in San Francisco, California, on September 26, 2018.

Date: September 26, 2018
W.I.: 1512
Referred by: PAC
Revised: 12/19/18-C 01/23/19-C
02/27/19-C 03/27/19-C
04/24/19-C 05/22/19-C
06/26/19-C 07/24/19-C
09/25/19-C 10/23/19-C
11/20/19-C 12/18/19-C
01/22/20-C

Attachment B
Resolution No. 4375, Revised
Page 1 of 11

Revisions to the 2019 TIP

Revisions to the 2019 Transportation Improvement Program (TIP) will be included as they are approved.

Revision 2019-01 is an administrative modification that revises 52 projects with a net funding increase of approximately \$36.7 million. The revision was approved into the Federal-Statewide TIP by the Deputy Executive Director on December 19, 2018. Among other changes, this revision:

- Updates the funding plans of 36 Surface Transportation Block Grant Program/ Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funded projects to reflect obligations and programming decisions;
- Updates the funding plan of the Santa Clara Valley Transportation Authority's US-101 Express Lanes in Santa Clara County project to reflect the programming of \$3.3 million in repurposed earmark funds;
- Updates the funding plan and back-up listing of the Caltrans-managed local Highway Bridge Program (HBP) grouped listing and updates the funding plans of eight individually listed HBP-funded projects to reflect the latest information from Caltrans; and
- Updates the funding plan and back-up listing of the State Highway Operation and Protection Program (SHOPP) Collision Reduction grouped listing to reflect the latest information from Caltrans.

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of \$3.3 million in repurposed earmark funds, \$17.4 million in HBP funds and \$5.3 million in SHOPP funds to reflect the net change in funding over the four years of the TIP. MTC's 2019 TIP, as revised with Revision No. 2019-01, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP.

Revision 2019-02 is an administrative modification that revises 12 projects with a net funding increase of approximately \$7.3 million. The revision was approved into the Federal-Statewide TIP by the Deputy Executive Director on February 1, 2019. Among other changes, this revision:

- Updates the funding plans of six Surface Transportation Block Grant Program/ Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funded projects, one Road Repair and Accountability Act (SB1) and State Transportation Improvement Program funded project, and one High Priority Program earmark funded project to reflect the latest programming decisions; and
- Updates the funding plan and back-up listing of the State Highway Operation and Protection Program (SHOPP) Collision Reduction grouped listing to reflect the latest information from Caltrans.

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of \$421,807 in High Priority Program earmark funds, \$207,000 in SB1 funds and \$6 million in SHOPP funds to reflect the net change in funding over the four years of the TIP. MTC's 2019 TIP, as revised with Revision No. 2019-02, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP.

Revision 2019-03 is an amendment that revises 40 projects with a net funding increase of approximately \$155 million. The revision was referred by the Programming and Allocations Committee on December 12, 2018, and approved by the MTC Commission on December 19, 2018. Caltrans approval was received on January 15, 2019, and final federal approval was received on February 5, 2019. Among other changes, this revision:

- Updates the funding plans of six Highway Bridge Program funded projects to reflect the latest programming information from Caltrans;
- Adds two new exempt projects and one new non-exempt not regionally significant project, deletes an existing exempt project and updates the funding plans of 14 additional projects to reflect Surface Transportation Block Grant / Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) programming decisions and obligations;
- Adds one new grouped listing and updates the funding plans and back up listings of three existing grouped listings to reflect the latest information from Caltrans;
- Adds three additional new exempt projects to the TIP; and
- Carries forward two exempt projects and two grouped listings from the 2017 TIP.

Changes made with this revision do not affect the air quality conformity finding or conflict with the financial constraint requirements.

Revision 2019-04 is an administrative modification that revises ten projects with a net funding increase of approximately \$5.5 million. The revision was approved into the Federal-Statewide TIP by the Deputy Executive Director on March 5, 2019. Among other changes, this revision:

- Updates the funding plans of four Surface Transportation Block Grant Program/ Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funded projects to reflect the latest programming decisions, including the exchange of

approximately \$16 million in STP/CMAQ and an equal amount of sales tax proceeds between San Francisco's Better Market Street project and SFMTA's New Central Subway project;

- Also updates the funding plan of the Better Market Street project to reflect the award of \$15 million in Better Using Investments to Leverage Development (BUILD) grant funds;
- Combines the two Innovative Deployments to Enhance Arterials program listings into a single listing;
- Splits out near-term, High Priority Program-funded improvements from Alameda County's Vasco Road Safety Improvements project; and
- Updates the funding plan and back-up listing of the Lifeline Transportation Program – Cycle 5 grouped listing to reflect the programming of additional Federal Transit Administration Section 5307 funds and State Transit Assistance program funds.

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of \$15 million in BUILD funds to reflect the net change in funding over the four years of the TIP. MTC's 2019 TIP, as revised with Revision No. 2019-04, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP.

Revision 2019-05 is an amendment that revises three projects with a net funding increase of approximately \$22.5 million. The revision was referred by the Programming and Allocations Committee on January 9, 2019, and approved by the MTC Commission on January 23, 2019. Caltrans was received on February 6, 2019, and final federal approval was received on February 19, 2019. Among other changes, this revision updates the funding plan and back-up listing of the Caltrans managed Highway Safety Improvement Program grouped listing. Changes made with this revision do not affect the air quality conformity finding or conflict with the financial constraint requirements.

Revision 2019-06 is an amendment that revises two projects with a net funding increase of approximately \$15.8 million. The revision was proposed subsequent to the Programming and Allocations Committee review of Revision 2019-05 on January 9, 2019 and was approved by the MTC Commission on January 23, 2019. Caltrans approval was received on February 6, 2019, and final federal approval was received on February 15, 2019. Among other changes, this revision:

- Adds one Federal Transit Administration Bus and Bus Facilities Program and Low or No Emission Vehicle Program funded Fairfield and Suisun Transit project to the TIP; and
- Adds the San Joaquin Regional Rail Commission's Oakley Station Platform project to reflect the award of Transit and Intercity Rail Capital Program funds.

Changes made with this revision do not affect the air quality conformity finding or conflict with the financial constraint requirements.

Revision 2019-07 is an administrative modification that revises 19 projects with a net funding increase of approximately \$11 million. The revision was approved into the Federal-Statewide TIP by the Deputy Executive Director on March 28, 2019. Among other changes, this revision:

- Updates the funding plan of the Golden Gate Bridge Suicide Deterrent Safety Barrier project to reflect the programming of approximately \$45.2 million in Federal Highway Infrastructure Program (FHIP) funds in lieu of Surface Transportation Block Grant Program/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) Cycle 1 and One Bay Area Grant 2 (OBAG2) funds;
- Updates the funding plans of nine other STP/CMAQ funded projects and one High Priority Program Earmark (HPP) funded project to reflect planned obligations;
- Updates the funding plan of San Rafael's Francisco Blvd West Multi-Use Pathway project to reflect the programming of Regional Measure 2 (RM2) and Transportation Fund for Clean Air (TFCA) funds; and
- Updates the funding plans and back-up listings of the State Highway Operation and Protection Program (SHOPP) Collision Reduction, Local Highway Bridge Program (HBP) and FTA Section 5311 Fiscal Years 2018/19 and 2019/20 grouped listings to reflect the latest information from Caltrans.

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of \$45.2 million in FHIP funds, \$2.4 million in HPP funds, \$248,400 in TFCA funds, \$6.3 million in SHOPP funds, and \$283,186 in FTA Section 5311f funds to reflect the net change in funding over the four years of the TIP. MTC's 2019 TIP, as revised with Revision No. 2019-07, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP.

Revision 2019-08 is an amendment that revises 12 projects with a net funding decrease of approximately \$25.5 million. The revision was referred by the Programming and Allocations Committee on February 13, 2019, and approved by the MTC Commission on February 27, 2019. Caltrans approval was received on March 13, 2019, and final federal approval was received on April 3, 2019. Among other changes, this revision:

- Adds one new exempt project and updates the funding plan of one other project to reflect the award of Federal Transit Administration Bus and Bus Facilities Infrastructure Investment Program discretionary grants;
- Updates the funding plan of the Solano Transportation Authority's I-80/I-680/SR-12 Interchange Improvements project to reflect the award of Trade Corridor Enhancement Program funds;
- Updates the funding plans of two Altamont Corridor Express projects to reflect the award of Transit and Intercity Rail Capital Program funds;
- Archives three implemented projects; and
- Deletes three projects that will not move forward as federal projects.

Changes made with this revision do not affect the air quality conformity finding or conflict with the financial constraint requirements.

Revision 2019-09 is an administrative modification that revises seven projects with a net funding increase of approximately \$1.5 million. The revision was approved into the Federal-Statewide TIP by the Deputy Executive Director on May 6, 2019. Among other changes, this revision:

- Updates the funding plan of three Surface Transportation Block Grant Program/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funded projects to reflect the latest project schedules; and
- Updates the funding plans of two Road Repair and Accountability Act (SB1) funded projects to reflect the latest programming decisions.

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of \$1.77 million in SB1 funds and \$165,452 in CalRecycle funds to reflect the net change in funding over the four years of the TIP. MTC's 2019 TIP, as revised with Revision No. 2019-09, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP.

Revision 2019-10 is an amendment that revises four projects with a net funding decrease of approximately \$18.7 million. The revision was referred by the Programming and Allocations Committee on March 6, 2019, and approved by the MTC Commission on March 27, 2019. Caltrans approval was received on April 5, 2019, and final federal approval was received on April 24, 2019. Among other changes, this revision:

- Amends one new exempt project into the TIP; and
- Archives one project.

Changes made with this revision do not affect the air quality conformity finding or conflict with the financial constraint requirements.

Revision 2019-11 is an administrative modification that revises seven projects with a net funding decrease of approximately \$10.6 million. The revision was approved into the Federal-Statewide TIP by the Deputy Executive Director on June 6, 2019. Among other changes, this revision:

- Updates the funding plans of 36 Transit Capital Priorities Program funded projects to reflect the latest programming decisions;
- Updates the funding plans of five Surface Transportation Block Grant Program/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funded projects to reflect the latest project schedules;
- Updates the funding plan of the Contra Costa Transportation Authority's New State Highway (SR-239) Study project to reflect the programming of unexpended High Priority Program and Transportation Improvement earmark funds; and
- Updates the Water Emergency Transportation Authority's San Francisco Ferry Terminal/Berthing Facilities project to reflect the programming of FHWA Ferry Boat Program (FBP) funds.

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of \$597,635 in High Priority Program earmark funds, \$4.4 million in Transportation Improvement earmark funds, \$877,388 in FBP funds, \$311,764 in Low Carbon Transit Operations program funds, \$976,000 in Proposition 1B funds, and \$216,827 in SB1 funds to reflect the net change in funding over the four years of the TIP. MTC's 2019 TIP, as revised with Revision No. 2019-11, remains in conformity with the applicable State

Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP.

Revision 2019-12 is an amendment that revises four projects with a net funding increase of approximately \$13.7 million. The revision was referred by the Programming and Allocations Committee on April 10, 2019, and approved by the MTC Commission on April 24, 2019. Caltrans approval was received on May 8, 2019, and final federal approval was received on June 6, 2019. Among other changes, this revision:

- Reprograms Congestion Mitigation and Air Quality Improvement (CMAQ) program funds available through the Transit Performance Initiative – Capital Investment Program from VTA’s Santa Clara Pocket Track Light Rail Interlocking project to their Light Rail Track Crossovers and Switches project and deletes the interlocking project; and
- Updates the funding plan and back-up listing for the State Highway Operations and Protection Program (SHOPP) Emergency Response program to reflect the latest information from Caltrans including the addition of \$14.6 million in SHOPP funds.

Changes made with this revision do not affect the air quality conformity finding or conflict with the financial constraint requirements.

Revision 2019-13 is an administrative modification that revises 22 projects with a net funding increase of approximately \$15.4 million. The revision was approved into the Federal-Statewide TIP by the Deputy Executive Director on July 3, 2019. Among other changes, this revision:

- Updates the funding plans of 13 projects to reflect programming changes in the Active Transportation Program (ATP);
- Updates the funding plans of four Surface Transportation Block Grant Program/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funded projects to reflect the latest programming decisions;
- Updates the funding plan and back-up listing of the Caltrans-managed Pavement Resurfacing and Rehabilitation for the State Highway System grouped listing;
- Updates the funding plan of the Sonoma Marin Area Rail Transit corridor project to reflect the award of \$5 million in Federal Railroad Administration (FRA) Positive Train Control (PTC) funds; and
- Updates Bay Area Rapid Transit’s Transbay Core Capacity Improvements project to reflect the award of \$300 million in Federal Transit Administration (FTA) Core Capacity grant funds.

The administrative modification is financially constrained by year and MTC relies on the State’s programming capacity in the amount of \$300 million in FTA Core Capacity funds, \$3.8 million in ATP funds, \$5 million in FRA PTC funds and \$24,540 in California Natural Resources Agency Urban Greening funds to reflect the net change in funding over the four years of the TIP. MTC’s 2019 TIP, as revised with Revision No. 2019-13, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP.

Revision 2019-14 is an amendment that revises 25 projects with a net funding increase of approximately \$802 million. The revision was referred by the Programming and Allocations Committee on May 8, 2019, and approved by the MTC Commission on May 22, 2019. Caltrans approval was received on June 12, 2019, and final federal approval was received on June 27, 2019. Most notable from a dollar standpoint is the addition of replacement and expansion vehicles as part of SFMTA's Light Rail Vehicle Procurement. Among other changes, this revision adds eight new exempt projects to the TIP, updates the funding plans of 13 existing projects and deletes three projects from the TIP to reflect changes in the Transit Capital Priorities (TCP) Program. Changes made with this revision do not affect the air quality conformity finding or conflict with the financial constraint requirements.

Revision 2019-15 is an administrative modification that revises 11 projects with a net funding increase of approximately \$9.5 million. The revision was approved into the Federal-Statewide TIP by the Deputy Executive Director on August 13, 2019. Among other changes, this revision:

- Updates the funding plans of six Surface Transportation Block Grant Program/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funded projects to reflect the latest programming decisions and obligations;
- Updates the funding plan and back-up listing of the State Highway Operation and Protection Program (SHOPP) – Mobility Program grouped listing to reflect the latest information from Caltrans including the addition of a total of \$9.5 million in SHOPP funds;
- Updates the funding plan of the Golden Gate Bridge Highway and Transportation District's Ferry Propulsion Systems Replacement project to reflect the programming of \$680,815 in Construction of Ferry Boats and Ferry Terminal Facilities Formula Program (FBP) funds; and
- Updates the funding plan of Solano County's Redwood – Fairgrounds Drive Interchange Improvements project to reflect the programming of \$26,573 in High Priority Program (HPP) funds.

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of \$16.8 million in SHOPP funds, \$26,573 in HPP funds, and \$680,815 in FBP funds to reflect the net change in funding over the four years of the TIP. MTC's 2019 TIP, as revised with Revision No. 2019-15, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP.

Revision 2019-16 is an amendment that revises eight projects with a net funding increase of approximately \$21.3 million. The revision was referred by the Programming and Allocations Committee on June 12, 2019, and approved by the MTC Commission on June 26, 2019. Caltrans approval was received on August 7, 2019, and final federal approval was received on August 26, 2019. Among other changes, this revision:

- Updates the funding plan and back-up listing of the State Highway Operations and Protection Program (SHOPP) Collision Reduction program to reflect the latest information from Caltrans including the addition of \$11.7 million in SHOPP funds;

- Archives three projects as they have been completed or all federal funding for the project has been obligated; and
- Adds one new exempt project.

Changes made with this revision do not affect the air quality conformity finding or conflict with the financial constraint requirements.

Revision 2019-17 is an administrative modification that revises 11 projects with a net funding decrease of approximately \$7.2 million. The revision was approved into the Federal-Statewide TIP by the Deputy Executive Director on August 29, 2019. Among other changes, this revision:

- Updates the funding plans of three Surface Transportation Block Grant Program/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funded projects, one Active Transportation Program (ATP) funded project, and two earmark funded projects to reflect the latest programming decisions and obligations;
- Updates the funding plan and back-up listing of the Marin County - Traffic Operating Systems and Mobility grouped listing to reflect the latest information from Caltrans including the addition of \$97,649 in Construction of Ferry Boats and Ferry Terminal Facilities Formula Program (FBP) funds; and
- Updates the funding plans of two Solano County Transit (Soltrans) projects to reflect the programming of additional Transit Capital Priorities funds.

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of \$9 million in Highway Bridge Program earmark funds and \$97,649 in FBP funds to reflect the net change in funding over the four years of the TIP. MTC's 2019 TIP, as revised with Revision No. 2019-17, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP.

Revision 2019-18 is an amendment that revises nine projects with a net funding increase of approximately \$115 million. The revision was referred by the Programming and Allocations Committee on July 10, 2019, and approved by the MTC Commission on July 24, 2019. Caltrans approval was received on September 6, 2019, and final federal approval was received on September 10, 2019. Among other changes, this revision:

- Amends four new exempt projects into the TIP and updates one existing project to reflect the recent CTC approval of Regional Active Transportation Program (rATP), Cycle 4;
- Amends San Jose's Better Bikeway San Jose – San Fernando Street project into the TIP to reflect the award of Statewide Competitive ATP funds; and
- Updates the funding plan of the Caltrans managed Highway Bridge Program grouped listing.

Changes made with this revision do not affect the air quality conformity finding or conflict with the financial constraint requirements.

Revision 2019-19 is an administrative modification that revises 34 projects with a net funding decrease of approximately \$6.5 million. The revision was approved into the Federal-Statewide TIP by the Deputy Executive Director on October 7, 2019. Among other changes, this revision:

- Updates the funding plans of 29 Surface Transportation Block Grant Program/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funded projects to reflect the latest programming decisions and obligations;
- Updates the funding plan of the Alameda CTC's 7th Street Grade Separation East project to reflect the award of \$175 million in SB1 Trade Corridor Enhancement Program (TCEP) funds;
- Updates the funding plan and back-up listing of the Highway Safety Improvement Program (HSIP) group-listing to reflect the latest information from Caltrans including the addition of \$35,990 in HSIP funds; and
- Updates the funding plans of two projects to reflect the latest programming decisions in the Transit Capital Priorities Program.

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of \$175 million in TCEP funds and \$35,990 in HSIP funds to reflect the net change in funding over the four years of the TIP. MTC's 2019 TIP, as revised with Revision No. 2019-19, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP.

