

Metropolitan Transportation Commission Programming and Allocations Committee

December 9, 2020

Agenda Item 2g - 20-1633

MTC Resolution No. 4273, Revised. Transit Performance Initiative – Investment Program: Semi-Annual Report, Scope Modifications for SFMTA Round 1 Award, and Reprogramming of VTA FY2018 Award

Subject: Semi-annual report on progress of projects awarded under the Transit Performance Initiative (TPI) – Investment Program, scope modification for the SFMTA Colored Lanes project, and reprogramming of the VTA North First Street Light Rail Speed and Safety Improvements project.

Background: The TPI Investment program funds low-cost capital investments that can be implemented rapidly to improve operations and customer experience on major transit corridors and systems. Since 2012, \$95.7 million has been programmed to 28 projects, and 14 of these have been completed or are substantially completed.

This program update covers the period from May through November 2020. Please refer to attachments A and B for further information.

SFMTA Colored Lanes Scope Modification Request

SFMTA has previously been awarded a total of \$4 million in TPI funds for the Colored Lanes project. SFMTA requests a scope modification to specify that \$3 million of these funds will be used to colorize bus-only lanes on Mission Street from 11th Street to Fremont Street, which is a different location than the original award. This is expected to benefit ten transit lines operated by Muni, Golden Gate Transit, and SamTrans, including reducing transit travel time by up to 20 percent for Muni routes 14, 14R, and 14X. The colored lanes would also improve safety by reducing transit-involved collisions.

Further detail is available in Attachment C. Staff recommends approving SFMTA's request for a minor scope modification on this portion of the Colored Lanes project. Because the project title will remain the same, no changes are required to the original project programming in MTC Resolution No. 4035, Revised.

Reprogramming VTA North First Street Light Rail Speed and Safety Improvements Project

Because of a change in the project's overall funding plan, VTA will no longer use their FY 2017-18 TPI award for the North First Street Light Rail Speed and Safety Improvement Project, Phase 1. VTA requests these funds (\$0.9 million) be reprogrammed to the Eastridge to BART Regional

Connector to support construction of a new transit connection between the Eastridge Transit Center and BART.

Further detail is available in Attachment C. Staff recommends approving VTA's request to reprogram these funds. This change will require updating MTC Resolution No. 4273, Revised, to reprogram the Low-Carbon Transit Operations Program (LCTOP) funds.

Identifying a Locally-Funded Replacement Project for VTA's TPI-Ineligible FY 2018-19 Award

Because the project originally submitted by VTA for the FY 2018-19 TPI program was rejected by the State, VTA's \$1.3 million TPI award was programmed to a non-TPI project, with the expectation that VTA would program the same amount of local funds to a TPI-eligible project. VTA has committed locally-controlled LCTOP revenue-based funds to the Eastridge to BART Regional Connector project, which is eligible for the TPI program, and will report on this project as their replacement TPI project moving forward.

Issues:


None

Recommendation:

Refer SFMTA Scope Change Request and MTC Resolution No. 4273, Revised, to the Commission for approval.

Attachments:

Attachment A: Summary of TPI Investment Program Projects by Round
Attachment B: TPI Investment Program Project Updates
Attachment C: Detail on Scope Modification, Reprogramming, and Replacement Project for Previous TPI Awards
MTC Resolution No. 4273, Revised



Therese W. McMillan

**Transit Performance Initiative - Investment Program
Projects by Round** (\$ in millions)

1st Round (Approved May 2012)

Agency	Project	TPI Award (\$ millions)
AC Transit	Line 51 Corridor Delay Reduction & Sustainability Project Complete	\$10.5
	Mission Customer First Substantially Complete	\$5.4
	N-Judah Customer First* Substantially Complete	\$2.4
	Colored Lanes on MTA Rapid Network* Original Scope Complete (added scope ongoing)	\$3.0
San Francisco Municipal Transportation Authority (SFMTA)	Bus Stop Consolidation and Roadway Modification (9-San Bruno)** Complete	\$4.1
Santa Clara Valley Transportation Authority (SCVTA)	Light Rail Transit Signal Priority Improvements	\$1.6
	Stevens Creek — Limited 323 Transit Signal Priority Complete	\$0.7
Total		\$27.7

*In July 2015, MTC approved reprogramming of \$3 million from the SFMTA Round 1 N-Judah Customer First project to the Colored Lanes on MTA Rapid Network project

**Scope determined Sept. 2014. Project is reporting with Round 2 projects

2nd Round (Approved September 2014)

