



# Metropolitan Transportation Commission

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

## Meeting Agenda

### Metropolitan Transportation Commission

*Jake Mackenzie, Chair   Scott Haggerty, Vice Chair*

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Wednesday, June 27, 2018

9:50 AM

Board Room - 1st Floor

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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 9:50 a.m. or immediately following the 9:45 a.m. Service Authority for Freeways and Expressways meeting.

#### 1. Roll Call / Confirm Quorum

*Quorum: A quorum of this Commission shall be a majority of its voting members (10).*

#### 2. Chair's Report – Mackenzie

- 2a. [18-0534](#) Approval of General Counsel's Employment Agreement/approval of salary increase.

**Action:** Commission Approval

#### 3. Policy Advisory Council Report – Randi Kinman

#### 4. Executive Director's Report – Heminger

#### 5. Commissioner Comments

#### 6. Consent Calendar:

- 6a. [18-0455](#) Minutes of the May 23, 2018 meeting

**Action:** Commission Approval

**Attachments:** [6a Commission Meeting Minutes 05-23-2018.pdf](#)

#### **Administration Committee**

- 6b. [18-0436](#) MTC Resolution No. 1058, Revised - Update Appendix A, MTC's Conflict of Interest Code, to the Commission Procedures Manual

**Action:** Commission Approval

**Attachments:** [6b Administration 2f ResoNo-1058 Commission Procedures Manual Update](#)

### ***Planning Committee - Spring***

- 6c. [18-0367](#) MTC Resolution No. 4174, Revised: Revised Draft 2018 MTC Public Participation Plan
- Action:*** Commission Approval
- Attachments:*** [6c\\_Planning\\_4b\\_ResoNo-4174\\_Revised\\_Draft\\_2018\\_MTC\\_PPP.pdf](#)

### ***Programming and Allocations Committee***

- 6d. [18-0430](#) MTC Resolution No. 3649, Revised. Allocation of \$3 million in RM2 funds to the Transportation Authority of Marin for the San Rafael Multi-Use Pathway segment of the North-South Greenway project.
- Action:*** Commission Approval
- Attachments:*** [6d\\_PAC\\_2b\\_ResoNo-3649\\_NSJ\\_SMART\\_Pathway.pdf](#)
- 6e. [18-0222](#) MTC Resolutions Nos. 3880, Revised, 3881, Revised, and 4053, Revised. Revisions to the Lifeline Transportation Cycles 2 and 3 Program of Projects and the Proposition 1B-Regional Transit Program.
- Action:*** Commission Approval
- Attachments:*** [6e\\_PAC\\_2c\\_ResoNo-3880\\_3881\\_4053\\_Lifeline\\_Transp\\_Program.pdf](#)
- 6f. [18-0407](#) MTC Resolution Nos. 4202, Revised, and 4035, Revised. Revisions to the One Bay Area Grant (OBAG 1 and 2) County and Regional Programs.
- Action:*** Commission Approval
- Attachments:*** [6f\\_PAC\\_2d\\_ResoNo-4202-4035\\_OBAG\\_Revisions.pdf](#)
- 6g. [18-0404](#) MTC Resolution Nos. 4169, Revised, 4262, Revised, 4263, Revised, and 4272, Revised. Revisions to the FY2016-17 through FY2019-20 Transit Capital Priorities Program and AB 664 bridge toll program and allocations for FY2017-18 to reflect final FY2017-18 FTA apportionments and transfers of funding between projects.
- Action:*** Commission Approval
- Attachments:*** [6g\\_PAC\\_2e\\_ResoNos-4169\\_4262\\_4263\\_4272\\_TCP\\_and\\_AB664\\_Revisions.pr](#)
- 6h. [18-0437](#) MTC Resolution No. 4284, Revised. Allocation of \$3.8 million in Transportation Development Act (TDA) funds to Fairfield to purchase nine buses in support of Solano Express service.
- Action:*** Commission Approval
- Attachments:*** [6h\\_PAC\\_2f\\_ResoNo-4284\\_Solano\\_Express\\_Allocation.pdf](#)

- 6i. [18-0409](#) MTC Resolution No. 4338. Allocation of FY2018-19 Transportation Development Act (TDA) funds to County Auditors for TDA administration and to MTC for TDA administration and planning.
- Action:** Commission Approval
- Attachments:** [6i\\_PAC\\_2g\\_ResoNo-4338\\_TDA\\_Admin&Planning\\_Allocation.pdf](#)
- 6j. [18-0410](#) MTC Resolution No. 4339. Allocation of \$5 million in bridge toll funds to the Transbay Joint Powers Authority (TJPA) for the operations and maintenance of the Temporary and Permanent Transbay Terminal facilities for FY2018-19.
- Action:** Commission Approval
- Attachments:** [6j\\_PAC\\_2h\\_ResoNo-4339\\_TransitCenter\\_Allocation.pdf](#)
- 6k. [18-0406](#) MTC Resolution No. 4344. Programming for FY2018-19 and allocation of approximately \$1.9 million in Five Percent Unrestricted State Fund Revenues and \$3.0 million in Two Percent Bridge Toll Revenues for WETA ferry operations and the San Francisco Bay Trail project.
- Action:** Commission Approval
- Attachments:** [6k\\_PAC\\_2i\\_ResoNo-4344\\_WETA and SF Bay Trail Allocations.pdf](#)
- 6l. [18-0411](#) MTC Resolution No. 4345. Allocation of \$38 million in FY2017-18 State Transit Assistance-State of Good Repair (STA-SGR) funds to projects programmed and approved by the State Department of Transportation (Caltrans).
- Action:** Commission Approval
- Attachments:** [6l\\_PAC\\_2j\\_ResoNo-4345\\_STA-SGR Allocations.pdf](#)

## Committee Reports

### 7. Administration Committee – Glover

- 7a. [18-0414](#) MTC Resolution No. 4330 - MTC FY 2018-19 Agency Budget
- Referral of MTC FY 2018-19 Agency Budget, MTC Resolution No. 4330 to the Commission for approval.
- Action:** Commission Approval
- Attachments:** [7a Administration 3b ResoNo-4330 MTC FY2018-19 Agency Budget.pdf](#)

- 7b. [18-0449](#) MTC Resolution Nos. 4341 and 4342 - Memorandum of Understanding for MTC Employee Salaries and Benefits effective July 1, 2018 through and including June 30, 2022.

**Action:** Commission Approval

**Attachments:** [7b\\_Administration\\_5\\_ResoNos-4341-4342\\_MOU.pdf](#)

## 8. Legislation Committee - Aguirre

- 8a. [18-0424](#) SB 828 (Wiener): Regional Housing Needs Assessment and Allocation - Support

Senate Bill 828 would update the state's methodology for assessing California's future housing needs and make changes to the process by which councils of government distribute regional housing needs allocations to local jurisdictions.

**Action:** Support / Commission Approval

**Attachments:** [8a\\_Legislation\\_3b\\_SB 828 \(Wiener\).pdf](#)

- 8b. [18-0518](#) AB 2267 (Wood): California Environmental Quality Act- Support

Would allow a five-year exemption from California Environmental Quality Act (CEQA) for amendments to specific plans and residential development projects consistent with those amended plans near transit priority areas or in locally nominated priority development areas in the City of Santa Rosa and Sonoma County. The bill would also allow expedited judicial review for projects located within a half-mile of a SonomaMarin Area Rail Transit (SMART) station, within a transit priority area, or within the Sonoma County Airport Employment Investment Area, which encompasses a planned SMART station.

**Action:** Support / Commission Approval

**Attachments:** [8b\\_AB 2267 \(Wood\)\\_Support.pdf](#)

## 9. Programming and Allocations Committee – Josefowitz

- 9a. [18-0412](#) MTC Resolution Nos. 4334, 4335, 4336, and 4337.

Allocation of \$339 million in FY2018-19 Transportation Development Act (TDA) funds, State Transit Assistance (STA) funds, Regional Measure 2 (RM2) funds, and AB1107 funds to AC Transit, County Connection (CCCTA), MTC, Transbay Joint Powers Authority (TJPA), Santa Clara Valley Transportation Authority (VTA), and WETA to support transit operations and capital projects in the region.

**Action:** Commission Approval

**Attachments:** [9a PAC 3a ResoNos-4334-4335-4336-4337 Transit Ops&Capital Projects /](#)

- 9b. [18-0272](#) MTC Resolution Nos. 4035, Revised and 4202, Revised. Revisions to the OBAG 1 and 2 Climate Initiative Programs.

Revisions to the One Bay Area Grant (OBAG 1 and 2) programs to allocate approximately \$1.5 million in Climate Initiatives Program funds to two strategies identified in Plan Bay Area 2040: Carsharing and Targeted Transportation Alternatives.

**Action:** Commission Approval

**Attachments:** [9b PAC 4a-ResoNo-4035-4202 Car Share TTA.pdf](#)

## 10. Public Comment / Other Business

## 11. Adjournment / Next Meetings:

**The next meeting of the Commission will be held on July 25, 2018 at 10:15 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 Commission meetings by completing a request-to-speak card (available from staff) and passing it to the Commission secretary. Public comment may be limited by any of the procedures set forth in Section 3.09 of MTC's Procedures Manual (Resolution No. 1058, Revised) if, in the chair's judgment, it is necessary to maintain the orderly flow of business.

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

**Record of Meeting:** Commission meetings are recorded. Copies of recordings are available at a nominal charge, or recordings may be listened to at MTC offices by appointment. Audiocasts are maintained on MTC's Web site ([mtc.ca.gov](http://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.

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

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



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

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**File #:** 18-0534      **Version:** 1      **Name:**  
**Type:** Action Item      **Status:** Commission Approval  
**File created:** 6/18/2018      **In control:** Executive Committee  
**On agenda:** 6/27/2018      **Final action:**  
**Title:** Approval of General Counsel's Employment Agreement/approval of salary increase.  
**Sponsors:**  
**Indexes:**  
**Code sections:**  
**Attachments:**

Date	Ver.	Action By	Action	Result
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**Subject:**  
Approval of General Counsel's Employment Agreement/approval of salary increase.  
Chair Mackenzie  
Commission Approval



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

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**File #:** 18-0455      **Version:** 1      **Name:**  
**Type:** Minutes      **Status:** Commission Consent  
**File created:** 5/25/2018      **In control:** Metropolitan Transportation Commission  
**On agenda:** 6/27/2018      **Final action:**  
**Title:** Minutes of the May 23, 2018 meeting  
**Sponsors:**  
**Indexes:**  
**Code sections:**  
**Attachments:** [6a Commission Meeting Minutes 05-23-2018.pdf](#)

Date	Ver.	Action By	Action	Result
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**Subject:**  
Minutes of the May 23, 2018 meeting

**Recommended Action:**  
Commission Approval





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

## Meeting Minutes

### Metropolitan Transportation Commission

*Jake Mackenzie, Chair*    *Scott Haggerty, Vice Chair*

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Wednesday, May 23, 2018

9:40 AM

Board Room - 1st Floor

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#### Call Meeting to Order

#### 1. Roll Call / Confirm Quorum

**Present:** 16 - Commission Chair Mackenzie, Commission Vice Chair Haggerty, Commissioner Aguirre, Commissioner Bruins, Commissioner Connolly, Commissioner Cortese, Commissioner Dutra-Vernaci, Commissioner Glover, Commissioner Josefowitz, Commissioner Kim, Commissioner Liccardo, Commissioner Pedroza, Commissioner Pierce, Commissioner Schaaf, Commissioner Spering, and Commissioner Worth

**Absent:** 2 - Commissioner Halsted, and Commissioner Slocum

Non-Voting Commissioners Present: Commissioner Azumbrado and Commissioner Giacopini

Non-Voting Commissioners Absent: Commissioner Davis

#### 2. Chair's Report – Mackenzie

2a.    [18-0398](#)    MTC Resolution No. 4340 - Resolution of Appreciation to Irving Maxwell on the occasion of his retirement from MTC.

**Action:** Commission Approval

**Commissioner Glover, Commissioner Kim, and Commissioner Liccardo arrived during Agenda Item 2a.**

**Upon the motion by Commission Chair Mackenzie and the second by Commission Vice Chair Haggerty, the Commission unanimously adopted MTC Resolution No. 4340. The motion carried by the following vote:**

**Aye:** 16 - Commission Chair Mackenzie, Commission Vice Chair Haggerty, Commissioner Aguirre, Commissioner Bruins, Commissioner Connolly, Commissioner Cortese, Commissioner Dutra-Vernaci, Commissioner Glover, Commissioner Josefowitz, Commissioner Kim, Commissioner Liccardo, Commissioner Pedroza, Commissioner Pierce, Commissioner Schaaf, Commissioner Spering and Commissioner Worth

**Absent:** 2 - Commissioner Halsted and Commissioner Slocum

### 3. Policy Advisory Council Report – Randi Kinman

No report was provided.

### 4. Executive Director’s Report – Heminger

### 5. Commissioner Comments

### 6. Consent Calendar:

Approval of the Consent Calendar

**Upon the motion by Commissioner Aguirre and the second by Commissioner Dutra-Vernaci, the Consent Calendar was unanimously approved by the following vote:**

**Aye:** 16 - Commission Chair Mackenzie, Commission Vice Chair Haggerty, Commissioner Aguirre, Commissioner Bruins, Commissioner Connolly, Commissioner Cortese, Commissioner Dutra-Vernaci, Commissioner Glover, Commissioner Josefowitz, Commissioner Kim, Commissioner Liccardo, Commissioner Pedroza, Commissioner Pierce, Commissioner Schaaf, Commissioner Spering and Commissioner Worth

**Absent:** 2 - Commissioner Halsted and Commissioner Slocum

6a. [18-0336](#) Minutes of the April 25, 2018 meeting

**Action:** Commission Approval

### ***Programming and Allocations Committee***

6b. [18-0302](#) MTC Resolution No. 4035, Revised and 4202, Revised. Revisions to the OBAG 1 and 2 County and Regional Programs

**Action:** Commission Approval

6c. [18-0301](#) MTC Resolution No. 4275, Revised. 2017 Transportation Improvement Program (TIP) Amendment 2017-34.

**Action:** Commission Approval

6d. [18-0271](#) MTC Resolution No. 4292, Revised. Revisions to the FY2017-18 FTA Section 5311 Rural Area Formula Program to reprogram funds from Fairfield to the Cities of Dixon and Rio Vista.

**Action:** Commission Approval

- 6e. [18-0306](#) MTC Resolution No. 4332. Adoption of the FY2018-19 MTC Regional STA Program in support of Clipper and other regional transit projects.

**Action:** Commission Approval

## Committee Reports

### 7. Legislation Committee - Aguirre

- 7a. [18-0325](#) AB 2923 (Chiu): BART Transit Oriented Development - Support and Seek Amendments

This bill would require the BART board to adopt new transit-oriented development (TOD) guidelines by a majority vote at a duly noticed public meeting that establish minimum local zoning requirements for BART-owned land that is located on contiguous parcels larger than 0.25 acres, within 1/2 mile of an existing or planned BART station entrance, in areas having representation on the BART board of directors.

**Action:** Support and Seek Amendment / MTC Commission Approval

Rob Stoker, Alameda Building Trades, was called to speak.

Ivan Jimenez, BrightlineDefense, was called to speak.

Victoria Fierce, East Bay for Everyone, was called to speak.

Arielle Fleisher, SPUR, was called to speak.

Adina Levin was called to speak.

**Upon the motion by Commissioner Aguirre and the second by Commissioner Liccardo, the Commission unanimously adopted a Support and Seek Amendments position on Assembly Bill 2923. The motion carried by the following roll call vote:**

**Aye:** 16 - Commission Chair Mackenzie, Commission Vice Chair Haggerty, Commissioner Aguirre, Commissioner Bruins, Commissioner Connolly, Commissioner Cortese, Commissioner Dutra-Vernaci, Commissioner Glover, Commissioner Josefowitz, Commissioner Kim, Commissioner Liccardo, Commissioner Pedroza, Commissioner Pierce, Commissioner Schaaf, Commissioner Spering and Commissioner Worth

**Absent:** 2 - Commissioner Halsted and Commissioner Slocum

**8. Programming and Allocations Committee – Josefowitz**

8a. [18-0307](#) MTC Resolution No. 4333. Adopt the FY2018-19 RM2 Operating and Marketing Program.

Adopt the \$53.2 million FY2018-19 Regional Measure 2 (RM2) Operating and Marketing Program, and provide updates on programming, route changes, and recommendations for three routes at risk of losing funding.

**Action:** Commission Approval

**Upon the motion by Commissioner Josefowitz and the second by Commission Vice Chair Haggerty, the Commission unanimously adopted MTC Resolution No. 4333. The motion carried by the following vote:**

**Aye:** 16 - Commission Chair Mackenzie, Commission Vice Chair Haggerty, Commissioner Aguirre, Commissioner Bruins, Commissioner Connolly, Commissioner Cortese, Commissioner Dutra-Vernaci, Commissioner Glover, Commissioner Josefowitz, Commissioner Kim, Commissioner Liccardo, Commissioner Pedroza, Commissioner Pierce, Commissioner Schaaf, Commissioner Spring and Commissioner Worth

**Absent:** 2 - Commissioner Halsted and Commissioner Slocum

8b. [18-0310](#) MTC Resolution No. 4320. Approval of Regional Means-Based Fare Program Framework.

Based on feedback received in April, staff will present a revised program framework and options to the Programming and Allocations Committee for consideration.

**Action:** Commission Approval

Arielle Fleisher, SPUR was called to speak.

Cat Carter, San Francisco Transit Riders, was called to speak.

Adina Levin, Friends of Caltrain and Seamless Bay Area, was called to speak.

Carter Mau, CalTrain, was called to speak.

Victoria Fierce, East Bay for Everyone, was called to speak.

**Commissioner Pedroza, Commissioner Schaaf, and Commissioner Spring left during agenda item 8b.**

**Upon the motion by Commissioner Josefowitz and the second by Commission Vice Chair Haggerty, the Commission unanimously adopted MTC Resolution No. 4320. The motion carried by the following vote:**

**Aye:** 13 - Commission Chair Mackenzie, Commission Vice Chair Haggerty, Commissioner Aguirre, Commissioner Bruins, Commissioner Connolly, Commissioner Cortese, Commissioner Dutra-Vernaci, Commissioner Glover, Commissioner Josefowitz, Commissioner Kim, Commissioner Liccardo, Commissioner Pierce and Commissioner Worth

**Absent:** 5 - Commissioner Halsted, Commissioner Pedroza, Commissioner Schaaf, Commissioner Slocum and Commissioner Spering

## 9. Public Comment / Other Business

## 10. Adjournment / Next Meetings:

## 13. Adjournment / Next Meetings:

The next meeting of the Commission will be held on **June 27, 2018 at 9:45 a.m. at the Bay Area Metro Center, 375 Beale Street, San Francisco, CA 94105.**

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**Jake Mackenzie, Chair**



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

**File #:** 18-0436      **Version:** 1      **Name:**

**Type:** Resolution      **Status:** Consent

**File created:** 5/21/2018      **In control:** Administration Committee

**On agenda:** 6/13/2018      **Final action:**

**Title:** MTC Resolution No. 1058, Revised - Update Appendix A, MTC's Conflict of Interest Code, to the Commission Procedures Manual

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [6b Administration 2f ResoNo-1058 Commission Procedures Manual Update.pdf](#)  
[2f ResoNo-1058 Commission Procedures Manual Update.pdf](#)

Date	Ver.	Action By	Action	Result
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**Subject:**  
MTC Resolution No. 1058, Revised - Update Appendix A, MTC's Conflict of Interest Code, to the Commission Procedures Manual

**Presenter:**  
Leslie Miessner

**Recommended Action:**  
Commission Approval



METROPOLITAN  
TRANSPORTATION  
COMMISSION

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

## *Memorandum*

TO: Administration Committee

DATE: June 6, 2018

FR: General Counsel

WI: 1111

RE: MTC Resolution No. 1058, Revised – Update Appendix A, MTC’s Conflict of Interest Code, to the Commission Procedures Manual

The Commission Procedures Manual, MTC Resolution No. 1058, Revised, is reviewed periodically and updated to reflect changes as needed. The attached update to the Commission Procedures Manual includes an update to MTC's Conflict of Interest Code (COIC) revising the designated positions to reflect the MTC-Association of Bay Area Governments staff consolidation, MTC's staffing of the Advancing California Financing Authority, and MTC's current organizational structure. The updated COIC was approved by the California Fair Political Practices Commission (FPPC) on March 29, 2018 and by the Commission on April 25, 2018 in the form of Resolution No. 1198, Revised. Since Resolution No. 1198, Revised is attached as Appendix A to Resolution No. 1058, Revised, it is now necessary to update Resolution No. 1058, Revised, to include as Appendix A the updated Resolution No. 1198, Revised, that the Commission approved on April 25, 2018.

I recommend that this Committee refer Resolution No. 1058, Revised, the Commission Procedures Manual, to the Commission for approval.



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Adrienne D. Weil

ADW:lgm

Attachment: MTC Resolution No. 1058, Revised

Date: 11/25/81  
W.I.: 11.1.1.0  
Referred by: A&O  
Revised: 10/27/82 11/24/82  
11/27/85 02/25/87  
09/23/87 04/26/89  
09/18/89 09/26/90  
06/26/91 11/25/92  
01/27/93 12/15/93  
05/24/95 02/26/97  
12/16/98 07/28/99  
11/17/99 02/26/03  
07/23/03 04/28/04  
01/25/06 04/26/06  
12/19/12 05/22/13  
01/28/15 03/25/15  
09/28/16 09/27/17  
06/27/18

ABSTRACT

Resolution No. 1058, Revised

This resolution adopts the Commission Procedures Manual as revised and dated November 25, 1981. Resolution No. 1058 supersedes Resolution No. 745. Resolution No. 745 previously superseded Resolution No. 358.

Appendix A to the Commission Procedures Manual (MTC's Conflict of Interest Code) was revised by the Commission on October 27, 1982.

The Commission Procedures Manual was revised by the Commission on November 24, 1982 to amend the election of the Commission Chair and Vice-Chair to terms that begin in February of odd-numbered years.

The Commission Procedures Manual was revised by the Commission on November 27, 1985 to clarify some minor parliamentary procedures, to update information, and to revise Appendices B, D, and E so that those appendices supersede MTC Resolution Nos. 208, 348, 291, and 1057.

The Commission Procedures Manual was revised on February 25, 1987 to require all agendas to be posted at least 72 hours prior to meetings, special meeting agendas to be posted at least 24 hours prior to the meeting, to provide additional information on public comment, to clarify the approval authority of GR&AC and WPPRC Committees, and to allow flexibility in selection of the first meeting date of each new Commission term.



The Commission Procedures Manual was revised on September 23, 1987 to state that items on Commission and committee agendas are all subject to action.

The Commission Procedures Manual was revised on April 26, 1989 to revise the membership of standing committees, to add the Vice-Chair as an ex-officio member of all standing committees, and to allow per diem payments to any Commissioner attending any committee meeting.

The Commission Procedures Manual was revised on September 18, 1989 to clarify certain expense provisions in Appendix B.

Appendix E to the Commission Procedures Manual was revised by the Commission on September 26, 1990 to clarify certain delegations between the Grant Review and Allocations Committee and the Work Program and Plan Revision Committee.

The Commission Procedures Manual was revised on June 26, 1991 to change the membership of standing committees; to eliminate the Transportation Finance standing committee and change the name of the Work Program and Plan Revision Committee to the Work Program Committee; to update and clarify standing committee delegations and descriptions of special and advisory committees; and to update references.

Appendix D to the Commission Procedures Manual was revised on November 25, 1992 to add the Blue Ribbon Advisory Council to the list of Citizen Advisory Committees eligible for expense reimbursement.

The Commission Procedures Manual was revised on January 27, 1993 to delete provisions for reimbursement for meals of citizen advisors.

The Commission Procedures Manual was revised on December 15, 1993 to amend Section 3.08 to include further guidance regarding public comment at MTC meetings.

The Commission Procedures Manual was revised on May 24, 1995 to incorporate new MTC responsibilities, update references and committee information, make editorial changes, and delete Appendices F, G, H, and I. The revisions are summarized in the General Counsel's memorandum to the A&O Committee dated May 3, 1995.

The Commission Procedures Manual was revised on February 26, 1997 to amend the regular meeting date and times of MTC's standing committees.

The Commission Procedures Manual was revised on December 16, 1998 to update references, update special and advisory committees, add language regarding the designation of ad hoc committee members, and revise MTC's Conflict of Interest Code (Attachment A).

Appendix E to the Commission Procedures Manual was revised by the Commission on July 28, 1999 to rename: the Administration and Oversight Committee to the Administration Committee; the Grant Review and Allocations Committee to the Programming and Allocations Committee; the Legislation and Public Affairs Committee to the Legislation Committee; and the Work Program and Plan Revision Committee to the Planning and Operations Committee; and to restructure and clarify certain delegations among and between them.

Section 1.07 of the Commission Procedures Manual was revised on November 17, 1999 to allow commissioners to be reimbursed for up to five meetings in one day.

Appendix D to the Commission Procedures Manual was revised on February 26, 2003, to revise the reimbursement policy for advisors appointed by the Commission serving on the Advisory Council, the Minority Citizens Advisory Committee, and the Elderly and Disabled Advisory Committee.

The Commission Procedures Manual was revised on July 23, 2003 to update references, update committees, and incorporate MTC's revised Conflict of Interest Code (Attachment A).

Appendix D to the Commission Procedures Manual was revised on April 28, 2004, to clarify that members of the Advisory Council, the Minority Citizens Advisory Committee, and the Elderly and Disabled Advisory Committee may seek reimbursement for attending meetings of working groups with MTC staff formed at the direction of the Commission to provide input into Commission decisions.

Section 4.14 Commission Committees, and Appendix E to the Commission Procedures Manual were revised on January 25, 2006, to rename the Planning and Operations Committee as the Planning Committee and to add the Operations Committee to replace the SAFE Committee.

The Commission Procedures Manual was revised on April 26, 2006 to revise Appendix E to delegate specific contract, personal services agreement, and purchase order approval authority to the Operations Committee.

The Commission Procedures Manual was revised on December 19, 2012 to update provisions relating to AB57, SB375, MAP 21, the development of the Commission's Public Participation Plan, the creation of the Policy Advisory Council, the creation of the Bay Area Infrastructure Financing Authority and the Bay Area Headquarters Authority, clarify ex-officio voting capacity, incorporate MTC's revised Conflict of Interest Code, and to update provisions to conform to current practice (Attachment A, Appendices A, B, D and E).

The Commission Procedures Manual was revised on May 22, 2013 to incorporate MTC's revised Conflict of Interest Code as approved by the California Fair Political Practices Commission (FPPC) on April 17, 2013 to more accurately reflect the most current designated positions and assigned disclosure categories in MTC's organizational structure (Attachment A).

The Commission Procedures Manual was revised on January 28, 2015 to update and revise the Travel Policy contained in Appendix B.

The Commission Procedures Manual was revised on March 25, 2015 to incorporate MTC's revised Conflict of Interest Code, as approved by the California Fair Political Practices Commission (FPPC) on February 2, 2015, to more accurately reflect the most current designated positions and assigned disclosure categories in MTC's organizational structure (Attachment A).

The Commission Procedures Manual was revised on September 28, 2016 to provide for the appointment of one or more public transportation representatives in accordance with provisions contained in MAP 21 as amended by the FAST Act and to incorporate MTC's revised Conflict of Interest Code, as approved by the California Fair Political Practices Commission (FPPC) on June 30, 2016, to more accurately reflect the most current designated positions and assigned disclosure categories in MTC's organizational structure (Appendix A to Attachment A), and to add a MTC special committee.

Appendix E to the Commission Procedures Manual was revised on September 27, 2017 to change the composition of the MTC Executive Committee to add the Association of Bay Area Governments (ABAG) Representative.

The Commission Procedures Manual was revised on June 27, 2018 to incorporate MTC's revised Conflict of Interest Code, as approved by the California Fair Political Practices Commission (FPPC) on March 29, 2018, to revise the designated positions to reflect the MTC-Association of Bay Area Governments staff consolidation, MTC's staffing of the Advancing California Financing Authority, and MTC's current organizational structure (Appendix A to Attachment A).

Date: 11/25/81  
W.I.: 99.1.20  
Referred by: A&O

Re: Commission Procedures Manual.

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 1058

WHEREAS, by Resolution No. 358 and 746 the Metropolitan Transportation Commission (Commission) adopted the Commission Procedures Manual relating to the Commission and commissioners, Commission officers, Commission meetings and the conduct of business, and Commission committees; and

WHEREAS, the Commission now desires to revise the Procedures Manual to clarify and reflect current practice as well as make revisions to the duties of the Commission resulting from recent State legislation; now, therefore, be it

RESOLVED, that the Metropolitan Transportation Commission adopts its Commission Procedures Manual as revised and dated November 25, 1981, a copy of which is attached hereto and marked Attachment A and incorporated by reference; and, be it further

RESOLVED, that MTC Resolution No. 1058 supersedes Resolution No. 746.

METROPOLITAN TRANSPORTATION COMMISSION

/s/ William R. "Bill" Lucius  
William R. "Bill" Lucius, Chairman

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in Oakland, California on November 25, 1981.

W.I.: 1111  
Referred by: A&O  
Revised: See below

Attachment A  
Resolution No. 1058

METROPOLITAN TRANSPORTATION COMMISSION  
COMMISSION PROCEDURES MANUAL

Adopted September 22, 1976  
Revised December 19, 1979  
Adopted and Revised November 25, 1981  
Revised October 27, 1982  
Revised November 24, 1982  
Revised November 27, 1985  
Revised February 25, 1987  
Revised September 23, 1987  
Revised April 26, 1989  
Revised September 18, 1989  
Revised September 26, 1990  
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Revised November 25, 1992  
Revised January 27, 1993  
Revised December 15, 1993  
Revised May 24, 1995  
Revised February 26, 1997  
Revised December 16, 1998  
Revised July 28, 1999  
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Revised September 28, 2016  
Revised September 27, 2017  
Revised June 27, 2018

METROPOLITAN TRANSPORTATION COMMISSION  
COMMISSION PROCEDURES MANUAL

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## APPENDICES

### Appendix A

Resolution No. 1198

(Last revised ~~09/28/16~~06/27/18)

Conflict of Interest Code

### Appendix B

(Last revised 01/28/15)

Travel Reimbursement to Commissioners and MTC Staff

### Appendix C

Resolution Nos. 663 and 664

(Adopted 5/23/79)

MTC Legal Counsel

### Appendix D

(Last revised 12/19/12)

Travel Reimbursement Rates for Citizens on Advisory Committees

### Appendix E

(Last revised 09/27/17)

Standing Committees' Structure

METROPOLITAN TRANSPORTATION COMMISSION,  
METROPOLITAN TRANSPORTATION COMMISSION SERVICE AUTHORITY FOR  
FREEWAYS AND EXPRESSWAYS, BAY AREA TOLL AUTHORITY, BAY AREA  
INFRASTRUCTURE FINANCING AUTHORITY AND BAY AREA HEADQUARTERS  
AUTHORITY  
PROCEDURES MANUAL

INTRODUCTION

The Metropolitan Transportation Commission (MTC) is the regional transportation planning agency for that area of California comprising the City and County of San Francisco and the Counties of Alameda, Contra Costa, Marin, Napa, San Mateo, Santa Clara, Solano, and Sonoma (Government Code § 66500 *et seq.*). These nine counties of the Bay Area cover an area of approximately 7,000 square miles and have a population of approximately 7.2 million (2010 census). Within the structure of California governmental agencies, MTC is classified as a local area planning agency and not as part of the executive branch of the state government.

In accordance with its legislative mandate, MTC adopted a Regional Transportation Plan (RTP) in June 1973. Thereafter, the Commission has regularly reviewed and revised the RTP in compliance with the statutory requirement of continuing plan review. The enactment of Senate Bill 375 (Steinberg) in 2008 requires MTC to adopt a Sustainable Communities Strategy (SCS) together with its RTP to strive to reach greenhouse gas (GHG) reduction targets. The first SCS/RTP is scheduled for adoption in 2013.

The Commission is charged with certain responsibilities for implementation of the SCS/RTP, as well as the RTP standing alone. Applications of local agencies for grants of certain state and federal transportation funds are subject to MTC review and approval as to their compatibility with the RTP. Generally, the state must conform to the RTP in allocating funds for construction on the state highway system within the MTC region.

Legislation passed in 1997 gave MTC increased decision-making authority over the selection of project and allocation of funds for the State Transportation Improvement Program (STIP). MTC is the agency responsible for allocation of local transportation funds among qualified claimants

under the Transportation Development Act (TDA) (Public Utilities Code § 99200 *et seq.*). The TDA statute provides MTC with a role in fulfilling fiscal and performance audit requirements with respect to claimants of TDA funds.

Under AB 1107 (Public Utilities Code § 29142.2), MTC allocates among eligible claimants one-fourth of the one-half cent Bay Area Rapid Transit District (BART) sales tax in Alameda, Contra Costa and San Francisco counties. Under AB 664 (Streets and Highways Code § 30880 *et seq.*), MTC is responsible for allocation of net revenues of state toll bridges located within the region. Pursuant to Streets and Highways Code § 30889, MTC may establish tolls for such bridges in order to generate net revenues provided that net revenues may not exceed the average net revenues available during fiscal year 1977-78 and 1978-79, except as may be adjusted annually according to the appropriate inflationary index as adopted by MTC. SB 620 (Public Utilities Code § 99310 *et seq.*) provides MTC with authority to allocate the regional share of the State Public Transportation Account.

MTC is responsible for meeting state and federal Transportation Improvement Program (TIP) requirements for the Bay Region. (Government Code § 65080 *et seq.* and 23 Code of Federal Regulations Section 450 Subpart B.) The Commission is the region's Metropolitan Planning Organization (MPO) and conducts the continuing, comprehensive, cooperative planning program necessary to maintain this region's eligibility for federal transportation funding. (23 Code of Federal Regulations Section 450 Subpart A.) MTC is the designated recipient of large urbanized area Federal Transit Administration (FTA) formula funds, such as 5307, 5339, and 5337. MTC is also designated other responsibilities for FTA funds by the California Department of Transportation (Caltrans), such as the 5303 planning funds, 5311, and 5310.

Through state law, MTC has programming responsibilities for Federal Highway Administration (FHWA) funds such as Surface Transportation Program (STP) and Congestion Mitigation and Air Quality Improvement (CMAQ). MTC is also responsible for submitting a Regional Transportation Improvement Program to the California Transportation Commission and Caltrans every two years.

MTC has conducted special planning studies at a multi-regional and subregional level. Examples include the Transit Connectivity Plan, the Transit Sustainability Project, and the Regional Goods Movement Study. MTC is jointly responsible with the Association of Bay Area Governments (ABAG) and the Bay Area Air Quality Management District (BAAQMD) for air quality planning to meet the requirements of the federal Clean Air Act, as amended, and shares with the BAAQMD the responsibility for air quality transportation control measures under the state Clean Air Act, as amended. MTC shares with ABAG the responsibility for ~~adopting~~ preparing the SCS.

The Metropolitan Transportation Commission Service Authority for Freeways and Expressways (“MTC SAFE”) was created by legislation effective January 1, 1988 (Streets and Highways Code § 2550 *et seq.*), which authorized the creation of an MTC SAFE to provide for implementation, maintenance and operation of motorist-aid services through a call box program linked directly to the California Highway Patrol and a fleet of roving tow truck patrols, the Freeway Service Patrol. Under the law, MTC oversees the regional SAFE, which was officially convened in mid-1988.

The Bay Area Toll Authority (“BATA”) was created by legislation effective January 1, 1998 (Streets & Highways Code § 30950 *et seq.*) to administer the base \$1 toll on the San Francisco Bay Area’s seven state-owned toll bridges. Pursuant to additional legislation including SB 60, AB 1171, AB 144 and AB 1175 and voter-approved toll increases, tolls in addition to the \$1.00 base toll are collected and administered. Under the law, MTC serves as BATA.

In July, 2012 AB 57 (Beall) was chaptered. AB 57 amended Sections 66503 and 66504 of the Government Code to add, effective January 1, 2013, two additional voting seats on the commission and impose certain other requirements on commissioner appointments as further outlined in Part I of this Commission Procedures Manual.

In 2015 Congress enacted, and the President signed into law the FAST Act (23 U.S.C. §101). Title 23 U.S.C. §134 (d)(2) provides that a metropolitan planning organization shall consist of local officials, officials of public agencies that administer or operate major modes of transportation in the

metropolitan area, including representation by providers of public transportation, and appropriate State officials. Title 23 U.S.C. §134 (d)(3)(B) provides that, subject to the bylaws or enabling statute of the metropolitan planning organization, a representative of a provider of public transportation may also serve as a representative of a local municipality.

For the purposes of this Commission Procedures Manual, the term “MTC” includes the three agencies: the Metropolitan Transportation Commission, the Metropolitan Transportation Commission Service Authority for Freeways and Expressways and the Bay Area Toll Authority. It also includes two joint powers authorities formed by MTC and BATA: the Bay Area Infrastructure Financing Authority (BAIFA), and the Bay Area Headquarters Authority (BAHA).

## I. THE COMMISSION AND COMMISSIONERS

1.01. Commissioners. Effective January 1, 2013, there are eighteen voting commissioners. The City and County of San Francisco and the Counties of Contra Costa and San Mateo, each have two commissioners, and the Counties of Alameda and Santa Clara each have three commissioners, appointed as follows: the Board of Supervisors of each county appoints one commissioner; in San Francisco, the Mayor appoints one commissioner; in each of the remaining counties, the City Selection Committee appoints one commissioner; and in the Counties of Alameda and Santa Clara, the Mayors of the Cities of Oakland and San Jose shall be self-appointed or shall appoint a member of their respective City Councils to serve as the third commissioner . The Counties of Marin, Napa, Solano, and Sonoma each have one commissioner who is appointed by the county's Board of Supervisors from a list of three nominees furnished by the Mayor's Selection Committee. The Association of Bay Area Governments appoints one commissioner who shall not be from the Counties of Alameda or Santa Clara or from the City and County of San Francisco. The San Francisco Bay Conservation and Development Commission appoints one commissioner, who shall be a resident of the City and County of San Francisco approved by the Mayor of San Francisco. All appointments are subject to Section 1.02.

Effective September 28, 2016, any sitting commissioner who also serves on the board of a public transit agency shall be deemed to be a representative of a provider of public transportation within the meaning of the FAST Act (“Transit Representative”). Subsequent to September 28, 2016, at the beginning of each Commission term, the Chair shall designate and the Commission shall approve any sitting commissioner who also serves on the board of a public transit agency as a Transit Representative. Upon a vacancy occurring during a Commission term of a commissioner then serving as a Transit Representative, the Chair shall designate, and the Commission shall approve, one or more representatives not then currently designated, if any, from the commissioners then currently on the board who are also serving on a board of a transit agency as a Transit Representative.

The Commission's enabling legislation provides for three non-voting members, one appointed by the Secretary of the Business, Transportation and Housing Agency, and one each appointed by the United States Department of Transportation, and the United States Department of Housing and Urban Development.

1.02. Selection. The basis for selection of a commissioner is special familiarity with the problems and issues in the field of transportation. Elected or appointed public officers may serve as commissioners during their terms of public office. The effect of this is that such public officers are not prohibited from being commissioners; i.e., the two positions are not necessarily incompatible. No more than three voting members of the Commission shall be residents of the same county.

1.03. Term of Office. The term of office of a commissioner is four years. Since the initial term for commissioners commenced February 10, 1971, the organizational meeting date of the Commission, the four-year terms of commissioners shall commence quadrennially from that date. The current appointment term began February 10, 2011. Except as provided in the next sentence, the next appointment dates are February 10, 2015 and February 10, 2019. The commissioners appointed by the Mayors of the Cities of Oakland and San Jose shall have an initial term of office commencing January 1, 2013 and ending in February 2015. Appointments to fill a resignation or vacancy during a term shall be only for the balance of such term. Commissioners shall continue to serve as such until reappointed or until their successor is appointed; provided that, where a commissioner has been appointed as a public officer, the commissioner must vacate his/her Commission seat upon ceasing to hold such public office, unless the appointing authority consents to completion of the commissioner's term (Government Code Section 66504).

1.04. Oath of Office. Commissioners shall complete oath of office forms when they are appointed to the Commission, which are then notarized. The original is kept on file at the MTC offices.

1.05. Conflict of Interest Code. The Commission adopted a conflict of interest code by Resolution No. 1198, Revised (Appendix A), which was subsequently approved by the State of

California Fair Political Practices Commission. Commissioners are required to file annual statements of economic interest and within thirty days of assuming or leaving office.

1.06. Alternates. There is no provision for voting alternates for the voting commissioners. Substitutes may sit on behalf of non-voting commissioners.

1.07. Reimbursement. Commissioners serve without compensation. Commissioners are entitled to receive reimbursement for actual and necessary expenses incurred in connection with the performance of their duties. In lieu of such reimbursement for attendance at Commission or committee meetings, each commissioner shall receive one hundred dollars (\$100.00) per meeting for a maximum of five (5) such meetings in any one calendar month, plus necessary travel expenses as authorized by the Commission pursuant to the rates and terms set forth in Appendix B to this manual. Commissioners may be reimbursed a separate per diem for each such meeting in any one day up to the monthly maximum reimbursement number of meetings. The monthly maximum is calculated and applied separately to MTC and BATA. BAIFA and BAHA meeting per diem is applied and counts toward the BATA monthly maximum. No reimbursement applies to MTC SAFE meetings.

1.08. Travel Expenses. Commissioners shall be paid necessary traveling expenses as may be authorized from time to time by the Commission. The Commission policy for travel expenses is set forth in Appendix B to this manual. The policy applies to all MTC employees as well.

1.09. Orientation for New Commissioners. When a new commissioner is appointed to the Commission, the Secretary to the Commission will provide the commissioner, along with administrative materials, copies of the current major MTC, BATA, MTC SAFE, BAIFA and BAHA documents and an overview of the content of these documents. The Secretary will also arrange an orientation session for the new commissioner with the Executive Director and section managers.



## II. OFFICERS

2.01. Commission Officers. There are two (2) Commission officers: a Chair and a Vice-Chair. Any voting commissioner is eligible to hold the office of Chair or Vice-Chair. Non-voting commissioners are ineligible for such offices.

2.02. Term. The Chair and Vice-Chair shall serve two-year terms commencing upon elections at the regular Commission meeting in February of odd numbered years. A commissioner may serve as Chair or Vice-Chair without restriction as to number of terms. The Chair and Vice-Chair shall serve as such until their successors are elected.

2.03A. Nomination/Election of Commission Officers (New Commission Term). In years when new Commission terms begin, the following procedure for the nomination and election of Commission officers shall be followed:

- a. The Commission shall meet on February 10, or within five working days thereof, for a special meeting. The meeting date shall be set by the prior Commission.
- b. The existing Chair, if reappointed, or if not reappointed, the Vice-Chair, if reappointed, or if not reappointed, the reappointed commissioner with the longest continuous length of service, shall preside over the meeting, and is the Acting Chair until the election of new officers.
- c. The Acting Chair shall at this special meeting appoint an Ad Hoc Nominating Committee of commissioners subject to the confirmation of the Commission.
- d. The Ad Hoc Nominating Committee shall meet and send its report in writing to the Commission with the packet for the regular February meeting.
- e. The Acting Chair shall convene the regular February meeting, usually the fourth Wednesday of the month, at which the Ad Hoc Nominating Committee shall give its report as the first order of business. Additional nominations may be offered after the Committee report. Thereafter, nominations may be closed; but, if not closed, nominations shall remain open until the March meeting.
- f. The Commission shall elect a Chair and Vice-Chair at its regular February meeting, or as soon thereafter as possible after nominations are closed.
- g. Upon the election of new officers, the new Chair shall take over the gavel and conduct the remaining business of the meeting.

2.03B. Nomination/Election of Commission Officers (Mid-Commission Term.) The Chair shall appoint an Ad Hoc Nominating Committee of commissioners subject to the confirmation of the Commission at the regular Commission meeting in December of even-numbered years. The Ad Hoc Nominating Committee shall send its report in writing to the Commission with the packet for the regular January Commission meeting. Additional nominations may be offered after the Committee report. Thereafter, nominations may be closed; but, if not closed, nominations shall remain open until the February Commission meeting. The Commission shall elect a Chair and Vice-Chair at its regular February meeting as the first order of business, or as soon thereafter as possible.

2.04. Duties of Chair. The Chair shall preside at all meetings of the Commission, state each question for vote, announce the decision, and decide all questions of order subject to appeal to the Commission. The Chair is a voting ex-officio member of all standing committees of the Commission. In such capacity the Chair shall vote only when necessary to attain a quorum of voting members of a committee. The Chair shall execute all resolutions adopted by the Commission, the approved minutes, and any other documents that may require the signature of the Chair.

The Chair shall appoint, subject to approval of the Commission, members of standing committees, and subsequent to September 28, 2016, the Chair shall designate, subject to approval of the Commission, the Transit Representative(s). In making committee and Transit Representative appointments/designations, the Chair shall, as much as possible, attempt to balance the representation of various areas of the region. The Chair shall select the Chair and Vice-Chair of each committee subject to approval of the Commission. The Chair should request individual commissioners to submit their preferences and areas of interest regarding appointment to committees. The Chair shall also appoint, subject to the approval of the Commission, Commission members of special committees.

In years when a new Chair is elected, then current committee members, chairs, and vice chairs shall continue to serve as such until the new Chair makes new committee appointments. To

the extent necessary to carry out committee business, the Chair may appoint temporary committee chairs, vice-chairs, and members, pending confirmation of committee appointments at the regular March Commission meeting.

The Chair shall approve, within the limits of the approved budget, commissioner's attendance and expenses at an out-of-region conference or any conference in which MTC has a substantial interest in being represented.

The Chair shall perform such functions as may be delegated by action of the Commission. Where circumstances warrant, the Chair may, in the absence of existing policy, act as necessary for the Commission between its scheduled meetings and shall report that action at the next Commission meeting.

The Chair shall select a temporary chair of a committee when that committee's chair and vice-chair are both unable to attend that committee's meeting(s).

2.05. Duties of Vice-Chair. The Vice-Chair shall assume the Chair's duties in his/her absence. In addition, the Vice-Chair is a voting ex-officio member of all standing committees of the Commission. In such capacity the Vice-Chair shall vote only when necessary to attain a quorum of voting members of a committee.

2.06. Chair Pro Tem. If both the Chair and Vice-Chair are or will be absent from a Commission meeting or other functions, or duties of the Chair must be performed (including, but not limited to, the execution of documents), the most senior member of the Commission shall perform such functions and duties.

2.07. Vacancies During Term of Office.

A. Chair. In the event the office of Chair is vacated during the term, the vacancy shall be filled for the unexpired balance of the term by the Vice-Chair.

B. Vice-Chair. In the event the office of Vice-Chair is vacated during the term, the vacancy may be filled for the unexpired balance of the term by a special election. If the vacancy is to be filled, an ad hoc nominating committee shall be appointed by the Chair, subject to the approval of the Commission at the next regular Commission meeting. At the Commission meeting

following the meeting approving the ad hoc nominating committee, the ad hoc nominating committee shall present its written report which shall be included in the meeting packet sent to commissioners; additional nominations, if any, may be made by commissioners at the meeting; nominations shall thereafter be closed and the election for Vice-Chair held at that meeting.

C. Chair and Vice-Chair. In the event the office of Chair and Vice-Chair are both vacated simultaneously during their terms, the vacancy for Chair and Vice-Chair shall be filled in the same manner as the vacancy for Vice-Chair in paragraph B of this Subsection, with the ad hoc nominating committee being appointed by the Commission.

2.08 Staff Officers.

A. Executive Director. The Commission shall appoint an Executive Director who shall have charge of administering the affairs of the Commission subject to the Commission's direction and policies. The Executive Director shall in turn appoint, subject to approval of the Commission, such employees as may be necessary to carry out the functions of the Commission (Resolution No. 664). The Executive Director shall designate an employee to act as Secretary of the Commission for the purpose of keeping its minutes and resolutions.

B. Legal Counsel. The Executive Director shall appoint a Legal Counsel subject to the approval of the Commission. In addition to other duties, the Legal Counsel shall have a responsibility to directly advise the Commission and commissioners in the course of their duties (Resolution Nos. 663 and 664, Appendix C).

### III. COMMISSION MEETINGS AND CONDUCT OF BUSINESS

3.01. Principal Offices. The principal offices of the Commission shall be at the-Bay Area Metro Center, 375 Beale Street, San Francisco, CA 94105, or at such other location as may be determined by Commission action.

3.02. Regular Commission Meetings. Regular Commission meetings shall be on the fourth Wednesday of each month with the exception of the month of December when the regular meeting of the Commission shall be the third Wednesday of December and with the exception of the month of August which shall not have a regular Commission meeting. Unless otherwise scheduled, meetings regularly commence at 9:30 a.m. When a regular meeting falls upon a legal holiday, the date and time of such meeting shall be determined by the Commission no later than at its preceding regular meeting. Commission meetings shall be held in the Board Room, 375 Beale Street, San Francisco, CA 94105, in alternate locations within the region that are easily available to the public and accessible to persons with disabilities; provided that, if such an alternative location is chosen, it shall be publicly announced, if possible, at the preceding regular Commission meeting.

The Chair may cancel or reschedule a regular Commission meeting if a quorum cannot be obtained, or if there is insufficient business to warrant a meeting. Notice of cancellation of a meeting shall be given, if possible, not later than seven (7) days prior to the meeting date to those persons who receive formal notice of regular meetings.

3.03. Special Commission Meetings. The Chair may call special meetings of the Commission when warranted by the business of the Commission. In addition, upon written request of ten (10) Commissioners, a special meeting shall be held upon the call of the Chair.

3.04. Notice Regarding Commission Meetings. Notice of Commission meetings shall be given as follows:

A. Regular Meetings. Notice of all regular Commission meetings shall be given in compliance with applicable provisions of the Ralph M. Brown Act (Government Code Section 54950 *et seq.*, as may be amended from time to time; hereinafter "Brown Act"). The notice shall at

a minimum specify the date, hour, and location of the meeting and may be a preliminary agenda for the meeting. The final agenda shall be posted adjacent to the front door of the Bay Area Metro Center not later than 72 hours prior to the date of the meeting.

B. Special Meetings. Notice of special meetings shall be given in compliance with applicable provisions of the Brown Act. Notice of special meetings shall specify the date, time, and location of the meeting and the matters to be considered by the Commission. No matters other than those specified in the notice of special meetings may be considered. Notice of special meetings shall be given to those persons who receive notice of regular meetings. Unless otherwise provided by the Brown Act, at least twenty-four (24) hours' written notice shall be given by electronic or U.S. postal mail or personal delivery to each commissioner and to each local newspaper of general circulation, radio or television station requesting notice in writing, and by posting such notice in the MTC library.

C. Recipients of Notice. Notice of MTC meetings may be received by any person or organization requesting notice. Designated staff shall maintain a database of persons and organizations who have requested notice or to whom, in designated staff's judgment, notice shall be sent. The database is updated on an ongoing basis.

D. Brown Act. In providing notice of Commission meetings, MTC staff shall at all times comply at least with all minimum applicable notice requirements of the Brown Act.

3.05. Open Meetings. In accordance with the provisions of the Brown Act, all meetings of the Commission shall be open to the public except matters that may be discussed in closed session pursuant to the Brown Act. Members of the public shall have an opportunity to directly address the Commission on matters before it, subject to limitations on the total amount of time allocated for public testimony on particular issues and for each individual speaker.

3.06. Quorum. A majority of the appointed, voting commissioners shall constitute a quorum for any meeting of the Commission. When 18 voting commissioners have been appointed and seated, the quorum is ten (10) commissioners. No official action shall be taken by the Commission unless a quorum is present. A majority of the commissioners present and voting shall

be required to carry any action of the Commission; provided that, no action shall be valid unless approved by at least a majority of a quorum.

3.07. Voting. Voting shall be by voice; provided that a roll call shall be taken at the Chair's discretion or upon the request of one (1) commissioner.

3.08. Conduct of Meetings. Robert's Rules of Order, as revised, except when inconsistent with these procedures, law, or specific resolutions of the Commission, shall govern the conduct of meetings of the Commission and its established committees.

3.09. Agenda. The Commission may take no action on any item not appearing on the agenda except as allowed under the Brown Act. All items on Commission agendas shall be subject to action.

A preliminary agenda shall be distributed electronically or by regular or express mail prior to the date of the meeting, consistent with the Brown Act. (See Subsection 3.04, Notice Regarding Commission Meetings.) A final agenda will be prepared and posted adjacent to the front door of the Bay Area Metro Center in accordance with the Brown Act. Copies of the final agenda will be available at the meeting.

If, in the Chair's judgment, it is necessary to maintain the orderly flow of business, public comment may be restricted by any one or a combination of the following procedures:

1. limiting the time each speaker may testify per agenda item. The limit may not be less than one (1) minute for each speaker, and may range, at the discretion of the Chair, up to three (3) minutes per speaker.
2. requiring a speaker who plans to speak on more than one agenda item to combine his or her testimony on all agenda items to one appearance. The limit for a combined appearance may not be less than three (3) minutes per speaker, and may range, at the discretion of the Chair, up to seven (7) minutes per speaker.
3. establishing the maximum amount of time available during the meeting for public comment so as to permit the meeting agenda to be completed before the loss of a quorum; provided, however, that each speaker be permitted to speak at least one (1) minute.

4. establishing a single period of time during a meeting to take all public testimony before proceeding with the agenda, when there are multiple requests to speak on multiple items on the agenda.

5. rearranging the order of items on the agenda to accommodate public testimony.

Any decision of the Chair regarding the taking of public testimony made pursuant to the Commission Procedures Manual shall govern for the meeting unless overruled by a two-thirds vote of the quorum present.

The order of agenda items may also be changed, if, in the Chair's judgment, there are other reasons to do so.

3.10. Resolutions. Resolutions may be considered by the Commission at any regular or special Commission meetings. All resolutions shall be in writing.

A summary explanation of the purpose and content of each resolution shall be prepared and attached to the proposed resolution, but shall not be considered part of such resolution. The original of a resolution adopted by the Commission is the one signed by the Chair and shall be the official text of that resolution.

3.11. Regional Transportation Plan Revisions. Revisions of the Commission's adopted Regional Transportation Plan (RTP) are prepared as the need arises. Except for revisions approved by the Commission under emergency procedures, revisions to the RTP are considered by the Commission for adoption every four years. Review of proposed Plan revisions is assigned to a standing committee of the Commission, which shall make recommendations to the full Commission for Plan revision. Notice of availability of the text of proposed revisions of the RTP shall be sent to organizations and concerned citizens on the current Commission mailing list. Not earlier than twenty (20) days after this distribution of the proposed revisions, and at a time convenient to the public, no less than (2) public hearings shall be held in the region to receive comments, suggestions, and reactions to the proposed revisions. Additional hearings may be scheduled if necessary to allow opportunity for public comment in parts of the region significantly affected by proposed revisions. These public hearings may be conducted by less than a quorum of



the Commission. A transcript or summary of the public hearings shall be provided to all commissioners prior to their acting on the Plan revisions. Notice of the public hearings shall appear in major newspapers of the region and other media as appropriate at least thirty (30) days prior to the scheduled hearings.

3.12 Public Hearings. Public hearings shall be conducted in accordance with MTC's Public Participation Plan, MTC Resolution No. 3821.

3.13. Recording of Meetings. Commission meetings shall be recorded electronically and are available on the Commission's website at no cost and are archived for meetings occurring since 2004. Copies of any recordings (in accessible formats, for persons with disabilities) shall be made available to the public upon request. Further, any citizen may record a Commission meeting or parts thereof, if such recording is done in a reasonable manner.

3.14. Minutes of Meetings. The Commission shall keep accurate minutes of all meetings and make them available to the public. Minutes shall include a record of attendance, a summary of motions, resolutions, consensus items, discussion on motions receiving a split vote and/or resulting in a direction to staff or a Commission committee, other business, and public comment. Minutes approved by the board at a succeeding meeting shall be the evidence of action taken at a prior meeting.

3.15. Public Information Materials. MTC staff will routinely prepare and provide all commissioners with general public informational material. Requests for specialized public information assistance for a specific commissioner will be handled on a time-available basis.

3.16 Meeting Conduct. In the event that any public meeting conducted by MTC is willfully interrupted or disrupted by a person or by a group or groups of persons so as to render the orderly conduct of the meeting unfeasible, the Chair may order the removal of those individuals who are willfully disrupting the meeting. Such individuals may be subject to arrest. If order cannot be restored by such removal, the members of the Commission may direct that the meeting room be cleared (except for representatives of the press or other news media not participating in the disturbance), and the session may continue on matters appearing on the agenda.

#### IV. COMMISSION COMMITTEES

4.01. Types. Commission committees are designated as standing committees, special committees, or advisory committees.

4.02. Policy. It is the general policy of the Commission to receive comments from the public on specific items at committee meetings. Summaries of these comments shall be included in the committee minutes and forwarded to all commissioners.

4.03. Standing Committees. Each standing committee is charged with subject matter responsibility over specific element(s) of the Commission's overall mission and/or organizational functions. Standing committees shall be composed solely of commissioners. Non-voting commissioners may be appointed to standing committees. Notwithstanding that there may be a quorum of the Commission (10 or more commissioners commencing January 1, 2013) in attendance at a standing committee meeting, no standing committee may act for the full Commission unless the meeting is noticed, in accordance with the Brown Act, as a Commission meeting. Each standing committee shall be responsible for reviewing comments of appropriate MTC advisory committees and such comments shall accompany any standing committee recommendations to the Commission.

4.04. Special Committees. The Commission may establish special committees to supervise the development of a specific task or project. Membership of special committees is not limited to commissioners. Composition of special committees will depend upon the task to be performed and may involve the participation of private citizens or representatives of other public agencies.

4.05. Advisory Committees. Advisory committees are discussed in Section 4.14C.

4.06. Appointments to Committees.

A. Manner of Appointment. The Chair of the Commission, subject to the approval of the Commission, shall appoint members of standing committees and special committees to the extent that special committee appointments are the responsibility of MTC. The Commission Chair

shall designate the Chair and Vice-Chair of the standing committee, subject to approval of the Commission. Designation by the MTC Chair of special committee chairs and vice-chairs is subject to the approval of the Commission to the extent that these appointments are the responsibility of MTC. Appointments to advisory committees shall be made by the Commission in accordance with the Commission resolution establishing the particular advisory committee. In the event the Chair and Vice-Chair of a standing committee are not present at a standing committee meeting, the committee members present shall select a Chair Pro Tem for that meeting from among themselves.

B. Term. Subject to Section 2.04, appointments to standing committees shall be for the term of the Commission Chair. Appointments of commissioners to special committees shall be for the term of the Commission Chair. Other appointments to special committees shall be for a term dependent upon the function of the special committee as set forth in the resolution which governs the special committee. Appointments to advisory committees are for a term dependent upon the function of the advisory committee as set forth in the resolution establishing the particular advisory committee.

4.07. Quorum. The quorum for committees established by the Commission shall be a majority of the committee's non-ex-officio voting membership. If necessary to establish a quorum of a committee at a meeting, the Chair and Vice-Chair of the Commission, as ex-officio members of the committee, shall become voting members for that meeting. Unless otherwise approved by the Commission, MTC standing committees shall have eight (8) voting members, as approved by the Commission, plus the MTC Chair and Vice-Chair as ex-officio, voting members.

Every member of the Commission who is not a voting member of a standing committee is an ad hoc non-voting member. Although a quorum of the Commission may be in attendance at a meeting of a standing committee, the committee may take action only on those matters delegated to it. The committee may not take any action as the full Commission unless a meeting has been previously noticed as a Commission meeting.

An ad hoc non-voting committee member who is also a voting member of the Commission may be designated by the committee chairperson as a voting member at a particular committee meeting if an additional voting member is needed for a committee quorum.

4.08. Open Meetings. It is recognized that "legislative body" as defined in the Brown Act does not include committees composed solely of commissioners when they number less than a quorum of the Commission or a quorum of a standing committee. It is the intention of the Commission to apply the Brown Act to include all non-ad-hoc committees created by the Commission, not just those identified as advisory commissions or committees. All meetings of non-ad-hoc committees created by the Commission, with the exception of closed sessions permitted by the Brown Act, shall be open meetings properly announced in accordance with the provisions of the Brown Act.

4.09. Notice of Meetings. Notice of regular committee meetings shall be given consistent with applicable provisions of the Brown Act and posted adjacent to the front door of the Bay Area Metro Center not less than 72 hours, preceding the date of the meeting. If a special meeting is called on short notice, then notice shall comply with the requirements of Subsection 3.04 B of these procedures. The notice shall announce the date, time, and location of the meeting together with an agenda. This notice shall be sent to all commissioners and to media representatives, concerned citizens, and organizations who have filed a request for receipt of notice of committee meetings and posted in the MTC library. Special meetings of committees shall comply with the minimum notice provisions of the Brown Act. Notices of postponed or canceled committee meetings shall be posted adjacent to the front door of the Bay Area Metro Center not less than 72 hours prior to the regular date of the meeting and shall state the date, time, and location of the next committee meeting if possible. Notices of meetings held earlier than the regular meeting date shall be sent out and posted adjacent to the front door of the Bay Area Metro Center as soon as possible.

4.10. [Reserved]

4.11. Recording of Meetings. Standing and special committee meetings, if possible, shall be recorded electronically and follow the procedures as stated in Subsection 3.13 of this document.

4.12. Minutes of Committee Meetings. Minutes of all committee meetings shall be kept and made available to the public. Minutes shall include a record of attendance, a summary of motions, resolutions, consensus items, discussion on motions receiving a split vote and/or resulting in a direction to staff or a Commission committee, other business, and public comment.

4.13. Reimbursement and Travel Expenses. Commissioners who are members of standing or special committees shall be entitled to receive in lieu reimbursement for attendance at such committee meetings in accordance with Government Code Section 66504.1. Commissioners serving on standing and/or special committees shall also be entitled to receive necessary travel expenses in accordance with the Commission's current resolution in this regard. (See Appendix B.) Members of special committees appointed by the Commission and members of advisory committees appointed through Commission resolutions shall be reimbursed for their necessary travel expenses in accordance with the Commission's current procedures regarding this subject. (See Appendix D.)

Commissioners appointed by the Chair or the full Commission to represent MTC on committees other than those created by MTC shall be entitled to receive the MTC per diem and necessary travel expenses for attendance at such committee meetings. If the procedures of such committees require or permit the appointment of an alternate representative, MTC alternates to such committees may not claim per diem or travel expenses for any meeting at which the MTC commissioner is also present and claiming per diem.

4.14. Commission Committees.

A. Standing Committees. The current charters of the Commission's standing committees, as established by this Manual, are attached as Appendix E. Current Commission standing committees are as follows:

1. Administration Committee - is charged with the oversight of the operation and performance of the Commission staff including the development and oversight of agency personnel, financial policies, and management.

2. Programming and Allocations Committee - reviews projects seeking federal, state and regional funding approval for conformance with the Sustainable Communities Strategy/Regional Transportation Plan, adopts the region's multi-year program of funding priorities for federal, state and regional funds, and recommends allocation of various federal, state and regional funds among the various eligible claimants and applicants within the region.

3. Planning Committee - develops the region's annual transportation work program and program budget, reviews planning policies and issues, and together with ABAG, develops the Sustainable Communities Strategy, and proposes revisions to the Sustainable Communities Strategy/Regional Transportation Plan.

4. Operations Committee - establishes, oversees and evaluates transportation system management and operational activities sponsored by MTC, SAFE and others.

5. Legislation Committee - recommends Commission legislative policy, represents the Commission in the legislative process, and oversees the Commission's public information and citizen participation program.

6. Executive Committee - considers matters of urgency brought before it by the Chair between Commission meetings and other matters assigned to it by the Commission or the Chair.

B. Special Committees. Special committees are committees consisting of MTC commissioners and representatives of other organizations. Special committees are established, modified or disbanded by separate Commission action. Examples of current committees include, but are not limited to, the following:

1. Regional Airport Planning Committee - reorganized pursuant to MTC Resolution No. 3123 and is responsible for recommendations relating to the Regional Airport Element of the Regional Transportation Plan and the update of revisions relating to this element.

2. MTC/Bay Conservation and Development Commission (BCDC) Seaport Planning Advisory Committee - was established pursuant to a Memorandum of Understanding between BCDC and MTC (MTC Resolution No. 516) and is responsible for developing the

legislatively-mandated Seaport Element to the Regional Transportation Plan and recommendations for revision of the Seaport Element of the BCDC Bay Plan

3. Mega-Region Working Group – was established in 2015 through Resolution 4209 to identify issues of common interest and recommend joint activities among metropolitan planning organizations in the Northern California mega-region.

C. Advisory Committees. Advisory committees consist of members of the public and/or staff from public agencies or private organizations. Advisory committees are established, modified or disbanded by separate Commission action. When appropriate, all upcoming vacancies on MTC advisory committees shall be posted on the Commission website. Prior to making appointments to such committees, thirty days shall be allowed to receive responses from citizens who are interested in appointment. Examples of current advisory committees include, but are not limited to, the following:

1. Policy Advisory Council – This advisory committee was established in November 2009 pursuant to MTC Resolution No. 3931 to advise the Commission on transportation policies in the San Francisco Bay Area, incorporating diverse perspectives relating to the environment, the economy and social equity. Its 27 members are appointed by the Commission, including 9 members, one from each Bay Area county, selected to represent interests related to the communities of color, environmental justice and low-income issues; 9 members, one from each Bay Area county, selected to represent the interests of disabled persons and seniors; and 9 members selected to represent interests related to the economy and the environment.

2. The Bay Area Partnership (The Partnership) - The Partnership is a consortium of local, state and federal agencies, including the top managers from agencies for transportation and protecting the region's environmental quality; intended to foster consensus in the implementation of TEA 21 and its successor statutes, develop agreed-upon funding and planning priorities, and implement plans and programs to better manage and operate the metropolitan transportation system.

3. Regional Transit Coordinating Council (RTCC) - Pursuant to Public Utilities Code § 29142.4, the Commission has established the RTCC to advise MTC with respect to its state and federal programs, to focus attention on transit coordination, and to encourage participation of transit operators' top management in MTC's deliberations. MTC Resolution No. 2467 establishes the RTCC.

4. Paratransit Coordinating Councils (PCCs) - established by MTC Resolution No. 468 in 1977 to require participation by counties in promoting the efficient use of limited paratransit services. Membership composition is established in MTC Resolution No. 1209.

NOTE: Special and advisory committees usually forward their recommendations to the Programming and Allocations Committee. Special issues can be referred to the appropriate MTC standing committee.



## V. MISCELLANEOUS

5.01 Authority. The Metropolitan Transportation Commission finds that these procedures are necessary to carry out the purposes of the Metropolitan Transportation Commission Act. These procedures are adopted pursuant to the Commission's authority under Government Code § 66506.

5.02 Emergency Notice Provision. In the event a postal strike or other calamity makes it impossible to give notice of meetings by mail as required in these procedures, notice of meetings of the Commission and its committees shall be given to commissioners and committee members, respectively, with such time and by such means as may be practical, which may include, but not be limited to, personal service, facsimile, email and posting at MTC's website. In such event, the general public and those requesting notice of Commission and committee meetings shall be notified, if possible, by publication of notice in a newspaper or newspapers of general circulation in the region. The timing and content of such published notice shall conform, if possible, to the requirements pertaining to mailed notice set forth in these procedures.

5.03 Severability. Should any part, term, portion, or provision of these procedures be finally decided to be in conflict with any law of the United States or the State of California or otherwise be ineffectual or unenforceable, the validity of the remaining parts, terms, portions, or provisions shall be deemed severable and shall not be affected thereby, providing such remaining portions or provisions can be construed to stand as the Commission intended.

Appendix A  
Resolution No. 1058

**Conflict of Interest Code**

Date: October 27, 1982  
W.I.: 99110  
I.D.: File 1  
Referred by: Administration Committee  
Revised: 06/26/91-C 07/27/94-C  
11/18/98-C 06/28/00-C  
11/20/02-C 09/28/11-C  
05/22/13-C 03/25/15-C  
09/28/16-C 04/25/18-C

## ABSTRACT

### Resolution No. 1198, Revised

#### Subject

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

Resolution No. 1198 supersedes Resolution No. 859.

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

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

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

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

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

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

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

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

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

This resolution was revised on April 25, 2018, to add designated positions in MTC's organization and their assigned disclosure categories resulting from the consolidation of the staffs of MTC and the Association of Bay Area Governments ("ABAG"), pursuant to the Contract for Services between ABAG and MTC, dated as of May 30, 2017 and the formation of the Advancing California Finance Authority, its staffing by MTC, and its adoption of the MTC Conflict of Interest Code; and to more accurately reflect the most current designated positions and assigned disclosure categories in MTC's organizational structure.

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

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

METROPOLITAN TRANSPORTATION COMMISSION

RESOLUTION NO. 1198

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

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

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

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

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

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

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION

/s/ \_\_\_\_\_  
William R. "Bill" Lucius, Chairman

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

Date: October 27, 1982  
W.I.: 99110  
I.D.: File 1  
Referred by: A&O Committee  
Revised: 06/26/91-C 07/27/94-C  
11/18/98-C 06/28/00-C  
11/20/02-C 09/28/11-C  
05/22/13-C 03/25/15-C  
09/28/16-C 04/25/18-C

Attachment A - Resolution No. 1198  
Page 1 of 5

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

The Political Reform Act (Government Code Section 81000, *et seq.*) requires state and local government agencies to adopt and promulgate conflict of interest codes. The Metropolitan Transportation Commission (“MTC”), a statutorily created regional transportation planning agency pursuant to Government Code Section 66500 *et seq.*, is for the purposes of the Political Reform Act, a local government agency pursuant to Government Code Section 82041. MTC also functions as the MTC Service Authority for Freeways and Expressways (“MTC SAFE”) pursuant to Streets and Highways Code Sections 2550-2556, and the Bay Area Toll Authority (“BATA”) pursuant to Streets and Highways Code Section 30950 *et seq.* and, pursuant to the Contract for Services dated as of May 30, 2017 between MTC and the Association of Bay Area Governments (“ABAG”), provides consolidated staff to perform work for ABAG. MTC is also a member of and provides staff for the Bay Area Infrastructure Financing Authority (“BAIFA”) and the Bay Area Headquarters Authority (“BAHA”), and staffs the Advancing California Financing Authority (“ACFA”), a joint powers authority formed by ABAG and the ABAG Finance Authority for Nonprofit Corporations. The Fair Political Practices Commission has adopted a regulation (2 Cal. Code Regs. Sec. 18730) that contains the terms of a standard conflict of interest code, which can be incorporated by reference in an agency’s code. After public notice and hearings, the standard code may be amended by the Fair Political Practices Commission to conform to amendments in the Political Reform Act. Therefore, the terms of 2 Cal. Code of Regs. Sec. 18730 and any amendments to it duly adopted by the Fair Political Practices Commission are hereby incorporated by reference. This regulation and the attached Appendices, designating positions and establishing disclosure categories, shall constitute the conflict of interest code of the **Metropolitan Transportation Commission (MTC)**.

Date: October 27, 1982  
W.I.: 99110  
I.D.: File 1  
Referred by: A&O Committee  
Revised: 06/26/91-C 07/27/94-C  
11/18/98-C 06/28/00-C  
11/20/02-C 09/28/11-C  
05/22/13-C 03/25/15-C  
09/28/16-C 04/25/18-C

Attachment A - Resolution No. 1198  
Page 2 of 5

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



Date: October 27, 1982  
W.I.: 99110  
I.D.: File 1  
Referred by: A&O Committee  
Revised: 06/26/91-C 07/27/94-C  
11/18/98-C 06/28/00-C  
11/20/02-C 09/28/11-C  
05/22/13-C 03/25/15-C  
09/28/16-C 04/25/18-C

Attachment A - Resolution No. 1198  
Page 3 of 5

**APPENDIX A**

**DESIGNATED POSITIONS**

<u>Designated Position</u>	<u>Assigned Disclosure Category</u>
Deputy Executive Director, Policy	1, 3, 4
Deputy Executive Director, Operations	1, 3, 4
Deputy Executive Director, Local Government Services (LGS)	1, 3, 4
General Counsel	1, 3, 4
Deputy General Counsel	1, 3, 4
Senior Counsel	1, 3, 4
Associate Counsel	1, 3, 4
Special Counsel	1, 3, 4
Director, Administration & Facilities (AF)	1, 3
Director, Integrated Planning Department (PLN)	2, 3
Director, Operations (OPS)	2
Director, Electronic Payments (EPS)	2
Director, Programming and Allocations (PAC)	2, 3
Director, Legislation and Public Affairs (LPA)	1, 3
Director, Technology Services (TSS)	2
Director, SF Estuary Partnership	2, 3
Director, Budget & Revenue (aka Deputy Finance Director)	1
Director, Treasury (aka Deputy Treasurer)	1
Assistant Directors: PLN, PAC, LGS	2, 3
Assistant Directors: OPS, EPS, TSS	2
Assistant Directors: LPA	1
Assistant Directors: AF	1, 3
Assistant Directors: Finance	1
Clipper® Executive Board Members	2
Consultants/New Positions	*

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

Date: October 27, 1982  
W.I.: 99110  
I.D.: File 1  
Referred by: A&O Committee  
Revised: 06/26/91-C 07/27/94-C  
11/18/98-C 06/28/00-C  
11/20/02-C 09/28/11-C  
05/22/13-C 03/25/15-C  
09/28/16-C 04/25/18-C

Attachment A - Resolution No. 1198  
Page 4 of 5

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

## **OFFICIALS WHO MANAGE PUBLIC INVESTMENTS**

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

MTC Commissioners  
Chief Financial Officer  
Executive Director

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

Date: October 27, 1982  
W.I.: 99110  
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Revised: 06/26/91-C 07/27/94-C  
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11/20/02-C 09/28/11-C  
05/22/13-C 03/25/15-C  
09/28/16-C 04/25/18-C

Attachment A - Resolution No. 1198  
Page 5 of 5

## **APPENDIX B**

### **DISCLOSURE CATEGORIES**

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

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

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



**CERTIFICATION OF FPPC APPROVAL**

Pursuant to Government Code Section 87303, the conflict of interest code for **Metropolitan Transportation Commission** was approved on 3/27 2018. This code will become effective on 4/28/ 2018.

A handwritten signature in black ink, appearing to read "John M. Feser, Jr.", written over a horizontal line.

John M. Feser, Jr.

Senior Commission Counsel

Fair Political Practices Commission



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

**File #:** 18-0367      **Version:** 1      **Name:**

**Type:** Resolution      **Status:** Commission Approval

**File created:** 5/4/2018      **In control:** Planning Committee

**On agenda:** 6/8/2018      **Final action:**

**Title:** MTC Resolution No. 4174, Revised: Revised Draft 2018 MTC Public Participation Plan

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [6c Planning 4b ResoNo-4174 Revised Draft 2018 MTC PPP.pdf](#)  
[4b MTC Res. No. 4174 Rev- Revi Draft 2018 MTC PPP.pdf](#)

Date	Ver.	Action By	Action	Result
6/8/2018	1	Planning Committee		

**Subject:**  
MTC Resolution No. 4174, Revised: Revised Draft 2018 MTC Public Participation Plan

**Presenter:**  
Ursula Vogler

**Recommended Action:**  
Commission Approval

**Attachments:**



## *Memorandum*

TO: Planning Committee

DATE: June 1, 2018

FR: Executive Director

RE: MTC Resolution No. 4174, Revised: Revised Draft 2018 MTC Public Participation Plan

State and federal statutes require MTC as the Bay Area's metropolitan planning organization to adopt participation plans to provide the public with opportunities to be involved in the transportation planning process. MTC's current Public Participation Plan (PPP) was adopted in 2015. A draft 2018 PPP was released for a 45-day comment period on March 23, 2018, which closed on May 7, 2018.

The Revised Draft PPP outlines how the public can participate in MTC's key policy and funding decisions. Included is information on how MTC, in conjunction with the Association of Bay Area Governments (ABAG), will involve the public in developing Plan Bay Area 2050, scheduled for adoption in mid-2021. Attached are:

- Summary of comments received on the Draft PPP as released March 23, 2018, along with responses (Attachment A). Note that full correspondence is available on the web (<https://mtc.ca.gov/about-mtc/public-participation/public-participation-plan>).
- MTC Resolution No. 4174, Revised
- Revised Draft 2018 Public Participation Plan

### **Approach to the 2018 Update**

For this update to the Public Participation Plan, MTC requested input from partners, stakeholders and the public using in-person, telephone and online outreach, including via the following methods:

- Conducted an online survey that was promoted via news release, email, through MTC's partners and stakeholders, as well as digital advertising, social media and on MTC's website. The survey was translated into Spanish and Chinese;
- Surveyed seven Metropolitan Planning Organizations and partner agencies across the nation and within the region on outreach methods for their planning processes;
- Conducted six focus groups with community-based organizations representing communities of color and low-income communities and agency working groups to garner input on our current outreach methods and request ideas for new/innovative outreach methods; and
- Gave presentations to and requested input from MTC's Policy Advisory Council and the Regional Advisory Working Group (RAWG).

### **Key Messages Heard**

We received 34 public comments in all (see Attachment A) and feedback from the RAWG and Policy Advisory Council. Comments fell into the following themes:

*Vary traditional public outreach*

In order to increase public participation, commenters stressed a desire to hold outreach meetings at different locales during commute times or traditional work hours, including at park-and-ride lots, office parks, rail stations, etc. Commenters also requested remote access to meetings via the web. The Revised Draft PPP calls for a variety of innovative outreach methods, including alternative meeting types, to ensure that the greatest number of people can participate in our outreach process. We have added the possibility of holding meetings remotely via the web to the PPP.

*Broaden communities reached*

Another theme included a request to increase the number of groups reached during our public engagement process. This includes groups in underserved communities to ensure that those who don't have a voice are represented. In addition, a few comments asked for us to include a focus on seniors and persons with disabilities in our outreach, which we have added to the PPP.

*Communicate simply and clearly*

Many commenters requested that we communicate in the simplest and clearest terms in order for the public to understand complex topics and to make it easier for the public to provide input. We were told that government tends to overwhelm citizens with text, data and graphics, when fewer words, simple graphics and consolidation of topics would help. We strive to make the complex simple by using fewer acronyms and jargon, but will work harder to simplify our information.

*Focus on equity*

Members of the RAWG and the Policy Advisory Council asked how we intended to address issues related to the equity analysis when developing Plan Bay Area 2050. During the development of the Plan, we intend to seek input on the equity analysis from RAWG and the Policy Advisory Council; more detailed information and requests for input will go to the Policy Advisory Council's Equity and Access Subcommittee on an as-needed basis. This information is spelled out in Appendix A, page 49.

Revisions to the March 2018 draft have been made to provide requested clarification or to expand upon public participation opportunities. These are shown as strike-through and underscore changes in the Revised Draft 2018 PPP. The Key Milestones Chart in Appendix A of the PPP also has also been edited to reflect schedule updates; to indicate that digital engagement will occur throughout the Horizon initiative and development Plan Bay Area 2050; to show the addition of a seventh Perspective Paper titled Crossings; and to show revised Project Performance activities.

**Recommendation**

MTC staff requests the Planning Committee forward MTC Resolution No. 4174, Revised, to the Commission to adopt the 2018 Public Participation Plan.

  
\_\_\_\_\_  
Steve Heminger

SH:eg

Attachments

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**Attachment A**  
**Public Comments Received on Draft Public Participation Plan**  
*(Draft released March 23, 2018; close of comments May 7, 2018)*

All correspondence is posted online at:

<https://mtc.ca.gov/about-mtc/public-participation/public-participation-plan>.