Revision 2019-20 is an administrative modification that revises six projects with no net change in funding. The revision was approved into the Federal-Statewide TIP by the Deputy Executive Director on October 31, 2019. Among other changes, this revision updates the funding plans of the six Surface Transportation Block Grant Program/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funded projects to reflect planned and future obligations, transfers of funding to the Federal Transit Administration and conversions of advanced construction to federal funds. MTC's 2019 TIP, as revised with Revision No. 2019-20, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP.

Revision 2019-21 is an amendment that revises 15 projects with a net funding decrease of approximately \$142 million. The revision was referred by the Programming and Allocations Committee on September 4, 2019, and approved by the MTC Commission on September 25, 2019. Caltrans approval was received on October 7, 2019, and final federal approval was received on October 18, 2019. Among other changes, this revision:

- Amends two new exempt projects and the preliminary engineering phase of one non-exempt project into the TIP and updates the funding plans of four existing Surface Transportation Block Grant Program/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) projects to reflect the latest programming decisions;
- Deletes two existing projects as they will not move forward as federal projects; and
- Updates the funding plans and back-up listings of four State Highway Operation and Protection Program (SHOPP) funded grouped listings to reflect the latest information from Caltrans including the addition of \$107 million in SHOPP funds.

Changes made with this revision do not affect the air quality conformity finding or conflict with the financial constraint requirements.

Revision 2019-22 is a pending administrative modification.

Revision 2019-23 is an amendment that revises six projects with a net funding increase of approximately \$185 million. The revision was referred by the Programming and Allocations Committee on October 9, 2019, and approved by the MTC Commission on October 23, 2019. Caltrans approval was received on October 31, 2019, and final federal approval was received on November 13, 2019. Among other changes, this revision:

- Updates the funding plans of the Clipper and Clipper 2.0 Fare Payment System projects to reflect the allocations of funds between the two projects and to reflect the total cost of the Clipper 2.0 project;
- Deletes one exempt project from the TIP;
- Adds one previously archived project back into the TIP; and
- Updates the funding plan and back-up listing of the Caltrans-managed State Highway Operation and Protection Program (SHOPP) – Minor Program funded grouped listing to reflect the latest programming decisions.

Changes made with this revision do not affect the air quality conformity finding or conflict with the financial constraint requirements.

Revision 2019-24 is a pending administrative modification.

Revision 2019-25 is an amendment that revises 17 projects with a net funding increase of approximately \$204 million. The revision was referred by the Programming and Allocations Committee on November 13, 2019, and approved by the MTC Commission on November 20, 2019. Caltrans approval was received on November 21, 2019, and final federal approval is expected in mid-December 2020. Among other changes, this revision:

- Updates the funding plan of the Golden Gate Bridge, Highway and Transportation District's Golden Gate Ferry: New Vessel project to reflect the award of \$5.9 million in FTA Passenger Ferry Grant Program funds;
- Adds two new exempt projects funded through Santa Clara County's Measure B sales tax program;
- Updates three individually-listed Highway Bridge Program (HBP) funded projects and combines six formerly individually-listed HBP projects into the HBP grouped listing based on the latest information from Caltrans;
- Updates the Caltrans-managed Section 130/Railroad-Highway Crossing grouped listing;
- Archives two projects as the funds have been obligated; and
- Deletes one project as the funding has been redirected.

Changes made with this revision do not affect the air quality conformity finding or conflict with the financial constraint requirements.

Revision 2019-26 is a pending administrative modification.

Revision 2019-27 is an amendment that revises 12 projects with a net funding increase of approximately \$113 million. The revision was referred by the Programming and Allocations Committee on December 11, 2019, and approved by the MTC Commission on December 18, 2019. Caltrans approval is expected in late January 2020, and final federal approval is expected in mid-February 2020. Among other changes, this revision:

- Updates the funding plans of two Water Emergency Transportation Authority projects to reflect the latest programming decisions;
- Updates four Surface Transportation Block Grant Program/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funded projects to reflect changes in funding and scope;
- Updates the funding plan and back-up listing of the Highway Bridge Program grouped listing, amends one exempt project back into the TIP and revises the funding plan of another project to reflect the latest information from Caltrans; and
- Updates the funding plans and back-up listings of two Caltrans managed State Highway Operation and Protection Program (SHOPP) grouped listings to reflect the latest information from Caltrans.

Changes made with this revision do not affect the air quality conformity finding or conflict with the financial constraint requirements.

Revision 2019-28 is a pending administrative modification.

Revision 2019-29 is an amendment that revises eight projects with a net funding increase of approximately \$1.8 million. The revision was referred by the Programming and Allocations Committee on January 8, 2020, and approved by the MTC Commission on January 22, 2020. Caltrans approval is expected in late February 2020, and final federal approval is expected in mid-March 2020. Among other changes, this revision:

- Updates the funding plans of three existing Petaluma Transit projects and amends two new projects into the TIP to reflect the programming of Transit Capital Priorities funds;
- Amends one new exempt project into the TIP to reflect the programming of One Bay Area Grant 2 County Program funds; and
- Amends one previously-archived project back into the TIP to reprogram cost savings among sub-projects.

Changes made with this revision do not affect the air quality conformity finding or conflict with the financial constraint requirements.



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 19-1290 **Version:** 1 **Name:**

Type: Resolution **Status:** Consent

File created: 11/1/2019 **In control:** Programming and Allocations Committee

On agenda: 1/8/2020 **Final action:**

Title: MTC Resolution No. 4381, Revised. Allocation of roughly \$35 million in State Transit Assistance (STA) to BART and rescission of \$9.6 million in STA from VTA.

Sponsors:

Indexes:

Code sections:

Attachments: [2f 19-1290 Reso-4381 BART-Allocation VTA-Rescission.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:
MTC Resolution No. 4381, Revised. Allocation of roughly \$35 million in State Transit Assistance (STA) to BART and rescission of \$9.6 million in STA from VTA.

Presenter:
Cheryl Chi

Recommended Action:
Commission Approval

Metropolitan Transportation Commission Programming and Allocations Committee

January 8, 2020

Agenda Item 2f

MTC Resolution No. 4381, Revised

Subject: Allocation of roughly \$35 million in State Transit Assistance (STA) funds to BART and rescission of \$9.6 million in STA funds from Santa Clara Valley Transportation Authority (VTA).

Background: As the Regional Transportation Planning Agency for the nine county Bay Area, MTC is responsible for the allocation of STA funds. STA funds are derived from a sales tax on diesel and split evenly at the state level into a population-based account and a revenue-based account. MTC has full discretion over the programming of population-based funds and [MTC Resolution No. 4321](#) establishes the framework (70% by County Block Grant formula, 30% to a Regional Program, and a small off the top set aside for a Transit Emergency Service Contingency Fund) for the allocation of these funds. The State apportions the revenue-based funds to operators based on each operator's contribution of qualifying revenue sources compared to all other operators.

This month's proposed action continues the annual allocation process of STA funds for FY2019-20, as summarized below:

Transit Operator	STA (MTC Resolution No. 4381)
BART	\$ 34,843,538
VTA	\$ (9,666,856)
Total	\$ 25,176,682

BART STA Funding Request

BART requests \$33.5 million in Revenue-based funds and \$1.3 million in County Block Grant (population-based) funds to support their transit operations. An additional \$1.9 million in operating and \$0.8 million in capital will be allocated through the Executive Director's Delegation of Authority. STA funds comprise five percent of BART's \$800 million operating budget. Highlights of BART's operating budget and program include:

- The total operating budget is increasing 4.2 percent with labor and benefits accounting for 97 percent of the increase. The budget includes funding for 67 new positions including nineteen police officers and four fare inspectors to improve safety and security.
- Service is expected to increase 1.5% percent with operating costs rising faster than service increases due to BART's strategic focus on modernization and quality of life issues such as station cleanliness, fare evasion, safety, and homelessness.

- A 5.4 percent fare increase will begin January 1, 2020 and is expected to provide \$9 million in revenue for high priority capital needs. However, overall fare revenue is projected to decrease 1 percent from factors such as overall ridership decline, particularly in weekend and evening trips, and participation in the Means-based Fare Discount Pilot Program. Fares (\$480 million) comprise 60 percent of BART's operating budget.
- As of November 2019, over 100 new cars are available for revenue service. Current plans call for the new car delivery rate to increase from ten to sixteen cars per month during calendar year 2020. BART expects that 220 cars will be delivered by the end of FY 2020 and 775 cars by Spring 2023. BART has begun to pilot decommissioning of the original cars and will approve a decommissioning plan in Spring 2020.
- BART is beginning a process to modernize its parking program through initiatives such as a mobile payment system, automated enforcement system, and expansion of the carpool program to more stations. BART will also make recommendations regarding its parking policies to create a demand-based structure to better manage parking resources this summer.

Given the discussion at last month's meeting, staff is working with BART to confirm the attendance of Bob Powers, BART's General Manager, at your February 12th meeting. Mr. Powers will provide an update on BART's service quality efforts and core capacity projects.

VTA's STA Funding Allocation Reduction

\$9.6 million in Revenue-based funds will be rescinded from VTA due to a change in the calculation of its revenue shares for STA Revenue-based funds and an overall reduction in revenue projected for the STA program. More information about this reduction is provided in Agenda Item 3a.

Issues:

None

Recommendation:

Refer MTC Resolution No. 4381, Revised to the Commission for approval.

Attachments:

MTC Resolution No. 4381, Revised



Therese W. McMillan

Date: June 26, 2019
W.I.: 1514
Referred by: PAC
Revised: 07/24/19-C 09/25/19-C
11/20/19-C 12/18/19-C
01/22/19-C

ABSTRACT

Resolution No. 4381, Revised

This resolution approves the allocation of State Transit Assistance (STA) funds for fiscal year 2019-20.

This resolution allocates funds to County Connection (CCCTA), MTC, and Santa Clara Valley Transportation Authority (VTA).

On July 24, 2019, Attachment A was revised to allocate funds to AC Transit, Eastern Contra County Transit District (ECCTA, aka Tri Delta Transit), Livermore Amador Valley Transit Authority (LAVTA), San Francisco Municipal Transportation Agency (SFMTA), Sonoma County Transit, and WestCAT (WCCTA).

On September 25, 2019, Attachment A was revised to allocate funds to Golden Gate Bridge, Highway, and Transportation District (Golden Gate), Napa Valley Transportation Authority (NVTA), Solano County Transit (SolTrans), and Solano Transportation Authority.

On November 20, 2019, Attachment A was revised to allocate funds to AC Transit, Golden Gate, LAVTA, Marin Transit, Santa Rosa, and Sonoma County, and Tri Delta Transit. Funds are being rescinded from County Connection and VTA.

On December 18, 2019, Attachment A was revised to allocate funds to SamTrans.

On January 22, 2020, Attachment A was revised to allocate funds to the Bay Area Rapid Transit District (BART) and rescind funds from VTA.

Discussion of the allocations made under this resolution is contained in the MTC Programming and Allocations Committee Summary Sheets dated June 12, 2019, July 10, 2019, September 4, 2019, November 13, 2019, December 11, 2019, and January 8, 2020.

Date: June 26, 2019
W.I.: 1514
Referred by: PAC

Re: Allocation of Fiscal Year 2019-20 State Transit Assistance to Claimants in the MTC Region

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4381

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 2019-20 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 2019-20 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. 4321 and 4355, 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

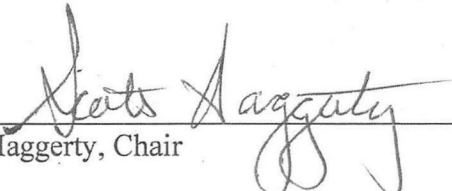
RESOLVED, that MTC approves the allocation of fiscal year 2019-20 STA funds to the claimants, in the amounts, for the purposes, and subject to the conditions, as listed and recorded on Attachment A to this resolution;

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; and, be it further

RESOLVED, this resolution incorporates any revisions to the TDA, either by statute or regulation, made hereafter.

METROPOLITAN TRANSPORTATION COMMISSION



Scott Haggerty, 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 26, 2019.

Date: June 26, 2019
 Referred by: PAC
 Revised: 07/24/19-C 09/25/19-C
 11/20/19-C 12/18/19-C
 01/22/20-C

Attachment A
 MTC Resolution No. 4381
 Page 1 of 2

ALLOCATION OF STATE TRANSIT ASSISTANCE FUNDS
 DURING FISCAL YEAR 2019-20

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					
Soltrans	Transit Operations	1,057,109	16	09/25/19	Solano County
	Subtotal	1,057,109			
5820 - 6730A Operations - Population-based Lifeline					
AC Transit	Cycle 5: Preserve service in CoC	1,109,174	05	07/24/19	Alameda County
	Subtotal	1,109,174			
5820 - 6730A Operating Costs - Revenue-based					
VTA	Transit Operations	32,900,898	01	06/26/19	VTA
AC Transit	Transit Operations	20,253,875	06	07/24/19	AC Transit
WCCTA	Transit Operations	2,601,185	07	07/24/19	BART
SFMTA	Transit Operations	64,970,651	08	07/24/19	SFMTA
ECCTA	Transit Operations	2,802,042	09	07/24/19	BART
GGBHTD	Transit Operations	8,291,789	17	09/25/19	GGBHTD
SamTrans	Transit Operations	9,149,033	23	12/18/19	SamTrans
SamTrans	Transit Operations	5,327,497	24	12/18/19	Caltrain
BART	Transit Operations	33,543,538	25	01/22/20	BART
VTA	Transit Operations	(9,666,856)	01	01/22/20	VTA
	Subtotal	170,173,652			
5820 - 6730A Operating Costs - Population-based MTC Regional Coordination					
MTC	Clipper Operations	7,100,000	02	06/26/19	MTC
	Subtotal	7,100,000			
5820 - 6730A Operating Costs - County Block Grant					
CCCTA	Transit Operations	5,513,876	03	06/26/19	Contra Costa County
AC Transit	Transit Operations	5,331,184	10	07/24/19	Alameda County
AC Transit	Transit Operations	1,517,019	11	07/24/19	Contra Costa County
LAVTA	Transit Operations	1,834,900	12	07/24/19	Alameda County
Sonoma County	Transit Operations	2,133,337	13	07/24/19	Sonoma County
ECCTA	Transit Operations	3,167,597	14	07/24/19	Contra Costa County
SFMTA	Transit Operations	1,603,814	15	07/24/19	San Francisco County
NVTA	Transit Operations	1,928,357	18	09/25/19	Napa County
CCCTA	Transit Operations	(533,329)	03	11/20/19	Contra Costa County
AC Transit	Transit Operations	13,209	10	11/20/19	Alameda County
AC Transit	Transit Operations	3,387	11	11/20/19	Contra Costa County
LAVTA	Transit Operations	4,391	12	11/20/19	Alameda County
Sonoma County	Transit Operations	387,964	13	11/20/19	Sonoma County

5820 - 6730A Operating Costs - County Block Grant (continued)

ECCTA	Transit Operations	7,071	14	11/20/19	Contra Costa County
Marin Transit	Transit Operations	1,045,059	20	11/20/19	Marin County
GGBHTD	Transit Operations	1,559,474	21	11/20/19	Marin County
Santa Rosa	Transit Operations	2,102,652	22	11/20/19	Sonoma County
BART	Elevator Attendant Program	1,300,000	26	07/24/19	San Francisco County
Subtotal		27,619,962			

5822 - 6731C Paratransit - Operating - County Block Grant

VTA	Transit Operations	7,414,416	04	06/26/19	Santa Clara County
VTA	Transit Operations	(600,000)	04	11/20/19	Santa Clara County
SamTrans	Transit Operations	1,407,983	24	12/18/19	San Mateo County
Subtotal		6,814,416			

5828 - 6731B Planning and Admin - Population-based Small Operator/Northern Counties

Solano TA	Planning and Admin	1,461,293	19	09/25/19	Solano County
Subtotal		1,461,293			

5821 - 6730B Capital Costs - Revenue-based

SamTrans	Transit Capital	4,477,945	26	12/18/19	Caltrain
Subtotal		4,477,945			

TOTAL 219,813,551

Date: June 26, 2019
Referred by: PAC

Attachment B
Resolution No. 4381
Page 1 of 2

ALLOCATION OF FISCAL YEAR 2019-20 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 area wide 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 #: 19-1009 **Version:** 1 **Name:**
Type: Resolution **Status:** Commission Approval
File created: 8/26/2019 **In control:** Programming and Allocations Committee
On agenda: 1/8/2020 **Final action:**
Title: MTC Resolution No. 4360, Revised. FY 2019-20 Fund Estimate Revision.

Revises the FY 2019-20 Fund Estimate to incorporate final FY 2018-19 State Transit Assistance (STA) and State of Good Repair (SGR) Program revenues.

Sponsors:

Indexes:

Code sections:

Attachments: [3a_19-1009_Reso-4360_Fund_Estimate.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

MTC Resolution No. 4360, Revised. FY 2019-20 Fund Estimate Revision.

Revises the FY 2019-20 Fund Estimate to incorporate final FY 2018-19 State Transit Assistance (STA) and State of Good Repair (SGR) Program revenues.

Presenter:

William Bacon

Recommended Action:

Commission Approval

Metropolitan Transportation Commission Programming and Allocations Committee

January 8, 2020

Agenda Item 3a

MTC Resolution No. 4360, Revised

Subject: Revises the FY 2019-20 Fund Estimate to incorporate final FY 2018-19 State Transit Assistance (STA) and State of Good Repair (SGR) Program revenues.

Background: **1) Reconcile Actual FY 2018-19 STA and SGR Program Revenue:** In the Bay Area, final FY 2018-19 STA revenue totaled approximately \$245 million which is about \$1 million higher than estimated in the FY 2019-20 Fund Estimate adopted in February 2019 through MTC Resolution 4360, Revised. SGR Program revenue totaled approximately \$39 million, similar to what was expected in February 2019.

Details for STA Population-Based and STA Revenue-Based funding for FY 2018-19 and for FY 2019-20 are shown in Attachment 1.

2) Update FY 2019-20 STA and SGR Program Revenue: On November 21, 2019 the State Controller's Office (SCO) issued revised revenue forecasts for FY 2019-20 for the STA and SGR Programs. This November forecast from the SCO revised an updated FY 2019-20 forecast the SCO released in August 2019 to reflect a \$76 million reduction (as compared to what was estimated in February 2019) in forecast statewide STA revenue as reflected in the adopted FY 2019-20 State Budget. The November revision is the reason staff are presenting a revised FY 2019-20 Fund Estimate in January 2020, just a month before the development of the FY 2020-21 Fund Estimate.