Agency	Project	TPI Award (\$ millions)
Various – Small Operators	Clipper Phase 3 Implementation Complete	\$8.0
Santa Clara Valley Transportation Authority (SCVTA)	Mountain View Double Track Improvements – Phase 1 Complete	\$8.0
City of Dublin/ Livermore Amador Valley Transit Authority (LAVTA)	Dublin Boulevard Transit Performance Initiative Complete	\$1.0
AC Transit	South Alameda County Major Corridors Travel Time Improvement Complete	\$5.0
San Francisco Municipal Transportation Authority (SFMTA)*	Colored Lanes on MTA Rapid Network Original Scope Complete (added scope ongoing)	\$1.0
	Geary BRT Phase 1	\$4.0
Total		\$27.0

*In January 2017, MTC approved reprogramming \$4 million from the SFMTA Round 2 Colored Lanes and Muni Forward projects to Geary BRT Phase 1, which was also awarded TPI Round 3 funds.

3rd Round (Approved January 2017)

Agency	Project	TPI Amount (\$ millions)
Various	Bay Bridge Forward	\$10.0
SFMTA	Geary BRT Phase 1	\$5.6
SamTrans	Traffic Signal Priority on El Camino Real	\$3.5
BART	Train Seat Modification Project Complete	\$1.5
AC Transit*	San Pablo and Telegraph Rapid Bus Upgrades Project	\$5.0
VTA	Santa Clara Light Rail Crossovers and Switches Substantially Complete	\$0.5
Total		\$26.1

*AC Transit received a total of \$5M in combined federal STP/CMAQ funds and state Cap and Trade LCTOP funds.

4th Round - North Bay (Approved July 2017)

County	Project	TPI Amount (\$ millions)
Marin	Novato Downtown SMART Station Phase 2 Complete	\$0.5
Sonoma	Santa Rosa CityBus New Transit System Optimization	\$0.4
Napa	NVTA Imola Ave and SR-29 Express Bus Improvements	\$0.4
Solano	SolanoExpress Fairgrounds Drive/SR-37 Bus Stop Complete	\$1.0
Total		\$2.3

Low Carbon Transit Operations Program FY 2017-18 (Approved March 2018)

**Transit Performance Initiative - Investment Program
Projects by Round (\$ in millions)**

Agency	Project	TPI Amount (\$ millions)
SFMTA	Mission Bay Loop	\$1.4
VTA	Eastridge to BART Regional Connector*	\$0.9
AC Transit	San Leandro BART -- Transit Access Improvements <i>Substantially Complete</i>	\$0.6
AC Transit	South Alameda County Major Corridors Travel Time Improvement Project <i>Complete</i>	\$0.2
Total		\$3.1

*VTA requested their FY18 award be reprogrammed from the North First Street Light Rail Speed and Safety Improvements Project, Phase 1, to the Eastridge to BART Regional Connector project, to be considered by the Commission along with this semi-annual update.

Low Carbon Transit Operations Program FY 2018-19 (Approved April 2019)

Agency	Project	TPI Amount (\$ millions)
SFMTA	West Portal Optimization and Crossover Activation	\$2.2
VTA	Eastridge to BART Regional Connector*	\$1.3
AC Transit	Dumbarton Innovative Deployments to Enhance Arterials (IDEA)	\$1.2
Total		\$4.7

*VTA's FY 2018-19 LCTOP TPI award went to the 2021 Zero-Emission Bus Purchase program, which was ineligible under the TPI program. VTA has committed the same amount of local funds to the Eastridge to BART Regional Connector as a TPI-eligible replacement project.

Low Carbon Transit Operations Program FY 2019-20 (Approved March 2020)

Agency	Project	TPI Amount (\$ millions)
NVTA	Imola Park and Ride and Express Bus Stop Improvements	\$1.1
ECCTA	Wi-Fi for Bus and Paratransit Rider Connectivity <i>Substantially Complete</i>	\$0.3
SFMTA	27 Bryant Tenderloin Transit Reliability Project	\$3.3
Total		\$4.7

TPI Program Grand Total	\$95.7
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Agenda Item 2g – Attachment B
Programming & Allocations Committee
Dec 9, 2020

Transit Performance Initiative – Investment Program

Project Updates



TPI Investment Program Summary

- \$96 million distributed since 2012 (federal STP/CMAQ funds and Cap and Trade LCTOP program).
- 3 projects (totaling \$5 million) added to program in March 2020 via LCTOP
- 14 projects have been completed or substantially completed.
- Remaining Round 1 & 2 projects in construction, other projects either in design or under construction. Multiple projects expected to be complete in the next reporting period.
- Some projects suspended due to COVID-19 shelter-in-place effects, others continuing with minimal delays.