**General Public Comments:**

	Name	Affiliation	Date	County
1	Vaughn Wolffe	None	3/23/2018	Alameda
2	Sandy Sanders	None	3/23/2018	Unknown
3	Justin Krause	None	3/23/2018	San Francisco
4	Howard Wong	None	3/24/2018	Unknown
5	Jack Lueder	None	3/24/2018	Santa Clara
6	Iris Starr	None	3/24/2018	Unknown
7	Sherman Lewis	None	3/25/2018	Alameda
8	Alan Scotch	None	3/25/2018	Unknown
9	Gerald Cauthen	None	3/25/2018	Unknown
10	Jerry Igra	None	3/26/2018	San Francisco
11	Bill Mayben	None	3/28/2018	Unknown
12	Gene Brown	None	4/2/2018	Unknown
13	Kirstin Miller	Ecocity Builders	4/10/2018	Alameda
14	Chad Brower	None	4/11/2018	Unknown
15	Dan Furtado	None	4/16/2018	Unknown
16	Lisa Hammon	Choice in Aging	5/7/2018	Contra Costa
17	Bobby Lee	None	5/7/2018	Unknown
18	Mary Bruns	Senior Mobility Action Council	5/7/2018	Contra Costa
19	Marty Martinez	Safe Routes to School National Partnership	5/7/2018	Region



**Summary of Comments and Responses to  
MTC's 2018 Draft Public Participation Plan (PPP)**

<b>COMMENTS</b> <i>(Please note these comments are summarized.)</i>	<b>MTC RESPONSE</b>
<p>1. Email (Vaughn Wolfe)</p> <p>Exclude all elected officials, “stakeholders” who are usually developers and have real estate interests and construction or road workers who directly contribute and participate in election campaigns because they benefit directly.</p>	<p>We respectfully disagree with the idea that certain people should be excluded from MTC’s public consultation process. Moreover, pursuant to state and federal statutes and planning regulations, MTC must seek out and consider comments from all interested parties, including elected officials and a range of diverse groups.</p>
<p>2. Email (Vaughn Wolfe)</p> <p>Hold forums/presentations/group meetings at corporate offices, rail stations, park and ride lots during work hours or transit times that are announced in advance so people can manage their time to appear.</p>	<p>Please know that MTC conducts its special public workshops and open houses throughout the nine-county San Francisco Bay Area, at central, transit-accessible locations during non-work hours to encourage participation from residents who cannot attend day-time meetings. Meetings are publicized well in advance. Recently, we have been going to locations where people congregate and conducting “pop-up” meetings at locations such as libraries, farmers markets, shopping centers, community colleges, etc.</p>
<p>3. Email (Vaughn Wolfe)</p> <p>Have the above at school auditoriums, city council chambers or movie theaters linked electronically. They are usually nearer to home and not heavily used on most nights.</p>	<p>Thanks for the comment. MTC recognizes that the nine-county Bay Area is a geographically large and far-flung region with travel corridors that are frequently congested. All Commission meetings, including standing committees and advisory committees, are videocast and streamed live from MTC’s web site. MTC is exploring the feasibility of using programs that allow for audio and visual participation from remote locations for some meetings.</p>
<p>4. Email (Sandy Sanders)</p> <p>Formally ask the people, all eligible voters, what transportation improvements they want, then collect and tabulate responses and publish the results. Write-up proposed policies that solve the desires of the people. List possible policies on a ballot and allow the people to vote for them. List results of votes and selected policies with costs and existing revenues. Publish the results. Next, write and scenario policies and time line to completion and publish. Tax income of regional residents and businesses by ability to pay and raise adequate revenues. Then, implement the policy.</p>	<p>Thank you for the suggestion. Please know that MTC does conduct statistically representative public opinion polls as part of its long-range planning process, and we do ask residents and voters for their priorities with respect to transportation improvements and policies.</p>
<p>5. Email (Justin Krause)</p>	<p>Thanks for your ideas. We are pleased to report that a BART extension to San Jose is under construction</p>

<p>Where is the “bold” plan to extend BART to San Jose, build a second TransBay tube, connect high speed rail to Sacramento through the Capital Corridor, and create a single pass I can use on all Bay Area transit? I should be getting emails with maps, numbers, and dates on them. Look at what Seattle is doing right now. Where is that kind of energy/action in the Bay Area? I don’t think we need more ideas and public discourse; I think we need strong, opinionated leadership and advocacy, and organizations that have the authority to follow through.</p>	<p>and there is indeed one transit pass good on all Bay Area transit systems (the Clipper Card, visit <a href="http://Clipper.org">Clipper.org</a>). Moreover, MTC will be exploring options for additional Bay crossings.</p> <p>Regarding your desire for less public discourse and more action, it is no secret that Bay Area residents are not inclined to cede authority to government and in fact demand more, not less, public engagement in key decisions that affect them. There are consequences to extensive public processes in terms of increased costs and delays. And sometimes projects that are beneficial on a number of fronts but that are unpopular with certain constituencies do not advance. But in a representative democracy like ours, we find that public participation in fact adds value and that public consultation is a vital part of our process. We do follow with great interest activities in other regions, including Seattle. Finally, you may be pleased to know that we will be issuing a call for ideas for bold, transformative projects in the region this summer, with public agencies and interested residents being encouraged to share ideas for improvements. Please check MTC’s web site for more details starting in June.</p>
<p>6. Email (Howard Wong)</p> <p>Above all else, think in the simplest way to communicate. Government tends to overwhelm citizens with text, data, graphics, presentations, PowerPoints and endless banter---almost intentional confusion. Thus, many citizens don’t even want to participate. So, fewer words, simple graphics and much categorization of topics.</p>	<p>Thanks for your comment. It is one we hear frequently and one that we cannot hear frequently enough. Communicating clearly in plain language is absolutely essential. We strive to do this but can always do better. Examples where we have distilled lots of complicated, technical information into more understandable language is the information on MTC’s web site, the stories on MTC’s The Bay Link blog, and in displays created to educate interested residents in key planning and transportation funding issues.</p>
<p>7. Email (Howard Wong)</p> <p>People are giving their time. Provide some snacks and beverages (water at least) as incentives and energy-builders.</p>	<p>We appreciate your comment. At all of our public workshops and open houses, food and drink are an important part of the event.</p>
<p>8. Email (Howard Wong)</p> <p>Some people are verbal, some dominate the conversation. So, give everyone a simple page of homework with key topics for people to ponder and react to.</p>	<p>You raise an important point about needing to ensure that everyone has an opportunity to contribute their thoughts. We work hard to facilitate conversation at meetings from all participants, and especially work to ensure some of the less out-spoken have a chance to have their say. Your idea of</p>

	a short list of conversation starters or topics is a good one that we will consider for future public workshops.
<p>9. Email (Howard Wong)</p> <p>Bring some diverse expertise. Rather than starting from scratch and reinventing the wheel, show best practices from around the world. For example, which cities are the most livable in the world and why? Which cities have the best transportation systems and why?</p>	<p>Great idea. MTC does compare our region to others to see how we measure-up. We show how our region performs compared to others on our Vital Signs website, and via meetings with peer agencies. We could do more, however, to offer such comparisons in the work we do, and will keep your idea in mind as we set out on public engagement work for the Horizon initiative and Plan Bay Area 2050.</p>
<p>10. Email (Jack Lueder)</p> <p>The document is too complex to read and be understood by most of the public. It needs an Executive Summary.</p>	<p>You raise a valid point and we have added an executive summary to the final document.</p>
<p>11. Email (Iris Starr)</p> <p>Attending existing meetings is insufficient, if you are sincere about reaching more, new, and other community members besides the usual ones. These need to be IN-PERSON contacts. Reach out to Base-Building organizations (not community-based organizations or service organizations), to find out who is not being included in engagement (not outreach) activities.</p>	<p>Thanks for sharing your views. Please know that MTC's <i>Revised Draft Public Participation Plan</i> does not advocate meeting attendance as the sole means of public engagement, nor does it ignore the importance of meeting members of the public in person, where they are. Rather, the document details a range of ways the public can engage, including partnerships with groups working in low-income communities and communities of color and at "pop up" events out in the community. As stated on page 13 of the document, we will contract with community-based organizations, as well as conduct pop-up outreach.</p>
<p>12. Email (Sherman Lewis)</p> <p>If I were MTC, I would not send a 74 page single-spaced document laying out process after process in a pdf formatted to not allow any comment along the way and devoid of actual choices, which is needed.</p> <p>Why does MTC want public involvement? MTC's preference is to hold public workshops attended by the usual suspects who love walking and transit, have no unified opinion, and then staff hears what it wants to hear and produce a regional transportation plan of transit rhetoric and highway funding.</p> <p>A meaningful choice is not one the public, elected officials, or vested interests are likely to come-up with; only professional staff can. Elected officials don't like this because they lose ability to rig the process. Only one public process I know of provided citizens with informed choices, and that took place many years ago in the Portland metro. Staff produced three real</p>	<p>Thanks for your observations and advice. Please know that we did conduct a survey that we publicized via email, web and social media seeking ideas and suggestions before we issued the 2018 <i>Draft Public Participation Plan</i>. The draft document reflects many of the offered ideas and comments.</p> <p>Many of your comments refer to the technical work done as part of the long-range transportation plan and therefore are not germane to this draft document.</p>

<p>options, people were given real choices, and the region has been the most progressive and well-planned ever since.</p> <p>If MTC wants public involvement, you need to give us real choices that you are willing to live with, and they need to include land use and pricing and all non-auto modes. They need to be modeled using elasticities that will generally show that pricing combined with land use and support for non-auto modes works best.</p>	
<p>13. Email (Alan Scotch)</p> <p>MTC Interviews and appoints all applicants for the “Citizen Advisory Committee” so no candidate with opinions contrary to the establishment gets appointed! And, Citizen Advisory Committee meetings need to be in the evenings not daytime to attract the right people for the job.</p>	<p>We respectfully disagree with your comment. Our Commission actively selects a diverse group of individuals to serve on the Policy Advisory Council, bringing differing expertise and opinions in the areas of environment, social equity and the economy. The Council meets every second Wednesday afternoon, which has not hindered recruitment for high quality advisors.</p>
<p>14. Email (Gerald Cauthen)</p> <p>The problem is not insufficient outreach or deceptive outreach or even one-way outreach. The underlying flaw is that there’s “no there-there” in most (but not all) of the region’s transportation agencies and jurisdictions. No interest in or ability to grasp the big picture. No group of seasoned professionals determined to get it right. No checks. No balances.</p> <p>I worked for almost three years in Europe as an engineer and so have a pretty good understanding of how transportation infrastructure successfully develops there, and it’s not through outreach. There is outreach, but it’s not the desperate “outreach-is-our-only-hope” variety that seems to be increasingly in vogue in the Bay Area.</p> <p>Well thought out plans that are both comprehensive and long-range are presented. When people respond, their ideas are considered but not necessarily adopted. And the result usually makes sense, as anyone who has traveled in Europe can attest.</p>	<p>Thank you for your comment and observations about European-style planning and policy making. We disagree, however, with your assessment that most transportation agencies lack seasoned professionals who do not seek checks and balances. Quite the contrary, MTC holds itself to high professional standards and especially prizes work that measures trade-offs and performance (checks and balances) to inform the Commission’s decisions.</p>
<p>15. Email (Jerry Igra)</p> <p>The Draft of the Public Participation Plan is a prime example of process gone wild. Do we really need a 70 page plan so that we can make a traffic plan? How long did it take to write the Public Participation Plan? A plan to involve the public shouldn’t have taken more than a week for someone with knowledge, and the plan itself should have been no more than five pages.</p>	<p>Thank you for questioning the need for a (public participation) “plan for a (long-range transportation) plan.” For many years, federal and state legislation has required such public participation plans to ensure that those who pay taxes and tolls for transportation have an opportunity to engage on key decisions that affect them. While at times the process might seem cumbersome, the experience of thinking ahead about key planning and technical milestones, the key decisions to be made, and the ways the public can have a say adds considerable</p>

	<p>value and improves the overall plan. While writing the plan took less than a week, the consultation that went into putting it together, including looking at surveys and comments and considering modifications in response, takes many months. We started evaluating our public participation program in fall of 2017 based on experience from the recently concluded Plan Bay Area 2040 public engagement program. We surveyed residents and advisors for ideas and input, and then released a draft for a required 45-day comment period in March. MTC will consider final adoption in June.</p>
<p>16. Email (Jerry Igra)</p> <p>Are we really going to spend a lot of resources on a plan for 2050 when transportation is about to go through revolutionary change (autonomous vehicles, electric vehicles, drone delivery services, vehicle ownership patterns, robots, automation, etc.)? Better to invest our time and resources in finding near-term solutions that will affect our lives today!</p>	<p>Thanks for your comment. You are right that immediate steps are needed to address mounting congestion and integration of new technologies. MTC must update its long-range transportation every four years, so please know that it is a living document, frequently updated to reflect new funding, priorities and innovations. A long-term vision is needed, however, to help the region confront longer term issues like climate change, projected population and housing supply, and the like.</p>
<p>17. Email (Bill Mayben)</p> <p>While it is admirable that focus is placed on public inclusion in planning, it is the responsibility of MTC and ABAG to offer alternatives and solutions that can actually transform the underlying process.</p> <p>The financial modeling used a narrow range of largely flawed outcomes. MTC continues to rely on the gas tax, for instance. This creates more cars, more freeways, more pollution, more heat, and associated expense and climate degradation. MTC can involve the public in more planning around this failed model and the associated impossible economics, or it can take the lead in visualizing solutions that work.</p> <p>The strength of our environment depends on deeply reducing commute times and dependency on cars. This requires setting aside expectations of established economic interests, investing in regional public transportation and deeply committing to decentralization of not only housing, but all other components of complete communities. The shift in lifestyle and environment will make this solution a win for everyone. Or, we can fail by continuing to pursue an outdated and economically bankrupt planning model.</p>	<p>Thanks for your comments. However, you raise points concerning MTC's technical planning and forecasting work that exceeds the scope of the <i>Draft Public Participation Plan</i>. Likewise, the specifics of MTC's decisions relating to funding levels for public transportation are beyond the scope of this document. Rest assured that there will be early and continuing opportunities to comment on policy and investment options about the points you raise.</p>
<p>18. Email (Gene Brown)</p>	

<p>MTC needs to be reminded that they spent too much of OUR money building a new headquarters in downtown SF and on the Rusty Bolts Bay Bridge replacement. Also, congestion pricing on our bridges is charged on national holidays when there is no congestion, and the upcoming bridge toll hikes will pay for more toll lanes. I am tired of all the money-grabbing only to have it squandered. Rethink you budgets.</p>	<p>Thank you for your comments. However, the points you make about decisions relating to MTC's offices or the San Francisco-Oakland Bay Bridge exceed the scope of the this Public Participation Plan.</p>
<p>19. Email (Kirstin Miller, Ecocity Builders)</p> <p>Our Oakland based nonprofit, Ecocity Builders, supports participatory research and decision making for urban futures. Urges MTC to make this aspect of Plan Bay Area even more meaningful and participatory.</p>	<p>We agree that engagement in a participatory fashion on issues such as mapping, budgeting and the like shows promise, and we hope to offer online engagement that allows for deliberation and dialogue among individuals and agencies.</p>
<p>20. Email (Chad Brower)</p> <p>No deadlines for public input. People's preferences are constantly changing in response to new information and situations.</p>	<p>Comment noted. As noted on page 12 of the <i>Revised Draft Public Participation Plan</i>, members of the public may send comments via email or by telephone to MTC public information. Likewise, MTC has an item on every Commission meeting agenda for public comment. While public comment is always welcome, there comes a time when an action must be taken on a pending program, hence MTC encourages comments early in the process when they can be more useful in informing decisions (as outlined on page 2). Beginning on page 41, Appendix A outlines the Horizon initiative and Plan Bay Area 2050's process and opportunities for input.</p>
<p>21. Email (Chad Brower)</p> <p>Keep the proposals short (one paragraph) and frequent. I don't know what part of the public you are trying to involve, but most people read tweets, not 70-page documents.</p>	<p>We strive for simplicity and brevity, and keep staff memoranda in MTC meeting packets to two pages or less. That said, transportation can be complex and in the interests of transparency, context and accountability, we provide all necessary information to inform important policy and funding decisions.</p>
<p>22. Email (Chad Brower)</p> <p>Don't make people learn that MTA exists. It is far too much work to learn what problems are MTC's area of responsibility, versus VTA, local cities, some other non-transportation department, etc.</p>	<p>We agree that one should not need to be an expert in government organization or transportation to help shape policy and investment decisions. On MTC's web site we do try to provide different levels of detail for the public so that those interested in a cursory read of information can find it, while those wishing a deeper dive also have ready access to more information.</p>
<p>23. Email (Chad Brower)</p> <p>Let people just free-form message "the government" what they want changed, via a single point of contact, like a 311 mobile-friendly website. If it is too much</p>	<p>Thank you for your suggestion. Members of the public may email comments any time to <a href="mailto:info@bayareametro.gov">info@bayareametro.gov</a>.</p>

<p>work for your employees to summarize all the messages, then make the public choose from frequently-heard comments using something like search auto-complete.</p>	
<p>24. Email (Dan Furtado)</p> <p>As part of your overall development of the Regional Transportation Plan and Transportation Improvement Program, I suggest you invite the California Highway Patrol and other emergency service agencies to participate in this process (I realize you may have already done this).</p>	<p>Thank you for your suggestion. We do work closely with the California Highway Patrol and other emergency response agencies, particularly on programs such as MTC's Freeway Service Patrol, in planning for response to a major earthquake or other natural disaster, or on projects such as express lanes or roadside call boxes.</p>
<p>25. Email (Lisa Hammon, Choice in Aging serving adults with disabilities and Alzheimer's disease in Central Contra Costa County)</p> <p>Conventional public outreach methods cannot be used to reach our clients. Outreach to these groups needs to be more sophisticated and individualized. Local organizations are probably best at conducting this outreach, rather than on a regional level through MTC. New ways of reaching those using dial-a-ride and paratransit need to be the focus.</p>	<p>Thank you for your suggestions on ways to engage older adults. One of the primary means of touching base with representatives from senior organizations as well as persons with disabilities is through MTC's Policy Advisory Council, described on page 6 of the <i>Revised Draft Public Participation Plan</i>. Likewise, MTC works with a number of local senior organizations when developing its <i>Coordinated Public Transit-Human Services Transportation Plan</i>. In addition, we've added a focus on persons with disabilities and seniors as a focus for outreach in Appendix A, described on page 65.</p>
<p>26. Email (Bobby Lee)</p> <p>It is imperative that MTC allow the public to participate in meetings from as many locations as possible via web access. Not just submit comments electronically or watch a live feed from home after-the-fact, but actually listen and address commissioners, boards, and committees live, via the web from strategic/major locations throughout the Bay Area (Oakland and San Jose in particular).</p>	<p>Thank you for your comment about the need for remote participation in MTC meetings. Please see the response to comment number 3.</p>
<p>27. Email (Bobby Lee)</p> <p>MTC should appoint a citizen advisory committee focused solely on outreach to low income and disenfranchised communities. This would be something separate from the 27-member Policy Advisory Council, as engaging underrepresented communities is a task that should not be conflated with other matters.</p>	<p>We appreciate your suggestion to create a new committee to address issues in communities that are traditionally underserved. Please know that MTC created an Equity and Access Subcommittee to its Policy Advisory Council in order to consider the needs of low-income communities and communities of color; the Council is described on page 6 of the <i>Revised Draft Public Participation Plan</i>.</p>
<p>28. Email (Bobby Lee)</p> <p>MTC stacks committee or board meetings. Some of these meetings have no agenda and just need to be opened and adjourned as a formality. I would suggest that the MTC discourage the stacking of meetings or adopt a new policy that requires the meeting chair to</p>	<p>Thanks for your comment. MTC does hold multiple committee meetings on Wednesdays and Fridays, mostly due to the fact that it is the way to get a great deal of business accomplished by the very crowded schedules of MTC's policy board members, most of whom are locally elected officials. These meetings</p>

<p>explain what is happening to members of the public in simple terms before opening/closing a meeting for the sake of formality. I would like to ask MTC to consider including:</p> <ul style="list-style-type: none"> <li>• A requirement that the board secretary or chair acknowledge each public comment out loud and, to the best of their ability, direct the individual to the proper channels so their question or comment can be addressed. Not responding does leaves members of the public wondering if they wasted their time by attending if there isn't an acknowledgement or follow up to their comment.</li> <li>• Require a designated staff be available and identifiable during meetings so that members of the public can have their questions answered without taking board time during public comments.</li> </ul>	<p>are formally adjourned and/or called to order by the committee or Commission chairperson, which helps the public who are present or who are listening remotely understand what is happening. Regarding your suggestion for a staff person to acknowledge all public comments, MTC's chairperson or committee chair always acknowledges each public speaker. The chairperson has the option of commenting directly, or asking a staff person to respond to questions or comments as appropriate, either during the meeting or at a later time.</p>
<p>29. Email (Bobby Lee)</p> <p>Under Section 3, Public Participation Techniques, MTC should include a section for engagement education in the form of simplified written literature or a short-form instructional video on topics such as: how meetings are run, how the public can engage with the MTC, the structure of boards and committees, etc. Further, in the same section, an additional technique should include consulting with user design and interactions experts to provide guidance on how to make important pieces of information more prominent, available, consistent, and identifiable.</p>	<p>Thank you for the reminder to write in concise, plain language. Please see the response to comment number 6.</p> <p>Regarding your suggestion on videos, we do create short videos to explain key events and upcoming decisions of the Commission (noted on page 14 of the <i>Revised Draft Public Participation Plan</i>), but your specific suggestion to have more "how to" videos is an excellent idea that we will consider as we look to enhance our public participation programs. Also, we do consult with user interface consultants when developing online games or surveys to engage members of the public. There is always room for improvement in this regard and we will keep your points in mind.</p>
<p>30. Email (Bobby Lee)</p> <p>Currently, the MTC website is a great repository of information. But as someone who visits the website often, I still find it confusing to locate important information, like deadlines, meeting location, and other critical information. Further, the consistency of messaging across all media (e.g., online, print, etc.) is lacking and varies project-to-project.</p>	<p>Thank you for your observations on the content of MTC's web site. We have been putting more effort of late into the BayLink blog, which is featured prominently on MTC's web site. You can find a description of the blog in the <i>Revised Draft Public Participation Plan</i> on page 11. We will have your points in mind about consistency in messaging and ease of search features as we update web content.</p>
<p>31. Email (Mary Bruns, Senior Mobility Action Council (SMAC). SMAC held a voluntary focus group; comments below)</p> <ul style="list-style-type: none"> <li>• I did not see much mention about the specific needs and challenges of our senior population. On the other hand, there seems to be a lot of community involvement and outreach in their plan, so hopefully the topic of our seniors as well as that</li> </ul>	<p>Thank you for your comments on involving the older population in our outreach efforts, and on tracking the demographics of our outreach to ensure proportionate representation, especially of the growing senior population. In response, in Appendix A, on page 65, we have added the senior population as a group to target.</p>



<p>of people with disabilities will come up in those meetings.</p> <ul style="list-style-type: none"> <li>• I would encourage MTC to ensure they have proportionate responses from the demographics in our community. Are they just getting responses from commuters, developers and parents? How do the responses compare to our demographics and how do they address the growing percentages of the aging population in Contra Costa County?</li> <li>• It seems every effort is being made to inform the public and seek comment, yet unless the public has expertise in a topic, their opinions are irrelevant. The trouble is that the public is largely ignorant about local government agencies. The public then participates at the ballot box to agree or disagree with the choices made. Trust in our public officials and legislators to do the right thing is the key. Partisan politics and corrupt politicians have eroded that trust. Voters are apathetic. How will MTC rebuild the public's trust and confidence to plan for the future and use our tax dollars wisely, in the best interest of all of our residents?</li> <li>• The Public Participation Plan is a detailed explanation of how the public will be reached on transportation priorities. Appendix A incorporates examples of how the public will be reached in some new and more innovative ways as well as the established ways. The plan mentions making sure low income people, those of limited English proficiency, and minorities will be reached. I would also like to see seniors being targeted as well.</li> </ul>	
<p>32. Email (Marty Martinez, Safe Routes to School National Partnership)</p> <p>There is a need for more targeted outreach to hard-to-reach communities and Communities of Concern. We believe MTC should show an increased commitment to outreach by increasing existing partnerships with community organizations and non-profits, and building new relationships with organizations. The draft PPP notes that MTC has given grants to organizations for outreach support, but it is unclear what that commitment has been. This issue is vitally important, and MTC should expand its grants program to support organizations to conduct targeted outreach to groups where there has been low participation in decision-making processes.</p>	<p>As noted, MTC contracts with community-based organizations working in low-income communities and communities of color — including in communities with limited English proficiency — to engage residents on key planning work. As budget allows, MTC will again partner with these groups to tailor engagement that best meets the needs of local residents. For Plan Bay Area 2040 MTC contracted with five organizations and plans to increase that number for the 2050 update.</p>
<p>33. Email (Marty Martinez, Safe Routes to School National Partnership)</p> <p>Create transparency in MTC's budget for outreach activities. There is no budgetary information included</p>	<p>Appendix A of the <i>Revised Draft Public Participation Plan</i> lays out key milestones and opportunities for engagement in updating Plan Bay Area over the next three years. The agency's budget,</p>

<p>in the draft materials for review, so we are unable to give recommendations on the prioritization of funding by MTC. For example, we do not know how much money has been used for grants to partner with organizations for outreach efforts, so we cannot recommend exactly how much that should be increased (per comment above).</p>	<p>however, is done on an annual basis. Staff will consider your suggestion to increase funding for grants to community partners to assist with engagement, as budget and resources allow. The public can track MTC's annual budget process by following MTC's Administration Committee, which recommends the budget to the full Commission.</p>
<p>34. Email (Marty Martinez, Safe Routes to School National Partnership)</p> <p>Develop an evaluation process with measures and goals to help assess the effectiveness of MTC's outreach activities. MTC should include demographic metrics in this effort to determine the engagement of Communities of Concern. Again, such activities should have a specified funding level.</p>	<p>The <i>Revised Draft Public Participation Plan</i> includes performance benchmarks to measure the effectiveness of the public participation program. As part of efforts to measure our effectiveness, evaluation forms are distributed at major outreach events to learn how we can improve. The evaluation forms also ask demographic data used to track how well we are reaching a wide range of individuals. In the past, evaluation forms were only distributed at major outreach events to learn how we can improve, which yielded lower than desired survey completion rates. Moving forward, we will also use electronic methods to increase our survey completion rate.</p>

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Date: February 25, 2015  
W.I.: 1112  
Referred by: Planning  
Revised: 06/27/18-C

ABSTRACT

Resolution No. 4174, Revised

This resolution adopts the MTC Public Participation Plan.

This resolution supersedes MTC Resolution No. 3821.

Attachment A of this resolution was revised on June 27, 2018 to reflect MTC's updated public participation program.

Further discussion of the MTC Public Participation Plan is contained in the Planning Committee memorandum dated June 6, 2018.

Date: February 25, 2015  
W.I.: 1112  
Referred by: Planning

Re: MTC Public Participation Plan

METROPOLITAN TRANSPORTATION COMMISSION

RESOLUTION 4174

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 is the federally designated metropolitan planning organization for the San Francisco Bay Area; and

WHEREAS, MTC is committed to involving Bay Area residents, as well as public agencies and officials, Tribal governments, freight providers and other interested parties in the development of transportation plans and programs in a manner consistent with federal legislation, Moving Ahead for the 21<sup>st</sup> Century (Map 21, PL 112-141) and pursuant to requirements of the Federal Highway Administration and the Federal Transit Administration that metropolitan planning organizations adopt and periodically update public participation plans [23 CFR Part 450 and 49 CFR Part 613]; and

WHEREAS, MTC is committed to implementing California Senate Bill 375 (Chapter 728, 2008 Statutes), which calls upon metropolitan planning organizations to adopt participation plans to engage the public in development of the regional transportation plan/sustainable communities strategy; and

WHEREAS, MTC in March 2006, as part of adopting principles on Environmental Justice, committed to “Create an open and transparent public participation process that empowers low-income communities and communities of color to participate in decision making that affects them”; and

WHEREAS, MTC, recognizing the value to be gained from listening to and learning from many voices from throughout the diverse nine-county Bay Area, developed the attached Public Participation Plan after numerous conversations, meetings, surveys, focus groups and a public meeting; now, therefore, be it

RESOLVED, that MTC adopts the Public Participation Plan attached hereto and incorporated herein as Attachment A; be it further

RESOLVED, that Attachment A shall be revised periodically by MTC as part of its ongoing commitment to inform and include the people of the Bay Area in its decision-making process; and be it further

RESOLVED, that this resolution supersedes MTC resolutions 3821 (Public Participation Plan, 2007), 2648 (Federal Public Involvement Procedures, 2003) and 3351 (Public Involvement Action Plan, 2001), and be it further

RESOLVED that the Executive Director is authorized to implement and administer the Commission's Public Participation Plan, and shall submit a copy of this resolution to the Federal Highway Administration and the Federal Transit Administration, and to other agencies as appropriate.

METROPOLITAN TRANSPORTATION COMMISSION

---

Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in Oakland, California on February 25, 2015.

Date: February 25, 2015  
W.I.: 1112  
Referred by: Planning  
Revised: 06/27/18-C

Attachment A  
Resolution No. 4174

The Public Participation Plan is on file in the offices of the Metropolitan Transportation Commission, Metro Center, 375 Beale Street, Suite 800, San Francisco, CA 94105.

**METROPOLITAN TRANSPORTATION COMMISSION**  
**PUBLIC PARTICIPATION PLAN**  
for the SAN FRANCISCO BAY AREA

Revised Draft  
June 1, 2018

*To request this document in other languages,  
please call 415.778.6757*

請撥打電話 415.778.6757 來索取中文版公眾參與計劃的初稿。

Para solicitar una copia en español del  
Borrador Preliminar del Plan para la Participación del Público llame al 415.778.6757.



**METROPOLITAN  
TRANSPORTATION  
COMMISSION**

Bay Area Metro Center  
375 Beale Street, Suite 800  
San Francisco, CA 94105  
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Web: [www.mtc.ca.gov](http://www.mtc.ca.gov)





# METROPOLITAN TRANSPORTATION COMMISSION PUBLIC PARTICIPATION PLAN

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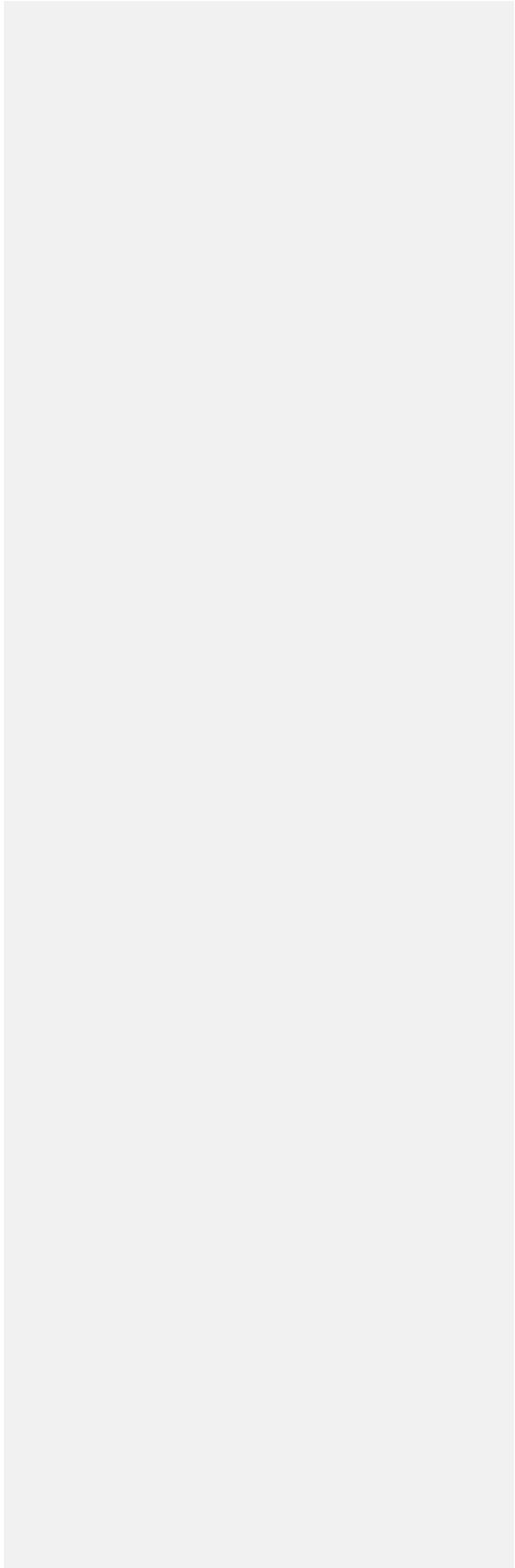
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# Metropolitan Transportation Commission

## Public Participation Plan

### Executive Summary

This document gives an overview of how interested members of the public can participate in the key transportation planning, policy and investment decisions of the Metropolitan Transportation Commission (MTC). To answer very specific state and federal requirements, it is a lengthy document. But the intent is to illuminate how MTC conducts its business so that people can have a say in important decisions that affect them. MTC is committed to early and continuous public participation opportunities, and employs these strategies to encourage an open process:

- Engage early whenever possible
- Remove language or physical barriers to participation
- Respond to written comments
- Inform Commissioners and the public about areas of agreement and disagreement
- Notify the public about on outcomes

#### MTC's Public Participation Plan...

- Explains methods for providing continuing public engagement, including the role of advisory groups as well as the Commission's own committees and meeting structure, the basics of MTC public meetings, workshops and other events, how to be notified about news, activities and public comment opportunities, MTC's web site and social media. (see pages 6-12)
- Summarizes various methods for public engagement, including techniques for involving low-income communities, communities of color and persons with disabilities as well as those with limited-English proficiency, techniques for sharing public comments with Commissioners and relaying the impact of public comments on MTC's decisions (see pages 13-16)
- Details the process for updating, amending and modifying MTC's long-range Regional Transportation Plan and Transportation Improvement Program (see pages 17-34)
- Describes how MTC consults with tribal governments and other public agencies (pages 29-34)
- Discusses the process for evaluating and updating MTC's Public Participation Plan (see page 35)

Details the process and schedule for public engagement goals and opportunities relating to the next update to the region's long-range plan, known as Plan Bay Area 2050, including information about regional forecasting, the preferred land use and investment strategy process, and issuance of the draft and final plan (see Appendix A).



# Metropolitan Transportation Commission

## Public Participation Plan

*I know of no safe depository of the ultimate powers of the society but the people themselves; and if we think them not enlightened enough to exercise their control with a wholesome discretion, the remedy is not to take it from them but to inform their discretion.*

— Thomas Jefferson

### I. Introduction

The Metropolitan Transportation Commission (MTC) is the transportation planning and financing agency for the nine-county San Francisco Bay Area. The Commission also serves as the Bay Area Toll Authority (BATA), with oversight of the toll revenue from the region's seven state-owned toll bridges, and the Service Authority for Freeways and Expressways (SAFE), with oversight of a region-wide network of freeway call boxes and roving tow trucks. MTC, through agreements with various state and local transportation agencies, also has responsibility to develop, operate, and finance an Express Lane Program. In addition, in July 2017, the staffs of the Association of Bay Area Governments (ABAG) and MTC consolidated and are now working as one integrated team to promote better collaboration and integration on common goals, and to achieve operating efficiencies. This combined work force supports the governing boards of both agencies. ABAG supports regional planning and cooperation among the cities and counties of the San Francisco Bay Area.

The Metropolitan Transportation Commission's public involvement process aims to give the public ample opportunities for early and continuing participation in critical transportation projects, plans and decisions, and to provide full public access to key decisions. Engaging the public early and often in the decision-making process is critical to the success of any transportation plan or program, and is required by numerous state and federal laws, as well as by the Commission's own internal procedures.

This Public Participation Plan spells out MTC's process for providing the public and interested parties with reasonable opportunities to be involved in the regional transportation planning process.

## A. MTC'S COMMITMENT TO PUBLIC PARTICIPATION

### **Guiding Principles**

The Metropolitan Transportation Commission's public involvement procedures are built on the following guiding principles:

1. Public participation is a dynamic activity that requires teamwork and commitment at all levels of the MTC organization.
2. One size does not fit all — input from diverse perspectives enhances the process.
3. Effective public outreach and involvement requires relationship building with local governments, stakeholders and advisory groups.
4. Engaging interested persons in 'regional' transportation issues is challenging, yet possible, by making it relevant, removing barriers to participation, and communicating in clear, compelling language and visuals.
5. An open and transparent public participation process empowers low-income communities and communities of color to participate in decision-making that affects them (adopted as an environmental justice principle by the Commission in 2006).

MTC undertakes specific strategies to involve the public, including low-income persons and communities of color, in MTC's planning and investment decisions.

### **Strategy 1: Early Engagement Is Best**

MTC structures its major planning initiatives and funding decisions to provide for meaningful opportunities to help shape outcomes. For example, because MTC's long-range Regional Transportation Plan (RTP) is the blueprint for both new policies and new investments for the Bay Area, updates to the RTP are one of the best places for interested persons to get involved.

### **Strategy 2: Access to All**

MTC works to provide all Bay Area residents opportunities for meaningful participation, regardless of disabilities or language barriers. Further, we recognize that one should not need to be a transportation professional to understand our written and oral communications.

### **Strategy 3: Response to Written Comments**

MTC pays close attention to the views of the public. MTC is committed to responding to every letter and e-mail sent by individual members of the public.

### **Strategy 4: Inform Commissioners and Public of Areas of Agreement and Disagreement**

MTC staff summarizes comments heard from various parties on items going before the Commission for action so that the Commissioners and the public have a clear understanding of the depth and breadth of opinion on a given issue.

### **Strategy 5: Notify Public of Proposed or Final Actions**

We strive to inform participants about how public meetings and participation are helping to shape or have contributed to MTC's key decisions and actions. When outcomes don't correspond to the views expressed, every effort is made to explain why not.

## **B. FEDERAL AND STATE REQUIREMENTS**

### **Fixing America's Surface Transportation (FAST)**

Federal funding levels and regulations are established by Congress in surface transportation acts. The most recent act, Fixing America's Surface Transportation (FAST), was signed into law by President Obama on December 4, 2015, and underscores the need for public involvement. The law requires metropolitan planning agencies such as MTC to "provide citizens, affected public agencies, representatives of public transportation employees, public ports, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties with a reasonable opportunity to comment" on transportation plans and programs.

The FAST Act also encourages MTC — when developing the Regional Transportation Plan and the Transportation Improvement Program (TIP) — to coordinate transportation plans with expected growth, economic development, tourism, natural disaster risk reduction, environmental protection and other related planning activities within our region. Toward this end, this Public Participation Plan outlines key decision points for consulting with affected local, regional, state and federal agencies and Tribal governments.

### **GET INVOLVED: ACCESSIBLE MEETINGS**

All Commission public meetings or events are held in locations accessible to persons with disabilities. Monthly meetings of the Commission and its standing committees usually take place at MTC's offices.

Assistive listening devices or other auxiliary aids are available upon request. Sign-language interpreters, readers for persons with visual impairments, or language translators will be provided if requested through MTC Public Information (415.778.6757) at least three working days (72 hours) prior to the meeting (five or more days' notice is preferred).

### **Title VI of the Civil Rights Act of 1964**

Title VI of the Civil Rights Act of 1964 provides that no person shall, on the basis of race, color or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance. Therefore, Title VI prohibits MTC from discriminating on the basis of race, color or national origin in carrying out its transportation planning and programming activities, which receive federal funding. Title VI was further clarified and supplemented by the Civil Rights Restoration Act of 1987 and a series of federal statutes enacted in the 1990s.

### **Executive Orders**

An Executive Order is an order given by the president to federal agencies. As a recipient of federal revenues, MTC assists federal transportation agencies in complying with these orders.

- *Executive Order 12898: Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations*  
Executive Order 12898 mandates that federal agencies make achieving environmental justice part of their missions. The fundamental principles of environmental justice include:
  - Avoiding, minimizing or mitigating disproportionately high and adverse human health or environmental effects on minority and low-income populations;
  - Ensuring full and fair participation by all potentially affected communities in the transportation decision-making process; and
  - Preventing the denial, reduction or significant delay in the receipt of benefits by minority populations and low-income communities.
- *Executive Order 13166: Improving Access to Services for Persons with Limited English Proficiency*  
Executive Order 13166 states that people who, as a result of national origin, are limited in their English proficiency, should have meaningful access to federally conducted and federally funded programs and activities. It requires that all federal agencies identify any need for services to those with limited English proficiency and develop and implement a system to provide those services so all persons can have meaningful access to services. MTC's Plan for Special Language Services to Limited English Proficient Populations can be found in English, Spanish and Chinese on



MTC's website at <https://mtc.ca.gov/about-mtc/public-participation/get-language-assistance>.

- *Executive Order 12372: Intergovernmental Review of Federal Programs*  
Executive Order 12372 calls for intergovernmental review of projects to ensure that federally funded or assisted projects do not inadvertently interfere with state and local plans and priorities. The Executive Order does not replace public participation, comment, or review requirements of other federal laws, such as the National Environmental Policy Act (NEPA), but gives elected officials of state and local governments an additional mechanism to ensure federal agency responsiveness to state and local concerns.

### **2008 California Legislation**

State law (SB 375, Steinberg, Chapter 728, 2008 Statutes) calls on MTC and the Association of Bay Area Governments to develop a Sustainable Communities Strategy — as part of the Regional Transportation Plan — to integrate planning for growth and housing with long-range transportation investments, and to reduce per-capita Carbon Dioxide (CO<sub>2</sub>) emissions from cars and light trucks. The law also calls for a separate Public Participation Plan for development of the Regional Transportation Plan and the Sustainable Communities Strategy. Appendix A contains the Public Participation Plan for Plan Bay Area 2050, the region's next long-range transportation plan and Sustainable Communities Strategy.

### **Other Requirements**

A number of other federal and state laws call on MTC to involve the public in or notify the public of its decisions. MTC complies with all other public notification or participation requirements of the state's Ralph M. Brown Act, the California Public Records Act, the California Environmental Quality Act, the federal Americans with Disabilities Act, and other applicable state and federal laws.

## II. Continuing Public Engagement

MTC is committed to an active public involvement process that provides comprehensive information, timely public notice and full public access to key decisions. MTC provides the public with myriad opportunities for continuing involvement in the work of the agency, through the following methods:

### A. MTC'S POLICY ADVISORY COUNCIL

The Policy Advisory Council is a 27-member advisory panel that brings a range of interests to a single table to offer the Commission policy advice. Formed in 2010, the Policy Advisory Council builds on MTC's long tradition of advisory committees and reflects efforts to improve the effectiveness of advisors by merging what were previously three separate advisory committees. The members of the Policy Advisory Council reflect the "Three E's" of the Economy, Environment and Social Equity.

The Council is consulted during the development of MTC policies and strategies, and their recommendations on various issues are reported directly to the Commission. The Council may pursue its own policy/program discussions and forward independent ideas to the Commission for consideration. The Council addresses Commissioners directly at MTC committee and Commission meetings. MTC Resolution No. 3931 spells out the role and responsibilities of the Policy Advisory Council, including ways to encourage more dialogue between Commissioners and the Council.

All Policy Advisory Council meetings are videocast and archived on MTC's website. Meetings are open to the public. In fact, tracking the agenda and discussions of MTC's Policy Advisory Council is one of the best ways for interested persons to engage early in the major policy and fiscal issues confronting MTC. Agendas and packets are posted on MTC's website.

In addition to the panels listed above, MTC facilitates policy and technical discussions through numerous ad hoc working groups, and serves on other multi-agency advisory committees.

### GET INVOLVED: SERVE ON MTC'S POLICY ADVISORY COUNCIL

A major recruitment is done periodically to fill advisory council seats. However, MTC may open recruitment to fill interim vacancies. Check MTC's website for current opportunities ([mtc.ca.gov/about-mtc/what-mtc/mtc-organization/standing-committees/policy-advisory-council](http://mtc.ca.gov/about-mtc/what-mtc/mtc-organization/standing-committees/policy-advisory-council)) or call MTC's Public Information Office at 415.778.6757.

## B. THE HUB @ 375 BEALE AND THE MTC-ABAG LIBRARY

The public can access key documents at The Hub @ 375 Beale, located on the first floor in the Bay Area Metro Center (the building that houses MTC offices) at 375 Beale Street in San Francisco; agendas are posted adjacent to the front door of MTC's office building. The Hub @ 375 Beale also provides Bay Area Metro Center visitors with information and products related to the agencies housed in the building (Association of Bay Area Governments, Bay Area Air Quality Management District and the Metropolitan Transportation Commission).

The Hub offers the public two public access Internet terminals to conduct searches of information on MTC's projects and programs. The hours for the Hub are generally Monday-Friday from 8 a.m. to 6 p.m., and on Saturdays from 9 a.m. to 1 p.m., but are subject to change. Check the website or call MTC Public Information (415.778.6757) for exact hours.

The MTC-ABAG library is located on the seventh floor of Bay Area Metro Center and is open to the public by appointment; call 415.778.5236 or e-mail [library@bayareametro.gov](mailto:library@bayareametro.gov) to schedule an appointment. The library has an extensive collection of reports, books and magazines, covering transportation planning, demographics, economic analysis, public policy issues and regional planning in the San Francisco Bay Area. It is designed to meet the information needs of government agencies, researchers, students, the media and anyone else who is interested in transportation, regional planning and related fields.

The commitment to using technology to extend public outreach continues with MTC-ABAG Library staff posting on MTC's website the headlines of transportation and related stories from Bay Area daily newspapers as well as key statewide and national journals and other such publications. Readers can view the headlines each morning on MTC's website or subscribe to the service via e-mail.

The library makes public resource materials available for download via its publicly available catalog at <http://slk060.liberty3.net/mtc/opac.htm>.

## C. COMMISSION AND COMMITTEE MEETINGS

MTC encourages interested persons to attend MTC Commission and standing committee meetings to express their views. Items on the Commission agenda usually come in the form of recommendations from MTC's standing committees. Much of the detailed work of MTC is done at the committee level, and the

Commission encourages the public to participate at this stage, either in person or by tracking developments via the web. Occasionally the Commission may impose a time limit on public comments in order to allow all attendees the opportunity to speak.

At times it may be necessary to call a special meeting of the Commission or one of its committees— one that will be held on a different day of the week than called for in MTC’s regular meeting schedule. A “Call and Notice of Special Meeting” will be distributed at least 72 hours in advance of the meeting, or in accordance with the Brown Act. The notice will be posted on MTC’s website and in the display panel in front of the building; emailed to at least one newspaper of general circulation in each of the nine Bay Area counties; and emailed to any member of the news media upon request.

Current MTC standing committees are shown in the following table:

***MTC Standing Committee Structure and Responsibilities***

<b>Administration Committee</b>	<b>Programming &amp; Allocations Committee</b>	<b>Planning Committee*</b>	<b>Operations Committee</b>	<b>Legislation Committee*</b>
<i>These committees regularly meet the second Wednesday of each month, in the morning, at MTC’s offices. Meeting dates and times are tentative; confirm at <a href="http://www.mtc.ca.gov">www.mtc.ca.gov</a>.</i>		<i>These committees regularly meet the second Friday of each month, in the morning, at MTC’s offices. Meeting dates and times are tentative; confirm at <a href="http://www.mtc.ca.gov">www.mtc.ca.gov</a>.</i>		
Oversight of Agency Budget and Agency Work Program  Agency Financial Reports/Audits  Contracts  Commission Procedures  Staff Salaries And Benefits	Annual Fund Estimate  Fund Allocations  State Transportation Improvement Program (STIP)  Federal Transportation Improvement Program (TIP)	Regional Transportation Plan/Sustainable Communities Strategy  Other Regional Plans (airports, seaports)  State and Federal Air Quality Plans  Corridor Planning Studies  Transportation and Land Use Initiatives	Transportation System Management and Operational Activities  Contracts Related to System Management and Operations  Service Authority for Freeways and Expressways (SAFE)	Annual MTC Legislative Program  Positions on Legislation & Regulations  Public Participation  Policy Advisory Council

\*When agenda items warrant, Planning Committee meets jointly with the ABAG Administrative Committee, and Legislation Committee meets jointly with the ABAG Legislation Committee.

In addition to the above committees, MTC has other committees dedicated to specific issues, such as the Bay Area Toll Authority Oversight Committee, regarding toll-bridge accounts and improvement projects; the Bay Area Infrastructure Financing Agency, regarding express lanes; and the Bay Area Headquarters Authority to discuss issues relating to the regional headquarters building in San Francisco.

**Access to MTC Meetings**

<b>Web Access to MTC Meetings</b> <a href="https://mtc.ca.gov/whats-happening/meetings">https://mtc.ca.gov/whats-happening/meetings</a>				<b>If You Have Limited or No Web Access</b>
Meeting Materials	<b>WHAT ...</b> is available on the web?	<b>WHEN ...</b> is it posted on the web?	<b>HOW LONG...</b> is it available on the web?	<i>Contact the MTC Public Information Office at 415.778.6757 to request meeting materials</i>
Meeting Agendas	<ul style="list-style-type: none"> <li>◆ MTC Commission</li> <li>◆ Standing committees</li> <li>◆ Advisory committees</li> </ul>	One week prior to meeting**	At least 6 months	Mailed to interested public or available at meeting
Meeting Packets	<i>Same as above</i>	<i>Same as above</i>	At least 6 months	<i>Same as above</i>
Webcast of Meetings	<ul style="list-style-type: none"> <li>◆ MTC Commission</li> <li>◆ Standing committees</li> <li>◆ Policy Advisory Council meetings</li> </ul>	Listen to meeting live	At least 6 months	View in a public library or at The Hub @ 375 Beale
MTC Meeting Schedule	Schedule of Commission and advisory committee meetings	Posted and updated continuously	Posted and updated continuously	<i>Contact the MTC Public Information Office to confirm dates</i>

**\*\* Final agendas are posted 72 business hours in advance of the meeting time via an electronic screen adjacent to the front door of MTC's offices at 375 Beale Street, San Francisco.**

## D. PUBLIC MEETINGS, WORKSHOPS AND FORUMS

Public meetings on specific issues are held as needed. If statutorily required, formal public hearings are conducted, and notice of these public hearings is placed in the legal section of numerous newspapers in the MTC region, including newspapers circulated in minority communities of the Bay Area. Materials to be considered at MTC public hearings are posted on MTC's website, and are made available to interested persons upon request. In addition, materials are placed in The Hub @ 375 Beale, located on the first floor of the Bay Area Metro Center.

MTC also conducts workshops, community forums, conferences and other events to keep the public informed and involved in various high-profile transportation projects and plans, and to elicit feedback from the public and MTC's partners. MTC holds meetings throughout the nine-county San Francisco Bay Area to solicit comments on major plans and programs, such as the long-range Regional Transportation Plan. Meetings are located and scheduled to maximize public participation (including evening meetings).

For major initiatives and events, MTC typically provides notice through posting information on MTC's website, and, if appropriate, through e-mail notices and news releases to local media outlets.

## E. DATABASE KEEPS THE PUBLIC IN THE LOOP

MTC maintains a database of local government officials and staff, other public agency staff, and interested persons. The database allows MTC to send targeted mailings to keep the public updated on the specific issues they have requested to be kept up to date on, including information on how public meetings/participation have contributed to its key decisions and actions.

## F. SOCIAL MEDIA

Another way to keep abreast of hot topics, events and comment opportunities is to follow MTC on social media, including Facebook, Twitter and Instagram. All of MTC's social media platforms are accessible via the footer (bottom section) of MTC's website: [www.mtc.ca.gov](http://www.mtc.ca.gov).

Likewise you can sign up via a service called GovDelivery to receive MTC's e-newsletter, press releases and daily news headlines via email from MTC. The GovDelivery sign-up form is available in the footer (bottom section) of MTC's website: [www.mtc.ca.gov](http://www.mtc.ca.gov).

### GET INVOLVED: SIGN UP FOR MTC'S DATABASE

Stay informed by signing up to receive mailings or periodic emails concerning major MTC initiatives. Request to be added to MTC's database by calling MTC's Public Information Office at 415.778.6757 or e-mailing [info@bayareametro.gov](mailto:info@bayareametro.gov)

## G. WEBSITES: [WWW.MTC.CA.GOV](http://WWW.MTC.CA.GOV), VITAL SIGNS AND BAY AREA METRO WEB PORTAL

MTC's website — [www.mtc.ca.gov](http://www.mtc.ca.gov) — is targeted to audiences ranging from transit riders seeking bus schedules to transportation professionals, elected officials and news media seeking information on particular programs, projects and public meetings.

Updated daily, the site provides information about MTC's projects and programs, the agency's structure and governing body, and upcoming public meetings and workshops. It contains the names, e-mail addresses and phone numbers for staff and Commission members; all of MTC's current planning documents; information about the MTC-ABAG Library and a link to the library catalog; and data from the U.S. Census as well as detailed facts about the region's travel patterns. It also includes important links to partner government agencies as well as to other sites such as the Bay Area's 511.org for traveler information and the BayAreaFasTrak.org site for users of the region's automated toll system.

The Vital Signs website — [www.vitalsigns.mtc.ca.gov](http://www.vitalsigns.mtc.ca.gov) — provides interested persons access to a wealth of data on Bay Area travel and commute patterns. Vital Signs tracks trends related to transportation, land and people, the economy, the environment and social equity. This data-driven website compiles dozens of indicators; each is presented with interactive visualizations that allow readers to explore historical trends, examine differences between cities and counties, and even compare the Bay Area with other peer metropolitan areas.

Bay Area Metro web portal — [www.bayareametro.gov](http://www.bayareametro.gov) — MTC also manages a web portal that connects Bay Area residents with matters that are of interest to both MTC and its sister agency, the Association of Bay Area Governments (ABAG). A blog, The Bay Link, can be accessed via this portal, and includes news, views and analysis on a range of topics, including housing, land use, transportation, economic development, social equity, the environment, sustainability, climate change and resilience.

### GET INVOLVED: TRACK MTC VIA WEB

Log onto MTC's website — [www.mtc.ca.gov](http://www.mtc.ca.gov) — for meeting agendas and packets. Live and archived webcasts of meetings make it possible for interested parties to "tune in" at their convenience to all Commission and standing committee meetings.

## H. MEDIA OUTLETS HELP ENGAGE THE PUBLIC

MTC regularly issues news releases about Commission programs and actions of interest to the public. These include announcements of public workshops and hearings, recruitment for positions on MTC's advisory committees, and employment opportunities through MTC's high school and college internship programs. News releases are sent to local, regional and state media — including minority print and broadcast outlets — and some are translated into Spanish, Chinese and other languages. In addition to news releases, MTC staff and Commissioners also host press events and news conferences (often in conjunction with other transportation agencies), visit newspaper editorial boards, and conduct briefings with Bay Area reporters and editors to discuss key initiatives such as the Regional Transportation Plan. These briefings provide an opportunity for both print and broadcast journalists to learn about MTC programs that may not immediately produce traditional hard news stories, thus providing background context for subsequent articles or radio/TV pieces.

## I. STAFF DEDICATED TO ASSISTANCE

In addition to the components of MTC's public outreach program detailed above, MTC's commitment to public participation includes staff dedicated to involving the public in MTC's work. Public Information staff provide the following materials and services:

- Public Information staff can make available to the public any item on the MTC website (including meeting notices, agendas, and materials that accompany agenda items for meetings of the Commission and its committees and advisory panels) if a person does not have Internet access.
- Public Information staff works with interested organizations to arrange for MTC staff and commissioners to make presentations to community groups.
- MTC staff participates in region-wide community and special events, especially events in targeted ethnic and under-represented communities.
- Public Information staff will respond to MTC-related inquiries from the public and media by telephone (415.778.6757), U.S. mail (375 Beale Street, Suite 800, San Francisco, CA 94105) or e-mail ([info@bayareametro.gov](mailto:info@bayareametro.gov)).

### GET INVOLVED: KEEP ON TOP OF TRANSPORTATION NEWS

MTC's Library compiles an electronic news summary with links to transportation-related articles appearing in major Bay Area and national news outlets. To subscribe, visit MTC's website: [www.mtc.ca.gov/news/headlines.htm](http://www.mtc.ca.gov/news/headlines.htm).



### **III. Public Participation Techniques**

MTC uses various techniques to develop and execute specific public participation programs to inform its major decisions, such as for corridor studies, new funding policies or updates to the long-range Regional Transportation Plan.

A menu of participation techniques follows, and includes some tried-and-true approaches as well as an emphasis on digital engagement, based on what we heard from the public and partner agencies in response to recent outreach done in advance of updating this plan.

#### **Public Engagement Methods**

- Conduct meetings, workshops and open houses at varied times of day, including evening meetings, to encourage participation
- Provide remote access to meetings by webcasting meetings
- Present to existing groups and organizations; co-host events with community groups, business associations, etc.
- Participate in existing community events
- Host online meetings via telephone town halls or online webinars
- Contract with community-based organizations in low-income and minority communities for targeted outreach
- Use innovative outreach techniques such as “pop-up” meetings in public locales
- Organize small-group discussions such as focus groups with participants recruited randomly from telephone polls or recruited by stakeholder interest groups
- Sponsor a topical forum or summit with partner agencies, the media or other community organizations
- Host Question-and-Answer sessions with planners and policy board members

#### **Use of the Internet/Electronic Access to Information**

- Maintain website with updated content, interactive surveys and opportunities for comment
- Use social media to reach a larger audience
- Post video recordings of past public meetings/workshops
- Post open house/workshop written and display materials
- Encourage interaction among participants via web

- Provide access to planning data (such as maps, charts, background on travel models, forecasts, census data, research reports)
- Post information in advance of public meetings

### **Visualization Techniques**

- Maps
- Charts, illustrations, photographs
- Table-top displays and models
- Online interactive surveys, polls
- Electronic voting at workshops
- PowerPoint slide shows
- Videos to summarize issues and meetings, and to interview key players

### **Polls/Surveys**

- For major planning efforts (such as the Regional Transportation Plan and Sustainable Communities Strategy), conduct statistically valid telephone polls
- Electronic surveys via web
- Intercept interviews where people congregate, such as at transit hubs
- Printed surveys distributed at meetings, transit hubs, on-board transit vehicles, etc.

### **Online and Printed Materials**

- User-friendly documents (including use of executive summaries)
- Outside review of publications to ensure clear, concise language
- Post cards
- Maps, charts, photographs and other visual means of displaying information

### **Targeted Mailings/Flyers**

- Work with community-based organizations to distribute flyers
- E-mail to targeted database lists
- Distribute “Take-one” flyers to key community organizations
- Place notices on board transit vehicles and at transit hubs

### **Utilize local media**

- News releases

- Invite reporters to news briefings
- Meet with editorial staff
- Opinion pieces/commentaries
- Purchase display ads
- Negotiate inserts into local printed media
- Visit minority media outlets to encourage use of MTC newsreleases
- Place speakers on Radio/TV talk shows
- Public Service Announcements on radio and TV
- Develop content for public access/cable television programming
- Civic journalism partnerships

#### **Notify Public via**

- Website
- Digital advertising
- Use of MTC-ABAG blog
- Blast e-mails
- Disseminate information through partnerships with local government, transit operators and community-based and interest organizations
- Electronic newsletters
- Social media outlets
- Local media

#### **Techniques for Involving Low-Literacy Populations**

- Train staff to be alert to and anticipate the needs of low-literacy participants in meetings, workshops
- Robust use of “visualization” techniques, including maps and graphics to illustrate trends, choices being debated, etc.
- Personal interviews or use of audio recording devices to obtain oral comments

#### **Techniques for Involving Low Income Communities and Communities of Color**

- Presentations and discussions with MTC’s Policy Advisory Council
- Grants to community-based organizations to co-host meetings and remove barriers to participation by offering such assistance as childcare or translation services
- “Take One” flyers on transit vehicles and at transit hubs

- Outreach in the community (such as pop-up meetings at flea markets, libraries, health centers, etc.)
- Use of community and minority media outlets to announce participation opportunities

### **Techniques for Involving Limited-English Proficient Populations**

See also MTC's Final Revised Plan for Special Language Services to Limited English Proficient (LEP) Populations, which can be found in English, Spanish and Chinese on MTC's website at <https://mtc.ca.gov/about-mtc/public-participation/get-language-assistance>.

- Conduct meeting entirely in alternative language (e.g., Spanish, Chinese)
- Train staff to be alert to and anticipate the needs of Limited-English Proficient participants at meetings and workshops
- Personal interviews or use of audio recording devices to obtain oral comments in languages other than English
- Translated documents and web content on key initiatives
- Translate materials; have translators available at meetings as requested
- Include information on meeting notices on how to request translation assistance
- On-call translators for meetings on request
- Translated news releases and outreach to alternative language media, such as radio, television, newspapers and social media
- When conducting statistically valid polls, surveys or focus groups, offer the information in other languages such as Spanish or Chinese

### **Techniques for Reporting on Impact of Public Comments**

- Summarize key themes of public comments in staff reports to MTC standing committees
- Notify participants when comments heard or survey results are reported to decision makers
- E-Newsletter articles
- Updated and interactive web content

## IV. Public Participation Procedures for the Regional Transportation Plan and the Transportation Improvement Program

There are two key MTC transportation initiatives that are specially called out in federal law as needing early and continuing opportunities for public participation — development of the Regional Transportation Plan (RTP) and the Transportation Improvement Program (TIP).

### Public Participation Opportunities in the RTP and TIP

Because of its comprehensive, long-term vision, the RTP provides the earliest and best opportunity for interested persons and public agencies to influence MTC's policy and investment priorities for Bay Area transportation. It is at this earlier RTP stage where investment priorities and major planning-level project design concepts are established, and broad, regional transportation impacts on the environment are addressed. Thus, it might be easier for a member of the public to influence decisions about projects at this stage. Another opportunity for public participation, but further along in the process, is the TIP, which is a programming document that identifies funding for only those programs and projects that are already included in the RTP. A mid-point between the RTP and TIP is the project-selection process. Interested residents can become versed in how a transportation project moves from an idea to implementation — including local project review, details for how projects are included in MTC's RTP, MTC's Project Selection Process, the TIP and environmental review/construction phases — in a publication titled "A Guide to the San Francisco Bay Area's Transportation Improvement Program, or TIP." This document is available on MTC's website ([https://mtc.ca.gov/sites/default/files/Guide-to-the-2017-TIP\\_3-17\\_web2.pdf](https://mtc.ca.gov/sites/default/files/Guide-to-the-2017-TIP_3-17_web2.pdf)) and is also available for viewing in the MTC-ABAG Library.

Another easy way to engage on transportation policies and investment is to request to be added to MTC's RTP database (see sidebar at right for instructions).

### A. REGIONAL TRANSPORTATION PLAN

The long-range Regional Transportation Plan (RTP) prioritizes and guides Bay Area transportation development for at least the next 20 years. The RTP is the comprehensive blueprint for transportation investments, and establishes the financial foundation for how the region invests in its surface transportation system by identifying how much funding is reasonably expected to be available to address

#### GET INVOLVED: SIGN UP FOR MTC'S RTP DATABASE

One of the ways to have the most impact on MTC's policy and investment decisions is to participate in an update of the regional transportation plan (RTP). Contact MTC's Public Information Office online at [info@bayareametro.gov](mailto:info@bayareametro.gov), or call 415.778.6757, and ask to be included in MTC's database.

critical transportation needs and describing how it should be prioritized. The RTP is updated at least once every four years to reflect reaffirmed or new planning priorities and changing projections of growth and travel demand, and includes a reasonable forecast of future revenues available to the region.

Under California Senate Bill 375 (Steinberg, Chapter 728, 2008 Statutes) the RTP must include a regional Sustainable Communities Strategy (SCS) for achieving a regional target for reducing per-capita CO<sub>2</sub> emissions from cars and light trucks and identify specific areas in the nine-county Bay Area to accommodate all the region's projected population growth, including all income groups, for at least the next 25 years. The legislation requires MTC and the Association of Bay Area Governments (ABAG) to jointly develop the regional Sustainable Communities Strategy to integrate planning for growth and housing with long-range transportation investments. In the Bay Area, the Bay Area Air Quality Management District and the Bay Conservation and Development Commission also develop plans that incorporate air quality objectives and shoreline planning, respectively.

The law also calls for a separate Public Participation Plan for development of the Regional Transportation Plan and Sustainable Communities Strategy. The current RTP is known as Plan Bay Area 2040, adopted by the MTC and ABAG governing boards in July 2017. The next update of the RTP/SCS will be known as Plan Bay Area 2050. Appendix A describes a Public Participation Plan for Plan Bay Area 2050.

MTC prepares several technical companion documents for RTP updates. These include a program-level Environmental Impact Report per California Environmental Quality Act (CEQA) guidelines, and transportation air quality conformity analyses (to ensure clean air mandates are met) per federal Clean Air Act requirements. Certain revisions to the RTP may warrant a revision or update to these technical documents. The process for preparing and conducting interagency consultation on the conformity analysis is described in MTC Resolution No. 3757.

MTC also prepares an equity analysis of RTP updates to determine whether minority and low-income communities in the Bay Area share equitably in the benefits of the regional transportation plan without bearing a disproportionate share of the burdens. As an assessment of the region's long-range transportation investment strategy, this analysis is conducted at a regional, program-level scale. This assessment of the long-range plan is intended to satisfy federal requirements

under Title VI of the Civil Rights Act and federal policies and guidance on environmental justice. For each update of the RTP, MTC will prepare a public participation plan (see below “RTP Update”) that will provide more information on how the equity analysis will be conducted throughout that update of the RTP.

### **Updating and Revising the Regional Transportation Plan**

A complete update of an existing regional transportation plan is required at least once every four years. The RTP also may be revised in between major updates under certain circumstances, as described below in the table and narrative:

- **RTP Update**

This is a complete update of the most current long-range regional transportation plan, which is prepared pursuant to state and federal requirements.

RTP updates include extensive public consultation and participation involving thousands of Bay Area residents, public agency officials and stakeholder groups over many months. MTC’s Policy Advisory Council and other members of the public play key roles in providing feedback on the policy and investment strategies contained in the plan. Local and Tribal governments, transit operators, and other federal, state and regional agencies also actively participate in the development of an RTP update via existing and ad hoc forums.

For each RTP update MTC will prepare a multi-phased public outreach and involvement program to ensure that all those with a stake in the outcome are actively involved in its preparation. See Appendix A for specific information on public engagement for Plan Bay Area 2050, the next update to the RTP/SCS that is slated to be completed by 2021.

- **RTP Amendment**

An amendment is a major revision to an RTP, including adding or deleting a project, major changes in project/project phase costs, initiation dates, and/or design concept and scope (e.g., changing project locations or the number of through traffic lanes). Changes to projects that are included in the RTP only for illustrative purposes (such as in the financially unconstrained “vision” element) do not require an amendment. An amendment requires public review and comment, demonstration that the project can be completed based on expected funding, and/or a finding that the change is consistent with federal transportation conformity mandates. Amendments that require an update to the air quality conformity analysis will be subject to the conformity and interagency consultation procedures described in MTC Resolution No. 3757.

- **RTP Administrative Modification**

This is a minor revision to the RTP for minor changes to project/project phase costs, funding sources, and/or initiation dates. An administrative modification does not require public review and comment, demonstration that the project can be completed based on expected funding, nor a finding that the change is consistent with federal transportation conformity requirements. As with an RTP amendment, changes to projects that are included in the RTP's financially unconstrained "vision" element may be changed without going through this process.

[Updating and Revising the Regional Transportation Plan \(RTP\)](#)

<b>Public Participation for an RTP Update</b>
<p>❶ Prepare a public participation plan to provide early and continuing opportunities to comment. Review public outreach and involvement program with the public and advisory groups.</p>
<p>❷ Implement public outreach and involvement program, which may include:</p> <ul style="list-style-type: none"> <li>• Numerous targeted workshops with local governments, partner agencies, advisory groups including MTC's Policy Advisory Council, and the general public</li> <li>• Opportunities to participate via the web, online surveys, statistically valid telephone poll, etc.</li> <li>• Posting draft documents to the web for public review and comment</li> <li>• Documents available for viewing at the MTC Library.</li> </ul>
<p>❸ Notify the public of opportunities to participate using such methods as local media outlets, web postings, electronic-mailings to MTC's database and advocacy groups.</p>
<p>❹ Conduct inter-governmental consultation, as appropriate.</p>
<p>❺ Conduct interagency consultation as appropriate based on Air Quality Conformity Protocol (MTC Resolution No. 3757).</p>
<p>❻ Release Draft Plan for at least a 55-day public review period:</p> <ul style="list-style-type: none"> <li>• Hold at least three public hearings in different parts of the region</li> <li>• Respond to significant comments</li> <li>• Provide additional review and comment opportunity of five days if the final RTP differs significantly from the Draft RTP and raises new material issues.</li> </ul>
<p>❼ Adoption by the MTC Commission at a public meeting. Notify the public about the Commission's action with electronic mailings to MTC's database.</p>



<b>Public Participation for an RTP Amendment</b>
<b>1</b> Release proposed amendment for a 30-day public review: <ul style="list-style-type: none"><li>• Notify the public of opportunities to participate and comment using such methods as local media outlets, email notice to MTC’s database or web postings</li><li>• Post amendment on MTC’s website for public review</li><li>• Amendment available for viewing at the MTC Library.</li></ul>
<b>2</b> RTP Amendment reviewed at a public meeting of the MTC Planning Committee.
<b>3</b> Approval at a public meeting by the MTC Commission.
<b>4</b> Post approved RTP Amendment on the MTC website and notify the public about its approval via email to MTC’s database.



<b>Public Participation for RTP Administrative Modification</b>
<b>1</b> No formal public review.
<b>2</b> Approval by MTC Executive Director.
<b>3</b> RTP Administrative Modification posted on MTC website following approval.

### **Countywide Transportation Plans**

Bay Area counties are authorized by state law to develop Countywide Transportation Plans (CTP) on a voluntary basis and are completed approximately once every four years. MTC, however, is required to develop guidelines for the development of CTPs by the county Congestion Management Agencies, and these guidelines are required to be updated to be consistent with RTP/SCS.

The long-range planning and policy documents assess transportation needs and guide transportation priorities and funding decisions for that county over a 20-25 year horizon. These countywide plans inform the transportation projects and programs that are forwarded to MTC for consideration in the region’s long-range plan. Information on the CTP process is located here: <https://mtc.ca.gov/our-work/plans-projects/other-plans/countywide-transportation-plans>.

### **Congestion Management Process**

Under federal regulations, MTC is required to prepare a congestion management process (CMP) for the Bay Area that provides, “accurate, up-to-date information on transportation system performance and assesses alternative strategies for congestion management that meet state and local needs.” In addition to the regional CMP, Congestion Management Agencies prepare countywide congestion management programs approximately every two years, with the results of this technical evaluation used to inform MTC decisions on program and investment priorities, including the Regional Transportation Plan. Generally, MTC’s Planning

Committee adopts guidelines every two years to guide the development and ensure consistency between the Regional Transportation Plan and countywide Congestion Management Programs. Those interested in this exercise may obtain copies of the relevant memoranda via MTC's website, or by requesting to be added to the Planning Committee's mailing list.

## B. TRANSPORTATION IMPROVEMENT PROGRAM

The Transportation Improvement Program (TIP) helps implement the policy and investment priorities expressed by the public and adopted by MTC in the Regional Transportation Plan (RTP). In this way, public comments made as part of the RTP are reflected in the TIP as well. The TIP covers at least a four-year timeframe, and all projects included in the TIP must be consistent with the RTP, which covers 20 or more years. The TIP is a comprehensive listing of Bay Area surface transportation projects — including transit, highway, local roadway, bicycle and pedestrian investments — that:

- receive federal surface transportation funding, or are
- subject to a federally required action, or are
- regionally significant, for federal air quality conformity purposes.

The TIP does not contain all funds or projects or programs identified in the Regional Transportation Plan. The majority of revenues identified in the Plan are never included in the TIP. These include local and state funds used to operate and maintain the transportation network that do not meet the criteria listed above. The TIP in itself does not implement the plan, but is a subset of projects that are consistent with implementing the Plan.

The TIP includes a financial plan that demonstrates there are sufficient revenues to ensure that the funds committed (or “programmed”) to the projects are available to implement the projects or project phases. Adoption of the TIP also requires a finding of conformity with federal transportation air quality conformity mandates.

Individual project listings may be viewed through MTC's web-based Fund Management System at <https://mtc.ca.gov/our-work/fund-invest/fund-management-system>. As part of MTC's commitment to public involvement, many projects in the TIP are mapped to present the online reader with a visual location of the project. Individuals without access to the internet may view a printed copy of the project listings in the MTC-ABAG library by scheduling an appointment by calling 415.778.5236 or e-mailing [library@bayareametro.gov](mailto:library@bayareametro.gov).

In addition to a Transportation Improvement Program that is accessible online at <https://mtc.ca.gov/our-work/fund-invest/transportation-improvement-program>, MTC maintains free, subscription-based e-mail distribution lists to inform interested individuals, transportation officials and staff of changes and actions related to the TIP. Through this list, individuals may be alerted as needed regarding the development and approval of a new TIP and updates, such as the notice of a TIP update or notice and approval of the TIP amendments. These notifications facilitate public review and comments as well as coordination with transportation and other public agencies. Sign up for the service by contacting MTC at [info@bayareametro.gov](mailto:info@bayareametro.gov).

To further assist in the public assessment of the TIP, and specifically to analyze the equity implications of the proposed TIP investments, MTC conducts an analysis for the TIP with a focus on specific populations, including minority and low-income communities.

### **Updating and Revising the TIP**

Federal regulations require that the TIP be updated at least once every four years. State statute requires that the TIP be updated every two years. From time to time, circumstances dictate that revisions be made to the TIP between updates. MTC will consider such revisions when the circumstances prompting the change are compelling. The change must be consistent with the RTP, be consistent with (“conform to”) the federal air quality plan known as the State Implementation Plan (SIP), and must not negatively impact financial constraint.

In addition to a TIP update, revisions to the TIP may occur as TIP amendments, TIP administrative modifications, or TIP Technical Corrections. The criteria for administrative modifications and amendments are defined in federal regulations, specifically Title 23, CFR part 450.104.

The Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and California Department of Transportation (Caltrans) have developed amendment and administrative modification procedures for the TIP. These procedures are posted online at: [https://mtc.ca.gov/sites/default/files/TIP\\_Revision\\_Procedures.pdf](https://mtc.ca.gov/sites/default/files/TIP_Revision_Procedures.pdf). Further explanation about TIP updates and how different types of revisions are processed are shown in the narrative and table that follows.

- **TIP Update**

This is a complete update of the existing TIP, to reflect new or revised transportation investment strategies and priorities. Federal regulations require an update of the TIP at least once every four years, while state statute requires an update of the TIP every two years. Because all projects included in the TIP are consistent with the RTP, MTC's extensive public outreach for development of the RTP is reflected in the TIP as well. The TIP supports implementation, in the short-term, of the financially constrained element of the RTP and is responsive to comments received during the development of the RTP. TIP updates will be subject to the conformity and interagency consultation procedures described in MTC Resolution No. 3757.

As the State of California requires a TIP update more frequently than the federally required four-year update cycle, MTC may perform a limited and less robust update and outreach effort by simply updating information reflecting updated project information using prior TIP reports, analysis and methodologies. In such circumstances, significant modification of analytical approaches and additional features to the TIP will be made on the federal four-year update cycle, and more in-line with the four-year update cycle of the RTP.

- **TIP Amendment**

This is a revision that involves a major change to the TIP, such as the addition or deletion of a project; a major change in project cost or project/project phase initiation date; or a major change in design concept or design scope (e.g., changing project termini or the number of through traffic lanes). An amendment is a revision that requires public review and comment, re-demonstration of fiscal constraint, or an air quality conformity determination. Amendments requiring a transportation-air quality conformity analysis will be subject to the conformity and interagency consultation procedures described in MTC Resolution No. 3757.

- **TIP Administrative Modification**

An administrative modification includes minor changes to a project's costs or to the cost of a project phase; minor changes to funding sources of previously included projects; and minor changes to the initiation date of a project or project phase. An administrative modification does not require public review and comment, re-demonstration of fiscal constraint, or conformity determination.

- **TIP Technical Correction**

Technical corrections may be made by MTC staff as necessary. Technical corrections are not subject to an administrative modification or an amendment,

and may include revisions such as: changes to information and projects that are included only for illustrative purposes; changes to information outside of the TIP period; changes to information not required to be included in the TIP per federal regulations; use of toll credits; identification of Advance Construction (AC) or conversion of AC for funds already in the TIP; changes to the informational expanded project description if such change does not change the TIP-required project description; changes to funding in prior years (if outside the TIP period); changes to a project phase following federal authorization to proceed for that phase of work; or changes to correct simple errors or omissions including data entry errors. These technical corrections cannot significantly impact the cost, scope or schedule within the TIP period, nor will they be subject to a public review and comment process, re-demonstration of fiscal constraint, or a conformity determination.

**Public Participation for Updating and Revising the Transportation Improvement Program**

<b>TIP Update</b>
<p>❶ Notify public of opportunities to participate; use appropriate lists within MTC’s database, including list of Regional Transportation Plan participants. Also notify the public using such methods as local media outlets; electronic-mailings to advocacy groups; or via an electronic subscription system that is open for anyone to sign up to be kept informed about the TIP, such as TIP-INFO e-mail notification.</p>
<p>❷ Notify Bay Area Partnership technical committees or working groups. Conduct intergovernmental review and consultation, as appropriate.</p>
<p>❸ Release Draft TIP for 30-day public review and comment period:</p> <ul style="list-style-type: none"> <li>▪ Draft TIP made available for viewing at MTC offices</li> <li>▪ Sent to major libraries throughout the Bay Area upon request</li> <li>▪ Posted on MTC website</li> <li>▪ MTC staff may make minor, technical edits to the Draft TIP during the review and comment period; in these instances MTC will display the technical edits on MTC’s web site and notify interested parties via e-mail notification.</li> </ul> <p>Provide additional review and comment opportunity of five days if the final TIP differs significantly from the Draft TIP and raises new material issues.</p>
<p>❹ Respond to significant material comments pertinent to the TIP; MTC’s response compiled into an appendix in the final TIP.</p>
<p>❺ Review by an MTC standing committee, typically the Programming &amp; Allocations Committee (a public meeting); referral to Commission.</p>

- 6 Adoption by Commission at a public meeting.  
Approval by California Department of Transportation (Caltrans).  
Approval by Federal Highway Administration and Federal Transit Administration (FHWA/FTA).
- 7 After approval:
  - post in MTC’s offices
  - post on MTC website
  - notify Bay Area Partnership technical committees or working groups
  - notify the public about the Commission’s action with electronic notifications, such as TIP-INFO (an electronic subscription system anyone can sign up for to be kept informed about the TIP).

**Public Participation for Updating and Revising the Transportation Improvement Program**

<b>TIP Amendment</b>
1 Notify public via TIP-INFO Notification (e-mail) or other electronic notification methods.
2 Notify Bay Area Partnership technical committees or working groups. Make available for viewing at MTC’s offices. Post on MTC website for public review.
<p>3 TIP Amendment Review and Approval</p> <ul style="list-style-type: none"> <li>• Amendments deleting or adding or changing a project subject to a new air quality conformity analysis:           <ul style="list-style-type: none"> <li>○ Public review and comment period, as required by the air quality conformity consultation process with review by an MTC standing committee at a public meeting; and</li> <li>○ Approval by the full Commission at a public meeting.</li> </ul> </li> <li>• Amendments deleting or adding a project <i>not</i> subject to an air quality conformity analysis (such as a roadway rehabilitation):           <ul style="list-style-type: none"> <li>○ Review and approval by an MTC standing committee or the full Commission at a public meeting.</li> </ul> </li> <li>• Amendments changing an existing project that is not subject to an air quality conformity analysis, or changing an existing grouped project listing (such as the highway bridge program), or bringing a previously listed project or phase back into the TIP for financial purposes; or changing TIP funding revenues:           <ul style="list-style-type: none"> <li>○ Approval by the MTC Executive Director or designee, following 5-day notice on MTC’s website; <b>or</b></li> <li>○ Review and approval by an MTC standing committee or the full Commission at a public meeting.</li> </ul> </li> </ul>
4 Approval by Caltrans → Approval by FHWA/FTA

**5** After approval:

- post in MTC’s offices
- post on MTC website
- notify Bay Area Partnership technical committees or working groups
- notify public via electronic subscription system open to anyone who requests to be kept informed about the TIP, such as TIP-INFO email notification

**TIP Administrative Modification**

**1** No public review

**2** Approval by MTC Executive Director or designee by delegated authority (authority is delegated by the Federal Highway Administration/Federal Transit Administration), or Caltrans

**3** After approval:

- post in MTC’s offices
- post on MTC website

**TIP Technical Correction**

**1** No public review

**2** Technical corrections by staff

**3** No approval required

**Federal Transit Administration Program of Projects Public Participation Requirements**

Federal transit law and joint Federal Highway Administration (FHWA)/Federal Transit Administration (FTA) planning regulations governing the metropolitan planning process require a locality to include the public and solicit comment when the locality develops its metropolitan long-range transportation plan and its metropolitan TIP. FTA has determined that when a recipient follows the procedures of the public involvement process outlined in the FHWA/FTA planning regulations, the recipient satisfies the public participation requirements associated with development of the Program of Projects (POP) that recipients of Section 5307, Section 5337 and Section 5339 funds must meet. This Public Participation Plan is being used by the following recipient(s)\* to satisfy their public participation process for the POP. This Public Participation Plan follows the procedures for public involvement associated with TIP development and therefore satisfies public participation requirements for the POP. All public notices of public involvement activities and times established for public review and comment on the TIP will state that they satisfy the POP requirements of the Section 5307, Section 5337 and Section 5339 Programs.