Issue: In its August 2019 update the SCO forecast a significant decrease in the "revenue-basis" share used to determine the amount of funds awarded for STA Revenue-Based funds for both San Francisco Municipal Transportation Agency (SFMTA) and Santa Clara Valley Transportation Authority (VTA). The SCO's August 2019 forecast would have resulted in a loss of over \$47 million for SFMTA and \$10 million for Santa Clara VTA in FY 2019-20 STA and SGR Program funds. Between August and November, MTC, SFMTA, and Santa Clara VTA worked with the SCO to attempt to resolve an issue with each agency's Financial Transactions Report (FTR) which is filed on an annual basis with the SCO and serves as the data source for the "revenue-basis" share.

Through discussions with the SCO, SFMTA was able to restate its FTR and restore its "revenue basis" to a similar share to what it has been in past years. Santa Clara VTA unfortunately was not able to restate its FTR in a way that allowed the SCO to restore its "revenue-basis" share fully. As a result, in the current FY 2019-20 Santa Clara VTA will receive

\$6.4 million less in STA Revenue-Based funds and \$1 million less in SGR Program Revenue-Based funds than the agency would have received had its “revenue-basis” share in FY 2019-20 been the same as it was in FY 2018-19. MTC staff are working with Santa Clara VTA staff to ensure VTA does not lose out on STA funds in the future fiscal years.

Recommendation: Refer MTC Resolution No. 4360, Revised to the Commission for approval.

Attachments: Attachment 1 – STA Program Apportionments
MTC Resolution No. 4360, Revised



Therese W. McMillan

Attachment 1 - STA Revenue-Based Program Apportionments

Apportionment Jurisdictions	FY2018-19 Apportionments			FY2019-20 Apportionments			FY2019-20 Nov-19 Apportionment Share
	FY2018-19 Sep-18 Estimate	FY2018-19 Sep-19 Actual	FY2018-19 Adjustment, \$	FY2019-20 Feb-19 Estimate	FY2019-20 Nov-19 Estimate	FY2019-20 Adjustment, \$	
ACCOMA - Corresponding to ACE	\$256,540	\$257,541	\$1,001	\$298,707	\$290,259	(\$8,448)	0.2%
Caltrain	\$7,896,890	\$7,927,692	\$30,802	\$9,194,889	\$8,496,363	(\$698,526)	4.6%
CCCTA	\$728,710	\$731,551	\$2,841	\$848,487	\$789,680	(\$58,807)	0.4%
City of Dixon	\$6,666	\$6,693	\$27	\$7,762	\$7,403	(\$359)	0.0%
ECCTA	\$341,120	\$342,451	\$1,331	\$397,189	\$415,004	\$17,815	0.223%
City of Fairfield	\$221,156	\$222,019	\$863	\$257,507	\$163,554	(\$93,953)	0.1%
GGBHTD	\$7,898,532	\$7,929,288	\$30,756	\$9,196,801	\$8,540,790	(\$656,011)	4.6%
LAVTA	\$322,450	\$323,708	\$1,258	\$375,451	\$349,728	(\$25,723)	0.2%
Marin Transit	\$1,336,691	\$1,341,905	\$5,214	\$1,556,401	\$1,668,066	\$111,665	0.9%
NVTA	\$103,605	\$104,008	\$403	\$120,634	\$116,000	(\$4,634)	0.1%
City of Petaluma	\$39,138	\$39,290	\$152	\$45,571	\$49,382	\$3,811	0.0%
City of Rio Vista	\$2,196	\$2,206	\$10	\$2,557	\$7,458	\$4,901	0.004%
SamTrans	\$7,748,676	\$7,778,903	\$30,227	\$9,022,314	\$8,121,101	(\$901,213)	4.4%
SMART	\$1,620,305	\$1,626,617	\$6,312	\$1,886,632	\$1,695,538	(\$191,094)	0.9%
City of Santa Rosa	\$160,658	\$161,285	\$627	\$187,065	\$160,210	(\$26,855)	0.1%
Solano County Transit	\$346,911	\$348,264	\$1,353	\$403,932	\$351,963	(\$51,969)	0.2%
Sonoma County Transit	\$215,835	\$215,937	\$102	\$251,311	\$225,725	(\$25,586)	0.1%
City of Union City	\$104,345	\$104,752	\$407	\$121,496	\$116,445	(\$5,051)	0.1%
Vacaville City Coach	\$25,160	\$25,258	\$98	\$29,296	\$29,292	(\$4)	0.0%
VTA	\$28,253,091	\$28,363,284	\$110,193	\$32,897,007	\$23,249,042	(\$9,647,965)	12.5%
VTA - Corresponding to ACE	\$198,174	\$198,948	\$774	\$230,748	\$216,633	(\$14,115)	0.1%
WCCTA	\$453,453	\$455,222	\$1,769	\$527,986	\$504,435	(\$23,551)	0.3%
WETA	\$1,903,964	\$1,911,388	\$7,424	\$2,216,916	\$2,314,946	\$98,030	1.2%
Subtotal - STA Revenue-Based	\$60,184,266	\$60,418,210	\$233,944	\$70,076,659	\$57,879,017	(\$12,197,642)	31.1%
AC Transit	\$19,293,289	\$19,368,542	\$75,253	\$22,464,497	\$24,264,960	\$1,800,464	13.0%
BART	\$37,787,095	\$37,934,482	\$147,387	\$43,998,101	\$40,698,461	(\$3,299,640)	21.9%
SFMTA	\$61,889,270	\$62,130,667	\$241,396	\$72,061,913	\$63,386,127	(\$8,675,786)	34.0%
Subtotal - STA Revenue-Based	\$118,969,654	\$119,433,690	\$464,036	\$138,524,510	\$128,349,548	(\$10,174,962)	68.9%
Bay Area Revenue-Based Total	\$179,153,920	\$179,851,900	\$697,980	\$208,601,170	\$186,228,565	(\$22,372,605)	100.00%
Statewide Revenue-Base Total	\$331,742,500	\$332,969,416	\$1,226,916	\$386,270,500	\$348,259,500	(\$38,011,000)	N/A
Bay Area Population-Based Total	\$64,770,585	\$65,022,436	\$251,851	\$75,416,824	\$67,889,960	(\$7,526,863)	N/A
Statewide Population-Based Total	\$331,742,500	\$332,969,416	\$251,851	\$386,270,500	\$348,259,500	(\$38,011,000)	N/A

Attachment 1 - STA Population-Based Program Apportionments

Apportionment Jurisdictions	FY2018-19 Apportionments			FY2019-20 Apportionments		
	FY2018-19 Sep-18 Estimate	FY2018-19 Sep-19 Actual	FY2018-19 Adjustment, \$	FY2019-20 Feb-19 Estimate	FY2019-20 Nov-19 Estimate	FY2019-20 Adjustment, \$
County Block Grant²						
Alameda	\$7,973,449	\$8,004,613	\$31,164	\$9,300,688	\$8,359,440	(\$941,247)
Contra Costa	\$10,005,668	\$10,044,774	\$39,107	\$11,671,183	\$10,490,037	(\$1,181,146)
Marin	\$2,573,954	\$2,584,015	\$10,060	\$3,002,408	\$2,698,558	(\$303,849)
Napa	\$1,574,493	\$1,580,647	\$6,154	\$1,836,579	\$1,650,713	(\$185,865)
San Francisco	\$3,813,938	\$3,828,845	\$14,907	\$4,448,795	\$3,998,569	(\$450,227)
San Mateo	\$2,283,503	\$2,292,428	\$8,925	\$2,663,609	\$2,394,047	(\$269,562)
Santa Clara	\$6,356,355	\$6,381,199	\$24,844	\$7,414,416	\$6,664,063	(\$750,353)
Solano	\$4,737,026	\$4,755,541	\$18,515	\$5,525,538	\$4,966,343	(\$559,195)
Sonoma	\$5,787,690	\$5,810,311	\$22,621	\$6,751,093	\$6,067,869	(\$683,224)
Subtotal	\$45,106,076	\$45,282,372	\$176,296	\$52,614,308	\$47,289,639	(\$5,324,669)
Transit Emergency Contingency Fund	\$333,333	\$333,333	\$0	\$253,527	\$333,333	\$79,807
Regional Program	\$19,331,176	\$19,406,731	\$75,555	\$22,548,989	\$20,266,988	(\$2,282,001)
Bay Area Total	\$64,770,585	\$65,022,436	\$251,851	\$75,416,824	\$67,889,960	(\$7,526,864)
Statewide Total	\$331,742,500	\$332,969,416	\$1,226,916	\$386,270,500	\$348,259,500	(\$38,011,000)

¹County Block Grant adopted through MTC Resolution 4321 in February 2018.

Date: February 27, 2019
W.I.: 1511
Referred by: PAC
Revised: 07/24/19-C
01/22/20-C

ABSTRACT

MTC Resolution No. 4360, Revised

This resolution approves the FY 2019-20 Fund Estimate, including the distribution and apportionment of Transportation Development Act (TDA), State Transit Assistance (STA), State of Good Repair (SGR) Program, Assembly Bill (AB) 1107 sales tax, Low Carbon Transit Operations (LCTOP) cap-and-trade auction revenues, and transit-related bridge toll funds.

This resolution was revised on July 24, 2019 to reflect actual receipts for TDA and AB 1107 funds in FY 2018-19, the rescission actions that were necessary to match FY 2018-19 allocations to the actual revenue collected, and the allocations of additional revenue for FY 2018-19 per operators' requests.

This resolution was revised on January 22, 2020 to reflect actual receipts of STA and SGR Program funds in FY 2018-19, and the rescission actions that were necessary to match FY 2018-19 allocations to the actual revenue collected. New revenue forecasts for STA and SGR Program funds in FY 2019-20 were also included.

Further discussion of this action is contained in the MTC Programming and Allocations Summary Sheets dated February 14, 2018, July 10, 2019 and January 22, 2020.

Date: February 27, 2019
W.I.: 1511
Referred by: PAC

RE: Determination of Transportation Development Act (TDA) Area Apportionments and Proposed Distribution of Operating Funds for FY 2019-20

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4360

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, the Transportation Development Act (TDA), Public Utilities Code (PUC) Sections 99200 *et seq.*, provides that funds are made available from the Local Transportation Fund (LTF) for various transportation purposes; and

WHEREAS, pursuant to 21 California Code of Regulations Section 6620, the County Auditor for each of the nine counties in the Bay Area has submitted the revised and new TDA fund estimates for FY 2018-19 and FY 2019-20 as shown in Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length; and

WHEREAS, MTC is required to determine and advise all prospective claimants, prior to March 1 each year, of all area apportionments from the LTF for the following fiscal year pursuant to 21 California Code of Regulations Section 6644; and

WHEREAS, all area apportionments of TDA funds for the 2019-20 fiscal year are shown in Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length; and

WHEREAS, MTC has prepared a proposed distribution of operating/capital assistance funds, including TDA, State Transit Assistance (STA) pursuant to Public Utilities Code § 99310 *et seq.*, State of Good Repair (SGR) Program pursuant to Public Utilities Code § 99312.1, Low Carbon Transit Operations Program (LCTOP) pursuant to Health and Safety Code § 39719(b)(1)(B), the twenty-five percent (25%) of the one-half cent transaction and use tax collected pursuant to PUC Section 29142.2 (AB 1107), and estimates of certain toll bridge revenues (SHC §§ 30910 *et seq.*), in order to provide financial information to all prospective claimants to assist them in developing budgets in a timely manner; and


WHEREAS, the proposed distribution of such operating assistance funds is also shown in Attachment A; now, therefore, be it

RESOLVED, that MTC approves the area apportionments of TDA funds, and the proposed distribution of operating assistance funds for the 2019-20 fiscal year as shown in Attachment A, subject to the conditions noted therein; and, be it further

RESOLVED, that MTC intends to allocate operating assistance funds for the 2019-20 fiscal year, based on the area apportionments of TDA funds, the proposed distribution of operating assistance funds and upon the receipt of appropriate claims from eligible claimants; and, be it further

RESOLVED, that Attachment A may be revised by the MTC Executive Director or his designee to reflect funds returned to the Local Transportation Fund and expired capital allocations or by approval of the MTC Programming and Allocations Committee, except that any significant changes shall be submitted to the full Commission for approval.

METROPOLITAN TRANSPORTATION COMMISSION


Chair

The above resolution was approved by the Metropolitan Transportation Commission at a regular meeting of the Commission held in San Francisco, California, on February 27, 2019.

**FY 2019-20 FUND ESTIMATE
REGIONAL SUMMARY**

Attachment A
Res No. 4360
Page 1 of 20
1/22/2020

TDA REGIONAL SUMMARY TABLE

<i>Column</i>	A	B	C	D	E	F	G	H=Sum(A:G)
	6/30/2018	FY2017-19	FY2018-19	FY2018-19	FY2018-19	FY2019-20	FY2019-20	FY2019-20
Apportionment Jurisdictions	Balance¹	Outstanding Commitments, Refunds, & Interest²	Original Estimate	Revenue Adjustment	Revised Admin. & Planning Charge	Revenue Estimate	Admin. & Planning Charge	Available for Allocation
Alameda	21,451,946	(87,841,429)	85,627,000	4,793,858	(3,616,834)	93,648,000	(3,745,920)	110,316,620
Contra Costa	18,330,873	(46,122,379)	43,662,990	1,743,564	(1,816,262)	49,794,669	(1,991,786)	63,601,668
Marin	788,882	(13,680,637)	13,492,255	543,054	(561,412)	14,695,062	(587,802)	14,689,402
Napa	5,923,436	(12,600,192)	9,623,888	(118,653)	(380,209)	8,941,741	(357,670)	11,032,342
San Francisco	1,134,529	(48,209,325)	49,067,500	3,775,682	(2,113,727)	49,262,500	(1,970,501)	50,946,658
San Mateo	7,914,338	(44,885,837)	44,447,807	1,218,927	(1,826,669)	47,777,676	(1,911,106)	52,735,135
Santa Clara	6,658,406	(116,103,953)	109,927,000	8,282,854	(4,728,394)	117,635,000	(4,705,400)	116,965,512
Solano	27,519,736	(28,965,638)	19,722,853	728,438	(818,052)	21,239,810	(849,592)	38,577,555
Sonoma	8,705,497	(24,790,397)	24,900,000	868,001	(1,030,720)	26,800,000	(1,072,000)	34,380,381
TOTAL	\$98,427,643	(\$423,199,787)	\$400,471,293	\$21,835,726	(\$16,892,279)	\$429,794,458	(\$17,191,777)	\$493,245,273

STA, AB 1107, BRIDGE TOLL, LOW CARBON TRANSIT OPERATIONS PROGRAM, & SGR PROGRAM REGIONAL SUMMARY TABLE

<i>Column</i>	A	B	C	D	E=Sum(A:D)
	6/30/2018	FY2017-19	FY2018-19	FY2019-20	FY2019-20
Fund Source	Balance (w/ interest)¹	Outstanding Commitments²	Actual Revenue	Revenue Estimate	Available for Allocation
State Transit Assistance					
Revenue-Based	20,181,706	(183,233,053)	179,851,900	186,228,565	203,029,119
Population-Based	61,969,489	(71,101,433)	65,022,436	67,889,961	123,780,456
SUBTOTAL	82,151,196	(254,334,486)	244,874,336	254,118,526	326,809,575
AB1107 - BART District Tax (25% Share)	0	(93,552,924)	93,552,924	91,000,000	91,000,000
Bridge Toll Total					
MTC 2% Toll Revenue	5,840,894	(5,072,516)	1,450,000	1,450,000	3,668,376
5% State General Fund Revenue	13,306,059	(8,892,690)	3,581,607	3,614,688	11,609,663
SUBTOTAL	19,146,952	(13,965,206)	5,031,607	5,064,688	15,278,039
Low Carbon Transit Operations Program	0	0	54,058,614	44,305,559	98,364,173
State of Good Repair Program					
Revenue-Based	88,616	(28,441,042)	28,359,791	28,775,741	28,783,106
Population-Based	66,936	(10,317,223)	10,250,287	10,490,248	10,490,248
SUBTOTAL	155,552	(38,758,265)	38,610,078	39,265,989	39,273,354
TOTAL	\$101,453,700	(\$400,610,881)	\$436,127,558	\$433,754,762	\$570,725,141

Please see Attachment A pages 2-20 for detailed information on each fund source.

1. Balance as of 6/30/18 is from the MTC FY2017-18 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/18, and FY2018-19 allocations as of 6/30/19 for TDA and AB 1107 and as of 11/30/19 for STA and the SGR Program

**FY 2019-20 FUND ESTIMATE
TRANSPORTATION DEVELOPMENT ACT FUNDS
ALAMEDA COUNTY**

Attachment A
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FY2018-19 TDA Revenue Estimate			FY2019-20 TDA Revenue Estimate		
FY2018-19 Generation Estimate Adjustment			FY2019-20 County Auditor's Generation Estimate		
1. Original County Auditor Estimate (Feb, 18)	85,627,000		13. County Auditor Estimate	93,648,000	
2. Actual Revenue (Jun, 19)	90,420,858		FY2019-20 Planning and Administration Charges		
3. Revenue Adjustment (Lines 2-1)		4,793,858	14. MTC Administration (0.5% of Line 13)	468,240	
FY2018-19 Planning and Administration Charges Adjustment			15. County Administration (0.5% of Line 13)	468,240	
4. MTC Administration (0.5% of Line 3)	23,969		16. MTC Planning (3.0% of Line 13)	2,809,440	
5. County Administration (Up to 0.5% of Line 3)	23,969		17. Total Charges (Lines 14+15+16)	3,745,920	
6. MTC Planning (3.0% of Line 3)	143,816		18. TDA Generations Less Charges (Lines 13-17)	89,902,080	
7. Total Charges (Lines 4+5+6)		191,754	FY2019-20 TDA Apportionment By Article		
8. Adjusted Generations Less Charges (Lines 3-7)		4,602,104	19. Article 3.0 (2.0% of Line 18)	1,798,042	
FY2018-19 TDA Adjustment By Article			20. Funds Remaining (Lines 18-19)	88,104,038	
9. Article 3 Adjustment (2.0% of line 8)	92,042		21. Article 4.5 (5.0% of Line 20)	4,405,202	
10. Funds Remaining (Lines 8-9)		4,510,062	22. TDA Article 4 (Lines 20-21)	83,698,836	
11. Article 4.5 Adjustment (5.0% of Line 10)	225,503				
12. Article 4 Adjustment (Lines 10-11)		4,284,559			

TDA APPORTIONMENT BY JURISDICTION

Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2018	FY2017-18	6/30/2018	FY2017-19	FY2018-19	FY2018-19	FY2018-19	6/30/2019	FY2019-20	FY2019-20
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) ¹	Outstanding Commitments ²	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	4,304,890	53,204	4,358,094	(4,867,401)	0	1,644,038	92,042	1,226,773	1,798,042	3,024,815
Article 4.5	177,650	3,364	181,015	(4,167,540)	0	4,027,894	225,503	266,872	4,405,202	4,672,074
SUBTOTAL	4,482,541	56,568	4,539,109	(9,034,941)	0	5,671,932	317,545	1,493,645	6,203,244	7,696,889
Article 4										
AC Transit										
District 1	2,181,680	35,805	2,217,485	(51,634,148)	0	49,454,451	2,768,725	2,806,514	53,652,104	56,458,618
District 2	573,116	9,416	582,532	(13,593,692)	0	13,021,099	728,991	738,930	14,405,019	15,143,949
BART ³	9,216	31	9,247	(101,489)	0	93,204	5,218	6,179	99,686	105,865
LAVTA	8,253,898	64,178	8,318,076	(10,880,707)	0	10,544,788	590,354	8,572,510	11,862,197	20,434,707
Union City	5,951,495	61,408	6,012,904	(3,063,977)	240,118	3,416,446	191,271	6,796,762	3,679,830	10,476,592
SUBTOTAL	16,969,405	170,839	17,140,244	(79,274,013)	240,118	76,529,988	4,284,559	18,920,895	83,698,836	102,619,731
GRAND TOTAL	\$21,451,946	\$227,406	\$21,679,352	(\$88,308,954)	\$240,118	\$82,201,920	\$4,602,104	\$20,414,540	\$89,902,080	\$110,316,620

1. Balance as of 6/30/18 is from the MTC FY2017-18 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/18, and FY2018-19 allocations as of 6/30/19.