TPI Investment Projects

SFMTA	TPI Award (\$ millions)
Mission Customer First <i>Substantially Complete</i>	\$5.4
N-Judah Customer First <i>Substantially Complete</i>	\$2.4
Bus Stop Consolidation and Roadway Modification (9-San Bruno) <i>Complete</i>	\$4.1
Colored Lanes on MTA Rapid Network <i>Original Scope Complete (added scope ongoing)</i>	\$4.0
Geary BRT Phase 1	\$9.6
Mission Bay Loop	\$1.4
West Portal Optimization and Crossover Activation	\$2.2
27-Bryant Tenderloin Transit Reliability Project	\$3.3
Total SFMTA	\$32.5
AC Transit	TPI Award (\$ millions)
Line 51 Corridor Delay Reduction & Sustainability Project <i>Complete</i>	\$10.5
South Alameda County Major Corridors Travel Time Improvement <i>Complete</i>	\$5.2
San Pablo and Telegraph Rapid Bus Upgrades Project	\$5.0
San Leandro BART -- Transit Access Improvements <i>Substantially Complete</i>	\$0.6
Dumbarton Innovative Deployments to Enhance Arterials (IDEA)	\$1.2
Subtotal AC Transit Awards	\$22.5
Bay Bridge Forward (AC Transit Double Deckers + Bus Wash + West Grand TSP)	\$10.0
Total AC Transit	\$32.5



TPI Investment Projects – cont'd

VTA	TPI Award (\$ millions)
Light Rail Transit Signal Priority Improvements	\$1.6
Stevens Creek — Limited 323 Transit Signal Priority <i>Complete</i>	\$0.7
Mountain View Double Track Improvements – Phase 1 <i>Complete</i>	\$8.0
Santa Clara Light Rail Crossovers and Switches <i>Substantially Complete</i>	\$0.5
Eastridge to BART Regional Connector*	\$2.2
VTA	\$13.0
Other Operators/Projects	TPI Award (\$ millions)
LAVTA/Dublin — Dublin Boulevard Transit Performance Initiative <i>Complete</i>	\$1.0
SamTrans — Traffic Signal Priority on El Camino Real	\$3.5
BART — Train Seat Modification Project <i>Complete</i>	\$1.5
Novato — Downtown SMART Station <i>Phase 2 Complete</i>	\$0.5
Santa Rosa CityBus — New Transit System Optimization	\$0.4
NVTA — Imola Ave and SR-29 Express Bus Improvements	\$1.5
SolanoExpress — Fairgrounds Drive/SR-37 Bus Stop <i>Complete</i>	\$1.0
Clipper — Phase 3 Implementation <i>Complete</i>	\$8.0
Tri-Delta Transit — Wi-Fi for Bus and Paratransit Rider Connectivity <i>Substantially Complete</i>	\$0.3
Total Other	\$17.7

* VTA has proposed to reprogram their \$0.9 million FY2018 LCTOP TPI award to this project, pending Commission approval. VTA has also committed \$1.3 million in local funds to this project to replace the FY2019 TPI-ineligible award.



1st and 2nd Round Project Updates



Light Rail TSP

- Equipment has been manufactured and shipped
- Pilot intersection installation and testing to occur in Sunnyvale by early 2021
- Agreements with Cities of Santa Clara and San José for local implementation of TSP expected to be signed by the end of 2020.
- Construction contract will be awarded late 2021
- Completion expected in FY 2023



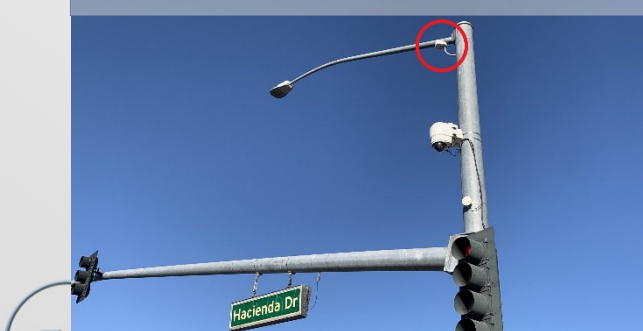
14-Mission

- Installation of info panels complete
- Stop branding is partially complete; remaining locations expected end of 2020 or early 2021
- Bus branding design issues remain; staffing reassignments during COVID-19 have further delayed installation