\*Recipients using MTC's Public Participation Plan to satisfy their public participation process for the POP:

1. AC Transit (Alameda-Contra Costa Transit District)
2. ACE (Altamont Corridor Express)
3. BART (Bay Area Rapid Transit District)
4. Caltrain (Peninsula Corridor Joint Powers Board)
5. County Connection (Central Contra Costa Transit Authority)
6. City of Dixon REDI-Ride
7. FAST (Fairfield/Suisun Transit System)
8. Golden Gate Transit (Golden Gate Bridge, Highway and Transportation District)
9. LAVTA (Livermore-Amador Valley Transit Authority/Wheels)
10. Marin Transit (Marin County Transit District)
11. Petaluma Transit
12. Rio Vista Delta Breeze
13. SamTrans (San Mateo County Transit District)
14. San Francisco Bay Ferry (WETA/Water Emergency Transportation Authority)
15. SFMTA (San Francisco Municipal Transportation Agency)
16. Santa Rosa CityBus
17. SolTrans (Solano County Transit)
18. Sonoma County Transit
19. SMART (Sonoma Marin Area Rail Transit)
20. Tri Delta Transit (Eastern Contra Costa Transit Authority)
21. Union City Transit
22. Vacaville City Coach
23. VINE (Napa County Transportation and Planning Agency)
24. VTA (Santa Clara Valley Transportation Authority)
25. WestCAT (Western Contra Costa Transit Authority)

### **Annual Listing of Obligated Projects**

By federal requirement, at the end of each calendar year MTC publishes an annual listing of obligated projects, which is a record of project delivery for the previous year. The listing also is intended to increase the awareness of government spending on transportation projects to the public. Copies of this annual listing may be obtained from MTC's website: <https://mtc.ca.gov/our-work/fund-invest/federal-funding/project-delivery> or by contacting MTC's Public Information Office at 415.778-6757.



## **V. Interagency and Tribal Government Consultation Procedures for the Regional Transportation Plan and the Transportation Improvement Program**

### **A. PUBLIC AGENCY CONSULTATION**

Fixing America's Surface Transportation Act, the FAST Act, is federal surface transportation legislation that specifies a public participation process, directing metropolitan transportation agencies like MTC to consult with officials responsible for other types of planning activities that are affected by transportation in the area, be that conservation and historic preservation or local planned growth and land use management.

The most effective time to involve the public and governmental agencies in the planning and programming process is as early as possible. As such, the development of the Regional Transportation Plan, with its long-range timeframe, is the earliest key decision point for the interagency consultation process. It is at this stage where funding priorities and major projects' planning-level design concepts and scopes are introduced, prioritized and considered for implementation. Furthermore, MTC's funding programs and any projects flowing from them are derived directly from the policies and transportation investments contained in the RTP. Because the RTP governs the selection and programming of projects in the TIP, MTC considers the agency consultation process as a continuum starting with the regional transportation plan. The RTP is the key decision point for policy decisions regarding project and program priorities that address mobility, congestion, air quality and other planning factors; the TIP is a short-term programming document detailing the funding for only those investments identified and adopted in the RTP.

MTC will use the following approaches to coordinate and consult with affected agencies in the development of the RTP and the TIP. Throughout the process, consultation will be based on the agency's needs and interests. At a minimum, all agencies will be provided an opportunity to comment on the RTP and TIP updates.

### **Regional Transportation Plan (RTP)**

MTC's compliance with the California Environmental Quality Act (CEQA) serves as the framework to consult, as appropriate, in the development of the RTP with federal, state and local resource agencies responsible for land use management, natural resources, environmental protections, conservation and historic preservation. This consultation will include other agencies and officials responsible for other planning activities in the MTC region that are affected by transportation to the maximum extent practicable.

As required by CEQA, the Notice of Preparation (NOP) stating that MTC as the lead agency will prepare a program-level Environmental Impact Report (EIR) for the RTP is the first step in the environmental process. The NOP gives federal, state and local agencies as well as the public an early opportunity to identify areas of concern to be addressed in the EIR and to submit them in writing to MTC. Further, MTC also will hold agency and public scoping meeting(s) to explain the environmental process and solicit early input on areas of concern. During the development of the Draft EIR, MTC will consult with affected agencies on resource maps and inventories for use in the EIR analysis.

MTC will consider the issues raised during the NOP period and scoping meetings(s) during its preparation of the EIR. Subsequently, as soon as MTC completes the Draft EIR, MTC will file a Notice of Completion (NOC) with the State Clearinghouse and release the Draft EIR for a 45-day public review period. MTC will seek written comments from agencies and the public on the environmental effects and mitigation measures identified in the Draft EIR. During the comment period, MTC may consult directly with any agency or person with respect to any environmental impact or mitigation measure. MTC will respond to written comments received prior to the close of the comment period and make technical corrections to the Draft EIR where necessary. The Commission will be requested to certify the Final EIR, and MTC will file a Notice of Determination (NOD) within five days of Commission certification.

Note that while the RTP is not subject to the federal National Environmental Policy Act (NEPA), MTC will consult with federal agencies as appropriate during the preparation of the CEQA environmental document. Additionally, the involvement of federal agencies in the RTP can link the transportation planning process with the federal NEPA process. As the projects in the RTP and TIP continue down the pipeline toward construction or implementation, most must comply with NEPA to address individual project impacts.

### **Transportation Improvement Program (TIP)**

As discussed above, crucial decisions about whether or not to support or fund a transportation program or project in the region first occurs at the RTP level. The TIP translates recommendations from the RTP into a short-term program of improvements focused on projects that have a federal interest. Therefore, the earlier, and more effective, timeframe for public comment on the merits of a particular transportation project is during the development of the long-range plan. The TIP defines project budgets, schedules and phasing for those programs and projects that are already part of the RTP. The TIP does not provide any additional information regarding environmental impacts, beyond that found in the program-level environmental analysis prepared for the RTP.

As such, starting at the RTP development stage, MTC staff will concurrently consult with all agencies regarding the TIP. Subsequent to the RTP, additional consultations at the TIP stage will be based on an agency's needs and interests. At a minimum, all agencies will be provided with an opportunity to review and comment on the TIP. Project sponsors — including the California Department of Transportation (Caltrans), local jurisdictions, transit operators and county congestion management agencies (CMAs) — review and consult with MTC on each of their respective projects in the TIP. These agencies (and any other interested agency) are involved every step of the way in the establishment of MTC programs, selection of projects and their inclusion in the TIP.

## **B. OTHER PROTOCOLS FOR WORKING WITH PUBLIC AGENCIES**

### **The Bay Area Partnership Review and Coordination**

MTC established the Bay Area Partnership to collaboratively assist the Commission in fashioning consensus among its federal, state, regional and local transportation agency partners regarding the policies, plans and programs to be adopted and implemented by the Commission. More recently, that focus has shifted to advising the Commission on specific transportation investment policies or matters related to the Regional Transportation Plan. Membership includes a chief staff officer from all public agencies representing the following transportation interests:

- Transit operations
- Transportation facilities
- Congestion management agencies
- Public works agencies

- Airports and seaports
- Regional, state and federal transportation, environmental, and land use agencies

The Partnership Board and its Partnership Technical Advisory Committee (PTAC) and working group(s) consider the on-going and more technical aspects of investment issues. The Partnership Board and PTAC meetings are open to the public. The Partnership Board's meetings at the Bay Area Metro Center are webcast live and later archived on MTC's website; its offsite meetings and all PTAC meeting are recorded and recordings may be requested. The status of TIP revisions are provided to the Partnership through email notifications. For TIP updates, PTAC and working group(s) will be kept informed and consulted throughout the process by e-mail notifications or presentations as appropriate.

#### **Air Quality Conformity and Interagency Consultation**

A dialogue between agencies over transportation air quality conformity considerations must take place in certain instances prior to MTC adoption of its RTP or TIP. These consultations are conducted through the Air Quality Conformity Task Force, which includes representatives of the U.S. Environmental Protection Agency, the Federal Highway Administration (FHWA), Federal Transit Administration (FTA), the California Air Resources Board (CARB), Caltrans, the Bay Area Air Quality Management District, and other state and local transportation agencies. These agencies review updates and, in certain instances, amendments to the RTP and TIP to ensure they conform to federal transportation conformity regulations via transportation-air quality conformity analysis.

In accordance with Transportation Air Quality Conformity and Interagency Consultation Protocol procedures (MTC Resolution No. 3757), MTC must implement the interagency consultation process for the nine-county San Francisco Bay Area before making a transportation conformity determination on the RTP or TIP. In developing an update to the RTP/TIP, MTC will bring important issues to the Partnership or its technical committees/working groups for discussion and feedback. All materials that are relevant to interagency consultation, such as the RTP/TIP schedule, important RTP/TIP-related issues and draft RTP/TIP, will also be transmitted to the Conformity Task Force for discussion and feedback. Similar consultation will occur for RTP/TIP amendments requiring an air quality conformity analysis.

### **Intergovernmental Review via State Clearinghouse**

The intent of intergovernmental review, per Executive Order 12372, is to ensure that federally funded or assisted projects do not inadvertently interfere with state and local plans and priorities. Applicants in the Bay Area with programs/projects for intergovernmental review are required to submit documentation to the State Clearinghouse via the Office of Planning and Research in Sacramento, which is the Single Point of Contact (SPOC) for the intergovernmental review of federal grant proposals and other activities. In this capacity, it is also the function of the Clearinghouse to coordinate state and local review of federal financial assistance applications, federally required state plans, direct federal development activities and federal environmental documents. The purpose of the clearinghouse is to facilitate state and local participation in federal activities occurring within California. The Executive Order does not replace public participation, comment or review requirements of other federal laws, such as the National Environmental Policy Act (NEPA), but gives the states an additional mechanism to ensure federal agency responsiveness to state and local concerns.

The clearinghouse also receives and distributes environmental documents prepared pursuant to the California Environmental Quality Act (CEQA) and coordinate the state-level environmental review process. The RTP is subject to CEQA and therefore is reviewed through the clearinghouse.

### **C. TRIBAL GOVERNMENT CONSULTATION**

There are six federally recognized Native American tribes in the San Francisco Bay Area. MTC invites the tribes to conduct government-to-government consultation throughout the regional transportation planning process and the companion Transportation Improvement Program. MTC lays the groundwork for consultation early in the process of developing the regional transportation plan, and generally includes a “Tribal summit” for all six Tribal governments. MTC expresses to each tribe a willingness to conduct individual meetings at the tribe’s convenience.

MTC board members and executive staff participate in consultation with the Tribal governments. MTC will conduct consultation and associated activities in locations convenient for the Tribal governments. Past meetings have been held in Sonoma County, where most of the Tribal governments are located.

The Tribal summit often will include MTC’s partner agencies, the Association of Bay Area Governments, the state Department of Transportation and the

appropriate congestion management agencies. The Tribal summit also may include facilitation by an individual or organization known to the Tribal governments.

The Tribal summit will include discussion about how the Tribal governments will participate in development of the long-range plan, as well as the companion TIP. The Tribal summit also serves to introduce the Tribal governments to MTC's partner agencies.

As a next step after the tribal summit, MTC encourages individual meetings with each tribal government throughout development of the regional transportation plan to discuss issues and concerns specific to each tribe. MTC offers to conduct consultation at a time and location convenient for the tribe, which may include attendance at meetings of the tribal council or committees. The governments also receive material from MTC throughout the RTP planning effort.

## **VI. Evaluation and Update of the Public Participation Plan**

MTC's Public Participation Plan is not a static document, but an on-going strategy that is periodically reviewed and updated based on our experiences and the changing circumstances of the Commission and transportation community it serves.

As part of every public outreach and involvement program developed for the regional transportation plan, MTC sets performance measures for the effectiveness of the participation program and reports on the results. These performance reports serve to inform and improve future outreach and involvement programs, including future updates to this Public Participation Plan.

Additionally, MTC periodically evaluates various components of items identified under Section II, "Continuing Public Engagement," which form the core of MTC's public involvement activities.

This Public Participation Plan may be subject to minor changes from time to time. Any major updates will include a review by MTC's advisory committees, 45-day public comment period with wide release and notification of the public about the proposed changes, review by the Commission's Planning Committee (a public meeting), and approval by the Commission. We will extend the public comment period by an additional 45 days in instances where major revisions are proposed in response to comments heard.

**MTC Public Participation Plan  
Appendix A**

**A Public Participation Plan  
for Plan Bay Area 2050**

Revised Draft  
June 1, 2018

Metropolitan Transportation Commission  
Attn: Public Information Office  
Bay Area Metro Center  
375 Beale Street, Suite 800, San Francisco, CA 94105  
[info@bayareametro.gov](mailto:info@bayareametro.gov)

*To request this document in other languages,  
please call 415.778.6757*

請撥打電話415.778.6757 來索取中文版公眾參與計劃的初稿。

Para solicitar una copia en español del  
Borrador Preliminar del Plan para la Participación del Público llame al 415.778.6757.



# A Public Participation Plan for Plan Bay Area 2050

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## I. Introduction

The Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments (ABAG) work together to adopt a long-range, regional housing and transportation plan every four years. This effort is required under state and federal law, and helps the Bay Area plan and prioritize transportation investments and policies that support a healthier, safer and more just region for our residents today and in the future. The current plan, known as Plan Bay Area 2040, was adopted by ABAG and MTC in July 2017. This was the second Regional Transportation Plan (RTP) for the nine-county San Francisco Bay Area that also includes a Sustainable Communities Strategy (SCS) as required by California Senate Bill 375 (2008).

Senate Bill 375 gives MTC and ABAG joint responsibility for preparing the RTP/SCS. The legislation also states that the two agencies “set forth a forecasted development pattern for the region, which, when integrated with the transportation network, and other transportation measures and policies, will reduce the greenhouse gas emissions from automobiles and light trucks to achieve, if there is a feasible way to do so, the greenhouse gas emission reduction targets approved by the state board.”

This Appendix A to MTC’s Public Participation Plan outlines the anticipated approach and schedule for the next update for the Bay Area’s RTP/SCS, known as Plan Bay Area 2050. Scheduled to begin in 2019 and be considered for adoption in 2021, Plan Bay Area 2050 will focus on where the region is expected to grow and what transportation investments will support that growth. ABAG and MTC seek to chart a course for accommodating anticipated growth while fostering an innovative, prosperous and competitive economy; preserving a healthy and safe environment; and allowing all Bay Area residents to share the benefits of vibrant communities connected by an efficient and well-maintained transportation network.

The RTP/SCS requires MTC and ABAG to work together with local governments, county congestion management agencies, public transit agencies, business and community groups, nonprofits, and interested residents to allow all who are interested the opportunity to be involved. We invite the participation of all Bay Area residents to make our region an even better, more livable place.

One key difference between Plan Bay Area 2050 and the 2017 adopted plan — known as Plan Bay Area 2040 — is that the update will build off of work under way in an Action Plan to address challenges of affordable housing, economic development and resiliency. In the realm of housing, MTC and ABAG have partnered with a number of organizations to launch CASA, the Committee to House the Bay Area. ABAG is considering a Comprehensive Economic Development Strategy and ABAG and MTC are partnering with the San Francisco Bay Conservation and Development Commission and other entities on a number of efforts to address hazards such as sea level rise, earthquakes, wildfires and the like. For more information on the Action Plan, see Plan Bay Area 2040 at <http://2040.planbayarea.org/action-plan>.

## **II. Developing Plan Bay Area 2050**

In July of 2017, MTC and ABAG consolidated their staffs to create one integrated team to tackle the transportation, land use, economic and resilience efforts of the Bay Area. The integrated team will develop Plan Bay Area 2050, while continuing to serve both ABAG and MTC boards. In addition, MTC and ABAG will coordinate with regional partners – the Bay Area Air Quality Management District (BAAQMD), the Bay Conservation and Development Commission (BCDC) and the Bay Area Regional Collaborative (BARC) – on the plan’s development.

### **A. Process and Schedule**

Since early 2010, MTC and ABAG staff have focused significant resources on developing the RTP/SCS, including the technical analysis, local engagement and public outreach necessary to produce the integrated plan. The culmination of these efforts – Plan Bay Area (2013) and Plan Bay Area 2040 (2017) – have moved toward a regional consensus on broadly-shared principles such as focused growth, investment in alternatives to single-occupant vehicles and “fixing it first” before expanding the system – all with an aim of reducing per-capita greenhouse gas emissions and adequately housing the region’s expected population growth. As we embark on the next RTP/SCS, Plan Bay Area 2050, much thought has gone into the planning process, especially how we can include additional factors to help us accommodate a growing number of challenges in our planning efforts and more aggressive greenhouse gas emissions reduction targets.

Development of Plan Bay Area 2050 will take place over the next three years. Public participation is critical to ensure an open process, in which all interested residents have the opportunity to offer input and share their vision for what the Bay Area will look like decades from now.

The process will require flexibility and is subject to change in response to input received. To help direct Bay Area residents and organizations interested in participating in key actions and decisions, any changes as well as additional detail will be posted on the Plan Bay Area website and communicated via social media.

## B. Summary of Key Milestones

This section describes key milestones along the path to developing Plan Bay Area 2050. For more detail also see Attachment A.

### 1. *Horizon* Initiative

For the past two planning cycles, MTC and ABAG have engaged in more traditional planning and outreach techniques and strategies for the Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS). However, given ever-changing economic, technological and climate conditions in the Bay Area, a more innovative planning and engagement program is warranted, one that can assist with analyzing a range of future impacts and developing solutions to these impacts. This upcoming planning and outreach initiative, known as *Horizon*, will help create a broad range of options for the Bay Area. Although a separate effort, the results of the *Horizon* work will help inform Plan Bay Area 2050.

*Horizon* will explore topics ranging from transportation and land use to economic development and resilience, with the end goal of identifying a series of policies, strategies and investments that perform well regardless of what happens in the decades ahead. In turn, these strategies will be integrated into the preferred scenario for Plan Bay Area 2050.

#### a) “Futures” Planning

In lieu of traditional scenario planning where funding and growth are distributed based on fixed control totals and fixed future assumptions, this initiative will create a handful of divergent “futures” where the Bay Area must respond in very different ways. The purpose of this work will be to identify strategies and investments that allow the Bay Area to move forward with high-performing strategies and investments that perform well regardless of what happens in the decades ahead.

- *Opportunities for Input:* Early 2018 “Pop-up” outreach around the region at public events and locales, an electronic survey, and discussion at MTC’s Regional Advisory Working Group. Fall 2018 will include additional outreach with stakeholders and the public using multiple outreach methods to discuss policy strategies.

- *Decision-Making Roles:* Direction from MTC's Planning Committee and ABAG's Administrative Committee.
- *Timeframe:*
  - ~~Selection of specific and define~~ futures for analysis: July 2018
  - ~~Identification of current policy gaps~~ "Status Quo" analysis for each future: ~~October~~September 2018
  - Collaborative development of policy solutions for each future: Fall 2018
  - ~~Report detailing "win-win"~~Identify effective and resilient strategies across futures: May 2019

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## b) Project Evaluation

This process will include a solicitation of major projects from public agencies, non-profit organizations and the public at-large in advance of the traditional Call for Projects (in the spring of 2019) ~~which that~~ will focus on smaller-scale projects and programmatic categories. Major projects will be screened and then evaluated to provide performance data used in the investment prioritization for the Preferred Scenario. Major projects submitted during this process will also be used to populate each future with specific transportation investments that align with its unique needs and revenue.

- *Opportunities for Input:* Discussion at the Regional Advisory Working Group, MTC's Policy Advisory Council and online or pop-up outreach with the public.
- *Decision-Making Roles:* Direction from MTC's Planning Committee and ABAG's Administrative Committee.
- *Timeframe:*
  - Call for major projects: summer 2018
  - Finalization of project evaluation framework: July 2018
  - Release of draft project performance results: March 2019
  - Approval of final project performance results: June 2019

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## c) Policy Analyses

To address a limitation of past planning cycles where individual policies were not explored in depth outside of the scenarios framework, staff will issue ~~roughly five to~~ seven policy perspective papers on broad, topical focus areas. The primary objective of each policy perspective will be to identify high-impact policies related to that topic area that support the

region's guiding principles.

- *Opportunities for Input:* Discussion at the Regional Advisory Working Group and MTC's Policy Advisory Council.
- *Decision-Making Roles:* Direction from MTC's Planning Committee and ABAG's Administrative Committee.
- *Timeframe for Policy Perspective Papers:*
  - Autonomous vehicles & future mobility: June 2018
  - Travel demand management & climate mitigation: September 2018
  - Regional growth strategies: December 2018
  - Crossings: January 2019
  - Future of jobs: March 2019
  - Regional governance: June 2019
  - Design & better buildings: September 2019

## 2. Regional Forecasting

### a) Population, Employment, Housing and Travel Demand Forecasts

The total regional jobs, housing and population forecasts will provide essential information for Plan Bay Area 2050. MTC and ABAG will forecast regional employment by industry, population and households by age and income. This forecast will be built with several forecasting tools, including REMI (an econometric model) and Urban Sim (a demographic and housing model). These models will provide insights on the potential economic and demographic drivers for the Bay Area over the next 30 years. The forecast methodology and results will be reviewed by a technical advisory committee that includes regional agencies, consultants and scholars with substantial experience in regional analysis.

MTC and ABAG use the population, employment and housing forecasts to estimate and analyze regional travel patterns and demand on the transportation system and the resulting emissions.

- *Opportunities for Input:* Discussion at the Regional Advisory Working Group, ABAG's Regional Planning Committee and MTC's Policy Advisory Council.
- *Decision-Making Roles:* Direction from MTC's Planning Committee and ABAG's Administrative Committee; adoption by ABAG Executive Board and the Commission.



- *Significance:* This technical work sets the stage for future analysis by identifying anticipated employment, population and housing growth.
- *Timeframe:* Anticipated early 2019. Forecasts are needed before the scenarios are fully defined and evaluated (see Attachment A).

## **b) Revenue Forecasts**

The investment strategy for Plan Bay Area 2050 will be based on an estimate of total funding available for at least 20 years, per federal requirements. MTC will work with partner agencies and use financial models to forecast how much revenue will be available for transportation purposes over the duration of the Plan. In addition, MTC will also investigate the potential of providing estimates of revenues that will be available for investment in the areas of housing and resiliency. The financial forecasts, coupled with needs assessments in the areas of transportation, housing and resiliency, will help identify funding gaps and plan investments that fit within the “financially constrained” envelope of revenues that are reasonably expected to be available.

Under the current Plan Bay Area 2040, transportation revenue forecasts total \$303 billion over a 24-year period, in year of expenditure dollars. Over two-thirds (70 percent) of these funds are from regional and local sources, including transit fares, dedicated sales tax programs, city and county revenues, and bridge tolls, among others. Making up the remainder are state and federal revenues (mainly derived from fuel taxes) and “anticipated” revenues, which are unspecified revenues that reasonably can be expected to become available within the Plan horizon.

- *Opportunities for Input:* Discussion at the Regional Advisory Working Group, MTC Policy Advisory Council and ABAG Regional Planning Committee.
- *Decision-Making Roles:* Direction from MTC’s Planning Committee and ABAG’s Administrative Committee.
- *Significance:* This technical work sets the stage for future investment strategies and identifies revenue expected to flow to region over the life of the plan (at least 20 years).
- *Timeframe:* Anticipated summer 2019. Forecasts are needed before the preferred land use pattern and investment strategy is fully defined and evaluated (see Attachment A).

### 3. Preferred Land Use Pattern and Investment Strategy Process

#### a) Needs Assessments

To identify the funding needed to operate and maintain the existing transportation network – between now and the year 2050 – MTC and ABAG will conduct a set of needs assessments to quantify financial needs. MTC and ABAG will also investigate the potential to conduct a similar analysis for the areas of housing and resilience. Staff will work with applicable public agencies, both on the local and regional levels, to develop these needs assessments.

- *Opportunities for Input:* Discussion at Regional Advisory Working Group, MTC's Policy Advisory Council and the relevant Partnership working groups.
- *Decision-Making Roles:* Direction from MTC's Planning Committee and ABAG's Administrative Committee.
- *Significance:* This technical evaluation will provide information on the funding needed to achieve key goals related to transportation infrastructure, affordable housing and climate adaptation.
- *Timeframe:* Anticipated in summer 2019. Precedes any decision by ABAG and MTC on a preferred scenario for the Plan (see Attachment A).

#### b) Call for Projects

The Call for Projects will allow public agencies to submit candidate transportation projects for consideration for both inclusion in Plan Bay Area 2050 and the Transportation Improvement Program (TIP). As major projects were submitted through the earlier solicitation under *Horizon*, the Call for Projects will primarily focus on smaller-scale projects and programmatic categories. Draft guidance for submitting projects will be released in advance ~~of this integrated Call for Projects~~, and staff may request additional information needed to include large projects in the Preferred Scenario and in the TIP.

- *Opportunities for Input:* Discussion at the Regional Advisory Working Group, MTC's Policy Advisory Council and locally through county Congestion Management Agencies. The call for projects occurs spring

2019; projects under consideration for inclusion in the Preferred Scenario will be highlighted at Plan Bay Area 2050 evening public open houses, slated for winter 2019/2020.

- *Decision-Making Roles:* CMA boards will approve project listings from each county; MTC's Planning Committee will provide overall direction.
- *Significance:* Opportunity to submit transportation projects for consideration in the Plan.
- *Timeframe:* Anticipated in spring 2019 ~~for smaller-scale projects (see Attachment A). Potential projects must be submitted for consideration and identified before the Preferred Scenario is developed (see Attachment A).~~

### c) **Land Use and Travel Demand Forecasting**

Based on the control totals and revenue forecasts developed earlier in the Plan Bay Area 2050 process, simulation models will be run to determine how far investments, policies and strategies will get the region towards the Plan's goals. Furthermore, this process will identify a specific land use distribution working within the control totals as well as the efficacy of transportation network improvements that can be funded under the revenue forecast. Specific investments, policies and strategies will be collaboratively identified with stakeholders prior to model runs.

- *Opportunities for Input:* Discussion at the Regional Advisory Working Group, MTC's Policy Advisory Council and ABAG's Regional Planning Committee. Policies and strategies under consideration for inclusion in the Preferred Scenario will be highlighted at Plan Bay Area 2050 public meetings, slated for winter 2019/2020.
- *Decision-Making Roles:* Forecasting efforts will feed into the process for adopting the Preferred Scenario (see below), for which the MTC Commission and ABAG Executive Board will take final action.
- *Significance:* Simulation models are an important tool in determining whether or not specific policies, strategies and investments are sufficient to achieve the aspirational vision of the Plan.
- *Timeframe:* Anticipated in fall 2019. Precedes any decision by ABAG and MTC on a preferred scenario for the Plan (see Attachment A).

**d) Adoption of the Preferred Scenario**

Based on the results of the project performance assessments, MTC and ABAG will define a preferred scenario to advance to final environmental analysis. The preferred scenario will include a land use distribution, an investment strategy and policies that will best meet the Plan vision given identified fiscal and policy constraints.

- *Opportunities for Input:* Discussion at Regional Advisory Working Group, MTC’s Policy Advisory Council and ABAG’s Regional Planning Committee; comment at public meetings in the nine Bay Area counties.
- *Decision-Making Roles:* Direction from MTC’s Planning Committee and ABAG’s Administrative Committee; adoption by MTC Commission and ABAG Executive Board.
- *Significance:* The Preferred Scenario pairs a single land use distribution that is a flexible blueprint for accommodating growth over the long term with a financially-constrained investment strategy.
- *Timeframe:* Adoption expected early 2020. Selection of Preferred Scenario follows a round of evening public meetings in winter 2019/20, before the detailed environmental review work begins in earnest (see Attachment A).

**4. Draft and Final Plan**

**a) Draft and Final Environmental Impact Report (EIR)**

A programmatic environmental impact report on the Plan, including the preferred scenario and a limited set of alternatives, will identify the environmental impacts of the proposed long-range land-use changes and transportation investments and policies taken as a whole, as one large project, as required by the California Environmental Quality Act (CEQA). A Draft EIR will be released for public comment and submitted to the appropriate resource agencies for review and comment.

- *Opportunities for Input:* A Notice of Preparation will be issued and a public scoping meeting(s) will be held to explain the environmental process and solicit early input on areas of concern. The Draft EIR will be the subject of three public hearings. Discussion at Regional Advisory Working Group, MTC’s Policy Advisory Council and ABAG’s

Regional Planning Committee. A public comment period will be established for written and oral public comments, as per guidelines under the California Environmental Quality Act (CEQA); responses to comments will be in the Final EIR.

- *Decision-Making Roles:* Direction from MTC's Planning Committee and ABAG's Administrative Committee; approval from MTC Commission and ABAG Executive Board.
- *Significance:* Final set of actions leading to adoption of the updated Plan Bay Area 2050.
- *Timeframe:* Key Milestones (see Attachment A). Release Draft Plan Bay Area 2050 late 2020; final plan and final EIR expected adoption in June 2021.

#### **b) Title VI and Environmental Justice Analysis**

MTC and ABAG will conduct an equity analysis to satisfy federal requirements with respect to the metropolitan planning process. The analysis will measure both the benefits and burdens associated with the investments in Plan Bay Area 2050 to determine that minority, limited English proficient and low-income communities share equitably in the benefits of the investments without bearing a disproportionate share of the burdens.

- *Opportunities for Input:* Discussion at Regional Advisory Working Group and MTC's Policy Advisory Council. Detailed technical input will be sought at the Policy Advisory Council's Equity and Access Subcommittee on an as needed basis.
- *Decision-Making Roles:* Direction from MTC's Planning Committee.
- *Significance:* Provides information on the effects of Plan Bay Area 2050 on the region's minority, limited English proficient and low-income communities.
- *Timeframe:* Early 2021 (see Attachment A)

#### **c) Air Quality Conformity Analysis**

The air quality conformity analysis considers if the transportation projects in the financially constrained Plan Bay Area 2050, taken together, do not cause new air quality violations, worsen existing air quality or delay timely

attainment of the federal air quality standards pertaining to ozone, carbon monoxide and particulate matter (PM<sub>2.5</sub>). The analysis is done to meet federal planning requirements in accordance with the latest U.S. Environmental Protection Agency transportation conformity regulations and the Bay Area Air Quality Conformity Protocol (MTC Resolution No. 3757).

- *Opportunities for Input:* Technical analysis will be discussed by the Regional Air Quality Conformity Task Force.
- *Decision-Making Roles:* Direction from MTC's Planning Committee; approval from MTC Commission.
- *Significance:* Final set of actions leading to adoption of the updated Plan Bay Area 2050.
- *Timeframe:* Early 2021 (see Attachment A)

**d) Draft and Final Plan**

Release of the Draft Plan will initiate another round of public meetings to gather comments on the draft in preparation for final Plan adoption. MTC and ABAG will seek input on the Draft Plan through a variety of methods.

As with Plan Bay Area 2040, staff anticipates a concurrent release of the Draft EIR and Draft Plan Bay Area 2050 documents for 45-day and 55-day public comment periods, respectively. The Draft EIR analysis, together with input from the public on the Draft Plan, will inform the policy discussions and public dialogue leading to the Final Plan adoption by both ABAG and MTC, anticipated to occur in June 2021.

- *Opportunities for Input:* The Draft Plan Bay Area 2050 will be the subject of public meetings, including at least three public hearings. Discussion at Regional Advisory Working Group, MTC's Policy Advisory Council and ABAG's Regional Planning Committee.
- *Decision-Making Roles:* Direction from MTC's Planning Committee and ABAG's Administrative Committee; approval from MTC Commission and ABAG Executive Board.
- *Significance:* Final set of actions leading to adoption of Plan Bay Area 2050.
- *Timeframe:* Adoption is expected in June 2021 (see Attachment A).

e) **Regional Housing Need Allocation**

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Staff also coordinates the state-mandated Regional Housing Need Allocation (RHNA) process, which will be informed by Plan Bay Area 2050. The California Department of Housing and Community Development (HCD) begins the process by determining the region's overall housing need, which staff uses to develop a methodology to identify the number of units, including affordable units, that each jurisdiction must plan in order to accommodate the housing needs of residents at all income levels. To guide staff in developing the methodology, a region-wide Housing Methodology Committee, made up of local government staff, elected officials and stakeholders from throughout the Bay Area, is convened.

The RHNA process includes the following major milestones:

- Staff consults with HCD about the determination of the region's total housing need;
  - ABAG delegates authority for the RHNA process to subregions formed by local jurisdictions, and issues each subregion a share of the total regional housing need;
  - Staff develops and releases draft allocation methodology (followed by a 60-day public comment period, including a public hearing);
  - ABAG Executive Board adopts a final methodology and releases a draft allocation (followed by a 60-day period in which jurisdictions can request a revision to the draft allocation);
  - Staff responds to revision requests and provides opportunity for local jurisdictions to appeal the staff response;
  - Staff convenes a committee to hold a public hearing on appeals submitted by local jurisdictions; and
  - ABAG releases final allocation and adoption of the final allocation after a public hearing.
- 
- *Opportunities for Input:* Discussion at meetings of Housing Methodology Committee, ABAG Regional Planning Committee and ABAG Executive Board. Public comment periods and public hearings, as outlined in statute.
  - *Decision-Making Roles:* Guidance from ABAG Regional Planning Committee and ABAG Executive Board; approval by ABAG Executive Board.

- *Significance:* Each jurisdiction is required by law to update the Housing Element of its General Plan to show how it can accommodate the portion of the Bay Area's total housing need, across all income categories that it is allocated as part of the RHNA process.
- *Timeframe:* Discussion and approval of RHNA methodology will begin in 2019, in coordination with the development and approval of Plan Bay Area 2050. Anticipated approval date in 2021.



### III. Related Work

#### A. Tracking Performance

MTC, in conjunction with its partners, has established an innovative monitoring initiative that tracks trends related to transportation, land and people, the economy, the environment, and social equity. Measurements in these areas are our region's Vital Signs helping us understand where we are succeeding and where we are falling short.

This data-driven website compiles dozens of indicators; each is presented with interactive visualizations that allow users to explore historical trends, examine differences between cities and counties, and even compare the Bay Area with other peer metropolitan areas. The web address for Vital Signs is: <http://www.vitalsigns.mtc.ca.gov/>.

#### B. Countywide Transportation Plans

Bay Area counties are authorized by state law to develop Countywide Transportation Plans on a voluntary basis. These countywide plans are an integral part of Plan Bay Area 2050. As long-range planning and policy documents, they assess transportation needs and guide transportation priorities and funding decisions for that county over a 20-25 year horizon. These countywide plans inform the transportation projects and programs that are forwarded to MTC for consideration in the region's long-range plan. Adopted countywide transportation plans in the Bay Area can be found at the links shown below. MTC's guidelines for development of countywide plans by the county Congestion Management Agencies can be found here: [https://mtc.ca.gov/sites/default/files/6b\\_Attachment-A.pdf](https://mtc.ca.gov/sites/default/files/6b_Attachment-A.pdf)

*Alameda County:* Alameda County Transportation Commission  
[http://www.alamedactc.org/app\\_pages/view/795](http://www.alamedactc.org/app_pages/view/795)

*Contra Costa County:* Contra Costa Transportation Authority  
<http://ccta.net/sources/detail/11/1>

*Marin County:* No current plan

*Napa County:* Napa County Transportation and Planning Agency  
<http://www.nctpa.net/countywide-plan-vision-2040>

*San Francisco County:* San Francisco County Transportation Authority  
[http://www.sfcta.org/sites/default/files/content/Planning/SFTP2/2017\\_revisio n/SFTP\\_final\\_report\\_10.24.17.pdf](http://www.sfcta.org/sites/default/files/content/Planning/SFTP2/2017_revisio n/SFTP_final_report_10.24.17.pdf)

*San Mateo County:* City/County Association of Governments of San Mateo County  
<http://ccag.ca.gov/programs/planning/countywide-transportation-plan/>

*Santa Clara County:* Santa Clara Valley Transportation Authority  
<http://www.vta.org/projects-and-programs/planning/valley-transportation-plan-2040-vtp-2040>

*Solano County:* Solano Transportation Authority  
[http://www.sta.ca.gov/Content/10153/Solano\\_Comprehensive\\_Transportation\\_Plan\\_Update.html](http://www.sta.ca.gov/Content/10153/Solano_Comprehensive_Transportation_Plan_Update.html)

*Sonoma County:* Sonoma County Transportation Authority  
<http://scta.ca.gov/planning/comprehensive-transportation-plan/>

## **C. Action Plan**

The Bay Area's housing and transportation crisis reflects the cumulative impacts of the region's robust job market and its acute failure to keep pace with housing need, especially near growing job centers. The current RTP/SCS projects these problems will intensify if the region does not take significant corrective steps. As a path forward, MTC and ABAG developed an "Action Plan" to focus on performance targets where the plan was moving in the wrong direction, as well as emerging issues that require proactive regional policy solutions.

MTC and ABAG created strategies to address housing affordability, the region's widening income disparities and economic hardships faced by low- and middle-income workers, and finally the Bay Area's vulnerabilities to natural disasters such as earthquakes and floods. These three issue areas – Housing, Economic Development and Resilience – form the core of the Action Plan.

### **Action Plan Objectives**

The following are the Action Plan's key objectives:

- **Housing:** Lower the share of income spent on housing and transportation costs, lessen displacement risk, and increase the availability of housing affordable to low- and moderate-income households.
- **Economic Development:** Improve transportation access to jobs, increase middle wage job creation and maintain the region's infrastructure.
- **Resilience:** Enhance climate protection and adaptation efforts, strengthen open space protections, create healthy and safe communities, and protect communities against natural hazards.

In order to meet these objectives, regional policymakers, local governments and civic organizations will need to prioritize these objectives in their future policies and programs. Public participation will be key to ensuring objectives are met.

#### **D. CASA – Committee to House the Bay Area**

As a first step to addressing the Bay Area’s housing crisis, MTC and ABAG are helping to coordinate CASA – The Committee to House the Bay Area. This initiative is bringing together a multi-sector set of partners to identify and agree upon significant regional solutions that address the region’s chronic housing challenges and advance equity and economic health in the nine-county Bay Area. Through stakeholder engagement, research and interviews, CASA will develop a comprehensive regional approach to the housing crisis, focusing on increasing housing supply, improving housing affordability, and strengthening preservation and anti-displacement measures. Objectives include a suite of legislative, financial, policy and regulatory recommendations, with partners agreeing on a path forward and working together on implementation. A final report is scheduled for release in 2019.

## IV. Public Engagement

In developing Plan Bay Area 2050, MTC and ABAG strive to promote an open, transparent process that encourages the ongoing and active participation of local governments and a broad range of interest groups and individuals from the general public. The Plan has a greater focus on public engagement than past plans, which will entail using a variety of platforms to communicate with Bay Area residents and working with a variety of agencies and organizations in a multi-year planning effort.

### A. General Public

The general public has several avenues for ongoing participation in the development of Plan Bay Area 2050.

- Key issues and policy matters will be presented at public meetings or open houses held in the evening. MTC and ABAG will hold a minimum of three public meetings in Alameda, Contra Costa, San Francisco, San Mateo and Santa Clara counties, and one or more meetings in the less populous Marin, Napa, Solano and Sonoma counties over the course of developing the Plan. Topics will include the *Horizon* Initiative, Preferred Scenario and the Draft Plan and Draft Environmental Impact report, as detailed in Attachment A, Key Milestones 2018-2021.
- For public meetings/open houses, MTC and ABAG will seek partnerships with cities and counties, Caltrans and other public agencies to explain the relationship of the regional plan to adopted local priorities for transportation and land use.
- MTC and ABAG policy board meetings present another opportunity for the public to keep abreast of the Plan's development. The committees are described below.
- Additionally, MTC and ABAG both have advisory panels that meet on a regular basis. The Plan's development will be presented to these groups for discussion and comment. The committees are described below; meetings are open to the public.
- The public is invited to be an active participant in meetings of the Regional Advisory Working Group, where a wide range of technical and policy issues will be discussed.
- The Plan Bay Area website is another way for the public to stay informed on the progress of the update or to participate in online surveys or comment forums.

- Regular updates will be sent to interested members of the public via electronic newsletters, email and social media.

## **B. Local Governments**

Working with local governments — from elected officials to city managers, planning and public works directors, transit operators, and congestion management agencies — is critical to the development of Plan Bay Area 2050. Local officials can provide valuable context and specifics about local priorities and explain how the regional plan supports these priorities. One avenue for discussion with local government staff is through the Regional Advisory Working Group (RAWG), described below. In addition to the staff-to-staff discussions that will occur at the RAWG meetings, MTC and ABAG will work with members of their policy boards to coordinate meetings in each county with elected officials and local government staff. County Congestion Management Agencies (CMAs) provide a meeting structure that will also be used to discuss issues related to the Plan.

**Regional Advisory Working Group (RAWG):** Comprised of local government staff as well as staff from county Congestion Management Agencies, transit agencies and county health departments, the primary purpose of this ad hoc group is to enable MTC/ABAG staff to provide information to and receive input from local and county-level staff. Regular discussions on technical milestones will be held; the group will meet as needed. It is anticipated that the RAWG will meet approximately monthly throughout much of the Horizon and Plan Bay Area 2050 development process.

The Regional Advisory Working Group has no set membership, its meetings are open to the public and representatives from other organizations, and any individuals interested in the development of the Plan are invited to participate and provide feedback. Because it is primarily a staff-to-staff group, RAWG meets during the workday. Meeting materials are posted on the Plan Bay Area website; meetings are audiocast over the Internet and archived on the web.

**ABAG Delegate Meetings:** An elected official from each city, town and county in the Bay Area serves as a delegate to ABAG's General Assembly. ABAG meets with delegates by county. These conversations are helping inform ABAG and MTC about the challenges facing local jurisdictions as they seek to implement Plan Bay Area in ways that reflect their local land use controls as well as their unique assets and values.

## C. Policy and Advisory Committees

Regularly scheduled meetings of ABAG's and MTC's policy and advisory committees present another opportunity for interested members of the public — whether government or non-government — to stay involved. Meeting times, locations and materials will be posted on the Plan Bay Area website.

Additionally, meetings of MTC's policy board are webcast and archived at [mtc.ca.gov/meetings/schedule/](http://mtc.ca.gov/meetings/schedule/). ABAG's major meetings (Executive Board, Legislation Committee, Finance Committee, Regional Planning Committee and General Assembly) are videotaped and available from ABAG's website [abag.ca.gov/meetings/](http://abag.ca.gov/meetings/).

### Policy Committees for Plan Bay Area 2050

**The ABAG Executive Board:** ABAG's Executive Board carries out policies established by the General Assembly, which is composed of representatives of the Bay Area's 101 cities, towns and counties. ABAG's Executive Board makes operating decisions, controls expenditures and acts on recommendations from other Association committees. The 38 voting memberships on the Executive Board include elected officials reflecting population size of the nine counties, with non-voting members representing state or federal agencies invited to serve at the pleasure of the Board. The Executive Board meets the third Thursday of every other month, in the Board Room of the Bay Area Metro Center.

**ABAG General Assembly:** ABAG's General Assembly meets annually (usually in spring) and determines policy matters for the Association, including adoption of the annual budget and work program, and reviews major policy actions and recommendations of the Executive Board. General Assembly delegates from each member city and county and their alternates must be elected officials from the jurisdiction they represent — except for the City of San Francisco, where the mayor may appoint as his or her alternate any officer of that government. Each member city and county has one vote in the General Assembly; San Francisco is counted as both a city and county for the purposes of membership. Votes are tabulated separately for county representatives and for city representatives, with a majority vote of each group required for action or adoption of policy recommendations.

**Metropolitan Transportation Commission:** MTC is guided by a 21-member policy board composed of local officials from the nine Bay Area counties, including two members who represent regional agencies — ABAG and the Bay Conservation and Development Commission — as well as three nonvoting members appointed to represent the U.S. Department of Housing and Urban Development, the U.S. Department of Transportation, and the California Department of Transportation. Sixteen of the voting commissioners are appointed by local elected officials in each county, including the mayors of the three most populous cities in the region — San Jose, San Francisco and Oakland. The Commission generally meets monthly on the fourth Wednesday of the month, at approximately 9:30 a.m., at MTC's offices in San Francisco, in the Bay Area Metro Center.

**Joint ABAG and MTC Meetings:** To more fully collaborate, the **MTC Planning Committee** and **ABAG Administrative Committee** meet jointly as needed to oversee development of Plan Bay Area 2050, among other efforts. At major planning milestones, staff will present a summary of key comments heard from the Plan's public engagement efforts. ABAG's Administrative Committee submits reports and recommendations to the Executive Board or acts for the Executive Board in a month when the Board does not meet or in an emergency. MTC's Planning Committee considers issues related to the Plan and other regional plans, state and federal air quality plans, corridor studies, as well as connections between transportation and land use.

Additionally, both the full MTC Commission and ABAG Executive Board will meet jointly at key milestones throughout the process.

### **Advisory Committees for Plan Bay Area 2050**

**MTC's Policy Advisory Council:** The Policy Advisory Council is a 27-seat advisory panel established to advise MTC on transportation policies in the San Francisco Bay Area, incorporating diverse perspectives relating to the environment, economy and social equity. This panel will be an active participant in the development of the Plan by providing input on regional planning efforts linking transportation, housing and land use to reduce greenhouse gas emissions. The Policy Advisory Council meets monthly, on the second Wednesday of the month, at 1:30 p.m. at MTC's offices in the Bay Area Metro Center, San Francisco.

**ABAG's Regional Planning Committee (RPC):** The RPC is composed of a minimum of 18 elected officials, including at least one supervisor from each member county and a city representative from each county. Members also include the Chairperson of the Bay Area Planning Directors' Association or designee; one representative each from the Bay Area Air Quality Management District (BAAQMD), Bay Conservation and Development Commission (BCDC), Metropolitan Transportation Commission (MTC), Regional Water Quality Control Board; and not less than ten citizens. RPC meets the first Wednesday of alternate months, from 12:30 to 2:30 p.m. in the Bay Area Metro Center in San Francisco.

**The Bay Area Partnership:** This group of top executives from Bay Area transit operators, county Congestion Management Agencies and public works departments, as well as regional, state and federal transportation, environmental and land use agencies, advises MTC periodically on key planning issues, including Plan Bay Area. Staff level working groups meet occasionally on issues such as local roads, public transit and transportation finance.

## **D. Additional Outreach to Governments**

### **Federal, State and Other Government Agencies and Native American Tribal Governments**

In addition to the local governments that will be involved with Plan Bay Area 2050, MTC and ABAG will consult with officials responsible for other types of planning activities that are affected by transportation in the area, such as federal and state conservation and historic preservation agencies. Consultation will be based on the agency's needs and interests. At a minimum, agencies will be informed about the process to develop the update and will be provided an opportunity to participate.

Consultation with the region's Native American governments also will occur. There are six federally recognized Native American tribes in the San Francisco Bay Area. MTC and ABAG will invite the tribes to participate in government-to-government consultation during development the Plan. The groundwork for consultation will occur early in the process of developing the regional transportation plan and will include a "Tribal summit" for all six Tribal governments. MTC and ABAG will also conduct individual meetings at each tribe's convenience.



### **Presentations to Local Government**

As required by SB 375 legislation, at least two informational meetings in each county will be held for members of the county board of supervisors and city councils to review and discuss the Draft Plan and consider their input and recommendations. Notice of the meeting shall be sent to each city clerk and to the clerk of the board of supervisors. One informational meeting will be conducted if attendance at the one meeting includes county board of supervisors and city council members representing a majority of the cities representing a majority of the population in the incorporated areas of that county.

## V. Public Participation Strategies

Development of Plan Bay Area 2050 will be a multi-year effort. Public participation strategies for major milestones will be identified and posted on the Plan Bay Area website ([www.PlanBayArea.org](http://www.PlanBayArea.org)). Detail for all milestones is described in Attachment A, although it is important to note that this is an iterative process that is subject to change. Throughout each phase, MTC and ABAG will use a variety of participation techniques to engage a wide range of residents, as described in this section.

### A. Innovative Strategies

In the past two Plan Bay Area processes, MTC and ABAG engaged in more traditional planning and outreach techniques. However, the ever-changing economic, technological and climate conditions in the Bay Area warrant a more innovative planning and engagement program. This will allow MTC and ABAG to analyze a range of future impacts and develop solutions to these impacts.

In order to engage as many Bay Area residents as possible, MTC and ABAG will use strategies to reach people “where they are,” with a focus on youth and those in communities of concern. These strategies, outlined in Section C below, will be a departure from the more traditional outreach techniques used in past Plan Bay Area efforts. Although MTC and ABAG are statutorily required to hold public meetings at key milestones in the Plan’s development process, innovative strategies will be used when possible.

### B. Voices from Underserved Communities

The success of the Plan is dependent on all voices in the region being represented and involved. MTC and ABAG will take special effort to engage minority and low-income residents that do not typically participate in regional government planning efforts.

In order to seek out and consider the needs of those traditionally under-represented in the planning process, including minority, low-income, disability and limited English proficient communities, we will work closely with community non-profit organizations in communities of concern. As we have in past Plans, we will complete a request for proposals (RFP) process for assistance from these groups to the residents they serve.

## C. Participation Activities

The public participation efforts will include:

### *Advance Notice*

- Develop details for the planning process and opportunities for public engagement in advance of each phase of Plan Bay Area 2050's development — and post these details on its website.
- Maintain an updated calendar of events on the Plan Bay Area website.
- Provide timely notice about upcoming meetings. Post agendas and meeting materials on the web one-week in advance of policy committee meetings or ad hoc advisory group meetings.
- Use a mailing list database to keep participants notified throughout the multi-year process (via e-mail or U.S. mail).
- Circulate a Draft Plan or Alternative Planning Strategy, if one is prepared, for public review at least 55 days before the adoption of the Final Plan Bay Area 2050.
- Work with media outlets to encourage news coverage in advance of meetings.

### *Meetings, Open Houses, Workshops, Public Hearings*

- Provide opportunities for a discussion in each county on important issues surrounding how Plan Bay Area 2050 can better support local activities. Pursuant to state statute, MTC and ABAG will hold a minimum of three public meetings in Alameda, Contra Costa, San Francisco, San Mateo and Santa Clara counties, and one or more meetings in the less populous Marin, Napa, Solano and Sonoma counties.
- Promote a civil atmosphere at public meetings that provides an opportunity for all participant to speak free of disruptions or personal attacks.
- Host public meetings, open houses or workshops in convenient and accessible locations at a variety of times (evenings, weekends, as well as weekdays).
- As appropriate, host webinars or telephone town halls to encourage more participation.
- Hold at least three public hearings on the Draft Plan or Alternative Planning Strategy, if one is prepared; hold the public hearings in different parts of the

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region to maximize opportunities for participation by members of the public throughout the region.

- Use “visualization” techniques to communicate technical planning issues and strategies to the public, such as maps, videos, graphics, animation or computer simulations to depict alternatives under consideration.
- Provide a summary of comments heard at public meetings via the Plan Bay Area website ([www.PlanBayArea.org](http://www.PlanBayArea.org)).

#### *Digital Engagement*

- Use a single web address — [www.PlanBayArea.org](http://www.PlanBayArea.org) — so members of the public have a single place to go for current updates and to request to receive notices and information.
- Use social media to reach, educate and engage residents.
- Maintain an archive of past workshop meeting materials on the Plan Bay Area website.
- Offer interactive web polls, surveys, etc.
- Provide timely, easy-to-understand information on a website that is mobile-ready and accessible, per the Americans with Disabilities Act.

#### *Media Outlets*

- Issue press releases to media outlets, including ethnic, foreign-language and community media, to keep reporters apprised of progress and generate coverage on radio, television, newspapers and the Internet.
- Translate news releases about public meetings into Spanish and Chinese, or other languages as appropriate.

#### *Other Innovative Strategies*

- Engage in “pop-up” style intercept outreach at community events and popular locales (e.g., farmers’ markets, malls, festivals, etc.)
- Involve youth in helping to shape the draft Plan Bay Area 2050 through partnerships with academic or nonprofit organizations.
- Use short, captioned video to communicate complex concepts to the public;

video could use humor or animation in order to make the subject matter more relatable.

- Place kiosks with surveys or other online tools in public spaces (e.g., libraries, malls, community centers, etc.) for greater reach.

#### *Outreach to Targeted Groups*

- Ask partners to help spread the word about public comment opportunities.
- Piggy-back on existing meetings in order to attract greater attendance and participation.
- Seek out and consider the needs of those traditionally under-represented in the planning process, including minority, low-income, ~~and~~ limited English proficient communities and persons with disabilities. Also, consider the needs of the Bay Area's growing senior population.
- Provide assistance, if requested at least three working days prior to a meeting, to people with disabilities and language assistance to people with limited English proficiency. (Five or more days' notice is preferred.) Such requests may be made through the MTC Public Information Office at 415.778.6757.

#### *Other*

- Statistically relevant public opinion poll (also available in languages other than English).
- The methods MTC and ABAG will use to report progress on the Plan will include, but not be limited to, the web, e-mail updates, social media, electronic and print newsletters, and local media outlets.

## VI. Public Participation Goals

People who take the time and energy to participate in public processes should feel their participation is valued. MTC and ABAG commit to the following goals and performance benchmarks to measure the effectiveness of the public participation program:

1. **Promote a transparent process:** MTC and ABAG should make every effort to make the often-complex planning process transparent so that the public has the opportunity to help shape policies and inform decisions.
2. **Encourage broad participation:** The process should include the greatest number of people possible from throughout the region and reflect the diverse Bay Area population, regardless of individuals' language, personal mobility or ability to attend a meeting, subject to available budget and resources.
3. **Engage for impact:** The feedback received through this Public Participation Plan should be analyzed and provided to policy makers in a timely manner to inform their decisions. Interested participants should be informed of actions by MTC and ABAG at key milestones throughout the planning process.
4. **Build knowledge:** This program is an opportunity for MTC and ABAG to inform a wide range of people about transportation and land-use issues in the Bay Area. Each step of the process should include an educational element to set context and promote increased understanding of the Plan and relevant topics.

### Targeted Performance Measures

MTC and ABAG will survey participants in an effort to inform and improve future outreach. Results from the survey and other data will be used to conduct an evaluation of Plan Bay Area public engagement at the conclusion of the planning process. Following are specific performance metrics that will be tracked:

1. Promote a transparent process
  - For each major technical planning milestone, develop user-friendly content written in plain language explaining:
    - The purpose of the work

- Impact on the plan
- Opportunities for public input, and
- Decision-making roles.

2. Encourage broad participation

- Outreach will target demographic groups (age, ethnicity, income, primary language, geographic location, disability) roughly mirroring the demographics of the Bay Area’s population.
- Five thousand or more comments are logged on the Plan Bay Area 2050 or associated documents.
- There are 200,000 visits to or “page views” of the Plan Bay Area website.
- Online engagement options are available for those who are not able to attend meetings.
- Outreach conducted in all nine counties, in central locations and accessible by public transit to the extent feasible.
- Meetings are linguistically accessible to 100 percent of participants, with three (3) working days’ advance request for translation. (Meeting announcements offer translation services with advance request for translation services.)
- All meetings are accessible under the requirements of the Americans with Disabilities Act (ADA).
- Plan Bay Area 2050 or elements of it are mentioned in radio or TV broadcasts, online forums and blogs, social media, newspaper articles, editorials, commentaries, or other printed media.

3. Engage for impact

- One hundred percent of written correspondence received is logged, analyzed and shared in a timely manner with staff and policy makers for consideration.
- One hundred percent of written correspondence is acknowledged.
- Policy decisions and other actions are summarized and reported back to participants at key milestones in the process.

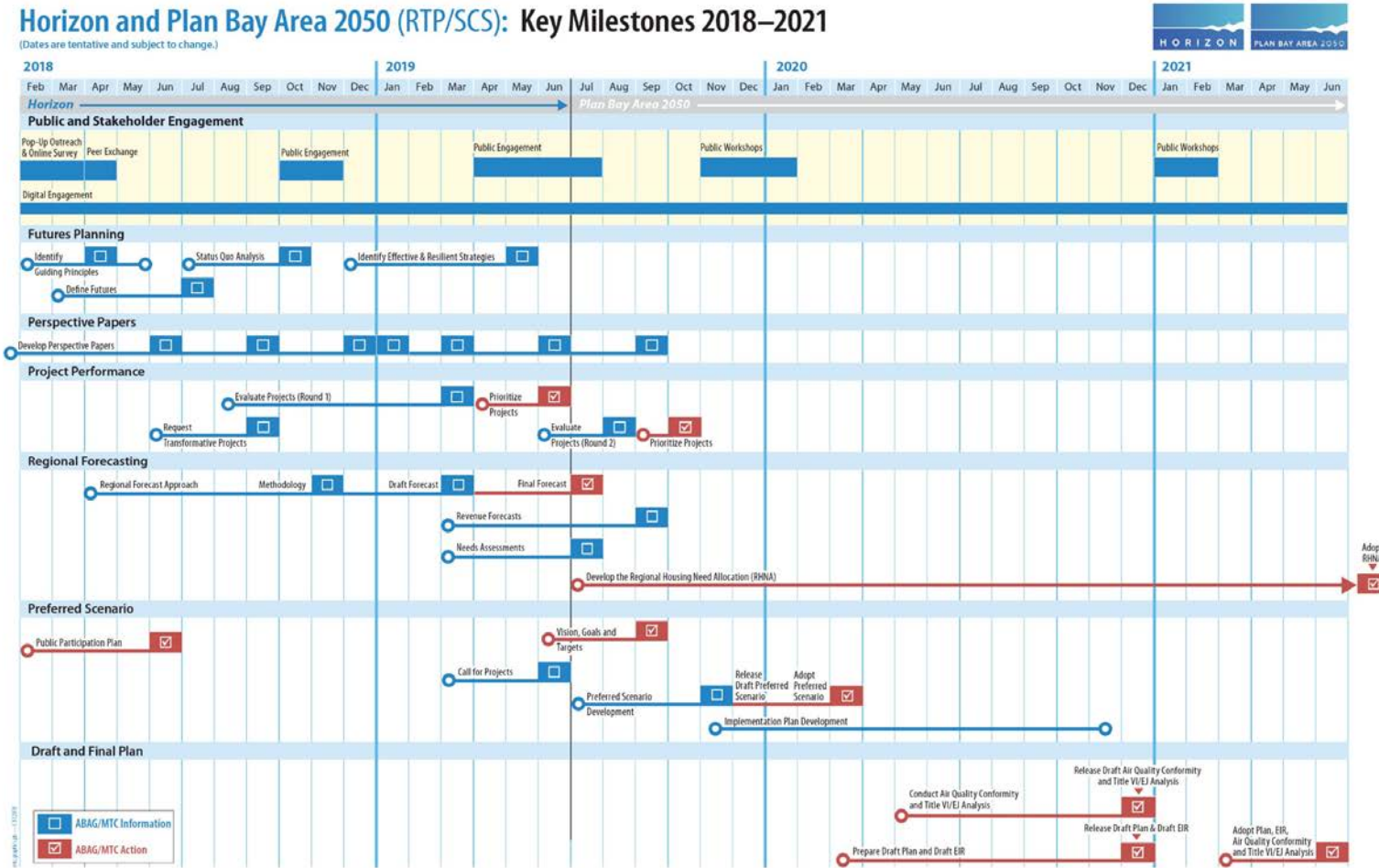
4. Build knowledge

- Seventy percent of participants surveyed agree that Plan Bay Area 2050 public participation efforts provided:
  - Sufficient opportunity to comment/ask questions
  - Clear information at an appropriate level of detail, and
  - An opportunity to learn about Plan Bay Area 2050 and related projects or programs.

# Attachment A

## Horizon and Plan Bay Area 2050 (RTP/SCS): Key Milestones 2018–2021

(Dates are tentative and subject to change.)





# Attachment B – Responsibilities & Roles: Plan Bay Area 2050

Major Tasks	Advisory				Decision-Making		
	A	B	C	D	E	F	G
	Partnership Board	Regional Advisory Working Group	Policy Advisory Council	Regional Planning Committee	MTC Planning Committee & ABAG Administrative Committee	Executive Board	Commission
	MTC	Joint	MTC	ABAG	Joint	ABAG	MTC
<b>1. Horizon Initiative</b>							
Horizon Initiative Planning		●	●	●	☑		
Project Evaluation		●	●		☑		
Policy Analysis		●	●		☑		
<b>2. Regional Forecasting</b>							
Population/Employment/Housing/Travel Demand Forecasts		●	●	●	☑	☑	☑
Transportation, Housing & Resilience Revenue Forecast		●	●	●	☑		
<b>3. Preferred Land Use Pattern &amp; Investment Strategy</b>							
Needs Assessments	●	●	●		☑		
Call for Projects		●	●		☑		
Land Use & Travel Demand Forecasting		●	●	●		☑	☑
Adoption of Preferred Scenario		●	●	●	☑	☑	☑
<b>4. Draft and Final Plan</b>							
Title VI & Environmental Justice Analysis		●	●		☑		
Air Quality Conformity Analysis					☑		☑
Draft & Final Environmental Impact Report (EIR)		●	●	●	☑	☑	☑
Draft & Final Plan		●	●	●	☑	☑	☑
Regional Housing Need Allocation (RHNA)				●		☑	

- Input/Information
- ☑ Action/Decision

**NOTE:** Information provided is tentative and subject to change.

Action items presented jointly to MTC’s Planning Committee and ABAG’s Administrative Committee may seek a recommendation from one or both committees.



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

**File #:** 18-0430      **Version:** 1      **Name:**

**Type:** Resolution      **Status:** Consent

**File created:** 5/14/2018      **In control:** Programming and Allocations Committee

**On agenda:** 6/13/2018      **Final action:**

**Title:** MTC Resolution No. 3649, Revised. Allocation of \$3 million in RM2 funds to the Transportation Authority of Marin for the San Rafael Multi-Use Pathway segment of the North-South Greenway project.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [6d PAC 2b ResoNo-3649 NSG SMART Pathway.pdf](#)  
[2b ResoNo-3649 NSG SMART Pathway.pdf](#)

Date	Ver.	Action By	Action	Result
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**Subject:**  
MTC Resolution No. 3649, Revised. Allocation of \$3 million in RM2 funds to the Transportation Authority of Marin for the San Rafael Multi-Use Pathway segment of the North-South Greenway project.

**Presenter:**  
Kenneth Kao

**Recommended Action:**  
Commission Approval

**Metropolitan Transportation Commission  
Programming and Allocations Committee**

June 13, 2018

Agenda Item 2b

**MTC Resolution No. 3649, Revised**

**Subject:** Allocation of \$3 million in Regional Measure 2 funds to the Transportation Authority of Marin (TAM) for the San Rafael Multi-Use Pathway segment of the North-South Greenway project.

**Background:** Regional Measure 2 (RM2), as amended by MTC Resolution No. 3801, Revised, includes about \$19 million for bicycle and pedestrian connectivity improvements to the Larkspur Ferry Terminal in Marin County. The Transportation Authority of Marin (TAM) has identified the North-South Greenway to use this \$19 million. The Greenway project originally included two sections – the northern segment, from Sir Francis Drake Blvd. to Redwood Highway; and the southern segment, from Redwood Highway to Wornum Drive. The northern segment is cleared environmentally and is in the final design phase, while the southern segment is still in the environmental phase. With this request, TAM proposes to add the San Rafael segment as part of the project. The San Rafael segment would construct a multi-use pathway from 2<sup>nd</sup> to Andersen in San Rafael, closing the gap between the Larkspur Ferry Terminal and the San Rafael Transit Center.

The proposed allocation of \$3 million in RM2 funds is consistent with the Commission’s action in March 2018, reserving this amount for the San Rafael multi-use pathway. The funds are re-directed from the southern segment, which is not fully funded. The San Rafael multi-use pathway segment is environmentally cleared and has received all permits, and construction will begin later this summer in conjunction with construction of the SMART Larkspur extension in the same area and by the same contractors. The project partners have secured \$4.6 million for this segment, which includes RM2 and local funds from TAM, the Bay Area Air Quality Management District (Air District), San Rafael, Marin County, and a prior contribution from MTC. The City of San Rafael is managing the project, and TAM will pass through the RM2 funds to them.

**Issues:** The costs on the San Rafael multi-use pathway segment have increased in part due to the higher cost of steel. The City’s priority is to complete the pathway adjacent to the Sonoma Marin Area Rail Transit District’s (SMART’s) tracks (between Rice and Andersen Drive) to take advantage of concurrent construction logistics and economy of scale. The bid amount for this shortened section is \$4.6 million, not including a 20% contingency requested by SMART. The remaining section from Rice to 2<sup>nd</sup> remains unfunded, but pathway users may continue along Francisco Blvd. West to complete their journey. The project partners will examine future grant funding to complete the remaining section.

The funding plan for the funded construction segment is shown below:

<b>Fund Source</b>	<b>Amount</b>
Regional Measure 2 (this allocation)	\$3.0 million
MTC Prior Commitment	\$0.5 million
Local Partnership Program (SB 1/TAM)	\$0.5 million
Air District Grant	\$0.3 million
City of San Rafael	\$0.2 million
County of Marin	\$0.1 million
<b>Total</b>	<b>\$4.6 million</b>

The cost of constructing the northern segment of the Greenway is also expected to increase. TAM is working with Caltrans to minimize cost and schedule impacts as they work towards 100% final design. The southern segment of the Greenway remains underfunded. TAM is examining additional grant resources, including regional, Air District, and state grants, in order to fully-fund the southern segment.

**Recommendation:** Staff recommends referring MTC Resolution No. 3649, Revised, to the Commission for approval.

**Attachments:** Map of North-South Greenway Projects  
MTC Resolution No. 3649, Revised



**Central Marin North-South Greenway**



Date: September 22, 2004  
W.I.: 1255  
Referred by: PAC  
Revised: 04/27/05-C 07/27/05-C  
11/02/05-DA 01/25/06-DA  
05/24/06-DA 09/26/07-C  
03/26/08-C 12/17/08-C  
04/28/10-C 11/16/11-DA  
06/27/12-DA 07/24/13-C  
07/23/14-C 11/19/14-DA  
07/22/15-DA 12/16/15-C  
08/31/16-DA 09/28/16-C  
12/21/16-C 03/28/18-C  
06/27/18-C

ABSTRACT

MTC Resolution No. 3649, Revised

This resolution approves the allocation of Regional Measure 2 funds for the U.S. 101 Greenbrae Interchange Improvements project sponsored and implemented by the Transportation Authority of Marin.

This resolution includes the following attachments:

- Attachment A - Allocation Summary Sheet
- Attachment B - Project Specific Conditions for Allocation Approval
- Attachment C - MTC staff's review of the Transportation Authority of Marin's Initial Project Report (IPR) for this project
- Attachment D - RM2 Deliverable/Useable Segment Cash Flow Plan

This resolution was amended on April 27, 2005 to allocate funds for the Sir Francis Drake Boulevard Widening project.

This resolution was amended on July 27, 2005 to allocate funds for the Cal Park Hill Tunnel Rehabilitation and Bikeway project.

This resolution was amended on November 2, 2005 to allocate \$270,000 in additional funds for the Sir Francis Drake Boulevard Widening project (#11.2) through Delegated Authority. The additional funding request is resultant of a cost increase on the project due to unexpected sharp rises in the price of asphalt. Some funds are being redirected from the planned project #11.4

## ABSTRACT

MTC Resolution No. 3649, Revised

Page 2

(Ferry Access project) to help cover this increase. Attachments A-2 through D-2 provide more information on this allocation action.

This resolution was amended on January 25, 2006 to allocate \$225,000 in additional funds for the Sir Francis Drake Boulevard Widening project (#11.2) through Delegated Authority. The additional funding request is resultant of a cost increase on the project due to a contracting issue. A new subcontractor has been hired and resulting in a cost increase. The funds are being redirected from the planned project #11.1 (Greenbrae Interchange project) to help cover this increase. Attachments A-2 through D-2 provide more information on this allocation action.

This resolution was revised on May 24, 2006 through Delegated Authority to allocate \$1 million to the Cal Park Hill Tunnel Rehabilitation and Bikeway project.

This resolution was revised on September 26, 2007 through Commission Action to allocate \$2 million in RM2 funds for the environmental phase of the Central Marin Ferry Connection project.

This resolution was revised on March 26, 2008 through Commission Action to allocation \$1 million in RM2 funds for the construction phase of the Cal Park Hill Tunnel Rehabilitation, Phase A project.

This resolution was revised on December 17, 2008 through Commission Action to allocate \$4.4 million in RM2 funds for the environmental and preliminary engineering phases of Project 11.1, US-101 Greenbrae Improvements.

This resolution was revised on April 28, 2010 through Commission Action to allocate \$2.892 million in RM2 funds for the construction phase of Project 11.3, Cal Park Hill Tunnel Rehabilitation project.

This resolution was revised on November 16, 2011 through Delegated Authority to allocate \$1 million in RM2 funds for the final design phase of Project 11.4, Central Marin Ferry Connection Multi-Use Pathway project.

## ABSTRACT

MTC Resolution No. 3649, Revised

Page 3

This resolution was revised on June 27, 2012 through Delegated Authority to allocate \$1 million in RM2 funds for the environmental and preliminary engineering phase of Project 11.1, US-101 Greenbrae Improvements.

This resolution was revised on July 24, 2013 through Commission Action to allocate \$5.86 million in RM2 funds for the construction phase of Project 11.4, Central Marin Ferry Connection Multi-Use Pathway project.

This resolution was revised on July 23, 2014 through Commission Action to allocate \$2.6 million in RM2 funds for the environmental and preliminary engineering phase of Project 11.5, North-South Greenway Gap Closure project.

This resolution was revised on November 19, 2014 through Delegated Authority to rescind \$127,966.40 from the design phase of Project 11.4, Central Marin Ferry Connection Multi-Use Pathway project, and allocate \$127,966.40 to the construction phase of Project 11.4.

This resolution was revised on July 22, 2015 through Delegated Authority to rescind \$1,066 from Project 11.1, US-101 Greenbrae Interchange Improvements due to cost savings.

This resolution was revised on December 16, 2015 through Commission Action to allocate \$750,000 to Project 11.4, Central Marin Ferry Connection Multi-Use Pathway.

This resolution was revised on August 31, 2016 through Delegated Authority to allocate \$500,000 to the final design phase of the northern segment of Project 11.5, North-South Greenway Gap Closure project.

This resolution was revised on September 28, 2016 through Commission Action to allocate \$1 million to the final design phase of the northern segment of Project 11.5, North-South Greenway Gap Closure project.

This resolution was revised on December 21, 2016 through Commission Action to reserve \$850,000 for right-of-way activities pending completion of environmental clearance, add conditions to future allocations for the right-of-way phase of the southern segment of Project 11.5, North-South Greenway Gap Closure project, and to revise the project funding plan.



## ABSTRACT

MTC Resolution No. 3649, Revised

Page 4

This resolution was revised on March 28, 2018 through Commission Action to allocate \$500,000 to the final design phase of the northern segment of Project 11.5, North-South Greenway Gap Closure project; allocate \$850,000 to the right-of-way phase of the southern segment of the same project, consistent with the reservation made on December 21, 2016; and reserve \$2.95 million for the construction of the Sonoma-Marín Area Rail Transit (SMART) Multi-Use Pathway from 2nd Street to Andersen Drive in San Rafael.

This resolution was revised on June 27, 2018 through Commission Action to allocate \$2.95 million in RM2 funds to TAM for the construction of the San Rafael multi-use pathway from 2nd Street to Andersen Drive, a new segment of Project 11.5, North-South Greenway Gap Closure project.

Additional discussion of this allocation is contained in the Executive Director's memorandum to the MTC Programming and Allocations Committee dated September 8, 2004, April 13, 2005, July 13, 2005, and December 10, 2008, and the Programming and Allocation Committee Summary Sheet dated September 12, 2007, March 5, 2008, April 14, 2010, July 10, 2013, July 9, 2014, December 9, 2015, September 14, 2016, December 14, 2016, March 7, 2018, and June 13, 2018.

Date: September 22, 2004  
W.I.: 1255  
Referred by: PAC

Re: Approval of Allocation of Regional Measure 2 funds for the U.S. 101 Greenbrae Interchange Improvements

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION No. 3649

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

WHEREAS, Streets and Highways Code Sections 30950 *et seq.* created the Bay Area Toll Authority (“BATA”) which is a public instrumentality governed by the same board as that governing MTC; and

WHEREAS, on March 2, 2004, voters approved Regional Measure 2, increasing the toll for all vehicles on the seven state-owned toll bridges in the San Francisco Bay Area by \$1.00, with this extra dollar funding various transportation projects within the region that have been determined to reduce congestion or to make improvements to travel in the toll bridge corridors, as identified in SB 916 (Chapter 715, Statutes of 2004), commonly referred as Regional Measure 2 (“RM2”); and

WHEREAS, RM2 establishes the Regional Traffic Relief Plan and lists specific capital projects and programs and transit operating assistance eligible to receive RM2 funding as identified in Streets and Highways Code Sections 30914(c) & (d); and

WHEREAS, RM2 assigns administrative duties and responsibilities for the implementation of the Regional Traffic Relief Plan to MTC; and

WHEREAS, BATA shall fund the projects of the Regional Traffic Relief Plan by transferring RM2 authorized funds to MTC; and

WHEREAS, MTC adopted policies and procedures for the implementation of the Regional Measure 2 Regional Traffic Relief Plan on June 23, 2004, specifying the allocation criteria and project compliance requirements for RM2 funding (MTC Resolution No. 3636); and

WHEREAS, the Transportation Authority of Marin serves as the Marin County Congestion Management Agency and is an eligible project sponsor; and

WHEREAS, the Transportation Authority of Marin has submitted a request for the allocation of RM 2 funds for the U.S. 101 Greenbrae Interchange Improvements project; and

WHEREAS, U.S. 101 Greenbrae Interchange Improvements is identified as capital project number 11 under RM 2 and is eligible to receive RM 2 funding as identified in Streets and Highways Code Sections 30914(c); and

WHEREAS, the Transportation Authority of Marin has submitted an Initial Project Report (“IPR”), as required pursuant to Streets and Highway Code Section 30914(e), to MTC for review and approval; and

WHEREAS, Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length, lists the project and phase for which the Transportation Authority of Marin is requesting RM2 funding and the reimbursement schedule and amount recommended for allocation by MTC staff; and

WHEREAS, Attachment B to this resolution, attached hereto and incorporated herein as though set forth at length, lists the required project specific conditions which must be met prior to execution of the allocation and any reimbursement of RM2 funds; and

WHEREAS, Attachment C to this resolution, attached hereto and incorporated herein as though set forth at length, includes MTC staff’s review of the Transportation Authority of Marin’s Initial Project Report (IPR) for this project; and

WHEREAS, Attachment D attached hereto and incorporated herein as though set forth at length, lists the cash flow of RM2 funds and complementary funding for the deliverable/useable RM2 project segment; now, therefore be it

RESOLVED, that MTC approves MTC staff’s review of the Transportation Authority of Marin’s IPR for this project as set forth in Attachment C; and be it further

RESOLVED, that MTC approves the allocation and reimbursement of RM2 funds in accordance with the amount and reimbursement schedule for the phase, and activities as set forth in Attachment A; and, be it further

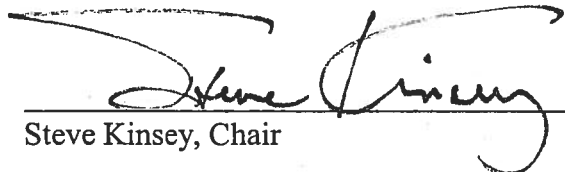
RESOLVED, that the allocation and reimbursement of RM2 funds as set forth in Attachment A are conditioned upon the Transportation Authority of Marin complying with the provisions of the Regional Measure 2 Regional Traffic Relief Plan Policy and Procedures as set forth in length in MTC Resolution 3636; and be it further

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION

  
\_\_\_\_\_  
Steve Kinsey, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at the regular meeting of the Commission held in Oakland, California, on September 22, 2004.

## REGIONAL MEASURE 2 PROGRAM Allocation of Funds

Project Title: North-South Greenway Gap Closure Project  
Sponsor: Transportation Authority of Marin  
Project Number: 11.5

<b>Allocation No. 11.5</b>					
Activities to be funded with Allocation #1:					
Allocation will fund the environmental and preliminary engineering phases for the North-South Greenway Gap Closure Project, and a Property Title Search and Boundary Survey on behalf of the Sonoma-Marín Area Rail Transit District (SMART).					
Funding Information for Allocation #1:					
Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date
15364915	23-Jul-14	\$ 2,600,000	ENV / PE	FY 2014-15	\$ 2,600,000

<b>Allocation No. 11.5</b>					
Activities to be funded with Allocation #2:					
Allocation will fund the final design phase for the northern segment of the North-South Greenway Gap Closure Project.					
Funding Information for Allocation #2:					
Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date
17364918	31-Aug-16	\$ 500,000	PS&E	FY 2016-17	\$ 3,100,000
17364919	28-Sep-16	\$ 1,000,000	PS&E	FY 2016-17	\$ 4,100,000
18364920	28-Mar-18	\$ 500,000	PS&E	FY 2017-18	\$ 4,600,000

<b>Allocation No. 11.5</b>					
Activities to be funded with Allocation #3:					
Allocation will fund the right-of-way phase for the southern segment of the North-South Greenway Gap Closure Project, consistent with condition 2 made on December 21, 2016, and subject to the new condition listed in Attachment B-5.					
Funding Information for Allocation #3:					
Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date
18364921	28-Mar-18	\$ 850,000	ROW	FY 2017-18	\$ 5,450,000

<b>Allocation No. 11.5</b>					
Activities to be funded with Allocation #4:					
Allocation will fund the construction phase of the San Rafael segment of the North-South Greenway Gap Closure Project (also known as the Sonoma Marin Area Rail Transit District (SMART) Multi-Use Path), consistent with conditions 1 and 2 made on March 28, 2018 listed in Attachment B-5.					
Funding Information for Allocation #4:					
Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date
18364922	27-Jun-18	\$ 2,950,000	CON	FY 2017-18	\$ 8,400,000

## REGIONAL MEASURE 2 PROGRAM Project Specific Conditions

Project Title: North-South Greenway Gap Closure Project  
Sponsor: Transportation Authority of Marin  
Project Number: 11.5

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

1. The Transportation Authority of Marin may invoice MTC for eligible expenses as frequently as monthly, in accordance with the cash flow plan.
2. The Transportation Authority of Marin and/or the County of Marin shall, prior to starting environmental work on the Greenway project, (1) commence a property title search and boundary survey of the SMART right-of-way within the project limits, and (2) commence work on a Memorandum of Understanding with SMART regarding the current and future use of the Greenway

The allocation and reimbursement of RM2 funds for future right-of-way allocations for the southern segment of the North-South Greenway, subject to future CEQA action, are conditioned upon the following (added December 21, 2016) :

1. Pending completion of the project's environmental review, TAM and the Marin County Bicycle Coalition are to acknowledge via letter or Board action that SMART may build a rail line on the SMART right of way in Corte Madera in the future, and at that time it may be necessary for SMART to remove that segment of the multi-use North-South Greenway path.
2. Pending completion of the project's environmental review, TAM and SMART agree to enter into a Memorandum of Understanding regarding payment to compensate for future lost lease revenues, future removal of the pathway in the event SMART extends rail south of Larkspur, and absolving SMART of responsibility for maintaining the multi-use pathway until such time as SMART is operating rail service in this segment. The MOU must be substantially complete before entering into final design for the pathway. In the event the pathway is removed for a rail extension in the future, SMART is to pay for removal using funds from this right-of-way payment. SMART shall not seek additional funds as compensation for the future path removal.
3. Any savings from the North-South Greenway project are to be applied to the permanent (not interim) relocation/facility for the San Rafael Transit Center.

The following reservation of funds and condition for the \$850,000 right-of-way allocation were added on March 28, 2018 as part of the allocation of funds to the North-South Greenway project on the same

1. Reservation of \$2.95 million of RM2 funds from the southern segment to the construction of the Sonoma-Marín Area Rail Transit (SMART) Multi-Use Pathway from 2nd Street to Andersen Drive in San Rafael.
2. Approval by SMART and TAM to indemnify and hold harmless MTC, its Commissioners, representatives, agents, and employees from and against all claims, injury, suits, demands, liability, losses, damages, and expenses, whether direct or indirect (including any and all costs and expenses in connection therewith), incurred by reason of any CEQA action, act or failure to act of SMART or TAM their officers, employees or agents, or subcontractors or any of them in connection with their performance of services under this allocation of RM2 funds. In the event any CEQA action stops the project, SMART and TAM agree to return such allocated funds to MTC for alternative allocation that shall be with the discretion of MTC.