3. Details on the proposed apportionment of BART funding to local operators are shown on page 16 of the Fund Estimate.

**FY 2019-20 FUND ESTIMATE
TRANSPORTATION DEVELOPMENT ACT FUNDS
CONTRA COSTA COUNTY**

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FY2018-19 TDA Revenue Estimate			FY2019-20 TDA Revenue Estimate		
FY2018-19 Generation Estimate Adjustment			FY2019-20 County Auditor's Generation Estimate		
1. Original County Auditor Estimate (Feb, 18)	43,662,990		13. County Auditor Estimate		49,794,669
2. Actual Revenue (Jun, 19)	45,406,554		FY2019-20 Planning and Administration Charges		
3. Revenue Adjustment (Lines 2-1)		1,743,564	14. MTC Administration (0.5% of Line 13)		248,973
FY2018-19 Planning and Administration Charges Adjustment			15. County Administration (0.5% of Line 13)		248,973
4. MTC Administration (0.5% of Line 3)	8,718		16. MTC Planning (3.0% of Line 13)		1,493,840
5. County Administration (Up to 0.5% of Line 3)	8,718		17. Total Charges (Lines 14+15+16)		1,991,786
6. MTC Planning (3.0% of Line 3)	52,307		18. TDA Generations Less Charges (Lines 13-17)		47,802,883
7. Total Charges (Lines 4+5+6)		69,743	FY2019-20 TDA Apportionment By Article		
8. Adjusted Generations Less Charges (Lines 3-7)		1,673,821	19. Article 3.0 (2.0% of Line 18)		956,058
FY2018-19 TDA Adjustment By Article			20. Funds Remaining (Lines 18-19)		46,846,825
9. Article 3 Adjustment (2.0% of line 8)	33,476		21. Article 4.5 (5.0% of Line 20)		2,342,341
10. Funds Remaining (Lines 8-9)		1,640,345	22. TDA Article 4 (Lines 20-21)		44,504,484
11. Article 4.5 Adjustment (5.0% of Line 10)	82,017				
12. Article 4 Adjustment (Lines 10-11)		1,558,328			

TDA APPORTIONMENT BY JURISDICTION

Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2018	FY2017-18	6/30/2018	FY2017-19	FY2018-19	FY2018-19	FY2018-19	6/30/2019	FY2019-20	FY2019-20
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) ¹	Outstanding Commitments ²	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	1,229,103	18,462	1,247,565	(1,983,694)	0	838,329	33,476	135,676	956,058	1,091,734
Article 4.5	64,239	554	64,793	(2,104,344)	0	2,053,907	82,017	96,373	2,342,341	2,438,714
SUBTOTAL	1,293,343	19,016	1,312,358	(4,088,038)	0	2,892,236	115,493	232,049	3,298,399	3,530,448
Article 4										
AC Transit										
District 1	211,689	3,425	215,114	(7,009,922)	0	6,799,654	271,526	276,372	7,683,913	7,960,285
BART ³	8,726	47	8,773	(281,512)	0	275,140	10,987	13,388	309,402	322,790
CCCTA	13,008,802	116,179	13,124,981	(24,129,651)	1,699,736	18,312,124	731,246	9,738,436	20,909,368	30,647,804
ECCTA	889,558	7,406	896,965	(8,959,319)	0	11,300,787	451,267	3,689,699	12,929,972	16,619,671
WCCTA	2,918,755	30,902	2,949,656	(3,530,648)	0	2,336,529	93,303	1,848,841	2,671,829	4,520,670
SUBTOTAL	17,037,530	157,959	17,195,489	(43,911,052)	1,699,736	39,024,234	1,558,328	15,566,736	44,504,484	60,071,220
GRAND TOTAL	\$18,330,873	\$176,974	\$18,507,847	(\$47,999,089)	\$1,699,736	\$41,916,470	\$1,673,821	\$15,798,785	\$47,802,883	\$63,601,668

1. Balance as of 6/30/18 is from the MTC FY2017-18 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/18, and FY2018-19 allocations as of 6/30/19.

3. Details on the proposed apportionment of BART funding to local operators are shown on page 16 of the Fund Estimate.

**FY 2019-20 FUND ESTIMATE
TRANSPORTATION DEVELOPMENT ACT FUNDS
MARIN COUNTY**

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FY2018-19 TDA Revenue Estimate			FY2019-20 TDA Revenue Estimate		
FY2018-19 Generation Estimate Adjustment			FY2019-20 County Auditor's Generation Estimate		
1. Original County Auditor Estimate (Feb, 18)	13,492,255		13. County Auditor Estimate		14,695,062
2. Actual Revenue (Jun, 19)	14,035,309		FY2019-20 Planning and Administration Charges		
3. Revenue Adjustment (Lines 2-1)		543,054	14. MTC Administration (0.5% of Line 13)		73,475
FY2018-19 Planning and Administration Charges Adjustment			15. County Administration (0.5% of Line 13)		73,475
4. MTC Administration (0.5% of Line 3)	2,715		16. MTC Planning (3.0% of Line 13)		440,852
5. County Administration (Up to 0.5% of Line 3)	2,715		17. Total Charges (Lines 14+15+16)		587,802
6. MTC Planning (3.0% of Line 3)	16,292		18. TDA Generations Less Charges (Lines 13-17)		14,107,260
7. Total Charges (Lines 4+5+6)		21,722	FY2019-20 TDA Apportionment By Article		
8. Adjusted Generations Less Charges (Lines 3-7)		521,332	19. Article 3.0 (2.0% of Line 18)		282,145
FY2018-19 TDA Adjustment By Article			20. Funds Remaining (Lines 18-19)		13,825,115
9. Article 3 Adjustment (2.0% of line 8)	10,427		21. Article 4.5 (5.0% of Line 20)		0
10. Funds Remaining (Lines 8-9)		510,905	22. TDA Article 4 (Lines 20-21)		13,825,115
11. Article 4.5 Adjustment (5.0% of Line 10)	0				
12. Article 4 Adjustment (Lines 10-11)		510,905			

TDA APPORTIONMENT BY JURISDICTION

Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2018	FY2017-18	6/30/2018	FY2017-19	FY2018-19	FY2018-19	FY2018-19	6/30/2019	FY2019-20	FY2019-20
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) ²	Outstanding Commitments ³	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	580,302	14,305	594,607	(837,830)	0	259,051	10,427	26,255	282,145	308,400
Article 4.5										
SUBTOTAL	580,302	14,305	594,607	(837,830)	0	259,051	10,427	26,255	282,145	308,400
Article 4/8										
GGBHTD	133,790	3,200	136,991	(7,760,055)	0	7,626,263	306,952	310,150	8,286,774	8,596,924
Marin Transit	74,790	9,142	83,932	(5,109,399)	0	5,067,251	203,953	245,737	5,538,341	5,784,078
SUBTOTAL	208,581	12,342	220,923	(12,869,454)	0	12,693,514	510,905	555,887	13,825,115	14,381,002
GRAND TOTAL	\$788,882	\$26,647	\$815,529	(\$13,707,284)	\$0	\$12,952,565	\$521,332	\$582,142	\$14,107,260	\$14,689,402

1. Balance as of 6/30/18 is from the MTC FY2017-18 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/18, and FY2018-19 allocations as of 6/30/19.

**FY 2019-20 FUND ESTIMATE
TRANSPORTATION DEVELOPMENT ACT FUNDS
NAPA COUNTY**

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FY2018-19 TDA Revenue Estimate			FY2019-20 TDA Revenue Estimate		
FY2018-19 Generation Estimate Adjustment			FY2019-20 County Auditor's Generation Estimate		
1. Original County Auditor Estimate (Feb, 18)	9,623,888		13. County Auditor Estimate		8,941,741
2. Actual Revenue (Jun, 19)	9,505,235		FY2019-20 Planning and Administration Charges		
3. Revenue Adjustment (Lines 2-1)		-118,653	14. MTC Administration (0.5% of Line 13)	44,709	
FY2018-19 Planning and Administration Charges Adjustment			15. County Administration (0.5% of Line 13)	44,709	
4. MTC Administration (0.5% of Line 3)	(593)		16. MTC Planning (3.0% of Line 13)	268,252	
5. County Administration (Up to 0.5% of Line 3)	(593)		17. Total Charges (Lines 14+15+16)		357,670
6. MTC Planning (3.0% of Line 3)	(3,560)		18. TDA Generations Less Charges (Lines 13-17)		8,584,071
7. Total Charges (Lines 4+5+6)		(4,746)	FY2019-20 TDA Apportionment By Article		
8. Adjusted Generations Less Charges (Lines 3-7)		(113,907)	19. Article 3.0 (2.0% of Line 18)	171,681	
FY2018-19 TDA Adjustment By Article			20. Funds Remaining (Lines 18-19)		8,412,390
9. Article 3 Adjustment (2.0% of line 8)	(2,278)		21. Article 4.5 (5.0% of Line 20)	420,620	
10. Funds Remaining (Lines 8-9)		(111,629)	22. TDA Article 4 (Lines 20-21)		7,991,770
11. Article 4.5 Adjustment (5.0% of Line 10)	(5,581)				
12. Article 4 Adjustment (Lines 10-11)		(106,048)			

TDA APPORTIONMENT BY JURISDICTION

Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2018	FY2017-18	6/30/2018	FY2017-19	FY2018-19	FY2018-19	FY2018-19	6/30/2019	FY2019-20	FY2019-20
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) ²	Outstanding Commitments ³	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	376,020	3,968	379,988	(542,206)	0	184,779	(2,278)	20,283	171,681	191,964
Article 4.5	12,649	33	12,682	(459,775)	0	452,708	(5,581)	34	420,620	420,654
SUBTOTAL	388,669	4,001	392,670	(1,001,981)	0	637,487	(7,859)	20,317	592,301	612,618
Article 4/8										
NVTA ³	5,534,768	36,150	5,570,918	(13,236,453)	1,598,092	8,601,446	(106,048)	2,427,954	7,991,770	10,419,724
SUBTOTAL	5,534,768	36,150	5,570,918	(13,236,453)	1,598,092	8,601,446	(106,048)	2,427,954	7,991,770	10,419,724
GRAND TOTAL	\$5,923,436	\$40,151	\$5,963,587	(\$14,238,434)	\$1,598,092	\$9,238,933	(\$113,907)	\$2,448,271	\$8,584,071	\$11,032,342

- Balance as of 6/30/18 is from the MTC FY2017-18 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.
- The outstanding commitments figure includes all unpaid allocations as of 6/30/18, and FY2018-19 allocations as of 6/30/19.
- NVTA is authorized to claim 100% of the apportionment to Napa County.

**FY 2019-20 FUND ESTIMATE
TRANSPORTATION DEVELOPMENT ACT FUNDS
SAN FRANCISCO COUNTY**

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FY2018-19 TDA Revenue Estimate			FY2019-20 TDA Revenue Estimate		
FY2018-19 Generation Estimate Adjustment			FY2019-20 County Auditor's Generation Estimate		
1. Original County Auditor Estimate (Feb, 18)	49,067,500		13. County Auditor Estimate	49,262,500	
2. Actual Revenue (Jun, 19)	52,843,182		FY2019-20 Planning and Administration Charges		
3. Revenue Adjustment (Lines 2-1)		3,775,682	14. MTC Administration (0.5% of Line 13)	246,313	
FY2018-19 Planning and Administration Charges Adjustment			15. County Administration (0.5% of Line 13)	246,313	
4. MTC Administration (0.5% of Line 3)	18,878		16. MTC Planning (3.0% of Line 13)	1,477,875	
5. County Administration (Up to 0.5% of Line 3)	18,878		17. Total Charges (Lines 14+15+16)	1,970,501	
6. MTC Planning (3.0% of Line 3)	113,270		18. TDA Generations Less Charges (Lines 13-17)	47,291,999	
7. Total Charges (Lines 4+5+6)		151,026	FY2019-20 TDA Apportionment By Article		
8. Adjusted Generations Less Charges (Lines 3-7)		3,624,656	19. Article 3.0 (2.0% of Line 18)	945,840	
FY2018-19 TDA Adjustment By Article			20. Funds Remaining (Lines 18-19)	46,346,159	
9. Article 3 Adjustment (2.0% of line 8)	72,493		21. Article 4.5 (5.0% of Line 20)	2,317,308	
10. Funds Remaining (Lines 8-9)		3,552,163	22. TDA Article 4 (Lines 20-21)	44,028,851	
11. Article 4.5 Adjustment (5.0% of Line 10)	177,608				
12. Article 4 Adjustment (Lines 10-11)		3,374,555			

TDA APPORTIONMENT BY JURISDICTION

Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2018	FY2017-18	6/30/2018	FY2017-19	FY2018-19	FY2018-19	FY2018-19	6/30/2019	FY2019-20	FY2019-20
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) ²	Outstanding Commitments ³	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	1,134,528	30,000	1,164,528	(2,076,622)	0	942,096	72,493	102,495	945,840	1,048,335
Article 4.5	0	0	0	0	(2,308,135)	2,308,135	177,608	177,608	2,317,308	2,494,916
SUBTOTAL	1,134,528	30,000	1,164,528	(2,076,622)	(2,308,135)	3,250,231	250,101	280,103	3,263,148	3,543,251
Article 4										
SFMTA	1	0	1	(46,162,703)	2,308,135	43,854,568	3,374,555	3,374,556	44,028,851	47,403,407
SUBTOTAL	1	0	1	(46,162,703)	2,308,135	43,854,568	3,374,555	3,374,556	44,028,851	47,403,407
GRAND TOTAL	\$1,134,529	\$30,000	\$1,164,529	(\$48,239,325)	\$0	\$47,104,799	\$3,624,656	\$3,654,659	\$47,291,999	\$50,946,658

1. Balance as of 6/30/18 is from the MTC FY2017-18 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/18, and FY2018-19 allocations as of 6/30/19.

**FY 2019-20 FUND ESTIMATE
TRANSPORTATION DEVELOPMENT ACT FUNDS
SAN MATEO COUNTY**

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FY2018-19 TDA Revenue Estimate			FY2019-20 TDA Revenue Estimate		
FY2018-19 Generation Estimate Adjustment			FY2019-20 County Auditor's Generation Estimate		
1. Original County Auditor Estimate (Feb, 18)	44,447,807		13. County Auditor Estimate	47,777,676	
2. Actual Revenue (Jun, 19)	45,666,734		FY2019-20 Planning and Administration Charges		
3. Revenue Adjustment (Lines 2-1)		1,218,927	14. MTC Administration (0.5% of Line 13)	238,888	
FY2018-19 Planning and Administration Charges Adjustment			15. County Administration (0.5% of Line 13)	238,888	
4. MTC Administration (0.5% of Line 3)	6,095		16. MTC Planning (3.0% of Line 13)	1,433,330	
5. County Administration (Up to 0.5% of Line 3)	6,095		17. Total Charges (Lines 14+15+16)	1,911,106	
6. MTC Planning (3.0% of Line 3)	36,568		18. TDA Generations Less Charges (Lines 13-17)	45,866,570	
7. Total Charges (Lines 4+5+6)		48,758	FY2019-20 TDA Apportionment By Article		
8. Adjusted Generations Less Charges (Lines 3-7)		1,170,169	19. Article 3.0 (2.0% of Line 18)	917,331	
FY2018-19 TDA Adjustment By Article			20. Funds Remaining (Lines 18-19)	44,949,239	
9. Article 3 Adjustment (2.0% of line 8)	23,403		21. Article 4.5 (5.0% of Line 20)	2,247,462	
10. Funds Remaining (Lines 8-9)		1,146,766	22. TDA Article 4 (Lines 20-21)	42,701,777	
11. Article 4.5 Adjustment (5.0% of Line 10)	57,338				
12. Article 4 Adjustment (Lines 10-11)		1,089,428			

TDA APPORTIONMENT BY JURISDICTION

Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2018	FY2017-18	6/30/2018	FY2017-19	FY2018-19	FY2018-19	FY2018-19	6/30/2019	FY2019-20	FY2019-20
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) ¹	Outstanding Commitments ²	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	3,343,206	76,745	3,419,951	(3,267,191)	0	853,398	23,403	1,029,561	917,331	1,946,892
Article 4.5	361,262	8,740	370,002	(2,090,825)	0	2,090,825	57,338	427,340	2,247,462	2,674,802
SUBTOTAL	3,704,468	85,485	3,789,953	(5,358,016)	0	2,944,223	80,741	1,456,901	3,164,793	4,621,694
Article 4										
SamTrans	4,209,869	112,366	4,322,236	(39,725,672)	0	39,725,672	1,089,428	5,411,664	42,701,777	48,113,441
SUBTOTAL	4,209,869	112,366	4,322,236	(39,725,672)	0	39,725,672	1,089,428	5,411,664	42,701,777	48,113,441
GRAND TOTAL	\$7,914,338	\$197,851	\$8,112,189	(\$45,083,688)	\$0	\$42,669,895	\$1,170,169	\$6,868,565	\$45,866,570	\$52,735,135

1. Balance as of 6/30/18 is from the MTC FY2017-18 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/18, and FY2018-19 allocations as of 6/30/19.