N-Judah

- TSP, lane colorization, camera elements complete
- Stop branding installation delayed due to COVID-19, but expected by late 2020 or early 2021

LAVTA Dublin Boulevard Antenna Installation



LAVTA Dublin Boulevard

- Savings on original scope directed to additional TSP equipment on Dublin Boulevard Corridor
- Additional equipment installed and project is complete

Muni Stop Branding



2nd Round Project Updates



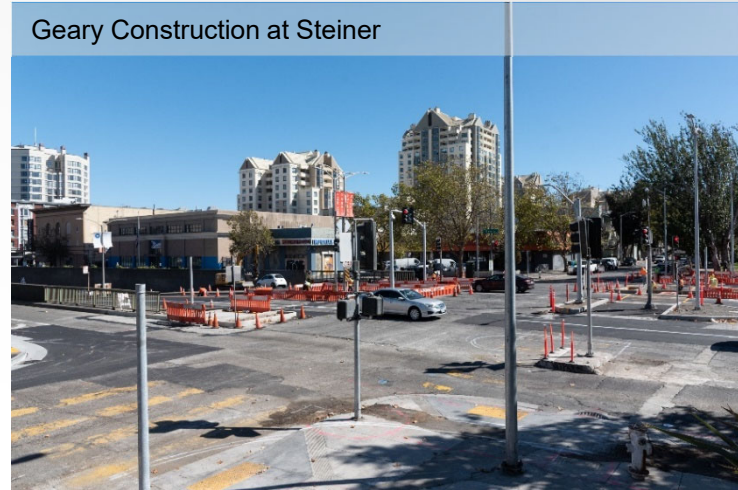
Geary Rapid Project Phase 1

- Initial implementation resulted in 1-2 minutes of peak hour transit travel time savings
- All four construction contracts underway and project is over halfway complete
- Construction continuing during shelter-in-place
- Transit lane colorization to occur after repaving

Colored Lanes on Rapid Network

- Fremont St, Clay St, and additional lanes near Transbay Terminal completed
- SFMTA experiencing a backlog of work due to crews working on emergency COVID-19 response
- Fourth St anticipated to be complete in 2020
- Stockton (additional scope added in 2019) expected to be complete Spring 2021
- SFMTA requesting a scope modification to use significant unspent balance for Mission Street bus lane colorization
- Investment in institutional capacity for implementing transit lanes has aided in quickly implementing COVID-19 emergency transit lanes

Geary Construction at Steiner



Temporary Emergency Bus Lanes on Mission St.



3rd Round Project Updates



El Camino Real TSP

- Most installations complete
- Testing will begin in November
- Expected to be complete by Spring 2021



Light Rail Crossovers and Switches Project

- Construction underway
- TPI-funded scope expected to be complete by the end of 2020



Bay Bridge Forward

- **West Grand TSP** – Design is complete; construction contract will be advertised in Fall 2020 and construction expected to be complete by April 2021
- **Double-Decker Bus Wash** – Construction is progressing on schedule and installation is nearly complete

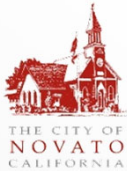


AC Transit San Pablo/Telegraph

- **Telegraph Avenue**
 - Currently in design
 - Outreach will take place online during December and January
 - Oakland's traffic management system may need to be upgraded to accommodate new technology
 - Construction planned for 2022
- **San Pablo Avenue**
 - Design complete, entering construction phase.
 - Construction contract is expected to be awarded in early 2021, with construction occurring starting in Spring 2021



4th Round (North Bay) Project Updates



Novato Downtown SMART Station

Phase 2 (signaling, systems, station amenities)

- Construction complete, commuter train service commenced in January 2020

Phase 3 (former Depot site improvements)

- Agreement with developer/operator in-progress
- Construction planned for summer 2020, but schedule significantly impacted by COVID-19
- City is seeking additional funding to complete improvements



4th Round (North Bay) Project Updates



NVTA Imola Ave and SR-29 Express Bus Improvements

- Design, engineering, and environmental complete
- Construction contract award expected early 2021
- Additional FY20 LCTOP funds awarded to help cover the construction costs of expanded scope, including bus lanes, new signals, and reconstruction of the park-and-ride lot