## RM2 Project Number: 11.5 North-South Greenway Gap Closure Project

Lead Sponsor Transportation Authority of Marin	Other Sponsors(s) N/A	Implementing Agency (if applicable) TAM / Marin County
Legislated Project Description Provide enhanced regional and local access around the Greenbrae Interchange to reduce traffic congestion and provide multimodal access to the Richmond-San Rafael Bridge and Larkspur Ferry Terminal by extending a multi-use pathway from the vicinity of Wornum Drive to East Sir Francis Drake Blvd and the Cal Park Hill rail right-of-way, adding a new lane to East Sir Francis Drake Blvd., and rehabilitating the Cal Park Hill Rail Tunnel and right-of-way approaches for bicycle and pedestrian access to connect the San Rafael Transit Center with the Larkspur Ferry Terminal.		
RM2 Legislated Funding (in \$1,000) Total Overall Funding: \$43,500 11.1 U.S. 101 Greenbrae Interchange Improvements (\$8,923) 11.2 Sir Francis Drake Blvd. Widening (\$825) 11.3 Cal Park Hill Tunnel Rehabilitation and Class 1 Bikeway (\$5,092) 11.4 Central Marin Ferry Access Improvement (\$9,610) <b>11.5 North-South Greenway Gap Closure Project (\$19,050)</b>		Total Estimated Project Cost (in \$1,000) \$19,050
Project Purpose and Description The North-South Greenway Gap Closure project will create a new multi-use path connecting the existing paths at the intersection of Old Redwood Highway and Wornum Drive, with the pedestrian bridge over Sir Francis Drake Blvd (part of RM2 Project 11.4). The original scope contained two segments - a north and south segment. The North Segment will widen the US-101 northbound off-ramp over the Corte Madera Creek to accommodate bicycles and pedestrians, and extends the path south along Old Redwood Highway to the existing pedestrian overcrossing of US-101. The South Segment will connect with the improvements proposed in the North Segment along Old Redwood Highway, then traverse east to the SMART railroad right-of-way. In June 2018, TAM added the segment of the Greenway in San Rafael (between 2nd and Andersen) to close the gap to the San Rafael Transit Center. The project will close gaps in the multi-use path system, and improve connections among the Ferry Terminal, local and regional transit services, and existing multi-use paths.		
Funding Description Committed Funds: \$19.8 million is committed from RM2 Funds. Uncommitted Funds: None. Operating Capacity: Ongoing maintenance will be done by the County of Marin through a pending Inter-Agency Cooperative Agreement.		

### Overall Project Cost and Schedule

Phase	Scope	Start	End	Cost (in \$1,000)
1	Final Environmental Document (CEQA)	09/2014	01/2019	\$3,300
2	Plans, Specifications and Estimates	09/2016	12/2019	\$3,200
3	Right-of-Way	01/2017	12/2019	\$1,450
4	Construction	06/2018	06/2020	\$13,420
<b>Total:</b>				<b>\$21,370</b>

## Total Project Funding Plan: Committed and Uncommitted Sources

(Amounts Escalated in Thousands)

<b>Project Title</b>	North-South Greenway Gap Closure Project					<b>Project No.</b> 11.5				
<b>Lead Sponsor</b>	Transportation Authority of Marin									

Fund Source	Phase	Prior	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20+	Total
<b>Committed</b>										
RM2	ENV			2,600						2,600
Other Local	ENV						700			700
RM2	PSE					1,500	500	1,200		3,200
RM2	ROW						850	600		1,450
RM2	CON						2,950	8,820		11,770
Other Local	CON						1,650			1,650
										0
										0
<b>Total:</b>		0	0	2,600	0	1,500	6,650	10,620	0	21,370
<b>Uncommitted</b>										
										0
										0
										0
<b>Total:</b>		0	0	0	0	0	0	0	0	0
<b>Total Project Committed and Uncommitted</b>										
		<b>Prior</b>	<b>2013-14</b>	<b>2014-15</b>	<b>2015-16</b>	<b>2016-17</b>	<b>2017-18</b>	<b>2018-19</b>	<b>2019-20+</b>	<b>Total</b>
<b>Total:</b>		0	0	2,600	0	1,500	6,650	10,620	0	21,370



## REGIONAL MEASURE 2 PROGRAM Project Cash Flow Plan

Project Title: North-South Greenway Gap Closure Project  
Sponsor: Transportation Authority of Marin  
RM2 Project Number: 11.5

RM2 Project #11.5	PRIOR	FY 2013-14	FY 2014-15	FY 2015-16	FY 2016-17	FY 2017-18	FY 2018-19+	TOTAL
<b>RM2 Funds Total</b>	-	-	2,600,000	-	1,500,000	4,300,000	-	8,400,000
<b>Environmental (ENV)</b>	0	0	2,600,000	0	0	700,000	0	3,300,000
RM2			2,600,000					2,600,000
Other Local Funds						700,000		700,000
								0
								0
<b>Final Design (PS&amp;E)</b>	0	0	0	0	1,500,000	500,000	0	2,000,000
RM2					1,500,000			1,500,000
RM2						500,000		500,000
								0
								0
<b>Right of Way</b>	0	0	0	0	0	850,000	0	850,000
RM2						850,000		850,000
								0
								0
								0
<b>Construction</b>	0	0	0	0	0	4,600,000	0	4,600,000
RM2						2,950,000		2,950,000
Other Local Funds						1,650,000		1,650,000
								0
								0
<b>TOTAL FUNDING</b>								
Environmental	0	0	2,600,000	0	0	700,000	0	3,300,000
Final Design (PS&E)	0	0	0	0	1,500,000	500,000	0	2,000,000
Right of Way	0	0	0	0	0	850,000	0	850,000
Construction	0	0	0	0	0	4,600,000	0	4,600,000
<b>PROJECT TOTAL</b>	0	0	2,600,000	0	1,500,000	6,650,000	0	10,750,000



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

**File #:** 18-0222      **Version:** 1      **Name:**

**Type:** Resolution      **Status:** Consent

**File created:** 3/12/2018      **In control:** Programming and Allocations Committee

**On agenda:** 6/13/2018      **Final action:**

**Title:** MTC Resolutions Nos. 3880, Revised, 3881, Revised, and 4053, Revised. Revisions to the Lifeline Transportation Cycles 2 and 3 Program of Projects and the Proposition 1B-Regional Transit Program.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [6e PAC 2c ResoNo-3880 3881 4053 Lifeline Transp Program.pdf](#)  
[2c ResoNo-3880 3881 4053 Lifeline Transp Program.pdf](#)

Date	Ver.	Action By	Action	Result
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**Subject:**  
MTC Resolutions Nos. 3880, Revised, 3881, Revised, and 4053, Revised. Revisions to the Lifeline Transportation Cycles 2 and 3 Program of Projects and the Proposition 1B-Regional Transit Program.

**Presenter:**  
Judis Santos

**Recommended Action:**  
Commission Approval

**Metropolitan Transportation Commission  
Programming and Allocations Committee**

June 13, 2018

Agenda Item 2c

**MTC Resolution Nos. 3880, Revised, 3881, Revised, and 4053, Revised**

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**Subject:** Revisions to the Lifeline Transportation Cycles 2 and 3 Program of Projects and the Proposition 1B – Regional Transit Program.

**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 congestion management agencies (CMAs), and in Santa Clara County via a joint arrangement between the CMA and the County.

**Staff recommends the following changes to regional and county programs; as requested by project sponsors:**

**1) Alameda County**

- a) Redirect \$500,000 in program savings from the AC Transit Contra Costa Community College Transit Center Improvement project (LTP Cycle 3) in Proposition 1B - Public Transportation Modernization, Improvement, and Service Enhancement Account Program (PTMISEA) funds to the AC Transit San Pablo and Telegraph Rapid Bus Upgrade project. The San Pablo and Telegraph Rapid Bus Upgrade is a newly added LTP Cycle 3 project that includes improvements to transit signal priority equipment and optimized bus stop locations. Along the Berkeley Southside transit lane, the project will add one mile of red transit lanes. The project footprint and transit service encompasses communities of concern serviced by the Lifeline Transportation Program. The Alameda County Transportation Commission and the Contra Costa Transportation Authority concur with the proposed action.
- b) Redirect \$2.1 million from the AC Transit San Leandro BART Station Terminus project (LTP Cycle 3) in Proposition 1B PTMISEA funds to the AC Transit East Bay Bus Rapid Transit Vehicles, Design and Construction project (LTP Cycles 3 and 4). Both projects are being completed as originally scoped. The San Leandro BART Station Terminus project is being funded with Low Carbon Transit Operations Program (LCTOP) funds. A funding swap is necessary due to LCTOP eligibility requirements. The Alameda County Transportation Commission concurs with this action.

**2) San Mateo County**

- a) Redirect program savings of \$18,010 from the San Mateo County Transit District (SamTrans) Daly City Bayshore Bus Stop Improvements project (LTP Cycle 2) in Proposition 1B - PTMISEA funds to the existing SamTrans Replacement of the Articulated Bus Fleet project.
- b) Redirect \$91,204 in State Transit Assistance (STA) funds from the discontinued City of East Palo Alto's Youth Shuttle/Mobility Manager/Bus Shelters/Shuttle Operations project (LTP Cycle 2) and redirect \$93,031 in program cost savings in STA funds from the City of Redwood City (via SamTrans) North Fair Oaks On-Demand Shuttle (LTP Cycle 3) to the SamTrans Route 17 project (LTP Cycles 2 and 3). A total of \$184,235 is being redirected to the Route 17 project.

The City/County Association of Governments of San Mateo County concurs with the proposed actions.

**Issues:** None.

**Recommendation:** Refer MTC Resolution Nos. 3880, Revised, 3881, Revised, 4053, Revised to the Commission for approval.

**Attachments:** MTC Resolution Nos. 3880, Revised, 3881 Revised, and 4053, Revised.

Date: December 17, 2008  
W.I.: 1515  
Referred by: PAC  
Revised: 04/22/09-C 11/18/09-C 02/24/10-C  
04/28/10-C 02/23/11-C 05/25/11-C  
06/22/11-C 10/26/11-ED 01/25/12-ED  
02/22/12-C 05/23/12-C 06/27/12-C  
10/24/12-C 12/19/12-C 02/27/13-C  
12/18/13-C 07/23/14-C 12/17/14-C  
03/25/15-C 04/22/15-C 05/27/15-ED  
06/24/15-ED 09/23/15-C 10/28/15-ED  
03/23/16-C 06/22/16-C 10/26/16-C  
05/24/17-C 07/26/17-C 07/26/17-ED  
09/27/17-ED 03/28/18-ED 06/27/18-C

ABSTRACT

Resolution No. 3880, Revised

This resolution adopts priorities for the Proposition 1B – Regional Transit Program for the San Francisco Bay Area.

Attachment A Proposition 1B Transit Population-based Funds Project List

Attachment B Allocation Principles for Proposition 1B Transit Population-based Funds

Attachment A of this resolution was amended on April 22, 2009 to include requests for allocations in FY2008-09 – Round Two.

Attachment A of this resolution was amended on November 18, 2009 to include requests for allocations for remaining FY2007-08 and FY2008-09 funds.

Attachment A of this resolution was amended on February 24, 2010 to include requests for allocations for FY2009-10 – Round One, and to establish a pro rata distribution formula for the \$2.6 million in available bond proceeds for remaining FY2007-08 and FY2008-09 allocation requests.

Attachment A of this resolution was amended on April 28, 2010 to include requests for allocations for FY2009-10 – Round Two.

Attachment A of this resolution was amended on February 23, 2011 to include requests for allocations for FY2010-11 – Round One.

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MTC Resolution No. 3880, Revised

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Attachment A of this resolution was amended through Commission action on May 25, 2011 to include requests for allocations in FY2009-10 and FY010-11.

Attachment A of this resolution was amended through Commission action on June 22, 2011 to include a request for allocation of \$17.5 million for the BART Fixed Guideway Project in FY 2010-11 as part of a funding exchange between AC Transit, BART, and SFMTA's Central Subway urban core project.

Attachment A of this resolution was amended through Executive Director Administrative Authority on October 26, 2011 to move population-based, PTMISEA funds from CCCTA's Diablo Valley Transit Center project, which MTC approved in 2007 and has since been completed, to the following rolling stock replacement projects: \$305,146 to the Bus Replacement Program in FY2008-09; and \$278,948 to the Van Replacement Program in FY2009-10.

Attachment A of this resolution was amended through Executive Director Administrative Authority on January 25, 2012 to reprogram \$675,734 in population-based, PTMISEA funds for SFMTA's Persia Triangle Improvements from FY2008-09 to FY2009-10.

Attachment A of this resolution was amended through Commission action on February 22, 2012 to update the project title for BART's request for \$17.5 million in FY2010-11 population-based, PTMISEA funds. The project title was changed from Fixed Guideway Project to Train Control Switch Machine Replacement.

Attachment A of this resolution was amended through Commission action on May 23, 2012 to include requests for allocations for FY2010-11 funds available through Cycle 3 of the Lifeline Transportation Program. Footnotes were also added to clarify allocation years for specific projects.

Attachment A of this resolution was amended through Commission action on June 27, 2012 to include requests for allocations for FY2010-11 funds available through Cycle 3 of the Lifeline Transportation Program for SFMTA and VTA. Additionally, Attachment A was amended to include a request for \$397,194 in FY2010-11 funds for a Union City project for Replacement CNG Buses.

Attachment A of this resolution was amended through Commission action on October 24, 2012 to reflect programming changes to projects, which include the BART's Earthquake Safety Program and Oakland Airport Connector; AC Transit's Bus Purchase and Procurement projects; CCCTA's Bus Stop

Access and Amenity Improvements and Bus Purchase projects; and SFMTA's Randolph/Farallones/Orizaba Transit Access Improvements and Central Subway projects.

Attachment A of this resolution was amended through Commission action on December 19, 2012 to reflect programming changes for FY2007-08 and FY2010-11 funds available through Cycles 2 and 3 of the Lifeline Transportation Program for SFMTA and BART.

Attachment A of this resolution was amended through Commission action on February 27, 2013 to reflect the programming of FY2010-11 funds for SolTrans.

Attachment A of this resolution was amended through Commission action on December 18, 2013 to reflect Third Cycle Lifeline Program revisions for FY2010-11 funds for AC Transit.

Attachment A of this resolution was amended through Commission action on July 23, 2014 to reflect the programming of FY2014-15 funds for multiple operators as well as scope revisions to previous allocations.

Attachment A of this resolution was amended through Commission action on December 17, 2014 to reflect the programming of FY2014-15 funds for LAVTA.

Attachment A of this resolution was amended through Commission action on March 25, 2015 to include requests for allocations for FY2014-15 funds available through Cycle 4 of the Lifeline Transportation Program for AC Transit, NCTPA and CCCTA.

Attachment A of this resolution was amended through Commission action on April 22, 2015 to include requests for allocations for the remaining FY2014-15 funds available through Cycle 4 of the Lifeline Transportation Program.

Attachment A of this resolution was amended through Executive Director Administrative Authority on May 27, 2015 to include an allocation request of \$182,870 in population-based, PTMISEA funds for GGBHTD.

Attachment A of this resolution was amended through Executive Director Administrative Authority on June 24, 2015 to include an allocation of \$8,421 in population-based Lifeline funds to the City of

Dixon for the purchase of a replacement transit vehicle, and to reduce the SolTrans population-Based Lifeline allocation by \$8,421.

Attachment A of this resolution was amended through Commission action on September 23, 2015 to include a \$1.17 million allocation request for BART Ticket Vending Machines that dispense Clipper cards. This allocation was available through residual FY2008-09 and FY2009-10 funding.

Attachment A of this resolution was amended through Executive Director Administrative Authority on October 28, 2015 to add a footnote to SFMTA's FY2014-15 Van Ness BRT project to document a Corrective Action Plan that was requested by Caltrans staff and the State Controller's Office to correct a previous error made by the state.

Attachment A of this resolution was amended through Commission action on March 23, 2016 to redirect \$213,647 in Lifeline funds for the Napa Valley Transportation Authority (NVTA) from the Napa Valley College Northbound Shelter project to the VINE Transit CAD/AVL project, and to redirect \$451,324 in Lifeline funds for SamTrans from a bus purchase to the San Carlos Transit Center project.

Attachment A of this resolution was amended through Commission action on June 22, 2016 to reflect programming changes in the Lifeline Transportation Program Cycles 2 and 3 for SFMTA and WestCAT. SFMTA is transferring \$100,510 in cost savings from SFMTA's Randolph/ Farallones/ Orizaba Transit Access Improvements project to the Mission Bay Loop project. WestCAT is canceling the Purchase and Installation of Bus Shelters project and is reprogramming the Proposition 1B funds (\$147,335) to the Dial-A-Ride Replacement Vehicles project (an existing Lifeline Cycle 4 project).

Attachment A of this resolution was amended through Commission action on October 26, 2016 to reflect programming changes in the Lifeline Transportation Program Cycle 2 for SFMTA; to transfer \$13,164 in cost savings from SFMTA's Hunter's View Revitalization Transit Stop Connection project to the Mission Bay Loop project.

Attachment A of this resolution was amended through Commission action on May 24, 2017 to reflect programming changes in the Lifeline Transportation Cycle 4 Program for AC Transit to add the East Bay Bus Rapid Transit (BRT) Vehicles, Design & Construction project to the FY 2014-15 Proposition 1B project list and Lifeline Transportation Cycle 4 project list, and to transfer \$1,000,000 in cost



savings from AC Transit's Vehicle Replacement project to AC Transit's BRT project. The BRT is a Lifeline Transportation Cycle 3 project.

Attachment A of this resolution was amended through Commission action on July 26, 2017 to redirect \$2.4 million from the Solano Express Bus Replacement project to the Soltrans Bus Maintenance Facility Rehabilitation project.

Attachment A of this resolution was amended through Executive Director Administrative Authority on July 26, 2017 to redirect \$200,000 in population-based PTMISEA funds from Regional Transit Connectivity project to Clipper Equipment Replacement project due to project savings.

Attachment A of this resolution was amended through Executive Director Administrative Authority on September 27, 2017 to redirect \$28,023 in Golden Gate Bridge Highway & Transportation District Proposition 1B Transit (PTMISEA) population-based funds from the Purchase of 15 ADA Paratransit Vehicles project to the Marin County Bus Stop Improvements project.

Attachment A of this resolution was amended through Executive Director Administrative Authority on March 28, 2018 to redirect \$80,000 Proposition 1B Transit (PTMISEA) population-based funds from the Transit Connectivity project to the Clipper project.

Attachment A of this resolution was amended through Commission action on June 27, 2018 to reflect Third Cycle Lifeline Transportation Program revisions for FY2010-11 redirecting \$500,000 in Proposition 1B Transit (PTMISEA) funds from AC Transit's Contra Costa Community College Transit Center Improvement project to the San Pablo and Telegraph Rapid Bus Upgrade project and redirecting \$2,100,000 from the San Leandro BART Station Terminus project to the East Bay Bus Rapid Transit (BRT) Vehicles, Design and Construction Project. Additionally, Second Cycle Lifeline Transportation Program revisions to redirect \$18,010 in FY2009-10 Proposition 1B Transit funds from the Daly City Bayshore Bus Stop Improvements to the SamTrans replacement of the articulated bus fleet project.

Further discussion of these actions are contained in the MTC Executive Director's Memorandum dated December 10, 2008 and the PAC summary sheets dated April 8, 2009, November 4, 2009, February 10, 2010, April 14, 2010, February 9, 2011, May 11, 2011, June 8, 2011, February 8, 2012, May 9, 2012, June 13, 2012, October 10, 2012, December 12, 2012, February 13, 2013, December 11, 2013,

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July 9, 2014, December 10, 2014, March 11, 2015, April 8, 2015, September 9, 2015, March 9, 2016, June 8, 2016, October 12, 2016, May 10, 2017, July 12, 2017, September 27, 2017, March 28, 2018, and June 13, 2018.

Date: December 17, 2008  
W.I.: 1515  
Referred by: PAC

RE: Proposition 1B Transit Population-based Funds

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 3880

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

WHEREAS, MTC has adopted, pursuant to Government Code Sections 66508 and 65080, a Regional Transportation Plan (RTP); and

WHEREAS, Senate Bill 1266 (Statutes 2006, Chapter 25) establishes the Public Transportation Modernization, Improvement, and Service Enhancement Account as part of the Highway, Safety, Traffic Reduction, Air Quality, and Port Security Fund of 2006 (Government Code 8879.20 *et seq.*) ; and

WHEREAS, MTC is the recipient of the population-based funding in the Public Transportation Modernization, Improvement, and Service Enhancement Account and State Transit Assistance (STA) funds pursuant to Public Utilities Code Section 99313 and 99314; and

WHEREAS, MTC is the recipient of the population-based State Transit Assistance (STA) funds pursuant to Public Utilities Code Section 99312; and

WHEREAS, MTC has adopted Resolution 3814, a Programming Framework for the Proposition 1B Regional Transit Funding Program, including additional STA base and Proposition 42 funding estimated to be available between FY2008-09 and FY2017-18 after meeting existing commitments; and

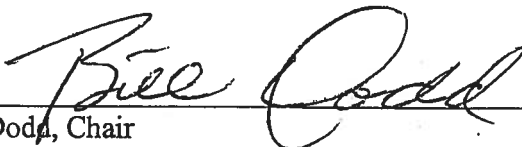
WHEREAS, staff has prepared a Proposition 1B – Transit population-based funding allocation request list, Attachment A, for submittal to Caltrans and based on the programming framework established in Resolution 3814, said attachment attached hereto and incorporated herein as though set forth at length; and now, therefore, be it

RESOLVED, that MTC adopts Proposition 1B Transit Population-based Funds, attached hereto as Attachment A, and finds it consistent with the RTP; and, be it further

RESOLVED, that the Executive Director is authorized to make changes to Attachments A and B, including revisions to existing allocation requests up to \$1,000,000, and authorize new allocations up to \$500,000 to conform to sponsor requests; and Caltrans and State Controller's actions; 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 Caltrans and to such other agencies as may be appropriate.

METROPOLITAN TRANSPORTATION COMMISSION

  
\_\_\_\_\_  
Bill Doda, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in Oakland, California, on December 17, 2008.

Sponsor	Project	Category			Population-based Total	MTC Approval Date
		Lifeline	Urban Core	Small Operators/ North Counties		
<b>FY2007-08 Allocations</b>						
MTC	TransLink® *	2,420,000			2,420,000	12/19/07
MTC	Regional Transit Connectivity*	9,578,000			9,578,000	12/19/2007 7/26/17 3/28/18
MTC	Clipper® Equipment Replacement	280,000			280,000	7/26/2017 3/28/18
BART	BART Earthquake Safety Program		11,000,000		11,000,000	12/19/07, 7/22/09
BART	BART Earthquake Safety Program		199,000		199,000	09/26/12
CCCTA	Diablo Valley Transit Center			1,089,177	1,089,177	12/19/07
CCCTA	Diablo Valley Transit Center			(584,094)	(584,094)	10/26/11
CCCTA	Bus Purchase			305,146	305,146	10/26/11
CCCTA	Bus Purchase**			278,948	278,948	10/26/11
ECCTA	Bus Purchase			607,111	607,111	12/19/07
Fairfield/Suisun Transit	Bus Purchase			400,000	400,000	12/19/07
GGBHTD	Maintenance Facility Improvements			414,019	414,019	12/19/07
LAVTA	Bus Rapid Transit - Route 10			429,294	429,294	12/19/07
Marin Transit	Shuttle Vehicles			151,610	151,610	12/19/07
NCTPA	Bus Purchase			300,170	300,170	12/19/07
VTA	Line 522/523 Bus Rapid Transit		9,726,977		9,726,977	12/19/07
Santa Rosa Citybus	Bus Purchase			501,869	501,869	12/19/07
Sonoma County Transit	Bus Purchase			569,657	569,657	12/19/07
Union City	Bus Purchase			158,878	158,878	12/19/07
Vacaville City Coach	Bus Purchase			240,000	240,000	12/19/07
Vallejo Transit	Bus Purchase			304,082	304,082	12/19/07
WestCat	Bus Purchase			150,701	150,701	12/19/07
AC Transit	Bus Purchase	2,998,588			2,998,588	04/23/08
AC Transit	Bus Purchase	(1,276,730)			(1,276,730)	09/26/12
AC Transit	Bus Procurement	1,276,730			1,276,730	09/26/12
BART	Ashby BART Station Elevator	2,000,000			2,000,000	04/23/08
BART	Ashby BART Station Elevator	(270,954)			(270,954)	12/19/12
LAVTA	LAVTA Bus Shelters	100,000			100,000	04/23/08
BART	Oakland Airport Connector		13,000,000		13,000,000	07/22/09
BART	Oakland Airport Connector		(199,000)		(199,000)	09/26/12
BART	MacArthur Transit Village Plaza Improvements	270,954			270,954	12/19/12
<b>FY2007-08 Subtotal</b>		<b>17,376,588</b>	<b>33,726,977</b>	<b>5,316,568</b>	<b>56,420,133</b>	

\*The Commission adopted the above projects as part of Resolution 3834, which was last revised on July 22, 2009. Projects are listed here for informational purposes.

\*Allocations to MTC Regional Programs increase Lifeline Program access to STA flexible funds - up to \$32 million will be exchanged per Resolution 3814. Reduced by \$200,000 on 7/26/17 due to project savings, redirected to Clipper Equipment Replacement. Additional \$80,000 redirected to Clipper on 3/28/18 to meet timely use of funds requirement.

\*\*Funds for CCCTA requested to reprogram funds from cost savings on the Diablo Valley Transit Center project to a FY2009-10 Bus Purchase, however the \$278,948 is from FY2007-08.

Sponsor	Project	Lifeline	Urban Core	Small Operators/ North Counties	Population-based Total	MTC Approval Date
<b>FY2008-09 Allocations</b>						
BART	BART Pittsburg/Bay Point Station Improvements	320,000			320,000	12/17/08
BART	eBART		3,999,373		3,999,373	12/17/08
BART	Intermodal Access Improvements at West County BART Stations	482,251			482,251	12/17/08
BART	BART Balboa Park Station Westside Entrance and Walkway	1,153,610			1,153,610	12/17/08
CCCTA	Bus Stop Access and Amenity Improvements - Martinez	100,000			100,000	12/17/08
CCCTA	Bus Stop Access and Amenity Improvements - Martinez	(32,885)			(32,885)	09/26/12
CCCTA	Bus Purchase	844,805		613,564	1,458,369	12/17/08
CCCTA	Bus Purchase	32,885			32,885	09/26/12
Dixon	Bus Purchase	75,000			75,000	12/17/08
ECCCTA	Bus Purchase			342,003	342,003	12/17/08
ECCCTA	Bus Shelters and Amenities for Communities of Concern	200,000			200,000	12/17/08
Fairfield	Bus Stop Improvements	300,000			300,000	12/17/08
Fairfield	DART Paratransit Replacement Vehicles	41,600			41,600	12/17/08
Fairfield	Vacaville Bus Shelters	109,800			109,800	12/17/08
GGBHTD	Ferry Terminal Public Restroom Facilities Rehabilitation			318,635	318,635	12/17/08
Healdsburg Transit	Bus Purchase	49,000			49,000	12/17/08
LAVTA	Route 10 Rapid Bus (BRT) Project			241,834	241,834	12/17/08
Marin Transit	Canal Neighborhood Transit Improvements	435,638			435,638	12/17/08
NCTPA	Bus Purchase	274,290		169,094	443,384	12/17/08
Santa Rosa CityBus	Bus Purchase	483,744		131,237	614,981	12/17/08
SFMTA	Central Subway		15,000,000		15,000,000	12/17/08
SFMTA	Randolph/Farallones/Orizaba Transit Access Improvements	480,000			480,000	12/17/08
SFMTA	Randolph/Farallones/Orizaba Transit Access Improvements	(395,000)			(395,000)	09/26/12
SFMTA	SFMTA Persia Triangle Improvements	802,734			802,734	12/17/08
SFMTA	SFMTA Persia Triangle Improvements	(675,728)			(675,728)	01/25/12
SMCTD	East Palo Alto Bus Stop Improvements	72,000			72,000	12/17/08
SMCTD	Van Purchase for Shelter Network	28,000			28,000	12/17/08
Sonoma County	Bus Purchase	483,744			483,744	12/17/08
Union City	Bus Purchase			89,500	89,500	12/17/08
Vallejo	Install Bus Shelters and Stops	361,010			361,010	12/17/08
WestCat	Bus Purchase	69,785			69,785	12/17/08
WestCat	Bus Purchase			84,894	84,894	12/17/08
Petaluma	Bus Purchase			138,021	138,021	04/22/09
SMCTD	Bus Purchase	900,000			900,000	04/22/09
Sonoma County	Bus Purchase			319,596	319,596	04/22/09
Vallejo	Bus Purchase			531,829	531,829	04/22/09
VTA	Hybrid Bus Replacements	2,310,367			2,310,367	11/18/09

Sponsor		Project	Lifeline	Urban Core	Small Operators/ North Counties	Population-based Total	MTC Approval Date
<b>FY2008-09 Allocations</b>							
SFMTA		Central Subway **		1,070,728		1,070,728	11/18/09
BART		BART to Warm Springs **		1,336,440		1,336,440	11/18/09
Healdsburg Transit		Bus Purchase			14,767	14,767	11/18/09
<b>FY2008-09 Subtotal</b>			<b>9,306,650</b>	<b>21,406,541</b>	<b>2,994,974</b>	<b>33,708,165</b>	

\*\*FY2008-09 funds were advanced to these Urban Core projects from the Lifeline category, and the funds returned to Lifeline in FY2009-10. Central Subway's \$1.07 million advance is from Randolph/Farallones/Orizaba Transit Access (\$395,000) and Persia Triangle Improvements (\$675,728). The Warm Springs advance from the Lifeline category had not been assigned to a project.

Sponsor		Project	Lifeline	Urban Core	Small Operators/ North Counties	Population-based Total	MTC Approval Date
<b>FY2009-10 Allocations</b>							
AC Transit		Bus Procurement	458,241			458,241	02/24/10
Alameda County		Meekland Avenue Transit Access Improvements	2,500,000			2,500,000	02/24/10
Alameda County		Hacienda Avenue Transit Access Improvements	160,181			160,181	02/24/10
BART		Environmental Justice Access to Berkeley/North Berkeley BART	224,749			224,749	02/24/10
BART		Richmond Station Improvements	262,549			262,549	02/24/10
BART		Hillcrest Park-and-Ride Lot Improvements	595,328			595,328	02/24/10
BART		Warm Springs Extension		8,338,275		8,338,275	02/24/10
CCCTA		Bus Purchase			616,288	616,288	02/24/10
Fairfield		Bus Stop Improvements	119,088			119,088	02/24/10
Fairfield		Downtown Suisun City/Fairfield Transportation Flex Shuttle	60,000			60,000	02/24/10
GGBHTD		Marin City Transit Hub	75,119			75,119	02/24/10
GGBHTD		Canal Neighborhood Transit Improvements	209,162			209,162	02/24/10
GGBHTD		Larkspur Ferry Channel and Berth Dredging*			320,049	320,049	02/24/10
LAVTA		Bus Engine Rehabilitation			242,907	242,907	02/24/10
NCTPA		Bus Stop Improvements	178,992			178,992	02/24/10
NCTPA		Replacement of Paratransit Vehicles			169,845	169,845	02/24/10
Petaluma		Bus Purchase			132,187	132,187	02/24/10
Santa Rosa CityBus		Hybrid Bus Purchase	331,662		139,861	471,523	02/24/10
SFMTA		Central Subway**		8,338,268		8,338,268	02/24/10
Sonoma County Transit		Replacement CNG Bus Purchase	331,661		319,581	651,242	02/24/10
Union City		Bus Purchase			89,898	89,898	02/24/10
Vallejo		Bus Shelters and Stops	400,004			400,004	02/24/10
WestCat		Real Time Signage Installation			85,271	85,271	02/24/10
SFMTA		Balboa Park Station Improvements	270,819			270,819	04/28/10
SFMTA		Hunter's View Accessibility to Transit Improvements	510,160			510,160	04/28/10
SMCTD		Bus Stop Improvements	196,867			196,867	04/28/10
SMCTD		San Bruno Bus Stop Improvements	201,600			201,600	04/28/10
SMCTD		San Bruno Belle Air Transit Circulation Improvements	151,251			151,251	04/28/10
SMCTD		Bus Purchase - San Bruno	100,000			100,000	04/28/10

Sponsor	Project	Lifeline	Urban Core	Small Operators/ North Counties	Population-based Total	MTC Approval Date
<b>FY2009-10 Allocations</b>						
SMCTD	Daly City Bus Stop Improvements	187,181			187,181	04/28/10
SMCTD	Daly City Bus Stop Improvements*****	(18,010)			(18,010)	06/27/18
SMCTD	Bus Purchase*****	18,010			18,010	06/27/18
SMCTD	Bus Purchase - Pacifica	56,221			56,221	04/28/10
VTA	Paratransit Vehicle and Equipment Purchase	3,475,650			3,475,650	04/28/10
ECCCTA	30 Bus Replacement			343,521	343,521	05/25/11
SFMTA	Central Subway**		216,000		216,000	05/25/11
SFMTA	Balboa Park Station Eastside Connections	592,891			592,891	05/25/11
SFMTA	Randolph/Farallones/Orizaba Transit Access Improvements	395,000			395,000	05/25/11
SFMTA	Randolph/Farallones/Orizaba Transit Access Improvements ***	(100,510)			(100,510)	06/22/16
SFMTA	Mission Bay Loop ***	100,510			100,510	06/22/16
SFMTA	Hunter's View Accessibility to Transit Improvements****	(13,164)			(13,164)	10/26/16
SFMTA	Mission Bay Loop ****	13,164			13,164	10/26/16
Sonoma County Transit	Replacement Bus Purchase			14,672	14,672	05/25/11
Vallejo	Intercity Bus Replacement			534,190	534,190	05/25/11
SFMTA	SFMTA Persia Triangle Improvements	675,734			675,734	01/25/12
<b>FY2009-10 Subtotal</b>		<b>12,720,110</b>	<b>16,892,543</b>	<b>3,008,270</b>	<b>32,620,923</b>	

\*GGBHTD's Larkspur Ferry Channel and Berth Dredging project was replaced by the Refurbishment of the MS San Francisco project on 2/23/11 and is listed below in the FY2010-11 Allocation section.

\*\* In Lifeline Cycle 2, FY2009-10 funds totaling \$216,000 were advanced to the Urban Core category from the Lifeline category. To meet the Lifeline commitment, in June 2015, \$216,000 in savings from SFMTA's 8X Mobility Maximization Lifeline project were transferred to the Potrero Hill Pedestrian Safety and Transit Stop Improvements Lifeline project via a Corrective Action Plan.

\*\*\* On 6/22/2016, \$100,510 in cost savings was transferred from SFMTA's Randolph/Farallones/Orizaba Transit Access Improvements project to the Mission Bay Loop project.

\*\*\*\* On 10/26/16 \$13,164 in cost savings was transferred from SFMTA's Hunter's View Accessibility to Transit Improvements project to the Mission Bay Loop project.

\*\*\*\*\* On 06/27/18, \$18,010 in cost savings from Proposition 1B funding was redirected from the Daly City Bayshore Bus Stop Improvements project to the Bus Purchase (replacement of articulated bus fleet project, see also MTC Reso. 3881, Revised, Attachment A).



Sponsor	Project	Lifeline	Urban Core	Small Operators/ North Counties	Population-based Total	MTC Approval Date
<b>FY2010-11 Allocations</b>						
BART	BART Warm Springs Extension		6,987,098		6,987,098	02/23/11
BART	eBART		12,662,433		12,662,433	02/23/11
CCCTA	Rolling Stock Replacement			1,463,184	1,463,184	02/23/11
CCCTA	Facility Rehabilitation			1,259,757	1,259,757	02/23/11
GGBHTD	Refurbishment of the MS San Francisco*			320,049	320,049	02/23/11
GGBHTD	Purchase One 34-Passenger Shuttle			365,000	365,000	02/23/11
GGBHTD	Purchase One 18-Passenger Shuttle			102,716	102,716	02/23/11
GGBHTD	Purchase 14 Vehicles			546,355	546,355	02/23/11
GGBHTD	Bus Stop Revitalization			400,000	400,000	02/23/11
LAVTA	Engine Rehabilitation and Replacement Buses			1,073,235	1,073,235	02/23/11
NCTPA	Farebox Replacement Modernization Project			750,425	750,425	02/23/11
Santa Rosa CityBus	Replacement Buses			889,008	889,008	02/23/11
SFMTA	Central Subway		37,167,911		37,167,911	02/23/11
Sonoma County Transit	Replacement Bus Purchase			1,471,964	1,471,964	02/23/11
VTA	Santa Clara Line 522/523 Bus Rapid Transit		10,000,000		10,000,000	02/23/11
WestCat	Bus Purchase			376,753	376,753	02/23/11
WestCat for Petaluma	Facilities Upgrade and Bus Purchase			317,844	317,844	02/23/11
ECCCTA	30 Bus Replacement			1,517,777	1,517,777	05/25/11
BART	Train Control Switch Machine Replacement** and/or Speed Frater Switch Machine Replacement, BART Mainline Cover Board Antenna Replacement, BART Mainline Signal Light Replacement		17,500,000		17,500,000	Approved 6/22/2011 Scope change approved 7/23/14
AC Transit	Contra Costa College Transit Center Improvements	160,000			160,000	05/23/12
AC Transit	Contra Costa College Transit Center Improvements	500,000			500,000	12/18/13
AC Transit	Contra Costa College Transit Center Improvements*****	(500,000)			(500,000)	06/27/18
AC Transit	San Pablo and Telegraph Rapid Bus Upgrade*****	500,000			500,000	06/27/18
AC Transit	Diesel Electric Hybrid Articulated Buses for Rapid Service and/or design and construction of the East Bay Bus Rapid Transit Project	5,040,000			5,040,000	Approved 5/23/2012 Scope change approved 7/23/14
AC Transit	Internal Text Messaging Signs	(500,000)			(500,000)	12/18/13
AC Transit	Internal Text Messaging Signs	500,000			500,000	05/23/12
AC Transit	San Leandro BART Station Terminus	2,703,487			2,703,487	05/23/12
AC Transit	San Leandro BART Station Terminus*****	(2,100,000)			(2,100,000)	06/27/18
AC Transit	East Bay Bus Rapid Transit (BRT) Vehicles, Design & Construction project*****	2,100,000			2,100,000	06/27/18
BART	Bicycle Station and Locker Parking	659,650			659,650	05/23/12
BART	Bus Shelter Program for ADA riders	100,000			100,000	05/23/12
BART	Concord Intermodal Improvements	400,000			400,000	05/23/12
BART	Richmond Eastside Intermodal Improvements	1,500,000			1,500,000	05/23/12
BART	Wayfinding Signage and Real-Time Display	5,513,360			5,513,360	05/23/12

Sponsor	Project	Lifeline	Urban Core	Small Operators/ North Counties	Population-based Total	MTC Approval Date
<b>FY2010-11 Allocations</b>						
CCCTA	Rolling Stock Replacement	484,534			484,534	05/23/12
ECCCTA	A&E for PnR Lot in NW Antioch	327,019			327,019	05/23/12
Fairfield	Local Bus Replacement	547,328			547,328	05/23/12
GGBHTD	Advanced Communications and Information System	492,729			492,729	05/23/12
GGBHTD	Marin County Bus Stop Improvements	985,000			985,000	05/23/12
LAVTA	Bus Stop Repair/Refurbishment	240,910			240,910	05/23/12
NCTPA	VINE Transit CAD/AVL System****	213,647			213,647	03/23/16
NCTPA	Three Paratransit Vehicles	192,000			192,000	05/23/12
NCTPA	Two replacement buses for American Canyon Transit	192,000			192,000	05/23/12
Santa Rosa CityBus	Vehicle Replacement and Transit Improvements	1,268,194			1,268,194	05/23/12
SMCTD	Replacement of 1998 Gillig Buses****	1,821,373			1,821,373	03/23/16
SMCTD	San Carlos Transit Center Project****	451,324			451,324	03/23/16
SolTrans	Intercity Bus Replacement	1,000,000			1,000,000	05/23/12
Sonoma County Transit	Diesel Electric Hybrid Articulated Buses for Rapid Service and/or design	593,864			593,864	05/23/12
WestCat	Purchase and Installation of Bus Shelters	147,335			147,335	05/23/12
WestCat	Purchase and Installation of Bus Shelters *****	(147,335)			(147,335)	06/22/16
WestCat	Dial-A-Ride Replacement Vehicles *****	147,335			147,335	06/22/16
WestCat for Petaluma	Bus Stop Improvements - City of Petaluma	76,734			76,734	05/23/12
SFMTA	8X Mobility Maximization	9,310,080			9,310,080	06/27/12
SFMTA	8X Mobility Maximization	(4,025,080)			(4,025,080)	12/19/12
SFMTA	Mission Mobilization Maximization	2,413,350			2,413,350	06/27/12
SFMTA	Mission Mobilization Maximization	2,643,541			2,643,541	12/19/12
VTA	Santa Clara/Alum Rock Rapid Transit Bus Purchase	9,186,049			9,186,049	06/27/12
Union City	Replacement CNG Buses			397,194	397,194	06/27/12
SFMTA	Mission Bay Loop	1,381,539			1,381,539	12/19/12
SolTrans	Bus Maintenance Facility Rehabilitation			2,360,208	2,360,208	07/26/17
<b>FY2010-11 Subtotal</b>		<b>46,519,967</b>	<b>84,317,442</b>	<b>13,291,420</b>	<b>144,128,829</b>	

\*GGBHTD's Refurbishment of the MS San Francisco project replaces the previously submitted project, Larkspur Ferry Channel and Berth Dredging. The MTC approval date for the Refurbishment project is 2/23/11, however the funding is from FY2009-10.

\*\*The \$17.5M for BART's Train Control Switch Machine Replacement project is part of a 1:1 funding exchange between AC Transit, BART and SFMTA that MTC approved on June 22, 2011 (see also MTC Reso. 3831, Revised). Through this exchange, SFMTA will receive \$17.5M in CMAQ funding instead of Prop 1B PTMISEA Urban Core funding.

\*\*\* On 12/18/13, \$500,000 in Proposition 1B funding were transferred from AC Transit's Internal Text Messaging Signs project to the Contra Costa College Transit Center Improvements project, due to cost

\*\*\*\* On 3/26/2016, \$213,647 in Proposition 1B funding was transferred from NVTA's cancelled Napa Valley College Northbound Shelter project to VINE Transit CAD/AVL project. \$451,324 in Proposition 1B funding was transferred from SamTrans bus purchase to the San Carlos Transit Center project.

\*\*\*\*\* On 6/22/2016, \$147,335 in Proposition 1B funding was transferred from WestCAT's cancelled Purchase and Installation of Bus Shelters project to the Dial-A-Ride Replacement Vehicles project.

\*\*\*\*\* On 6/27/2018, \$500,000 in Proposition 1B funding was redirected from the Contra Costa Community College Transit Center Improvement project to the added San Pablo and Telegraph Rapid Bus Upgrade project (see also Lifeline Transportation Program Cycle 3, MTC Reso. 4053, revised).

\*\*\*\*\* On 6/27/2018, \$2,100,000 in Proposition 1B funding was redirected from the San Leandro BART Station Terminus project to the East Bay Bus Rapid Transit (BRT) Vehicles, Design & Construction project (see also Lifeline Transportation Program Cycle 3, MTC Reso. 4053, revised).

Sponsor	Project	Lifeline	Urban Core	Small Operators/ North Counties	Population-based Total	MTC Approval Date
<b>FY2014-15 Allocations</b>						
BART	BART to Warm Springs Extension		160,319		160,319	07/23/14
BART	East Contra Costa BART Extension		160,319		160,319	07/23/14
CCCTA	Rolling Stock			1,453,214	1,453,214	07/23/14
ECCCTA	Rolling Stock Replacements			810,026	810,026	07/23/14
Fairfield	Fairfield/Vacaville Intermodal Station			1,259,623	1,259,623	07/23/14
GGBHTD	Marin Transit Purchase 4 30ft Transit Vehicle			300,000	300,000	07/23/14
GGBHTD	Marin Transit Purchase 16 ADA Paratransit Vehicles****			243,787	243,787	07/23/14
NCTPA	VINE Transit CAD/AVL System			400,496	400,496	07/23/14
Santa Rosa CityBus	ADA Improvements, Safety Modifications and Vehicle Replacements			495,807	495,807	07/23/14
Sonoma County Transit	CNG Bus Replacements			762,391	762,391	07/23/14
WestCat	Bus Purchase			201,070	201,070	07/23/14
WestCat for Petaluma	Replace (4) 40' low floor transit buses - CNG			171,465	171,465	07/23/14
SFMTA	Central Subway		19,660,756		19,660,756	07/23/14
VTA	VTA Santa Clara/Alum Rock Corridor BRT		24,802,176		24,802,176	07/23/14
Union City	Replacement Transit Buses			211,979	211,979	07/23/14
LAVTA	FY2014-15 Bus Replacement Project			572,778	572,778	12/17/14
AC Transit	Vehicle Replacements	4,299,828			4,299,828	03/25/15
AC Transit	Vehicle Replacements	(1,000,000)			(1,000,000)	05/24/17
AC Transit	East Bay Bus Rapid Transit (BRT) Vehicles, Design & Construction project	1,000,000			1,000,000	05/24/17
CCCTA	City of Concord - Bus Stop Access Improvements	255,194			255,194	03/25/15
NCTPA	VINE Transit CAD/AVL System	299,070			299,070	03/25/15
LAVTA	Transit Center Upgrades and Improvements	125,625			125,625	04/22/15
BART	19th Street Wayfinding and Lighting	2,072,000			2,072,000	04/22/15
ECCTA	Replacement and Expansion Vehicles	178,754			178,754	04/22/15
WestCat	Dial-A-Ride Replacement Vehicles	81,113			81,113	04/22/15
BART	Lighting Enhancements at El Cerrito del Norte	1,312,326			1,312,326	04/22/15
GGBHTD	Novato Transit Facility at Redwood Boulevard and Grant Ave	787,196			787,196	04/22/15
SFMTA	Van Ness Bus Rapid Transit (BRT)*	6,189,054			6,189,054	04/22/15
BART	Wayfinding Signage and Pit Stop Initiative	1,220,326			1,220,326	04/22/15
SamTrans	Fixed Route Bus Procurement	1,230,533			1,230,533	04/22/15
VTA	Replacement Vehicles	4,832,062			4,832,062	04/22/15
SolTrans	Replacement Vehicles	890,796			890,796	06/24/15
Santa Rosa CityBus	Lifeline Vehicle Replacement	671,975			671,975	04/22/15

Sponsor	Project	Lifeline	Urban Core	Small Operators/ North Counties	Population-based Total	MTC Approval Date
<b>FY2014-15 Allocations</b>						
Sonoma County Transit	CNG Bus Purchase	373,086			373,086	04/22/15
GGBHTD	Purchase One 30-Foot Transit Vehicle			182,870	182,870	05/27/15
Dixon	Replacement Vehicle	8,421			8,421	06/24/15
GGBHTD	Marin County Bus Stop Improvements****			28,023	28,023	09/27/17
<b>FY2014-15 Subtotal</b>		<b>24,827,359</b>	<b>44,783,570</b>	<b>7,065,506</b>	<b>76,704,458</b>	

\* Note added 10/28/15: MTC approved \$6,189,054 for the Van Ness BRT project in April 2015. Upon receipt of SFMTA's Van Ness BRT allocation request, Caltrans PTMISEA staff and the State Controller's Office (SCO) discovered that, in fall 2014, they had mistakenly allocated \$639,282 in MTC's PTMISEA Pop-Based (99313) funds to SFMTA for their Light Rail Vehicle (LRV) project instead of PTMISEA Revenue-Based (99314) funds. Therefore, Caltrans staff and the SCO issued only \$5,549,772 in 99313 funds to the Van Ness BRT project, and instructed SFMTA to submit a Corrective Action Plan (CAP) to move \$639,282 in 99313 funds from the LRV project to the Van Ness BRT project to make the Van Ness BRT project whole. SFMTA submitted and MTC approved such a CAP in October 2015.

\*\*\* On 5/24/2017, \$1,000,000 in Proposition 1B funding was transferred from AC Transit's Vehicle Replacement project to AC Transit's East Bay Bus Rapid Transit (BRT) Vehicles, Design & Construction project as a result of project cost savings on the Vehicle Replacement project. This project is also known as the "Diesel Electric Hybrid Articulated Buses for Rapid Service and/or design and construction of the East Bay Bus Rapid Transit Project".

\*\*\*\* On 9/27/17 \$28,023 was transferred from the Purchase of 15 ADA paratransit Vehicles to Marin County Bus Stop Improvements.

Sponsor	Project	Lifeline	Urban Core	Small Operators/ North Counties	Population-based Total	MTC Approval Date
BART	BART Ticket Vending Machines Upgrade*				1,173,544	09/23/15
<b>Total</b>		<b>110,750,674</b>	<b>201,127,073</b>	<b>31,676,738</b>	<b>344,756,052</b>	

\* Funding available to MTC per January 28, 2015 SCO letter. The remaining roughly \$500,000 from the total \$1.7 in the SCO letter was previously distributed based on Res. 3814 framework distribution.

Date: January 28, 2009  
W.I.: 1311  
Referred by: PAC  
Revised: 05/27/09-C 10/28/09-C  
12/16/09-C 02/24/10-C  
04/28/10-C 07/28/10-C  
05/25/11-C 11/16/11-C  
01/25/12-C 12/19/12-C  
04/22/15-C 06/22/16-C  
10/26/16-C 05/24/17-C  
06/27/18-C

ABSTRACT

Resolution No. 3881, Revised

This resolution adopts the FY 2009 through FY 2011 Program of Projects for MTC's Second-Cycle Lifeline Transportation Program, funded with State Transit Assistance (STA), Proposition 1B Transit and Job Access Reverse Commute (JARC) funds.

The evaluation criteria established in Resolution 3860 were used by the county entities administering the program to develop the program of projects.

The following attachments are provided with this resolution:

Attachment A — Second-Cycle Lifeline Transportation Program of Projects -  
FY2009-2011

This resolution was revised on May 27, 2009 to amend Attachment A to incorporate changes to STA-funded projects based on STA reductions in the final FY2009 state budget, and adds two new projects – new transit and shuttle service in Napa County and a SamTrans bus purchase in San Mateo County.

This resolution was revised on October 28, 2009 to amend Attachment A to revise and add STA funds to the Balboa Park Station entrance project in San Francisco County and to incorporate Proposition 1B-funded projects in Santa Clara County.

This resolution was revised December 16, 2009 to add the Tier 2 program of projects.

This resolution was revised February 24, 2010, to revise funding amounts of Tier 2 Proposition 1B-funded projects to reflect actual state appropriations for FY2009-10 and to add four new Tier 2 projects in San Mateo County.

This resolution was revised April 28, 2010, to add Tier 2 funds to three existing projects and one new project in San Francisco County and to three existing projects in Santa Clara County.

This resolution was revised July 28, 2010, to adjust previously awarded Tier 2 JARC funding amounts based on federal FY2010 appropriations, add five new JARC-funded projects selected by Caltrans in small urbanized areas, and reprogram Tier 2 STA funds in San Mateo County following the discontinuation of the Family Service Agency's Transportation Reimbursement Independence Program.

This resolution was revised on May 25, 2011 to approve new Santa Clara County Lifeline Transportation Program projects.

This resolution was revised on November 16, 2011 to amend Attachment A to make corrections to the FY2005-06 through FY2007-08 Lifeline Transportation program of projects.

This resolution was revised on January 25, 2012 to adjust previously programmed JARC funding amounts in Alameda County.

This resolution was revised on December 19, 2012 to amend Attachment A to approve new projects in Alameda and Napa counties, funded with savings achieved from other projects.

This resolution was revised on April 22, 2015 to amend Attachment A to reprogram \$216,000 in San Francisco County Proposition 1B funds from the San Bruno Transit Preferential Streets (TPS) project to the Potrero Hill Pedestrian Safety and Transit Stop Improvements project.

This resolution was revised on June 22, 2016 to amend Attachment A to reprogram \$100,510 in cost savings from SFMTA's Randolph/Farallones/Orizaba Transit Access Improvements project to the Mission Bay Loop project (an existing Lifeline Transportation Cycle 3 project that is being newly added to Lifeline Transportation Cycle 2).

This resolution was revised on October 26, 2016 to amend Attachment A to reprogram \$13,164 in project cost savings from the Hunter's View Revitalization Transit Stop Connection to the Mission Bay Loop project, (an existing Lifeline Transportation Cycle 3 project that was added to Lifeline Transportation Cycle 2 on June 22, 2016).

This resolution was revised on May 24, 2017 to amend Attachment A to redirect \$304,532 in unused federal Job Access and Reverse Commute (JARC) funds that are remaining in the Lifeline Transportation Cycle 2 program. \$204,532 is being programmed to the San Leandro Links Shuttle project and \$100,000 is being programmed to the Neighborhood Bicycle Centers project (both are existing Lifeline Transportation Cycle 2 projects).

This resolution was revised on June 27, 2018 to amend Attachment A to reprogram \$18,010 in project cost savings from Proposition 1B funds for the San Mateo County Transit District (SamTrans) Daly City Bayshore Bus Stop Improvements project in Lifeline Transportation Program Cycle 2 to the SamTrans Replacement of Articulated Bus Fleet project. \$91,204 in State Transit Assistance (STA) funds is being reprogrammed from the City of East Palo Alto's Youth Shuttle, Mobility Manager, Bus Shelters, Shuttle Operations project to the SamTrans Route 17 project (on the Coastside of San Mateo County).

Further discussion of this action is contained in both the MTC Executive Director's Memorandum to the Programming and Allocations Committee and the Programming and Allocations Committee summary sheet dated January 14, 2009, May 13, 2009, October 14, 2009, December 9, 2009, February 10, 2010, April 14, 2010, July 14, 2010, May 11, 2011, November 9, 2011, January 11, 2012, December 12, 2012, April 8, 2015, June 8, 2016, October 12, May 10, 2017, and June 13, 2018.

Date: January 28, 2009  
W.I.: 1311  
Referred by: PAC

RE: Second-Cycle Lifeline Transportation Program of Projects – FY 2009 - FY 2011

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 3881

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 3860, which establishes program guidelines to be used for the funding and oversight of the Second-Cycle of the Lifeline Transportation Program, Fiscal Years 2009-2011; and


WHEREAS, MTC used the process and criteria set forth in Attachment A of Resolution 3860 to fund a Program of Projects for the Second-Cycle Lifeline Transportation Program with State Transit Assistance (STA), Proposition 1B Transit and Job Access Reverse Commute (JARC) and funds;

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION

  
\_\_\_\_\_  
Bill Dodd, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in Oakland, California, on January 28, 2009.



**Second-Cycle Lifeline Program of Projects - Tier 1 & 2 (FY 2009-2011)**

#	Project	Project Sponsor	Project Description	Tier 1 Funding Sources			Tier 1 Total	Tier 2 Funding Sources			Tier 2 Total	TOTAL Lifeline Funding	Notes
				STA	1B	JARC		STA	1B	JARC			
<b>Alameda County</b>													
1	San Leandro LINKS Shuttle	San Leandro Transportation Management Organization	Provide service from San Leandro BART to employment and family services in San Leandro			574,532	574,532				-	574,532	(m) revised 01/25/12, (e) revised 5/24/17
2	Quicker, Safer Trip to the Library	BART/Oakland Public Library - West Oakland	Continued shuttle service for Oakland pre-school and schoolchildren, teachers and parents to the W. Oakland Library	219,000			219,000				-	219,000	(c)
3	AC Transit existing service preservation in communities of concern	AC Transit	Continue existing services on Lines 63, 47, 40, 91, 93 serving Alameda, Oakland, San Leandro, Ashland, Cherryland, San Leandro, and S. Hayward	4,219,210			4,219,210	989,330		876,186	1,865,516	6,084,726	revised 07/28/10
4	Neighborhood bicycle centers	East Bay Bicycle Coalition/Cycle of Change	Fund bike distribution and education programs in Oakland and Alameda			449,000	449,000				-	449,000	(m) revised 01/25/12, (e) 5/24/17
5	WHEELS Route 14 Service Provision	LAVTA	Continue service from residential Livermore to downtown business areas and regional transit to Livermore Transit Center	89,000		67,494	156,494			345,563	345,563	502,057	(j) revised 07/28/10
6	Ashby BART Station elevator	BART	Install elevator at the Ashby BART Station in conjunction with the Ed Roberts Campus			1,729,046	1,729,046				-	1,729,046	(a) revised 12/19/12
7	Bus shelters	LAVTA	Install bus shelters			100,000	100,000				-	100,000	(a)
8	Bus purchase	AC Transit	Purchase AC Transit rolling stock buses			2,998,588	2,998,588				-	2,998,588	(a)
9	Meekland Avenue Transit Access Improvements	Alameda County	Bus access improvements on Meekland Avenue including sidewalk, ADA ramp, bulb outs, and lighting				-			2,500,000	2,500,000	2,500,000	(f) added 12/16/09
10	Hacienda Avenue Transit Access Improvements	Alameda County	Bus access improvements, including sidewalks and high visibility pedestrian crossings on Hacienda Ave between Hathaway Ave and Hesperian Blvd.				-			160,181	160,181	160,181	(f) added 12/16/09
11	Environmental Justice Access to BART	BART	Install secure bike parking at North Berkeley and Berkeley stations				-			224,749	224,749	224,749	revised 2/24/10
12	WHEELS Route 14 Civic Center Busway and Stops	LAVTA	Construct turnaround busway and two bus stops with shelters and benches at Civic Center, adjacent to housing, employment, and social services.				-	150,000			150,000	150,000	added 12/16/09
13	MacArthur BART Station Plaza Improvement	BART	Station improvements including bike racks, tactile path and wayfinding from bus loading through the plaza to the station entrance and accessible fare gates, and other upgrades			270,954	270,954				-	270,954	added 12/19/12
<b>County Bid Target</b>				<b>4,527,210</b>	<b>5,098,588</b>	<b>1,091,026</b>	<b>10,716,824</b>	<b>1,139,330</b>	<b>2,884,930</b>	<b>1,221,749</b>	<b>5,246,009</b>	<b>15,962,833</b>	
<b>Proposed Programming</b>				<b>4,527,210</b>	<b>5,098,588</b>	<b>1,091,026</b>	<b>10,716,824</b>	<b>1,139,330</b>	<b>2,884,930</b>	<b>1,221,749</b>	<b>5,246,009</b>	<b>15,962,833</b>	
<b>Unprogrammed Balance</b>				<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	

**Second-Cycle Lifeline Program of Projects - Tier 1 & 2 (FY 2009-2011)**

#	Project	Project Sponsor	Project Description	Tier 1 Funding Sources			Tier 1 Total	Tier 2 Funding Sources			Tier 2 Total	TOTAL Lifeline Funding	Notes
				STA	1B	JARC		STA	1B	JARC			
<b>Contra Costa</b>													
14	Operating Funding for low income access to health care	Tri-Delta ECCTA	Maintain service on Route 201, which provides service between Bay Point, and central county destinations including medical centers, schools, BART and Sun Valley Mall	118,687		96,759	215,446	23,481		125,398	148,879	364,325	revised 07/28/10
15	Continued operation of County Connection Lifeline routes	CCCTA	Preserve frequency and coverage of Routes 114, 111 & 314 serving the Monument Corridor and BART, as well as Routes 108,116,118 and 308 serving downtown Martinez, medical clinics, County offices,	627,086		120,395	747,481	134,157		126,581	260,738	1,008,219	revised 07/28/10
16	Continued operation of WestCAT C3 Route	WestCAT	Continue C3 service, operating between the Hercules Transit Center & Contra Costa College, with timed connections to Route 11 that operates into Crockett & Rodeo	338,115		21,253	359,368	73,463		23,690	97,153	456,521	revised 07/28/10
17	Maintain existing Lifeline services in western Contra Costa County	AC Transit	Communities of Concern. These routes connect residents to employment centers, retail establishments, schools, social service agencies, and health care.	1,290,604		120,436	1,411,040	288,665		134,243	422,908	1,833,948	revised 07/28/10
18	Bus Shelters	Tri-Delta ECCTA	Procure and install bus shelters and related facilities such as signage, schedule holders, trash receptacles, lighting and minor site improvements in the Pittsburg/Bay Point/Antioch and Brentwood communities of concern.		200,000		200,000				-	200,000	
19	Rolling Stock for County Connection Lifeline routes	CCCTA	Provide funds for replacement rolling stock to preserve service on Routes 108, 111, 114, 116, 118, 308, and 314 serving communities of concern		844,805		844,805				-	844,805	
20	Rolling Stock for WestCAT Lifeline route	WestCAT	Vehicle replacement for Route C3 (see project 14)		69,785		69,785				-	69,785	
21	BART Bay Point/Pittsburg station improvements	BART	Increase lighting throughout the bus intermodal area of the station, and provide static and real time transit information for both bus and BART patrons		320,000		320,000				-	320,000	
22	BART Richmond Station Improvements	BART	Make improvements to the intermodal zone at the Richmond Transit Village (upgrading 13 existing bus shelters and resurfacing the intermodal area).		482,251		482,251		262,549		262,549	744,800	revised 12/16/09
23	County Connection Martinez bus stop improvements and access	CCCTA	Construct an ADA-accessible bus stop, provide bus stop seating at 15 locations, provide transit access improvements and provide two pedestrian-activated lighted crosswalks in Martinez		100,000		100,000				-	100,000	
24	Rolling stock replacement for AC Transit	AC Transit	Replacement buses will operate on routes in and around the Richmond area community of concern and also be interlined with other routes system wide to effectiveness of services to all AC Transit riders				-		458,241		458,241	458,241	revised 2/24/10
25	Hillcrest Park-and-Ride Lot Improvements	BART	Improvements to the Hillcrest Park-and-Ride Lot, including pedestrian and bicycle access improvements for predominantly low-income Tri Delta Transit patrons. New improvements will be consistent with the design and construction of the proposed eBART Project				-			595,328	595,328	595,328	revised 2/24/10
<b>County Bid Target</b>				2,374,491	2,016,841	358,843	4,750,175	519,767	1,316,118	409,912	2,245,797	6,995,972	
<b>Proposed Programming</b>				2,374,492	2,016,841	358,843	4,750,176	519,766	1,316,118	409,912	2,245,796	6,995,972	
<b>Unprogrammed Balance</b>				(1)	-	-	(1)	1	-	-	1	-	

**Second-Cycle Lifeline Program of Projects - Tier 1 & 2 (FY 2009-2011)**

#	Project	Project Sponsor	Project Description	Tier 1 Funding Sources			Tier 1 Total	Tier 2 Funding Sources			Tier 2 Total	TOTAL Lifeline Funding	Notes
				STA	1B	JARC		STA	1B	JARC			
<b>Marin</b>													
26	Marin City Transit Hub and Donohue Street ADA improvements	Marin County	Build sheltered community bus stop and transit hub with user amenities including safety lighting, landscaping, informational kiosks, seating, passenger shelter and bike racks.			77,510	77,510		75,119	88,541	163,660	241,170	(d) revised 07/28/10
27	Marin City Community shuttle loop and service to Marin General Hospital	Marin Transit	Provide hourly, day-time service from Marin City to Marin General Hospital and nearby medical offices in Greenbrae.	279,890			279,890	112,270			112,270	392,160	(d) revised 12/16/09
28	Canal Neighborhood transit & Ped Access & safety improvements - phase 2	San Rafael	Provide safe path to transit, improve nonmotorized access and improve traffic operations at 7 intersections in Canal neighborhood of San Rafael.	-	435,638		435,638		209,162		209,162	644,800	(d) revised 12/16/09
29	Ride to school for parents	San Rafael City Schools	Provide regularly scheduled shuttle service (transportation to school meetings and events) for Canal residents who currently have no transportation access to San Pedro Elementary School.	233,000			233,000				-	233,000	(d)
<b>County Bid Target</b>				<b>512,890</b>	<b>435,638</b>	<b>77,510</b>	<b>1,026,038</b>	<b>112,270</b>	<b>284,281</b>	<b>88,541</b>	<b>485,092</b>	<b>1,511,130</b>	
<b>Proposed Programming</b>				<b>512,890</b>	<b>435,638</b>	<b>77,510</b>	<b>1,026,038</b>	<b>112,270</b>	<b>284,281</b>	<b>88,541</b>	<b>485,092</b>	<b>1,511,130</b>	
<b>Unprogrammed Balance</b>				<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	

<b>Napa</b>													
30	Rolling stock acquisition	NCTPA	Bus purchase for replacement rolling stock		274,290		274,290				-	274,290	
31	Napa Shuttle, FlexRIDE Shuttle and VINE Express	NCTPA	Operating assistance for the Napa Shuttle, FlexRIDE Shuttle and VINE Express. These programs provide service to low-income residents, including senior and disabled populations, and provide transportation to training, jobs and services.	322,931		50,000	372,931				-	372,931	added 5/27/09
32	VINE Route 11	NCTPA	Extend operation of VINE rural connector service (route 11) between Calistoga and Santa Rosa				-	-			-	-	added 12/16/09, (n) revised 12/19/12
33	Bus passenger accommodations	NCTPA	Provide for the purchase and installation of 14 bus shelters and benches, 21 stand-alone benches, and 21 up-Valley iStops with seating				-		178,992		178,992	178,992	revised 2/24/10
34	Agricultural Worker Vanpool Program	NCTPA	Operating Assistance to implement the Napa County Agriculture Worker Vanpool Program. Vouchers will be used to offset the participant's cost of riding the vanpool.			35,000	35,000			135,000	135,000	170,000	(l) added 07/28/10, revised 11/16/11
35	VINE Express Route 29	NCTPA	Operating assistance for Route 29 between the northern border of the City of Napa and Calistoga				-	70,688			70,688	70,688	(n) added 12/19/12
<b>County Bid Target</b>				<b>322,931</b>	<b>274,290</b>	<b>84,494</b>	<b>681,715</b>	<b>70,688</b>	<b>178,992</b>	<b>135,000</b>	<b>384,680</b>	<b>1,066,395</b>	
<b>Proposed Programming</b>				<b>322,931</b>	<b>274,290</b>	<b>85,000</b>	<b>682,221</b>	<b>70,688</b>	<b>178,992</b>	<b>135,000</b>	<b>384,680</b>	<b>1,066,901</b>	
<b>Unprogrammed Balance</b>				<b>-</b>	<b>-</b>	<b>(506)</b>	<b>(506)</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>(506)</b>	

**Second-Cycle Lifeline Program of Projects - Tier 1 & 2 (FY 2009-2011)**

#	Project	Project Sponsor	Project Description	Tier 1 Funding Sources			Tier 1 Total	Tier 2 Funding Sources			Tier 2 Total	TOTAL Lifeline Funding	Notes
				STA	1B	JARC		STA	1B	JARC			
<b>San Francisco County</b>													
36	Shopper Shuttle	MTA	Provide a twice-monthly group van shopping service to low-income seniors and persons with disabilities who have difficulty using public transit for shopping needs	1,560,000			1,560,000				-	1,560,000	
37	Route 108 Treasure Island Enhanced Service	MTA	Continue providing more frequent peak period and all-night service on Route 108	262,228			262,228	408,312		495,172	903,484	1,165,712	revised 07/28/10
38	Route 29 Reliability Improvement Project	MTA	Continue providing extra buses on Route 29 to increase reliability, reduce pass-ups, relieve over-crowding and address schedule adherence problems	293,717		433,483	727,200				-	727,200	
39	Persia Triangle Transit Access Improvements Project	MTA	Build bus bulbs, consolidate bus stops and change traffic circulation to improve pedestrian access to transit, conditions at bus stops and transit connectivity			802,734	802,734				-	802,734	
40	Randolph/Farallones/ Orizaba Transit Access Project	MTA	Install a transit bulb island and sidewalk curb cuts to improve pedestrian safety and M-Line light rail vehicle operations			379,490	379,490				-	379,490	(p) revised 06/22/16
47	Mission Bay Loop	SFMTA	Streets to allow the T-Third line to turnaround mid-route and thus enable a significant increase in transit frequencies between Mission Bay, South of Market, and downtown neighborhoods, as well as			113,674	113,674				-	113,674	(q) added 06/22/16 (q) added 10/26/16
41	Balboa Park Station Eastside Connections Project	BART	Construct a safe and accessible walkway across BART tracks to the Muni Metro boarding area on the east side of Balboa Park BART station	752,440	1,153,610		1,906,050				-	1,906,050	revised 10/28/09
		MTA	Provide an accessible pedestrian connection for Bayview/Hunters Point residents (including 4 affordable housing developments) to existing and new transit stops that are to be built as part of the Hunters View public housing revitalization project.					219,567	863,710		1,083,277	1,083,277	added 4/28/10
42	Hunter's View Revitalization Transit Stop Connection	SF Mayor's Office of Housing	Provide an accessible pedestrian connection for Bayview/Hunters Point residents (including 4 affordable housing developments) to existing and new transit stops that are to be built as part of the Hunters View public housing revitalization project.				-			496,996	496,996	496,996	(i) added 4/28/10 (q) revised 10/26/16
43	RTS Improvements	MTA	San Bruno Avenue between Silver Avenue and Bayshore Boulevard				-			0	-	-	added 12/16/09
43	Stop Improvements	MTA	Improve pedestrian safety, transit access, and a sense of place by				-			216,000	216,000	216,000	added 4/22/13
<b>County Bid Target</b>				2,868,385	2,436,344	433,483	5,738,212	627,879	1,589,870	495,172	2,712,921	8,451,133	
<b>Proposed Programming</b>				2,868,385	2,449,508	433,483	5,751,376	627,879	1,576,706	495,172	2,699,757	8,451,133	
<b>Unprogrammed Balance</b>				-	(13,164)	-	(13,164)	-	13,164	-	13,164	-	

<b>San Mateo</b>													
44	East Palo Alto (EPA) Youth Shuttle, Mobility Manager, Bus Shelters, Shuttle Operations	City of East Palo Alto	This project contains 4 elements - (1) Maintain East Palo Alto Youth Shuttle (2) Maintain funding for EPA Mobility Manager (3) Improve up to 4 EPA bus stop shelters, benches and amenities (4) Plan for shuttle operations for the Dumbarton Rail station area plan	116,250	72,000	139,393	327,643			80,912	80,912	408,555	revised 12/16/09 (t) revised 06/27/18
45	Bayshore Shuttle Service	Daly City	Bayshore neighborhood with transit and essential destinations in western Daly City. The shuttle will operate 10 hours on weekdays, expanding in the second year to add 6 hours of service on weekends.	368,929			368,929	(32,012)		144,097	112,085	481,014	(g) revised 07/28/10
46	Route 280	Samtrans	Maintain Route 280, which serves CalWorks clusters and essential destinations for the residents of East Palo Alto.	415,935			415,935	31,211			31,211	447,146	revised 07/28/10
47	Route 17	Samtrans	Maintain Route 17, which serves the Half Moon Bay area, to add service during the peak commute period, new Sunday service and extended evening hours.	447,597			447,597	72,029			72,029	519,626	revised 12/16/09, 2/24/10, 6/27/18 (i)

**Second-Cycle Lifeline Program of Projects - Tier 1 & 2 (FY 2009-2011)**

#	Project	Project Sponsor	Project Description	Tier 1 Funding Sources			Tier 1 Total	Tier 2 Funding Sources			Tier 2 Total	TOTAL Lifeline Funding	Notes
				STA	1B	JARC		STA	1B	JARC			
48	Van purchase and operations for shelter resident transportation	Shelter Network	Purchase van and provide on-demand service for residents of four homeless shelters in San Mateo County.		28,000	64,430	92,430			7,820	7,820	100,250	
49	Fixed-Route 17 Bus Procurement	Samtrans	Bus purchase for Route 17		900,000		900,000				-	900,000	added 5/27/09
50	Senior Service bus/van purchase	Pacifica	Purchase of a replacement, 20 passenger wheel chair accessible bus to transport seniors (majority are low-income) and disabled adults to/ from the Senior Center, for local outing, shopping trips and medical appointments.				-	6,000	56,221		62,221	62,221	(h) added 12/16/09
51	Belle Air Parking Lot modification	San Bruno	Curve correction and street elevation adjustments to accommodate public transit bus service near Belle Air Elementary School. Additional improvements include parking lot reconfiguration, sign installations, striping, sidewalk installation, driveway improvements, curb ramps, and bus shelters to accommodate pedestrians.				-	6,000	151,251		157,251	157,251	(h) added 12/16/09
52	Senior shuttle bus	San Bruno	improve low-income elderly transportation to the Senior Center. This bus will also be used to provide low-income children transportation to the Recreation Center.				-	6,000	100,000		106,000	106,000	(h) added 12/16/09
53	Sidewalks, solar bus shelters, curb ramps	San Bruno	lighted bus shelters and accessible curb ramps adjacent to and leading to SamTrans bus stops in the City of San Bruno. The project intends to improve access for people with disabilities and improve safety and the				-	6,000	201,600		207,600	207,600	(h) added 12/16/09
54	Countywide Low-Income Bus Tickets	San Mateo County HSA	Provide bus tokens, bus tickets and bus passes for low-income families, and individuals participating in self-sufficiency and family strengthening activities.				-	200,000			200,000	200,000	(h) revised 7/28/10
55	Bayshore Bus Stop Improvements	Daly City	Provide a new bus shelter and access improvements for the SamTrans southbound bus stop on Bayshore Boulevard, just south of Geneva Avenue.				-		169,171		169,171	169,171	(h) added 2/24/10 (s) revised 5/23/18
56	Fixed Route Bus Procurement	SamTrans	Replace the articulated bus fleet, which has reached the end of its useful life. Replacement vehicles will provide reliable bus service to the County's most at-risk populations. The majority of Sam Trans riders are low income and are dependent on public transportation to meet their daily transportation needs. The mean household income of the average SamTrans bus rider is \$36K per year, only 20% of all SamTrans riders own or have access to a car.				-		18,010		18,010	18,010	(s) added 6/27/18
57	Bus Stop Improvements in Communities of Concern	SamTrans	Provide for the improvement of bus stops in select locations throughout communities of concern.				-		196,867		196,867	196,867	(h) added 2/24/10
<b>County Bid Target</b>				1,348,711	1,145,565	203,823	2,698,099	295,228	747,555	232,829	1,275,612	3,973,711	
<b>Proposed Programming</b>				1,348,711	1,000,000	203,823	2,552,534	295,228	893,120	232,829	1,421,177	3,973,711	
<b>Unprogrammed Balance</b>				-	145,565	-	145,565	-	(145,565)	-	(145,565)	-	

**Second-Cycle Lifeline Program of Projects - Tier 1 & 2 (FY 2009-2011)**

#	Project	Project Sponsor	Project Description	Tier 1 Funding Sources			Tier 1 Total	Tier 2 Funding Sources			Tier 2 Total	TOTAL Lifeline Funding	Notes
				STA	1B	JARC		STA	1B	JARC			
<b>Santa Clara County</b>													
58	Bus Lines 17 & 14 in Gilroy	SCVTA	Improve community bus services on Lines 14 & 17 in Gilroy by operating as two-way routes	984,982			984,982	216,556			216,556	1,201,538	revised 12/16/09
59	Family Transportation Services	Outreach & Escort	Maintain funding to the Family Transportation Services programs, Guaranteed Ride Home (GRH) and Jump Start (JS). The GRH program provides door-to-door transportation to program participants and their dependent children. The JS program provides financial assistance to cover the cost of minor repairs to personal vehicles.	998,292		632,276	1,630,568	218,360		473,450	691,810	2,322,378	(b) revised 07/28/10 (k) revised 5/25/11, 11/16/11
60	Together We Ride	Outreach & Escort	Provide transportation to homeless families, veterans, emancipated foster youth, political refugees and other vulnerable populations. Transit capital funds to purchase hybrid sedans and small wheelchair-lift equipped buses for multiple rider groups	887,785	2,100,741		2,988,526	193,998	1,374,908		1,568,906	4,557,432	revised 04/28/10
61	Senior Transportation	Outreach & Escort	Maintain funding for program providing seniors with a menu of transportation options, such as demand-response rides, individualized transportation plans and a volunteer driver program	1,251,057			1,251,057	273,402			273,402	1,524,459	revised 04/28/10
62	Hybrid Bus Purchase	SCVTA	prevent service delays and run cancellations and reduce fuel		1,400,494		1,400,494		909,873		909,873	2,310,367	revised 12/16/09
63	Ways to Work Family Loan Program	Peninsula Family Service	interest loans to low-income families for the purpose of purchasing or				-		339,739		339,739	339,739	revised 11/16/11
			<b>County Bid Target</b>	<b>4,122,116</b>	<b>3,501,235</b>	<b>632,276</b>	<b>8,255,627</b>	<b>902,316</b>	<b>2,284,781</b>	<b>813,189</b>	<b>4,000,286</b>	<b>12,255,913</b>	
			<b>Proposed Programming</b>	<b>4,122,116</b>	<b>3,501,235</b>	<b>632,276</b>	<b>8,255,627</b>	<b>902,316</b>	<b>2,284,781</b>	<b>813,189</b>	<b>4,000,286</b>	<b>12,255,913</b>	
			<b>Unprogrammed Balance</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	

**Second-Cycle Lifeline Program of Projects - Tier 1 & 2 (FY 2009-2011)**

#	Project	Project Sponsor	Project Description	Tier 1 Funding Sources			Tier 1 Total	Tier 2 Funding Sources			Tier 2 Total	TOTAL Lifeline Funding	Notes
				STA	1B	JARC		STA	1B	JARC			
<b>Solano</b>													
64	Route 85	Vallejo	Sustain intercity Route 85 which serves downtown Vallejo, Baylink Ferry, Sereno Transit Center, Discovery Kingdom, Green Valley Shopping Area, Solano Community College in Fairfield, and Solano Mall.	375,000			375,000				-	375,000	
65	Route 1	Vallejo	Sustain Route 1 which connects downtown Vallejo with Vallejo Middle and Senior High schools, South Vallejo Community Shopping Centers, the Curtola Park and Ride and Sonoma Boulevard.	600,000			600,000				-	600,000	
66	Saturday/Weekday Service	Dixon	Maintain the current dial-a-ride service for Dixon Read-Ride on weekdays and Saturday.	69,776			69,776	228,698			228,698	298,474	revised 12/16/09
67	Replacement Van	Dixon	Capital Funding for the replacement of one 18 passenger Type III paratransit bus for the Dixon Read-Ride general public Dial-a-Ride system.		60,000		60,000				-	60,000	
68	Bus Shelters	Fairfield/Suisun Transit	Improve 30 sites that include installation/repair of transit shelters, ADA curb cuts, concrete work, installation of benches, and other transit friendly amenities such as lighting and transit information.		300,000		300,000		119,088		119,088	419,088	revised 2/24/10
69	Bus Shelters	Vallejo	Replace, install and enhance, up to 65 bus shelters and bus stops including amenities such as solar lighting, trash receptacles, signage and benches.		361,010		361,010		400,004		400,004	761,014	revised 12/16/09
70	Bus Shelters	Vacaville	Procurement and installation of transit amenities within 5 low-income/senior/elderly communities in Vacaville. Transit amenities include bus shelters with benches, trash receptacles, map/schedule		109,800		109,800				-	109,800	
71	Van Replacement	Dixon	Replacement of one 18-passenger Type III paratransit bus for the Dixon Read-Ride Dial-a-Ride system.		15,000		15,000				-	15,000	
72	Replacement Vehicles	Fairfield/Suisun Transit	Replace 2 paratransit vans with two higher capacity paratransit vans. The new vehicles will be able to hold 18 passengers and 4 wheelchairs.		41,600		41,600				-	41,600	
73	Solano Community College Project	Vallejo Transit	Provide service to Solano Community College, as well as other employment and service destinations			250,000	250,000				-	250,000	(c)
74	DRIVES/CARS Programs	Benicia Community Action	Provides down payments for cars to low-income applicants. Funds will also be used for repairs to vehicles donated to the program.			30,000	30,000				-	30,000	(c)
75	Installation of Bicycle Racks	Fairfield/Suisun Transit	Install bike racks on 12 coaches to accommodate riders who need to use multiple travel modes to get to work and other destinations			45,000	45,000				-	45,000	(c)
76	Route 2 Frequency Improvements	Fairfield/Suisun Transit	Develop new service alignment, uncoupling Route 2 from Travis Air Force Base (AFB) and establishing a new Travis AFB shuttle, improving service and increasing access to jobs			91,834	91,834				-	91,834	(c)
77	Downtown Flex Shuttle	Fairfield/Suisun Transit	City Hall in Suisun City, Amtrak, Fairfield City Hall, Solano County				-		60,000		60,000	60,000	added 12/16/09
78	Expanded Route 5 service	Vallejo	Solano Community College, local businesses medical, and social				-			400,000	400,000	400,000	added 07/28/10
<b>County Bid Target</b>				<b>1,044,776</b>	<b>887,410</b>	<b>416,834</b>	<b>2,349,020</b>	<b>228,698</b>	<b>579,092</b>	<b>400,000</b>	<b>1,207,790</b>	<b>3,556,810</b>	
<b>Proposed Programming</b>				<b>1,044,776</b>	<b>887,410</b>	<b>416,834</b>	<b>2,349,020</b>	<b>228,698</b>	<b>579,092</b>	<b>400,000</b>	<b>1,207,790</b>	<b>3,556,810</b>	
<b>Unprogrammed Balance</b>				<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	

### Second-Cycle Lifeline Program of Projects - Tier 1 & 2 (FY 2009-2011)

#	Project	Project Sponsor	Project Description	Tier 1 Funding Sources			Tier 1 Total	Tier 2 Funding Sources			Tier 2 Total	TOTAL Lifeline Funding	Notes	
				STA	1B	JARC		STA	1B	JARC				
<b>Sonoma County</b>														
79	Bus purchase	Santa Rosa CityBus	Bus purchase for Roseland service improvements on Routes 9 and 14		483,744		483,744		331,662		331,662	815,406	revised 2/24/09	
80	Route 19	Santa Rosa CityBus	Sustain and enhance Route 19 in Roseland	394,117		130,872	524,989	120,555		155,674		276,229	801,218	revised 07/28/10
81	Natural gas coach purchase	Sonoma County Transit	Purchase of 14 natural gas coaches for high-density routes (60, 22, 42 and 20) serving low-income areas		483,744		483,744		331,661		331,661	815,405	revised 2/24/10	
82	Existing bus service	Sonoma County Transit	Sustain existing service on Routes 20/22, 30, 42, 44/48 and 60	632,389			632,389	113,823			113,823	746,212	revised 12/16/09	
83	Existing bus service	Petaluma Transit	Sustain existing city-wide service	141,365			141,365					141,365		
84	Bus replacement	Healdsburg Transit	Funds to replace the old fixed-route mini bus		49,000		49,000	-				49,000		
85	Existing bus service	Healdsburg Transit	Sustain existing city-wide service	28,872			28,872	6,366			6,366	35,238	revised 12/16/09	
86	County transit plan	Services	collaborative efforts				-	21,219			21,219	21,219	added 12/16/09	
87	Expanded service hours for Routes 1, 2, and 3	Petaluma Transit	opportunities for low-income individuals. Transit routes 1, 2, and 3 will			50,000	50,000			251,150	251,150	301,150	added 07/28/10,	
<b>County Bid Target</b>				<b>1,196,743</b>	<b>1,016,488</b>	<b>181,331</b>	<b>2,394,562</b>	<b>261,963</b>	<b>663,323</b>	<b>407,515</b>	<b>1,332,801</b>	<b>3,727,363</b>		
<b>Proposed Programming</b>				<b>1,196,743</b>	<b>1,016,488</b>	<b>180,872</b>	<b>2,394,103</b>	<b>261,963</b>	<b>663,323</b>	<b>406,824</b>	<b>1,332,110</b>	<b>3,726,213</b>		
<b>Unprogrammed Balance</b>				<b>-</b>	<b>-</b>	<b>459</b>	<b>459</b>	<b>-</b>	<b>-</b>	<b>691</b>	<b>691</b>	<b>1,150</b>		
<b>Regional Grand Totals</b>														
<b>Lifeline Program Revenue Sources</b>				<b>18,318,253</b>	<b>16,812,399</b>	<b>3,479,620</b>	<b>38,610,272</b>	<b>4,158,139</b>	<b>10,528,943</b>	<b>4,203,907</b>	<b>18,890,989</b>	<b>57,501,261</b>		
<b>Total Proposed Programming</b>				<b>18,318,254</b>	<b>16,679,998</b>	<b>3,479,667</b>	<b>38,477,919</b>	<b>4,158,138</b>	<b>10,661,343</b>	<b>4,203,216</b>	<b>19,022,697</b>	<b>57,500,616</b>		
<b>Unprogrammed Balance</b>				<b>(1)</b>	<b>132,401</b>	<b>(47)</b>	<b>132,353</b>	<b>1</b>	<b>(132,400)</b>	<b>691</b>	<b>(131,708)</b>	<b>645</b>		

**Notes**

- (a) Alameda County received a \$5,098,588 advance of their Tier 1 Prop 1 B funds in FY08. The funds and projects shown here were applied for in April 2008. Allocation of \$270,954 of Proposition 1B funds from from Ashby BART station elevator to MacArthur BART Station Plaza Improvement is conditioned upon approval from the Alameda County Transportation Commission in December 2012.
- (b) Includes \$57,977 in Small Urbanized Area JARC funds administered by Caltrans in Tier 1 and \$130,000 in Tier 2.
- (c) JARC funds part of the Small Urbanized Area program administered by Caltrans.
- (d) Golden Gate Transit will claim the funds for these projects. Totals include administration costs.
- (e) Moved from Tier 2 to Tier 1, May 2009.
- (f) AC Transit will claim the funds for these projects.
- (g) Tier 1 STA amount partially backfilled with Tier 2 JARC to meet sponsor's original funding request and make additional Tier 2 STA available to other projects.
- (h) SamTrans will claim the funds for these projects. Tier 2 STA amounts are for SamTrans' administration costs.
- (i) MTA will claim the funds for this project. Approval of this project is subject to project sponsor securing the necessary easements.
- (j) JARC funds part of the Small Urbanized Area JARC funds administered by Caltrans in Tier 1 and \$323,225 in Tier 2.
- (k) \$165,359 of the total Large Urbanized Area JARC funds awarded in Tier 2 were reprogrammed in Res. 3788 due to discontinuation of another First Cycle Lifeline project in Santa Clara County. The Tier 2 JARC amount available for MTC to encumber in this Resolution is \$343,450.
- (l) JARC funds part of the Small Urbanized Area JARC funds administered by Caltrans.
- (m) Allocation of \$35,000 in JARC funds from San Leandro LINKS Shuttle to Neighborhood Bike Centers is conditioned upon approval from the Alameda County Transportation Commission.
- (n) \$70,688 in STA funds transferred from VINE Route 11 and reprogrammed to VINE Route 29 in December 2012.
- (o) On 4/22/15, \$216,000 in Lifeline Cycle 2 Proposition 1B funds were removed from the San Bruno Transit Preferential Streets (TPS) project and programmed to the Potrero Hill Pedestrian Safety and Transit Stop Improvements project. The San Bruno TPS project never received the \$216,000 in FY2009-10 Proposition 1B funds that were programmed to the project; the San Bruno TPS project is instead being funded as part of SFMTA's Muni Forward project and the \$216,000 in FY2009-10 funds were advanced to the Urban Core category from the Lifeline category in May 2011 in order to accommodate urgent funding needs of the Central Subway project. SFMTA has confirmed that in April 2015, the \$216,000 will be returned to the Lifeline category using SFMTA's FY2015 Revenue-Based PITMISEA funds (see MTC Resolution Nos. 3880, Revised and 4179, Revised).
- (p) On 6/22/16, Project Cost saving of \$100,510 in Lifeline Cycle 2 Proposition 1B funds were transferred from the Randolph/ Farallones/ Orizaba Transit Access Improvements project and programmed to the Mission Bay Loop project. The additional \$100,510 would fund unanticipated project costs associated with relocating a sewer line adjacent to the track on the Mission Bay Loop project. (see also MTC Resolution Nos. 3880, Revised).
- (q) On 10/26/16 Project Cost savings of \$13,164 in Lifeline Cycle 2 Proposition 1B funds was transferred from the Humter's View Revitalization Project and programmed to the Mission Bay Loop project. The additional \$13,164 would fund unanticipated project costs associated with relocating a sewer line adjacent on the track of the Mission Bay Loop project (See Resolution 3880 Revised).
- (r) On 05/24/17 unused JARC Program funds from FTA Grant CA-37-X104 in the amount of \$304,532 in Lifeline Transportation Cycle 2 (LTP C2) funds were redirected/ programmed to the San Leandro LINKS Shuttle sponsored by San Leandro Transportation Management Organization (\$204,532) and the Neighborhood Bicycle Center project sponsored by Cycles of Change (\$100,000) for similar ongoing work on their LTP C2 projects.
- (s) On 06/27/18, project cost savings of Proposition 1B funds from Daly City Bayshore Bus Stop Improvements in the amount of \$18,010 in LTP Cycle 2 were redirected/ programmed to the SamTrans replacement of articulated bus fleet project.