**FY 2019-20 FUND ESTIMATE
TRANSPORTATION DEVELOPMENT ACT FUNDS
SANTA CLARA COUNTY**

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FY2018-19 TDA Revenue Estimate			FY2019-20 TDA Revenue Estimate		
FY2018-19 Generation Estimate Adjustment			FY2019-20 County Auditor's Generation Estimate		
1. Original County Auditor Estimate (Feb, 18)	109,927,000		13. County Auditor Estimate		117,635,000
2. Actual Revenue (Jun, 19)	118,209,854		FY2019-20 Planning and Administration Charges		
3. Revenue Adjustment (Lines 2-1)		8,282,854	14. MTC Administration (0.5% of Line 13)	588,175	
FY2018-19 Planning and Administration Charges Adjustment			15. County Administration (0.5% of Line 13)	588,175	
4. MTC Administration (0.5% of Line 3)	41,414		16. MTC Planning (3.0% of Line 13)	3,529,050	
5. County Administration (Up to 0.5% of Line 3)	41,414		17. Total Charges (Lines 14+15+16)	4,705,400	
6. MTC Planning (3.0% of Line 3)	248,486		18. TDA Generations Less Charges (Lines 13-17)	112,929,600	
7. Total Charges (Lines 4+5+6)		331,314	FY2019-20 TDA Apportionment By Article		
8. Adjusted Generations Less Charges (Lines 3-7)		7,951,540	19. Article 3.0 (2.0% of Line 18)	2,258,592	
FY2018-19 TDA Adjustment By Article			20. Funds Remaining (Lines 18-19)		110,671,008
9. Article 3 Adjustment (2.0% of line 8)	159,031		21. Article 4.5 (5.0% of Line 20)	5,533,550	
10. Funds Remaining (Lines 8-9)		7,792,509	22. TDA Article 4 (Lines 20-21)		105,137,458
11. Article 4.5 Adjustment (5.0% of Line 10)	389,625				
12. Article 4 Adjustment (Lines 10-11)		7,402,884			

TDA APPORTIONMENT BY JURISDICTION

Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2018	FY2017-18	6/30/2018	FY2017-19	FY2018-19	FY2018-19	FY2018-19	6/30/2019	FY2019-20	FY2019-20
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) ¹	Outstanding Commitments ²	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	6,658,405	156,884	6,815,290	(7,225,766)		2,110,598	159,031	1,859,152	2,258,592	4,117,744
Article 4.5	0	0	0	0	(5,451,753)	5,170,966	389,625	108,838	5,533,550	5,642,388
SUBTOTAL	6,658,406	156,884	6,815,290	(7,225,766)	(5,451,753)	7,281,564	548,656	1,967,990	7,792,142	9,760,132
Article 4										
VTA	0	0	0	(109,035,071)	5,451,753	98,248,356	7,402,884	2,067,922	105,137,458	107,205,380
SUBTOTAL	0	0	0	(109,035,071)	5,451,753	98,248,356	7,402,884	2,067,922	105,137,458	107,205,380
GRAND TOTAL	\$6,658,406	\$156,884	\$6,815,290	(\$116,260,837)	\$0	\$105,529,920	\$7,951,540	\$4,035,912	\$112,929,600	\$116,965,512

1. Balance as of 6/30/18 is from the MTC FY2017-18 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/18, and FY2018-19 allocations as of 6/30/19.

**FY 2019-20 FUND ESTIMATE
TRANSPORTATION DEVELOPMENT ACT FUNDS
SOLANO COUNTY**

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FY2018-19 TDA Revenue Estimate			FY2019-20 TDA Revenue Estimate		
FY2018-19 Generation Estimate Adjustment			FY2019-20 County Auditor's Generation Estimate		
1. Original County Auditor Estimate (Feb, 18)	19,722,853		13. County Auditor Estimate	21,239,810	
2. Actual Revenue (Jun, 19)	20,451,291		FY2019-20 Planning and Administration Charges		
3. Revenue Adjustment (Lines 2-1)		728,438	14. MTC Administration (0.5% of Line 13)	106,199	
FY2018-19 Planning and Administration Charges Adjustment			15. County Administration (0.5% of Line 13)	106,199	
4. MTC Administration (0.5% of Line 3)	3,642		16. MTC Planning (3.0% of Line 13)	637,194	
5. County Administration (Up to 0.5% of Line 3)	3,642		17. Total Charges (Lines 14+15+16)	849,592	
6. MTC Planning (3.0% of Line 3)	21,853		18. TDA Generations Less Charges (Lines 13-17)	20,390,218	
7. Total Charges (Lines 4+5+6)		29,137	FY2019-20 TDA Apportionment By Article		
8. Adjusted Generations Less Charges (Lines 3-7)		699,301	19. Article 3.0 (2.0% of Line 18)	407,804	
FY2018-19 TDA Adjustment By Article			20. Funds Remaining (Lines 18-19)	19,982,414	
9. Article 3 Adjustment (2.0% of line 8)	13,986		21. Article 4.5 (5.0% of Line 20)	0	
10. Funds Remaining (Lines 8-9)		685,315	22. TDA Article 4 (Lines 20-21)	19,982,414	
11. Article 4.5 Adjustment (5.0% of Line 10)	0				
12. Article 4 Adjustment (Lines 10-11)		685,315			

TDA APPORTIONMENT BY JURISDICTION

Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2018	FY2017-18	6/30/2018	FY2017-19	FY2018-19	FY2018-19	FY2018-19	6/30/2019	FY2019-20	FY2019-20
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) ²	Outstanding Commitments ³	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	767,550	8,994	776,544	(956,448)	0	378,679	13,986	212,761	407,804	620,565
Article 4.5										
SUBTOTAL	767,550	8,994	776,544	(956,448)	0	378,679	13,986	212,761	407,804	620,565
Article 4/8										
Dixon	1,474,407	17,511	1,491,918	(1,268,791)	0	821,240	30,331	1,074,698	903,994	1,978,692
Fairfield	5,209,597	60,294	5,269,891	(6,685,220)	60,133	4,858,030	179,425	3,682,259	5,277,659	8,959,918
Rio Vista	532,756	6,110	538,866	(345,296)	0	383,810	14,176	591,555	417,466	1,009,021
Solano County	1,674,281	16,559	1,690,840	(948,412)	0	843,581	31,157	1,617,166	892,044	2,509,210
Suisun City	46,475	1,204	47,678	(1,293,143)	0	1,246,669	46,044	47,249	1,326,366	1,373,615
Vacaville	9,878,356	115,298	9,993,654	(6,563,529)	0	4,189,863	154,747	7,774,735	4,497,114	12,271,849
Vallejo/Benicia	7,936,315	99,041	8,035,356	(11,289,943)	0	6,212,067	229,435	3,186,914	6,667,772	9,854,686
SUBTOTAL	26,752,185	316,017	27,068,203	(28,394,334)	60,133	18,555,260	685,315	17,974,576	19,982,414	37,956,990
GRAND TOTAL	\$27,519,736	\$325,011	\$27,844,747	(\$29,350,782)	\$60,133	\$18,933,939	\$699,301	\$18,187,337	\$20,390,218	\$38,577,555

1. Balance as of 6/30/18 is from the MTC FY2018-19 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.
2. The outstanding commitments figure includes all unpaid allocations as of 6/30/18, and FY2018-19 allocations as of 6/30/19.
3. Where applicable by local agreement, contributions from each jurisdiction will be made to support the Intercity Transit Funding Agreement.

**FY 2019-20 FUND ESTIMATE
TRANSPORTATION DEVELOPMENT ACT FUNDS
SONOMA COUNTY**

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FY2018-19 TDA Revenue Estimate			FY2019-20 TDA Revenue Estimate		
FY2018-19 Generation Estimate Adjustment			FY2019-20 County Auditor's Generation Estimate		
1. Original County Auditor Estimate (Feb, 18)	24,900,000		13. County Auditor Estimate		26,800,000
2. Actual Revenue (Jun, 19)	25,768,001		FY2019-20 Planning and Administration Charges		
3. Revenue Adjustment (Lines 2-1)		868,001	14. MTC Administration (0.5% of Line 13)		134,000
FY2018-19 Planning and Administration Charges Adjustment			15. County Administration (0.5% of Line 13)		134,000
4. MTC Administration (0.5% of Line 3)	4,340		16. MTC Planning (3.0% of Line 13)		804,000
5. County Administration (Up to 0.5% of Line 3)	4,340		17. Total Charges (Lines 14+15+16)		1,072,000
6. MTC Planning (3.0% of Line 3)	26,040		18. TDA Generations Less Charges (Lines 13-17)		25,728,000
7. Total Charges (Lines 4+5+6)		34,720	FY2019-20 TDA Apportionment By Article		
8. Adjusted Generations Less Charges (Lines 3-7)		833,281	19. Article 3.0 (2.0% of Line 18)		514,560
FY2018-19 TDA Adjustment By Article			20. Funds Remaining (Lines 18-19)		25,213,440
9. Article 3 Adjustment (2.0% of line 8)	16,666		21. Article 4.5 (5.0% of Line 20)		0
10. Funds Remaining (Lines 8-9)		816,615	22. TDA Article 4 (Lines 20-21)		25,213,440
11. Article 4.5 Adjustment (5.0% of Line 10)	0				
12. Article 4 Adjustment (Lines 10-11)		816,615			

TDA APPORTIONMENT BY JURISDICTION

Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2018	FY2017-18	6/30/2018	FY2017-19	FY2018-19	FY2018-19	FY2018-19	6/30/2019	FY2019-20	FY2019-20
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) ¹	Outstanding Commitments ²	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	1,776,179	31,898	1,808,077	(899,957)	0	478,080	16,666	1,402,866	514,560	1,917,426
Article 4.5										
SUBTOTAL	1,776,179	31,898	1,808,077	(899,957)	0	478,080	16,666	1,402,866	514,560	1,917,426
Article 4/8										
GGBHTD ³	152,347	4,607	156,954	(6,003,623)	0	5,856,480	204,154	213,965	6,303,360	6,517,325
Petaluma	838,632	7,802	846,434	(1,711,157)	0	1,752,259	61,083	948,619	1,951,520	2,900,139
Santa Rosa	2,355,593	22,905	2,378,497	(7,173,901)	0	6,247,693	217,791	1,670,081	6,812,671	8,482,752
Sonoma County	3,582,747	40,209	3,622,956	(10,080,074)	970,893	9,569,488	333,587	4,416,850	10,145,888	14,562,738
SUBTOTAL	6,929,318	75,523	7,004,841	(24,968,755)	970,893	23,425,920	816,615	7,249,515	25,213,440	32,462,955
GRAND TOTAL	\$8,705,497	\$107,422	\$8,812,919	(\$25,868,712)	\$970,893	\$23,904,000	\$833,281	\$8,652,381	\$25,728,000	\$34,380,381

1. Balance as of 6/30/18 is from the MTC FY2017-18 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/18, and FY2018-19 allocations as of 6/30/19.

3. Apportionment to GGBHTD is 25-percent of Sonoma County's total Article 4/8 TDA funds.

**FY 2019-20 FUND ESTIMATE
STATE TRANSIT ASSISTANCE
REVENUE-BASED FUNDS (PUC 99314)**

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FY2018-19 STA Revenue Estimate		FY2019-20 STA Revenue Estimate	
1. State Estimate (Aug, 18)	\$179,153,920	4. Projected Carryover (Jan, 20)	\$16,800,554
2. Actual Revenue (Aug, 19)	\$179,851,900	5. State Estimate (Nov, 19)	\$186,228,565
3. Revenue Adjustment (Lines 2-1)		6. Total Funds Available (Lines 4+5)	\$203,029,119

STA REVENUE-BASED APPORTIONMENT BY OPERATOR						
Column	A	B	C	D=Sum(A:C)	E	F=Sum(D:E)
	6/30/2018	FY2017-19	FY2018-19	6/30/2019	FY2019-20	Total
Apportionment Jurisdictions	Balance (w/interest) ¹	Outstanding Commitments ²	Actual Revenue	Projected Carryover ³	Revenue Estimate ⁴	Available For Allocation
ACCMA - Corresponding to ACE	558,245	(610,141)	257,541	205,645	290,259	495,904
Caltrain	1,703,516	(8,989,853)	7,927,692	641,355	8,496,363	9,137,718
CCCTA	112,241	(628,747)	731,551	215,045	789,680	1,004,725
City of Dixon	17,283	0	6,693	23,976	7,403	31,379
ECCTA	41,551	(147,694)	342,451	236,308	415,004	651,312
City of Fairfield	32,568	(163,369)	222,019	91,218	163,554	254,772
GGBHTD	95	(7,898,627)	7,929,288	30,756	8,540,790	8,571,546
LAVTA	268,425	(250,382)	323,708	341,751	349,728	691,479
Marin Transit	1,034,234	(1,518,064)	1,341,905	858,075	1,668,066	2,526,141
NVTA	15,815	(22,601)	104,008	97,222	116,000	213,222
City of Petaluma	20,404	0	39,290	59,694	49,382	109,076
City of Rio Vista	2,311	0	2,206	4,517	7,458	11,975
SamTrans	1,751,068	(5,669,191)	7,778,903	3,860,780	8,121,101	11,981,881
SMART	48,123	(1,668,428)	1,626,617	6,312	1,695,538	1,701,850
City of Santa Rosa	38,858	(199,516)	161,285	627	160,210	160,837
Solano County Transit	62,580	(355,135)	348,264	55,709	351,963	407,672
Sonoma County Transit	48,965	(217,999)	215,937	46,903	225,725	272,628
City of Union City	48,866	(133,992)	104,752	19,626	116,445	136,071
Vacaville City Coach	21,117	0	25,258	46,375	29,292	75,667
VTA	1,294,898	(29,544,098)	28,363,284	114,084	23,249,042	23,363,126
VTA - Corresponding to ACE	2	(198,174)	198,948	776	216,633	217,409
WCCTA	89,273	(444,705)	455,222	99,790	504,435	604,225
WETA	7,349,633	0	1,911,388	9,261,021	2,314,946	11,575,967
SUBTOTAL	14,560,071	(58,660,716)	60,418,210	16,317,565	57,879,017	74,196,582
AC Transit	941,284	(20,232,887)	19,368,542	76,939	24,264,960	24,341,899
BART	1,842,995	(39,612,823)	37,934,482	164,653	40,698,461	40,863,114
SFMTA	2,837,357	(64,726,627)	62,130,667	241,397	63,386,127	63,627,524
SUBTOTAL	5,621,635	(124,572,337)	119,433,690	482,989	128,349,548	128,832,537
GRAND TOTAL	\$20,181,706	(\$183,233,053)	\$179,851,900	\$16,800,554	\$186,228,565	\$203,029,119

1. Balance as of 6/30/18 is from the MTC FY2017-18 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.
2. The outstanding commitments figure includes all unpaid allocations as of 6/30/18, and FY2018-19 allocations as of 6/30/19.
3. Projected carryover as of 6/30/19 does not include interest accrued in FY2018-19.
4. FY2019-20 STA revenue generation is based on November 21, 2019 estimates from the SCO.

**FY 2019-20 FUND ESTIMATE
STATE TRANSIT ASSISTANCE
POPULATION-BASED FUNDS (PUC 99313) - THROUGH FY 2017-18**

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STA POPULATION-BASED APPORTIONMENT BY JURISDICTION & OPERATOR						
<i>Column</i>	<i>A</i>	<i>B</i>	<i>C</i>	<i>D=Sum(A:C)</i>	<i>E</i>	<i>F=Sum(D:E)</i>
Apportionment Jurisdictions	6/30/2018 Balance (w/interest) ¹	FY2017-19 Outstanding Commitments ²	FY2018-19 Revenue Estimate ⁴	6/30/2019 Projected Carryover ³	FY2019-20 Revenue Estimate ⁴	Total Available For Allocation
Northern Counties/Small Operators						
Marin	614,135	(614,135)	0	0	0	0
Napa	331,884	(331,884)	0	0	0	0
Solano/Vallejo	6,642,077	(5,168,488)	0	1,473,589	0	1,473,589
Sonoma	1,174,682	(1,174,682)	0	0	0	0
CCCTA	1,170,610	(989,205)	0	181,405	0	181,405
ECCTA	703,901	(703,901)	0	0	0	0
LAVTA	1,155,405	(1,155,405)	0	0	0	0
Union City	340,951	(340,951)	0	0	0	0
WCCTA	155,106	(155,106)	0	0	0	0
SUBTOTAL	12,288,750	(10,633,757)	0	1,654,994	0	1,654,994
Regional Paratransit						
Alameda	635,953	(635,953)	0	0	0	0
Contra Costa	344,514	(344,514)	0	0	0	0
Marin	86,811	(86,811)	0	0	0	0
Napa	70,449	(70,449)	0	0	0	0
San Francisco	504,602	(504,532)	0	70	0	70
San Mateo	250,492	4,659	0	255,151	0	255,151
Santa Clara	106,910	(106,910)	0	0	0	0
Solano	1,201,490	(526,439)	0	675,051	0	675,051
Sonoma	290,864	(290,864)	0	0	0	0
SUBTOTAL	3,492,086	(2,561,813)	0	930,272	0	930,272
Lifeline						
Alameda	4,053,292	(1,727,256)	0	2,326,036	0	2,326,036
Contra Costa	2,290,297	(1,021,204)	0	1,269,093	0	1,269,093
Marin	420,281	(25,837)	0	394,444	0	394,444
Napa	326,799	0	0	326,799	0	326,799
San Francisco	2,146,890	(1,098,050)	0	1,048,840	0	1,048,840
San Mateo	1,824,462	(595,766)	0	1,228,696	0	1,228,696
Santa Clara	8,444,953	(2,547,661)	0	5,897,292	0	5,897,292
Solano	1,110,156	(531,051)	0	579,105	0	579,105
Sonoma	1,237,882	(367,341)	0	870,541	0	870,541
MTC Mean-Based Discount Project	713,054	(711,634)	0	1,420	0	1,420
JARC Funding Restoration ⁵	400,668	0	0	400,668	0	400,668
Participatory Budgeting Pilot	1,003,435	0	0	1,003,435	0	1,003,435
Reserve for a Means-Based Transit Fare	5,910,243	0	0	5,910,243	0	5,910,243
SUBTOTAL	29,882,412	(8,625,799)	0	21,256,612	0	21,256,612
MTC Regional Coordination Program⁶		0	0	0	0	0
BART to Warm Springs	1,682	(1,682)	0	0	0	0
SamTrans	40,561	0	0	40,561	0	40,561
GRAND TOTAL	\$45,705,491	(\$21,823,055)	\$0	\$23,882,439	\$0	\$23,882,439

1. Balance as of 6/30/18 is from the MTC FY2017-18 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/18, and FY2018-19 allocations as of 6/30/19.