Santa Rosa CityBus New Transit System Optimization

- 4G installation of kiosks completed
- Design work for full installation expected to be complete by the end of 2020
- Procurement for mobile ticketing, real time signage, and transit hubs underway
- Delay in procuring mobile ticketing component exacerbated by COVID-19
- All elements expected complete by end of 2021



Low Carbon Transit Operations Program (LCTOP) Project Updates



Mission Bay Loop

- Construction is underway and expected to be complete in Spring 2021

West Portal Optimization and Crossover Activation

- Construction underway
- Expected complete in mid-2021

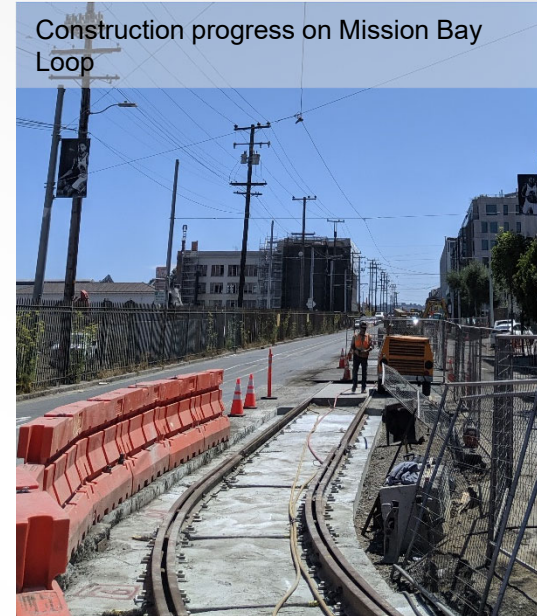
27-Bryant

- Design complete, construction not yet started
- Anticipated complete in early-2022



Wi-Fi for Bus and Paratransit Rider Connectivity

- Routers have been delivered, but still awaiting antennas.
- Installation will take about a month
- WiFi expected to be in operation by end of 2020



Low Carbon Transit Operations Program (LCTOP) Project Updates



San Leandro BART Transit Access Improvements

- Construction nearly complete and terminal is in operation.

Dumbarton IDEA

- Design is complete and stakeholder agency comments have been received.
- Agreements and construction management contract expected to be signed soon; construction contract expected to be awarded in early January.
- Project expected to be complete in Summer 2021



Eastridge to BART Regional Connector

- VTA has requested the North First Street Light Rail project be reprogrammed to the Eastridge to BART Regional Connector, which will also serve as the replacement project for the FY 2019 ZEB project (which is not TPI eligible)
- Reporting for this project will begin with the next semi-annual report



Detail on Scope Modification, Reprogramming, and Replacement Project for Previous TPI Awards

This attachment provides detail of the Transit Performance Initiative (TPI) Capital Investment Program project scope changes and programming requests:

1. Request for a scope modification to the SFMTA Colored Lanes project requires commission approval.
2. Request for reprogramming of a previous VTA award to the Eastridge to BART Regional Connector Project requires commission approval to update the LCTOP programming resolution.
3. Confirmation of VTA's commitment of local funds to replace their FY 2019 non-TPI project and is provided as part of the semi-annual TPI informational update.

SFMTA Colored Lanes Scope Modification Request

In the second competitive round of the TPI Investment program, SFMTA was awarded \$1 million for the Colored Lanes on MTA Rapid Network Project, which planned to colorize existing transit lanes along several Muni rapid corridors. In July 2015, MTC approved reprogramming \$3 million from the N-Judah Project to the Colored Lanes project to be used to fund additional priority colored lane segments for the Rapid network, bringing the total amount of TPI funds in the Colored Lanes project to \$4 million.

SFMTA proposes a scope modification to use these funds to colorize lanes on Mission Street from 11th Street to Fremont Street. The proposed scope includes converting 3 miles of existing part-time transit lanes and temporary emergency transit lanes to permanent, full-time transit-only lanes with red colorization. This is expected to benefit ten transit lines operated by Muni, Golden Gate Transit, and SamTrans, including reducing transit travel time by up to 20% for Muni routes 14, 14R, and 14X. The colored lanes would also reduce transit-involved collisions. The extents of the existing and proposed transit lanes are shown below.



In addition to the transit lane colorization, the project will also involve restriping the traffic lanes, installing new signage, and removing parking meters where parking spaces are removed.

In total, this will cost approximately \$3.5 million, funded by \$3 million from the Colored Lanes TPI project and approximately \$500,000 from the City and County of San Francisco Transportation Sustainability Fee (TSF) funds. The table below shows the cost and funding breakdown by project component.