**Second-Cycle Lifeline Program of Projects - Tier 1 & 2 (FY 2009-2011)**

#	Project	Project Sponsor	Project Description	Tier 1 Funding Sources			Tier 1	Tier 2 Funding Sources			Tier 2	TOTAL Lifeline Funding	Notes
				STA	1B	JARC	Total	STA	1B	JARC	Total		
(t) On 06/27/18, remaining Cycle 2 STA funds from the East Palo Alto Youth Shuttle, Mobility Manager, Bus Shelters, Shuttle Operations project in the amount of \$91,204 were redirected/programmed to Route 17 project (on the coastside of San Mateo County).													

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

ABSTRACT

Resolution No. 4053, Revised

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

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

The following attachments are provided with this resolution:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 4053

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

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

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

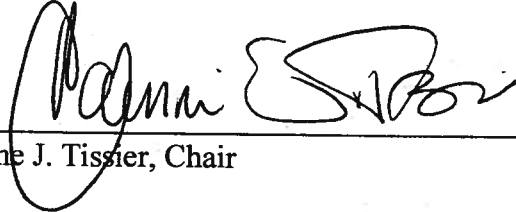
WHEREAS, the Third Cycle Lifeline Transportation Program of Projects is set forth in Attachment A of this resolution, attached hereto and incorporated herein as though set forth at length; now therefore be it

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

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

METROPOLITAN TRANSPORTATION COMMISSION

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

Adrienne J. Tissier, Chair

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

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

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

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

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



#	Project	Project Sponsor	Project Description	Fund Source				TOTAL Lifeline Funding	Notes
				1B	STA <sup>1</sup>	JARC <sup>5</sup>	STP/CMAQ		
<b>Contra Costa County</b>									
17	Richmond BART Station Eastside Access Improvements	BART	Development of eastside of Richmond BART station including raising Nevin Walkway, adding an elevator, providing customer amenities, new bicycle and pedestrian pathways	1,500,000				1,500,000	
18	Pittsburg/Bay Point BART Station Wayfinding	BART	Comprehensive wayfinding program within the Pittsburg/Bay Point station including overhead signs, transit information displays, local area maps, and real time BART and bus information.	400,000				400,000	(2)
19	Concord BART Station Intermodal Improvements	BART	Upgrade to the Concord BART Station intermodal including additional lighting. This project may also include upgraded lighting within the existing garage.	400,000				400,000	
20	Bus shelters, Bus Pads, and Real Time Departure information	WestCAT	Purchase bus shelters, Real Time departure signs and solar equipment to power signs, and install at key locations throughout the WestCAT service area, including the Rodeo, Crockett, Hercules, Pinole, and Moltavin Manor communities.	-				-	(2), (24)
21	Dial-A-Ride Vehicle Replacements	WestCAT	Replacement of Dial-A-Ride Vehicles	147,335				147,335	(24)
22	Replacement Buses	County Connection	Procure replacement buses for use in service on Lifeline routes #14, 11, 314, 16, 18, 19, 308. The routes serve the Concord Monument Corridor and North Martinez.	484,534				484,534	(19)
23	Contra Costa College Transit Center Improvements	AC Transit	Pavement, shelter improvements, real-time displays and amenities upgrades at Contra Costa College Transit Center.	160,000				160,000	(15)(25)
24	Park & Ride Facility	Tri Delta Transit	Design for new construction of recently purchased parcel of land in NW Antioch for use as a Park & Ride lot.	327,019				327,019	
25	Monument Neighborhood Shuttle	City of Concord	The shuttle will emphasize connections to job training, jobs and BART. It will also provide improved access to other Monument Corridor agencies and facilities that provide family support services to Monument residents. The shuttle service will be operated by a small business through the Monument Community Partnership, in partnership with the Michael Chavez Center for Economic Opportunity and the City of Concord, as part of a community service, employment opportunity, and training program.		161,648			161,648	(12)(16)
26	Preserve Operations in Community of Concern	County Connection	Preserve frequency and coverage on CCCTA routes #14, 11, 16, 18, 19, 314 and 31 6 which serve the Monument Corridor and downtown Martinez. These routes connect residents in two communities of concern to medical services, jobs, and employment.		707,302	150,055		857,357	(1)(12)
27	Route 200 and 201	Tri Delta Transit	Provide service between Bay Point and central Concord and Martinez. Input from the Bay Point community led to the development of route 201 and changes to Route 200 to better serve the community, including an estimated 1,600 high school students residing in Bay Point who attended Mt. Diablo High School in Concord. Both of these routes are also lifeline connections for non-students, providing service between Bay Point and important health care and social service destinations.		757,775	126,353		884,128	(1)(11)
28	KEY's Auto Loan Program	Contra Costa County Employment and Human Services Dept.	Provide CalWORKS participants who have been employed full time for three months with low interest loans to purchase vehicles through a bank partner. The proposed grant funds will allow EHSD to increase the maximum loan amount from \$4,000 to \$5,500.			129,500		129,500	
29	Canal Road Bike/Ped Improvements	Contra Costa County Public Works	Construct approximately 2,000 feet of a class II standard bike lane in both directions and an ADA accessible pedestrian path on the north side of Canal Road that will eliminate the existing gap in sidewalk from Emerald Cove Drive to Bel Air Elementary School.				1,000,000	1,000,000	

#	Project	Project Sponsor	Project Description	Fund Source				TOTAL Lifeline Funding	Notes
				1B	STA <sup>1</sup>	JARC <sup>5</sup>	STP/CMAQ		
30	Preserve Operations in Community of Concern	AC Transit	Maintain existing services on the following routes that serve low income areas: 71, 76, 376, 800. All of the routes link low-income riders with employment centers, schools, retail, and services. The routes prioritized for funding are vulnerable to service cuts as a result of the projected budget shortfalls over the next three years.		984,087	299,353		1,283,440	(1)
31	Transbay Owl Express	BART	This project will provide express owl bus service departing from the Market Street corridor in downtown San Francisco from 12:30am - 1:45am to key BART stations along the Yellow (Concord) and Green (Fremont) BART lines on Friday and Saturday nights after the BART system has closed. This is a multicounty request. An additional \$298K is being provided by Alameda County. This is a one-year pilot project.		198,311			198,311	(1)(7)
32	C3 Operations	WestCAT	The C3 service operates between Hercules Transit Center and Contra Costa College in San Pablo. The route provides a link to the college for residents of the Bayo Vista community in Rodeo. The route also provides service to a number of work places along San Pablo Avenue and a direct link to the AC Transit 72/72 Rapid, which connects to job centers and regional medical facilities along San Pablo Avenue into Downtown Oakland.		201,325	75,007		276,332	(1)
33	Taxi Referral Program	Contra Costa County Employment and Human Services Dept. (via Tri Delta)	Provide taxi vouchers to people enrolled in CalWORKS as a way to provide transportation to jobs and job training. The service is a bridge until participants have worked long enough to qualify for the KEYS loan program.		126,353	147,832		274,185	(1)(11)(16)
34	Easy Go	City of Richmond	Improve mobility of low-income residents by providing car sharing, Bicycle program and Kids Cab program in South Richmond and North Richmond communities of concern. Utilize grant funds to expand Easy Go transportation resources to low-income residents of North and South Richmond, aimed at increasing mobility access to jobs and human and health services.			140,000	203,291	343,291	(4)

<b>County Bid Target</b>	N/A*	<b>3,136,801</b>	<b>1,068,100</b>	<b>1,203,291</b>	
<b>Proposed Programming</b>	<b>3,418,888</b>	<b>3,136,801</b>	<b>1,068,100</b>	<b>1,203,291</b>	<b>8,827,080</b>
<b>Unprogrammed Balance</b>	N/A*	-	-	-	-

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

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

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

<b>County Bid Target</b>	N/A*	2,957,620	1,200,942	1,175,105	
<b>Proposed Programming</b>	13,867,080	2,957,620	1,200,942	1,175,105	19,200,747
<b>Unprogrammed Balance</b>	N/A*	-	-	-	-

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

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

County Bid Target	N/A*	1,680,795	694,796	679,848	
Proposed Programming	1,853,373	1,680,795	694,796	679,848	4,908,812
Unprogrammed Balance	N/A*	-	-	-	-

#	Project	Project Sponsor	Project Description	Fund Source				TOTAL Lifetime Funding	Notes
				1B	STA <sup>1</sup>	JARC <sup>5</sup>	STP/CMAQ		
<b>Santa Clara County</b>									
70	Alum Rock Rapid Transit Bus Purchase	VTA	Purchase hybrid diesel-electric express transit buses to operate on the new Santa Clara Street/ Alum Rock Avenue Rapid Transit line. The project will provide over 2 million passenger trips per year to low income riders.	9,186,049				9,186,049	(3)
71	Family Transportation Services	Outreach & Escort, Inc.	Provide a range of no-cost transportation alternatives for CalWORKs participants, veterans, older adults and other low-income individuals to assist them in finding and retaining employment. Services include: door-to-door rides to work, training, school and/or support services; support of public transit use; and vehicle repairs.		941,829	1,236,573		2,178,402	(1)(16)
72	Foster Grandparent/Senior Companion	Seniors Council	Provide very low-income foster grandparent and senior companions—who serve as drivers, mentors, tutors, companions, and care givers—with financial reimbursement for work-related mileage. Place the foster grandparents/senior companions serving their communities in work sites as close as possible to their home to mitigate work transportation needs.			83,287		83,287	
73	Senior Transportation & Resources	Outreach & Escort, Inc.	Provide door-to-door transportation and other mobility alternatives that prevent isolation and enable the County's older adults to maintain their necessary schedules and appointments with a sense of independence. A major component of this project is the cooperative working relationships with senior centers that resulted in a successful shared ride program.		3,075,908			3,075,908	(1)
74	Together We Ride	Outreach & Escort, Inc.	Provide transportation assistance to the homeless, veterans, emancipated foster youth, refugees, and persons with disabilities and other vulnerable populations in the county's Communities of Concern. The program offers demand-response (dial-a-ride) services not available by fixed route public transit; shared rides/ carpools; group trips. Services are provided at no-cost to low-income riders every day of the year.		1,711,015			1,711,015	(1)
75	East San Jose Pedestrian Improvements	Santa Clara County Roads and Airports	Construct sidewalk improvements and enhance ADA access along nine county-maintained roads in Alum Rock neighborhoods. The pedestrian enhancements will improve access to transit stops along White Road, Alum Rock Avenue (State Route 130), and McKee Road/Toyon Avenue.				2,127,977	2,127,977	

County Bid Target	N/A*	5,728,752	1,319,860	2,127,977	
Proposed Programming	9,186,049	5,728,752	1,319,860	2,127,977	18,362,638
Unprogrammed Balance	N/A*	-	-	-	-



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

<b>County Bid Target</b>	<b>1,547,328</b>	<b>1,289,884</b>	<b>-</b>	<b>521,368</b>	
<b>Proposed Programming</b>	<b>1,547,328</b>	<b>1,289,884</b>	<b>-</b>	<b>521,368</b>	<b>3,358,580</b>
<b>Unprogrammed Balance</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>



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

<b>Multi-County &amp; Regional Target</b>	N/A*	397,588	317,798	-	
<b>Proposed Programming</b>	7,740,000	397,588	317,798	-	8,455,386
<b>Unprogrammed Balance</b>	N/A*	-	-	-	-

<b>Regional Grand Totals</b>						
	<b>Lifeline Program Revenue Sources</b>	46,519,967	24,300,268	6,390,647	8,971,587	86,182,469
	<b>Total Proposed Programming</b>	46,068,643	24,300,268	6,390,647	8,971,587	85,731,145
	<b>Unprogrammed Balance</b>	451,324	-	-	-	451,324

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

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

### Notes

- (1) On 10/23/13, the STA amounts were updated to reflect FY2012 & FY2013 actual revenues, including FY2012 and FY2013 interest. The County Lifeline Program Administrators (LPAs) had originally programmed 95 percent of their county's estimated two-year STA amount, and then developed a contingency plan for the remaining five percent should it be available. The actual two-year revenues plus interest were sufficient to fully fund the 95 percent program, and to provide partial funding to the contingency projects that had been previously identified by the County LPAs.
- (2) Comply with MTC Resolution 3866, Revised (Transit Coordination Implementation Plan) where applicable, including but not limited to Clipper, 511, real-time transit information and wayfinding signage. For wayfinding signage, project sponsors are expected to follow the regional sign standard developed by MTC, with the exception of wayfinding kiosks and transit information displays which are optional (note that MTC is unable to support maintenance of these signs if installed). For real-time transit information displays at multi-agency transfer stations/stops, project sponsors must work with MTC to determine the appropriate 511 real-time transit sign design to use. MTC Res. 3866, Revised is available at <http://www.mtc.ca.gov/planning/tcip/>. Consult with project-specific MTC staff during project planning to further assess the applicability of Res. 3866, Revised and how to implement specific aspects of the project.
- (3) On 5/9/12, staff recommended SFMTA's and VTA's Proposition 1B projects for deferral (not programming) pending resolution of youth/low income free fare funding discussions. Projects were recommended for funding on 6/13/12.
- (4) On 6/13/12, staff recommended deferral of funding for the Richmond Easy Go project in order to clarify eligibility issues. Project was recommended for funding on 7/11/12.
- (5) JARC funds include FTA Section 5316 funds apportioned in FY12 and Section 5307 funds apportioned in FY13 and FY14. For more information regarding the FY2013 Section 5307 funds, see the Transit Capital Priorities (TCP) Process and Criteria for FY 2012-13 & FY 2013-14 (MTC Resolution No. 4072) and the TCP Program for FY 2012-13 & FY 2013-14 (MTC Resolution No. 4084).
- (6) Project must follow the requirements in Attachment A of the *Phase II Call for Projects: 2012 RM2 Real-time Transit Information Grant Program*
- (7) On 6/13/12, staff recommended deferral of funding for BART's Transbay Owl Express in order to work with counties and sponsor to address issues. Project was recommended for funding on 7/11/12.
- (8) On 12/19/12, \$405,987 in JARC funding was transferred from Santa Rosa CityBus Enhanced Automatic Vehicle Location (AVL) and Real-Time Transit Information Program and reprogrammed to CityBus Roseland Lifeline Operations.
- (9) On 12/19/12, SFMTA's 8X Mobility Maximization Proposition 1B amount was reduced from \$9,310,080 to \$5,285,000, SFMTA's Mission Mobility Maximization Proposition 1B amount was increased from \$2,413,350 to \$5,056,891, and a new Lifeline-eligible project, the Mission Bay Loop, was programmed \$1,381,539 in Proposition 1B funds. CMA Concurrence for SFMTA's Proposition 1B projects is expected in December 2012. MTC approval is contingent on receiving that board approval.
- (10) San Francisco County STA projects were recommended for funding in December 2012.
- (11) On 4/24/13, \$126,353 in JARC funding was transferred from Contra Costa County Employment & Human Services Taxi Referral Program to Tri Delta Transit for Route 200 & 201. \$126,353 in STA funding was transferred from Tri Delta Transit Route 200 & 201 to Contra Costa County Employment & Human Services Department Taxi Referral Program, as a pass through from Tri Delta Transit.
- (12) On 4/24/13, \$150,055 in JARC funding was transferred from City of Concord Monument Neighborhood Shuttle to County Connection Preserve Operations in Community Concern project. \$150,055 in local Measure J funds will be programmed to the Monument Neighborhood Shuttle by the Contra Costa Transportation Authority.
- (13) SFCTA Board approval for SFMTA's STP/CMAQ project was received in April 2013.
- (14) On 10/23/13, \$35,000 in JARC funding was transferred from Cycles of Change's Neighborhood Bike Centers project to the San Leandro TMO LINKS Shuttle. This modification pays LINKS back from funds borrowed by Cycles in 2012, LTP2 JARC funds.
- (15) On 12/18/13, \$500,000 in Proposition 1B funding was transferred from AC Transit's Internal Text Messaging Signs project to the Contra Costa College Transit Center Improvements project. This modification is due to cost savings on the Internal Text Messaging Signs project and will allow the scope of the Transit Center Improvements project to include real-time displays and amenities upgrades.
- (16) On 2/26/14 \$1,745,579 in STA funds were redirected to five projects impacted by the loss of JARC funds: Oakland Broadway Shuttle, \$723,000; San Leandro "LINKS" Shuttle, \$310,089; Concord Monument Neighborhood Shuttle, \$161,648; Outreach Family Transportation Services, \$461,829; and MTC Admin & Tech. Asst., \$89,013. The STA funds were from the Means-Based Fare Study (\$691,745) and the FY14 STA Lifeline category (\$1,053,834). Additionally, JARC funds were replaced with 5307 FY14 funds on the following projects: Contra Costa County Taxi Referral Program, \$37,884; AC Transit Preserve Ops in Comm of Concern, \$45,986; and Santa Rosa Roseland Operations, \$124,214.
- (17) On 7/23/14, AC Transit's East Bay Bus Rapid Transit (BRT) project was revised to add a design and construction component to the existing vehicle purchase component.
- (18) On 11/19/14, the City of Vacaville's Accessible Paths to Transit project was replaced with the Safe Routes to School (SRTS) Infrastructure Improvements Project.
- (19) As of 11/19/14, CCCTA's original bus replacement project was delivered using alternative funds because the Lifeline Prop 1B funds were not available at the time of procurement, partly due to the delay in available bond proceeds. The \$484,534 in Lifeline Prop 1B funds will be used in a future vehicle procurement (anticipated FY2014-15), which will serve the same areas (Concord Monument Corridor and North Martinez).
- (20) On 11/19/14, SFMTA's 8X Mobility Maximization project scope was expanded to include improvements at the Balboa Park Station Area and Plaza.
- (21) On 7/22/15, \$89,013 in STA funds that had originally been set aside and allocated for MTC administration and technical assistance in FY 2014, but had not been needed for that purpose, were re-programmed to the Community Based Transportation Planning (CBTP) program.
- (22) On 3/23/16, \$213,647 in Proposition 1B funds were redirected from the cancelled Napa Valley College Northbound Shelter project to the newly added VINE Transit CAD/AVL System Part 1 project. VINE Transit CAD/AVL project is also a Lifeline Cycle 4 project.
- (23) On 3/23/16, \$451,324 in Proposition 1B funds were redirected from the SamTrans' Replacement Fixed Route Vehicles project to the newly added San Carlos Transit Center project.
- (24) On 6/22/16, \$147,335 in Proposition 1B funds were reprogrammed from the cancelled WestCAT Purchase and Installation of Bus Shelters project to the newly added Dial-A-Ride Replacement Vehicles project (also a Lifeline Cycle 4 project).

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

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

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

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



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

**File #:** 18-0407      **Version:** 1      **Name:**

**Type:** Resolution      **Status:** Consent

**File created:** 5/10/2018      **In control:** Programming and Allocations Committee

**On agenda:** 6/13/2018      **Final action:**

**Title:** MTC Resolution Nos. 4202, Revised, and 4035, Revised. Revisions to the One Bay Area Grant (OBAG 1 and 2) County and Regional Programs.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [6f PAC 2d ResoNo-4202-4035 OBAG Revisions.pdf](#)  
[2d OBAG Revisions.pdf](#)

Date	Ver.	Action By	Action	Result
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**Subject:**

MTC Resolution Nos. 4202, Revised, and 4035, Revised. Revisions to the One Bay Area Grant (OBAG 1 and 2) County and Regional Programs.

**Presenter:**

Mallory Atkinson

**Recommended Action:**

Commission Approval

**Metropolitan Transportation Commission  
Programming and Allocations Committee**

June 13, 2018

Agenda Item 2d

**MTC Resolution Nos. 4035, Revised and 4202, Revised**

**Subject:** Revisions to the One Bay Area Grant (OBAG 1 and 2) Regional and County programs.

**Background:** The OBAG 1 and 2 programs adopted by the Commission establish commitments and policies for investing Surface Transportation Block Grant Program (STP) and Congestion Mitigation and Air Quality Improvement (CMAQ) funds for regional and local programs from FY2012-13 through FY2021-22.

**1. Regional Programs**

This month, staff recommends the following changes to regional programs:

**a. Transit Capital Rehabilitation**

Redirect approximately \$0.6 million from Eastern Contra Costa Transit Agency's (Tri-Delta Transit) Transit Vehicle Replacement project to the Clipper® Next Generation Fare Collection System. Tri-Delta Transit's project is fully funded and no longer needs these funds. Redirecting these funds to Clipper® would reduce the amount of financing proceeds proposed within the FY2016-17 through FY2019-20 Transit Capital Priorities program, thereby reducing future financing costs.

**b. 511 Traveler Information**

Revise the amounts programmed to 511 Next Gen and 511 Implementation to reflect the proposed scope for the future of the 511 program. As presented by staff at the January 2018 MTC Operations Committee, these changes include an increased focus on providing data to private sector firms for disseminating to the public, reduction of real-time features on the 511 phone, a re-designed 511.org including an elimination of the trip planner. These changes result in a \$2.38 million net decrease in OBAG 2 funding for the 511 program.

**c. Freeway Performance Program**

Redirect \$820,000 from the Bay Bridge Forward Commuter Parking Initiative Access Improvements project, as the funds are no longer needed to complete the project, and \$2 million from the 511 Traveler Information program to Contra Costa Transportation Authority's I-80 Central Avenue Interchange Improvements to complete the funding plan for the second phase of this important operational improvement project. This redirection of funds replaces earmark funds previously committed to the Central Avenue project that were repurposed to the San Mateo US 101 HOV lanes.

Additionally, clarify the limits for the I-880 Freeway Performance Program project to reflect the scope of the project, which extends from I-280 in Santa Clara County to I-80 in Alameda County.

**2. Solano County Program**

As the Congestion Management Agency (CMA) for Solano County, the Solano Transportation Authority (STA) has requested to redirect \$1.4 million from Vallejo's street rehabilitation project to Fairfield's Heart of Fairfield Improvements project. Vallejo's project name is also revised to reflect the reduced scope.

**Issues:** None.

**Recommendation:** Refer MTC Resolution Nos. 4035, Revised and 4202, Revised to the Commission for approval. Because these resolutions are proposed for revision under another agenda item, both are included once under Agenda Item 4a with all proposed revisions. Only items referred by the Committee will be forwarded to the Commission.

**Attachments:** MTC Resolution Nos. 4035, Revised, and 4202, Revised, can be found under Agenda Item 4a to this packet.





# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

**File #:** 18-0404      **Version:** 1      **Name:**

**Type:** Resolution      **Status:** Consent

**File created:** 5/10/2018      **In control:** Programming and Allocations Committee

**On agenda:** 6/13/2018      **Final action:**

**Title:** MTC Resolution Nos. 4169, Revised, 4262, Revised, 4263, Revised, and 4272, Revised. Revisions to the FY2016-17 through FY2019-20 Transit Capital Priorities Program and AB 664 bridge toll program and allocations for FY2017-18 to reflect final FY2017-18 FTA apportionments and transfers of funding between projects.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [6g PAC 2e ResoNos-4169 4262 4263 4272 TCP and AB664 Revisions.pdf](#)  
[2e ResoNos-4262 4263 4272 TCP and AB664 Revisions.pdf](#)

Date	Ver.	Action By	Action	Result
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**Subject:**

MTC Resolution Nos. 4169, Revised, 4262, Revised, 4263, Revised, and 4272, Revised. Revisions to the FY2016-17 through FY2019-20 Transit Capital Priorities Program and AB 664 bridge toll program and allocations for FY2017-18 to reflect final FY2017-18 FTA apportionments and transfers of funding between projects.

**Presenter:**

Rob Jaques

**Recommended Action:**

Commission Approval

June 13, 2018

Agenda Item 2e

**MTC Resolution Nos. 4169, Revised, 4262, Revised, 4263, Revised, and 4272, Revised**

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**Subject:** Revisions to the FY2016-17 through FY2019-20 Transit Capital Priorities Program, AB 664 Net Bridge Toll Revenues program and allocations, and BATA Project Savings allocations for FY2017-18 to reflect final FY2017-18 FTA apportionments and transfers of funding between projects.

**Background:** MTC is responsible for programming the region's Federal Transit Administration (FTA) Urbanized Area Formula (Section 5307), State of Good Repair (Section 5337) and Bus & Bus Facilities (Section 5339) funds, as well as One Bay Area Grant (OBAG) Cycle 2 Transit Capital Rehabilitation funds. MTC programs these funds to eligible transit operators to support capital replacement and rehabilitation projects, preventive maintenance, and operating costs through the Transit Capital Priorities (TCP) program.

This item proposes revisions to the preliminary FY2016-17 through FY2019-20 TCP program adopted by the Commission in July 2017 in order to reconcile the program with final FY2017-18 FTA apportionment amounts for the region's 12 urbanized areas (UZAs) and to make other minor adjustments to the program.

The regional apportionments for the Section 5307, 5337 and 5339 programs, which were released in May, totaled approximately \$481 million. This is approximately \$45 million above the projections used to develop the preliminary program, due to the additional transit funding included in the Federal FY2017-18 Omnibus Appropriations.

Approximately \$37 million of the increase was in the large UZAs of San Francisco-Oakland, Concord, and Antioch, our most heavily subscribed UZAs, and those for which we are proposing financing. In the preliminary program, Caltrain was proposed to receive approximately \$120 million in financing proceeds for their new electric railcars being procured as part of the Peninsula Corridor Electrification Program. As a result of the FY2018 increase in funding, staff is proposing to use the majority of these additional funds - \$36 million - to reduce the financing proceeds needed for Caltrain and replace them with Section 5307 funds. Additionally, another \$13 million of San Jose UZA funds that are not needed for high-scoring VTA projects are proposed to be programmed for Caltrain railcars. These funds are part of the overall commitment to the EMU project, and are being accelerated from future years. Another \$15 million of Section 5307 funds were programmed to the EMU program, due to the award of a ferry discretionary grant (discussed further below) and other technical revisions to the programming. Approximately \$1 million will also be added to the BART Railcar procurement programming, slightly reducing the need for financing for that project. This strategy, as opposed to using these one-time funds for other projects, will reduce the region's debt liabilities from financing through FY2034-35.

Balancing the FY2017-18 TCP program to account for the other differences in final apportionments from the projections requires only minor revisions, including:

- Transferring costs between the UZAs and programs to keep the total amounts received by the operators at the same level, where possible;
- Increasing programming amounts in urbanized areas that received more apportionments than had been projected, primarily in the small UZAs.

This item also proposes other minor revisions to the program as requested by operators, and that are consistent with the regional TCP programming policy, summarized on the following page:

- AC Transit: Reprogram approximately \$13 million in FY2016-17 from a 60-ft Articulated Bus replacement and \$8 million in FY2017-18 from the Double Decker Bus procurement to a 45-ft Over-the-Road Coach procurement;
- ACE: Reprogram ADA Set-Aside in all four years to Railcar Midlife Overhaul;
- Caltrain: Reprogram ADA Set-Aside in FY2017-18 through FY2019-20 from Revenue Vehicle Rehabilitation to a Ticket Vending Machine Rehabilitation and Clipper® Functionality Project;
- LAVTA: Add a new project to the program – Hybrid Bus Battery Pack Replacement – with programming of \$800,000 of FY2017-18 and FY2018-19 FTA Section 5307 and 5339 funds from the Livermore UZA;
- SolTrans: Reprogram \$560,000 of FY2016-17 Section 5307 funds from Data Management Technology Enhancements (\$320,000) and Facilities and Amenities Improvements (\$240,000) to Operating Assistance;
- VTA: Reprogram approximately \$4 million of Section 5337 funds to Rail Rehabilitation and Replacement and \$5 million of 5337 funds to Overhead Catenary System Rehabilitation from Roadway Protection System for Light Rail (\$1.5 million) and Light Rail Crossovers and Switches (\$8 million) in FY2017-18. Reprogram approximately \$22 million of Section 5337 funds to Rail Replacement and Rehabilitation from Overhead Catenary System Rehabilitation (\$5.5 million) and Light Rail Crossovers and Switches (\$16 million) in FY2018-19; and
- WETA: Defer \$5 million of fixed guideway funding to beyond FY2019-20 due to award of a Ferry Discretionary funding grant by the US DOT.

Additionally, AB 664 Net Bridge Toll Revenues are programmed annually to eligible transit operators to help meet the local match requirement for federal funds programmed through the TCP program. AB 664 funds are programmed in accordance with MTC Resolution No. 4015, generally in proportion to each operator's share of federal funds in the TCP program. AB 664 funds for projects included in the Core Capacity Challenge Grant Program (MTC Resolution 4123, Revised) are programmed separately based on the cash flow needs of the projects.

The initial FY2017-18 AB 664 program, which was adopted by the Commission in March 2017, included funds for Core Capacity Projects for AC Transit and SFMTA only. Therefore, this item also proposes to program the remaining \$2.3 million of FY2017-18 AB 664 funds to other operators based on the final TCP program.

Finally, this item also proposed to allocate approximately \$41 million of AB 664 Net Bridge Toll Revenues and \$37 million of BATA Project Savings funds (also bridge tolls) to SFMTA, for a total allocation of \$78 million. When the FY2016-17 through FY2019-20 TCP Program was first adopted in March 2017, staff proposed shifting approximately \$69 million of AB 664 Net Bridge Toll Revenue funds and \$83 million of BATA Project Savings funds (a total of \$152 million) from BART to SFMTA as part of a larger plan to use the the proceeds of a proposed financing for the BART Railcar Procurement project and to advance the SFMTA bus project. At that time, those funds were programmed to SFMTA, but were held contingent on finalizing the details of financing. Recently, SFMTA staff requested that \$78 million of the \$152 million of bridge tolls programmed be allocated at this time to meet the cashflow needs of their 40-ft and 60-ft motor coach procurement that is currently in delivery. The balance of the shifted funds - \$74 million –

would remain unallocated and contingent on financing being finalized. Staff is recommending this allocation at this time to allow SFMTA to meet their cashflow needs and with the understanding that the FTA financing is closer to being finalized.

**Issues:** TCP program still assumes approximately \$1 billion in financing proceeds will be needed for the BART Car project, starting in FY2019.

**Recommendation:** Refer Resolution Nos. 4169, Revised, 4262, Revised, 4263, Revised, and 4272, Revised, to the Commission for approval.

**Attachments:** MTC Resolution No. 4169, Revised 4262, Revised; MTC Resolution No. 4263, Revised; MTC Resolution No. 4272, Revised

Date: January 28, 2015  
W.I.: 1511  
Referred by: PAC  
Revised: 09/23/15-C 01/27/16-C  
12/21/16-C 03/22/17-C  
12/20/17-C 06/27/18-C

ABSTRACT

Resolution No. 4169, Revised

This resolution establishes the program of projects for BATA Project Savings and allocates these funds to eligible projects.

The following attachment is provided with this resolution:

Attachment A – Program of Projects

Attachment B – Allocations

This resolution was revised on September 23, 2015 to update the conditions associated with the programming of \$84 million of BATA project savings to SFMTA’s Light Rail Vehicle purchase (LRV) project, in order to reflect the updated amount of AB 664 funds programmed to the project.

This resolution was revised on January 27, 2016 to program and allocate \$24,922,916 in BATA Project Savings towards AC Transit’s Fleet Replacement consistent with the Core Capacity Challenge Grant Program funding plan.

This resolution was revised on December 21, 2016 to de-program \$23,014,657 in BATA Project Savings funds from SFMTA’s LRV project due to receipt of TIRCP funding of the same amount in FY2015-16 and update the conditions associated with the programming to reflect the updated amount of AB 664 and BATA Project Savings funds programmed to the project.

This resolution was revised on March 22, 2017 to program and allocate \$5,248,522 in BATA Project Savings funds to AC Transit and program \$23,040,236 and allocate \$4,649,495 in BATA Project Savings funds to SFMTA towards their Fleet Replacement projects.

This resolution was revised on December 20, 2017 program and allocate \$20,167,986 in BATA Project Savings funds to AC Transit and program \$83,921,695 and allocate \$8,091,805 in BATA Project Savings funds to SFMTA toward their Fleet Replacement projects.

ABSTRACT

MTC Resolution No. 4169, Revised

Page 2

This resolution was revised on June 27, 2018 to allocate \$37,270,041 in BATA Project Savings funds to SFMTA toward their Fleet Replacement projects, consistent with the commitments of the Core Capacity Challenge Grant Program, and de-program \$26,867,000 in BATA Project Savings funds from SFMTA's LRV project due to receipt of TIRCP funding of the same amount in FY2017-18 and update the conditions associated with the programming to reflect the updated amount of BATA Project Savings funds programmed to the project.

Further discussion of this action is contained in the MTC Programming and Allocations Committee summary sheet dated January 14, 2015, September 9, 2015, January 13, 2016, December 14, 2016, March 8, 2017, December 13, 2017, and June 13, 2018.

Date: January 28, 2015  
W.I.: 1511  
Referred by: PAC

RE: Programming and allocation of BATA Project Savings

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 4169

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, Streets and Highways Code Sections 30950 *et seq.* created the Bay Area Toll Authority (“BATA”) which is a public instrumentality governed by the same board as that governing MTC; and

WHEREAS, pursuant to Streets and Highways Code (SHC) Section 31010(b), funds generated in excess of those needed to meet the toll commitments as specified by paragraph (4) of subdivision (b) of Section 188.5 of the SHC shall be available to BATA for funding projects consistent with SHC Sections 30913 and 30914; and

WHEREAS, the BATA Project Savings are bridge toll funds made available from project and financing savings on BATA’s Regional Measure 1 and Toll Bridge Seismic Retrofit programs; and

WHEREAS, MTC adopted Resolution No. 4123, Revised, which established an investment plan for MTC’s Transit Core Capacity Challenge Grant Program that targets federal, state, and regional funds to high-priority transit capital projects between FY2014-15 and FY2029-30, and as part of this investment plan, BATA Project Savings were assigned to certain projects; and

WHEREAS, BATA staff has determined that the Transit Core Capacity Challenge Grant Program is a bridge improvement project that improves the operations of the state-owned toll bridges; and

WHEREAS, BATA has adopted BATA Resolution No. 111, Revised, to amend the BATA budget to include the Transit Core Capacity Challenge Grant Program; and

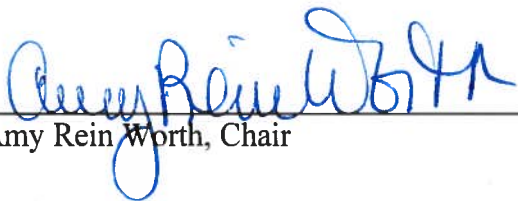
WHEREAS, BATA has adopted BATA Resolution No. 72, Revised, to amend the BATA Long Range Plan to include the Transit Core Capacity Challenge Grant Program; now, therefore, be it

RESOLVED, that MTC approves the program of projects for BATA Project Savings, for the purposes, and subject to the conditions listed on Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length; and, be it further

RESOLVED, that MTC approves the allocation and reimbursement of BATA Project Savings in accordance with the amount, conditions and reimbursement schedule for the phase, and activities as set forth in Attachment B; and, be it further

RESOLVED, that should the allocation of BATA Project Savings be conditioned on the execution of a funding agreement, that the Executive Director or his designee is authorized to negotiate and enter into a funding agreement with claimant that includes the provisions contained in Attachment A and B.

METROPOLITAN TRANSPORTATION COMMISSION

  
\_\_\_\_\_  
Amy Rein Worth, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in Oakland, California, on January 28, 2015.



Date: #####  
W.I.: 1511  
Referred by: PAC  
Revised: 09/23/15-C 01/27/16-C  
12/21/16-C 03/22/17-C  
12/20/17-C 06/27/18-C

Attachment A  
Resolution No. 4169  
Page 1 of 2

PROGRAM OF BATA PROJECT SAVINGS FUND PROJECTS

**FY2014-15 Program of Projects**

Operator	Project	Amount	Conditions
SFMTA	Fleet Expansion - LRV Purchase	34,118,343	<p>a. SFMTA is required to provide \$57 million in their local funds, which could include SFMTA Revenue Bonds, development impact fees and other non-federal sources towards, the cost of the LRV purchase.</p> <p>b. The regional programming will serve as a back-stop for Cap and Trade (C&amp;T) funds. SFMTA will make good faith efforts to obtain a Letter of No Prejudice or other commitment from the California State Transportation Agency to maintain eligibility of the LRVs for the C&amp;T Transit and Intercity Rail program, and to pursue C&amp;T funding for the LRVs when C&amp;T funding is made available.</p> <p>c. If C&amp;T funds are secured for the expansion LRVs, the \$34 million of BATA project savings will be restored to SFMTA's LRV replacement project in accordance with the Core Capacity Challenge Grant Program commitment.</p> <p>d. If C&amp;T funds are not secured for the expansion LRVs, SFMTA will replace the \$34 million of BATA project savings for SFMTA's LRV replacement project with local funds.</p> <p>e. If C&amp;T funds are not secured for the expansion LRVs, SFMTA agrees to develop an agreement with MTC on the terms of the replacement funding for the LRV replacement projects.</p> <p>MTC reserves the right to withhold allocation of the AB 664 and BATA project savings funds if these conditions are not met.</p>
<b>Total FY2014-15 Programming:</b>		<b>34,118,343</b>	

**FY2015-16 Program of Projects**

Operator	Project	Amount	Conditions
AC Transit	AC Transit Projects		
	Replace 29 40-ft Artic Urban buses		
	Purchase 10 40-ft urban buses - Zero-Emission Fuel C		
	Purchase 10 double-decker diesel buses		
	<i>Total AC Transit Programming</i>	24,922,916	
<b>Total FY2015-16 Programming:</b>		<b>24,922,916</b>	

**FY2016-17 Program of Projects**

Operator	Project	Amount	Conditions
AC Transit	AC Transit Projects		
	Purchase 19 60-ft Artic Urban buses		
	<i>Total AC Transit Programming</i>	5,248,522	
SFMTA	SFMTA Projects		
	Replacement of 60' Trolley Coaches		
	<i>Total SFMTA Programming</i>	12,967,639	
<b>Total FY2016-17 Programming:</b>		<b>18,216,161</b>	

**FY2017-18 Program of Projects**

Operator	Project	Amount	Conditions
AC Transit	AC Transit Projects		
	Purchase (59) 40-ft Urban Buses - Diesel		
	<i>Total AC Transit Programming</i>	16,560,759	
SFMTA	SFMTA Projects		This programming action is conditioned on Commission approval and execution of final terms of financing, allowing for approximately \$46 million of BATA project savings to be reprogrammed from BART to SFMTA and replaced with proceeds of financing. Should financing not be completed, \$46 million would be reprogrammed back to BART.
	Replacement of 40-ft Trolley Coaches		
	Replacement of 60-ft Motor Coaches		
	Replacement of 30-ft Motor Coaches		
	<i>Total SFMTA Programming</i>	79,638,569	
<b>Total FY2017-18 Programming:</b>		<b>96,199,328</b>	

Date: #####  
W.I.: 1511  
Referred by: PAC  
Revised: 09/23/15-C 01/27/16-C  
12/21/16-C 03/22/17-C  
12/20/17-C 06/27/18-C

Attachment A  
Resolution No. 4169  
Page 2 of 2

PROGRAM OF BATA PROJECT SAVINGS FUND PROJECTS

**FY2018-19 Program of Projects**

Operator	Project	Amount	Conditions
AC Transit Projects			
	Replace (24) 60-ft Urban Buses - Hybrid		
	<i>Total AC Transit Programming</i>	2,321,181	
SFMTA Projects			
	40-ft Motor Coach Midlife Overhaul		
	Replace 35 Paratransit Cutaway Vans		
	<i>Total SFMTA Programming</i>	2,452,440	
<b>Total FY2018-19 Programming:</b>		<b>4,773,621</b>	

**FY2019-20 Program of Projects**

Operator	Project	Amount	Conditions
AC Transit Projects			
	Replace (27) 40-ft Urban Buses - Hybrid		
	<i>Total AC Transit Programming</i>	1,286,046	
SFMTA Projects			
	Muni Rail Replacment		
	40-ft Motor Coach Midlife Overhaul		
	<i>Total SFMTA Programming</i>	1,830,686	
<b>Total FY2019-20 Programming:</b>		<b>3,116,732</b>	

Date: #####  
W.I.: 1511  
Referred by: PAC  
Revised: 01/27/16-C  
03/22/17-C  
12/20/17-C  
06/27/18-C

Attachment B  
Resolution No. 4169  
Page 1 of 1

ALLOCATIONS TO BATA PROJECT SAVINGS FUNDED PROJECTS

Operator	Project	Date	Amount	Allocation No.	Notes
AC Transit	Projects Listed on Attachment A	1/27/2016	24,922,916	16-4169-01	See Notes below
AC Transit	Projects Listed on Attachment A	3/22/2017	5,248,522	17-4169-01	See Notes below
SFMTA	Projects Listed on Attachment A	3/22/2017	4,649,495	17-4169-02	See Notes below
AC Transit	Projects Listed on Attachment A	#####	16,560,759	18-4169-01	See Notes below
SFMTA	Projects Listed on Attachment A	#####	4,956,713	18-4169-02	See Notes below
SFMTA	Projects Listed on Attachment A	6/27/2018	37,270,041	18-4169-03	See Notes below
<b>Total Allocations:</b>			<b>93,608,446</b>		

**Notes:**

- 1 Acceptance of allocations requires operator agreement to comply with the provisions of the AB 664 Net Bridge Toll Revenues section of MTC Resolution No. 4015 and that any BATA Project Savings funds received shall be subject to MTC Resolution No. 4015, unless otherwise agreed to herein.

Date: March 22, 2017  
W.I.: 1514  
Referred by: PAC  
Revised: 04/26/17-C 07/26/17-C  
12/20/17-C 06/27/18-C

ABSTRACT

Resolution No. 4262, Revised

This resolution establishes the AB 664 Net Bridge Toll Revenues program of projects for FY2016-17 through FY2019-20. The initial program consists of funds programmed to SFMTA and AC Transit towards their fleet replacement projects in FY2016-17 consistent with the Transit Capital Priorities Program, and reprogramming of FY2012-13 AB 664 funds for BART, SFMTA, and WETA that had lapsed due to unforeseen project delays. This resolution will be amended to add the remainder of FY2016-17 programming and attachments for FY2017-18 through FY2019-20 AB 664 program in conjunction with final revisions to the FY2016-17 through FY2019-20 Transit Capital Priorities program.

The following attachments are provided with this resolution:

- Attachment A – Program of AB 664 Net Bridge Toll Revenue Projects FY2016-17
- Attachment B – Program of AB 664 Net Bridge Toll Revenue Projects FY2017-18
- Attachment C – Program of AB 664 Net Bridge Toll Revenue Projects FY2018-19
- Attachment D – Program of AB 664 Net Bridge Toll Revenue Projects FY2019-20

Attachment A of this resolution was revised on April 26, 2017 to reprogram FY2012-13 AB 664 Bridge Toll funds for AC Transit that had lapsed due to unforeseen project delays.

Attachment A of this resolution was revised on July 26, 2017 to program the remainder of the FY2016-17 AB 664 Bridge Toll funds based on the final revisions to the FY2016-17 Transit Capital Priorities program.

Attachments B through D of this resolution were revised on December 20, 2017 to program AB 664 Bridge Tolls funds to AC Transit, BART, and SFMTA in FY2017-18 through FY2019-20 consistent with the Transit Capital Priorities Program and commitments of the Core Capacity

Challenge Grant Program, and to reprogram FY2013-14 funds for AC Transit, SFMTA, and WestCAT that had lapsed due to unforeseen project delays.

Attachments A and B of this resolution were revised on June 27, 2018 to program the remainder of the FY2017-18 AB 664 Bridge Toll funds based on the final revisions to the FY2017-18 Transit Capital Priorities program and make other minor revisions to the FY2016-17 program.

Further discussion of the AB 664 program of projects is contained in the Programming and Allocations Committee summary sheets dated March 8, 2017, April 12, 2017, July 12, 2017, December 13, 2017, and June 13, 2018.

Date: March 22, 2017  
W.I.: 1514  
Referred by: PAC

RE: Programming of AB 664 Net Bridge Toll Revenues in FY 2016-17 through FY 2019-20

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 4262

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, pursuant to Streets and Highways Code § 30892, after deduction for MTC's administrative costs, MTC shall allocate toll bridge net revenues to public entities operating public transportation systems to achieve MTC's capital planning objectives in the vicinity of toll bridges as set forth in its adopted Regional Transportation Plan (RTP) ("Net Revenues"); and

WHEREAS, pursuant to Streets and Highways Code § 30894, MTC has adopted MTC Resolution No. 4015, which sets forth MTC's Bridge Toll Revenue Allocation Policy; and

WHEREAS, MTC has adopted a transit capital priorities program which set forth the priorities for funding transit capital projects in the Transportation Improvement Program (TIP); and

WHEREAS, "claimants" certify that their respective projects programmed in the TIP are in conformance with MTC's Regional Transportation Plan, with the requirements of the California Environmental Quality Act (Public Resources Code § 2100 et seq.) and the State EIR Guidelines (14 Cal. Admin. Code § 15000 et seq.); now therefore, be it

RESOLVED, that MTC approves the FY2016-17 through FY2019-20 programming of AB 664 Net Bridge Toll Revenues to the claimants, in the amounts, for the purposes, and subject to the conditions listed on Attachments A-D to this resolution, attached hereto and incorporated herein as though set forth at length.

METROPOLITAN TRANSPORTATION COMMISSION

A handwritten signature in black ink, appearing to read "Jake Mackenzie", is written over a horizontal line. The signature is stylized and cursive.

Jake Mackenzie, Chair

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

Date: March 22, 2017  
W.I.: 1514  
Referred by: PAC  
Revised: 04/26/17-C  
07/26/17-C  
06/27/18-C

Attachment A  
Resolution No. 4262  
Page 1 of 3

FY2016-17 Program				
			East Bay	West Bay
	<b>Revenue</b>		<b>3,184,460</b>	<b>22,700,000</b>
	<b>Previous Year Carry-Over (if any)</b>			
	<b>Expirations and Rescissions</b>		<b>6,774,769</b>	<b>1,792,280</b>
	<b>Total Funds Available</b>		<b>9,959,229</b>	<b>24,492,280</b>
<b>Sponsor</b>	<b>Eligible Capital Projects</b>	<b>Fund Source</b>		
<u>Current Year Programming</u>				
<u>AC Transit Non-Core Capacity Projects</u>				
AC Transit	CAD/AVL	§ 5307		
AC Transit	Radio communication system	§ 5307		
AC Transit	Paratransit Van Leasing	§ 5307		
AC Transit	(51) Diesel Particulate Filters for 30' Buses	§ 5307		
AC Transit	Replace (27) 2003 60' articulated buses	§ 5307		
	<i>Subtotal - Non-Core Capacity Projects (5)</i>		<i>1,177,611</i>	<i>-</i>
<u>AC Transit Core Capacity Projects</u>				
AC Transit	Purchase 31 45-ft Over-the-Road Coaches	FY17 5307		
	<i>Subtotal - Core Capacity projects</i>		<i>1,584,460</i>	<i>-</i>
	<b>Total Amount Programmed to AC Transit (5)</b>		<b>2,762,071</b>	<b>-</b>
BART	ADA Paratransit Capital Accessibility Improvements	§ 5307		
BART	Strategic Maintenance Program	§ 5307/§ 5309 FG		
BART	General Mainline Renovation	§ 5307/§ 5309 FG		
BART	Train Control Renovation	§ 5309/37 FG		
BART	Traction Power	§ 5307/§ 5309/37 FG		
BART	Rail, Way and Structures Program	§ 5307/§ 5309/37 FG		
BART	Fare Collection Equipment	§ 5307/§ 5309/37 FG		
BART	Station Renovations	§ 5307/§ 5309 FG		
BART	L-intrusion Barrier	§ 5307/§ 5309 FG		
BART	Lake Merritt Subway	§ 5307/§ 5309 FG		
BART	Platform Edge Tile Replacement	§ 5307/§ 5309 FG		
	<b>Total Amount Programmed to BART(1)</b>		<b>3,717,116</b>	<b>-</b>
Caltrain	Systemwide Track Rehabilitation	§ 5337		
Caltrain	Communications System/Signal Rehabilitation	§ 5337		
	<b>Total Amount Programmed to Caltrain</b>		<b>-</b>	<b>594,437</b>
ECCTA	Transit Bus Replacements	§ 5307		
	<b>Total Amount Programmed to ECCTA</b>		<b>434,051</b>	<b>-</b>



Date: March 22, 2017  
W.I.: 1514  
Referred by: PAC  
Revised: 04/26/17-C  
07/26/17-C  
06/27/18-C

Attachment A  
Resolution No. 4262  
Page 2 of 3

**PROGRAM OF AB 664 NET BRIDGE TOLL REVENUE PROJECTS**

<b>FY2016-17 Program</b>				
SamTrans	Replacement of 2003 Gillig Buses	§ 5307		
	<b>Total Amount Programmed to SamTrans</b>		-	<b>105,563</b>
<u>SFMTA Non-Core Capacity Projects</u>				
SFMTA	45 40' NABI Replacement	§ 5307/§ 5339 FG		
SFMTA	35 22' Paratransit vans	§ 5307		
SFMTA	58 40' Neoplan Bus Replacement	§ 5307		
SFMTA	26 60' Neoplan Bus Replacement	§ 5307		
SFMTA	60 60' New Flyer Trolley Bus Replacement	§ 5307		
SFMTA	ITS Radio System Replacement	§ 5307/§ 5337		
SFMTA	Muni Rail Replacement	§ 5337		
SFMTA	Cable Car Renovation Program	§ 5337		
SFMTA	Accessible Light Rail Stops	§ 5309		
SFMTA	ATCS Inductive Loop Cable in the Muni Metro Subway	§ 5307		
SFMTA	Automatic Fare Collection Equip	§ 5307/§ 5309		
SFMTA	Central Control & Communication (C3)	§ 5307/§ 5309		
SFMTA	Enterprise Asset Management System	§ 5309		
SFMTA	Escalator Rehabilitation	§ 5307/§ 5309		
SFMTA	Historic Vehicle Renovation	§ 5307/§ 5309		
SFMTA	Misc. Security Expenditures	§ 5307		
SFMTA	Overhead Lines Rehab	§ 5309		
SFMTA	Replace 6 Paratransit Minivans	AB664		
SFTMA	Farebox Replacement	AB664		
SFMTA	Cable Car Infrastructure	AB664		
SFMTA	Rehabilitation of 16 Ex-SEPTA PCCs	§ 5307/§ 5309		
SFMTA	Wayside Fare Collection	AB664		
SFMTA	Station-Area Pedestrian and Bicycle Access Improvements	AB664		
SFMTA	Wayside/Central Train Control & Trolley Signal Systems Reh	AB664		
	<i>Subtotal - Non-Core Capacity Projects (2)</i>		-	<i>18,310,178</i>
<u>SFMTA Core Capacity Projects</u>				
SFMTA	Replacement of 60' Trolley Coaches	AB664		
	<i>Subtotal - Core Capacity projects</i>		-	<i>5,482,102</i>
	<b>Total Amount Programmed to SFMTA (2, 3)</b>		-	<b>23,792,280</b>



## PROGRAM OF AB 664 NET BRIDGE TOLL REVENUE PROJECTS

FY2017-18 Program			East Bay	West Bay
	Revenue		19,156,072	24,988,000
	Previous Year Carry-Over (if any)			
	Expirations and Rescissions		1,692,629	1,007,472
	Total Funds Available		20,848,701	25,995,472
<b>Sponsor</b>	<b>Eligible Capital Projects</b>	<b>Fund Source</b>		
<u>Current Year Programming</u>				
<u>AC Transit Non-Core Capacity Projects</u>				
AC Transit	CAD/AVL	§ 5307/§ 5337 FG		
AC Transit	Radio Communication System	§ 5307/§ 5309 FG		
AC Transit	Paratransit Van Leasing	§ 5307/§ 5309 FG		
AC Transit	(51) Diesel Particulate Filters for 30' Buses	§ 5309/37 FG		
AC Transit	Replace (28) 2000 40' Urban Buses	§ 5307/§ 5309/37 FG		
AC Transit	Replace (40) 2002 40' Urban Buses	§ 5307/§ 5309/37 FG		
AC Transit	Replace (27) 2003 60' Urban Buses	§ 5307/§ 5309/37 FG		
AC Transit	Fare Box Replacement	§ 5307/§ 5309/37 FG		
	<i>Subtotal - Non-Core Capacity Projects (1)</i>		1,648,072	-
<u>AC Transit Core Capacity Projects</u>				
AC Transit	Purchase (59) 40ft Urban Buses - Diesel	§ 5307		
AC Transit	Purchase 31 45-ft Over-the-Road Coaches	§ 5307		
	<i>Subtotal - Core Capacity projects</i>		4,999,473	-
	<b>Total Amount Programmed to AC Transit (1)</b>		<b>6,647,545</b>	<b>-</b>
<u>BART</u>				
BART	Railcar Procurement Program	§ 5307/§ 5337		
	<b>Total Amount Programmed to BART</b>		<b>12,556,599</b>	<b>-</b>
<u>Caltrain</u>				
Caltrain	Systemwide Track Rehabilitation	§ 5307/§ 5337 FG		
Caltrain	Comm. System/Signal Rehab.	§ 5307/§ 5337 FG		
Caltrain	Revenue Vehicle Rehab	§ 5307/§ 5337 FG		
	<b>Total Amount Programmed to Caltrain</b>			<b>700,000</b>
<u>CCCTA</u>				
CCCTA	Replace 42 22' Gasoline 7-Year Paratransit Vans	§ 5307/§ 5339 FG		
CCCTA	Replace 3 Gasoline 7-Year Paratransit Minivans	§ 5307/§ 5339 FG		
	<b>Total Amount Programmed to CCCTA</b>		<b>181,305</b>	
<u>ECCTA</u>				
ECCTA	Clipper II Digital Communication Equipment	§ 5307/§ 5339 FG		
	<b>Total Amount Programmed to ECCTA</b>		<b>40,437</b>	
<u>LAVTA</u>				
LAVTA	Hybrid Bus Battery Pack Replacement	§ 5307/§ 5339 FG		
	<b>Total Amount Programmed to LAVTA</b>		<b>25,759</b>	

**PROGRAM OF AB 664 NET BRIDGE TOLL REVENUE PROJECTS**

FY2017-18 Program			East Bay	West Bay
<i>SFMTA Non-Core Capacity Projects</i>				
SFMTA	45 40' NABI Replacement	§ 5307/§ 5339 FG		
SFMTA	35 22' Paratransit vans	§ 5307 FG		
SFMTA	58 40' Neoplan Bus Replacement	§ 5307 FG		
SFMTA	26 60' Neoplan Bus Replacement	§ 5307 FG		
SFMTA	60 60' New Flyer Trolley Bus Replacement	§ 5307 FG		
SFMTA	ITS Radio System Replacement	§ 5307/§ 5337 FG		
SFMTA	Muni Rail Replacement	§ 5337 FG		
SFMTA	Cable Car Renovation Program	§ 5337 FG		
SFMTA	Accessible Light Rail Stops	§ 5309 FG		
SFMTA	ATCS Inductive Loop Cable in the Muni Metro Subway	§ 5307 FG		
SFMTA	Automatic Fare Collection Equip	§ 5307/§ 5309 FG		
SFMTA	Central Control & Communication (C3)	§ 5307/§ 5309 FG		
SFMTA	Escalator Rehabilitation	§ 5307/§ 5309 FG		
SFMTA	Historic Vehicle Renovation	§ 5307/§ 5309 FG		
SFMTA	Misc. Security Expenditures	§ 5307 FG		
SFMTA	Overhead Lines Rehab	§ 5309 FG		
SFMTA	Rehabilitation of 16 Ex-SEPTA PCCs	§ 5307/§ 5309 FG		
SFMTA	Signal Rehab on 2nd Street	§ 5307 FG		
	<i>Subtotal - Non-Core Capacity Projects (3)</i>		-	855,722
<i>SFMTA Core Capacity Projects</i>				
SFMTA	Replacement of 40' Trolley Coaches	§ 5307/§ 5337		
SFMTA	Replacement of 60' Motor Coaches	§ 5307		
	<i>Subtotal - Core Capacity projects (2)</i>		-	24,288,000
	<b>Total Amount Programmed to SFMTA (2,3)</b>		-	<b>25,143,722</b>
SamTrans	Capital Maintenance-Fuel	§ 5307		
SamTrans	Advanced Communication System Upgrades	§ 5307		
SamTrans	Replacement of 19 2007 Cutaway Buses	§ 5307		
	<b>Total Amount Programmed to SamTrans (4)</b>		-	<b>151,750</b>
SolTrans	Bus Purchase (Alternative Fuel)	§ 5307/§ 5339 FG		
SolTrans	Preventive Maintenance	§ 5307/§ 5339 FG		
	<b>Total Amount Programmed to SolTrans</b>		<b>155,750</b>	
Westcat	Revenue Vehicle Replacement	§ 5307 FG		
Westcat	Service Vehicle Replacement	§ 5307 FG		
Westcat	Replacement of 2 35' suburban diesel transit buses	§ 5307 FG		
Westcat	Replacement of 2 35' suburban diesel transit buses	§ 5307 FG		
	<b>Total Amount Programmed to WestCAT (5)</b>		<b>44,557</b>	-

**PROGRAM OF AB 664 NET BRIDGE TOLL REVENUE PROJECTS**

FY2017-18 Program			East Bay	West Bay
WETA	Ferry Vessel Replacements (Richmond Ferry Service)	\$ 5307/\$ 5337 FG		
	Ferry Mid-Life Refurbishment - Solano, Taurus, Mare Island, & Inti	\$ 5307/\$ 5337 FG		
	Ferry Channel Dredging	\$ 5307/\$ 5337 FG		
	<b>Total Amount Programmed to WETA</b>		<b>1,196,749</b>	
		Fund Balance	-	-

**Notes:**

- 1 Includes AC Transit reallocation of lapsed FY2013-14 funds \$1,648,072
- 2 These programming actions are conditioned on Commission approval and execution of final terms of financing, allowing for a total of \$69,443,401 of AB 664 funds to be reprogrammed from BART to SFMTA and replaced with proceeds of financing. Should financing not be completed, these funds would be reprogrammed back to BART, including \$22,557,820 in FY18.
- 3 Includes SFMTA reallocation of lapsed FY2013-14 funds \$855,722
- 4 Includes SamTrans reallocation of lapsed FY2013-14 funds \$151,750
- 5 Includes WestCAT reallocation of lapsed FY2013-14 funds \$44,557

Date: March 22, 2017  
W.I.: 1512  
Referred by: PAC  
Revised: 04/26/17-C 07/26/17-C  
12/20/17-C 06/27/18-C

ABSTRACT

Resolution No. 4263, Revised

This resolution allocates AB 664 Net Bridge Toll Revenues to eligible transit operators for FY2016-17 through FY2019-20. The initial allocation will be for FY2016-17 for AC Transit and SFMTA projects consistent with the Transit Capital Priorities Program, and reallocation of FY2012-13 AB 664 funds for BART, SFMTA, and WETA that had lapsed due to unforeseen project delays. This resolution will be amended to add the remainder of the FY2016-17 AB 664 allocations in conjunction with final revisions to the FY2015-16 Transit Capital Priorities program. Additionally, this resolution will be amended annually to add each year's AB 664 allocation, through FY2019-20.

The following attachments are provided with this resolution:

Attachment A – Allocation of AB 664 Net Bridge Toll Revenue FY2016-17

Attachment B – Allocation of AB 664 Net Bridge Toll Revenue FY2017-18

Attachment C – Allocation of AB 664 Net Bridge Toll Revenue FY2018-19

Attachment D – Allocation of AB 664 Net Bridge Toll Revenue FY2019-20

Attachment A of this resolution was revised on April 26, 2017 to reallocate FY2012-13 AB 664 Bridge Toll funds for AC Transit that had lapsed due to unforeseen project delays.

Attachment A of this resolution was revised on July 26, 2017 to allocate the remainder of the FY2016-17 non-Core Capacity Challenge Grant Program AB 664 Bridge Toll funds based on the final revisions to the FY2016-17 Transit Capital Priorities program.

Attachment B of this resolution was revised on December 20, 2017 to allocate AB 664 Bridge Tolls funds to AC Transit, BART, and SFMTA in FY2017-18 consistent with the Transit Capital Priorities Program and commitments of the Core Capacity Challenge Grant Program, and to

ABSTRACT

MTC Resolution No. 4263, Revised

Page 2

reallocate FY2013-14 funds for AC Transit, SFMTA, SamTrans, and WestCAT that had lapsed due to unforeseen project delays.

Attachment B of this resolution was revised on June 27, 2018 to allocate \$40,771,236 to SFMTA consistent with the commitments of the Core Capacity Challenge Grant Program, and to allocate the remainder of the FY2017-18 non-Core Capacity Challenge Grant Program AB 664 Bridge Toll funds based on the final revisions to the FY2017-18 Transit Capital Priorities program.

Further discussion of the AB 664 program of projects is contained in the Programming and Allocations Committee summary sheet dated March 8, 2017, April 12, 2017, July 12, 2017, December 13, 2017, and June 13, 2018.

Date: March 22, 2017  
W.I.: 1512  
Referred by: PAC

RE: Allocation of AB 664 Net Bridge Toll Revenues for FY 2016-17 through FY 2019-20

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 4263

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, pursuant to Streets and Highways Code § 30892, after deduction for MTC's administrative costs, MTC shall allocate toll bridge net revenues to public entities operating public transportation systems to achieve MTC's capital planning objectives in the vicinity of toll bridges as set forth in its adopted Regional Transportation Plan (RTP) ("Net Revenues"); and

WHEREAS, MTC Resolution No. 4015 sets forth MTC's bridge toll revenue allocation policies; and

WHEREAS, pursuant to Streets and Highways Code § 30895, MTC has prepared and submitted to the Legislature a report on the capital planning and ferry system objectives of MTC to be achieved through the allocation of net toll revenues; and

WHEREAS, "Claimants" have each submitted an application to MTC for an allocation of net bridge toll revenues in FY2016-17 through FY2019-20 for the projects and purposes set forth in Attachments A-D to this resolution, attached hereto and in MTC Resolution No. 4262, and incorporated herein as though set forth at length; and

WHEREAS, MTC Resolution No. 4262 programs Net Bridge Toll Revenues for FY2016-17 through FY2019-20; and

WHEREAS, claimants certify that their respective projects and purposes set forth in Attachment A-D are in compliance with the requirements of the California Environmental




Quality Act (Public Resources Code § 21000 et seq.) and the State EIR Guidelines (14 Cal. Code Regs. § 15000 et seq.); now, therefore, be it

RESOLVED, that MTC finds that the Claimants' projects and purposes as set forth in Attachment A-D are in conformance with MTC's Regional Transportation Plan, MTC's bridge toll revenue allocation policies, and MTC's capital planning and ferry system objectives; and, be it further

RESOLVED, that MTC approves the allocation of net bridge toll revenues in FY2016-17 through FY2019-20 to Claimants, in the amounts, for the purposes, and subject to the conditions listed on Attachments A-D to this resolution and consistent with MTC Resolution 4262.

METROPOLITAN TRANSPORTATION COMMISSION

  
\_\_\_\_\_  
Jake Mackenzie, Chair

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

Date: March 22, 2017  
W.I.: 1512  
Referred by: PAC  
Revised: 12/20/17-C  
06/27/18-C

Attachment B  
Resolution No. 4263  
Page 1 of 1

**ALLOCATION OF AB 664 NET BRIDGE TOLL REVENUE  
FY 2017-18 Program**

PO/Acct. Code	Project Sponsor	Project	East Bay Allocation	West Bay Allocation	Approval Date
18-4263-01/585	AC Transit <sup>1</sup>	Capital projects programmed in MTC Resolution No. 4262	6,647,545		12/20/2017
18-4263-02/585	BART	Capital projects programmed in MTC Resolution No. 4262	12,556,599		12/20/2017
18-4263-03/585	SFMTA <sup>2</sup>	Capital projects programmed in MTC Resolution No. 4262		2,585,902	12/20/2017
18-4263-04/585	SamTrans <sup>3</sup>	Capital projects programmed in MTC Resolution No. 4262		151,750	12/20/2017
18-4263-05/585	WestCAT <sup>4</sup>	Capital projects programmed in MTC Resolution No. 4262	44,557		12/20/2017
18-4263-06/585	CCCTA	Capital projects programmed in MTC Resolution No. 4262	181,305		6/27/2018
18-4263-07/585	ECCTA	Capital projects programmed in MTC Resolution No. 4262	40,437		6/27/2018
18-4263-08/585	LAVTA	Capital projects programmed in MTC Resolution No. 4262	25,759		6/27/2018
18-4263-09/585	SoTrans	Capital projects programmed in MTC Resolution No. 4262	155,750		6/27/2018
18-4263-10/585	WETA	Capital projects programmed in MTC Resolution No. 4262	1,196,749		6/27/2018
18-4263-11/585	Caltrain	Capital projects programmed in MTC Resolution No. 4262		700,000	6/27/2018
18-4263-12/585	SFMTA	Capital projects programmed in MTC Resolution No. 4262		40,771,236	6/27/2018
					<b>Grand Total</b>
Total Allocations			\$ 20,848,701	\$ 44,208,888	\$ 65,057,589

**Notes:**

- 1 Includes AC Transit reallocation of lapsed FY2013-14 funds \$1,648,072
- 2 Includes SFMTA reallocation of lapsed FY2013-14 funds \$855,722
- 3 Includes SamTrans reallocation of lapsed FY2013-14 funds \$151,750
- 4 Includes WestCAT reallocation of lapsed FY2013-14 funds \$44,557

Date: March 22, 2017  
W.I.: 1512  
Referred By: PAC  
Revised: 07/26/17-C  
12/20/17-C  
06/27/18-C

ABSTRACT

Resolution No. 4272, Revised

This resolution approves the FY2016-17 through FY2019-20 Transit Capital Priorities preliminary program of projects for inclusion in the Transportation Improvement Program (TIP). The program includes projects funded with FTA Section 5307 Urbanized Area, Section 5337 State of Good Repair, and Section 5339 Bus and Bus Facilities Formula Programs and initially only programs funds in the first year – FY2016-17. In addition, One Bay Area Grant Cycle 2 (OBAG 2) Transit Priorities funds are being programmed in MTC Resolution No. 4202, Revised, and AB 664 Bridge Toll revenues and BATA Project Savings are programmed in MTC Resolution No. 4262 and Resolution No. 4169, Revised, respectively, for FY2016-17 through FY2019-20 Transit Capital Priorities projects. This resolution will be amended to add the remainder of the FY2016-17 through FY2019-20 Transit Capital Priorities program at a future date.

This resolution supersedes and replaces MTC Resolution No. 4219.

This Resolution includes the following attachments:

Attachment A – FY2016-17 Program of Projects

Attachment B – FY2017-18 Program of Projects

Attachment C – FY2018-19 Program of Projects

Attachment D – FY2019-20 Program of Projects

Attachment E – FY2016-17 through FY2019-20 Programming Notes

Attachment A of this resolution was revised on July 26, 2017 to make revisions to the Transit Capital Priorities (TCP) program of projects for FY2016-17 as requested by operators and to reconcile the program to expected final FTA apportionments for the same year.

ABSTRACT

MTC Resolution No. 4272, Revised

Page 2

Attachments A through E of this resolution were revised on December 20, 2017 to program the remainder of FY2017-18 through FY2019-20 TCP programming and make revisions to two projects in the FY2016-17 program of projects as requested by operators.

Attachments A through E of this resolution were revised on June 27, 2018 to make revisions to the Transit Capital Priorities (TCP) program of projects as requested by operators and to reconcile the program to final FY2017-18 FTA apportionments.

Further discussion of the TCP program of projects is contained in the Programming and Allocations Committee summary sheet dated March 8, 2017, July 12, 2017, December 13, 2017 and June 13, 2018.

Date: March 22, 2017  
W.I.: 1512  
Referred By: PAC

RE: San Francisco Bay Area Regional Transit Capital Priorities

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 4272

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

WHEREAS, MTC is the designated Metropolitan Planning Organization (MPO) for the nine-county Bay Area and is required to prepare and endorse a Transportation Improvement Program (TIP) which includes a list of priorities for transit capital projects; and

WHEREAS, MTC is the designated recipient of the Federal Transit Administration (FTA) Section 5307 Urbanized Area, Section 5337 State of Good Repair, and Section 5339 Bus and Bus Facilities funds for the large urbanized areas of San Francisco-Oakland, San Jose, Concord, Antioch, and Santa Rosa, and has been authorized by the California Department of Transportation (Caltrans) to select projects and recommend funding allocations subject to state approval for the FTA Section 5307 and Section 5339 funds for the small urbanized areas of Vallejo, Fairfield, Vacaville, Napa, Livermore, Gilroy-Morgan Hill, and Petaluma in MTC's Federal Transportation Improvement Program; and

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

WHEREAS, the process and criteria used in the selection and ranking of such projects are set forth in MTC Resolution No. 4242; and

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

RESOLVED, that MTC adopts the FY 2016-17 through FY2019-20 Transit Capital Priorities program of projects to be included in the TIP as set forth in Attachments A-D; and, be it further

RESOLVED, that this resolution supersedes and replaces MTC Resolution 4219, previously approved and adopting a program of projects for the FY2016-17 and FY2017-18 Transit Capital Priorities program; and, be it further

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

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

METROPOLITAN TRANSPORTATION COMMISSION

A handwritten signature in black ink, appearing to read "Jake Mackenzie", is written over a horizontal line. The signature is stylized and cursive.