3. The projected carryover as of 6/30/2019 does not include interest accrued in FY 2018-19. All apportionment jurisdictions must spend or request to transfer all fund balances by June 30, 2019.

4. FY 2018-19 and FY 2019-20 revenue is distributed through MTC Resolution 4321, adopted in February 2018. See following page for details.

5. Includes 2/26/14 Commission action to re-assign \$1.1 million in FY 2014-15 Lifeline funds, and re-assigning \$693,696 of MTC's Means-Based Discount Project balance.

6. See Regional Program on following page for details from FY 2018-19 onwards.

**FY 2019-20 FUND ESTIMATE
STATE TRANSIT ASSISTANCE
POPULATION-BASED FUNDS (PUC 99313) - FY 2018-19 ONWARDS**

FY2018-19 STA Revenue Estimate		FY2019-20 STA Revenue Estimate	
1. State Estimate (Aug, 18)	\$64,770,585	4. Projected Carryover (Jan, 20)	\$32,008,057
2. Actual Revenue (Aug, 19)	\$65,022,436	5. State Estimate ⁴ (Nov, 19)	\$67,889,961
3. Revenue Adjustment (Lines 2-1)		6. Total Funds Available (Lines 4+5)	\$99,898,018

STA POPULATION-BASED COUNTY BLOCK GRANT AND REGIONAL PROGRAM APPORTIONMENT

Column	A	C	D	E=Sum(A:D)	F	G=Sum(E:F)
	6/30/2018	FY2017-19	FY2018-19	6/30/2019	FY2019-20	Total
Apportionment Jurisdictions	Balance (w/interest) ¹	Outstanding Commitments ²	Actual Revenue	Projected Carryover ³	Revenue Estimate ⁴	Available For Allocation
County Block Grant⁵						
Alameda	0	(7,507,806)	8,004,613	496,807	8,359,440	8,856,247
Contra Costa	0	(9,947,267)	10,044,774	97,507	10,490,037	10,587,544
Marin	0	(2,573,954)	2,584,015	10,061	2,698,558	2,708,619
Napa	0	(1,313,035)	1,580,647	267,612	1,650,713	1,918,325
San Francisco	0	(1,525,575)	3,828,845	2,303,270	3,998,569	6,301,839
San Mateo	0	0	2,292,428	2,292,428	2,394,047	4,686,475
Santa Clara	0	(6,356,355)	6,381,199	24,844	6,664,063	6,688,907
Solano	0	0	4,755,541	4,755,541	4,966,343	9,721,884
Sonoma	0	(5,278,947)	5,810,311	531,364	6,067,869	6,599,233
SUBTOTAL	0	(34,502,939)	45,282,372	10,779,434	47,289,639	58,069,073
Regional Program⁶	10,830,779	(12,612,069)	11,406,731	9,625,441	12,266,988	21,892,429
Means-Based Transit Fare Program	5,020,079	(2,163,370)	8,000,000	10,856,709	8,000,000	18,856,709
Transit Emergency Service Contingency Fund⁷	413,140	0	333,333	746,473	333,333	1,079,806
GRAND TOTAL	\$16,263,998	(\$49,278,379)	\$65,022,436	\$32,008,057	\$67,889,961	\$99,898,017

1. Balance as of 6/30/18 is from MTC FY2017-18 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/18, and FY2018-19 allocations as of 6/30/19.

3. The projected carryover as of 6/30/2019 does not include interest accrued in FY 2018-19.

4. FY2019-20 STA revenue generation based on January 31, 2019 State Controller's Office (SCO) forecast.

5. County Block Grant adopted through MTC Resolution 4321 in February 2018.

6. Regional Program adopted through MTC Resolution 4321 in February 2018. Balance and carryover amounts are from the MTC Regional Coordination Program established through MTC Resolution 3837, Revised. Funds are committed to Clipper® and other MTC Customer Service projects.

7. Funds for the Transit Emergency Service Contingency Fund are taken "off the top" from the STA Population-Based program.

**FY 2019-20 FUND ESTIMATE
BRIDGE TOLLS¹**

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BRIDGE TOLL APPORTIONMENT BY CATEGORY

<i>Column</i>	A	B	C	D=Sum(A:C)	E	F=D+E
	6/30/2018	FY2017-19	FY2018-19	6/30/2019	FY2019-20	Total
Fund Source	Balance²	Outstanding Commitments³	Programming Amount⁴	Projected Carryover	Programming Amount⁴	Available for Allocation
MTC 2% Toll Revenues						
Ferry Capital	5,135,093	(4,421,771)	1,000,000	1,713,321	1,000,000	2,713,321
Bay Trail	20,201	(470,201)	450,000	0	450,000	450,000
Studies	685,600	(180,544)	0	505,055	0	505,055
SUBTOTAL	5,840,894	(5,072,516)	1,450,000	2,218,376	1,450,000	3,668,376
5% State General Fund Revenues						
Ferry	13,262,787	(8,575,998)	3,308,186	7,994,975	3,341,267	11,336,242
Bay Trail	43,271	(316,692)	273,421	0	273,421	273,421
SUBTOTAL	13,306,059	(8,892,690)	3,581,607	7,994,975	3,614,688	11,609,663

1. BATA Resolution 93 and MTC Resolution 3948 required BATA to make a payment to MTC equal to the estimated present value of specified fund transfers for the next 50 years (FY2010-11 through FY2059-60) and relieved BATA from making those fund transfers for that 50 year period. The MTC 2% Toll Revenues listed above, commencing in FY2010-11, are funded from this payment.
2. Balance as of 6/30/18 is from MTC FY2017-18 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.
3. The outstanding commitments figure includes all unpaid allocations as of 6/30/18, and FY2018-19 allocations as of 1/31/19
4. MTC Resolution 4015 states that annual funding levels are established and adjusted through the fund estimate for 2%, and 5% bridge toll revenues.

FY 2019-20 FUND ESTIMATE
AB1107 FUNDS
AB1107 IS TWENTY-FIVE PERCENT OF THE ONE-HALF CENT BART DISTRICT SALES TAX

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FY2018-19 AB1107 Revenue Estimate		FY2018-19 AB1107 Estimate	
1. Original MTC Estimate (Feb, 18)	\$86,536,800	4. Projected Carryover (Jun, 19)	\$0
2. Actual Revenue (Jun, 19)	\$93,552,924	5. MTC Estimate (Feb, 19)	\$91,000,000
3. Revenue Adjustment (Lines 2-1)	\$7,016,124	6. Total Funds Available (Lines 4+5)	\$91,000,000

AB1107 APPORTIONMENT BY OPERATOR

Column	A	B	C=Sum(A:B)	D	E	F	G=Sum(A:F)	H	I=Sum(G:H)
	6/30/2018	FY2017-18	6/30/2018	FY2017-19	FY2018-19	FY2018-19	6/30/2019	FY2019-20	FY2019-20
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) ¹	Outstanding Commitments ²	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
AC Transit	0	0	0	(46,776,462)	43,268,400	3,508,062	0	45,500,000	45,500,000
SFMTA	0	0	0	(46,776,462)	43,268,400	3,508,062	0	45,500,000	45,500,000
TOTAL	\$0	\$0	\$0	(\$93,552,924)	\$86,536,800	\$7,016,124	\$0	\$91,000,000	\$91,000,000

1. Balance as of 6/30/18 is from MTC FY2017-8 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/18, and FY2018-19 allocations as of 6/30/19.

**FY 2019-20 FUND ESTIMATE
TDA & STA FUND SUBAPPORTIONMENT FOR ALAMEDA & CONTRA COSTA COUNTIES
& IMPLEMENTATION OF OPERATOR AGREEMENTS**

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ARTICLE 4.5 SUBAPPORTIONMENT		
Apportionment Jurisdictions	Alameda Article 4.5	Contra Costa Article 4.5
Total Available	\$4,672,074	\$2,438,714
AC Transit	\$4,272,694	\$739,358
LAVTA	\$159,008	
Pleasanton	\$84,625	
Union City	\$155,747	
CCCTA		\$1,009,387
ECCTA		\$529,158
WCCTA		\$160,812

IMPLEMENTATION OF OPERATOR AGREEMENTS

Apportionment of BART Funds to Implement Transit Coordination Program

Apportionment Jurisdictions	Total Available Funds (TDA and STA) FY 2019-20
CCCTA	\$861,895
LAVTA	\$725,279
ECCTA	\$2,802,042
WCCTA	\$2,923,975

Fund Source	Apportionment Jurisdictions	Claimant	Amount ¹	Program
Total Available BART STA Revenue-Based Funds			\$40,863,114	
STA Revenue-Based	BART	AC Transit	(459,611)	BART-AC Transit MOU Set-Aside ²
STA Revenue-Based	BART	CCCTA	(861,895)	BART Feeder Bus
STA Revenue-Based	BART	LAVTA	(619,414)	BART Feeder Bus
STA Revenue-Based	BART	ECCTA	(2,802,042)	BART Feeder Bus
STA Revenue-Based	BART	WCCTA	(2,601,185)	BART Feeder Bus
Total Payment			(7,344,147)	
Remaining BART STA Revenue-Based Funds			\$33,518,966	
Total Available BART TDA Article 4 Funds			\$428,655	
TDA Article 4	BART-Alameda	LAVTA	(105,865)	BART Feeder Bus
TDA Article 4	BART-Contra Costa	WCCTA	(322,790)	BART Feeder Bus
Total Payment			(428,655)	
Remaining BART TDA Article 4 Funds			\$0	
Total Available SamTrans STA Revenue-Based Funds			\$11,981,881	
STA Revenue-Based	SamTrans	BART	(1,602,048)	SFO Operating Expense
Total Payment			(1,602,048)	
Remaining SamTrans STA Revenue-Based Funds			\$10,379,833	
Total Available Union City TDA Article 4 Funds			\$10,476,592	
TDA Article 4	Union City	AC Transit	(116,699)	Union City service
Total Payment			(116,699)	
Remaining Union City TDA Article 4 Funds			\$10,359,893	

1. Amounts assigned to the claimants in this page will reduce the funds available for allocation in the corresponding apportionment jurisdictions by the same amounts.

2. MTC holds funds in accordance with the BART-AC Transit Memorandum of Understanding on feeder/transfer payments. Funds will be allocated to AC Transit in FY 2019-20.

**FY 2019-20 FUND ESTIMATE
STA SPILLOVER FUNDING AGREEMENT PER RESOLUTION 3814**

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PROPOSITION 1B TRANSIT FUNDING PROGRAM -- POPULATION BASED SPILLOVER DISTRIBUTION

Apportionment Category	MTC Resolution 3814	%	FY 2007-08	FY2009-18	MTC Res-3833	MTC Res-3925	FY2019-20
	Spillover Payment Schedule		Spillover Distribution	Spillover Distribution	(RM 1 Funding)	(STP/CMAQ Funding)	Remaining
Lifeline	10,000,000	16%	1,028,413	0	0	8,971,587	0
Small Operators / North Counties	3,000,000	5%	308,524	0	0	2,691,476	0
BART to Warm Springs	3,000,000	5%	308,524	0	0	0	0
eBART	3,000,000	5%	327,726	0	2,672,274	0	0
SamTrans	43,000,000	69%	4,422,174	0	0	19,288,913	19,288,913
TOTAL	\$62,000,000	100%	\$6,395,361	\$0	\$0	\$30,951,976	\$19,288,914

**FY 2019-20 FUND ESTIMATE
CAP AND TRADE LOW CARBON TRANSIT OPERATIONS PROGRAM (LCTOP)**

FY2018-19 LCTOP Revenue Estimate¹		FY2019-20 LCTOP Revenue Estimate²	
1. Statewide Appropriation (Jan, 19)	\$147,041,725	5. Estimated Statewide Appropriation (Jan, 19)	\$120,513,000
2. MTC Region Revenue-Based Funding	\$39,704,139	6. Estimated MTC Region Revenue-Based Funding	\$32,540,866
3. MTC Region Population-Based Funding	\$14,354,475	7. Estimated MTC Region Population-Based Funding	\$11,764,693
4. Total MTC Region Funds	\$54,058,614	8. Estimated Total MTC Region Funds	\$44,305,559

1. The FY 2018-19 LCTOP revenue generation is based on State Controller's Office letter dated January 31, 2019

2. The FY 2019-20 LCTOP revenue generation is based on the \$179 million estimated in the FY 2019-20 State Budget.

**FY 2019-20 FUND ESTIMATE
STATE OF GOOD REPAIR (SGR) PROGRAM
REVENUE-BASED FUNDS**

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FY2018-19 SGR Revenue-Based Revenue Estimate		FY2019-20 SGR Revenue-Based Revenue Estimate	
1. State Estimate (Aug, 18)	\$28,352,052	4. Projected Carryover (Jan, 20)	\$7,365
2. Actual Revenue (Sept, 19)	\$28,359,791	5. State Estimate (Nov, 19)	\$28,775,741
3. Revenue Adjustment (Lines 2-1)	\$0	6. Total Funds Available (Lines 4+5)	\$28,783,106

STATE OF GOOD REPAIR PROGRAM REVENUE-BASED APPORTIONMENT BY OPERATOR

Column	A	B	C	D=Sum(A:C)	E	F=Sum(D:E)
	6/30/2018	FY2017-19	FY2018-19	6/30/2019	FY2019-20	Total
Apportionment Jurisdictions	Balance (w/interest)	Outstanding Commitments	Actual Revenue ¹	Projected Carryover	Revenue Estimate ²	Available For Allocation
ACCMA - Corresponding to ACE	66	(40,664)	40,610	12	44,850	44,862
Caltrain	4,042	(1,254,096)	1,250,066	12	1,312,844	1,312,856
CCCTA	386	(115,708)	115,354	32	122,020	122,052
City of Dixon	3	(1,057)	1,055	1	1,144	1,145
ECCTA	179	(54,163)	53,999	15	64,126	64,141
City of Fairfield	86	(35,084)	35,009	10	25,272	25,282
GGBHTD	1,877	(1,251,861)	1,250,325	341	1,319,709	1,320,050
LAVTA	181	(51,209)	51,043	15	54,039	54,054
Marin Transit	666	(212,261)	211,596	0	257,747	257,747
NVTA	44	(16,439)	16,400	5	17,924	17,929
City of Petaluma	21	(6,215)	6,195	2	7,630	7,632
City of Rio Vista	1	(348)	348	1	1,152	1,153
SamTrans	3,981	(1,230,250)	1,226,604	335	1,254,860	1,255,195
SMART	499	(256,920)	256,492	71	261,992	262,063
City of Santa Rosa	94	(25,518)	25,432	8	24,755	24,763
Solano County Transit	191	(55,090)	54,916	16	54,385	54,401
Sonoma County Transit	111	(34,267)	34,166	10	34,879	34,889
City of Union City	56	(16,568)	16,518	5	17,993	17,998
Vacaville City Coach	15	(3,996)	3,983	1	4,526	4,527
VTA	14,059	(4,485,260)	4,472,421	1,220	3,592,405	3,593,625
VTA - Corresponding to ACE	51	(31,412)	31,371	10	33,474	33,484
WCCTA	232	(71,992)	71,781	21	77,944	77,965
WETA	900	(302,212)	301,395	83	357,702	357,785
SUBTOTAL	27,739	(9,552,591)	9,527,077	2,226	8,943,373	8,945,599
AC Transit	10,225	(3,063,490)	\$3,054,098	833	3,749,383	3,750,216
BART	19,811	(5,999,818)	\$5,981,639	1,632	6,288,661	6,290,293
SFMTA	30,840	(9,825,143)	\$9,796,977	2,674	9,794,323	9,796,997
SUBTOTAL	60,877	(18,888,451)	18,832,714	5,139	19,832,368	19,837,507
GRAND TOTAL	\$88,616	(\$28,441,042)	\$28,359,791	\$7,365	\$28,775,741	\$28,783,106

1. The State of Good Repair Program was established through SB 1 in April 2017. The program commenced with FY 2017-18.

2. FY2019-20 State of Good Repair Program revenue generation is based on November 21, 2019 estimates from the State Controller's Office (SCO).

**FY 2019-20 FUND ESTIMATE
STATE OF GOOD REPAIR (SGR) PROGRAM
POPULATION-BASED FUNDS**

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FY2019-20 SGR Population-Based Revenue Estimate		FY2019-20 SGR Population-Based Revenue Estimate				
1. State Estimate (Aug, 18)	\$10,250,287	4. Projected Carryover (Aug, 19)	\$0			
2. Actual Revenue (Sept, 19)	\$10,250,287	5. State Estimate (Nov, 19)	\$10,490,248			
3. Revenue Adjustment (Lines 2-1)		6. Total Funds Available (Lines 4+5)	\$10,490,248			
SGR PROGRAM POPULATION-BASED APPORTIONMENT						
Column	A	B	C	D=Sum(A:C)	E	F=Sum(D:E)
	6/30/2018	FY2017-19	FY2018-19	6/30/2019	FY2019-20	Total
Apportionment	Balance (w/interest)	Outstanding Commitments	Actual Revenue ¹	Projected Carryover	Revenue Estimate ²	Available For Allocation
Clipper®/Clipper® 2.0 ³	66,936	(10,317,223)	10,250,287	0	10,490,248	10,490,248
GRAND TOTAL	\$66,936	(\$10,317,223)	\$10,250,287	\$0	\$10,490,248	\$10,490,248

1. FY2018-19 State of Good Repair Program revenue generation is based on August 1, 2018 estimates from the State Controller's Office (SCO).

2. FY2019-20 State of Good Repair Program revenue generation is based on November 21, 2019 estimates from the State Controller's Office (SCO).

3. FY2018-19 and FY2019-20 State of Good Repair Program funds are shown here according to the policy in MTC Resolution 4321.



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 20-0016 **Version:** 1 **Name:**

Type: Resolution **Status:** Commission Approval

File created: 11/27/2019 **In control:** Programming and Allocations Committee

On agenda: 1/8/2020 **Final action:**

Title: MTC Resolution No. 4347, Revised. Lifeline Transportation Program Cycle 5: Participatory Budgeting Pilot.

A request to program \$600,000 in State Transit Assistance funds from the Participatory Budgeting (PB) Pilot Reserve to the San Francisco Municipal Transportation Agency’s Bayview Community Based Transportation Plan Participatory Budgeting Pilot - Bayview Transit Assistants project.