Item	Cost	Funding Sources	
		TPI	TSF
Red transit lane colorization	\$3,162,136	\$3,000,000	\$162,136
Traffic restriping and signage	\$300,000	-	\$300,000
Parking meter removal	\$19,800	-	\$19,800
Total	\$3,481,936	\$3,000,000	\$481,936

Preliminary engineering for this project is underway and expected to be complete in mid-2021; installation is planned to start in Fall 2021. The project timeline may be affected by additional emergency measures or priorities related to COVID-19.

VTA Request to Reprogram FY 2018 Funds to Eastridge to BART Regional Connector

In the FY 2017-18 LCTOP-funded TPI round, VTA was awarded \$874,631 for the North First Street Light Rail Speed and Safety Improvements Project. This amount was awarded on a non-competitive basis as part of VTA’s minimum award within MTC’s five-year LCTOP framework. Earlier this year, VTA revised the project funding plan and will no longer be using the LCTOP funds for the North First Street project.

VTA proposes to reprogram these funds to its Eastridge to BART Regional Connector Project (EBRC). The EBRC Project will extend the light rail system by approximately 2.4 miles from Alum Rock Station to Eastridge Transit Center, connecting the existing transit system to the new BART extension. It will operate primarily in the median of Capitol Expressway and include two new stations. The TPI funds proposed to be added to the project would fund a recent scope modification that maintains a second left turn lane on northbound Capitol Expressway at Ocala Avenue to improve traffic operations and increase travel time reliability for bus route 70. The full project funding plan is shown in the table below.

Phase	EBRC Funding Plan						Total
	Measure A	SB1	RM3	Other LCTOP	TPI (FY18 LCTOP)	TBD	
PAED*	\$540,422						\$540,422
PS&E	\$34,459,578						\$34,459,578
Right of Way	\$20,558,000	\$9,442,000					\$30,000,000
Construction	\$252,610,924		\$130,000,000	\$14,260,396	\$900,000 ¹	\$5,228,680	\$403,000,000
Total	\$308,168,924	\$9,442,000	\$130,000,000	\$14,260,396	\$900,000	\$5,228,680	\$468,000,000

¹The TPI amount includes VTA-held interest earned on the original \$875k TPI award, which will be moved to the EBRC project as well.

Right-of-way acquisition and final design of the project are underway and expected to be complete by early 2021. Construction is planned to begin in mid-2021 and will last approximately five years, with revenue service expected to begin in mid-2026.

VTA Request to Use Eastridge to BART Regional Connector as Replacement for 2019 TPI Project

VTA's FY2019 TPI project originally approved by MTC was rejected by the State, and to keep the funds in the region, the Commission approved programming the \$1.3M in LCTOP funds towards a zero-emissions bus procurement with the expectation that VTA would commit a like amount of local funds to a TPI-eligible project. Through the 2020 LCTOP program, finalized in July, VTA directed \$2.5 million in locally-controlled revenue-based funds to the EBRC project, which is eligible for the TPI program. As these are non-MTC funds awarded directly to VTA, staff have determined they can be counted as a local fund source to fulfil the FY19 commitment. Staff will provide updates on the EBRC project in future TPI reports.

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

ABSTRACT

Resolution No. 4273, Revised

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

This resolution includes the following attachments:

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

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

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

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

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

ABSTRACT

MTC Resolution No. 4273

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

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

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

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

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

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

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

ABSTRACT

MTC Resolution No. 4273

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

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

RE: Cap and Trade Low Carbon Transit Operations Program

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4273

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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


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

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION



Jake Mackenzie, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in San Francisco, California, on March 22, 2017.

FY 2016-17 Low Carbon Transit Operations Program Requests

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

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

* MTC approval conditioned on local support documentation submitted to Caltrans

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

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

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

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

FY 2017-18 Low Carbon Transit Operations Program Requests

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

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

* MTC approval conditioned on local support documentation submitted to Caltrans

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

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

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

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

FY 2018-19 Low Carbon Transit Operations Program Requests

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

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

* MTC approval conditioned on local support documentation submitted to Caltrans

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

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

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

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

FY 2019-20 Low Carbon Transit Operations Program Requests

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

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

* MTC approval conditioned on local support documentation submitted to Caltrans

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

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

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

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

Attachment B
MTC Resolution No. 4273
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Transit Performance Initiative Project Savings Policy

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

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

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