Jake Mackenzie, Chair

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

Date: March 22, 2017  
W.I.: 1512  
Referred by: PAC  
Revised: 07/26/17-C  
12/20/17-C  
06/27/18-C

Attachment A  
Resolution No. 4272  
Page 1 of 2

FY 2016-17 Transit Capital Priorities / Transit Capital Rehabilitation Program						
TIP ID	Operator	Project Description	Total FTA Program	FTA Section 5307	FTA Section 5337	FTA Section 5339
<i>Actual Apportionments</i>			<b>429,068,809</b>	<b>216,350,798</b>	<b>200,398,884</b>	<b>12,319,127</b>
<i>Previous Year Carryover</i>			<b>22,174,690</b>	<b>4,422,587</b>	<b>17,174,630</b>	<b>577,473</b>
<i>Funds Available for Programming</i>			<b>451,243,499</b>	<b>220,773,385</b>	<b>217,573,514</b>	<b>12,896,600</b>
<b>Lifeline Set-Aside</b>						
Reserved	Various	Reserved for programming in Lifeline Transportation Program	3,368,200	3,368,200		
<b>ADA Operating Set-Aside</b>						
ALA990076	AC Transit	ADA Paratransit Assistance	3,856,331	3,856,331		
ALA170079	ACE	Railcar Midlife Overhaul	51,578	51,578		
BRT99T01B	BART	ADA Paratransit Capital Accessibility Improvements	2,415,999	2,415,999		
SM-170010	Caltrain	TVM Rehab and Clipper Functionality	175,410	175,410		
CC-99T001	CCCTA	ADA Paratransit Assistance	1,207,778	1,207,778		
CC-030035	ECCTA	ADA Operating Assistance	541,024	541,024		
MRN130015	GGBHTD	Transit System Enhancements	175,309	175,309		
ALA990077	LAVTA	ADA Paratransit Operating Subsidy	341,904	341,904		
MRN110047	Marin Transit	ADA Paratransit Assistance	701,236	701,236		
NAP030004	Napa Vine	ADA Operating Assistance	63,311	63,311		
SON150007	Petaluma	ADA Set-Aside	90,300	90,300		
SM-990026	SamTrans	ADA Paratransit Operating Subsidy	1,773,353	1,773,353		
SON170003	Santa Rosa	ADA Operating Assistance	236,154	236,154		
SF-990022	SFMTA	ADA Paratransit Operating Support	4,591,625	4,591,625		
SOL110025	SolTrans	ADA Paratransit Operating Subsidy	290,178	290,178		
SON150013	Sonoma County	SCT Replacement Bus Purchase	25,581	25,581		
ALA170039	Union City	ADA Set-Aside	134,260	134,260		
SCL050046	VTA	ADA Operating Set-Aside	3,754,433	3,754,433		
CC-990045	Westcat	ADA Paratransit Operating Subsidy	258,365	258,365		
<b>Total Program Set-asides and Commitments</b>			<b>24,052,329</b>	<b>24,052,329</b>	<b>-</b>	<b>-</b>
<b>Funds Available for Capital Programming</b>			<b>427,191,170</b>	<b>196,721,056</b>	<b>217,573,514</b>	<b>12,896,600</b>
<b>Capital Projects</b>						
ALA170028	AC Transit	Purchase 35 40-ft Hybrid-Electric Buses	14,472,150	14,472,150		
ALA170032	AC Transit	Purchase 19 60-ft Articulated Urban Buses	5,924,378	4,587,713		1,336,665
NEW	AC Transit	Purchase 31 45-ft Over-the-Road Coaches	5,924,378	4,587,713		1,336,665
ALA170029	AC Transit	PM Swap - Replace 9 40' Urban Buses - Battery	3,003,000	3,003,000		
ALA990052	AC Transit	Paratransit Van Capital Costs	1,168,994	1,168,994		
ALA170030	AC Transit	Preventive Maintenance (deferred comp)	780,640	780,640		
ALA170048	ACE	FG: Capital Access Fees and Track/Signal Maintenance	1,490,000	1,355,640		134,360
ALA170079	ACE	Railcar Midlife Overhaul	3,080,000			3,080,000
REG090037	BART	Railcar Procurement Program	6,426,296	364,117		6,062,179
BRT030005	BART	Traction Power	17,000,000	12,777,726		4,222,274
BRT030004	BART	Train Control	10,000,000	10,000,000		
BRT97100B	BART	Rail, Way, and Structures Program	17,000,000			17,000,000
ALA090065	BART	Fare Collection Equipment	6,211,000			6,211,000
SF-010028	Caltrain	Caltrain Electrification - EMU Procurement	31,805,399	31,805,399		
SM-170005	Caltrain	South San Francisco Station Rehabilitation	16,207,600			16,207,600
SM-03006B	Caltrain	Systemwide Track Rehabilitation	4,693,408			4,693,408
REG090051	Caltrain	Revenue Vehicle Rehab Program	5,000,000			5,000,000
SM-050041	Caltrain	Communications System/Signal Rehabilitation	1,200,000			1,200,000
CC-070092	ECCTA	Transit Bus Replacements	2,043,440	2,043,440		
SOL010006	Fairfield	Operating Assistance	2,493,081	2,493,081		
SOL110041	Fairfield	Bus Replacement	269,387			269,387
MRN050025	GGBHTD	Facilities Rehabilitation	4,600,000	4,600,000		
MRN030010	GGBHTD	Ferry Fixed Guideway Connectors	3,000,000			3,000,000
MRN170009	GGBHTD	Replacing 6 Paratransit 22' Gas Cut-away Vehicles	557,202			557,202
MRN170003	Marin Transit	Replace 3 Paratransit Vehicle	218,940	218,940		
MRN170004	Marin Transit	Replace 2 Paratransit Vehicles with Vans	85,280	85,280		
NAP970010	Napa VINE	Operating Assistance	2,084,334	2,084,334		
NAP090008	Napa VINE	Replacement and Upgrades to Equipment	180,025	15,278		164,747
SON170004	Petaluma	Purchase 1 Replacement Paratransit Vehicle	45,100	45,100		
SON170005	Petaluma	Transit Yard & Facilities Improvements	45,100	45,100		
SM-150005	SamTrans	Replacement of 2003 Gillig Buses	1,976,200	1,976,200		
SON090023	Santa Rosa	Operating Assistance	1,526,857	1,526,857		
SON090024	Santa Rosa	Preventive Maintenance	455,861	455,861		
SF-150005	SFMTA	Replacement of 40' Motor Coaches	63,128,520	63,128,520		
SF-150006	SFMTA	Replacement of 60' Motor Coaches	10,008,506	5,295,178		4,713,328
SF-170004	SFMTA	Replacement of 40' Trolley Coaches	95,660,612			95,660,612

Date: March 22, 2016  
W.I.: 1512  
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12/20/17-C  
06/27/18-C

Attachment A  
Resolution No. 4272  
Page 2 of 2

FY 2016-17 Transit Capital Priorities / Transit Capital Rehabilitation Program						
TIP ID	Operator	Project Description	Total FTA Program	FTA Section 5307	FTA Section 5337	FTA Section 5339
SF-170005	SFMTA	Replacement of 60' Trolley Coaches	28,100,579		28,100,579	
SOL090034	SolTrans	Bus Purchase (Alternative Fuel)	2,190,339	1,824,023		366,316
SOL110040	SolTrans	Operating Assistance	560,000	560,000		
SOL070032	SolTrans	Preventive Maintenance	837,984	837,984		
SOL170002	SolTrans	Technology Enhancements	320,000	320,000		
SOL170003	SolTrans	Facilities & Amenities Improvements	240,000	240,000		
SON030005	Sonoma County	Preventive Maintenance	1,280,000	1,280,000		
SON150013	Sonoma County	SCT Replacement Bus Purchase	610,089	430,080		180,009
ALA170014	Union City	Replace 6 2009 Paratransit Cut-away vehicles	846,240	846,240		
ALA170015	Union City	Replace 1 2003 Paratransit Vehicle	141,040	141,040		
SOL010007	Vacaville	Operating Assistance	890,000	890,000		
SCL050001	VTA	Standard and Small Bus Replacement	20,000,000	17,107,280		2,892,720
SCL170005	VTA	Paratransit Vehicle Procurement	2,893,751	2,893,751		
SCL170011	VTA	Replace Rail Crossing Control Equipment	4,368,000		4,368,000	
SCL050002	VTA	Rail Replacement Program	4,334,405		4,334,405	
SCL050049	VTA	Rail Substation Rehab/Replacement	2,644,841		2,644,841	
SCL170006	VTA	Replace Fault Monitoring System on LRVs	2,255,200		2,255,200	
SCL170010	VTA	Guadalupe Train Wash Replacement	1,448,000		1,448,000	
SCL110099	VTA	Light Rail Bridge & Structure SGR	1,440,000		1,440,000	
SCL170008	VTA	Vasona Pedestrian Back Gates	1,207,559		1,207,559	
SCL150005	VTA	Train-to-Wayside Communications System Upgrade	1,084,600		1,084,600	
SCL170007	VTA	Pedestrian Swing Gates Replacement	704,000		704,000	
SCL170009	VTA	Chaboya Yard Well Removal	196,000		196,000	
CC-170006	WestCAT	Replacement of 2 40' Revenue Vehicles	882,320	882,320		
CC-170007	WestCAT	Purchase of 2 Fast Fare Electronic Fareboxes	28,498	28,498		
		<b>Total Capital Projects</b>	<b>412,784,755</b>	<b>192,049,764</b>	<b>210,254,617</b>	<b>10,480,374</b>
		<b>Total Programmed</b>	<b>436,837,084</b>	<b>216,102,093</b>	<b>210,254,617</b>	<b>10,480,374</b>
		<b>Fund Balance</b>	<b>14,406,415</b>	<b>4,671,292</b>	<b>7,318,897</b>	<b>2,416,226</b>



FY 2017-18 Transit Capital Priorities / Transit Capital Rehabilitation Program						
TIP ID	Operator	Project Description	Total FTA Program	FTA Section 5307	FTA Section 5337	FTA Section 5339
<b>Actual Apportionments</b>			<b>479,370,309</b>	<b>224,379,528</b>	<b>238,132,825</b>	<b>16,857,956</b>
<b>Previous Year Carryover</b>			<b>14,406,415</b>	<b>4,671,292</b>	<b>7,318,897</b>	<b>2,416,226</b>
<b>Funds Available for Programming</b>			<b>493,776,724</b>	<b>229,050,820</b>	<b>245,451,722</b>	<b>19,274,182</b>
<b>Lifeline Set-Aside</b>						
Reserved	Various	Reserved for programming in Lifeline Transportation Program	3,437,064	3,437,064		
<b>ADA Operating Set-Aside</b>						
ALA990076	AC Transit	ADA Paratransit Assistance	3,935,175	3,935,175		
ALA170079	ACE	Railcar Midlife Overhaul	52,633	52,633		
BRT99T01B	BART	ADA Paratransit Capital Accessibility Improvements	2,465,395	2,465,395		
SM-170010	Caltrain	TVM Rehab and Clipper Functionality	178,996	-	178,996	
CC-99T001	CCCTA	ADA Paratransit Assistance	1,232,472	1,232,472		
MRN130015	GGBHTD	Transit System Enhancements	178,839	178,839		
ALA990077	LAVTA	ADA Paratransit Operating Subsidy	349,165	349,165		
MRN110047	MCTD	ADA Paratransit Assistance	715,573	715,573		
NAP030004	Napa Vine	ADA Operating Assistance	64,606	64,606		
SON150007	Petaluma	ADA Set-Aside	92,187	92,187		
SM-990026	SamTrans	ADA Paratransit Operating Subsidy	1,809,609	1,809,609		
SON170003	Santa Rosa	ADA Operating Assistance	240,982	240,982		
SF-990022	SFMTA	ADA Paratransit Operating Support	4,685,502	4,685,502		
SOL110025	SolTrans	ADA Paratransit Operating Subsidy	296,111	296,111		
SON150013	Sonoma County	SCT Replacement Bus Purchase	26,116	26,116		
CC-030035	ECCTA	ADA Operating Assistance	552,085	552,085		
ALA170039	Union City	ADA Set-Aside	137,005	137,005		
SCL050046	VTA	ADA Operating Set-Aside	3,831,392	3,831,392		
CC-990045	Westcat	ADA Paratransit Operating Subsidy	263,648	263,648		
REG090057	WETA	Ferry Mid-Life Refurbishment - Solano, Taurus, Mare Island, & In	7,929	7,929		
<b>Total Program Set-asides and Commitments</b>			<b>24,552,483</b>	<b>24,373,487</b>	<b>178,996</b>	<b>-</b>
<b>Funds Available for Capital Programming</b>			<b>469,224,241</b>	<b>204,677,333</b>	<b>245,272,726</b>	<b>19,274,182</b>
<b>Capital Projects</b>						
ALA170027	AC Transit	Purchase (10) Double Decker Buses	4,582,729	4,582,729		
NEW	AC Transit	Purchase 31 45-ft Over-the-Road Coaches	4,582,729	4,582,729		
ALA990052	AC Transit	Paratransit Van Capital Costs	1,449,739	1,449,739		
NEW	AC Transit	Purchase (59) 40ft Urban Buses - Diesel	5,820,689			5,820,689
ALA170048	ACE	FG: Capital Access Fees and Track/Signal Maintenance	1,490,000	1,143,890	346,110	
ALA170079	ACE	Railcar Midlife Overhaul	2,975,789		2,975,789	
REG090037	BART	Railcar Procurement Program	26,763,592	23,130,134	3,633,458	
BRT97100B	BART	Rail Way, and Structures Program	17,000,000		17,000,000	
BRT030005	BART	Traction Power	17,000,000		17,000,000	
BRT030004	BART	Train Control	9,563,082		9,563,082	
ALA090065	BART	Fare Collection Equipment	6,211,000		6,211,000	
SF-010028	Caltrain	Caltrain Electrification - EMU Procurement	73,796,897	73,796,897		
SM-03006B	Caltrain	Systemwide Track Rehabilitation	12,893,000		12,893,000	
SM-050041	Caltrain	Comm. System/Signal Rehab.	819,309		819,309	
CC-170051	CCCTA	Replace 42 22' Gasoline 7-Year Paratransit Vans	4,305,000	2,426,455		1,878,545
CC-170053	CCCTA	Replace 3 Gasoline 7-Year Paratransit Minivans	130,380	130,380		
CC-070092	ECCTA	Clipper II Digital Communication Equipment	989,240			989,240
SOL010006	Fairfield	Operating Assistance	2,554,835	2,554,835		
SOL110041	Fairfield	Bus Replacement	367,380			367,380
MRN170008	GGBHTD	Replace 67 Fixed Rte 40' Buses	48,457,080	45,104,777		3,352,303
MRN150014	GGBHTD	Ferry Major Components Rehab - MS Marin	2,000,000		2,000,000	
MRN150015	GGBHTD	Ferry Propulsion: MS Marin	2,000,000		2,000,000	
MRN170005	MCTD	Replace Four (4) Rural Cutaway Vehicles	505,120	505,120		
MRN150011	MCTD	Vehicle Replacement- one Shuttle	102,500	102,500		
NEW	LAVTA	Hybrid Bus Battery Pack Replacement	630,170	245,149		385,021
NAP970010	Napa Vine	Operating Assistance	2,164,144	2,164,144		
NAP090008	Napa Vine	Replacement and upgrades to equipment	224,681			224,681
SON170018	Petaluma	Purchase (1) Replacement Fixed Route Bus	185,867	185,867		
SON170020	Petaluma	Purchase (2) Replacement Paratransit Vans	147,600	147,600		
SON170005	Petaluma	Transit Yard and Facility Improvements	45,800	45,800		
SON170019	Petaluma	Purchase Service Vehicle	28,000	28,000		
SON170017	Petaluma	AVL Equipment	19,200	19,200		
SON090023	Santa Rosa	Operating Assistance	1,614,870	1,614,870		
SON090024	Santa Rosa	Preventive Maintenance	563,010	563,010		
SF-150006	SFMTA	Replacement of 60' Motor Coaches	-	-		

Date: March 22, 2017  
W.I.: 1512  
Referred by: PAC  
Revised: 12/20/17-C  
06/27+G74/18-C

Attachment B  
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FY 2017-18 Transit Capital Priorities / Transit Capital Rehabilitation Program						
TIP ID	Operator	Project Description	Total FTA Program	FTA Section 5307	FTA Section 5337	FTA Section 5339
SF-150005	SFMTA	Replacement of 40' Motor Coaches	5,013,526	5,013,526		
SF-170004	SFMTA	Replacement of 40' Trolley Coaches	93,892,831		93,892,831	
SF-970170	SFMTA	Muni Rail Replacement	10,002,337		10,002,337	
SF-99T005	SFMTA	Rehab Historic Streetcars	7,000,000		7,000,000	
SF-050024	SFMTA	Wayside/Central Train Control & Trolley Signal Systems Rehabil	4,500,000		4,500,000	
SF-970170	SFMTA	Overhead Line Rehabilitation	3,750,000		3,750,000	
SF-150007	SFMTA	Farebox Replacement	2,060,800		2,060,800	
SF 99T002	SFMTA	Cable Car Infrastructure	1,250,000		1,250,000	
SF-970073	SFMTA	Cable Car Vehicle Renovation Program	1,018,464		1,018,464	
SF-170006	SFMTA	Station-Area Pedestrian and Bicycle Access Improvements	250,000		250,000	
SF-030013	SFMTA	Wayside Fare Collection	250,000		250,000	
SOL090034	SolTrans	Bus Purchase (Alternative Fuel)	2,499,530	2,000,000		499,530
SOL070032	SolTrans	Preventive Maintenance	800,000	800,000		
SOL110040	SolTrans	Operating Assistance	510,695	510,695		
SON030005	Sonoma County	Preventive Maintenance	1,280,000	1,280,000		
SON150013	Sonoma County	Replacement Bus Purchase	661,276	425,800		235,476
SOL010007	Vacaville	Operating Assistance	890,000	890,000		
SCL050001	VTA	Standard and Small Bus Replacement	20,000,000	11,738,719	4,335,965	3,925,316
SCL170005	VTA	Paratransit Fleet Program	1,301,449	1,301,449		
SCL050002	VTA	Rail Replacement Program	15,093,290		15,093,290	
SCL110104	VTA	Light Rail Track Crossovers and Switches	7,914,090		7,914,090	
SCL170050	VTA	SCADA Control Center System Replacement	3,015,200		3,015,200	
SCL170007	VTA	Pedestrian Swing Gates	2,720,000		2,720,000	
SCL150008	VTA	VTA Track Intrusion Abatement	1,600,000		1,600,000	
SCL170048	VTA	Light Rail Roadway Protection System	1,551,200		1,551,200	
SCL170049	VTA	SCADA Middleware Repalcement	1,150,400		1,150,400	
SCL170008	VTA	Vasona Pedestrian Back Gates	1,112,441		1,112,441	
SCL090044	VTA	OCS Rehabilitation Program	6,460,000		6,460,000	
SF-110053	WETA	Richmond Ferry Service	14,868,858	14,868,858		
REG090057	WETA	Ferry Infrastructure Rehabilitation - Soriano, Taurus, Mare Island, & Tibbetts	6,928,071		6,928,071	
REG090054	WETA	Ferry Channel Dredging	2,480,000		2,480,000	
		<b>Total Capital Projects</b>	<b>459,759,871</b>	<b>198,770,143</b>	<b>243,311,547</b>	<b>17,678,181</b>
		<b>Total Programmed</b>	<b>484,312,353</b>	<b>223,143,630</b>	<b>243,490,543</b>	<b>17,678,181</b>
		<b>Fund Balance</b>	<b>9,464,371</b>	<b>5,907,190</b>	<b>1,961,180</b>	<b>1,596,001</b>

FY 2018-19 Transit Capital Priorities / Transit Capital Rehabilitation Program						
TIP ID	Operator	Project Description	Total FTA Program	FTA Section 5307	FTA Section 5337	FTA Section 5339
<i>Estimated Apportionments</i>			444,056,327	223,841,571	207,370,277	12,844,479
<i>Previous Year Carryover</i>			9,464,371	5,907,190	1,961,180	1,596,001
<i>Funds Available for Programming</i>			453,520,698	229,748,761	209,331,457	14,440,480

**MTC Debt Service**

REG170023	MTC	TCP Financing Repayment Obligations	21,870,000	2,820,000	19,050,000	
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**Lifeline Set-Aside**

Reserved	Various	Reserved for programming in Lifeline Transportation Program	3,508,001	3,508,001		
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**ADA Operating Set-Aside**

ALA990076	AC Transit	ADA Paratransit Assistance	4,016,392	4,016,392		
ALA170079	ACE	Railcar Midlife Overhaul	53,719	53,719		
BRT99701B	BART	ADA Paratransit Capital Accessibility Improvements	807,883	807,883		
CC-99T001	CCCTA	ADA Paratransit Assistance	1,257,908	1,257,908		
MRN130015	GGBHTD	ADA Set-Aside	182,585	182,585		
ALA990077	LAVTA	ADA Paratransit Operating Subsidy	355,883	355,883		
MRN110047	MCTD	ADA Paratransit Assistance	730,341	730,341		
NAP030004	Napa Vine	ADA Operating Assistance	65,824	65,824		
SON150007	Petaluma	ADA Set-Aside	93,924	93,924		
SON170003	Santa Rosa	ADA Operating Assistance	245,955	245,955		
SM-990026	SamTrans	ADA Paratransit Operating Subsidy	1,846,957	1,846,957		
SF-990022	SFMTA	ADA Paratransit Operating Support	4,782,205	4,782,205		
SOL110025	SolTrans	ADA Paratransit Operating Subsidy	301,696	301,696		
SON150013	Sonoma County	Replacement Bus Purchase	26,608	26,608		
CC-030035	ECCTA	ADA Operating Assistance	563,479	563,479		
ALA170039	Union City	ADA Set-Aside	139,832	139,832		
SCL050046	VTA	ADA Operating Set-Aside	3,910,055	3,910,055		
CC-990045	Westcat	ADA Paratransit Operating Subsidy	269,089	269,089		

<b>Total Program Set-asides and Commitments</b>			<b>45,028,339</b>	<b>25,978,339</b>	<b>19,050,000</b>	<b>-</b>
<b>Funds Available for Capital Programming</b>			<b>408,492,359</b>	<b>203,770,423</b>	<b>190,281,457</b>	<b>14,440,480</b>

**Capital Projects**

NEW	AC Transit	Replace (24) 60ft Artic Urban Buses - Hybrid	16,276,245	7,904,190	2,500,000	5,872,055
ALA990052	AC Transit	Paratransit Van Capital Costs	1,580,574	1,580,574		
NEW	AC Transit	Replace (10) 24ft Cut-Away Vans	637,000	637,000		
NEW	AC Transit	Replace (6) 24ft Cut-Away Vans	382,200	382,200		
NEW	ACE	Railcar Midlife Overhaul	3,026,281	1,409,997	1,616,284	
ALA170048	ACE	FG: Capital Access Fees and Track/Signal Maintenance	1,490,000		1,490,000	
REG090037	BART	Railcar Replacement Program	36,409,574	19,492,886	16,916,688	
ALA090065	BART	Fare Collection Equipment	6,211,000	6,211,000		
BRT97100B	BART	Rail, Way, and Structures Program	17,000,000		17,000,000	
BRT030005	BART	Traction Power	17,000,000		17,000,000	
BRT030004	BART	Train Control	10,000,000		10,000,000	
BRT99701B	BART	ADA Paratransit Capital Accessibility Improvements	1,708,395		1,708,395	
SF-010028	Caltrain	Caltrain Electrification - EMU Procurement	44,757,944	44,757,944		
SM-03006B	Caltrain	Systemwide Track Rehabilitation	13,193,000		13,193,000	
SM-050041	Caltrain	Comm. System/Signal Rehab.	1,200,000		1,200,000	
SM-050040	Caltrain	Revenue Vehicle Rehab (ADA Set-Aside)	182,691		182,691	
CC-070092	ECCTA	Transit Bus Replacements (Paratransit)	439,290			439,290
SOL010006	Fairfield	Operating Assistance	2,592,978	2,592,978		
SOL110041	Fairfield	Bus Replacement	280,875			280,875
MRN050025	GGBHTD	Facilities Rehabilitation	8,600,000	8,600,000		
MRN030010	GGBHTD	Ferry Fixed Guideway Connectors	13,500,000		13,500,000	
MRN150015	GGBHTD	Ferry Vessel Propulsion Systems Rehab	500,000		500,000	
NEW	GGBHTD	Replace 14 Paratransit Vehicle	1,044,680			1,044,680
NEW	LAVTA	Hybrid Bus Battery Pack Replacement	169,831			169,831
NEW	MCTD	Replace Articulated Vehicles	7,330,800	7,330,800		
NAP970010	Napa Vine	Operating Assistance	1,587,660	1,587,660		
NAP090008	Napa Vine	Equipment Replacement & Upgrades	171,772			171,772
SM150011	SamTrans	Purchase of Replacement Minivans	619,920	619,920		
SON090023	Santa Rosa	Operating Assistance	1,095,895	1,095,895		
SON150008	Santa Rosa	Fixed Route Bus Replacement	1,311,273	571,096		740,177
SON090024	Santa Rosa	Preventive Maintenance	460,616	460,616		
NEW	SFMTA	40' Motor Coach Mid-Life Overhaul	35,662,338	35,662,338		
NEW	SFMTA	60' Motor Coach Mid-Life Overhaul	19,392,931	19,392,931		
SF-150007	SFMTA	Farebox Replacement	336,000	336,000		
SF-970170	SFMTA	Muni Rail Replacement	12,226,000		12,226,000	

FY 2018-19 Transit Capital Priorities / Transit Capital Rehabilitation Program						
TIP ID	Operator	Project Description	Total FTA Program	FTA Section 5307	FTA Section 5337	FTA Section 5339
SF-970170	SFMTA	Overhead Line Rehabilitation	10,000,000		10,000,000	
SF-050024	SFMTA	Wayside/Central Train Control & Trolley Signal Systems Rehabil	8,300,000		8,300,000	
SF-99T005	SFMTA	Rehab Historic Streetcars	8,000,000		8,000,000	
SF 99T002	SFMTA	Cable Car Infrastructure	2,000,000		2,000,000	
SF-970073	SFMTA	Cable Car Vehicle Renovation Program	1,042,907		1,042,907	
SF-030013	SFMTA	Wayside Fare Collection	1,000,000		1,000,000	
SF-170006	SFMTA	Station-Area Pedestrian and Bicycle Access Improvements	500,000		500,000	
SOL110040	SolTrans	Operating Assistance	2,152,564	2,152,564		
SOL070032	SolTrans	Preventive Maintenance	1,000,000	1,000,000		
SOL090034	SolTrans	Bus Purchase Alternative Fuel	381,937			381,937
SON030005	Sonoma County	Preventive Maintenance	1,280,000	1,280,000		
SON150013	Sonoma County	Replacement Bus Purchase	182,413			182,413
SON170006	Sonoma County	Replacement Bus Purchase	438,786	438,786		
SOL010007	Vacaville	Operating Assistance	890,000	890,000		
SCL050001	VTA	Standard & Small Bus Replacement	20,000,000	16,983,919	-	3,016,081
SCL110104	VTA	Light Rail Track Crossovers and Switches	16,252,644		16,252,644	
SCL090044	VTA	OCS Rehabilitation Program	5,460,000		5,460,000	
SCL 050002	VTA	Rail Replacement Program	4,328,000		4,328,000	
NEW	WestCAT	Replacement of (9) 40ft Revenue Vehicles	4,171,886	4,171,886		
NEW	WestCAT	Replace (2) Minivans	255,840	255,840		
NEW	WestCAT	Purchase of (9) Fast Fare Electronic Fareboxes	128,241	128,241		
NEW	WestCAT	Purchase of (2) Radio systems for (2) Cut Away Vans	1,600	1,600		
SF-110053	WETA	Ferry Vessel Replacement - Bay Breeze	15,306,920		15,306,920	
REG090057	WETA	Ferry Major Component Rehabilitation	7,544,000		7,544,000	
<b>Total Capital Projects</b>			<b>388,995,501</b>	<b>187,928,861</b>	<b>188,767,529</b>	<b>12,299,111</b>
<b>Total Programmed</b>			<b>434,023,840</b>	<b>213,907,200</b>	<b>207,817,529</b>	<b>12,299,111</b>
<b>Fund Balance</b>			<b>19,496,858</b>	<b>15,841,562</b>	<b>1,513,928</b>	<b>2,141,369</b>

FY 2019-20 Transit Capital Priorities / Transit Capital Rehabilitation Program						
TIP ID	Operator	Project Description	Total FTA Program	FTA Section 5307	FTA Section 5337	FTA Section 5339
<i>Estimated Apportionments</i>			452,519,976	228,462,093	210,941,101	13,116,782
<i>Previous Year Carryover</i>			19,496,858	15,841,562	1,513,928	2,141,369
<i>Funds Available for Programming</i>			472,016,834	244,303,655	212,455,029	15,258,151

**MTC Debt Service**

REG170023	MTC	TCP Financing Repayment Obligations	35,070,000	3,900,000	31,170,000	
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**Lifeline Set-Aside**

Reserved	Various	Reserved for programming in Lifeline Transportation Program	3,580,439	3,580,439		
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**ADA Operating Set-Aside**

ALA990076	AC Transit	ADA Paratransit Assistance	4,099,329	4,099,329		
ALA170079	ACE	Railcar Midlife Overhaul	54,828	54,828		
BRT99701B	BART	ADA Paratransit Capital Accessibility Improvements	2,568,239	2,568,239		
SM-050040	Caltrain	ADA Set-Aside - For Rev. Veh. Rehab	38,890	38,890		
CC-99T001	CCCTA	ADA Paratransit Assistance	1,283,884	1,283,884		
MRN110047	GGBHTD	ADA Set-Aside	186,356	186,356		
ALA990077	LAVTA	ADA Paratransit Operating Subsidy	363,231	363,231		
MRN110047	MCTD	ADA Paratransit Assistance	745,422	745,422		
NAP030004	Napa Vine	ADA Operating Assistance	67,183	67,183		
SON150007	Petaluma	ADA Set-Aside	95,863	95,863		
SM-990026	SamTrans	ADA Paratransit Operating Subsidy	1,885,096	1,885,096		
SON170003	Santa Rosa	ADA Operating Assistance	251,035	251,035		
SF-990022	SFMTA	ADA Paratransit Operating Support	4,880,956	4,880,956		
SOL110025	SolTrans	ADA Paratransit Operating Subsidy	307,924	307,924		
SON170006	Sonoma County	SCT Replacment Bus Purchase	27,157	27,157		
CC-030035	ECCTA	ADA Operating Assistance	575,115	575,115		
ALA170039	Union City	ADA Set-Aside	142,720	142,720		
SCL050046	VTA	ADA Operating Set-Aside	3,990,795	3,990,795		
CC-990045	Westcat	ADA Paratransit Operating Subsidy	274,646	274,646		
REG090057	WETA	Ferry Major Component Rehabilitation	8,260	8,260		

<b>Total Program Set-asides and Commitments</b>	<b>60,497,367</b>	<b>29,327,367</b>	<b>31,170,000</b>	<b>-</b>
<b>Funds Available for Capital Programming</b>	<b>411,519,467</b>	<b>214,976,287</b>	<b>181,285,029</b>	<b>15,258,151</b>

**Capital Projects**

ALA170031	AC Transit	Replace (27) 40ft Urban Buses - Hybrid	14,400,164	7,464,518		6,935,646
ALA990052	AC Transit	Paratransit Van Capital Costs	1,523,374	1,523,374		
ALA170049	ACE	FG: Capital Access Fees and Track/Signal Maintenance	1,770,000	1,439,102	330,898	
ALA170079	ACE	Railcar Midlife Overhaul	2,800,000		2,800,000	
REG090037	BART	Railcar Replacement Program	75,104,713	26,234,439	48,870,274	
BRT97100B	BART	Rail,Way, and Structures Program	17,000,000		17,000,000	
BRT030005	BART	Traction Power	17,000,000		17,000,000	
BRT030004	BART	Train Control	10,000,000		10,000,000	
ALA090065	BART	Fare Collection Equipment	6,211,000		6,211,000	
SF-010028	Caltrain	Caltrain Electrification - EMU Procurement	111,058,724	111,058,724		
SM-03006B	Caltrain	Systemwide Track Rehabilitation	13,193,000		13,193,000	
SM-050041	Caltrain	Comm. System/Signal Rehab.	1,200,000		1,200,000	
SM-050040	Caltrain	Revenue Vehicle Rehab (ADA Set-Aside)	147,574		147,574	
NEW	Clipper	Clipper Next Gen Fare Collection System	14,127,879	14,127,879		
SOL10006	Fairfield	Operating Assistance	2,646,501	2,646,501		
SOL110041	Fairfield	Bus Replacement	286,830			286,830
NEW	GGBHTD	Replace 6 Fixed Route 45' Buses with 7 40' Hybrids	5,183,220	5,183,220		
MRN050025	GGBHTD	Facilities Rehab	3,750,000	3,750,000		
NEW	GGBHTD	Replace 2 Paratransit Vehicles	150,880	150,880		
MRN990017	GGBHTD	Ferry Dredging	17,000,000		17,000,000	
MRN030010	GGBHTD	Fixed Guideway Connectors	6,060,000		6,060,000	
NEW	MCTD	Replace Paratransit Vehicles	1,207,040	1,207,040		
NEW	MCTD	Replace Nine (9) Shuttle Vehicles	952,020	952,020		
NEW	MCTD	Replace 2- 35ft diesel vehicles	697,000	697,000		
MRN110040	MCTD	Preventative Maintenance	70,520	70,520		
NAP970010	Napa Vine	Operating Assistance	1,620,432	1,620,432		
NAP090008	Napa Vine	Equipment Replacement & Upgrades	175,415			175,415
SON170005	Petaluma	Transit Yard and Facility Improvements	90,528	90,528		
NEW	Petaluma	Purchase (2) Replacement Paratransit Vans	150,880	23,157		127,723
SM150011	SamTrans	Replacement of Cut-away Buses	1,375,140	1,375,140		
SON090023	Santa Rosa	Operating Assistance	1,535,279	1,535,279		
SON090024	Santa Rosa	Preventive Maintenance	636,242	636,242		

Date: February 22, 2017  
W.I.: 1512  
Referred by: PAC  
Revised: 12/20/17-C  
06/23/18-C

Attachment D 06/23/18-C  
Resolution No. 4272  
Page 2 of 2

FY 2019-20 Transit Capital Priorities / Transit Capital Rehabilitation Program						
TIP ID	Operator	Project Description	Total FTA Program	FTA Section 5307	FTA Section 5337	FTA Section 5339
SF-970170	SFMTA	Muni Rail Replacement	4,288,000		4,288,000	
SOL110040	SoTrans	Operating Assistance	2,217,638	2,217,638		
SOL070032	SoTrans	Preventive Maintenance	1,000,000	1,000,000		
SOL090034	SoTrans	Bus Purchase (Alternative Fuel)	390,035			390,035
SON030005	Sonoma County	SCT Preventive Maintenance	1,280,000	1,280,000		
SON170006	Sonoma County	SCT Replacment Bus Purchase	660,545	474,265		186,280
NEW	Union City	Replacement of Heavy-Duty Transit Vehicles	1,251,960	1,251,960		
SOL010007	Vacaville	Operating Assistance	890,000	890,000		
SCL050001	VTA	Standard and Small Bus Replacement	20,000,000	16,919,979		3,080,021
NEW	VTA	Paratransit Fleet Program	4,800,000	4,800,000		
NEW	VTA	1% Security Project	405,558	405,558		
NEW	VTA	Non-Revenue Vehicle Procurement	320,000	320,000		
SCL050049	VTA	Rail Substation Rehab/Replacement	11,392,000		11,392,000	
SCL050002	VTA	Rail Replacement Program	10,992,255		10,992,255	
NEW	WestCAT	Replacement of 6 40' Revenue Vehicles	2,745,360	2,745,360		
NEW	WestCAT	Purchase of 6 Fast Fare Electronic Fareboxes	85,494	85,494		
REG090067	WETA	Ferry Fixed Guideway Connectors	6,000,000		6,000,000	
REG090057	WETA	Ferry Major Component Rehabilitation	3,554,140		3,554,140	
<b>Total Capital Projects</b>			<b>401,397,339</b>	<b>214,176,249</b>	<b>176,039,141</b>	<b>11,181,950</b>
<b>Total Programmed</b>			<b>461,894,707</b>	<b>243,503,616</b>	<b>207,209,141</b>	<b>11,181,950</b>
<b>Fund Balance</b>			<b>10,122,127</b>	<b>800,038</b>	<b>5,245,888</b>	<b>4,076,201</b>

**Transit Capital Priorities / Transit Capital Rehabilitation Program Notes**

1	FY17 & FY18 Program is based on final apportionments. FY19-FY20 Program is based on estimated apportionments, and will be revised when final apportionments are issued by FTA. Program assumes availability of financing proceeds, subject to future Commission authorization. If financing is not secured, this program will be revised accordingly.
2	AC Transit: \$25,416,508 of BATA Project Savings and \$7,672,907 of AB 664 Bridge Toll funds have been programmed to AC Transit's Core Capacity Challenge Grant Program (CCCGP) projects, proportionately, according to the CCCGP funding plan from FY2016-17 through FY2019-20.  AC Transit is exercising a Preventive Maintenance Funding Exchange in FY2016-17 for electric battery buses (\$3,003,000), using 5307 for PM in place of local funds for the bus purchases. They are also using compensation for deferred replacement of 40 40-foot diesel electric hybrids for one year (from FY17 to FY18) for \$780,640.
3	Caltrain's FY17 FG cap reduced by \$3,264,826 (\$1,570,770 from FY16 and \$1,694,056 from FY17) to \$11,128,174 due to failure to meet grant spend-down goals in FY15 and FY16.  Programming of 5337 funds to the South San Francisco Station and Revenue Vehicle Rehab projects in FY17 is conditioned on action by the SMCTA Board to program an equal dollar amount to the PCEP, fixed guideway projects (up to Caltrain's cap amount) or other Score 16 projects.  In July 2017, \$5.2M of 5337 reprogrammed from Systemwide Track Rehab to the South San Francisco Station project to offset an equal reprogramming from the station project to track rehab in the FY15 program. Also, \$5.2 million of 5337 reprogrammed from South San Francisco station project (to be replaced with San Mateo local funds) to the Revenue Vehicle Rehab project; there is no net decrease in funding to the station project from these actions.
4	Petaluma is using compensation for deferred replacement of a paratransit vehicle from FY12 to FY17. They are applying compensation to Transit Yard Facility Project in FY17 (\$45,100).
5	SamTrans, in FY17, is applying for the incremental cost difference between 10 diesel and 10 hybrid 40-foot buses that were programmed in FY15 and FY16. This will help fund the increased cost of purchasing 10 electric buses from the 60 bus replacement project (SM150005) for a demonstration project.
6	SFMTA: \$12,741,300 of BATA Project Savings and \$6,283,687 of AB 664 Bridge Toll funds have been programmed to SFMTA's CCCGP projects, proportionately, according to the CCCGP funding plan in FY2016-17 through FY2019-20. Additionally, CCCGP Funds totalling \$152 million (\$69,443,401 of AB 664 and \$83,000,000 of BATA Project Savings) have been reprogrammed from BART to SFMTA in the FY17-FY20 program period. Allocation of these funds will be committed upon the execution of financing.  In FY17, SFMTA's FG reduced by \$21,470,406 to \$12,555,594 due to failure to meet grant spend-down goals in FY16.
7	WETA: \$4,941,210 of FG caps voluntarily deferred in FY15 (\$3,424,000) and FY16 (\$1,517,210) are being restored through FY20.
8	VTA requested and was granted a waiver to program \$5M in FG projects above FG cap amounts in FY17. VTA to produce an SRTP or similar by the end of FY17 so that staff can ensure sufficient FTA funds are available to cover VTA capital needs before granting exceptions for FY18-FY20.
9	GGBHTD: \$23,628,000 of FG caps voluntarily deferred from FY11 through FY16 are being restored in FY19.
10	In FY20, MCTD will request less than bus list price for 2 35-ft diesel buses, and apply 1/12 of savings to a PM project.
11	Petaluma is using compensation for deferred replacement of a paratransit vehicle from FY15 to FY18 and another from FY16 to FY18. They are applying compensation to purchase a service vehicle in FY18 (\$28,000).  Petaluma is using compensation for deferred replacement of two paratransit vehicles from FY17 to FY20. They are applying compensation to Transit Yard Facility Project in FY20 (\$90,528).
12	VTA and Caltrain are executing a local fund swap in FY18 and FY19, with VTA applying \$300K of local sales tax funds on a Score 16 FG project for Caltrain and Caltrain directing \$300K of FTA funds for a FG project for VTA. Caltrain's FY18 programming for Systemwide Track Rehab was reduced by \$300K in the San Jose UZA, and VTA's FY19 programming for their Rail Replacement Program was increased by \$300K.
13	WestCat is deferring replacement of 4 40-ft diesel buses from FY17 to FY19. They are applying compensation from deferred replacement to supplement funding for the replacement of 4 40-ft diesel buses with 4 40-ft TBD buses in FY19. The FY19 TCP program will need to be revised to specify the type of buses being procured before WestCAT includes these funds in an FTA grant.
14	WETA is exercising a fund swap, using local funds for ferry vessel replacement purchases and applying FTA funds in the same amount to Richmond Ferry Service expansion in FY18.
15	BART's FY18 FG cap reduced by \$436,918 to \$49,774,082 due to failure to meet grand spend-down goals in FY17.
16	Caltrain's FY18 FG cap reduced by \$380,691 to \$14,012,309 due to failure to meet grand spend-down goals in FY17.
17	SFMTA's FY18 FG cap reduced by \$14,023,663 to \$20,002,337 due to failure to meet grand spend-down goals in FY17.
18	WETA is voluntarily deferring \$5 million of FG caps in FY18, to be restored after FY20.
19	FG Caps for FY19 to FY20 for all FG operators will be revised if necessary based on performance against grant spend-down targets as specified in TCP policy.



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

**File #:** 18-0437      **Version:** 1      **Name:**

**Type:** Resolution      **Status:** Consent

**File created:** 5/21/2018      **In control:** Programming and Allocations Committee

**On agenda:** 6/13/2018      **Final action:**

**Title:** MTC Resolution No. 4284, Revised. Allocation of \$3.8 million in Transportation Development Act (TDA) funds to Fairfield to purchase nine buses in support of Solano Express service.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [6h PAC 2f ResoNo-4284 Solano Express Allocation.pdf](#)  
[2f ResoNo-4284 Solano Express Allocation.pdf](#)

Date	Ver.	Action By	Action	Result
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**Subject:**  
MTC Resolution No. 4284, Revised. Allocation of \$3.8 million in Transportation Development Act (TDA) funds to Fairfield to purchase nine buses in support of Solano Express service.

**Presenter:**  
Cheryl Chi

**Recommended Action:**  
Commission Approval



**Metropolitan Transportation Commission  
Programming and Allocations Committee**

June 13, 2018

Item Number 2f

**MTC Resolution No. 4284, Revised**

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- Subject:** Allocate \$3.8 million of Transportation Development Act (TDA) funds to Fairfield to purchase nine buses in support of Solano Express service.
- Background:** Fairfield has requested the allocation of \$3.8 million in TDA funds to support the purchase of buses that are used as part of the Solano Express service.
- Working through the Solano Transportation Authority (STA), all of the jurisdictions in Solano partner to support intra- and inter-city bus service. The purchase of these buses is in accordance with the Intercity Bus Replacement Capital Plan, an agreement between STA and the local jurisdictions in Solano County.
- Issues:** The allocation of these funds is contingent upon the adoption of the Solano FY2018-19 TDA Matrix expected to occur at the meeting of the STA Board of Directors on June 13, 2018. STA and the partner agencies are expected to allow Fairfield to advance their claim for funds into FY2017-18 in order for Fairfield to take delivery of the buses this fiscal year.
- Recommendation:** Refer MTC Resolution No. 4284, Revised to the Commission for approval.
- Attachments:** MTC Resolution No. 4284, Revised

Date: June 28, 2017  
W.I.: 1514  
Referred by: PAC  
Revised: 07/26/17-C 09/27/17-C  
10/25/17-C 11/15/17-C  
02/28/18-C 06/27/18-C

ABSTRACT

Resolution No. 4284, Revised

This resolution approves the allocation of fiscal year 2017-18 Transportation Development Act Article 4, Article 4.5 and Article 8 funds to claimants in the MTC region.

This resolution allocates funds to County Connection (CCCTA), TriDelta (Eastern Contra Costa Transit Authority), LAVTA (Livermore Amador Valley Transit Authority), and Vacaville.

This resolution was revised on July 26, 2017 to allocate funds to Napa Valley Transportation Authority, San Francisco Municipal Transportation Agency (SFMTA), SolTrans, Sonoma County Transit, Santa Clara Valley Transportation Authority (VTA), and WestCAT (WCCTA).

This resolution was revised on September 27, 2017 to allocate funds to AC Transit, Fairfield, Golden Gate Bridge, Highway and Transit District (GGBHTD), Petaluma, Santa Rosa.

This resolution was revised on October 25, 2017 to allocate funds to Union City.

This resolution was revised on November 15, 2017 to allocate funds to Marin Transit.

This resolution was revised on February 28, 2018 to allocate funds to SamTrans.

This resolution was revised on June 27, 2018 to allocate funds to Fairfield.

Discussion of the allocations made under this resolution is contained in the MTC Programming and Allocations Committee Summary Sheets dated June 14, 2017, July 12, 2017, September 13, 2017, October 11, 2017, November 8, 2017, February 14, 2018, and June 13, 2018.

Date: June 28, 2017  
W.I.: 1514  
Referred by: PAC

Re: Allocation of Fiscal Year 2017-18 Transportation Development Act Article 4, Article 4.5 and Article 8 Funds to Claimants in the MTC Region

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 4284

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

WHEREAS, the Mills-Alquist-Deddeh Act (“Transportation Development Act” or “TDA”), Public Utilities Code Section 99200 et seq., makes certain retail sales tax revenues available to eligible claimants for public transportation projects and purposes; and

WHEREAS, MTC is responsible for the allocation of TDA funds to eligible claimants within the MTC region; and

WHEREAS, claimants in the MTC region have submitted claims for the allocation of fiscal year 2017-18 TDA funds; and

WHEREAS, Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length, lists the amounts of and purposes for the fiscal year 2017-18 allocations requested by claimants, and is from time-to-time revised; and

WHEREAS, this resolution, including the revisions to Attachment A and the sum of all allocations made under this resolution, are recorded and maintained electronically by MTC; and

WHEREAS, Attachment B to this resolution, attached hereto and incorporated herein as though set forth at length, lists the required findings MTC must make, as the case may be, pertaining to the various claimants to which funds are allocated; and

WHEREAS, the claimants to which funds are allocated under this resolution have certified that the projects and purposes listed and recorded in Attachment A are in compliance with the requirements of the California Environmental Quality Act (Public Resources Code

Section 21000 et seq.), and with the State Environmental Impact Report Guidelines (14 California Code of Regulations Section 15000 et seq.); now, therefore, be it

RESOLVED, that MTC approves the findings set forth in Attachment B to this resolution; and, be it further

RESOLVED, that MTC approves the allocation of fiscal year 2017-18 TDA funds to the claimants, in the amounts, for the purposes, and subject to the conditions, as listed and recorded on Attachment A to this resolution; and, be it further

RESOLVED, that pursuant to 21 California Code of Regulations Sections 6621 and 6659, a certified copy of this resolution, along with written allocation instructions for the disbursement of TDA funds as allocated herein, shall be forwarded to the county auditor of the county in which each claimant is located; and, be it further

RESOLVED, that all TDA allocations are subject to continued compliance with MTC Resolution 3866, Revised, the Transit Coordination Implementation Plan.

METROPOLITAN TRANSPORTATION COMMISSION

  
\_\_\_\_\_  
Jake Mackenzie, 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 28, 2017.

Date: June 28, 2017  
 Referred by: PAC  
 Revised: 07/26/17-C 09/27/17-C  
 10/25/17-C 11/15/17-C  
 02/28/18-C 06/27/18-C

Attachment A  
 MTC Resolution No. 4284  
 Page 1 of 2

ALLOCATION OF TRANSPORTATION DEVELOPMENT ACT ARTICLE 4, 4.5 and 8 FUNDS  
 DURING FISCAL YEAR 2017-18

All TDA allocations are subject to continued compliance with MTC Resolution 3866,  
 the Transit Coordination Implementation Plan.

Claimant	Project Description	Allocation Amount	Alloc. Code	Approval Date	Apportionment Area	Note
<b>5801 - 99233.7, 99275 Community Transit Service - Operations</b>						
AC Transit	Transit Operations	3,617,066	19	09/27/17	Alameda County	
SamTrans	Transit Operating	1,917,934	31	02/28/18	San Mateo County	
	<b>Subtotal</b>	<b>5,535,000</b>				
<b>5802 - 99260A Transit - Operations</b>						
LAVTA	Transit Operations	9,778,570	01	06/28/17	LAVTA	
CCCTA	Transit Operations	19,877,894	02	06/28/17	CCCTA	
ECCTA	Transit Operations	10,284,989	03	06/28/17	ECCTA	
Vacaville	Transit Operations	1,130,551	04	06/28/17	Vacaville	1
SFMTA	Transit Operations	2,413,293	17	07/26/17	San Francisco County	2
SFMTA	Transit Operations	45,852,571	18	07/26/17	SFMTA	
WCCTA	Transit Operations	2,714,320	07	07/26/17	WCCTA	
SolTrans	Transit Operations	4,919,435	08	07/26/17	Vallejo/Benicia	1
Sonoma County	Transit Operations	6,985,631	09	07/26/17	Sonoma County	
Sonoma County	Transit Operations	207,476	09	07/26/17	Petaluma	
VTA	Transit Operations	99,692,671	10	07/26/17	VTA	
VTA	Transit Operations	5,246,983	11	07/26/17	Santa Clara County	2
NVTA	Transit Operations	4,530,669	12	07/26/17	NVTA	
AC Transit	Transit Operations	48,203,711	20	09/27/17	AC Transit Alameda D1	
AC Transit	Transit Operations	12,666,018	21	09/27/17	AC Transit Alameda D2	
AC Transit	Transit Operations	6,428,358	22	09/27/17	AC Transit Contra Costa	
Santa Rosa	Transit Operations	5,871,237	23	09/27/17	Santa Rosa	
GGBHTD	Transit Operations	7,507,125	24	09/27/17	GGBHTD (Marin)	
GGBHTD	Transit Operations	5,579,955	25	09/27/17	GGBHTD (Sonoma)	
Petaluma	Transit Operations	1,737,984	26	09/27/17	Petaluma	
Fairfield	Transit Operations	555,902	27	09/27/17	Fairfield	3
Fairfield	Transit Operations	840,531	27	09/27/17	Suisun City	3
Union City	Transit Operations	2,659,671	29	10/25/17	Union City	
Marin Transit	Transit Operations	4,614,306	30	11/15/17	Marin Transit	
SamTrans	Transit Operations	36,440,750	32	02/28/18	Samtrans	
	<b>Subtotal</b>	<b>346,740,601</b>				

**5803 - 99260A Transit - Capital**

LAVTA	Transit Capital	4,072,282	05	06/28/17	LAVTA	
Vacaville	Transit Capital	1,329,000	06	06/28/17	Vacaville	1
Soltrans	Transit Capital	3,025,171	13	07/26/17	Vallejo/Benicia	
NVTA	Transit Capital	1,919,000	14	07/26/17	NVTA	
Fairfield	Transit Capital	2,141,959	28	09/27/17	Fairfield	3
Fairfield	Transit Capital	(278,022)	28	06/27/18	Fairfield	
Fairfield	Transit Capital	366,872	33	06/27/18	Fairfield	4
Fairfield	Transit Capital	746,071	33	06/27/18	Vacaville	4
Fairfield	Transit Capital	296,062	33	06/27/18	Dixon	4
Fairfield	Transit Capital	2,387,443	33	06/27/18	Vallejo/Benicia	4
<b>Subtotal</b>		<b>16,005,838</b>				

**5807 - 99400C General Public - Operating**

Sonoma County	Transit Operating	2,174,320	15	07/26/17	Sonoma County	
Sonoma County	Transit Operating	41,495	15	07/26/17	Petaluma	
<b>Subtotal</b>		<b>2,215,815</b>				

**5812 - 99400D Planning & Admin - Operating**

NVTA	Planning and Administration	1,726,700	16	07/26/17	NVTA	
<b>Subtotal</b>		<b>1,726,700</b>				

**TOTAL 372,223,954**

**Note:**

- (1) Allocation subject to approval of the County TDA Matrix by the Solano Transportation Authority on 6/14/17.
- (2) MTC finds that these Article 4.5 funds can be used to better advantage for Article 4 purposes.
- (3) Allocation subject to approval of the County TDA Matrix by the Solano Transportation Authority on 9/13/17.
- (4) Allocation subject to approval of the County FY2018-19 TDA Matrix by the Solano Transportation Authority on 6/1



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

**File #:** 18-0409      **Version:** 1      **Name:**

**Type:** Resolution      **Status:** Consent

**File created:** 5/10/2018      **In control:** Programming and Allocations Committee

**On agenda:** 6/13/2018      **Final action:**

**Title:** MTC Resolution No. 4338. Allocation of FY2018-19 Transportation Development Act (TDA) funds to County Auditors for TDA administration and to MTC for TDA administration and planning.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [6i\\_PAC\\_2g\\_ResoNo-4338\\_TDA\\_Admin&Planning\\_Allocation.pdf](#)  
[2g\\_ResoNo-4338\\_TDA\\_Admin&Planning\\_Allocation.pdf](#)

Date	Ver.	Action By	Action	Result
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**Subject:**  
MTC Resolution No. 4338. Allocation of FY2018-19 Transportation Development Act (TDA) funds to County Auditors for TDA administration and to MTC for TDA administration and planning.

**Presenter:**  
Cheryl Chi

**Recommended Action:**  
Commission Approval

**Metropolitan Transportation Commission  
Programming and Allocations Committee**

June 13, 2018

Item Number 2g

**MTC Resolution No. 4338**

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**Subject:** Allocation of FY2018-19 Transportation Development Act (TDA) funds to County Auditors for TDA administration and to MTC for TDA administration and planning.

**Background:** Public Utilities Code (PUC) Section 99233.1 provides that funds may be allocated to MTC and the Counties for administration of the Transportation Development Act. PUC Section 99233.2 provides that up to three percent of total annual TDA revenues may be allocated to MTC for planning purposes. As allowed by statute, it is MTC policy that one-half of one percent of the TDA funds generated be allocated to both the Counties and to MTC for administration of the Act, and that three percent of the funds generated be allocated to MTC for planning purposes.

Based on the current adopted FY2018-19 Fund Estimate, the allocation to the county auditors is approximately \$2.0 million and the amount to MTC is approximately \$14.0 million.

**Issues:** None

**Recommendation:** Refer MTC Resolution No. 4338 to the Commission for approval.

**Attachments:** MTC Resolution No. 4338



Date: June 27, 2018  
W.I.: 1514  
Referred by: PAC

ABSTRACT

Resolution No. 4338

This resolution approves an allocation of FY 2018-19 Transportation Development Act (TDA) funds to the Metropolitan Transportation Commission (MTC) for: (a) the cost to MTC of administering TDA funds and (b) the conduct of the transportation planning process. It also approves an allocation of TDA funds to the counties to administer TDA.

Further discussion is contained in the MTC Programming and Allocations Committee Summary Sheet dated June 13, 2018.

Date: June 27, 2018  
W.I.: 1514  
Referred by: PAC

RE: Allocation to the Metropolitan Transportation Commission (MTC) for Transportation Planning in the Region and to the Counties and MTC for Administering the Transportation Development Act in FY2018-19.

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 4338

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

WHEREAS, the Transportation Development Act (TDA) (PUC Sections 99200 et seq.) provides, pursuant to PUC Section 99233.1, that there shall be allocated to the respective transportation planning agency, (MTC), such sums as are necessary to administer TDA; and

WHEREAS, the present estimate of the cost to MTC to administer TDA is one-half of one percent of the total funds estimated to be deposited in the Local Transportation Funds (LTFs) of the nine San Francisco Bay Area counties in FY2018-19; and

WHEREAS, PUC Section 99233.2 provides that there shall be allocated to the transportation planning agency, if it is statutorily created, such sums as the transportation planning agency may approve up to three percent (3%) of annual revenues for the conduct of the transportation planning process, unless a greater amount is approved by the Director of Transportation; and

WHEREAS, the present estimate of the cost for the counties to administer TDA in the nine San Francisco Bay Area Counties does not exceed one-half of one percent of the total funds estimated to be deposited in the Local Transportation Funds (LTFs) of the respective counties in FY2018-19; now, therefore, be it

RESOLVED, that MTC approves an allocation of TDA monies from the Local Transportation Funds of the respective counties to each county in an amount actually necessary to administer TDA but that such amount shall not exceed one-half of one percent of the total monies deposited in the LTF of each county in FY2018-19, and, be it further

RESOLVED, that MTC approves an allocation of TDA monies from the Local Transportation Funds of the nine San Francisco Bay Area counties, for MTC's costs of administering TDA, in the amount of one-half of one percent of the total monies deposited in the LTF of each county in FY2018-19, and, be it further

RESOLVED, that the MTC approves an allocation of TDA monies to MTC for the conduct of the transportation planning process in the nine San Francisco Bay Area counties in the amount of three percent (3%) of the total monies deposited in the LTFs in each of these counties in FY2018-19.

METROPOLITAN TRANSPORTATION COMMISSION

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Jake Mackenzie, 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 27, 2018.



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

**File #:** 18-0410      **Version:** 1      **Name:**

**Type:** Resolution      **Status:** Consent

**File created:** 5/10/2018      **In control:** Programming and Allocations Committee

**On agenda:** 6/13/2018      **Final action:**

**Title:** MTC Resolution No. 4339. Allocation of \$5 million in bridge toll funds to the Transbay Joint Powers Authority (TJPA) for the operations and maintenance of the Temporary and Permanent Transbay Terminal facilities for FY2018-19.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [6j\\_PAC\\_2h\\_ResoNo-4339\\_TransitCenter\\_Allocation.pdf](#)  
[2h\\_ResoNo-4339\\_TransitCenter\\_Allocation.pdf](#)

Date	Ver.	Action By	Action	Result
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**Subject:**

MTC Resolution No. 4339. Allocation of \$5 million in bridge toll funds to the Transbay Joint Powers Authority (TJPA) for the operations and maintenance of the Temporary and Permanent Transbay Terminal facilities for FY2018-19.

**Presenter:**

Cheryl Chi

**Recommended Action:**

Commission Approval

**Metropolitan Transportation Commission  
Programming and Allocations Committee**

June 13, 2018

Item Number 2h

**MTC Resolution No. 4339**

**Subject:** Allocation of \$5 million in bridge toll funds to the Transbay Joint Powers Authority (TJPA) for the operations and maintenance of the Temporary Transit Center and the soon to open Salesforce Transit Center for FY2018-19.

**Background:** Pursuant to Streets and Highways Code 30914(b), the Commission shall annually allocate toll bridge revenues to the TJPA for operation and maintenance expenditures of the Transbay Terminal Building.

The FY2018-19 draft BATA budget includes roughly \$5.0 million, which is equivalent to the inflation-adjusted “not to exceed” amount, for operation and maintenance of the Transbay Terminal Buildings. Staff recommends allocating these funds for operating and maintaining both the Temporary Transit Center and the soon to open Salesforce Transit Center.

The Salesforce Transit Center is expected to open in late summer 2018. Operating costs are expected to be \$32.9 million for FY2018-19 and include an eleven percent operating contingency. Bridge Tolls, including RM2 and this allocation, will provide \$8 million. AC Transit and SFMTA, the primary tenants, are expected to cover any operating revenue shortfall and are expected to contribute a combined \$1.1 million in FY2018-19.

The amount of operating funds that the transit operators are expected to contribute significantly exceeds the original estimates contemplated before construction started. However, the TJPA has worked with the operators to reduce the contribution needed from them.

**Issues:** None.

**Recommendation:** Refer MTC Resolution No. 4339 to the Commission for approval.

**Attachments:** MTC Resolution No. 4339

Date: June 27, 2018  
W.I.: 1254  
Referred By: PAC

ABSTRACT

Resolution No. 4339

This resolution approves the FY2018-19 allocation of bridge tolls to the Transbay Joint Powers Authority (TJPA) for operation and maintenance assistance of the Temporary Transbay Terminal as well as the permanent Transbay Transit Center, pursuant to California Streets and Highways Code 30914(b).

Additional discussion is contained in the MTC Programming and Allocations Committee Summary Sheet dated June 13, 2018.

Date: June 27, 2018  
W.I.: 1254  
Referred By: PAC

RE: Approval of allocation of bridge toll funds to Transbay Joint Powers Authority for the operation and maintenance of the Temporary Transbay Terminal and Salesforce Transit Center

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 4339

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

WHEREAS, Streets and Highways Code Sections 30950 *et seq.* created the Bay Area Toll Authority (“BATA”) which is a public instrumentality governed by the same board as that governing MTC; and

WHEREAS, pursuant to Streets and Highways Code 30914(b), MTC shall allocate toll bridge revenues in an annual amount not to exceed three million dollars (\$3,000,000) plus a 3.5-percent annual increase beginning July 1, 2004, to the department or to the Transbay Joint Powers Authority after the department transfers the title of the Transbay Terminal Building to that entity, for operation and maintenance expenditures. This allocation shall be payable from funds transferred by the Bay Area Toll Authority; and

WHEREAS, the transfer of ownership of the Transbay Terminal Building from the state to the Transbay Joint Powers Authority occurred on August 6<sup>th</sup>, 2010, now be it

RESOLVED, that MTC approves the allocation and reimbursement of bridge toll funds in accordance with the amount, reimbursement schedule, and conditions set forth in Attachment A; and, be it further

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

METROPOLITAN TRANSPORTATION COMMISSION

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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 June 27, 2018.



Date: June 27, 2018  
WI: 1254  
Referred by: PAC

Attachment A  
MTC Resolution No. 4339  
Page 1 of 1

**ALLOCATION OF BRIDGE TOLLS  
PURSUANT TO STREETS AND HIGHWAY CODE 30914 (b)**

Project Title: Transbay Terminal Facilities Operations and Maintenance  
Sponsor: Transbay Joint Powers Authority

Activities to be funded with Allocations and conditions:				
Eligible operating and maintenance expenditures at the Temporary Transbay Terminal and permanent Transbay Transit Center.				
Allocation Instruction No.	Approval Date		Amount	Reimbursement Year
19433901	06/27/18	\$	5,026,046	2018-19



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

**File #:** 18-0406      **Version:** 1      **Name:**

**Type:** Resolution      **Status:** Consent

**File created:** 5/10/2018      **In control:** Programming and Allocations Committee

**On agenda:** 6/13/2018      **Final action:**

**Title:** MTC Resolution No. 4344. Programming for FY2018-19 and allocation of approximately \$1.9 million in Five Percent Unrestricted State Fund Revenues and \$3.0 million in Two Percent Bridge Toll Revenues for WETA ferry operations and the San Francisco Bay Trail project.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [6k\\_PAC\\_2i\\_ResoNo-4344\\_WETA and SF Bay Trail Allocations.pdf](#)  
[2i\\_ResoNo-4344\\_WETA and SF Bay Trail Allocations.pdf](#)

Date	Ver.	Action By	Action	Result
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**Subject:**

MTC Resolution No. 4344. Programming for FY2018-19 and allocation of approximately \$1.9 million in Five Percent Unrestricted State Fund Revenues and \$3.0 million in Two Percent Bridge Toll Revenues for WETA ferry operations and the San Francisco Bay Trail project.

**Presenter:**

Christina Hohorst

**Recommended Action:**

Commission Approval

**Metropolitan Transportation Commission  
Programming and Allocations Committee**

June 13, 2018

Item Number 2i

**MTC Resolution No. 4344**

**Subject:** Programming for FY2018-19 and allocation of approximately \$1.9 million in Five Percent Unrestricted State Fund Revenues and \$3.0 million in Two Percent Bridge Toll Revenues for WETA ferry operations and the San Francisco Bay Trail project.

**Background:** The Two Percent Bridge Toll Revenues are derived from the transit element of Regional Measure 1 (RM1). The Five Percent Unrestricted State Fund Revenues are state funds derived from a cooperative agreement between the California Department of Transportation, Federal Highway Administration, and the Bay Area Toll Authority (BATA) following state action to “federalize” certain toll bridge projects under BATA’s jurisdiction. The state funds replace the Five Percent Bridge Toll Program funds originally generated from RM1 bridge toll revenues for ferry operations. Programming and allocation policies for both funding sources are outlined in MTC Resolution No. 4015.

The Five Percent Revenues totaling \$1.9 million are proposed to continue to fund the San Francisco Bay Trail project and for WETA to operate the Vallejo and Alameda Ferry routes in FY2018-19. The Two Percent Revenues totaling \$3.0 million are proposed to fund San Francisco Bay Trail program management and capital support and a ferry capital project for WETA. The MV Solano, which was constructed and entered service during 2004, will undergo refurbishment that will extend the useful life of the vessel by 25 years.

The table below summarizes the staff recommendation for FY2018-19 funding for both programs.

<b>Agency</b>	<b>Project</b>	<b>Five Percent Unrestricted State Fund Revenues</b>	<b>Two Percent Bridge Toll Revenues</b>	<b>Total Allocation</b>
<b>WETA</b>	Operation of Vallejo and Alameda Ferry Routes	\$1,648,300	\$0	\$1,648,300
	Vessel Refurbishment - MV Solano	\$0	\$2,600,000	\$2,600,000
<b>MTC/ ABAG</b>	Bay Trail Project	\$273,421	\$450,000	\$723,421
<b>Totals:</b>		<b>\$1,921,721</b>	<b>\$3,050,000</b>	<b>\$4,971,721</b>

**Issues:** None.

**Recommendation:** Refer MTC Resolution No. 4344 to the Commission for approval.

**Attachments:** MTC Resolution No. 4344.

Date: June 27, 2018  
W.I.: 1514  
Referred by: PAC

ABSTRACT

Resolution No. 4344

This resolution approves the Five Percent Unrestricted State Fund Revenues and the Two Percent Bridge Toll Revenues program of projects and allocation of funds for FY2018-19. Attachment A to this resolution lists the projects to be funded.

Further discussion is contained in the MTC Programming and Allocations Summary sheet dated June 13, 2018.

Date: June 27, 2018  
W.I.: 1514  
Referred by: PAC

RE: Programming and Allocation of Five Percent Unrestricted State Fund Revenues and Two Percent Bridge Toll Revenues in the Fiscal Year 2018-19 to Various Claimants

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 4344

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, with the toll increase authorized by the Regional Measure 1, approved by the voters on November 8, 1988, 3% of the revenue from the toll increase collected on all the state-owned bridges in the region may be allocated by MTC pursuant to Streets and Highways Code §§ 30913 and 30914, for certain projects which are designed to reduce vehicular traffic congestion on these bridges; and

WHEREAS, Streets and Highways Code §§ 30913 and 30914 have been amended to require that an additional 2% of those toll revenues be allocated by MTC for the planning, construction, and acquisition of rapid water transit systems; and,

WHEREAS, pursuant to Streets and Highways Code § 30894, MTC has adopted MTC Resolution No. 4015 which sets forth MTC's Bridge Toll Revenue Allocation Policy and established the Five Percent Unrestricted State Fund Revenues and Two Percent Bridge Toll Revenues Programming and Allocation Policy; and

WHEREAS, the claimants listed on Attachment A have submitted applications to MTC for allocation of Five Percent Unrestricted State Fund Revenues and Two Percent Bridge Toll Revenues in FY 2017-18; and

WHEREAS, those applications are for projects and purposes that are in conformance with MTC's Regional Transportation Plan, with the requirements of the California Environmental Quality Act (Public Resources Code § 2100 et seq.) and the State Environmental Impact Report Guidelines (14 Cal. Admin. Code § 15000 et seq.); now therefore, be it

RESOLVED, that MTC approves the programming and allocation of Five Percent Unrestricted State Fund Revenues and Two Percent Bridge Toll Revenues in FY2018-19 to the claimants, in the amounts, for the purposes, and subject to the conditions listed on Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length.

METROPOLITAN TRANSPORTATION COMMISSION

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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 June 27, 2018.

ALLOCATION OF FIVE PERCENT UNRESTRICTED STATE FUND REVENUES AND  
TWO PERCENT BRIDGE TOLL REVENUES  
FOR FISCAL YEAR 2018-19

***Five Percent Unrestricted State Fund Revenues***

Claimant	Project Title	Allocation		
		Amount	Alloc. Code	Approval Date
WETA	Operation of Vallejo and Alameda Ferry Routes	1,648,300	01	6/27/2018
MTC	Bay Trail Project Operations <sup>1</sup>	273,421	02	6/27/2018
<b>Total - Five Percent Unrestricted State Fund Revenues</b>		<b>\$1,921,721</b>		

***Two Percent Bridge Toll Revenues***

Claimant	Project Title	Allocation		
		Amount	Alloc. Code	Approval Date
WETA	Vessel Refrubishment - MV Solano	2,600,000	03	6/27/2018
MTC	Bay Trail Project Management and Capital Support	450,000	04	6/27/2018
<b>Total - Two Percent Bridge Toll Revenues</b>		<b>\$3,050,000</b>		
<b>TOTAL</b>		<b>\$4,971,721</b>		

<sup>1</sup> Amount reflects adjustment calculated every three years, beginning in FY2011-12, per Bridge Tolls Policy Resolution No. 4015.



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

**File #:** 18-0411      **Version:** 1      **Name:**

**Type:** Resolution      **Status:** Consent

**File created:** 5/10/2018      **In control:** Programming and Allocations Committee

**On agenda:** 6/13/2018      **Final action:**

**Title:** MTC Resolution No. 4345. Allocation of \$38 million in FY2017-18 State Transit Assistance-State of Good Repair (STA-SGR) funds to projects programmed and approved by the State Department of Transportation (Caltrans).

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [6l\\_PAC\\_2j\\_ResoNo-4345\\_STA-SGR\\_Allocations.pdf](#)  
[2j\\_ResoNo-4345\\_STA-SGR\\_Allocations.pdf](#)

Date	Ver.	Action By	Action	Result
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**Subject:**

MTC Resolution No. 4345. Allocation of \$38 million in FY2017-18 State Transit Assistance-State of Good Repair (STA-SGR) funds to projects programmed and approved by the State Department of Transportation (Caltrans).

**Presenter:**

Cheryl Chi

**Recommended Action:**

Commission Approval



**Metropolitan Transportation Commission  
Programming and Allocations Committee**

June 13, 2018

Agenda Item 2j

**MTC Resolution No. 4345**

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**Subject:** Allocation of \$38 million FY2017-18 State Transit Assistance-State of Good Repair (STA-SGR) funds to projects programmed and approved by the State Department of Transportation (Caltrans).

**Background:** The Road Repair and Accountability Act of 2017, Senate Bill (SB) 1 (Chapter 5, Statutes of 2017), created the State of Good Repair Account within the State Transit Assistance Program. As required by the State Department of Transportation's new statute, eligible claimants submitted their projects approval to Caltrans and Caltrans has published the approved project list with funding amounts in April 2018.

Now, MTC is proposing to allocate funds to eligible recipients in accordance with the program guidelines to the approved recipients and projects set forth by Caltrans.

Funding recipients are responsible for working directly with Caltrans to deliver projects and meet the program guidelines.

**Issues:** None

**Recommendation:** Refer MTC Resolution No. 4345 to the Commission for approval.

**Attachments:** MTC Resolution No. 4345

Date: June 27, 2018  
W.I.: 1514  
Referred by: PAC

ABSTRACT  
Resolution No. 4345

This resolution approves the allocation of State Transit Assistance State of Good Repair (STA-SGR) funds for fiscal year 2017-18.

This resolution allocates STA-SGR funds to transit operators in the MTC region with approved projects in accordance with the program guidelines developed by the State Department of Transportation as the program administrator.

Discussion of the allocations made under this resolution is contained in the MTC Programming and Allocations Committee Summary Sheets dated June 13, 2018.

Date: June 27, 2018  
W.I.: 1514  
Referred by: PAC

Re: Allocation of Fiscal Year 2017-18 State Transit Assistance State of Good Repair funds to recipients in the MTC Region

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 4345

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 Road Repair and Accountability Act of 2017, Senate Bill (SB) 1 (Chapter 5, Statutes of 2017) created a Transportation Improvement Fee, Revenue and Taxation Code Section 11053(a), for allocation under the State Transit Assistance Program; and

WHEREAS, the Road Repair and Accountability Act of 2017, SB 1 (Chapter 5, Statutes of 2017) created the State of Good Repair Program within the State Transit Assistance Program, Public Utilities Code Section, 99312.1(c)

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 99312.1(c), 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 projects to the State Department of Transportation for approval as required by Public Utilities Code Section 99312.1(d) and the State Department of Transportation has approved those projects for allocation of fiscal year 2017-18 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 2017-18 allocations requested by claimants, and may be 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; now, therefore, be it

RESOLVED, that MTC approves the allocation of fiscal year 2017-18 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.

RESOLVED, that the Executive Director is authorized to make programming changes to Attachment A, up to \$200,000 for each project, in consultation with the affected sponsor and the State Department of Transportation.

METROPOLITAN TRANSPORTATION COMMISSION

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Jake Mackenzie, 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 27, 2018.

ALLOCATION OF STATE TRANSIT ASSISTANCE FUNDS STATE OF GOOD REPAIR FUNDS  
 DURING FISCAL YEAR 2017-18

Eligible expenditures may be incurred starting November 1, 2017.

Recipients are responsible for meeting program guidelines and requirements adopted by Caltrans such as annual reporting and fiscal audit.

*Population-based Share*

Recipient	Project	Amount	Alloc. No.	Approval Date	Notes
BART	Railcar Procurement Project	\$ 10,247,507	01	06/27/18	
<b>Total</b>		<b>\$ 10,247,507</b>			

*Revenue-based Share*

Recipient	Project	Amount	Alloc. No.	Approval Date	Notes
AC Transit	East Bay Bus Rapid Transit (BRT)	\$ 3,149,541	02	06/27/18	
BART	STA SGR Preventative Maintenance	\$ 6,102,066	03	06/27/18	
SFMTA	Fire and Life Safety Improvements	\$ 4,026,493	04	06/27/18	
SFMTA	Flynn Lifts and Maintenance Facility Improvements	\$ 2,562,863	05	06/27/18	
SFMTA	Woods Bus Facility Boiler Replacement	\$ 2,909,836	06	06/27/18	
CCCTA	Intelligent Transportation System Security Maint	\$ 119,162	07	06/27/18	
ECCTA	Replacement of Damaged or Missing Bus Shelters	\$ 55,157	08	06/27/18	
City of Fairfield	Local Bus Fleet Replacement	\$ 26,276	09	06/27/18	
Golden Gate Bridge Highway and Transportation District (GGBHTD)	MS Marin Ferry Boat Repower and Dry Dock	\$ 578,261	10	06/27/18	
LAVTA	Bus Shelter and Stop Maintenance	\$ 55,640	11	06/27/18	
Marin Transit	Purchase One Shuttle Vehicle	\$ 130,000	12	06/27/18	
Marin Transit	Replace Four (4) Rural cutaway vehicles	\$ 75,113	13	06/27/18	
Napa Valley Transportation Authority (NVTA)	Vine Transit Bus Maintenance Facility	\$ 13,449	14	06/27/18	
Peninsula Corridor Joint Powers Board (Caltrain)	MP36 Mid Life Overhaul	\$ 1,100,000	15	06/27/18	
Peninsula Corridor Joint Powers Board (Caltrain)	Grade Crossing Improvements	\$ 145,276	16	06/27/18	
City of Petaluma	Preventative Maintenance	\$ 6,558	17	06/27/18	
Water Emergency Transportation Authority (WETA)	Vessel Replacement - Vallejo	\$ 277,255	18	06/27/18	
SamTrans	Replacement of 10 Gillig buses w/ electric buses	\$ 568,328	19	06/27/18	
SamTrans	Linda Mar Park-n-Ride Repaving	\$ 657,921	20	06/27/18	
Santa Clara Valley Transportation Authority (VTA)	Kinkisharyo Light Rail Vehicle Mid-life Overhaul	\$ 4,330,471	21	06/27/18	
City of Santa Rosa	Preventive Maintenance of Fixed-Route fleet	\$ 28,791	22	06/27/18	
Solano County Transit (SolTrans)	Replacement Engines for Diesel Hybrid Buses	\$ 64,599	23	06/27/18	
County of Sonoma	Operations Facility Roof Rehabilitation	\$ 33,956	24	06/27/18	
Sonoma-Marín Area Rail Transit District (SMART)	SMART Capital Spare Parts	\$ 153,741	25	06/27/18	
City of Union City	Replace six (6) Paratransit Vans	\$ 17,115	26	06/27/18	
WCCTA	Local Match for Purchase of Vehicle Replacement	\$ 71,403	27	06/27/18	
Altamont Corridor Express (ACE)- ACTC Share	Preventative Maintenance	\$ 60,000	28	06/27/18	
VTA - ACE Share	Facility Upgrades and Improvements	\$ 58,960	29	06/27/18	
<b>Total</b>		<b>\$ 27,378,231</b>			

Notes

1. Allocation to Soltrans also includes funds apportioned to Dixon, Rio Vista, and Vacaville.



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

**File #:** 18-0414      **Version:** 1      **Name:**  
**Type:** Resolution      **Status:** Commission Approval  
**File created:** 5/11/2018      **In control:** Administration Committee  
**On agenda:** 6/13/2018      **Final action:**  
**Title:** MTC Resolution No. 4330 - MTC FY 2018-19 Agency Budget

Referral of MTC FY 2018-19 Agency Budget, MTC Resolution No. 4330 to the Commission for approval.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [7a Administration 3b ResoNo-4330 MTC FY2018-19 Agency Budget.pdf](#)  
[3b ResoNo-4330 MTC FY2018-19 Agency Budget.pdf](#)

Date	Ver.	Action By	Action	Result
6/13/2018	1	Administration Committee		

**Subject:**

MTC Resolution No. 4330 - MTC FY 2018-19 Agency Budget

Referral of MTC FY 2018-19 Agency Budget, MTC Resolution No. 4330 to the Commission for approval.

**Presenter:**

Brian Mayhew

**Recommended Action:**

Commission Approval

# COMMISSION AGENDA ITEM 7a

Agenda Item 3b



METROPOLITAN  
TRANSPORTATION  
COMMISSION

Bay Area Metro Center  
375 Beale Street  
San Francisco, CA 94105  
TEL 415.778.6700  
WEB [www.mtc.ca.gov](http://www.mtc.ca.gov)

## *Memorandum*

TO: Administration Committee

DATE: June 6, 2018

FR: Deputy Executive Director, Policy

W. I. 1152

RE: MTC Resolution No. 4330 - MTC FY 2018-19 Agency Budget

Staff requests that the Committee forward MTC Resolution No. 4330 (Attachment A), the MTC FY 2018-19 Agency Budget, to the Commission for approval. The proposed budget is balanced with a \$49,000 projected surplus.

Authorized staffing for the combined Agency, MTC, SAFE and BATA will drop from 291 to 286 full time positions due to the elimination of the Plan and Sharp programs and the reassignment of the five staff to positions in other departments.

The draft budget presented in May showed a deficit of \$661,408. There were some staffing adjustments that actually added \$256,884 to the MTC budget making the total deficit target \$918,292. We balanced the budget through a combination of cuts and carryover revenue as shown below:

Draft budget deficit (May)	\$(661,408)
Staffing Adjustments	(256,884)
Contract cuts	400,000
Travel/Training cuts	386,481
Carryover revenue augmentation	<u>180,479</u>
Proposed Budget balance	<u>\$ 48,668</u>

### **MTC FY 2018-19 Operating Budget**

There are several components to the MTC operating budget. The components are:

- General Operations – Administration for all MTC, SAFE, BATA and ABAG Funds (Attachment A).
- Planning – MTC planning operations mainly funded through an annual allocation of federal planning grants.



- Grants – MTC projects funded through various Federal and State grants which are budgeted for the life of the project (Attachment B).
- Clipper<sup>®</sup> – A separately funded enterprise to operate the Clipper program (Attachment C).

All MTC costs are adopted on an annual basis. Grant-funded projects are funded and budgeted for the life of the project or until the grant expires.

**Revenue**

Proposed operating revenue is \$56 million, a 1% decrease from the FY 2017-18 budget (Table 1).

**Table 1**

	<b>FY 2015-16 Actual</b>	<b>FY 2016-17 Actual</b>	<b>FY 2017-18 Budget</b>	<b>FY 2018-19 Budget</b>
TDA (Sales tax)	\$12,812,330	\$13,088,720	\$13,250,000	\$13,528,250
Interest/Other	606,081	609,604	530,000	540,000
Federal Planning Grants	9,841,225	12,781,000	14,860,283	14,570,671
Transfers	14,895,515	24,507,411	24,191,672	22,227,419
State & Local Funding	6,135,367	4,643,459	4,190,894	5,367,976
<b>Total Operating Revenue</b>	<b>\$44,290,518</b>	<b>\$55,630,194</b>	<b>\$57,022,849</b>	<b>\$56,234,316</b>

Highlights of the proposed MTC revenue:

- TDA (Sales Tax) – Increase of \$278,000 (2%).
- Federal Planning Grants – Decrease of \$289,000 (2%). FY 2018-19 budget includes carryover funds from FY 2017-18 as well as new Senate Bill 1 (SB1) awards and State Planning and Research (SP&R) planning funds.
- Transfers – Decrease of approximately \$2 million mainly the result of moving the ABAG grants to the grants budget section.
- State & Local Funding- Increase of approximately \$1 million due to the participation of local agencies in the Arterial Operations Implementation Project and an increase in the Pavement Management Program (PMP) sales.

**Operating Expenses**

The proposed operating budget shows a 1% decrease in total operating expenses. (Table 2).

	<b>Table 2</b>			
	<b>FY 2015-16</b>	<b>FY 2016-17</b>	<b>FY 2017-18</b>	<b>FY 2018-19</b>
	<b>Actual</b>	<b>Actual</b>	<b>Budget</b>	<b>Budget</b>
Salaries/ Benefits	\$19,632,581	\$22,450,249	\$29,499,247	\$30,172,295
Temporaries	2,897,140	0	0	0
Other Expenses	3,235,955	3,187,100	7,415,660	8,403,278
<b>Ops Subtotal</b>	<b>25,765,676</b>	<b>25,637,349</b>	<b>36,914,907</b>	<b>38,575,573</b>
Contractual	14,677,811	17,230,517	19,698,109	17,610,076
Transfer Out	154,232	11,467,332	0	0
<b>Total Operating Expense</b>	<b>\$40,597,719</b>	<b>\$54,335,198</b>	<b>\$56,613,016</b>	<b>\$56,185,649</b>

**Staff Salaries and Benefits**

Total regular staff salaries and benefits will have a 2% increase. The increase is related to the employment agreement (Agenda Item 4).

**Other Expenses**

Other Expenses increased by \$1 million.

- The increase is due to hosted service and software license costs as well as a slight increase in the 375 Beale Street assessment.

**Contractual Services**

Contractual services decreased by \$2.1 million. There is a slight drop resulting from consolidation of Planning Services and the redirection of the ongoing emergency exercise support costs to the SAFE budget.

**Multi-year Federal Grants**

Approximately \$97 million in new STP grants, \$27 million in new CMAQ and \$2 million in other grants for multiple programs will be added in FY 2018-19 bringing the total grant program under management to \$126 million. Grants are budgeted on a life-to-date basis and as such only the new funding is subject to the annual budget approval process. The life-to-date budget for the multi-year federal grants is included in Attachment B.

### **Capital Projects**

Capital projects are also budgeted on a life-to-date basis. The proposed FY 2018-19 budget includes capital expenditures of \$130,000 for backup system hardware and authentication security systems. The Hub Signage capital budget of \$12.8 million will increase by \$1.1 million for the lifecycle replacement of real time displays.