Sponsors:

Indexes:

Code sections:

Attachments: [3b 20-0016 Reso-4347 Lifeline Participatory Budgeting Pilot.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

MTC Resolution No. 4347, Revised. Lifeline Transportation Program Cycle 5: Participatory Budgeting Pilot.

A request to program \$600,000 in State Transit Assistance funds from the Participatory Budgeting (PB) Pilot Reserve to the San Francisco Municipal Transportation Agency’s Bayview Community Based Transportation Plan Participatory Budgeting Pilot - Bayview Transit Assistants project.

Presenter:

Judis Santos

Recommended Action:

Commission Approval

Metropolitan Transportation Commission Programming and Allocations Committee

January 8, 2020

Agenda Item 3b

MTC Resolution No. 4347, Revised Lifeline Transportation Program Cycle 5: Participatory Budgeting Pilot

Subject: A request to program \$600,000 in State Transit Assistance funds from the Participatory Budgeting (PB) Pilot Reserve to the San Francisco Municipal Transportation Agency's Bayview Community Based Transportation Plan Participatory Budgeting Pilot – Bayview Transit Assistants project.

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

In January 2018, MTC adopted Resolution No. 4309, which established guidelines for Cycle 5 of MTC's Lifeline Transportation Program. A voluntary participatory budgeting pilot reserve of \$1 million was introduced in Cycle 5 to identify elements of the participatory budgeting process that could be scalable to planning at the regional and county levels. Participatory Budgeting (PB) is a democratic process in which community members decide how to spend part of a public budget. The PB process was integrated into and conducted as part of an overall Community Based Transportation Planning (CBTP) process.

State Transit Assistance funds were reserved for projects identified through the PB process. Two CTAs, the San Francisco County Transportation Authority (SFCTA) and the Solano Transportation Authority (STA), submitted proposals to participate in the Pilot. Based on the percentage of low-income residents in their two Communities of Concern areas, the \$1 million reserve was divided by 60% to San Francisco (\$600,000) and 40% to Solano (\$400,000).

San Francisco has completed their PB process and projects have been selected through the Bayview Hunter's Point Community Based Transportation Planning process. The SFCTA has concurred with the proposed projects and confirmed consistency with the Lifeline Transportation Program's goals. Staff is returning to the Commission to amend the specific projects for San Francisco into the LTP Cycle 5 Program.

Solano is currently implementing their PB process through the Vallejo Community Based Transportation Plan. Staff will return to the Commission with Solano County's projects upon completion of their PB process anticipated in spring 2020.

San Francisco PB Pilot Recommended Program

As part of San Francisco's PB pilot, the San Francisco Municipal Transportation Agency (SFMTA) led the PB pilot as part of its Bayview CBTP process. Bayview residents nominated projects, developed project proposals in collaboration with SFMTA staff, and established a Community Steering Committee that selected which projects to place on a ballot. Residents then voted on their priorities. The SFMTA is recommending the highest-ranked eligible project receive the \$600,000 in LTP funds.

Staff recommends programming \$600,000 to the Bayview Community Based Transportation Plan Participatory Budgeting Pilot – Bayview Transit Assistants project. This project will fund three new Transit Assistant (TA) positions through the Muni Transit Assistance Program (MTAP). The TA positions will focus on the Bayview and segments of the transit system Bayview residents ride on most frequently. The TAs aid transit riders, answer questions about transit service, deter vandalism, act as an unarmed safety presence on transit lines, and de-escalate conflicts between riders (often youth). TAs work in teams of two and their hours of operation are 10AM to 6PM. The three positions will be hired on a 3-year contract and will ride on the 29 Sunset, the 44 O'Shaughnessy, and the T-Third lines. The TAs funded through this project will be hired from the Bayview.

The recommended funding is part of the PB pilot program. Securing additional funding for the project is the responsibility of the project sponsor.

The recommended funding and projects are listed in Attachment A of MTC Resolution No. 4347 (attached).

Recommendation: Refer MTC Resolution No. 4347, Revised to the Commission for approval.

Attachments: MTC Resolution No. 4347, Revised



Therese W. McMillan

Date: July 25, 2018
W.I.: 1311
Referred by: PAC
Revised: 12/19/18-C
06/26/19-C
01/22/20-C

ABSTRACT

Resolution No. 4347, Revised

This resolution adopts the FY2016-17 through FY2017-18 Program of Projects for MTC's Cycle 5 Lifeline Transportation Program, funded with State Transit Assistance (STA) and FTA Section 5307 Urbanized Area funds.

The evaluation criteria established in Resolution No. 4309 were used by the local entities administering the program to develop the program of projects.

The following attachments are provided with this resolution:

Attachment A — Cycle 5 Lifeline Transportation Program of Projects -
FY2016 - 17 and FY2017-18

This resolution was amended on December 19, 2018 to program additional projects resulting from increased State Transit Assistance (STA) for Lifeline Cycle 5, and to program approximately \$5 million for Santa Clara County projects.

This resolution was amended on June 26, 2019 to program additional projects resulting from increased State Transit Assistance (STA) for Lifeline Cycle 5, and to program \$391,151 in State Transit Assistance funds to Marin Transit, which involves a funding exchange with local Measure AA funds through the Transportation Authority of Marin.

This resolution was amended on January 22, 2020 to program \$600,000 in State Transit Assistance funds from the Participatory Budgeting (PB) Pilot Reserve to the San Francisco Municipal Transportation Agency's Bayview Community Based Transportation Plan Participatory Budgeting Pilot – Bayview Transit Assistants project.

Further discussion of this action is contained in the Programming and Allocations Committee summary sheets dated July 11, 2018, December 12, 2018, June 12, 2019, and January 8, 2020.

Date: July 25, 2018
W.I.: 1311
Referred by: PAC

RE: Cycle 5 Lifeline Transportation Program of Projects – FY2016-17 and FY2017-18

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4347

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

WHEREAS, MTC adopted Resolution No. 4309, which establishes program guidelines to be used for the funding and oversight of the Cycle 5 Lifeline Transportation Program, Fiscal Years 2016-17 and 2017-18; and


WHEREAS, MTC used the process and criteria set forth in Attachment A of Resolution No. 4309 to fund a Program of Projects for the Cycle 5 Lifeline Transportation Program with State Transit Assistance (STA) and Section 5307 Urbanized Area funds; and

WHEREAS, the Cycle 5 Lifeline Transportation Program of Projects is set forth in Attachment A of this resolution, attached hereto and incorporated herein as though set forth at length; now therefore be it

RESOLVED, that MTC approves the Program of Projects for the Cycle 5 Lifeline Transportation Program, as set forth in Attachment A of this resolution; and be it further

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

METROPOLITAN TRANSPORTATION COMMISSION

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

Jake Mackenzie, Chair

The above resolution was entered into by
the Metropolitan Transportation Commission
at a regular meeting of the Commission
held in San Francisco, California, on July 25, 2018.

Cycle 5 Lifeline Transportation Program of Projects (FY2016-17 and FY2017-18)

#	Project	Project Sponsor	Project Description					TOTAL Lifeline Funding	Notes
				STA (95%) ¹	STA (5% Conting.) ¹	STA (add'l revenue) ⁴	5307		
Alameda County									
1	Preservation of Existing Services in Communities of Concern	AC Transit	The project aims to continue and improve transit service to several key Communities of Concern in the southern, central and northern portions of Alameda County. The routes (Route 20, 40, 51A, 51B, 72, 800, and 801) serve low-income communities that have been identified because of spatial gaps in service in the Community Based Transportation Plan (CBTP).	2,051,426	83,748		1,514,825	3,649,999	
2	Route 14 Operating Assistance	LAVTA	Wheels Route 14 provides service between the North Livermore Low Income Community and a variety of essential destinations including shopping, employment, healthcare, and direct regional rail connections via the Livermore Transit Center/ACE station and Dublin/Pleasanton BART station.	320,000				320,000	
3	Coliseum BART Elevator Renovation Project	BART	Renovation of two elevators at the Coliseum BART Station as part of Phase 1 for the Elevator Renovation Program. The project addresses the growing needs of aging equipment to provide safe, reliable, and operational elevators in an area servicing a community that is roughly 30% low-income.	720,000		104,940		824,940	(8)
4	Operations Support for Route 2	Union City Transit	The Route 2 is the main east-west route in the area that connects the Union City Intermodal Station with job centers along the Whipple Road corridor, which includes a lot of manufacturing and distribution facilities. The route provides vital lifeline public transportation access for the Decoto neighborhood, an established Community of Concern in Union City.	182,512		104,940		287,452	(8)

County Bid Target	3,273,938	83,748	209,881	1,514,825	
Proposed Programming	3,273,938	83,748	209,880	1,514,825	5,082,391
Unprogrammed Balance	-	-	1	-	1

Contra Costa County									
5	Preserve Operations in Central County Communities of Concern	County Connection (CCCTA)	Maintain existing services on routes in low income areas in Central Contra Costa County. The identified routes link low-income riders with employment centers, schools, retail and services.	752,666			14,057	766,723	
6	Pittsburg Bay Point Elevator Replacement	BART	Renovation of two elevators at the Pittsburg/Bay Point/Antioch BART Station as part of the Elevator Renovation Program. The project addresses the growing needs of aging equipment to provide safe, reliable, and operational elevators in an area servicing a Community of Concern.	-			954,259	954,259	
7	Preserve Operations in West County Communities of Concern	AC Transit	Maintain existing service on Lines 71, 76, 376, 800. These routes provide basic transportation services to AC Transit riders, 70 percent of whom are low income. All lines serve and/or are predominantly located in Communities of Concern. All lines presently provide service to employment, services, retail, schools, health care and coordination to BART stations. Funding this project would preserve existing headways and service span.	1,090,123				1,090,123	
8	Contra Costa College Connection: Increase Frequency on C3 Operations	WestCAT	Increase frequency on Route C3, which operates between Hercules Transit Center and Contra Costa College in San Pablo. The Lifeline funding under this grant would allow WestCAT to decrease headways from 60 minutes to 30 minutes. WestCAT estimates the increased service will increase low income ridership 35-40% or approximately 26,000 new low income passenger trips annually.	250,000				250,000	
9	Preserve Operating Support for Routes 200 and 201	Tri Delta Transit	Route 200 operates between the Pittsburg/Bay Point BART Station, the veterans/county hospitals, and the county/court buildings in Martinez. Route 201 is a lifeline service operating between Pittsburg/Bay Point BART and Concord with stops at Mt. Diablo High School and John Muir Medical Center.		53,534	123,947		177,481	(10)

County Bid Target	2,092,789	53,534	123,947	968,316	
Proposed Programming	2,092,789	53,534	123,947	968,316	3,238,586
Unprogrammed Balance	-	-	-	-	-

Cycle 5 Lifeline Transportation Program of Projects (FY2016-17 and FY2017-18)

#	Project	Project Sponsor	Project Description					TOTAL Lifeline Funding	Notes
				STA (95%) ¹	STA (5% Conting.) ¹	STA (add'l revenue) ⁴	5307		
Marin County									
10	Bus Stop Improvements	Marin Transit	This project will fund bus stop improvements and real time transit information signs in the Canal neighborhood of San Rafael and additional real time transit information signs at high usage stops in the City of Novato.	24,545	1,292		174,163	200,000	
11	Route 36 (funding exchange project)	Marin Transit	This project will support operations for Route 36 between Marin City and Canal that provides mobility for low-income residents (Funding exchange for three projects: Marin Transit's School Transportation Service in Novato, Marin County's Drake/Cole Pedestrian Improvements, and City of San Rafael's Canal Neighborhood Crosswalk Improvements.	351,867	8,337	30,947		391,151	(11)
County Bid Target				376,412	9,629	30,947	174,163	591,151	
Proposed Programming				376,412	9,629	30,947	174,163	591,151	
Unprogrammed Balance				-	-	-	-	-	
Napa County									
12	Imola Avenue/SR 29 Express Bus Improvement	Napa Valley Transportation Agency (NVTA)	Rehabilitation of the Park and Ride facility; and bicycle and pedestrian facilities on State Route 29 (SR-29) and Imola Avenue; northbound and southbound on/off ramps to serve Vine Transit express buses. Improvements will allow Vine Route 29, which provides service to the Vallejo Ferry Terminal and the El Cerrito del Norte BART station, to operate on the corridor.	295,846	7,567	20,911	150,398	474,722	(8)
County Bid Target				295,846	7,567	20,911	150,398		
Proposed Programming				295,846	7,567	20,911	150,398	474,722	
Unprogrammed Balance				-	-	-	-	-	
San Francisco County									
13	Expanding and Continuing Late Night Transit Service to Communities in Need	SFMTA	SFMTA will provide new late night service on the L Owl line along the Embarcadero to Fisherman's Wharf and continue providing Owl service on key segments of the 44 O'Shaughnessy line, 48 Quintara/24th Street Muni lines. This service provides transit access from a Community of Concern to activity centers.	1,732,392	44,315		801,563	2,578,270	
14	Wheelchair Accessible Taxi Incentive Program	SFMTA	This program provides financial incentives to increase the supply of accessible wheelchair ramp taxis available through the Paratransit program. The additional ramp taxis will be in general circulation, increasing mobility options citywide for wheelchair users.			75,000			(6)
15	Enhanced Shop-a-Round and Van Gogh Recreational Shuttle Service	SFMTA	SFMTA will provide Shop-Around Shuttle service that seeks to provide group van transportation to and from grocery stores with driver assistance in carrying grocery bags for seniors and individuals with disabilities who do not meet ADA program requirements. It provides service seven days a week with two pick-up times available			32,462			(6)
County Bid Target				1,732,392	44,315	107,462	801,563		
Proposed Programming				1,732,392	44,315	107,462	801,563	2,685,732	
Unprogrammed Balance				-	-	-	-	-	

Cycle 5 Lifeline Transportation Program of Projects (FY2016-17 and FY2017-18)

#	Project	Project Sponsor	Project Description					TOTAL Lifeline Funding	Notes
				STA (95%) ¹	STA (5% Conting.) ¹	STA (add'l revenue) ⁴	5307		
San Mateo County									
14	Daly City Bayshore Shuttle	City of Daly City (via SamTrans)	Provide a circulator shuttle service connecting the Bayshore neighborhood in Daly City with transit and important destinations in the western portion of Daly City. The shuttle is free for passengers and operates for 14 hours, Monday through Friday, providing 11 round trips.	300,000				300,000	
16	Operating Support for Expanded Route 17 Service	SamTrans	This project will continue funding the operation of existing Lifeline funded expanded fixed route service for SamTrans Route 17 on the Coastsides of San Mateo County. The expanded service provides service to Montara, additional peak commute period service, Sunday service, and later evening hours 7 days a week.	338,312				338,312	
17	Operating Support for SamCoast Service	SamTrans	This project will continue funding the operation of SamCoast, a general public demand response system on the Coastsides of San Mateo County centered in Pescadero.	203,220		25,420		228,640	(5)
18	San Mateo County Transportation Assistance for Low-Income Residents	Human Services Agency (via SamTrans)	The Transportation Assistance Program (TAP) will provide fares for public transportation (such as bus tickets or tokens and possibly bus passes) to low-income families and individuals who are receiving homeless and safety net services from a network of countywide provider agencies. The transportation assistance will assist clients with their transportation needs related to Self-Sufficiency and Family Strengthening activities such as: employment search, employment workshops, job interviews, emergency and health related needs, family counseling, trips to referral agencies, trips to homeless shelters, and housing search.	200,000		36,000		236,000	(5)
19	DriveForward Vehicle Loan Program, San Mateo County	Peninsula Family Services (via VTA)	The DriveForward Vehicle Loan Program provides low-interest auto loans to individuals who are unable to access affordably-priced consumer loan financing. The loans, coupled with financial education credit repair assistance, help address transportation barriers so that individuals can pursue efforts at self-sufficiency, including work, education, asset building, and job training.				275,000	275,000	
20	Menlo Park Crosstown Shuttle	City of Menlo Park (via SamTrans)	The Menlo Park Crosstown Shuttle is a proposed expansion to the current "Midday Shuttle" (M1-Menlo Midday and M2-BelleHaven routes), which has been providing the Belle Haven community and other neighborhoods with reliable local transit since 1998. The shuttle primarily serves the low-income community by providing all-day access to essential destinations not otherwise available.	150,000	30,480	13,865		194,345	(7)
21	Fixed Route 280	SamTrans	Route 280 provides vital connections which serve Communities of Concern between East Palo Alto, the Stanford Shopping Center, and the Palo Alto Caltrain Station. Route 280 provides residents of East Palo Alto access to public transit options for completing work trips without the use of an automobile.				276,311	276,311	

County Bid Target 1,191,532 30,480 75,285 551,311

Proposed Programming 1,191,532 30,480 75,285 551,311 1,848,608

Unprogrammed Balance - - - - -

Cycle 5 Lifeline Transportation Program of Projects (FY2016-17 and FY2017-18)

#	Project	Project Sponsor	Project Description					TOTAL Lifeline Funding	Notes
				STA (95%) ¹	STA (5% Conting.) ¹	STA (add'l revenue) ⁴	5307		
Santa Clara County									
21	Bus Stop Enhancement Program	Valley Transportation Authority	This program will provide up to 100 new bus shelters, ADA enhancements, upgraded stop amenities such as benches, lighting, trash receptacles, and digital real-time displays at various bus stops located along high ridership corridors and in Community-Based Transportation Plan study areas.	2,405,763	40,815	101,083	1,581,482	4,129,143	(2)
22	Mobility Assistance Program (MAP)	Valley Transportation Authority	This program seeks to provide several reduced cost and no-cost transportation options to all qualified low-income individuals and families in Santa Clara County with an emphasis on CalWORKSs Program participants, older adult workers, and disabled and low income individuals. Programs include door-to-door rides, supporting public transit use with a focus on residents of MTC's designated Communities of Concern.	785,345	40,815	101,082		927,242	(2)

County Bid Target	3,191,108	81,630	202,165	1,581,482	
Proposed Programming	3,191,108	81,630	202,165	1,581,482	5,056,385
Unprogrammed Balance	-	-	-	-	-