### **Clipper®**

Clipper is an Enterprise Fund operated by MTC. The Clipper operating and capital budgets for FY 2018-19 are shown in Attachment C. However, as an enterprise Clipper's revenues and expenses do not flow through MTC.

The Clipper operating expenses are projected to be \$36 million:

- \$32.0 million for Clipper operations;
- \$1.4 million staff costs; and
- \$2.6 million for customer outreach/education.

Total Life-to-date Clipper capital program budget of \$244 million will increase by \$5.1 million in FY 2018-19.

### **Reserve Balances**

Reserves offer support for times of fiscal distress, as well as the ability to fund one-time costs that would otherwise distort budget management. The unrestricted reserve is projected to have a shortfall of \$20 million at the end of FY 2018-19. This "paper" shortfall is the result of putting the unfunded liabilities of \$39 million net pension liability and \$8 million net other post-employment benefits (OPEB) liability on the MTC books in accordance with GASB 68 and 75.

The reserve is important to MTC particularly because the \$126 million in active grants and the \$36 million in Clipper costs are all managed on a reimbursement basis. Without the cash flow capacity provided by the reserve, MTC could not deliver projects on the basis of budgetary priority. Our current and projected reserve position is shown in Table 4 below.

Table 4

	Actual FY 2016-17	Budget FY 2017-18	Budget FY 2018-19
Benefits Reserve	\$1,515,948	\$3,000,000	\$6,000,000
Liability Reserve	294,763	300,000	\$0
Capital Asset	0	200,000	130,000
Compensated Leave	5,151,294	4,900,000	5,500,000
Encumbrances	3,013,964	4,000,000	4,000,000
Net Pension Liability	22,572,445	34,700,000	39,000,000
OPEB	0	0	8,300,000
STA Reserve	49,194	500,000	500,000
<b>Total Restricted</b>	<b>\$32,597,608</b>	<b>\$47,600,000</b>	<b>\$63,430,000</b>
Unrestricted Balance	\$9,067,182	(\$5,525,378)	(\$20,306,710)
<b>Total Reserves</b>	<b>\$41,664,790</b>	<b>\$42,074,622</b>	<b>\$43,123,290</b>

A negative “unrestricted” balance is not the end of financial life or necessarily a “going concern” qualification by GASB standards, particularly when we have \$43 million in funded cash reserves to partially offset the pension/OPEB liability. Nevertheless there can be unpleasant ramifications in credit markets, grant applications and audit difficulties. This will be an ongoing issue among local governments nationwide.

In order to avoid any adverse consequences associated with the negative unrestricted balance, it is in the best interest of MTC to resolve and retire both debts. MTC staff along with our bond lawyers, bankers and financial advisors are working on a three part plan to retire the pension/OPEB debt:

- Obtain actuarial valuations based on the final transition of all staff.
- Direct a combination of current budget, reserves and our OPEB trust account to retire the OPEB obligation in FY 2018-19.
- Use the variable rate market, refinance and defease the pension debt amortizing the debt over 15 years using the current budget as the payment stream.

Based on our initial discussions with PERS and OPEB actuarial staff, we believe the potential exists to retire both outstanding obligations during the FY 2018-19 year. We will return to this Committee with our plan of attack at the appropriate time.

**Recommendation:**

MTC staff recommends that this Committee forward Resolution No. 4330, MTC’s FY 2018-19 operating and capital budget, to the Commission for approval.

  
 \_\_\_\_\_  
 Alix A. Bockelman

SH:se  
 Attachments

Date: June 27, 2018  
W.I.: 1152  
Referred By: Administration

ABSTRACT

Resolution No. 4330

This resolution approves the Agency Budget for FY 2018-19.

Further discussion of the agency budget is contained in the MTC Deputy Executive Director's memoranda to the Administration Committee dated June 6, 2018. A budget is attached as Attachments A, B and C.

Date: June 27, 2018  
W.I.: 1152  
Referred By: Administration

Re: Metropolitan Transportation Commission's Agency Budget for FY 2018-19

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 4330

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

WHEREAS, on April 25, 2018 the Commission approved MTC's Overall Work Program (OWP) for Fiscal Year 2018-19 with the adoption of MTC Resolution No. 4329; and

WHEREAS, the OWP identifies MTC's unified work program for FY 2018-19; and

WHEREAS, the final draft MTC Agency Budget for FY 2018-19 as reviewed and recommended by the Administration Committee is consistent with the OWP as adopted pursuant to MTC Resolution No. 4329; now, therefore, be it

RESOLVED, that MTC's Agency Budget for FY 2018-19, prepared in accordance with generally accepted accounting principles and modified accrual, attached hereto as Attachment A, and incorporated herein as though set forth at length, is approved; and, be it further

RESOLVED, that the Executive Director or designee may approve adjustments among line items in the MTC operating budget for FY 2018-19, provided that there shall be no increase in the overall MTC operating budget without prior approval of the Commission; and, be it further

RESOLVED, that MTC delegates to its Administration or Operations Committees the authority to approve all contracts and expenditures in MTC's Agency Budget for FY 2018-19, providing that there shall be no increase in the overall budget without prior approval of the Commission; and, be it further

RESOLVED, that MTC's Executive Director, or the responsible MTC staff person designated by the Executive Director, shall submit written requests to the Administration or

Operations Committees for approval of consultants, professional services, and expenditures authorized in the MTC Agency Budget for FY 2018-19; and, be it further

RESOLVED, that MTC's Executive Director and the Chief Financial Officer are authorized to carry over and re-budget all grants, contracts and funds properly budgeted in the prior year for which expenditures were budgeted and encumbered and which will take place in FY 2018-19; and, be it further

RESOLVED, that the Commission authorizes the use of MTC funds for cash flow purposes, as an advance on authorized expenditures until the expenditures have been reimbursed; and, be it further

RESOLVED, that the Commission authorizes the designation of certain reserves for FY 2018-19 as follows: Benefits, Liability, Compensated Leave, Encumbrances, Building, Unfunded Pension Obligation, OPEB and Fixed Asset Replacement. The Chief Financial Officer is authorized to set aside \$130,000 for computer capital. The Chief Financial Officer is authorized to utilize the funds in the Benefits Reserve to meet any obligations resulting from the requirements of or changes in the employee labor agreements or for the purpose of prepaying or retiring unfunded pension or OPEB Liability. No additional expenditures shall be authorized from any designated reserves authorized by MTC's Agency Budget for FY 2018-19 without prior authorization of the Administration Committee; and, be it further

RESOLVED, that the total of full time regular and project employees is established at 286 and will not be increased without approved increase to the appropriate FY 2018-19 budget and that the Executive Director or Designee is authorized to manage all contract, hourly or agency employees within the authorized FY 2018-19 budgets; and, be it further

RESOLVED, that MTC's Executive Director, or the responsible MTC staff person designated by the Executive Director, shall furnish the Administration Committee with a monthly financial report to reflect budgeted and actual income, expenditures, obligations for professional and consultant services and such other information and data as may be requested by the Administration Committee.

METROPOLITAN TRANSPORTATION COMMISSION

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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 June 27, 2018.



Date: June 27, 2018  
W.I.: 1152  
Referred by: Administration

Attachments A, B, C  
Resolution No. 4330

## **METROPOLITAN TRANSPORTATION COMMISSION**

### **AGENCY BUDGET**

**FY 2018-19**

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METROPOLITAN TRANSPORTATION COMMISSION

BUDGET FY 2018-19

Attachment A

SUMMARY

PART 1: OPERATING REVENUE-EXPENSE SUMMARY

	Amended BUDGET FY 2017-18	Draft Budget FY 2018-19	Change % Inc./Dec)	Change \$ Inc./Dec)
General Planning Revenue	\$28,110,283	\$28,098,921	0%	(\$11,361)
Other MTC Revenue	1,187,708	1,249,044	5%	61,336
Transfers from other Funds	24,191,671	22,227,419	-8%	(1,964,251)
Local Revenue Grants	3,533,186	4,658,931	32%	1,125,745
<b>Total Operating Revenue</b>	<b>\$57,022,849</b>	<b>\$56,234,316</b>	-1%	(\$788,532)
<b>Total Operating Expense</b>	<b>\$56,613,016</b>	<b>\$56,185,649</b>	-1%	(\$427,367)
<b>Operating Surplus (Shortfall)</b>	<b>\$409,832</b>	<b>\$48,668</b>	-88%	(\$361,164)
Total Operating Revenue - Prior Year	\$6,854,432	\$0	-100%	(\$6,854,432)
Total Operating Expense - Prior Year	\$6,854,432	\$0	-100%	(\$6,854,432)
<b>Operating Surplus (Shortfall)- Prior year</b>	<b>\$0</b>	<b>\$0</b>	0%	(\$0)
<b>Total Operating Surplus (Shortfall)</b>	<b>\$409,832</b>	<b>\$48,668</b>	-88%	(\$361,163)

PART2: CAPITAL PROJECTS REVENUE-EXPENSE SUMMARY

Total Annual Capital Revenue	\$1,483,333	\$389,000	0%	(\$1,094,333)
Total Annual Capital Expense	\$1,483,333	\$389,000	-74%	(\$1,094,333)
Capital Surplus(Shortfall)	\$0	\$0	0%	\$0
<b>TOTAL FISCAL YEAR SURPLUS (SHORTFALL)</b>	<b>\$409,832</b>	<b>\$48,668</b>	-88%	(\$361,163)

PART3: CHANGES IN RESERVES

Transfer To Designated Reserve	\$0	\$0		
Net MTC Reserves - in(out)	\$409,832	\$48,668	-88%	(\$361,163)
<b>Current Year Ending Balance</b>	<b>\$0</b>	<b>\$0</b>		

**REVENUE DETAIL**

	<b>Amended BUDGET FY 2017-18</b>	<b>Draft Budget FY 2018-19</b>	<b>Change % Inc./Dec)</b>	<b>Change \$ Inc./Dec)</b>
<b>General Planning Revenue</b>				
FTA Section 5303	\$3,367,898	\$3,437,418	2%	\$69,520
FTA 5303 FY 17 Final Allocation	(30,599)	0	-100%	30,599
FTA 5303 FY 18 Final Allocation	0	40,329		
FTA 5303 carryover FY'17	739,291	0	-100%	(739,291)
FTA 5304	89,377	86,448	-3%	(2,928)
FTA 5304 carryover FY 17	408,473	0	-100%	(408,473)
FHWA 1/2 % PL	7,895,439	8,142,204	3%	246,765
FHWA FY 17 Final Allocation	18,811	0	-100%	(18,811)
FHWA FY 18 Final Allocation	0	30,150		30,150
FHWA carryover FY'17	75,030	0	-100%	(75,030)
SP&R	0	220,000	100%	220,000
Sustainable Communities SB1 - Awards	0	507,950	100%	507,950
Sustainable Communities SB1 - Allocated	2,296,563	2,106,140	-8.3%	(190,423)
TDA (Planning/Administrative)	13,250,000	13,528,282	2.1%	278,282
<b>Subtotal: General Planning Revenue</b>	<b>\$28,110,283</b>	<b>\$28,098,921</b>	<b>0.0%</b>	<b>(\$11,361)</b>
<b>Other MTC Revenue</b>				
STIP-PPM	\$657,708	\$709,044	7.8%	\$51,336
HOV lane fines	500,000	500,000	0.0%	0
Interest	30,000	40,000	33.3%	10,000
<b>Subtotal: MTC Other Revenue</b>	<b>\$1,187,708</b>	<b>\$1,249,044</b>	<b>5.2%</b>	<b>\$61,336</b>
<b>Operating Transfers</b>				
BATA 1%	\$7,494,251	\$7,806,994	4%	\$312,743
Transfer BATA RM2	615,000	875,000	42%	260,000
BATA Reimbursements (Audit/misc. contracts)	819,074	951,530	16%	132,456
Service Authority Freeways Expressways (SAFE)	1,636,516	1,618,609	-1%	(17,907)
STA Transfer	2,032,529	1,283,000	-37%	(749,529)
2% Transit Transfers	408,000	324,000	-21%	(84,000)
Bay Trail funds from MTC 5% and 2% Bridge Tolls	723,000	723,421	0%	421
Other ABAG Grants- (FY'19 moved to LTD Grants)	2,155,405	0	-100%	(2,155,405)
Transfer in - Net of Membership Dues	782,401	527,010	-33%	(255,391)
BATA Operating for SFEP -Overhead	1,106,480	1,014,823	-8%	(91,658)
ABAG Admin	0	101,038	100%	101,038
ABAG Other Programs - Overhead	1,132,794	861,541	-24%	(271,253)
Express Lanes - Overhead	456,837	446,413	-2%	(10,424)
MTC Grant Funded - Overhead	2,882,008	3,366,052	17%	484,044
Capital Programs - Overhead	1,947,377	2,327,989	20%	380,612
<b>Subtotal: Transfers from other funds</b>	<b>\$24,191,671</b>	<b>\$22,227,419</b>	<b>-8%</b>	<b>(\$1,964,252)</b>
<b>MTC Total Planning Revenue</b>	<b>\$53,489,662</b>	<b>\$51,575,384</b>	<b>-4%</b>	<b>(\$1,914,278)</b>
<b>Local Revenue Grants</b>				
Misc. Revenue (PMP Sales)	\$1,400,000	\$1,675,000	20%	\$275,000
TFCA (Regional Rideshare), Spare the Air.	870,000	1,000,000	15%	130,000
BAAQMD	733,605	759,134	3%	25,529
Cities	529,581	1,224,797	131%	695,216
<b>Subtotal: Local Revenue Grants</b>	<b>\$3,533,186</b>	<b>\$4,658,931</b>	<b>32%</b>	<b>\$1,125,745</b>
<b>Total Current Year Revenue</b>	<b>\$57,022,849</b>	<b>\$56,234,316</b>	<b>-1%</b>	<b>(\$788,533)</b>
<b>MTC Prior Year Project Revenue</b>				
<b>Prior Year Project Revenue - Federal/State</b>				
FTA 5303	1,389,039			
FTA 5304	343,391			
FHWA	244			
FHWA Planning Grant	121,631			
SP&R	220,569			
State Transit Assistance (STA)	383,984			
<b>Subtotal:</b>	<b>\$2,458,858</b>			
<b>Prior Year Project Revenue - Local</b>				
General Fund	2,413,894			
BAAQMD	85,000			
Service Authority for Freeways/Expressways (SAFE)	735,953			
PTAP LM	164,494			
PPM	7,204			
RM2/BATA Reimb.	506,001			
PMP	2,780			
local Cities/Agencies	480,250			
<b>Subtotal:</b>	<b>\$4,395,574</b>			
<b>Total Prior Year Project Revenue</b>	<b>\$6,854,432</b>			

**EXPENSE SUMMMARY**

	<b>Amended BUDGET FY 2017-18</b>	<b>Draft Budget FY 2018-19</b>	<b>Change % Inc./(Dec)</b>	<b>Change \$ Inc./(Dec)</b>
Operating Expense				
I. Salaries and Benefits	\$29,499,247	\$30,172,295	2%	\$673,048
MTC Staff - Regular	\$28,912,725	\$29,951,694	3.6%	\$1,038,969
Temporary Staff	180,157	180,602	0%	445
ABAG Temps	366,366	0	-100%	(366,366)
Hourly /Interns	40,000	40,000	0%	0
II. Travel and Training	\$590,419	\$590,419	0%	\$0
III. Printing, Repro. & Graphics	\$150,200	\$156,900	4%	\$6,700
IV. Computer Services	\$2,584,907	\$3,291,900	27%	\$706,993
V. Commissioner Expense	\$150,000	\$150,000	0%	\$0
VI. Advisory Committees	\$15,000	\$15,000	0%	\$0
VII. General Operations	\$3,925,134	\$4,199,059	7%	\$273,925
Subtotal Staff Cost	\$36,914,907	\$38,575,573	4%	\$1,660,666
IX. Contractual Services	\$19,698,109	\$17,610,076	-11%	(\$2,088,033)
<b>Total Operating Expense</b>	<b>\$56,613,016</b>	<b>\$56,185,649</b>	-1%	(\$427,367)
IX. Contractual Services - Prior Year	<b>\$6,854,432</b>	<b>\$0</b>	0%	(\$6,854,432)

**CAPITAL PROJECTS**

	<b>Amended BUDGET FY 2017-18</b>	<b>Draft Budget FY 2018-19</b>	<b>Change % Inc./(Dec)</b>	<b>Change \$ Inc./(Dec)</b>
Annual Transfer from Reserve to Capital & Legal	\$500,000	\$130,000	-74%	(\$370,000)
Legal reserve	\$300,000	\$0	-100%	(\$300,000)
Annual Capital Expense	\$200,000	\$130,000	-35%	(\$70,000)

	<b>LTD Budget Thru FY 2017-18</b>	<b>Draft BUDGET FY 2018-19</b>	<b>LTD Budget Thru FY 2018-19</b>
<b>Hub Signage Program</b>			
<b>Revenue</b>			
Prop. 1B	\$9,729,204	\$0	\$9,729,204
RM2	362,000	0	362,000
Real Flap Sign - STA	2,743,624	259,000	3,002,624
	<b>\$12,834,828</b>	<b>\$259,000</b>	<b>\$13,093,828</b>
<b>Expense</b>			
Staff	\$1,442,324	\$99,208	\$1,541,532
Consultants	11,392,504	159,792	11,552,296
	<b>\$12,834,828</b>	<b>\$259,000</b>	<b>\$13,093,828</b>

**BAY BRIDGE FORWARD PROJECT**

	<b>Amended BUDGET FY 2017-18</b>	<b>Draft Budget FY 2018-19</b>	<b>Change \$ Inc./(Dec)</b>
<b>Revenue</b>			
STP	14,225,935	\$16,546,059	\$2,320,124
CMAQ	5,650,874	1,820,000	(3,830,874)
STA	10,000	0	(10,000)
RM2 Capital	0	14,426,724	14,426,724
SAFE Capital	0	2,500,000	2,500,000
Local- Cities	1,100,000	3,900,000	2,800,000
<b>Total Revenue</b>	<b>\$20,986,809</b>	<b>\$39,192,783</b>	<b>\$18,205,974</b>
<b>Expense</b>			
Staff	\$2,026,809	\$2,296,059	\$269,250
Consultants			
Design Alternative Assessments/Corridor Studies	\$1,000,000	\$2,500,000	\$1,500,000
Bay Bridge Forward Implementation	\$17,220,000	23,646,724	6,426,724
Transit elements	\$10,000	0	(10,000)
Performance Monitoring & Tools	\$730,000	750,000	20,000
Freeway Performance Impl. I-680	\$0	8,000,000	8,000,000
Freeway Performance Impl I-880	\$0	1,000,000	1,000,000
Freeway Performance Impl. SR 84	\$0	1,000,000	1,000,000
<b>Total Expense</b>	<b>\$20,986,809</b>	<b>\$39,192,783</b>	<b>\$18,205,974</b>

**CONTRACTUAL SERVICES DETAIL**  
**New Contractual and Professional Services**

Work Element	Description/Purpose	Amended BUDGET FY 2017-18	Draft Budget FY 2018-19	Change \$ Inc./Dec)	
1111	<b>Support Commission Standing Committees</b>				
	Governance Study	\$0	\$50,000	\$50,000	
	Planning Programs - Other	200,000	200,000	0	
	<b>TOTAL</b>	<b>\$200,000</b>	<b>\$250,000</b>	<b>\$50,000</b>	
1112	<b>Implement Public Information Program</b>				
	LWV Monitor	\$25,000	\$25,000	\$0	
	Photography services for MTC/BATA	60,000	75,000	15,000	
	Design & Production Services	150,000	150,000	0	
	On-call Facilitation and Outreach	35,000	50,000	15,000	
	Digital Promotion & Analysis	25,000	50,000	25,000	
	On call Video Services	25,000	50,000	25,000	
	Social Media Consultants	0	75,000	75,000	
	Climate Initiatives	25,000	25,000	0	
	Awards Program	15,000	55,000	40,000	
	MTC web integration/portal	200,000	200,000	0	
	Hub Outreach and Promotion	25,000	25,000	0	
	Public Records Management System	40,000	30,000	(10,000)	
	Transit Connectivity	0	15,000	15,000	
	Regional Transit Mapping Project	150,000	1,000,000	850,000	
	Regional Urban Wayfinding Coordination and Guidelines	40,000	0	(40,000)	
	ABAG CONSULTANTS	263,679	0	(263,679)	
	<b>TOTAL</b>	<b>\$1,078,679</b>	<b>\$1,825,000</b>	<b>\$746,321</b>	
	1121	<b>Plan Bay Area</b>			
		Horizon Public Engagement Program	\$100,000	\$225,000	\$125,000
Action Plan Outreach/Special Events		50,000	0	(50,000)	
Event Expenses		25,000	0	(25,000)	
CBO Outreach		25,000	0	(25,000)	
Public Opinion/Revenue Poll - CASA		150,000	150,000	0	
Horizon Digital Engagement Program		361,140	125,000	(236,140)	
CALCOG MPO Coordination		0	29,500	29,500	
Horizon Poll		0	150,000	150,000	
PBA Website: Development & Maintenance		0	100,000	100,000	
Youth Outreach		0	0	0	
Blue Sky Planning		0	350,000	350,000	
Needs Assessment Assistance		0	100,000	100,000	
EIR Development		75,000	0	(75,000)	
2021 RTP/SCS Performance/Strategy Integration		135,000	0	(135,000)	
Integrated Transportation and Health Impact Model Update		50,000	0	(50,000)	
<b>TOTAL</b>		<b>\$971,140</b>	<b>\$1,229,500</b>	<b>\$258,360</b>	
1122	<b>Analyze Regional Data using GIS and Travel Models</b>				
	Travel Model Assistance	\$100,000	\$200,000	\$100,000	
	Land use Model Research	150,000	150,000	0	
	Travel Model Research	35,000	70,000	35,000	
	Technical Support for Web Based Projects	100,000	100,000	0	
	Consolidated household travel	250,250	202,000	(48,250)	
	Regional Transit on Board	1,321,100	500,000	(821,100)	
	Future Mobility Research Program	100,000	75,000	(25,000)	
	<b>TOTAL</b>	<b>\$2,056,350</b>	<b>\$1,297,000</b>	<b>(\$759,350)</b>	
1126	<b>Resiliency (Sea Level Rise/Adaption) Planning</b>				
	Sustainable Transportation Planning - Sea level Rise	\$491,473	\$65,120	(\$426,353)	
<b>TOTAL</b>	<b>\$491,473</b>	<b>\$65,120</b>	<b>(\$426,353)</b>		
1124	<b>Regional Goods Movement Plan</b>				
	Northern California Megaregional Study	\$0	\$330,000	\$330,000	
<b>TOTAL</b>	<b>\$0</b>	<b>\$330,000</b>	<b>\$330,000</b>		
1125	<b>Non-Motorized Transportation</b>				
	Bike share Low Income Community Outreach	\$0	\$100,000	\$100,000	
	Complete Streets Workshops	40,000	40,000	\$0	
	Bike/Ped Counts	75,000	30,000	(45,000)	
<b>TOTAL</b>	<b>\$115,000</b>	<b>\$170,000</b>	<b>\$55,000</b>		
1127	<b>Regional Trails</b>				
	Bay Trail Cartographic Services	\$953,087	\$10,000	(943,087)	
<b>TOTAL</b>	<b>\$953,087</b>	<b>\$10,000</b>	<b>(\$943,087)</b>		
1128	<b>Resilience and Hazards Planning</b>				
	Integrate BAM resilience-staffing	\$100,000	\$100,000	\$0	
	Planning Consultants	794,400	0	(794,400)	
<b>TOTAL</b>	<b>\$894,400</b>	<b>\$100,000</b>	<b>(\$794,400)</b>		
1129	<b>Economic Development and Forecasting</b>				
	Data Management and Engagement	\$0	\$250,000	\$250,000	
	Research Support for Economic Program	0	100,000	100,000	
	Data and Research for forecasting	0	50,000	50,000	
<b>TOTAL</b>	<b>\$0</b>	<b>\$400,000</b>	<b>\$400,000</b>		
1132	<b>Advocacy Coalitions</b>				
	Legislative advocates - Sacramento	\$120,000	\$120,000	\$0	
	Mineta Transportation Institute	100,000	100,000	0	
	Legislative advocates - Washington D.C.	268,362	292,000	23,638	
<b>TOTAL</b>	<b>\$488,362</b>	<b>\$512,000</b>	<b>\$23,638</b>		
1152	<b>Agency Financial Management</b>				
	Financial Audit	\$469,000	\$430,000	(\$39,000)	
	OPEB Actuary	30,000	30,000	0	
	Financial System Upgrade	5,000	10,000	5,000	
<b>TOTAL</b>	<b>\$504,000</b>	<b>\$470,000</b>	<b>(\$34,000)</b>		
1153	<b>Administrative Services</b>				
	Organizational and Compensation	\$220,000	\$230,000	\$10,000	
	Ergonomics	40,000	40,000	0	
	Language Assist. Plan Review	50,000	0	(50,000)	
	SBE Pilot Program	160,000	200,000	40,000	
	Internship Program	256,000	256,000	0	
<b>TOTAL</b>	<b>\$726,000</b>	<b>\$726,000</b>	<b>\$0</b>		

**CONTRACTUAL SERVICES DETAIL**

Work Element	Description/Purpose	Amended BUDGET FY 2017-18	Draft Budget FY 2018-19	Change \$ Inc./(Dec)
1161	<b>Information Technology Services</b>			
	Data Security Improvements	\$75,000	\$125,000	\$50,000
	Web/DB Application Development/Integration	50,000	50,000	0
	Network Assistance	50,000	50,000	0
	Buisness Process ID - Planning	0	65,000	65,000
	Process improvements - automated forms/app	0	100,000	100,000
	Telephone System Migration	80,000	0	(80,000)
	File System Migration	50,000	0	(50,000)
	Mobile device mgmnt merging with ABAG	20,000	0	(20,000)
	Change training	50,000	25,000	(25,000)
	Move Assist./Project Mgmt	40,000	0	(40,000)
	TOTAL	\$415,000	\$415,000	\$0
1212	<b>Performance Measuring and Monitoring</b>			
	Vital Signs Website Development	\$150,000	\$250,000	\$100,000
	Federal Performance Monitoring	50,000	75,000	25,000
TOTAL	\$200,000	\$325,000	\$125,000	
1222	<b>Regional Rideshare Program</b>			
	511 Ridesharing Program Operations	\$870,000	\$250,000	(\$620,000)
	Regional Vanpool Supprt Program	0	750,000	750,000
TOTAL	\$870,000	\$1,000,000	\$130,000	
1223	<b>Operational Support for Regional Programs</b>			
	Regional ITS Architecture Update	\$0	\$150,000	\$150,000
TOTAL	\$0	\$150,000	\$150,000	
1224	<b>Regional Traveler Information</b>			
	511 Traffic/Real Time Transit	\$250,000	\$0	(\$250,000)
	511 Transit system	60,000	165,000	105,000
	511 Communications	200,000	100,000	(100,000)
	511 ETC Removal	300,000	0	(300,000)
TOTAL	\$810,000	\$265,000	(\$545,000)	
1229	<b>Regional Transportation Emergency Planning</b>			
	Ongoing Emergency Exercise Support	\$300,000	\$0	(\$300,000)
	Joint Operations at @ Beale Street	50,000	0	(50,000)
	Transit Service Contingency	1,000,000	0	(1,000,000)
TOTAL	\$1,350,000	\$0	(\$1,350,000)	
1233	<b>Transportation Asset Management</b>			
	Software Development and Maintenance	\$1,225,000	\$1,500,000	\$275,000
	Transit Capital Inventory	304,549	0	(304,549)
	Software Training Support	238,868	238,868	0
	PTAP Projects	194,331	407,297	212,966
	Quality Assurance Program	75,000	75,000	0
	TOTAL	\$2,037,748	\$2,221,165	\$183,417
1234	<b>Arterial and Transit Performance</b>			
	Program for Arterial System	\$150,000	\$600,000	\$450,000
TOTAL	\$150,000	\$600,000	\$450,000	
1235	<b>Incident Management</b>			
	I-880 ICM Device Maint.	\$100,000	\$100,000	\$0
	Incident Management Task Force	200,000	155,000	(45,000)
	Incident Analytics Module	350,000	187,000	(163,000)
TOTAL	\$650,000	\$442,000	(\$208,000)	
1311	<b>Lifeline Planning</b>			
	Disabled Persons Data Collection	\$50,000	\$0	(\$50,000)
	Mobility Management Implementation Technical Assist.	50,000	0	(50,000)
	Means Based Fare Program	872,529	713,000	(159,529)
	Coordinated Technology Platform for Paratransit Trips	0	10,000	10,000
	Non Emergency Medical Trip	50,000	0	(50,000)
TOTAL	\$1,022,529	\$723,000	(\$299,529)	

**CONTRACTUAL SERVICES DETAIL**

<b>Work Element</b>	<b>Description/Purpose</b>	<b>Amended BUDGET FY 2017-18</b>	<b>Draft Budget FY 2018-19</b>	<b>Change \$ Inc./(Dec)</b>
1413	<b>Climate Initiative</b>			
	Global Climate Summit	\$0	\$50,000	\$50,000
	EV Strategic Council	\$35,000	\$35,000	\$0
	<b>TOTAL</b>	<b>\$35,000</b>	<b>\$85,000</b>	<b>\$50,000</b>
1415	<b>Road Maintenance &amp; Rehabilitation Adaption Pl.</b>			
	East Palo Alto and Dumbarton Bridge Resiliency Study	\$0	\$300,000	\$300,000
	<b>TOTAL</b>	<b>\$0</b>	<b>\$300,000</b>	<b>\$300,000</b>
1514	<b>Regional Assistance Programs</b>			
	TDA Claims/Fund Estimate on line Migration and Reporting	\$25,000	\$25,000	\$0
	Performance audits - TDA audit & RM2 Oversight	193,000	192,000	(1,000)
	<b>TOTAL</b>	<b>\$218,000</b>	<b>\$217,000</b>	<b>(\$1,000)</b>
1515	<b>Regional Assistance Programs</b>			
	FMS Developer	\$200,000	\$187,200	(\$12,800)
	<b>TOTAL</b>	<b>\$200,000</b>	<b>\$187,200</b>	<b>(\$12,800)</b>
1517	<b>Transit Sustainability</b>			
	Transit Sustainability Planning	\$634,884	\$324,000	(\$310,884)
	Transit Core Capacity Phase 2 Planning/Implementation	140,000	200,000	60,000
	SRTP	300,000	560,000	260,000
	<b>TOTAL</b>	<b>\$1,074,884</b>	<b>\$1,084,000</b>	<b>\$9,116</b>
1615	<b>Connecting Housing and Transportation</b>			
	CASA	\$340,423	\$195,000	(\$145,423)
	Develop & Research Regional Housing	260,000	0	(260,000)
	<b>TOTAL</b>	<b>\$600,423</b>	<b>\$195,000</b>	<b>(\$405,423)</b>
1616	<b>RAMP</b>			
	Regional Advance Mitigation projects	\$56,478	\$50,000	(\$6,478)
	<b>TOTAL</b>	<b>\$56,478</b>	<b>\$50,000</b>	<b>(\$6,478)</b>
1617	<b>Technical Asstance Strategic Planning</b>			
	Technical Asstance Strategic Planning	\$112,956	\$100,000	(\$12,956)
	<b>TOTAL</b>	<b>\$112,956</b>	<b>\$100,000</b>	<b>(\$12,956)</b>
1611	<b>Transportation and Land Use Coordination</b>			
	Rail Volution	\$50,000	\$25,000	(\$25,000)
	PDA Implementation	0	50,000	50,000
	<b>TOTAL</b>	<b>\$50,000</b>	<b>\$75,000</b>	<b>\$25,000</b>
1613	<b>Road Maintenance &amp; Rehab Acct</b>			
	Local & Regional climate change	\$0	\$487,474	\$487,474
	<b>TOTAL</b>	<b>\$0</b>	<b>\$487,474</b>	<b>\$487,474</b>
1618	<b>Affordable Mobility Pilot Program</b>			
	Affordable Mobility Pilot Program	\$610,600	\$601,600	(\$9,000)
	<b>TOTAL</b>	<b>\$610,600</b>	<b>\$601,600</b>	<b>(\$9,000)</b>
1612	Climate Adaption Consulting (BARC)	\$56,000	\$102,016	\$46,016
106	<b>Legal Services</b>	\$700,000	\$600,000	(\$100,000)
	<b>Total consultant contracts:</b>	<b>\$19,698,109</b>	<b>\$17,610,076</b>	<b>(\$2,088,033)</b>



LTD Federal Grants Budget

Attachment B

STP Grants	STP Grants	1	2	3 = (1-2)	4	5	6	7 = (3+4-5-6)	
		LTD Grant thru FY 2017	LTD Actual & Enc thru FY 2018	Balance thru FY 2018	New Grant FY 2018-19	staff budget FY 2018-19	Consultant budget FY 2018-19	Balance FY 2018-19	
<b>Grant # / Fund Source #</b>	<b>Project Description</b>								
6084-146 1580	Station Area Planning	\$17,957,890	\$17,639,774	\$318,116	\$0	\$0	\$0	\$318,116	
6084-175 1801	MTC Regional Planning	51,629,000	51,503,210	125,790	-	-	-	125,790	
6084-176 1803	511 Grant	32,500,000	31,662,663	837,337	-	-	837,337	0	
6084-179 1806	Pavement Management	6,000,000	5,965,814	34,186	-	-	-	34,186	
6084-186 1812	OBAG Regional PDA	8,740,305	7,926,685	813,620	-	-	400,000	413,620	
6084-193 1816	Arterial Operations	2,500,000	2,068,696	431,304	-	-	-	431,304	
6084-198 1818	Pavement Management	6,000,000	1,586,139	4,413,861	-	-	1,783,485	2,630,376	
6084-199 1819	511 Traveler Information	8,750,000	6,182,221	2,567,779	-	-	-	2,567,779	
6084-201 1820	Freeway Performance Initiative	3,480,000	2,160,417	1,319,583	-	1,331,059	-	(11,476)	
6084-203 1821	Arterial Operations	500,000	500,000	-	-	-	-	-	
6084-205 1822	Pavement Management	1,847,000	1,730,485	116,515	-	-	116,515	(0)	
6160-027 1823	Incident Management	517,000	517,000	-	-	-	-	-	
6084-206 1826	CMA Planning	39,016,000	5,859,000	33,157,000	16,716,000	-	9,111,000	40,762,000	
6084-207 1827	MTC Planning	9,555,000	734,000	8,821,000	35,000	1,867,227	293,612	6,695,161	
6084-213 1833	511 Next Generation	11,226,000	-	11,226,000	-	1,634,513	5,031,663	4,559,824	
6084-212 1834	Transportation Mgmt System	2,910,000	-	2,910,000	-	1,057,554	-	1,852,446	
<b>NEW</b>	<b>PDA Planning &amp; Implementation ( Applied)</b>	-	-	-	<b>1</b>	<b>8,550,000</b>	500,000	8,050,000	
<b>NEW</b>	<b>I880 Communication Upgrade (Applied)</b>	-	-	-	<b>3</b>	<b>8,100,000</b>	-	8,100,000	
<b>NEW</b>	<b>Incident Management (Applied)</b>	-	-	-	<b>5</b>	<b>4,160,000</b>	752,839	-	
<b>NEW</b>	<b>Active Operations Mgmt AOM Implementation</b>	-	-	-	<b>4</b>	<b>23,737,000</b>	965,000	3,250,000	
6084-225-1836	<b>TMC Asset Upgrade and Replacement</b>	-	-	-	<b>6</b>	<b>1,150,000</b>	-	305,000	
<b>NEW</b>	<b>Innovative Deployments for IDEA</b>	-	-	-	<b>18</b>	<b>13,000,000</b>	-	3,000,000	
<b>NEW</b>	<b>Freeway Performance I-880</b>	-	-	-	<b>15</b>	<b>3,000,000</b>	-	1,000,000	
<b>NEW</b>	<b>Freeway Performance I-680</b>	-	-	-	<b>16</b>	<b>8,000,000</b>	-	8,000,000	
<b>NEW</b>	<b>Freeway Performance SR 84</b>	-	-	-	<b>17</b>	<b>5,000,000</b>	-	1,000,000	
<b>NEW</b>	<b>Bay Bridge Forward- Eastbay Commuter Parking</b>	-	-	-	<b>12</b>	<b>2,500,000</b>	-	1,000,000	
<b>NEW</b>	<b>Connected Vehicles/Technology based Operations</b>	-	-	-	<b>19</b>	<b>2,500,000</b>	-	2,500,000	
		<b>\$203,128,195</b>	<b>\$136,036,105</b>	<b>\$67,092,090</b>		<b>\$96,448,000</b>	<b>\$8,108,192</b>	<b>\$53,778,612</b>	<b>\$101,653,285</b>
<b>CMAQ Grants</b>									
6084-160 1589	Arterial Operations	\$10,750,000	\$10,746,615	\$3,385	\$0	\$0	\$0	\$3,385	
6084-164 1591	Climate Initiatives	7,393,432	7,393,432	-	-	-	-	-	
6160-018 1596	Freeway Performance	8,608,000	8,560,904	47,097	-	-	-	47,097	
6160-020 1800	Incident Management	3,862,000	3,655,945	206,055	-	-	-	206,055	
6084-176 1804	511 Grant	16,270,000	16,270,000	-	-	-	-	-	
6084-180 1809	Freeway Performance Corridor Studies	4,000,000	3,005,161	994,839	-	734,584	-	260,254	
6084-188 1814	Regional Bicycle Program	319,636	313,982	5,654	75,000	-	75,000	5,654	
d remove the \$100k of S	Climate Initiatives	1,300,000	684,765	615,235	-	-	200,000	415,235	
6084-209 1825	Operate Car Pool Program	8,000,000	1,165,891	6,834,109	-	197,130	1,770,000	4,866,979	
6084-211 1828	Commuter Benefits Program	705,000	157,902	547,098	674,000	123,427	220,000	877,671	
6084-210-1829	Incident Management	14,278,000	-	14,278,000	-	-	14,278,000	-	
6084-215 1830	Spare the Air Youth Program	2,463,000	2,451,768	11,232	-	-	-	11,232	
6084-216 1831	Arterial System Sync. PASS	1,000,000	162,000	838,000	14	4,000,000	-	1,000,000	
6084-208 1832	Vanpool Program	2,000,000	-	2,000,000	-	-	2,000,000	-	
<b>NEW</b>	<b>Climate Initiatives</b>	-	-	-	<b>7</b>	<b>12,000,000</b>	-	12,000,000	
6084-220-1837	<b>I880 Central Segment Project Study</b>	-	-	-	<b>13</b>	<b>8,840,000</b>	-	1,142,000	
<b>NEW</b>	<b>Bay Bridge Forward - Commuter Parking Initiative</b>	-	-	-	<b>20</b>	<b>820,000</b>	-	820,000	
<b>NEW</b>	<b>West Grand Ave Transit Signal Priority</b>	-	-	-	<b>21</b>	<b>1,000,000</b>	-	1,000,000	
		<b>\$80,949,068</b>	<b>\$54,568,365</b>	<b>\$26,380,703</b>	<b>\$61</b>	<b>\$27,409,000</b>	<b>\$1,055,141</b>	<b>\$34,505,000</b>	<b>\$18,229,562</b>
<b>FTA GRANTS</b>									
CA57-X023 1623	New Freedom	\$1,545,232	\$1,462,654	\$82,578	\$0	\$0	\$0	\$82,578	
CA37-X104 1625	JARC	2,654,120	2,654,120	-	-	-	-	-	
CA57-X050 1626	New Freedom	3,748,859	3,701,442	47,417	-	-	-	47,417	
CA37-X133 1627	JARC	1,004,559	915,827	88,732	-	-	-	88,732	
CA57-X074 1628	New Freedom	2,793,517	2,786,840	6,677	-	-	-	6,677	
CA37-X164 1629	JARC	805,190	805,190	-	-	-	-	-	
CA37-X177 1630	JARC	2,430,952	2,068,647	362,305	-	-	-	362,305	
CA34-X001 1631	FTA 5339 - Bus Purchases	10,506,277	7,531,410	2,974,867	-	-	-	2,974,867	
CA57-X109 1632	New Freedom	1,383,631	1,283,375	100,256	-	-	-	100,256	
CA34-0024 1633	FTA 5339 - Bus Purchases	12,240,015	7,341,125	4,898,890	-	-	-	4,898,890	
CA34-0032 1634	FTA 5339 - Bus Purchases	11,515,172	7,072,438	4,442,734	-	-	-	4,442,734	
16-X065-00 1635	FTA 5310	-	-	-	347,746	287,746	60,000	-	
		<b>\$50,627,524</b>	<b>\$37,623,068</b>	<b>\$13,004,456</b>	<b>\$0</b>	<b>\$347,746</b>	<b>\$287,746</b>	<b>\$60,000</b>	<b>\$13,004,456</b>
<b>Other Grants</b>									
<b>NEW</b>	FTA 5304					<b>\$500,000</b>		\$500,000	\$0
<b>NEW</b>	Sustainable Communities Grant					<b>\$406,000</b>		\$406,000	\$0
SHA 6084-184 1112	FHWA - SHRP2	\$700,000	\$680,572	\$19,428	\$0	\$0	\$0	\$19,428	
<b>NEW</b>	CARB Grant	2,250,000	-	2,250,000	-	-	2,250,000	-	
<b>Grants transferred from ABAG</b>									
14-003 - 2800	Coastal Conservancy. 14-003	726,931	227,555	499,376	-	-	-	499,376	
10-092 - 2801	Coastal Conservancy 10-092	472,455	304,930	167,524	185,000	175,000	10,000	167,524	
07-053 - 2802	Coastal Conservancy 07-053	207,975	27,506	180,469	-	-	-	180,469	
G16AP00172 1312	USGS National Grant - G16AC00172	42,031	15,116	26,915	-	-	-	26,915	
G15AP00118 1313	USGS National Grant - G15AC00118	12,801	10,605	2,196	-	-	-	2,196	
G17AC00135 1314	USGS National Grant - G17AC00239	50,000	31,166	18,834	-	-	-	18,834	
G17AC00239 1315	USGS National Grant - G17AC00136	50,000	39,610	10,390	-	-	-	10,390	
BF-99T455 1340	Environmental Protection Agency (EPA)	537,290	400,684	136,606	-	79,000	-	57,606	
CA000007-01 1342	Environmental Protection Agency (EPA)	600,000	-	600,000	-	157,558	-	442,442	
EMF2016 1372	Federal Emergency Management Agency	299,221	63,019	236,202	-	-	-	236,202	
TSFF 2017 5005	The San Francisco Foundation	19,992	-	19,992	-	-	-	19,992	
North Bay 5006	Marin Municipal Water District	8,700	8,700	-	-	-	-	-	
<b>NEW</b>	<b>FEMA</b>	-	-	-	<b>300,000</b>	200,000	100,000	-	
<b>NEW</b>	<b>USGS National Grant</b>	-	-	-	<b>75,000</b>	-	-	75,000	
		<b>\$5,977,396</b>	<b>\$1,809,464</b>	<b>\$4,167,932</b>	<b>\$0</b>	<b>\$1,466,000</b>	<b>\$611,558</b>	<b>\$3,266,000</b>	<b>\$1,756,374</b>
<b>Total Federal Grants Budget</b>		<b>\$340,682,183</b>	<b>\$230,037,002</b>	<b>\$110,645,181</b>	<b>\$61</b>	<b>\$125,670,746</b>	<b>\$10,062,637</b>	<b>\$91,609,612</b>	<b>\$134,643,677</b>

**CONTRACTUAL SERVICES DETAIL Federal Grants**

Work Element	Description/Purpose	Amended BUDGET FY 2017-18	Draft Budget FY 2018-19	Change \$ Inc./(Dec)
1112	<b>Implement Public Information Program</b> Bike to Work Day TOTAL	\$200,000 \$200,000	\$200,000 \$200,000	\$0 \$0
1125	<b>Non-Motorized Transportation</b> Capital Bike Share TOTAL	\$2,000,000 \$2,000,000	\$75,000 \$75,000	(\$1,925,000) (\$1,925,000)
1127	<b>Regional Trails</b> Water Trail Environmental Services TOTAL	\$0 \$0	\$10,000 \$10,000	\$10,000 \$10,000
1128	<b>Resilience and Hazards Planning</b> Environmental Protection Task TOTAL	\$0 \$0	\$100,000 \$100,000	\$100,000 \$100,000
1222	<b>Regional Rideshare Program</b> 511 Program Operations Turn key vanpool services in Bay Area Rideshare: Employer Services (CMAs) SB 1128 TOTAL	\$1,621,000 0 250,000 380,000 \$2,251,000	\$1,520,000 2,000,000 250,000 220,000 \$3,990,000	(\$101,000) 2,000,000 0 (160,000) \$1,739,000
1223	<b>Operational Support for Regional Programs</b> 1-880 Communications Upgrade TOTAL	\$2,685,000 \$2,685,000	\$8,405,000 \$8,405,000	\$5,720,000 \$5,720,000
1224	<b>Regional Traveler Information</b> 511 Web Services 511 System Integrator Technical Advisor Services 511 Communications 511 TIC Operations 511 ETC Removal TOTAL	\$6,210,000 2,640,000 200,000 550,000 620,000 200,000 \$10,420,000	\$2,035,000 2,436,000 175,000 300,000 723,000 200,000 \$5,869,000	(\$4,175,000) (204,000) (25,000) (250,000) 103,000 0 (\$4,551,000)
1233	<b>Pavement Management System</b> Software Training Support P-TAP Projects TOTAL	\$300,000 1,500,000 \$1,800,000	\$300,000 1,600,000 \$1,900,000	\$0 100,000 \$100,000
1234	<b>Arterial and Transit Performance</b> Program for Arterial System TOTAL	\$6,000,000 \$6,000,000	\$4,000,000 \$4,000,000	(\$2,000,000) (\$2,000,000)
1235	<b>Incident Management</b> I-880 Central Segment Project Study Report I-880 ICM TOTAL	\$600,000 14,278,000 \$14,878,000	\$1,142,000 14,278,000 \$15,420,000	\$542,000 0 \$542,000
1228	<b>Technology-Based Operations &amp; Mobility</b> Technology-Based Operations & Mobility TOTAL	\$4,000,000 \$4,000,000	\$2,500,000 \$2,500,000	(\$1,500,000) (\$1,500,000)
1310	<b>Implement Lifeline Transportation Program</b> Lifeline Planning TOTAL	\$304,533 \$304,533	\$0 \$0	(\$304,533) (\$304,533)
1311	<b>Planning for Lifeline Transportation Program</b> Coordinated Plan Implementation Activities Climate Resilience for people with disabilities TOTAL	\$0 0 \$0	\$60,000 406,000 \$466,000	\$60,000 406,000 \$466,000
1413	<b>Climate Initiative</b> Spare the Air Youth Program Climate Initiatives Cycle 1 Climate Initiatives Cycle 2 Climate Initiatives OBAG 2 TOTAL	\$2,463,000 57,652 100,000 22,000,000 \$24,620,652	\$0 0 0 12,000,000 \$12,000,000	(\$2,463,000) (57,652) (100,000) (10,000,000) (\$12,620,652)
1512	<b>Federal TIP Development</b> Busses replacements TOTAL	\$17,083,009 \$17,083,009	\$0 \$0	(\$17,083,009) (\$17,083,009)
1618	<b>Affordable Mobility Pilot Program</b> Affordable Mobility Pilot Program TOTAL	\$2,250,000 \$2,250,000	\$2,250,000 \$2,250,000	\$0 \$0
1611	<b>Transportation and Land Use Coordination</b> BCDC STP CMAs - STP Diridon Concept Plan Access Public Lands near Transit PDA Implementation Studies SR 82 Study PDA Planning Grant TOTAL	\$355,000 22,746,000 0 500,000 150,000 0 10,000,000 \$33,751,000	\$264,628 9,111,000 500,000 100,000 300,000 0 8,050,000 \$18,325,628	(\$90,372) (13,635,000) 500,000 (400,000) 150,000 0 (1,950,000) (\$15,425,372)
1612	Climate Adaption Consulting (BARC)	\$24,000	\$28,984	\$4,984
	<b>Total Federal funded Consultants before BBF</b>	<b>\$122,267,194</b>	<b>\$75,539,612</b>	<b>(\$46,727,582)</b>
1237	<b>BAY BRIDGE FORWARD PROJECT</b> Performance Monitoring & Tools Design Alternative Assessments/Corridor Studies Bay Bridge Forward Implementation Freeway Performance Implementation TOTAL BAY BRIDGE FORWARD	\$730,000 1,000,000 16,120,000 0 \$17,850,000	\$750,000 2,500,000 2,820,000 10,000,000 \$16,070,000	\$20,000 1,500,000 (13,300,000) 10,000,000 (\$1,780,000)
	<b>Total Federal funded Consultants after BBF</b>	<b>\$140,117,194</b>	<b>\$91,609,612</b>	<b>(\$48,507,582)</b>

**Clipper Operating:**

	Amended BUDGET FY 2017-18	Draft Budget FY 2018-19		Change \$ Inc./(Dec)
Revenue:				
RM2	\$3,102,913	\$2,600,000	-16%	(\$502,913)
STA	11,418,402	9,760,703	-15%	(1,657,699)
Inactive Accounts	0	3,996,255	100%	3,996,255
Transit Operators	19,183,922	19,648,000	2%	464,078
Total clipper operating Revenue	\$33,705,237	\$36,004,958	7%	\$2,299,721

## Expenses:

Staff cost	\$1,317,051	\$1,311,420	0%	(\$5,631)
Travel & Other General Ops.	72,235	49,283	-32%	(22,952)
Promotion/Outreach/Fare Inc.	2,800,000	2,600,000	-7%	(200,000)
Clipper Operations	29,515,951	32,044,255	9%	2,528,304
Total clipper operating Expense	\$33,705,237	\$36,004,958	7%	\$2,299,721

**Clipper 1 Capital:**

	LTD Budget Thru FY2017-18	Draft BUDGET FY 2018-19	LTD Budget Thru FY2018-19
Revenue:			
CMAQ	\$68,703,835	\$0	\$68,703,835
Card Sales	8,851,267	2,000,000	10,851,267
Low Carbon Transit Operations (LCTOP)	4,677,971	3,100,000	7,777,971
ARRA	11,167,891	0	11,167,891
FTA	27,213,349	0	27,213,349
STP	37,538,086	0	37,538,086
STA	22,946,540	0	22,946,540
Prop 1B	1,115,383	0	1,115,383
SFMTA	8,005,421	0	8,005,421
GCGHTD	2,975,000	0	2,975,000
BART	725,000	0	725,000
MTC Exchange Fund	7,573,878	0	7,573,878
BATA	26,864,813	0	26,864,813
Transit Operators	14,357,000	0	14,357,000
WETA	603,707	0	603,707
Sales Tax	890,216	0	890,216
Total Clipper 1 capital Revenue	\$244,209,357	\$5,100,000	\$249,309,357

## Expense:

Staff Costs	\$11,416,936	\$1,341,914	\$12,758,850
Travel	3,208	0	3,208
Pilot Equipment Maintenance	3,093,834	0	3,093,834
Transit Agency Funded Projects	14,410,707	0	14,410,707
Design	54,690,574	0	54,690,574
Site Preparation	3,899,437	0	3,899,437
Construction	21,867,682	0	21,867,682
Consultants	25,472,623	3,100,000	28,572,623
Engineering	7,953,061	0	7,953,061
Communications	1,583,000	0	1,583,000
Marketing	2,212,029	0	2,212,029
Financial Services	391,600	0	391,600
Equipment	49,226,873	0	49,226,873
Clipper Cards	17,140,095	2,000,000	19,140,095
Other	30,847,698	(1,341,914)	29,505,784
Total Clipper 1 Expense	\$244,209,357	\$5,100,000	\$249,309,357

**Clipper 2 Capital:**

	LTD Budget Thru FY2017-18	Draft BUDGET FY 2018-19	LTD Budget Thru FY2018-19
Revenue:			
STP	\$4,569,554	\$0	\$4,569,554
FTA	10,078,133	0	10,078,133
TCP - CMAQ Funds	2,684,772	0	2,684,772
Golden Gate Pass through	5,000,000	0	5,000,000
Low Carbon Transit Operations (LCTOP)	0	0	0
BATA	260,000	0	260,000
STA	1,410,841	0	1,410,841
Total Clipper 2 Revenue	\$24,003,300	\$0	\$24,003,300

## Expense:

Staff Costs	\$4,477,342	\$2,157,559	\$6,634,901
Equipment	6,591,903	0	6,591,903
Consultants	12,934,055	(2,157,559)	10,776,496
Total Clipper 2 Expense	\$24,003,300	\$0	\$24,003,300



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

**File #:** 18-0449      **Version:** 1      **Name:**

**Type:** Resolution      **Status:** Commission Approval

**File created:** 5/25/2018      **In control:** Administration Committee

**On agenda:** 6/13/2018      **Final action:**

**Title:** MTC Resolution Nos. 4341 and 4342 - Memorandum of Understanding for MTC Employee Salaries and Benefits effective July 1, 2018 through and including June 30, 2022.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [7b Administration 5 ResoNos-4341-4342 MOU.pdf](#)  
[5 HANDOUT ResoNos-4341-4342 MOU.pdf](#)

Date	Ver.	Action By	Action	Result
6/13/2018	1	Administration Committee		

**Subject:**

MTC Resolution Nos. 4341 and 4342 - Memorandum of Understanding for MTC Employee Salaries and Benefits effective July 1, 2018 through and including June 30, 2022.

**Recommended Action:**

Commission Approval



METROPOLITAN  
TRANSPORTATION  
COMMISSION

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

## *Memorandum*

TO: MTC Commission

DATE: June 20, 2018

FR: Executive Director

W. I. 1153

RE: MTC Resolution Nos. 4341 and 4342 - Memorandum of Understanding for MTC Employee Salaries and Benefits effective July 1, 2018 through and including June 30, 2022.

This memorandum requests approval of MTC Resolution Nos. 4341 and 4342, Memorandum of Understanding (MOU) for MTC employee salaries and benefits effective July 1, 2018 through and including June 30, 2022.

MTC Executive staff met with representatives of the Committee for Staff Representation (CSR), representatives of the confidential employees, and representatives of specific executive employees to meet-and-confer per the Meyers-Milias-Brown Act (Government Code § 3500 et. Seq.) regarding employee salaries, programs, and benefits. The parties agreed to the terms stated in MTC Resolution Nos. 4341 and 4342, which were referred by the Administration Committee at its meeting on June 13 to the Commission for approval.

The agreements include:

- A four year term for the memorandum of understanding with all three bargaining units;
- 2.8% cost of living increases July 1 of each covered fiscal year for all agency salary grades;
- A reduction of the annual merit percentage increase levels tied to performance ratings to 2% for a Meets Expectation rating, 4% for an Exceeds Expectation rating, and 6% for an Excellent rating;
- A change to the CSR and Confidential staff salary grade structure to reflect changes required by the merit percentage increase reduction;
- The addition of a new wage continuance leave benefit, MTC Paid Family Leave, to provide six weeks of full pay for employees qualifying for family leave related to the arrival of a child, a serious medical condition, or the need to provide care to a seriously injured or ill qualifying family member;
- The creation of a new Alternative Work Option policy mirrored after the City and County of San Francisco policy outlining both remote and alternative work location and schedule options for all employees; and
- A continued commitment to our ongoing organizational and total compensation study and agency policy updates

Staff recommends that the Commission adopt MTC Resolution Nos. 4341 and 4342.




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Steve Heminger

SH:rj  
Attachments

**COMMISSION AGENDA ITEM 7b**  
**Administration Committee - Agenda Item 5**

Date: June 27, 2018  
W.I.: 1153  
Referred by: Administration

ABSTRACT

Resolution No. 4341

This resolution sets forth the employment benefits and salary schedule for CSR represented employees and confidential employees from July 1, 2018 through and including June 30, 2022.

Date: June 27, 2018  
W.I.: 1153  
Referred by: Administration

RE: Employment Benefits and Salary Schedule from July 1, 2018 through June 30, 2022  
for CSR and Confidential Employees

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 4341

WHEREAS, MTC Resolution No. 4153, adopted June 25, 2014 established employment benefits and a salary schedule for non-management staff employees of the Metropolitan Transportation Commission (MTC or Commission) for the period beginning July 1, 2014 through and including June 30, 2018; and

WHEREAS, the Meyers-Milias-Brown Act (Government Code § 3500 *et seq.*) allows MTC and its employees to agree to self-representation which requires MTC and its employees to then meet and confer before MTC considers a new resolution to establish employment benefits and salary adjustments; and

WHEREAS, representatives of the Committee for Staff Representation (CSR) representing regular staff employees (other than confidential) have met and conferred with the appointed agency negotiator; and

WHEREAS, representatives of the confidential employees have met and conferred with the appointed agency negotiator; and

WHEREAS, the Executive Director has presented the results of the meet-and-confer process to the Administration Committee together with his recommendations for employment benefits and salary adjustments for CSR represented employees and confidential employees; and

WHEREAS, the Administration Committee has reviewed all employment benefits and salary adjustment proposals and has referred them to the Commission with a recommendation for approval; now, therefore, be it

RESOLVED that the employment benefits, programs, and salary administration for CSR represented regular staff employees and confidential employees effective July 1, 2018 through and including June 30, 2022 shall be as set forth in Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length; and be it further

RESOLVED the agreed to salary charts for implementation of this agreement effective July 1, 2018 and September 1, 2018, for CSR represented regular staff employees and confidential employees shall be set forth in Attachment B to this resolution, attached hereto and incorporated herein as though set forth at length; and be it further

RESOLVED that the Executive Director shall approve the applicable salary schedule updates as set forth in Attachment A as necessary to reflect the adjustments authorized therein; and be it further

RESOLVED that MTC's agency operating budget for FYs 2018-2019, 2019-2020, 2020-2021, and 2021-2022 when adopted, shall include sufficient funds to cover the costs for such employment benefits, salaries, and adjustments.

METROPOLITAN TRANSPORTATION COMMISSION

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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 June 27, 2018.



Date: June 27, 2018  
W.I.: 1153  
Referred by: Administration

Attachment A  
Resolution No. 4341  
Page 1 of 15

METROPOLITAN TRANSPORTATION COMMISSION  
San Francisco, California

SUMMARY OF BENEFITS, PROGRAMS, AND SALARY FOR INCUMBENTS OF  
REGULAR CSR REPRESENTED AND CONFIDENTIAL EMPLOYEE POSITIONS  
(EXCEPT AS OTHERWISE NOTED AND EXCLUDING EXECUTIVE  
EMPLOYEES)

Fiscal Years 2018-2019, 2019-2020, 2020-2021 and 2021-2022

**SALARY TABLES**

Salary administration is regulated per compensation policy and the MTC Employee Handbook.

Staff Salary Charts

1. The current eleven-step (2.5% difference between steps) salary grade chart with the 2.8% COLA salary adjustment will be effective from July 1, 2018 through August 31, 2018 (refer to Attachment B).
2. A new thirteen-step (2.0% difference between steps) salary grade chart effective September 1, 2018 through June 30, 2022 (refer to Attachment B).

COLA Salary Adjustments

Effective each July 1, during this MOU period, salary tables shall be adjusted as follows:

- July 1, 2018 – 2.8% increase
- July 1, 2019 – 2.8% increase
- July 1, 2020 – 2.8% increase
- July 1, 2021 – 2.8% increase

Merit Program

MTC's salary administration and performance management policy will be amended to reflect the following merit increase steps effective September 1, 2018.

Meets Expectations: 2.0% or one-step increase

Exceeds Expectations: 4.0% or two-step increase  
Exceptional: 6.0% or three step increase  
Promotional Increase:\* 4.0% or two step increase  
from pre-promotion rate and  
one classification grade level  
jump

\* If an employee is promoted, a new salary anniversary date may be established as of the date of the promotion, and shall be used thereafter until the employee reaches the maximum for his/her class.

## **PAID TIME OFF BENEFITS**

Eligibility and use of all paid time off benefits is regulated per agency policy and the MTC Employee Handbook, and is dependent on the employee's category of employment.

### Holidays

Eleven (11) days per calendar year for regular employees.

Regular part-time employees will receive holiday pay for the amount of hours they normally work on that holiday.

No minimum service required for eligibility.

### Funeral Leave

Up to three (3) days, on the basis of need, in the case of the death of a defined eligible family member. No minimum service required for eligibility. This time off benefit has no cash value and is not payable upon employment separation. Sick leave time off benefits may be used for additional bereavement leave.

### Personal Business Days

Up to twenty-four (24) hours are granted at the beginning of each calendar year. Employees considered full-time working 30 hours or more a week accrue full personal business day benefits. Employees considered part-time working a minimum of 20 hours a week, but less than 30 hours a week, will accrue prorated personal business day benefits.

The number of personal business day hours granted to new employees is prorated as follows:

January through April:	24 hours
May through August:	16 hours
September through November:	8 hours
December	0 hours

## Vacation Benefits

### Accrual of Benefits

- Standard accrual of eight (8) hours per month worked for up to ninety-six (96) hours per year.
- An additional bonus accrual of eight (8) hours per year each additional year worked starting in year one and each year thereafter up to thirteen years for a maximum total annual accrual of standard and bonus benefits of two-hundred (200) hours per year.
- Benefits accrue to a cap of five-hundred (500) hours. Once the cap of 500 hours is reached, all vacation accrual stops until such time that the vacation balance falls below the cap of 500 hours. If the vacation accrual is larger than the difference between the vacation balance and the 500 hour cap, individuals will receive only a fraction of their bi-weekly vacation accrual for that pay period bringing their vacation balance to 500 hours.
- Employees considered full-time working 30 hours or more a week accrue full vacation benefits. Employees working a minimum of 20 hours a week, but less than 30 hours a week, will accrue prorated benefits.
- All vacation leave benefits are accrued and available for use with each bi-weekly pay period after completion of the first six months of employment, or probationary period, per policy.

### Annual Vacation Cash-Out Option:

Once a twelve month period, employees may cash-out accrued but unused vacation leave over 320 hours up to the cap of 500 hours. Payment will be made at the employee's current hourly rate and is considered taxable earnings. Payment is subject to any and all applicable deductions.

### Payment Upon Separation:

Accrued but unused vacation time off benefits up to the maximum accrual of 500 hours are payable upon employment separation at the hourly rate earned by the employee at the time of employment separation. Payment will be in one lump sum and is subject to any and all applicable deductions.

Use of Benefit:

Employees may use accrued vacation time off benefits per policy after completion of the first six months of employment, or probationary period, per policy.

Regular Sick Leave Benefits

Accrual of Benefits:

- Eight (8) hours per month worked for up to ninety-six (96) hours per year.
- Accrue without a cap.
- Employees considered full-time working 30 hours or more a week accrue full regular sick leave benefits. Employees working a minimum of 20 hours a week, but less than 30 hours a week, will accrue prorated benefits.

Payment Upon Separation:

Accrued but unused regular sick leave benefits up to a maximum of 240 hours are payable upon employment separation at the hourly rate paid the employee at the time of employment separation. Payment will be in one lump sum and is subject to any all applicable deductions.

Use of Benefit:

Employees may use accrued regular sick leave benefits per policy as soon as they are earned.

MTC Paid Family Leave Benefit  
(MTC PFL Benefits)

MTC will provide all eligible regular employees a new additional wage continuance benefit that ensures employees receive 100% of their regular salary for the first six (6) weeks of their eligible leave. This benefit is 240 hours total, must be used to keep the employee at their full regular salary level, and can be coordinated with short-term disability insurance payments.

MTC PFL benefits are used for the following four types of qualifying medical/family leaves:

1. Maternity leave for the biological delivery of a baby
2. Bonding leave for the arrival of a child
3. Personal leave for a qualifying medical reason
4. Caregiving leave for an eligible family member's qualifying medical leave

Human Resources will authorize the use of MTC PFL benefits when administering the qualifying leave of absence. This benefit will be applied automatically following confirmation of the qualifying leave type outlined above.

MTC PFL is available to all regular employees with no employment waiting period.

The administration and use of this wage continuance benefit and the coordination with other leave wage continuance benefits will be dictated by the MTC leave policy and applicable regulations.

MTC PFL benefits are a wage continuance benefit and should not be confused with a leave type designation (FMLA, PDL, CFRA, MTC Family Leave, or LWOP).

#### **PROBATIONARY PERIOD**

The probationary period is regulated per applicable policy and the MTC Employee Handbook.

The initial six-months of employment is considered a probationary introduction period during which time a new employee's work and conduct are observed and evaluated, orientation and training provided as necessary, and issues with performance addressed directly and promptly in an effort to ensure the employee's success.

#### **ALTERNATIVE WORK OPTION POLICY**

Employees may request to participate in alternative work schedule and location options per position and performance eligibility as outlined in the policy. Options include working remotely or requesting two-week pay period scheduling options other than 8 hours a day over 10 work days. MTC's intent is to make this policy available to all employees, and will state in the policy and/or the amendments any positions that due to assigned core tasks and responsibilities are not eligible for either or both remote work or alternative pay period scheduling.

#### **INSURANCE**

Scope, limitations, and annual insurance premium costs are set forth in actual insurance company policies and provided each year during open enrollment.

Group Dental Insurance

MTC pays the total premium for employee's coverage. The cost to the employees for coverage for one dependent is \$6.30 per month, and \$19.13 per month for two or more dependents. MTC pays the remainder of the dependent premium. MTC will deduct employee dependent premium payments from earned wages pre-tax as allowable by law.

Group Dental Insurance Cash-in-Lieu

Employees have the option of receiving the equivalent dollar amount of the employee-only premium in cash upon signing a waiver of coverage and providing proof of being covered under a comparable dental plan. The cash-in-lieu payment is subject to federal and state tax withholding.

Group Medical Insurance

Employees agree to contribute towards medical premiums by paying five percent (5%) of the premium for each coverage line. The employer will cover ninety-five percent (95%) of the premium for each coverage line.

Employee five percent (5%) contributions will be capped as follows:

- \$75.00 per month for Employee Only
- \$125.00 per month for Employee plus One
- \$175.00 per month for Employee plus Family

MTC will deduct employee medical insurance premium payments from earned wages pre-tax as allowable by law.

Group Medical Cash-in-Lieu

Employees have the option of receiving cash-in-lieu instead of enrolling in the group medical insurance plan upon the signing of a waiver of coverage and providing proof of being covered under a comparable medical plan. The amount of the cash-in-lieu will be equal to the second-most costly employee-only premium total minus the employee contribution amount for that premium. The cash-in-lieu payment is subject to federal and state tax withholding.

Vision Care Insurance

MTC pays the total premium for the employee only coverage. Employees may enroll dependents at their sole expense. MTC will deduct dependent premium payments from earned wages pre-tax as allowable by law.

Domestic Partner Coverage

MTC provides group medical insurance, group dental insurance, and group vision coverage for an eligible domestic partner and dependents subject to CalPERS regulations regarding domestic partner coverage. The maximum amount MTC contributes shall be the same as that specified under the “Group Dental Insurance” and “Group Medical Insurance” provisions referenced above.

Life and Related Insurances

MTC pays premium for employee life insurance policy; life insurance benefit is equal to two-times annual salary. MTC pays additional premium for employee for accidental death and dismemberment coverage equal to the group term life insurance coverage. MTC pays the premium for qualified dependents (as defined in the current policy) for \$2,000 life coverage per dependent.

Group Voluntary Life and Related Insurance

Employee may elect to purchase, at his/her expense, supplemental group voluntary life insurance.

Short-Term and Long-Term Disability Insurance

MTC pays monthly premium for short-term disability coverage for qualifying regular employee medical disabilities to cover the loss of wages. There is a seven (7) day waiting period, considered part of the benefit’s full 12 weeks of coverage, with an additional eleven (11) weeks of paid benefits. Coverage is 66 2/3rds of salary up to a maximum of \$2,500\* per week. Benefits paid are taxable.

MTC pays monthly premium for long-term disability coverage for qualifying employee medical disabilities to cover the loss of wages. There is a 90-day waiting period (designed to pick up at the end of the full 12 weeks of short-term disability eligibility). Coverage level is 67% of monthly salary up to a maximum of \$15,000\* per month. Benefits paid are taxable.

\* Maximum benefit levels may be adjusted up during the period of the MOU to keep current with increasing salary schedule ranges ensuring the benefit payments comply with percentages.

Travel Insurance

MTC pays the annual premium for all regular employees for a \$100,000 loss of life policy. Policy covers employees while traveling on MTC business.

## RETIREMENT

### Defined Benefit Pension – 1<sup>st</sup> Tier, “Classic Plan”

The retirement benefit formula is calculated, pursuant to contract with PERS, at 2.5% at 55.

MTC and the employee agree to equally share any annual employer contribution rate change with employees assuming 50% of the annual employer rate change up to an employee total contribution rate capped at 8.0%.

Effective June 30, 2018, the MTC total contribution rate is 18.968% and employees are contributing 6.50% (rounded) on earned wages.

Effective July 1, 2018, MTC’s total contribution rate will be 19.572%. Sharing 50% of the change in the total contribution rate will result in an increase in the employee contribution rate to 6.79%.

July 1, 2019, July 1, 2020, and July 1, 2021, the shared contribution rates will change based on the change in the employer contribution rate shown in the Annual PERS Actuarial Valuation Report issued approximately each October and per any additional contribution rate changes announced by PERS due to valuation methodology changes or audit findings.

### Defined Benefit Pension – 2<sup>nd</sup> Tier, “PEPRA”

The retirement formula is calculated, pursuant to contract with PERS, at 2.0% at 62.

Per PERS regulation, employee must pay 50% of the plan’s “Normal Cost” as determined per the annual plan actuarial valuation process.

As of June 30, 2018, the “Normal Cost” the employee pays is 6.50%.

Effective July 1, 2018, the “Normal Cost” the employee pays remains 6.50%.

Effective July 1, 2019, July 1, 2020, and July 1, 2021 the employee rate will be the plan “Normal Costs” as determined by the Annual PERS Actuarial Valuation Report issued approximately each October and per any



additional contribution rate changes announced by PERS due to valuation methodology changes or audit findings.

Other PERS-Defined Benefit  
Pension Contracted Benefits  
(Classic and PEPRAs Plans)

- Up to 3% Maximum Cost-of-Living Allowance
- Section 21573 – Third Level 1959 Survivor Benefits
- Section 21583 – Second Election 1959 Survivor Benefits
- Section 21548 – Pre-retirement Optional Settlement 2 Death Benefit
- Section 20903 – Two years' Additional Service Credit

Retiree Medical Insurance

Retiree and eligible dependents are entitled to the same medical benefits provided to regular MTC active employees and at the same co-pay amounts (and per CalPERS' PEMCHA Equal Method Plan). If eligible, a retired MTC employee must apply for Medicare. His/her PERS health coverage is then provided as a supplement.

Retiree Dental and Vision  
Insurance

MTC provides retiree group insurance plans for dental and vision coverages to PERS eligible retired annuitants. The cost of the premiums are the sole responsibility of the retiree. Eligibility for these coverages follows PERS retiree medical eligibility rules and requirements.

**COMMUTER PROGRAM**

MTC provides a commuter program to assist employees as follows. This program is available to all regular employees and some temporary employees. Employees may elect to participate in only one option at a time.

Transit Subsidy Option

MTC provides a monthly subsidy in accordance with IRS Fringe Benefit regulations for employees for legitimate and applicable transit fare purchases. Purchases must be made through authorized MTC provided third-party administrator(s) only and must be for up to the monthly amount needed and used by each employee each month to commute to and from work per IRS regulation.

The employee monthly subsidy is any actual needed amount up to \$255 per month.

MTC will provide this subsidy tax-free per IRS fringe benefit allowances.

Employer-Provided Parking Option

MTC provides daily parking at a designated private lot in Oakland. Employees may select to park at this lot and take public transit, carpool, or ride-share into San Francisco. The monthly amount to park is set at the July 1, 2014, BART Lake Merritt station monthly rate of \$84.00. This amount is deducted from the monthly transit subsidy leaving a MTC paid subsidy of up to \$171 per month for transit purchases. Such purchases are administered as stated above in the Transit Subsidy Option paragraph.

Carpool Option

Employees in a verified carpool with two or more persons who work at MTC or the Air District may park in the above mentioned private lot in Oakland for free. Verified carpool employees are then afforded the full monthly transit subsidy of up to \$255 for transit fare purchases.

Bicycle Commuter Option

For any employee regularly using a bicycle for a substantial portion of the travel between the employee's residence and place of employment for qualifying bicycle commuting months as described in the IRS Publication 15-B, MTC will pay \$20 per month. If the IRS allows this to be a tax-free payment, MTC will pay this tax-free. If not, this amount will be considered taxable income.

Cash-in-Lieu Option

Employees may elect to receive \$20 per month cash-in-lieu if not selecting another Commuter Program option. Cash-in-lieu payments are taxable income.

**OTHER ELECTIVE DEDUCTIONS**

Dependent Care Assistance Plan (DCAP)

MTC's Dependent Care Assistance Plan (DCAP) is a totally employee-funded program, except for the costs incurred by MTC to administer the program. Employees may elect pre-tax payroll deductions up to the limits set by the IRS for the reimbursement of eligible childcare and dependent care expenses, in accordance with IRS regulations. See actual plan for details and limitations.

Health Care Flexible Spending Account

MTC's Health Care Flexible Spending Account (Health FSA) is a totally employee-funded program, except for the costs incurred by MTC to administer the program. Employees may elect pre-tax payroll deductions up to a limit equivalent to the Federal Health Care Flexible Spending Account limit for reimbursement of eligible healthcare costs that are not covered under the employee's health insurance. See actual plan for details and limitations.

Deferred Compensation Plan

Employee may elect to participate in the 457 deferred compensation program(s) and make pre-tax contributions subject to IRS regulations and program limitations. MTC will administer the pre-tax deductions and submittal of employee contributions.

**PROFESSIONAL DEVELOPMENT**

Professional Development

Subject to approval by the Section Director and appropriations in the annual training and travel budget, employees may participate in MTC sponsored Professional Development, defined as any training, materials, testing, licensing, membership, conferences, classes, tuition, etc. that are determined to be appropriate to the employee's professional development.

Computer Purchase Program

MTC will assist in the purchase of a personal computer and peripheral equipment, up to a maximum of \$5,000 for regular full time employees (30 hours a week or more) who have completed their probation. The total cost of each purchase shall be repaid by the participating employee through biweekly payroll deductions, up to a maximum of a two (2) year period or fifty-two (52) pay periods. See actual plan for details and limitations.

**MANDATORY PROVISIONS**

Workers' Compensation

Standard

Unemployment Insurance

Standard

Grievance Procedure

A grievance is any serious dispute that has not been rectified through management, procedural and/or policy appeal processes to address concerns and

disputes involving the discipline or discharge of an employee or the interpretation or application of those rules, regulations, and resolutions which have been or may hereafter be adopted by the Commission to govern personnel practices and working conditions, including such rules, regulations, and resolutions as may be adopted by the Commission to effect a memorandum of understanding which results from the meeting and conferring process.

All employees having grievances arising from their employment with MTC are afforded the opportunity to address such grievances, subject to the MTC grievance policy and associated resolutions and subject to applicable Federal and State public employment rules. Eligible staff may seek the assistance of their exclusively recognized employee organization (EREO) representative to assist in the grievance process.

**COOPERATION WITH  
EXCLUSIVELY RECOGNIZED  
EMPLOYEE ORGANIZATION  
(EREO)**

MTC agrees to work with the EREO by engaging them as required by agency resolution regarding the recognition and role of the organization, as required by California Public Employment Relations Board regulations, and as required of the Meyers-Milias-Brown Act. This includes, but not limited to, the following:

- Meeting required notification regulations of represented employee status (hiring, separating, status changes, etc.)
- Providing agency Equal Employment Opportunity Commission EEO-4 Report data when requested
- Involving EREO representatives as required by regulation and agency policy in organizational and total compensation studies and projects
- Involving EREO representatives as required by regulation and agency policy in serious grievance procedures

**METROPOLITAN TRANSPORTATION COMMISSION**  
San Francisco, California  
**MEMORANDUM OF UNDERSTANDING**  
*(As provided Under California Government Code Section 3505.1)*

The representatives of the Executive Director of the Metropolitan Transportation Commission (MTC) have met and conferred with the Committee for Staff Representation (CSR), representing eligible staff of the MTC, and the confidential employees, under provisions of the Meyers-Milias-Brown Act (California Government Code § 3500 et seq.). As a result of these meetings, an agreement has been reached for a four year period from July 1, 2018, covering Fiscal Years 2018-2019, 2019-2020, 2020-2021, and 2021-2022.

The agreed-to salary administration, benefits, and identified employee programs for the agreement period are set forth in Attachment A. The first year salary charts are set forth in Attachment B.

The following actions are agreed to by all parties:

- Apply the agreed-to July 1, 2018, cost-of-living salary increase to the existing staff grade and step structure as referenced in Attachment B.
- September 1, 2018, implement a new staff grade and step structure as referenced in Attachment B and map all employees to a new step, where applicable.
- Update or create the following policies including doing any required updates to other referenced policies. Updates will be done under the direction of the Director of Administrative Services and the appropriate subject matter team in consultation with representatives from the employee groups.
  - EDMM Nos. 240, Flextime Schedules, and 250, Teleworking Program, and EDMP No. 036, Pay Period Compressed Work Week Schedule, restated into a single Alternative Work Option Policy. This new policy will be designed using principles of the San Francisco City & County policy and procedures, and will include designation of current positions ineligible for either teleworking or alternate work schedules. It is agreed this policy will be completed in September of 2018.
  - EDMM No. 297, Leave Policy, to incorporate the new MTC Paid Family Leave Benefit (MTC PFL Benefit), a wage continuance benefit, and to clarify the order and use of all MTC leave benefits for certain kinds of leaves of absence. In addition, the Catastrophic Sick Leave Program will be incorporated into the overall leave policy. It is agreed that the reports on the Catastrophic Sick Leave Program, in addition to donation, use, and current balance totals, will include the number of requests, the number of requests approved, the hours requested per individual, the hours granted per individual, the period of usage per individual, and the number of occurrences per individual by leave type - baby bonding (biological maternity or bonding), personal medical, and eligible family member medical. The new MTC PFL Benefit will be available to regular benefitted

employees as of July 1, 2018, and application of the benefit will be executed by HR in consultation with Exclusively Recognized Employee Organization (EREO) and other employee representatives until the policy text has been completed and approved.

- EDMM No. 265, Grievance Procedure, to include information about agency corrective performance actions, progressive discipline steps, and to update and clarify the formal grievance processes and procedures.
  - EDMM Nos. 230, Employee Performance Evaluation, and 225, Salary Administration Guidelines, to update new merit increase step percentages.
  - Updates to EDMM No. 270, Staff Training, Development & Conference and Business Meeting Attendance, will include documentation that categorizes current budget allocations by section into the following general areas: technical training, leadership training, trade association conferences, and general conferences.
- MTC has agreed to research the underwriting of an additional dental coverage plan with all or some of the following: a higher annual maximum limit, orthodontic coverage, night guard coverage, additional diagnostic and preventative services. MTC will present the results of this research to provide these services through a second tier option as well as a la carte. If a second tier or a la carte plan is added to MTC's current dental coverage options employees agree that any premium costs above the current first tier coverage will be the sole responsibility of the subscribed employees. MTC will continue to honor the set premium cost-shares in Attachment A regardless of overall premium plan increases over the MOU period for the plan design as it currently exists. MTC does not agree to absorb any premium increases associated with a second tier plan offering.
  - Continue to honor all agency organizational study agreements including the agreement to involve members of the EREO and other employee participants, including reviewing the addition of performance based merit bonuses to the total compensation design. In particular, members of the EREO and other employees will continue to participate in the next phase of MTC's updating of its classification families, specification requirements, job description templates, and all policies associated with position promotions and career ladder reclassifications. It is further agreed to make adjustments to current organizational study Implementation Action Plan deadlines as follows:
    - September 2018 for development of a new Alternative Work Option policy
    - January 2019 for the implementation of a new Travel and Training policy
    - March 2019 for development of a new Classification Framework

This agreement shall be binding for its term, upon the successors of the Metropolitan Transportation Commission (MTC) and MTC's Committee for Staff Representation (CSR) and the Confidentials.

Executed in San Francisco, California on this day 27<sup>th</sup> of June, 2018.