Solano County									
23	Reduced Fare Local Taxi Program	Fairfield and Suisun Transit	The reduced fare Taxi Program provides a subsidized taxi for seniors or people with disability residing in Fairfield or Suisun City.	141,836				141,836	
24	SolTrans Route 1 - Maintain Lifeline Fixed Route Service	SolTrans	The funding request is for SolTrans fixed route 1 which services the communities of concern in Vallejo.	600,000				600,000	
25	Solano County Intercity Taxi Scrip Program	Solano Transportation Authority	The Intercity Taxi Card Program provides a subsidized taxi for seniors or people with disability residing in Solano County.	200,000				200,000	
26	SolanoExpress Blue Line Expanded Service (Fairfield)	Fairfield and Suisun Transit	The project will help fund expanded service for the new Solano Express Blue line which services several communities of concern between Pleasant Hill Bart and Downtown Sacramento.				236,460	236,460	
27	SolanoExpress Blue Line Expanded Service (Vacaville)	Fairfield and Suisun Transit	The project will help fund expanded service for the new Solano Express Blue line which services several communities of concern between Pleasant Hill Bart and Downtown Sacramento.				102,657	102,657	
28	SolTrans Route 2 - Maintain Lifeline Fixed Route Service (Vallejo)	Fairfield and Suisun Transit	The funding request is for SolTrans Fixed Route 2 which services the communities of concern in Vallejo.				300,929	300,929	
29	Solano Express	Fairfield and Suisun Transit and Solano County Transit (SolTrans)	The funding request is for Intercity Transit Service Blue, Green, Yellow, 80 and 85 servicing communities of concern.		24,093	53,375		77,468	(9)

County Bid Target	941,836	24,093	53,375	640,046	
Proposed Programming	941,836	24,093	53,375	640,046	1,659,350
Unprogrammed Balance	-	-	1	-	1

Cycle 5 Lifeline Transportation Program of Projects (FY2016-17 and FY2017-18)

#	Project	Project Sponsor	Project Description					TOTAL Lifeline Funding	Notes
				STA (95%) ¹	STA (5% Conting.) ¹	STA (add'l revenue) ⁴	5307		
Multi-County & Regional Projects ³									
34	Bayview Community Based Transportation Plan Participatory Budgeting Pilot - Bayview Transit Assistants	San Francisco Municipal Transportation Agency (SFMTA)	The SFMTA will fund three new Transit Assistant positions through the Muni Transit Assistance Program (MTAP). Transit Assistants (TAs) aid transit riders, answer questions about transit service, deter vandalism, act as an unarmed safety presence on transit lines, and de-escalate conflicts between riders. TAs work in teams of two and their hours of operation are 10AM to 6PM. The three TA positions will be hired on a 3-year contract and will ride on the 29 Sunset, the 44 O'Shaughnessy, and the T-Third lines. The TAs funded through this project will be hired from the Bayview.	600,000				600,000	(12)
35	Participatory Budget Pilot Reserve - City of Vallejo Community Based Transportation Plan	TBD	Reserve funds for Participation Budgeting pilot projects that are recommended through Solano Transportation Authority's City of Vallejo Community Based Transportation Plan and PB Pilot program.	400,000				400,000	
Multi-County & Regional Target				1,000,000				-	
Proposed Programming				1,000,000	-			1,000,000	
Unprogrammed Balance				-	-			-	
Regional Grand Totals									
Lifeline Program Revenue Sources				15,190,842	363,006	890,164	6,805,264	23,249,276	
Total Proposed Programming				15,190,842	363,006	890,162	6,805,264	23,249,274	
Unprogrammed Balance				-	-	2	-	2	

Notes

- (1) Because the FY 18 actual STA amounts will be confirmed by the State Controller after July 2018, only 95 percent of each county's STA amount will be available to be claimed by project sponsors until further notice. The County Lifeline Program Administrators programmed 95 percent of their county's STA amount, and then developed a contingency plan for the remaining five percent should it be available. Some agencies have contingencies unprogrammed.
- (2) On 12/19/18, Santa Clara County projects are being programmed.
- (3) Funds are being reserved for each PB Pilot program as listed. Specific projects will be amended and add into this Cycle 5 program, once projects have been recommended through the PB Pilot program process.
- (4) On 12/19/18, additional State Transit Assistance funds have been added to program due to higher than anticipated diesel sales tax revenue as a result of Senate Bill 1.
- (5) On 12/19/18, additional STA funds are being programmed to existing projects.
- (6) On 12/19/18, additional STA funds are being programmed to new projects in San Francisco County.
- (7) On 12/19/18, the 5% STA contingency and additional STA funds are being programmed to existing project in San Mateo County.
- (8) On 06/26/19, additional STA funds are being programmed to existing projects: \$104,940 for Coliseum BART Elevator Renovation, \$104, 940 for Operations Support for Route 2, and \$20,911 for Imola Avenue/SR 29 projects.
- (9) On 06/26/19, 5% STA contingency and additional STA funds are being programmed to new projects: \$77,468 for Solano Express in Solano County.
- (10) On 06/26/19, additional STA funds (\$123,947) and 5% STA contingency (\$53,534) are being programmed to a new project, Preserve Operating Support for Routes 200 and 201. The programming of \$53,534 in 5% STA contingency is conditioned on CCTA Board approval.
- (11) On 06/26/19, additional STA funds and remaining unprogrammed STA and 5% contingency funds are being programmed to Route 36 (funding exchange). The Marin County Lifeline Program Administrator (Transportation Authority of Marin (TAM) had originally programmed in STA funds \$75,151 for the School Transportation Service in Novato, \$68,000 for the Drake/Cole Pedestrian Improvements, and \$248,000 for Canal Neighborhood Crosswalk Improvements, but these three projects were found to be ineligible for STA funds. As a result, TAM pursued and approved a funding exchange with Marin Transit. Marin Transit will receive \$391,151 in STA funds for Route 36 and in exchange will give TAM, Measure AA Sales Tax Strategy 4: Local Busfunds to fully fund
- (12) On 01/22/20, Participatory Budgeting Pilot projects for San Francisco's Bayview Hunter's Point Community Based Transportation Plan were recommended and added into this Cycle 5 program, through the PB Pilot program process. The San Francisco Municipal Transportation Agency (SFMTA) will fund three new Transit Assistant (TA) positions through the Muni Transit Assistance Program (MTAP). The three TA positions will be hired on a 3-year contract and will ride on the 29 Sunset, the 44 O'Shaughnessy, and the T-Third lines.



Metropolitan Transportation Commission

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Legislation Details (With Text)

File #: 20-0018 **Version:** 1 **Name:**

Type: Report **Status:** Commission Approval

File created: 11/27/2019 **In control:** Programming and Allocations Committee

On agenda: 1/1/2020 **Final action:**

Title: Transit and Intercity Rail Capital Program Cycle 4 Regional Endorsements

Recommended projects for regional endorsement for Cycle 4 of the Transit and Intercity Rail Capital Program (TIRCP), based on MTC's Cap and Trade Framework

Sponsors:

Indexes:

Code sections:

Attachments: [4a_20-0018_2020_TIRCP_Endorsements.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

Transit and Intercity Rail Capital Program Cycle 4 Regional Endorsements

Recommended projects for regional endorsement for Cycle 4 of the Transit and Intercity Rail Capital Program (TIRCP), based on MTC's Cap and Trade Framework

Presenter:

Craig Bosman

Recommended Action:

Commission Approval

Metropolitan Transportation Commission Programming and Allocations Committee

January 8, 2020

Agenda Item 4a

Transit and Intercity Rail Capital Program Cycle 4 Regional Endorsements

Subject: Recommended projects for regional endorsement for Cycle 4 of the Transit and Intercity Rail Capital Program (TIRCP), based on MTC's Cap and Trade Framework.

Background: The TIRCP program funds projects that will modernize California's intercity, commuter, and urban rail systems, and bus and ferry transit systems, to significantly reduce emissions of greenhouse gases, vehicle miles traveled, and congestion. The program receives funds from both Cap and Trade auctions and Senate Bill 1. In 2013, MTC approved, and in 2016 and 2019 revised, a regional TIRCP Framework as part of an overall Cap and Trade Framework (MTC Resolution No. 4130, Revised, excerpted as Attachment 2). The framework directs funding towards projects that deliver critical core capacity improvements needed to support future transit expansion. Three TIRCP award cycles have been completed, during which MTC has endorsed and advocated for projects consistent with the Cap and Trade Framework.

The California State Transportation Agency (CalSTA) released a call for projects for a new five-year program of projects, with an estimated \$2.5 billion available over state fiscal years 2020-21 to 2024-25, including \$450 to \$500 million available in new programming capacity for Cycle 4. Applications are due January 16th, 2020.

Applicants are required to include letters from MPOs confirming consistency with the region's Sustainable Communities Strategy. Staff reviewed project applications and provided letters of consistency to applicants as appropriate. There are 12 applications from the Bay Area, totaling over \$800 million in requests, as detailed in Attachment 1.

In addition to confirming consistency with Plan Bay Area 2040, MTC has an opportunity to endorse certain applications from sponsors within the region. Consistent with the prioritization principles for the Bay Area 2020 SB1 competitive program adopted by the Commission in November 2019, staff recommends endorsing to CalSTA the projects consistent with the region's adopted Cap and Trade Framework as especially critical to implementing the goals of Plan Bay Area 2040. The proposed endorsements also reflect the policy of endorsing smaller capital projects consistent with the Plan that are not named in the framework, at up to \$15 million per project. Proposed endorsements total \$327 million, representing approximately two-thirds of statewide programming capacity, and are shown in Attachment 1.

The region's Cap and Trade Framework targets 33% of the projected statewide TIRCP funding over the life of Plan Bay Area 2040, given the Bay Area's robust transit system and investment needs to implement the

Plan. Endorsing applications for roughly double that percentage of available funding for a given round of funding is consistent with past practice.

Issues:

Project sponsors may apply for funds regardless of MTC's endorsement. However, given the prior adoption of a regional framework which has not been fully funded and the pressing need to improve transit capacity in the region's core, staff proposes the Commission endorse, and thus encourage CalSTA to focus TIRCP investment on, several key projects.

Two large projects, TJPA's Transbay Program Phase 2 – Downtown Rail Extension and the SamTrans-sponsored Dumbarton Rail Corridor, are not recommended for endorsement for the 2020 TIRCP programming cycle. These projects are not named in the TIRCP framework and are in earlier project development stages. With development of Plan Bay Area 2050, staff will likely propose a revised TIRCP framework. The Downtown Rail Extension and Dumbarton Rail Corridor may be considered as a part of the framework for the 2022 TIRCP cycle and beyond as critical project development and funding plans are refined, and after current TIRCP framework projects are fully funded.

The following projects are recommended for endorsement at a lower amount than requested:

- WETA New Mission Bay Ferry and New Treasure Island Ferry: These two projects are similar vehicle acquisitions and would install some charging infrastructure to be shared between the two lines, so they are being considered together for the purpose of determining the endorsement limit and are endorsed for a combined \$15 million for the two projects.
- SMART Russian River Rail Bridge Rehabilitation and Healdsburg Station Project: This project is not named as a priority project and thus is subject to the \$15 million limit for other small projects.

Recommendation: Refer the TIRCP Endorsement List to the Commission for approval.

Attachments:

Attachment 1 – TIRCP Endorsement List
Attachment 2 – MTC TIRCP Framework excerpted from MTC Resolution No. 4130, Revised
Attachment 3 – Bay Area TIRCP Applications – Previous Awards and Round 4 Endorsements



Therese W. McMillan

Attachment 1: 2020 Transit and Intercity Rail Capital Program (TIRCP)

January 8, 2020 Programming and Allocations Committee Item 4a

Proposed MTC Endorsements | Based on Bay Area Applications as Submitted by Agencies to MTC

Applicant	Project Title	Brief Description of TIRCP Application Scope	TIRCP Request (\$ millions)	Total Project Cost (\$ millions)	MTC Endorsement (\$ millions)
Priority Framework Projects					
BART	Transbay Corridor Core Capacity Program	Purchase the final 34 of 306 core capacity expansion BART cars (scalable at \$3.5M/car).	119	3,536	119
	Package of Muni Forward Rail Investments	This package of Muni Forward Rail Investments targets the J, K, and M lines' service reliability through run-time improvements and stop consolidation and would improve rider access through enhanced pedestrian and station facilities.	60	110	60
SFMTA	Train Control Upgrade Program	Install a new train control system including expansion to surface lines to allow centralized line management of the entire light rail system.	60	400	60
AC Transit	Powell Street Improvements	Bus access improvements from Powell Street onto the I-80 on-ramp in Emeryville, along with additional bus stops and extended HOV access.	10	10	10
Caltrain	Caltrain "Holdout Rule" Removal	Removal of two "holdout rule" stations, which are limited operationally to only one train at a time in the station, and rebuilding of the stations or installing mitigating connectivity and improvement projects in exchange for their closure.	25	50	25
Endorsed Small Projects					
Solano Transportation Authority	Solano Regional Transit Improvements Phase 2	Multi-location capital and operational improvements along the Solano Express service corridor, including: Network integration and BRT Lite implementation plans; Parking facility and access improvements at Fairfield-Vacaville Hannigan station; New in-line SolanoExpress stop and access improvements at W. Texas St I-80 ramp; access improvements, Transit Signal Prioritization, and ticketing improvements at Vacaville Transit Center; In-line charging infrastructure for long-haul coach routes.	11	18	11
GGBHTD	New Vessel Acquisition	New Tier IV diesel engine, high-speed ferry vessel to operate between San Francisco and the North Bay.	12	30	12
	Launch New Mission Bay Ferry Service Using All-Electric Vessel	Construction of one (1) all-electric 99-passenger ferry vessel and the required shoreside charging infrastructure (Downtown SF and Mission Bay) to serve the new Mission Bay Ferry Route.	9	55	15
WETA ¹	Launch New Treasure Island Ferry Service Using All-Electric Vessel	Construction of one (1) all-electric 99-passenger ferry vessel and the required shoreside charging infrastructure (Downtown SF and Treasure Island) to serve the new Treasure Island Ferry Route.	9	39	
SMART	SMART Russian River Rail Bridge Rehabilitation and Healdsburg Station project	Rehabilitate the rail bridge over the Russian River, construct the passenger station at Healdsburg and repair or replace one other small bridge along the Windsor to Healdsburg rail alignment.	21	32	15
Projects Not Endorsed for 2020					
TJPA	Transbay Program Phase 2 - Downtown Rail Extension	Extend the Caltrain commuter rail system approximately 2 miles from its current San Francisco terminus into the Transbay Transit Center and accommodate future high-speed rail service.	400	3,935	-
SamTrans	Dumbarton Rail Corridor	New fixed guideway mass transit service spanning Alameda and San Mateo counties, connecting Redwood City Caltrain Station to Newark, Fremont, Ardenwood and Union City BART Station using the Dumbarton Rail Corridor. The options under evaluation to deliver the new service include commuter rail, light rail or group rapid transit technology.	75 to 100	3,500	-
Total			836	11,715	327

J:\COMMITTEE\PAC\2020 PAC Meetings\01 Jan '2020 PAC\4a_4_Previuous Awards and Endorsements 2020.xlsx]millions

¹Staff is recommending the WETA projects be considered together for the purpose of determining the endorsement limit.

Attachment 2 - Agenda Item 4a
January 8, 2020 Programming and Allocations Committee

Attachment A-1

Transit and Intercity Rail Capital (TIRCP) Framework

Agency	Project/Category	TIRCP Framework Amount (\$millions)
BART	Train Control	250
	Hayward Maintenance Center	50
	Fleet Expansion	200
	BART Total	500
SFMTA	Fleet Expansion	481
	Facilities	67
	Core Capacity Study Projects/ BRT	237
	SFMTA Total	785
AC Transit	Fleet Expansion	90
	Facilities	50
	Major Corridors	200
	AC Transit Total	340
VTA	BART to San Jose	750
Caltrain	Electrification*	100
	EMUs	125
	Caltrain Total	225
Multiple Operators	TBD Expansion Projects: High Ridership Bus, Rail and Ferry Corridors**	400
Region Total		\$3,000

*Assumes an equal or greater contribution from Cap and Trade High Speed Rail category, and an FTA Core Capacity commitment of \$447 million.

**MTC will consider endorsing requests up to \$15 million for projects that are not explicitly in the framework if they are consistent with the region's long range plan.

Attachment 3: Bay Area TIRCP Applications -- Previous Awards and Round 4 Endorsements

January 8, 2020 Programming and Allocations Committee Item 4a

(all amounts \$ millions)

	MTC Res. 4130 Framework 2015-2040	Rounds 1-3 Award Total	Proposed MTC Round 4 Endorsement	Balance After Round 4 Endorsed Amount
Priority TIRCP Projects				
BART Transbay Corridor Core Capacity Program (Train control, Fleet expansion, Hayward Maint. Center)	500	319	119	62
SFMTA Fleet Expansion	481	113		368
SFMTA Facilities	67	-		67
SFMTA Core Capacity Study Projects/BRT	237	-	120	117
<i>SFMTA subtotal</i>	<i>785</i>	<i>113</i>	<i>120</i>	<i>552</i>
AC Transit Fleet Expansion	90	14		76
AC Transit Facilities	50	-		50
AC Transit Major Corridors	200	-	10	190
<i>AC Transit subtotal</i>	<i>340</i>	<i>14</i>	<i>10</i>	<i>316</i>
Caltrain Electrification and EMUs	225	185	25	15
VTA BART to San Jose	750	750		-
Priority TIRCP Projects Subtotal	2,600	1,380	274	946
Other TIRCP Projects				
Other TIRCP Projects - Round 4				
GGBHTD New Vessel Acquisition		-	12	
SMART Russian River Bridge Rehab and Healdsburg Station		-	15	
SamTrans Dumbarton Rail Corridor		-	-	
Solano Regional Transit Improvements		11	11	
TJPA Downtown Extension		-	-	
WETA Mission Bay and Treasure Island All-Electric Vessels		-	15	
Other TIRCP Projects - Round 4 Subtotal		11	53	
Other TIRCP Projects - Previous Round Awards				
ACE Near Term Capacity ¹		6		
Capitol Corridor Oakland-San Jose		80		
Capitol Corridor Schedule/Maint. Optimization/Cap. Projects ²		9		
Capitol Corridor Travel Time Reduction Project		5		
LAVTA/Ala. Co. Dublin/Pleas. Parking		21		
SamTrans US101 Express Bus Pilot		15		
SJRRRA Oakley Station ³		9		
SMART Rail Cars		11		
SMART Rail Extension to North Windsor		21		
Other TIRCP Projects - Previous Rounds Subtotal		176		
Other TIRCP Projects Subtotal	400	187	53	160
Full Framework Total	3,000	1,567	327	1,106

"Other TIRCP Projects" Notes

- \$9M in Platform extensions for Lathrop, Tracy, Vasco, Livermore, and Pleasanton Stations -- 2/3 attributed to Bay Area
- Endorsed jointly with SACOG, no amount listed. \$520,000 attributed to Bay Area for Service Optimization Plan and Oakland Maintenance Facility Standby Power
- \$500M Valley Rail award to extend ACE to Merced and add Amtrak San Joaquins service, includes new Oakley station for \$9M