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Andrew B. Fremier                      Date  
Deputy Executive Director, Operations  
Agency Representative

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Marcella Aranda                      Date  
Lead Negotiator, Committee for Staff  
Representation (CSR)

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Michael Brinton                      Date  
Lead Negotiator, Confidentials

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Courtney A. Ruby                      Date  
Director, Administrative & Facilities  
Services

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Robin H. James                      Date  
Human Resources Manager

MTC Staff Salary Chart - Effective July 1, 2018 through August 31, 2018

Grade	A	A1	B	B1	C	C1	D	D1	E	E1	F	
<b>IX</b>	\$119,697.79	\$122,690.40	\$125,757.38	\$128,901.14	\$132,123.89	\$135,426.92	\$138,812.45	\$142,282.66	\$145,839.74	\$149,485.67	\$153,222.87	<b>Yearly</b>
Principal	\$9,974.82	\$10,224.20	\$10,479.78	\$10,741.76	\$11,010.32	\$11,285.58	\$11,567.70	\$11,856.89	\$12,153.31	\$12,457.14	\$12,768.57	<b>Monthly</b>
	\$4,603.76	\$4,718.86	\$4,836.82	\$4,957.74	\$5,081.69	\$5,208.73	\$5,338.94	\$5,472.41	\$5,609.22	\$5,749.45	\$5,893.19	<b>Bi-Weekly</b>
<b>FY19</b>	<b>\$57.5470</b>	<b>\$58.9858</b>	<b>\$60.4603</b>	<b>\$61.9717</b>	<b>\$63.5211</b>	<b>\$65.1091</b>	<b>\$66.7368</b>	<b>\$68.4051</b>	<b>\$70.1153</b>	<b>\$71.8681</b>	<b>\$73.6648</b>	<b>Hourly</b>
<b>VIII (b)</b>	\$102,711.15	\$105,278.81	\$107,910.98	\$110,608.95	\$113,374.06	\$116,208.28	\$119,113.79	\$122,091.48	\$125,143.76	\$128,272.36	\$131,479.17	<b>Yearly</b>
Senior	\$8,559.26	\$8,773.23	\$8,992.58	\$9,217.41	\$9,447.84	\$9,684.02	\$9,926.15	\$10,174.29	\$10,428.65	\$10,689.36	\$10,956.60	<b>Monthly</b>
	\$3,950.43	\$4,049.19	\$4,150.42	\$4,254.19	\$4,360.54	\$4,469.55	\$4,581.30	\$4,695.83	\$4,813.22	\$4,933.55	\$5,056.89	<b>Bi-Weekly</b>
<b>FY19</b>	<b>\$49.3804</b>	<b>\$50.6148</b>	<b>\$51.8803</b>	<b>\$53.1774</b>	<b>\$54.5068</b>	<b>\$55.8694</b>	<b>\$57.2662</b>	<b>\$58.6978</b>	<b>\$60.1653</b>	<b>\$61.6694</b>	<b>\$63.2111</b>	<b>Hourly</b>
<b>VIII (a)</b>	\$97,762.08	\$100,206.01	\$102,711.15	\$105,278.81	\$107,910.98	\$110,608.95	\$113,374.06	\$116,208.28	\$119,113.79	\$122,091.48	\$125,143.76	<b>Yearly</b>
Assoc.	\$8,146.84	\$8,350.50	\$8,559.26	\$8,773.23	\$8,992.58	\$9,217.41	\$9,447.84	\$9,684.02	\$9,926.15	\$10,174.29	\$10,428.65	<b>Monthly</b>
	\$3,760.08	\$3,854.08	\$3,950.43	\$4,049.19	\$4,150.42	\$4,254.19	\$4,360.54	\$4,469.55	\$4,581.30	\$4,695.83	\$4,813.22	<b>Bi-Weekly</b>
<b>FY19</b>	<b>\$47.0010</b>	<b>\$48.1760</b>	<b>\$49.3804</b>	<b>\$50.6148</b>	<b>\$51.8803</b>	<b>\$53.1774</b>	<b>\$54.5068</b>	<b>\$55.8694</b>	<b>\$57.2662</b>	<b>\$58.6978</b>	<b>\$60.1653</b>	<b>Hourly</b>
<b>VII</b>	\$84,795.42	\$86,915.11	\$89,088.10	\$91,315.28	\$93,598.18	\$95,938.13	\$98,336.43	\$100,795.06	\$103,314.89	\$105,897.48	\$108,544.99	<b>Yearly</b>
Asst.	\$7,066.29	\$7,242.93	\$7,424.01	\$7,609.61	\$7,799.85	\$7,994.84	\$8,194.70	\$8,399.59	\$8,609.57	\$8,824.79	\$9,045.42	<b>Monthly</b>
	\$3,261.36	\$3,342.89	\$3,426.47	\$3,512.13	\$3,599.93	\$3,689.93	\$3,782.17	\$3,876.73	\$3,973.65	\$4,072.98	\$4,174.81	<b>Bi-Weekly</b>
<b>FY19</b>	<b>\$40.7670</b>	<b>\$41.7861</b>	<b>\$42.8308</b>	<b>\$43.9016</b>	<b>\$44.9991</b>	<b>\$46.1241</b>	<b>\$47.2771</b>	<b>\$48.4592</b>	<b>\$49.6706</b>	<b>\$50.9122</b>	<b>\$52.1851</b>	<b>Hourly</b>
<b>VI</b>	\$73,542.59	\$75,381.02	\$77,265.75	\$79,197.42	\$81,177.57	\$83,206.65	\$85,287.06	\$87,419.03	\$89,604.31	\$91,844.43	\$94,140.50	<b>Yearly</b>
Jr.	\$6,128.55	\$6,281.75	\$6,438.81	\$6,599.78	\$6,764.80	\$6,933.89	\$7,107.26	\$7,284.92	\$7,467.03	\$7,653.70	\$7,845.04	<b>Monthly</b>
	\$2,828.56	\$2,899.27	\$2,971.76	\$3,046.05	\$3,122.21	\$3,200.26	\$3,280.27	\$3,362.27	\$3,446.32	\$3,532.48	\$3,620.79	<b>Bi-Weekly</b>
<b>FY19</b>	<b>\$35.3570</b>	<b>\$36.2409</b>	<b>\$37.1470</b>	<b>\$38.0757</b>	<b>\$39.0277</b>	<b>\$40.0032</b>	<b>\$41.0034</b>	<b>\$42.0284</b>	<b>\$43.0790</b>	<b>\$44.1560</b>	<b>\$45.2599</b>	<b>Hourly</b>
<b>V</b>	\$66,670.84	\$68,337.72	\$70,046.06	\$71,797.17	\$73,592.17	\$75,431.92	\$77,317.74	\$79,250.51	\$81,231.98	\$83,262.81	\$85,344.32	<b>Yearly</b>
Tech.	\$5,555.90	\$5,694.81	\$5,837.17	\$5,983.10	\$6,132.68	\$6,285.99	\$6,443.14	\$6,604.21	\$6,769.33	\$6,938.57	\$7,112.03	<b>Monthly</b>
	\$2,564.26	\$2,628.37	\$2,694.08	\$2,761.43	\$2,830.47	\$2,901.23	\$2,973.76	\$3,048.10	\$3,124.31	\$3,202.42	\$3,282.47	<b>Bi-Weekly</b>
<b>FY19</b>	<b>\$32.0533</b>	<b>\$32.8547</b>	<b>\$33.6760</b>	<b>\$34.5179</b>	<b>\$35.3809</b>	<b>\$36.2653</b>	<b>\$37.1720</b>	<b>\$38.1012</b>	<b>\$39.0538</b>	<b>\$40.0302</b>	<b>\$41.0309</b>	<b>Hourly</b>
<b>IV</b>	\$60,593.92	\$62,108.76	\$63,661.78	\$65,253.19	\$66,884.74	\$68,556.66	\$70,270.70	\$72,027.53	\$73,828.23	\$75,673.90	\$77,565.86	<b>Yearly</b>
Adm/Tech	\$5,049.49	\$5,175.73	\$5,305.15	\$5,437.77	\$5,573.73	\$5,713.06	\$5,855.89	\$6,002.29	\$6,152.35	\$6,306.16	\$6,463.82	<b>Monthly</b>
	\$2,330.54	\$2,388.80	\$2,448.53	\$2,509.74	\$2,572.49	\$2,636.79	\$2,702.72	\$2,770.29	\$2,839.55	\$2,910.53	\$2,983.30	<b>Bi-Weekly</b>
<b>FY19</b>	<b>\$29.1317</b>	<b>\$29.8600</b>	<b>\$30.6066</b>	<b>\$31.3717</b>	<b>\$32.1561</b>	<b>\$32.9599</b>	<b>\$33.7840</b>	<b>\$34.6286</b>	<b>\$35.4943</b>	<b>\$36.3817</b>	<b>\$37.2913</b>	<b>Hourly</b>
<b>III</b>	\$55,101.22	\$56,478.73	\$57,890.90	\$59,337.95	\$60,821.64	\$62,342.19	\$63,900.47	\$65,498.02	\$67,135.50	\$68,813.78	\$70,533.96	<b>Yearly</b>
Adm III	\$4,591.77	\$4,706.56	\$4,824.24	\$4,944.83	\$5,068.47	\$5,195.18	\$5,325.04	\$5,458.17	\$5,594.62	\$5,734.48	\$5,877.83	<b>Monthly</b>
	\$2,119.28	\$2,172.26	\$2,226.57	\$2,282.23	\$2,339.29	\$2,397.78	\$2,457.71	\$2,519.15	\$2,582.13	\$2,646.68	\$2,712.84	<b>Bi-Weekly</b>
<b>FY19</b>	<b>\$26.4910</b>	<b>\$27.1532</b>	<b>\$27.8322</b>	<b>\$28.5279</b>	<b>\$29.2412</b>	<b>\$29.9722</b>	<b>\$30.7214</b>	<b>\$31.4894</b>	<b>\$32.2767</b>	<b>\$33.0835</b>	<b>\$33.9106</b>	<b>Hourly</b>
<b>II</b>	\$50,004.50	\$51,254.33	\$52,535.75	\$53,849.42	\$55,195.55	\$56,575.47	\$57,990.06	\$59,439.74	\$60,925.85	\$62,449.25	\$64,010.16	<b>Yearly</b>
Adm II	\$4,167.04	\$4,271.19	\$4,377.98	\$4,487.45	\$4,599.63	\$4,714.62	\$4,832.50	\$4,953.31	\$5,077.15	\$5,204.10	\$5,334.18	<b>Monthly</b>
	\$1,923.25	\$1,971.32	\$2,020.61	\$2,071.13	\$2,122.91	\$2,175.98	\$2,230.39	\$2,286.14	\$2,343.30	\$2,401.89	\$2,461.93	<b>Bi-Weekly</b>
<b>FY19</b>	<b>\$24.0406</b>	<b>\$24.6415</b>	<b>\$25.2576</b>	<b>\$25.8891</b>	<b>\$26.5363</b>	<b>\$27.1997</b>	<b>\$27.8798</b>	<b>\$28.5768</b>	<b>\$29.2913</b>	<b>\$30.0237</b>	<b>\$30.7741</b>	<b>Hourly</b>
<b>I</b>	\$44,023.01	\$45,123.71	\$46,251.63	\$47,408.20	\$48,593.21	\$49,808.16	\$51,053.47	\$52,329.79	\$53,637.96	\$54,978.85	\$56,353.53	<b>Yearly</b>
Adm I	\$3,668.58	\$3,760.31	\$3,854.30	\$3,950.68	\$4,049.43	\$4,150.68	\$4,254.46	\$4,360.82	\$4,469.83	\$4,581.57	\$4,696.13	<b>Monthly</b>
	\$1,693.19	\$1,735.53	\$1,778.91	\$1,823.39	\$1,868.97	\$1,915.70	\$1,963.60	\$2,012.68	\$2,063.00	\$2,114.57	\$2,167.44	<b>Bi-Weekly</b>
<b>FY19</b>	<b>\$21.1649</b>	<b>\$21.6941</b>	<b>\$22.2364</b>	<b>\$22.7924</b>	<b>\$23.3621</b>	<b>\$23.9462</b>	<b>\$24.5449</b>	<b>\$25.1586</b>	<b>\$25.7875</b>	<b>\$26.4321</b>	<b>\$27.0930</b>	<b>Hourly</b>

By definition: Annual is Hrly times 2080 Hrs; BiWeekly is Annual divided by 26 pay periods; Monthly is Annual divided by 12 months



Date: June 27, 2018  
 Referred by: Administration

Attachment B  
 MTC Resolution No. 4341  
 Page 2 of 2

MTC Staff Salary Chart - Effective September 1, 2018													
Grade	A	A1	B	B1	C	C1	D	D1	E	E1	F	F1	G
<b>IX</b>	\$120,815.19	\$123,231.49	\$125,696.12	\$128,210.04	\$130,774.24	\$133,389.73	\$136,057.52	\$138,778.67	\$141,554.25	\$144,385.33	\$147,273.04	\$150,218.50	\$153,222.87
Principal	\$10,067.93	\$10,269.29	\$10,474.68	\$10,684.17	\$10,897.85	\$11,115.81	\$11,338.13	\$11,564.89	\$11,796.19	\$12,032.11	\$12,272.75	\$12,518.21	\$12,768.57
	\$4,646.74	\$4,739.67	\$4,834.47	\$4,931.16	\$5,029.78	\$5,130.37	\$5,232.98	\$5,337.64	\$5,444.39	\$5,553.28	\$5,664.35	\$5,777.63	\$5,893.19
<b>FY19</b>	<b>\$58.0842</b>	<b>\$59.2459</b>	<b>\$60.4308</b>	<b>\$61.6394</b>	<b>\$62.8722</b>	<b>\$64.1297</b>	<b>\$65.4123</b>	<b>\$66.7205</b>	<b>\$68.0549</b>	<b>\$69.4160</b>	<b>\$70.8043</b>	<b>\$72.2204</b>	<b>\$73.6648</b>
<b>VIII (b)</b>	\$103,670.43	\$105,743.83	\$107,858.71	\$110,015.89	\$112,216.20	\$114,460.53	\$116,749.74	\$119,084.73	\$121,466.43	\$123,895.76	\$126,373.67	\$128,901.14	\$131,479.17
Senior	\$8,639.20	\$8,811.99	\$8,988.23	\$9,167.99	\$9,351.35	\$9,538.38	\$9,729.14	\$9,923.73	\$10,122.20	\$10,324.65	\$10,531.14	\$10,741.76	\$10,956.60
	\$3,987.32	\$4,067.07	\$4,148.41	\$4,231.38	\$4,316.01	\$4,402.33	\$4,490.37	\$4,580.18	\$4,671.79	\$4,765.22	\$4,860.53	\$4,957.74	\$5,056.89
<b>FY19</b>	<b>\$49.8416</b>	<b>\$50.8384</b>	<b>\$51.8551</b>	<b>\$52.8923</b>	<b>\$53.9501</b>	<b>\$55.0291</b>	<b>\$56.1297</b>	<b>\$57.2523</b>	<b>\$58.3973</b>	<b>\$59.5653</b>	<b>\$60.7566</b>	<b>\$61.9717</b>	<b>\$63.2111</b>
<b>VIII (a)</b>	\$98,675.00	\$100,648.50	\$102,661.47	\$104,714.70	\$106,809.00	\$108,945.18	\$111,124.08	\$113,346.56	\$115,613.49	\$117,925.76	\$120,284.28	\$122,689.96	\$125,143.76
Assoc.	\$8,222.92	\$8,387.38	\$8,555.12	\$8,726.23	\$8,900.75	\$9,078.76	\$9,260.34	\$9,445.55	\$9,634.46	\$9,827.15	\$10,023.69	\$10,224.16	\$10,428.65
	\$3,795.19	\$3,871.10	\$3,948.52	\$4,027.49	\$4,108.04	\$4,190.20	\$4,274.00	\$4,359.48	\$4,446.67	\$4,535.61	\$4,626.32	\$4,718.84	\$4,813.22
<b>FY19</b>	<b>\$47.4399</b>	<b>\$48.3887</b>	<b>\$49.3565</b>	<b>\$50.3436</b>	<b>\$51.3505</b>	<b>\$52.3775</b>	<b>\$53.4250</b>	<b>\$54.4935</b>	<b>\$55.5834</b>	<b>\$56.6951</b>	<b>\$57.8290</b>	<b>\$58.9856</b>	<b>\$60.1653</b>
<b>VII</b>	\$85,586.99	\$87,298.73	\$89,044.70	\$90,825.60	\$92,642.11	\$94,494.95	\$96,384.85	\$98,312.55	\$100,278.80	\$102,284.37	\$104,330.06	\$106,416.66	\$108,544.99
Asst.	\$7,132.25	\$7,274.89	\$7,420.39	\$7,568.80	\$7,720.18	\$7,874.58	\$8,032.07	\$8,192.71	\$8,356.57	\$8,523.70	\$8,694.17	\$8,868.06	\$9,045.42
	\$3,291.81	\$3,357.64	\$3,424.80	\$3,493.29	\$3,563.16	\$3,634.42	\$3,707.11	\$3,781.25	\$3,856.88	\$3,934.01	\$4,012.69	\$4,092.95	\$4,174.81
<b>FY19</b>	<b>\$41.1476</b>	<b>\$41.9705</b>	<b>\$42.8100</b>	<b>\$43.6662</b>	<b>\$44.5395</b>	<b>\$45.4303</b>	<b>\$46.3389</b>	<b>\$47.2656</b>	<b>\$48.2110</b>	<b>\$49.1752</b>	<b>\$50.1587</b>	<b>\$51.1619</b>	<b>\$52.1851</b>
<b>VI</b>	\$74,229.14	\$75,713.72	\$77,228.00	\$78,772.56	\$80,348.01	\$81,954.97	\$83,594.07	\$85,265.95	\$86,971.27	\$88,710.69	\$90,484.91	\$92,294.61	\$94,140.50
Jr.	\$6,185.76	\$6,309.48	\$6,435.67	\$6,564.38	\$6,695.67	\$6,829.58	\$6,966.17	\$7,105.50	\$7,247.61	\$7,392.56	\$7,540.41	\$7,691.22	\$7,845.04
	\$2,854.97	\$2,912.07	\$2,970.31	\$3,029.71	\$3,090.31	\$3,152.11	\$3,215.16	\$3,279.46	\$3,345.05	\$3,411.95	\$3,480.19	\$3,549.79	\$3,620.79
<b>FY19</b>	<b>\$35.6871</b>	<b>\$36.4008</b>	<b>\$37.1288</b>	<b>\$37.8714</b>	<b>\$38.6289</b>	<b>\$39.4014</b>	<b>\$40.1895</b>	<b>\$40.9932</b>	<b>\$41.8131</b>	<b>\$42.6494</b>	<b>\$43.5024</b>	<b>\$44.3724</b>	<b>\$45.2599</b>
<b>V</b>	\$67,293.41	\$68,639.28	\$70,012.07	\$71,412.31	\$72,840.56	\$74,297.37	\$75,783.31	\$77,298.98	\$78,844.96	\$80,421.86	\$82,030.30	\$83,670.90	\$85,344.32
Tech.	\$5,607.78	\$5,719.94	\$5,834.34	\$5,951.03	\$6,070.05	\$6,191.45	\$6,315.28	\$6,441.58	\$6,570.41	\$6,701.82	\$6,835.86	\$6,972.58	\$7,112.03
	\$2,588.21	\$2,639.97	\$2,692.77	\$2,746.63	\$2,801.56	\$2,857.59	\$2,914.74	\$2,973.04	\$3,032.50	\$3,093.15	\$3,155.01	\$3,218.11	\$3,282.47
<b>FY19</b>	<b>\$32.3526</b>	<b>\$32.9997</b>	<b>\$33.6596</b>	<b>\$34.3328</b>	<b>\$35.0195</b>	<b>\$35.7199</b>	<b>\$36.4343</b>	<b>\$37.1630</b>	<b>\$37.9062</b>	<b>\$38.6644</b>	<b>\$39.4376</b>	<b>\$40.2264</b>	<b>\$41.0309</b>
<b>IV</b>	\$61,160.15	\$62,383.36	\$63,631.02	\$64,903.64	\$66,201.72	\$67,525.75	\$68,876.27	\$70,253.79	\$71,658.87	\$73,092.04	\$74,553.88	\$76,044.96	\$77,565.86
Adm/Tech	\$5,096.68	\$5,198.61	\$5,302.59	\$5,408.64	\$5,516.81	\$5,627.15	\$5,739.69	\$5,854.48	\$5,971.57	\$6,091.00	\$6,212.82	\$6,337.08	\$6,463.82
	\$2,352.31	\$2,399.36	\$2,447.35	\$2,496.29	\$2,546.22	\$2,597.14	\$2,649.09	\$2,702.07	\$2,756.11	\$2,811.23	\$2,867.46	\$2,924.81	\$2,983.30
<b>FY19</b>	<b>\$29.4039</b>	<b>\$29.9920</b>	<b>\$30.5918</b>	<b>\$31.2037</b>	<b>\$31.8277</b>	<b>\$32.4643</b>	<b>\$33.1136</b>	<b>\$33.7759</b>	<b>\$34.4514</b>	<b>\$35.1404</b>	<b>\$35.8432</b>	<b>\$36.5601</b>	<b>\$37.2913</b>
<b>III</b>	\$55,615.55	\$56,727.86	\$57,862.42	\$59,019.67	\$60,200.06	\$61,404.06	\$62,632.14	\$63,884.78	\$65,162.48	\$66,465.73	\$67,795.04	\$69,150.95	\$70,533.96
Adm III	\$4,634.63	\$4,727.32	\$4,821.87	\$4,918.31	\$5,016.67	\$5,117.01	\$5,219.35	\$5,323.73	\$5,430.21	\$5,538.81	\$5,649.59	\$5,762.58	\$5,877.83
	\$2,139.06	\$2,181.84	\$2,225.48	\$2,269.99	\$2,315.39	\$2,361.69	\$2,408.93	\$2,457.11	\$2,506.25	\$2,556.37	\$2,607.50	\$2,659.65	\$2,712.84
<b>FY19</b>	<b>\$26.7382</b>	<b>\$27.2730</b>	<b>\$27.8185</b>	<b>\$28.3748</b>	<b>\$28.9423</b>	<b>\$29.5212</b>	<b>\$30.1116</b>	<b>\$30.7138</b>	<b>\$31.3281</b>	<b>\$31.9547</b>	<b>\$32.5938</b>	<b>\$33.2456</b>	<b>\$33.9106</b>
<b>II</b>	\$50,471.57	\$51,481.01	\$52,510.63	\$53,560.84	\$54,632.06	\$55,724.70	\$56,839.19	\$57,975.97	\$59,135.49	\$60,318.20	\$61,524.57	\$62,755.06	\$64,010.16
Adm II	\$4,205.96	\$4,290.08	\$4,375.89	\$4,463.40	\$4,552.67	\$4,643.72	\$4,736.60	\$4,831.33	\$4,927.96	\$5,026.52	\$5,127.05	\$5,229.59	\$5,334.18
	\$1,941.21	\$1,980.04	\$2,019.64	\$2,060.03	\$2,101.23	\$2,143.26	\$2,186.12	\$2,229.85	\$2,274.44	\$2,319.93	\$2,366.33	\$2,413.66	\$2,461.93
<b>FY19</b>	<b>\$24.2652</b>	<b>\$24.7505</b>	<b>\$25.2455</b>	<b>\$25.7504</b>	<b>\$26.2654</b>	<b>\$26.7907</b>	<b>\$27.3265</b>	<b>\$27.8731</b>	<b>\$28.4305</b>	<b>\$28.9991</b>	<b>\$29.5791</b>	<b>\$30.1707</b>	<b>\$30.7741</b>
<b>I</b>	\$44,434.37	\$45,323.06	\$46,229.52	\$47,154.11	\$48,097.19	\$49,059.14	\$50,040.32	\$51,041.13	\$52,061.95	\$53,103.19	\$54,165.25	\$55,248.56	\$56,353.53
Adm I	\$3,702.86	\$3,776.92	\$3,852.46	\$3,929.51	\$4,008.10	\$4,088.26	\$4,170.03	\$4,253.43	\$4,338.50	\$4,425.27	\$4,513.77	\$4,604.05	\$4,696.13
	\$1,709.01	\$1,743.19	\$1,778.06	\$1,813.62	\$1,849.89	\$1,886.89	\$1,924.63	\$1,963.12	\$2,002.38	\$2,042.43	\$2,083.28	\$2,124.94	\$2,167.44
<b>FY19</b>	<b>\$21.3627</b>	<b>\$21.7899</b>	<b>\$22.2257</b>	<b>\$22.6702</b>	<b>\$23.1237</b>	<b>\$23.5861</b>	<b>\$24.0578</b>	<b>\$24.5390</b>	<b>\$25.0298</b>	<b>\$25.5304</b>	<b>\$26.0410</b>	<b>\$26.5618</b>	<b>\$27.0930</b>

By definition: Annual is Hrly times 2080 Hrs; BiWeekly is Annual divided by 26 pay periods; Monthly is annual divided by 12 months

Date: June 27, 2018  
W.I.: 1153  
Referred by: Administration

ABSTRACT

Resolution No. 4342

This resolution sets forth the employment benefits and salary schedule for specific executive employees from July 1, 2018 through and including June 30, 2022.

Date: June 27, 2018  
W.I.: 1153  
Referred by: Administration

RE: Employment Benefits and Salary Schedule from July 1, 2018 through June 30, 2022 for Specific Executive Employees

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 4342

WHEREAS, MTC Resolution No. 4154, adopted June 25, 2014 established employment benefits and a salary schedule for specific executive employees of the Metropolitan Transportation Commission (MTC or Commission) for the period beginning July 1, 2014 through and including June 30, 2018; and

WHEREAS, the Meyers-Milias-Brown Act (Government Code § 3500 et seq.) allows MTC and its employees to agree to self-representation which requires MTC and its employees to then meet and confer before MTC considers a new resolution to establish employment benefits and salary adjustments; and

WHEREAS, representatives of the specific executive employees have met and conferred with the appointed agency negotiator; and

WHEREAS, the Executive Director has presented the results of the meet-and-confer process to the Administration Committee together with his recommendations for employment benefits and salary adjustments for specific executive employees; and

WHEREAS, the Administration Committee has reviewed all employment benefits and salary adjustment proposals and has referred them to the Commission with a recommendation for approval; now, therefore, be it

RESOLVED that the employment benefits, programs, and salary administration for specific executive employees effective July 1, 2018 through and including June 30, 2022 shall be as set forth in Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length; and be it further

RESOLVED the agreed to salary charts for implementation of this agreement effective July 1, 2018 for specific executive employees shall be set forth in Attachment B to this resolution, attached hereto and incorporated herein as though set forth at length; and be it further

RESOLVED that the Executive Director shall approve the applicable salary schedule updates as set forth in Attachment A as necessary to reflect the adjustments authorized therein; and be it further

RESOLVED that MTC's agency operating budget for FYs 2018-2019, 2019-2020, 2020-2021, and 2021-2022 when adopted, shall include sufficient funds to cover the costs for such employment benefits, salaries, and adjustments.

METROPOLITAN TRANSPORTATION COMMISSION

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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 June 27, 2018.

Date: June 27, 2018  
W.I.: 1153  
Referred by: Administration

Attachment A  
Resolution No. 4342  
Page 1 of 16

METROPOLITAN TRANSPORTATION COMMISSION  
San Francisco, California

SUMMARY OF BENEFITS, PROGRAMS, AND SALARY FOR INCUMBENTS OF  
REGULAR SPECIFIC EXECUTIVE EMPLOYEE POSITIONS  
(EXCEPT AS OTHERWISE NOTED AND EXCLUDING CSR REPRESENTED &  
CONFIDENTIAL EMPLOYEES)

Fiscal Years 2018-2019, 2019-2020, 2020-2021 and 2021-2022

**SALARY TABLES**

Salary administration is regulated per compensation policy and the MTC Employee Handbook.

COLA Salary Adjustments

Effective each July 1, during this MOU period, salary tables shall be adjusted as follows:

- July 1, 2018 – 2.8% increase
- July 1, 2019 – 2.8% increase
- July 1, 2020 – 2.8% increase
- July 1, 2021 – 2.8% increase

Merit Program

MTC's salary administration and performance management policy will be amended to reflect the following merit increase steps effective September 1, 2018.

- Meets Expectations: 2.0% or one-step increase
- Exceeds Expectations: 4.0% or two-step increase
- Exceptional: 6.0% or three step increase
- Promotional Increase:\* 4.0% or two step increase from pre-promotion rate and one classification grade level jump

\* If an employee is promoted, a new salary anniversary date may be established as of the date of the promotion, and shall be used thereafter until the employee reaches the maximum for his/her class.

## **PAID TIME OFF BENEFITS**

Eligibility and use of all paid time off benefits is regulated per agency policy and the MTC Employee Handbook, and is dependent on the employee's category of employment.

### Holidays

Eleven (11) days per calendar year for regular employees.

Regular part-time employees will receive holiday pay for the amount of hours they normally work on that holiday.

No minimum service required for eligibility.

### Funeral Leave

Up to three (3) days, on the basis of need, in the case of the death of a defined eligible family member. No minimum service required for eligibility. This time off benefit has no cash value and is not payable upon employment separation. Sick leave time off benefits may be used for additional bereavement leave.

### Personal Business Days

Up to twenty-four (24) hours are granted at the beginning of each calendar year. Employees considered full-time working 30 hours or more a week accrue full personal business day benefits. Employees considered part-time working a minimum of 20 hours a week, but less than 30 hours a week, will accrue prorated personal business day benefits.

The number of personal business day hours granted to new employees is prorated as follows:

January through April:	24 hours
May through August:	16 hours
September through November:	8 hours
December	0 hours

### Vacation Benefits

#### Accrual of Benefits

- Standard accrual of eight (8) hours per month worked for up to ninety-six (96) hours per year.
- An additional bonus accrual of eight (8) hours per year each additional year worked starting in year one and each year thereafter up to thirteen years for a maximum total annual accrual of standard and bonus benefits of two-hundred (200) hours per year.

- Benefits accrue to a cap of five-hundred (500) hours. Once the cap of 500 hours is reached, all vacation accrual stops until such time that the vacation balance falls below the cap of 500 hours. If the vacation accrual is larger than the difference between the vacation balance and the 500 hour cap, individuals will receive only a fraction of their bi-weekly vacation accrual for that pay period bringing their vacation balance to 500 hours.
- Employees considered full-time working 30 hours or more a week accrue full vacation benefits. Employees working a minimum of 20 hours a week, but less than 30 hours a week, will accrue prorated benefits.
- All vacation leave benefits are accrued and available for use with each bi-weekly pay period after completion of the first six months of employment, or probationary period, per policy.

Annual Vacation Cash-Out Option:

Once a twelve month period, employees may cash-out accrued but unused vacation leave over 320 hours up to the cap of 500 hours. Payment will be made at the employee's current hourly rate and is considered taxable earnings. Payment is subject to any and all applicable deductions.

Payment Upon Separation:

Accrued but unused vacation time off benefits up to the maximum accrual of 500 hours are payable upon employment separation at the hourly rate earned by the employee at the time of employment separation. Payment will be in one lump sum and is subject to any and all applicable deductions.

Use of Benefit:

Employees may use accrued vacation time off benefits per policy after completion of the first six months of employment, or probationary period, per policy.

Regular Sick Leave Benefits

Accrual of Benefits:

- Eight (8) hours per month worked for up to ninety-six (96) hours per year.

- Accrue without a cap.
- Employees considered full-time working 30 hours or more a week accrue full regular sick leave benefits. Employees working a minimum of 20 hours a week, but less than 30 hours a week, will accrue prorated benefits.

Payment Upon Separation:

Accrued but unused regular sick leave benefits up to a maximum of 240 hours are payable upon employment separation at the hourly rate paid the employee at the time of employment separation. Payment will be in one lump sum and is subject to any all applicable deductions.

Use of Benefit:

Employees may use accrued regular sick leave benefits per policy as soon as they are earned.

MTC Paid Family Leave Benefit  
(MTC PFL Benefits)

MTC will provide all eligible regular employees a new additional wage continuance benefit that ensures employees receive 100% of their regular salary for the first six (6) weeks of their eligible leave. This benefit is 240 hours total, must be used to keep the employee at their full regular salary level, and can be coordinated with short-term disability insurance payments.

MTC PFL benefits are used for the following four types of qualifying medical/family leaves:

1. Maternity leave for the biological delivery of a baby
2. Bonding leave for the arrival of a child
3. Personal leave for a qualifying medical reason
4. Caregiving leave for an eligible family member's qualifying medical leave

Human Resources will authorize the use of MTC PFL benefits when administering the qualifying leave of absence. This benefit will be applied automatically following confirmation of the qualifying leave type outlined above.

MTC PFL is available to all regular employees with no employment waiting period.



The administration and use of this wage continuance benefit and the coordination with other leave wage continuance benefits will be dictated by the MTC leave policy and applicable regulations.

MTC PFL benefits are a wage continuance benefit and should not be confused with a leave type designation (FMLA, PDL, CFRA, MTC Family Leave, or LWOP).

## **PROBATIONARY PERIOD**

The probationary period is regulated per applicable policy and the MTC Employee Handbook.

The first year of employment is considered a probationary introduction period during which time a new employee's work and conduct are observed and evaluated, orientation and training provided as necessary, and issues with performance addressed directly and promptly in an effort to ensure the employee's success.

## **ALTERNATIVE WORK OPTION POLICY**

Employees may request to participate in alternative work schedule and location options per position and performance eligibility as outlined in the policy. Options include working remotely or requesting two-week pay period scheduling options other than 8 hours a day over 10 work days. MTC's intent is to make this policy available to all employees, and will state in the policy and/or the amendments any positions that due to assigned core tasks and responsibilities are not eligible for either or both remote work or alternative pay period scheduling.

## **INSURANCE**

Scope, limitations, and annual insurance premium costs are set forth in actual insurance company policies and provided each year during open enrollment.

### Group Dental Insurance

MTC pays the total premium for employee's coverage. The cost to the employees for coverage for one dependent is \$6.30 per month, and \$19.13 per month for two or more dependents. MTC pays the remainder of the dependent premium. MTC will deduct employee dependent premium payments from earned wages pre-tax as allowable by law.

Group Dental Insurance Cash-in-Lieu

Employees have the option of receiving the equivalent dollar amount of the employee-only premium in cash upon signing a waiver of coverage and providing proof of being covered under a comparable dental plan. The cash-in-lieu payment is subject to federal and state tax withholding.

Group Medical Insurance

Employees agree to contribute towards medical premiums by paying five percent (5%) of the premium for each coverage line. The employer will cover ninety-five percent (95%) of the premium for each coverage line.

Employee five percent (5%) contributions will be capped as follows:

\$75.00 per month for Employee Only

\$125.00 per month for Employee plus One

\$175.00 per month for Employee plus Family

MTC will deduct employee medical insurance premium payments from earned wages pre-tax as allowable by law.

Group Medical Cash-in-Lieu

Employees have the option of receiving cash-in-lieu instead of enrolling in the group medical insurance plan upon the signing of a waiver of coverage and providing proof of being covered under a comparable medical plan. The amount of the cash-in-lieu will be equal to the second-most costly employee-only premium total minus the employee contribution amount for that premium. The cash-in-lieu payment is subject to federal and state tax withholding.

Vision Care Insurance

MTC pays the total premium for the employee only coverage. Employees may enroll dependents at their sole expense. MTC will deduct dependent premium payments from earned wages pre-tax as allowable by law.

Domestic Partner Coverage

MTC provides group medical insurance, group dental insurance, and group vision coverage for an eligible domestic partner and dependents subject to CalPERS regulations regarding domestic partner coverage. The maximum amount MTC contributes shall be the same as that specified under the "Group Dental

Insurance” and “Group Medical Insurance” provisions referenced above.

Life and Related Insurances

MTC pays premium for employee life insurance policy; life insurance benefit is equal to two-times annual salary. MTC pays additional premium for employee for accidental death and dismemberment coverage equal to the group term life insurance coverage. MTC pays the premium for qualified dependents (as defined in the current policy) for \$2,000 life coverage per dependent.

Group Voluntary Life and Related Insurance

Employee may elect to purchase, at his/her expense, supplemental group voluntary life insurance.

Short-Term and Long-Term Disability Insurance

MTC pays monthly premium for short-term disability coverage for qualifying regular employee medical disabilities to cover the loss of wages. There is a seven (7) day waiting period, considered part of the benefit’s full 12 weeks of coverage, with an additional eleven (11) weeks of paid benefits. Coverage is 66 2/3rds of salary up to a maximum of \$2,500\* per week. Benefits paid are taxable.

MTC pays monthly premium for long-term disability coverage for qualifying employee medical disabilities to cover the loss of wages. There is a 90-day waiting period (designed to pick up at the end of the full 12 weeks of short-term disability eligibility). Coverage level is 67% of monthly salary up to a maximum of \$15,000\* per month. Benefits paid are taxable.

\* Maximum benefit levels may be adjusted up during the period of the MOU to keep current with increasing salary schedule ranges ensuring the benefit payments comply with percentages.

Travel Insurance

MTC pays the annual premium for all regular employees for a \$100,000 loss of life policy. Policy covers employees while traveling on MTC business.

**RETIREMENT**

Defined Benefit Pension – 1<sup>st</sup> Tier, “Classic Plan”

The retirement benefit formula is calculated, pursuant to contract with PERS, at 2.5% at 55.

MTC and the employee agree to equally share any annual employer contribution rate change with employees assuming 50% of the annual employer rate change up to an employee total contribution rate capped at 8.0%.

Effective June 30, 2018, the MTC total contribution rate is 18.968% and employees are contributing 6.50% (rounded) on earned wages.

Effective July 1, 2018, MTC's total contribution rate will be 19.572%. Sharing 50% of the change in the total contribution rate will result in an increase in the employee contribution rate to 6.79%.

July 1, 2019, July 1, 2020, and July 1, 2021, the shared contribution rates will change based on the change in the employer contribution rate shown in the Annual PERS Actuarial Valuation Report issued approximately each October and per any additional contribution rate changes announced by PERS due to valuation methodology changes or audit findings.

Defined Benefit Pension – 2<sup>nd</sup> Tier,  
“PEPRA”

The retirement formula is calculated, pursuant to contract with PERS, at 2.0% at 62.

Per PERS regulation, employee must pay 50% of the plan's “Normal Cost” as determined per the annual plan actuarial valuation process.

As of June 30, 2018, the “Normal Cost” the employee pays is 6.50%.

Effective July 1, 2018, the “Normal Cost” the employee pays remains 6.50%.

Effective July 1, 2019, July 1, 2020, and July 1, 2021 the employee rate will be the plan “Normal Costs” as determined by the Annual PERS Actuarial Valuation Report issued approximately each October and per any additional contribution rate changes announced by PERS due to valuation methodology changes or audit findings.

Other PERS-Defined Benefit  
Pension Contracted Benefits  
(Classic and PEPRAs Plans)

- Up to 3% Maximum Cost-of-Living Allowance
- Section 21573 – Third Level 1959 Survivor Benefits
- Section 21583 – Second Election 1959 Survivor Benefits
- Section 21548 – Pre-retirement Optional Settlement 2 Death Benefit
- Section 20903 – Two years' Additional Service Credit

Retiree Medical Insurance

Retiree and eligible dependents are entitled to the same medical benefits provided to regular MTC active employees and at the same co-pay amounts (and per CalPERS' PEMCHA Equal Method Plan). If eligible, a retired MTC employee must apply for Medicare. His/her PERS health coverage is then provided as a supplement.

Retiree Dental and Vision  
Insurance

MTC provides retiree group insurance plans for dental and vision coverages to PERS eligible retired annuitants. The cost of the premiums are the sole responsibility of the retiree. Eligibility for these coverages follows PERS retiree medical eligibility rules and requirements.

**COMMUTER PROGRAM**

MTC provides a commuter program to assist employees as follows. This program is available to all regular employees and some temporary employees. Employees may elect to participate in only one option at a time.

Transit Subsidy Option

MTC provides a monthly subsidy in accordance with IRS Fringe Benefit regulations for employees for legitimate and applicable transit fare purchases. Purchases must be made through authorized MTC provided third-party administrator(s) only and must be for up to the monthly amount needed and used by each employee each month to commute to and from work per IRS regulation.

The employee monthly subsidy is any actual needed amount up to \$255 per month.

MTC will provide this subsidy tax-free per IRS fringe benefit allowances.

Employer-Provided Parking Option

MTC provides daily parking at a designated private lot in Oakland. Employees may select to park at this lot and take public transit, carpool, or ride-share into San Francisco. The monthly amount to park is set at the July 1, 2014, BART Lake Merritt station monthly rate of \$84.00. This amount is deducted from the monthly transit subsidy leaving a MTC paid subsidy of up to \$171 per month for transit purchases. Such purchases are administered as stated above in the Transit Subsidy Option paragraph.

Carpool Option

Employees in a verified carpool with two or more persons who work at MTC or the Air District may park in the above mentioned private lot in Oakland for free. Verified carpool employees are then afforded the full monthly transit subsidy of up to \$255 for transit fare purchases.

Bicycle Commuter Option

For any employee regularly using a bicycle for a substantial portion of the travel between the employee's residence and place of employment for qualifying bicycle commuting months as described in the IRS Publication 15-B, MTC will pay \$20 per month. If the IRS allows this to be a tax-free payment, MTC will pay this tax-free. If not, this amount will be considered taxable income.

Cash-in-Lieu Option

Employees may elect to receive \$20 per month cash-in-lieu if not selecting another Commuter Program option. Cash-in-lieu payments are taxable income.

**OTHER ELECTIVE DEDUCTIONS**

Dependent Care Assistance Plan (DCAP)

MTC's Dependent Care Assistance Plan (DCAP) is a totally employee-funded program, except for the costs incurred by MTC to administer the program. Employees may elect pre-tax payroll deductions up to the limits set by the IRS for the reimbursement of eligible childcare and dependent care expenses, in accordance with IRS regulations. See actual plan for details and limitations.

Health Care Flexible Spending Account

MTC's Health Care Flexible Spending Account (Health FSA) is a totally employee-funded program,

except for the costs incurred by MTC to administer the program. Employees may elect pre-tax payroll deductions up to a limit equivalent to the Federal Health Care Flexible Spending Account limit for reimbursement of eligible healthcare costs that are not covered under the employee's health insurance. See actual plan for details and limitations.

Deferred Compensation Plan

Employee may elect to participate in the 457 deferred compensation program(s) and make pre-tax contributions subject to IRS regulations and program limitations. MTC will administer the pre-tax deductions and submittal of employee contributions.

**PROFESSIONAL DEVELOPMENT**

Professional Development

Subject to approval by the Section Director and appropriations in the annual training and travel budget, employees may participate in MTC sponsored Professional Development, defined as any training, materials, testing, licensing, membership, conferences, classes, tuition, etc. that are determined to be appropriate to the employee's professional development.

Computer Purchase Program

MTC will assist in the purchase of a personal computer and peripheral equipment, up to a maximum of \$5,000 for regular full time employees (30 hours a week or more) who have completed their probation. The total cost of each purchase shall be repaid by the participating employee through biweekly payroll deductions, up to a maximum of a two (2) year period or fifty-two (52) pay periods. See actual plan for details and limitations.

**MANDATORY PROVISIONS**

Workers' Compensation

Standard

Unemployment Insurance

Standard

Grievance Procedure

A grievance is any serious dispute that has not been rectified through management, procedural and/or policy appeal processes to address concerns and

disputes involving the discipline or discharge of an employee or the interpretation or application of those rules, regulations, and resolutions which have been or may hereafter be adopted by the Commission to govern personnel practices and working conditions, including such rules, regulations, and resolutions as may be adopted by the Commission to effect a memorandum of understanding which results from the meeting and conferring process.

All employees having grievances arising from their employment with MTC are afforded the opportunity to address such grievances, subject to the MTC grievance policy and associated resolutions and subject to applicable Federal and State public employment rules.



**METROPOLITAN TRANSPORTATION COMMISSION**  
San Francisco, California  
**MEMORANDUM OF UNDERSTANDING**  
*(As provided Under California Government Code Section 3505.1)*

The representatives of the Executive Director of the Metropolitan Transportation Commission (MTC) have met and conferred with the representatives of specific executive employees, under provisions of the Meyers-Milias-Brown Act (California Government Code § 3500 et seq.). As a result of these meetings, an agreement has been reached for a four year period from July 1, 2018, covering Fiscal Years 2018-2019, 2019-2020, 2020-2021, and 2021-2022.

The agreed-to salary administration, benefits, and identified employee programs for the agreement period are set forth in Attachment A. The first year salary charts are set forth in Attachment B.

The following actions are agreed to by all parties:

- Update or create the following policies including doing any required updates to other referenced policies. Updates will be done under the direction of the Director of Administrative Services and the appropriate subject matter team in consultation with representatives from the employee groups.
  - EDMM Nos. 240, Flextime Schedules, and 250, Teleworking Program, and EDMP No. 036, Pay Period Compressed Work Week Schedule, restated into a single Alternative Work Option Policy. This new policy will be designed using principles of the San Francisco City & County policy and procedures, and will include designation of current positions ineligible for either teleworking or alternate work schedules. It is agreed this policy will be completed in September of 2018.
  - EDMM No. 297, Leave Policy, to incorporate the new MTC Paid Family Leave Benefit (MTC PFL Benefit), a wage continuance benefit, and to clarify the order and use of all MTC leave benefits for certain kinds of leaves of absence. In addition, the Catastrophic Sick Leave Program will be incorporated into the overall leave policy. It is agreed that the reports on the Catastrophic Sick Leave Program, in addition to donation, use, and current balance totals, will include the number of requests, the number of requests approved, the hours requested per individual, the hours granted per individual, the period of usage per individual, and the number of occurrences per individual by leave type - baby bonding (biological maternity or bonding), personal medical, and eligible family member medical. The new MTC PFL Benefit will be available to regular benefitted employees as of July 1, 2018, and application of the benefit will be executed by HR in consultation with Exclusively Recognized Employee Organization (EREO) and other employee representatives until the policy text has been completed and approved.
  - EDMM No. 265, Grievance Procedure, to include information about agency corrective performance actions, progressive discipline steps, and to update and clarify the formal grievance processes and procedures.
  - EDMM Nos. 230, Employee Performance Evaluation, and 225, Salary Administration Guidelines, to update new merit increase step percentages.



Date: June 27, 2018  
W.I.: 1153  
Referred by: Administration

Attachment B  
Page 1 of 1

<b>PROPOSED: Salary Ranges For MTC Specific Executive Employees Fiscal Year 2018-19, Effective July 1, 2018</b>				
<b>CLASS/POSITION</b>	<b>GRADE</b>	<b>MIN</b>	<b>MAX</b>	<b>PAY TYPES</b>
<b>ASSOCIATE COUNSEL I/II</b>	<b>L/2</b>	<b>\$67.0349</b>	<b>\$89.3149</b>	<b>HOURLY BASE RATE</b>
<b>EXECUTIVE ADMINISTRATIVE</b>	<b>X/B</b>	\$5,362.79	\$7,145.19	BI-WEEKLY
<b>FINANCE ASSISTANT DIRECTOR</b>	<b>F/2</b>	\$11,619.37	\$15,481.25	MONTHLY
		\$139,432.49	\$185,775.00	ANNUAL
Associate Counsel I Associate Counsel II Assistant Director BARC Director				
<b>DEPUTY GENERAL COUNSEL</b>	<b>L/3</b>	<b>\$87.9553</b>	<b>\$109.3615</b>	<b>HOURLY BASE RATE</b>
<b>EXECUTIVE MANAGEMENT</b>	<b>X/A</b>	\$7,036.42	\$8,748.92	BI-WEEKLY
<b>DEPUTY FINANCIAL OFFICER</b>	<b>F/3</b>	\$15,245.58	\$18,955.99	MONTHLY
		\$182,946.91	\$227,471.87	ANNUAL
Deputy General Counsel Senior Attorney Section Director Deputy Financial Officer				
<b>SENIOR DEPUTY GENERAL COUNSEL</b>	<b>L/4</b>	<b>\$97.5623</b>	<b>\$114.0932</b>	<b>HOURLY BASE RATE</b>
		\$7,804.99	\$9,127.46	BI-WEEKLY
		\$16,910.81	\$19,776.15	MONTHLY
		\$202,929.67	\$237,313.85	ANNUAL
Senior Deputy General Counsel				
<b>DEPUTY EXECUTIVE DIRECTOR/ CHIEF FINANCIAL OFFICER</b>	<b>X/3-X/4</b>	<b>\$109.5298</b>	<b>\$130.9028</b>	<b>HOURLY BASE RATE</b>
		\$8,762.38	\$10,472.23	BI-WEEKLY
		\$18,985.16	\$22,689.82	MONTHLY
		\$227,821.98	\$272,277.86	ANNUAL
Deputy Executive Director Chief Financial Officer				



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

**File #:** 18-0424      **Version:** 1      **Name:**  
**Type:** Senate Bill      **Status:** Commission Approval  
**File created:** 5/11/2018      **In control:** Legislation Committee  
**On agenda:** 6/27/2018      **Final action:**  
**Title:** SB 828 (Wiener): Regional Housing Needs Assessment and Allocation - Support

Senate Bill 828 would update the state’s methodology for assessing California’s future housing needs and make changes to the process by which councils of government distribute regional housing needs allocations to local jurisdictions.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [8a Legislation 3b SB 828 \(Wiener\).pdf](#)  
[3b SB 828 \(Wiener\).pdf](#)

Date	Ver.	Action By	Action	Result
6/8/2018	1	Legislation Committee		

**Subject:**

SB 828 (Wiener): Regional Housing Needs Assessment and Allocation - Support

Senate Bill 828 would update the state’s methodology for assessing California’s future housing needs and make changes to the process by which councils of government distribute regional housing needs allocations to local jurisdictions.

**Presenter:**

Georgia Gann Dohrmann

**Recommended Action:**

Support / Commission Approval

**Attachments:**



METROPOLITAN  
TRANSPORTATION  
COMMISSION

**Agenda Item 3b**

Bay Area Metro Center  
375 Beale Street  
San Francisco, CA 94105  
TEL 415.778.6700  
WEB [www.mtc.ca.gov](http://www.mtc.ca.gov)

## *Memorandum*

TO: Legislation Committee

DATE: June 1, 2018

FR: Executive Director

W.I. 1131

RE: SB 828 (Wiener): Regional Housing Needs Assessment and Allocation – Support

### **Background**

Senate Bill 828 proposes to make significant changes to the regional housing needs assessment and allocation process. The regional housing needs allocation (RHNA) informs the land use development pattern for each region's long-range transportation and land use plan, or Sustainable Communities Strategy (SCS), as mandated by SB 375 (Steinberg, 2008).

#### *State Assessment of Regional Housing Need*

Existing law requires the Department of Housing and Community Development (HCD) to determine the existing and projected housing need for each region, which, in theory, should account for any shortage of housing in the existing housing stock, or “unmet need.” Despite this, HCD’s needs projections for previous RHNA cycles have been criticized as underestimating housing demand (see Attachment A). In response to this criticism, HCD has already begun taking steps to revise its methodology. For example, HCD’s recent draft regional housing determination for San Diego – the first of the Bay Area’s counterparts to receive their draft determination – was about 30 percent higher on an annualized basis than the region’s previous regional housing need projection. This draft determination reflected several significant changes from previous RHNA cycles, including applying all “allowances” (that is, criteria used to determine unit increases to adjust for unmet need indicated by low vacancy rates and overcrowding and loss of older housing units) to the *total* number of projected households in the region, rather than only the increment of *new* households. In short, if HCD continues on the path they are on, staff anticipates a significant increase in HCD’s assessment of need relative to the previous methodology for all regions of the state.

#### *SB 828 Seeks to Correct for Previous Undercounting of Statewide Housing Need*

On May 25, an amended version of SB 828 was released that incorporates changes to the bill that were discussed at a May 1<sup>st</sup> meeting with Senator Wiener and representatives from MTC and the Association of Bay Area Governments (ABAG). The amended version would codify changes to the underlying methodology HCD uses to forecast regional housing need so that it is an accurate reflection of the number of units needed to house each region’s projected population. Specifically, the amended bill would:

- 1) Provide new direction to HCD that the regional determination should correct for “unhealthy” conditions in the existing housing stock by requiring that the department apply allowances to each region’s total number of projected households.
- 2) Require that HCD consider a new allowance factor to account for rent burdened households and codify a range of target vacancy rates.
- 3) Add flexibility for each COG to determine what a “healthy housing market” looks like for its region, as it relates to rates of overcrowding and cost burden, by determining the average rates in comparable regions throughout the nation.

#### *Changes to RHNA: A New Emphasis on Equity and Housing in High Opportunity/Affluent Areas*

The amended bill would also make changes to the process by which councils of governments (COGs) allocate RHNA to local jurisdictions by prohibiting a COG from considering prior underproduction of housing or stagnant

population growth to justify a lower allocation in the future. The bill also requires that the final RHNA plan demonstrate government efforts to reduce racial and wealth disparities regionwide by weighting housing allocations toward high-income jurisdictions that meet both of the following criteria:

- 1) A locality with median employed household incomes above the 50th percentile for the region.
- 2) A locality that either contains a major regional job center or contains high-quality public transportation for the region, such as a major transit stop or stops along a high quality transit corridor, that connects to a regional job center.

*Local Zoning and RHNA as a Floor for Future Housing Production*

SB 828 would require that localities zone for 125 percent of their RHNA allocation by providing that each jurisdiction's Housing Element site inventory identify sites sufficient to provide for at least 125 percent of the jurisdiction's RHNA. The rationale for this "over-zoning" requirement is that jurisdictions rarely distribute 100 percent of the permits allowed under their zoning maximums. It would also revise legislative intent language in current law that explicitly recognizes that "future housing production may not equal the regional housing need established for planning purposes," and instead provides that "*reasonable actions should be taken by local and regional governments to ensure that future housing production meet, at a minimum, the regional housing need established for planning purposes.*"

*Amendments Address MTC's Technical Concerns with Earlier Versions of SB 828*

As detailed in our May 4<sup>th</sup> Joint MTC and ABAG Legislation Committee memo (Attachment B), the initial version of SB 828 would have potentially resulted in double or even triple counting statewide and regional housing needs for the next RHNA cycle. Additionally, specific provisions related to equity in an earlier version of the bill raised concerns about how they might conflict with other land use, infill development and greenhouse gas emissions reduction directives under state law. The May 25<sup>th</sup> amendments, reflected in the bill summary above, along with a commitment from Senator Wiener to incorporate in future amendments further technical revisions related to "allowances" and language that mitigates potential legal conflicts between climate and equity goals, address these concerns.

Of note, the ABAG Executive Board approved a "support if amended" position on SB 828 at its May 17<sup>th</sup> meeting. The amended version of SB 828 reflects nearly all of the amendments sought by the Executive Board and the commitments referenced above would address the remaining concerns identified at the May 17<sup>th</sup> meeting.


**Recommendation:** Support

**Discussion**

It is widely recognized that the most recent round of HCD regional housing needs assessments significantly understated the number of housing units needed in California. SB 828, as amended, would help ensure future housing needs assessments are better aligned with reality. Given that the bill has been amended to address staff's substantive concerns, we recommend a "support" position on SB 828.

**Known Positions**

See Attachment C

  
\_\_\_\_\_  
Steve Heminger

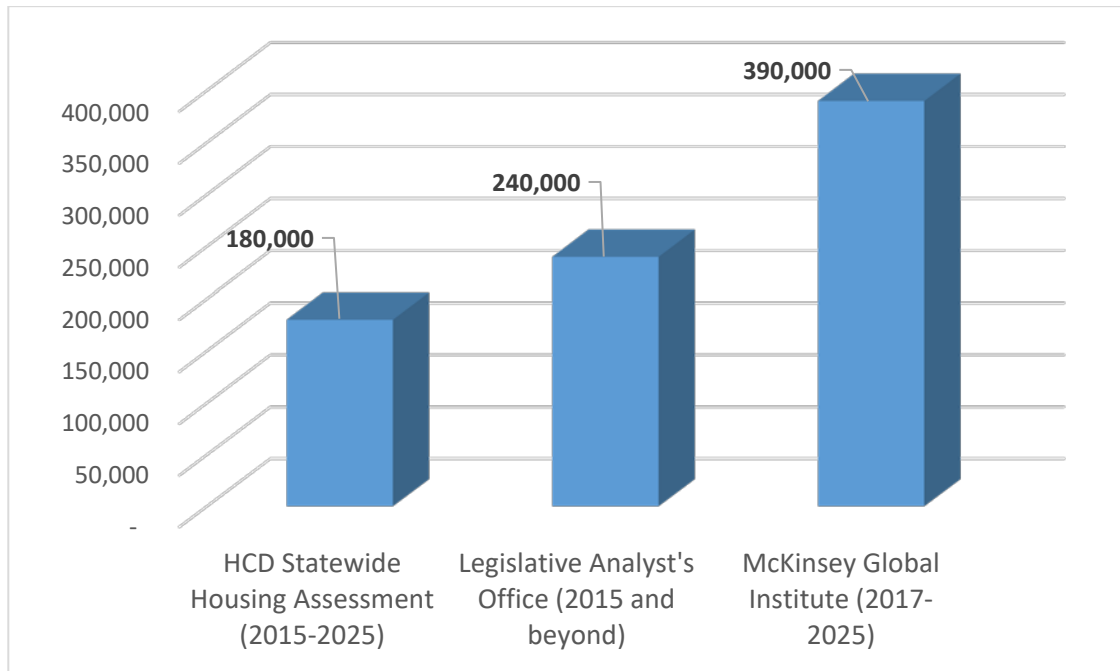
**Attachment:**

- Attachment A: Statewide Housing Needs Assessments Chart
- Attachment B: May 4<sup>th</sup> Joint MTC and ABAG Legislation Committee SB 828 Memorandum
- Attachment C: SB 828 Known Positions

SH:ggd

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**How Many New Housing Units Does California Need to Build Annually to Meet Forecast Population Growth (HCD) & Stabilize Housing Costs (LAO & McKinsey)?**



Source:

[http://www.hcd.ca.gov/policy-research/plans-reports/docs/SHA\\_Final\\_Combined.pdf](http://www.hcd.ca.gov/policy-research/plans-reports/docs/SHA_Final_Combined.pdf) <http://www.lao.ca.gov/reports/2015/finance/housing-costs/housing-costs.pdf> <https://www.mckinsey.com/featured-insights/urbanization/closing-californias-housing-gap>



## Memorandum

TO: Joint MTC Legislation Committee and  
ABAG Legislation Committee

DATE: May 4, 2018

FR: Deputy Executive Director, Policy

RE: SB 828 (Wiener): Regional Housing Needs Assessment and Allocation – Support and Seek Amendments

### Background

Senate Bill 828 is one of two bills this year that propose to update the state’s methodology for assessing California’s future housing needs and make changes to the process by which councils of government (COGs) distribute regional housing needs allocations (RHNA) to local jurisdictions, including requiring that COGs directly incorporate equity considerations into RHNA plans. The other significant bill on this subject is AB 1771 (Bloom), Item 6c on your agenda, which we recommended that you oppose unless it is amended to address our concerns. We believe the Wiener bill is worthy of our support.

### *State Assessment of Regional Housing Need*

Existing law requires the Department of Housing and Community Development (HCD) to determine the existing and projected housing need for each region, which, in theory, should account for any past unmet need. Despite this, HCD’s needs projections for previous RHNA cycles have been criticized as underestimating housing demand. In response to this criticism, HCD has already begun taking steps to revise its methodology. For example, HCD’s recent draft regional housing determination for San Diego proposed several significant changes, including applying all “allowances” (that is, criteria used to determine unit increases to adjust for unmet need indicated by low vacancy rates and overcrowding and loss of older housing units) to the *total* number of projected households in the region, rather than only the increment of *new* households. If applied to the Bay Area, staff estimates the overcrowding adjustment alone could account for an estimated 120,000 units, nearly 65 percent of the entire Bay Area housing needs determination for the 2015–2023 RHNA cycle. In short, if HCD continues on the path they are on, staff anticipates a significant increase in HCD’s assessment of need relative to the previous methodology for all regions of the state.

SB 828 attempts to correct for HCD’s undercounting in prior assessments by requiring:

- 1) A new “allowance factor” to account for rent burdened households be added to the underlying methodology HCD uses to forecast regional housing need and a new target vacancy rate set at 6 percent for both owners and renters (higher than previous HCD targets).
- 2) A one-time assessment or “audit” of unmet need, with the results *added* to the next regional housing needs assessment.
- 3) Unmet needs from a prior cycle for an individual jurisdiction to be “rolled over” or *added* to that jurisdiction the next cycle.

If the first two “unmet needs” numbers are added on top of what HCD has already determined to be the total regional housing need for the forecast period, staff is concerned that this could oddly result in overestimating statewide and regional housing needs for the next RHNA cycle.



*Changes to RHNA: A New Emphasis on Equity and Housing in High Opportunity/Affluent Areas*

The bill would also make changes to the process by which COGs allocate RHNA to local jurisdictions by prohibiting a COG from considering prior underproduction of housing to justify a lower allocation in the future and requiring that the final regional housing needs plan demonstrate government efforts to reverse racial and wealth disparities regionwide by showing the following:

- 1) High housing allocations (including for low- and very low-income households) for jurisdictions with high rates of projected income growth to ensure equity and stabilize home prices and communities.
- 2) High housing allocations (including for low- and very low-income households) for high-income jurisdictions that contain regional job centers with connectivity to high-quality public transit.

*Local Zoning and RHNA as a Floor for Future Housing Production*

SB 828 would require localities zone for 125 percent of the housing obligation that could not be accommodated on sites identified in the jurisdiction's Housing Element inventory, including zoning at least 100 percent of that amount for multifamily housing located within developed areas. The idea behind the 125% "over-zoning" requirement is that jurisdictions rarely handout 100 percent of the permits allowed under their zoning maximums. It would also revise legislative intent language in current law that explicitly recognizes that "future housing production may not equal the regional housing need established for planning purposes," and instead provides that "*reasonable actions should be taken by local and regional governments to ensure that future housing production meet, at a minimum, the regional housing need established for planning purposes.*"

**Recommendation:** Support and Seek Amendments

**Discussion**

It is widely recognized that the most recent round of HCD regional housing needs assessments significantly understated the number of housing units needed in California. SB 828 aims to ensure future housing needs assessments are better aligned with reality. We support this goal. From a technical standpoint we are concerned this would potentially result in an overcorrection by double counting the unmet need, as detailed on the first page of this memo. This could undermine HCD's credibility with local government and could ultimately hurt efforts to make RHNA more meaningful. SB 828 also adds new goals to RHNA related to racial and wealth disparities. While we support this addition on policy grounds, the specific requirements listed in the bill could be in tension with other statewide goals aimed at reducing greenhouse gas emissions.

*Changes to Calculation of Housing Need Should Focus on Improving HCD Methodology*

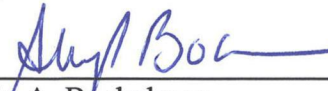
To address our technical concern that SB 828 could still result in inaccurate regional housing needs assessments, we recommend seeking amendments so that the bill focuses exclusively on directing HCD to improve the underlying methodology used to calculate housing needs so that it is accurate. The bill could direct HCD to codify the changes in methodology they have already begun, including considering allowance factors as they apply to the *total* housing stock as opposed to projected household growth. The bill could further direct HCD by setting numerical targets for various allowance factors and adding the rent-burden allowance factor, as currently proposed. Importantly, the bill should provide for a range instead of a single target number to account for regional differences and extraordinary circumstances.

*Equity Provisions Must Recognize Tension with Regional Greenhouse Gas (GHG) Reduction Targets*  
While we support requiring that the RHNA demonstrate efforts to reduce racial and wealth disparities, the specific steps required by the current language in the bill could be in tension with other state directives to focus growth near public transit in order to reduce GHG emissions associated with driving. The bill should acknowledge that in finalizing the RHNA, COGs have to balance many competing policy goals.

Staff recommends a “support and seek amendments” position on SB 828 and requests direction to work with the author to make amendments to address the concerns noted above.

**Known Positions**

See Attachment A

  
\_\_\_\_\_  
Alix A. Bockelman

**Attachment:**

- Attachment A

AAB:ggd

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**SB 828 (Wiener) Known Positions**

**Support**

California Building Industry Association  
California Business Properties Association  
California Chamber of Commerce  
California Community Builders  
California YIMBY  
City of Oakland  
Fiona Ma, Board of Equalization District 2  
Half Moon Bay Brewing Company  
Heller Manus Architects  
HKS Architects  
Inn at Mavericks  
Mavericks Event Center  
McKinsey & Company  
Non Profit Housing Association of Northern California  
North Bay Leadership Council  
Pacific Standard  
Postmates  
San Francisco Bay Area Planning and Urban Research Association (SPUR)  
San Francisco Housing Action Coalition  
San Mateo County Economic Development Association  
Sand Hill Property Company  
Silicon Valley Community Foundation  
Sustainable Silicon Valley  
SV Angel  
The Two Hundred  
TMG Partners

**Opposition**

American Planning Association, California Chapter  
California Association of Councils of Governments  
Citizen Marin  
City of San Bernardino  
City of Mill Valley  
City of Redondo Beach  
City of San Marcos  
City of San Rafael  
Coalition to Preserve L.A.  
Cow Hollow Association  
Haight Ashbury Neighborhood Council  
Livable California  
Marin Community Association  
Marin County Council of Mayors and Councilmembers  
Mission Economic Development Company  
SF Ocean Edge  
Spaulding Square Neighborhood Association  
Historic Preservation Overlay Zone  
Stand Up for San Francisco  
Sunset Residents for Sensible Planning  
8 individuals

**SB 828 (Wiener) Known Positions**

**Support**

California Building Industry Association  
California Business Properties Association  
California Chamber of Commerce  
California Community Builders  
California YIMBY  
City of Oakland  
Fiona Ma, Board of Equalization District 2  
Half Moon Bay Brewing Company  
Heller Manus Architects  
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Inn at Mavericks  
Mavericks Event Center  
McKinsey & Company  
Non Profit Housing Association of Northern California  
North Bay Leadership Council  
Pacific Standard  
Postmates  
San Francisco Bay Area Planning and Urban Research Association (SPUR)  
San Francisco Housing Action Coalition  
San Mateo County Economic Development Association  
Sand Hill Property Company  
Silicon Valley Community Foundation  
Sustainable Silicon Valley  
SV Angel  
The Two Hundred  
TMG Partners

**Support if Amended**

Association of Bay Area Governments

**Opposition**

American Planning Association, California Chapter  
California Association of Councils of Governments  
Citizen Marin  
City of San Bernardino  
City of Mill Valley  
City of Redondo Beach  
City of San Marcos  
City of San Rafael  
Coalition to Preserve L.A.  
Cow Hollow Association  
Haight Ashbury Neighborhood Council  
Livable California  
Marin Community Association  
Marin County Council of Mayors and Councilmembers  
Mission Economic Development Company  
SF Ocean Edge  
Spaulding Square Neighborhood Association  
Historic Preservation Overlay Zone  
Stand Up for San Francisco  
Sunset Residents for Sensible Planning  
8 individuals



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

**File #:** 18-0518      **Version:** 1      **Name:**

**Type:** Resolution      **Status:** Commission Approval

**File created:** 6/12/2018      **In control:** Metropolitan Transportation Commission

**On agenda:** 6/27/2018      **Final action:**

**Title:** AB 2267 (Wood): California Environmental Quality Act- Support

Would allow a five-year exemption from California Environmental Quality Act (CEQA) for amendments to specific plans and residential development projects consistent with those amended plans near transit priority areas or in locally nominated priority development areas in the City of Santa Rosa and Sonoma County. The bill would also allow expedited judicial review for projects located within a half-mile of a SonomaMarin Area Rail Transit (SMART) station, within a transit priority area, or within the Sonoma County Airport Employment Investment Area, which encompasses a planned SMART station.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [8b AB 2267 \(Wood\) Support.pdf](#)

Date	Ver.	Action By	Action	Result
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**Subject:**

AB 2267 (Wood): California Environmental Quality Act- Support

*Would allow a five-year exemption from California Environmental Quality Act (CEQA) for amendments to specific plans and residential development projects consistent with those amended plans near transit priority areas or in locally nominated priority development areas in the City of Santa Rosa and Sonoma County. The bill would also allow expedited judicial review for projects located within a half-mile of a SonomaMarin Area Rail Transit (SMART) station, within a transit priority area, or within the Sonoma County Airport Employment Investment Area, which encompasses a planned SMART station.*

**Presenter:**

Rebecca Long

**Recommended Action:**

Support / Commission Approval



METROPOLITAN  
TRANSPORTATION  
COMMISSION

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

## *Memorandum*

TO: Commission

DATE: June 20, 2018

FR: Executive Director

W.I. 1131

RE: AB 2267 (Wood): California Environmental Quality Act

### **Background**

Assembly Bill 2267 (Wood) would allow a five-year exemption from the California Environmental Quality Act (CEQA) for amendments to specific plans and residential development projects consistent with those amended plans near Sonoma-Marín Area Rail Transit (SMART) stations or in locally-nominated priority development areas in the City of Santa Rosa and Sonoma County. The bill would also allow expedited judicial review for projects in areas designated by the bill within a half-mile of a SMART station, within a transit priority area, or within the Sonoma County Airport Employment Investment Area, which encompasses a planned SMART station.

On Friday June 8<sup>th</sup>, MTC received a request from Sonoma County Transportation Authority to take a support position on AB 2267 and to communicate that position to the Senate Environmental Quality Committee prior to its June 20<sup>th</sup> hearing on the bill. After reviewing the bill, staff determined that it is clearly aligned with the MTC/ABAG 2018 Joint Advocacy Program's goals of accelerating recovery from the 2017 North Bay fires and supporting efforts to incentivize housing production, especially in priority development areas. Staff consulted with and received written approval from MTC Chairman Jake Mackenzie and Legislation Committee Chairwoman Alicia Aguirre to communicate a support position, consistent with our urgency procedures. This memo seeks to ratify that position of support for AB 2267. Organizations with known positions on the bill are shown in the attachment.

**Recommendation:** Support

### **Discussion**

As the North Bay recovers from the devastating October 2017 wildfires, AB 2267 is expected to help jumpstart ongoing efforts to implement a community renewal plan that promotes focused growth consistent with the Bay Area's strategy to meet the state's ambitious climate goals. When more than 5,000 homes were destroyed in Sonoma County in the October 2017 wildfires, the already serious countywide housing shortage became a severe housing crisis. In response, the City of Santa Rosa and county officials have been working to dramatically increase housing production in areas most suited for new housing development. AB 2267's limited CEQA streamlining is targeted to unlock transit-oriented infill development to help accelerate the next generation of housing and economic development in the North Bay. It does so in a manner that is consistent with Plan Bay Area 2040 and our 2018 advocacy program. For these reasons, staff recommends a support position on AB 2267.

  
\_\_\_\_\_  
Steve Heminger

SH:rl  
Attachment

**Known Positions on AB 2267 (Wood)**  
As of June 14, 2018

**Support**

Bay Area Council  
CA Forward Action Fund  
City of Santa Rosa  
County of Sonoma  
Sonoma Water Agency  
The Nature Conservancy  
Planning and Conservation League  
Sonoma County Agricultural Preservation and Open  
Space District  
Sonoma County Transportation Authority/  
Regional Climate Protection Authority

**Oppose**

Judicial Council  
Sierra Club



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

**File #:** 18-0412      **Version:** 1      **Name:**  
**Type:** Resolution      **Status:** Commission Approval  
**File created:** 5/10/2018      **In control:** Programming and Allocations Committee  
**On agenda:** 6/13/2018      **Final action:**  
**Title:** MTC Resolution Nos. 4334, 4335, 4336, and 4337.

Allocation of \$339 million in FY2018-19 Transportation Development Act (TDA) funds, State Transit Assistance (STA) funds, Regional Measure 2 (RM2) funds, and AB1107 funds to AC Transit, County Connection (CCCTA), MTC, Transbay Joint Powers Authority (TJPA), Santa Clara Valley Transportation Authority (VTA), and WETA to support transit operations and capital projects in the region.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [9a PAC 3a ResoNos-4334-4335-4336-4337 Transit Ops&Capital Projects Allocations.pdf](#)  
[3a ResoNos-4334-4335-4336-4337 Transit Ops&Capital Projects Allocations.pdf](#)

Date	Ver.	Action By	Action	Result
6/13/2018	1	Programming and Allocations Committee		

**Subject:**

MTC Resolution Nos. 4334, 4335, 4336, and 4337.

*Allocation of \$339 million in FY2018-19 Transportation Development Act (TDA) funds, State Transit Assistance (STA) funds, Regional Measure 2 (RM2) funds, and AB1107 funds to AC Transit, County Connection (CCCTA), MTC, Transbay Joint Powers Authority (TJPA), Santa Clara Valley Transportation Authority (VTA), and WETA to support transit operations and capital projects in the region.*

**Presenter:**

Cheryl Chi

**Recommended Action:**

Commission Approval



# COMMISSION AGENDA ITEM 9a

## Metropolitan Transportation Commission Programming and Allocations Committee

June 13, 2018

Agenda Item 3a

### MTC Resolution Nos. 4334, 4335, 4336, and 4337

**Subject:** Allocation of \$339 million in FY2018-19 Transportation Development Act (TDA) funds, State Transit Assistance (STA) funds, Regional Measure 2 (RM2) funds, and AB1107 funds to AC Transit, County Connection (CCCTA), MTC, Transbay Joint Powers Authority (TJPA), Santa Clara Valley Transportation Authority (VTA), and WETA to support transit operations and capital projects in the region.

**Background:** This month's proposed actions begin the annual allocation process of these funds for FY2018-19. Entities requesting TDA, STA, RM2, and AB1107 allocations this month that exceed the \$1 million delegated authority limit are identified in the table below. Allocation requests that are less than \$1 million are approved separately through the Executive Director's Delegated Authority process. The allocation requests are consistent with the adopted MTC Fund Estimate (Resolution 4322 for TDA and STA) and the RM2 Operating Program (MTC Resolution 4333).

Transit Operator/Claimant	TDA Resolution No. 4334	STA Resolution No. 4335	RM2 Op. Resolution No. 4336	AB 1107 Resolution No. 4337	Total
<b>AC Transit</b>	\$ 75,366,665	\$ 22,076,751	\$ 12,578,503	\$43,268,400	<b>\$ 153,290,319</b>
<b>County Connection (CCCTA)</b>	\$ 20,543,695	\$ 3,942,065	\$ -	\$ -	<b>\$ 24,485,760</b>
<b>MTC</b>	\$ -	\$ 8,500,000	\$ 2,000,000	\$ -	<b>\$ 10,500,000</b>
<b>TJPA</b>	\$ -	\$ -	\$ 3,000,000	\$ -	<b>\$ 3,000,000</b>
<b>WETA</b>	\$ -	\$ -	\$19,500,000	\$ -	<b>\$ 19,500,000</b>
<b>VTA</b>	\$ 99,672,540	\$ 28,150,248	\$ -	\$ -	<b>\$ 127,822,788</b>
<b>Total</b>	<b>\$195,582,900</b>	<b>\$ 62,669,064</b>	<b>\$37,078,503</b>	<b>\$43,268,400</b>	<b>\$338,598,867</b>

Information regarding the operating budgets and major initiatives of the above operators is provided in Attachment A. Some highlights are:

- WETA plans to start the Richmond-San Francisco ferry service this Fall. Additional RM2 operating approved as part of the Bay Bridge Forward project will continue to sustain service increases to the Alameda/Oakland and Vallejo services.
- The STA allocation for MTC is to support Clipper® annual operating and capital needs. MTC covers thirty percent of the operating costs while transit agencies contribute the balance.
- The Salesforce Transit Center is expected to open in late summer. Operating costs are expected to be \$32.9 million for FY2019 and includes an eleven percent operating contingency. Bridge Tolls, including RM2 and funds allocated in Agenda Item 2h, will provide \$8 million. AC Transit and SFMTA, the primary tenants, are expected to cover any operating revenue shortfall and are expected to contribute a combined \$1.1 million in FY2018-19.

- VTA will implement a major bus service redesign, named the Next Network, in conjunction with the opening of the BART Berryessa station scheduled for late 2018.

**STA County Block Grant:** In February 2018 the Commission adopted MTC Resolution No. 4321 which established a new STA County Block Grant program to distribute STA Population-Based funds in the region. Congestion Management Agencies (CMAs) are tasked with establishing policies to distribute STA County Block Grant funds within their jurisdictions and are required to report their distribution policies to MTC. Attachment B contains the latest information on the proposed distribution policies of the CMAs for FY 2018-19.

Some highlights of the policies are:

- Six of the nine counties have submitted their approval policies.
- Marin County's policy is pending formal approval at the end of the month while San Francisco and Solano County's policies are still under development.
- One county is funding an affordable pass program.
- Two counties are continuing lifeline programs.
- Two counties are distributing funds based on percentages.

**Issues:**

1. In April 2017, the California Legislature passed SB1, the *Road Repair and Accountability Act of 2017*, consisting of approximately \$5 billion annually of transportation funding including additional funding for the State Transit Assistance (STA) Program. A measure to repeal the law is pending signature verification. Repeal of the law would reduce STA funds in FY2018-19 by approximately one-third.

2. Except for VTA, operating costs are rising much faster than service levels for all the transit agencies subject to these allocations. The primary reasons for this negative trend are increases in labor and benefit costs as well as purchased transportation costs. See Attachment A for details. As a reminder, MTC's Transit Sustainability Project (MTC Resolution No. 4060, Revised) requires the large operators to meet cost effectiveness or cost efficiency metrics, namely a 5% reduction in cost/hour, cost/passenger, or cost/passenger-mile, by FY17 compared to a baseline year, with increases held to the Consumer Price Index (CPI) rate thereafter. The FY17 data should be available this summer and MTC staff will report the results to the Commission in the fall. As of the last evaluation period, all operators were meeting the 5% reduction target on at least one of the metrics, except SFMTA.

**Recommendation:** Refer MTC Resolution Nos. 4334, 4335, 4336, and 4337 to the Commission for approval.

**Attachments:** Attachment A – Transit Operator Budget Summary  
Attachment B – STA County Block Grant Policy Update  
MTC Resolution Nos. 4334, 4335, 4336, and 4337

## Attachment A - Transit Operator Budget Summary

Operator	FY2017-18 Operating Budget	FY2018-19 Operating Budget	% Change	Revenue Vehicle Hours % Increase	FY2018-19 Operating Request <sup>1</sup>	Allocation Request as a % of Operating Budget	Highlight of FY2018-19 Budgets
<b>AC Transit</b>	\$509,902,500	\$534,160,798	4.8%	1.4%	\$155,218,063	29.1%	<ul style="list-style-type: none"> <li>• AC Transit has delayed implementation of Phase 2 of the Transbay service changes until the winter due to concerns about the long-term sustainability of the changes.</li> <li>• AC Transit adopted a new Transbay fare program which will be implemented in January 2019 after the new Transbay Terminal begins operation.</li> <li>• 70% of the budget increase is attributed to wage and benefit costs. Wage and benefits also comprise 70% of the operating budget.</li> </ul>
<b>County Connection (CCCTA)</b>	\$ 37,088,928	\$ 39,474,896	6.4%	0%	\$ 25,886,557	65.6%	<ul style="list-style-type: none"> <li>• County Connection recently completed a Comprehensive Operational Analysis and is now planning a major service change in Spring 2019. The last time major service changes were made was 2009. County Connection expects that the changes will increase efficiency, improve ridership, and be more fiscally sustainable.</li> <li>• County Connection is also starting outreach on a fare program to increase cash fares, eliminate all paper passes, and shift more riders to Clipper.</li> <li>• An \$800,000 contingency accounts for one-quarter of the budget increase and labor and fringe benefits costs account for another quarter.</li> </ul>
<b>VTA</b>	\$409,511,032	\$438,214,664	7.0%	12.8%	\$127,845,839	29.2%	<ul style="list-style-type: none"> <li>• VTA will implement a service redesign with a high frequency network as well as increased late night, and weekend services. Bus service will increase 19% and changes will occur in conjunction with the BART opening. Added cost of bus service accounts for two-thirds of the budget increase.</li> <li>• VTA will conduct an Express Bus Productivity Study to improve the productivity and effectiveness of its long-distance express bus program.</li> <li>• VTA adopted Transit Service guidelines which includes a performance monitoring framework and process to develop service change recommendations.</li> </ul>

<sup>1</sup> The allocation request includes funds that will be allocated through Executive Director's Delegated Authority as allowed by MTC Resolution No. 3620, Revised. Allocations made by Delegated Authority are reported to the Commission quarterly.

## Attachment A - Transit Operator Budget Summary

Operator	FY2017-18 Operating Budget	FY2018-19 Operating Budget	% Change	Revenue Vehicle Hours % Increase	FY2018-19 Operating Request <sup>1</sup>	Allocation Request as a % of Operating Budget	Highlight of FY2018-19 Budgets
WETA	\$40,779,500	\$47,756,000	17.1%	7.7%	\$19,500,000	54.8%	<ul style="list-style-type: none"> <li>• The third of seven new ferries will arrive in the Bay Area soon and the fourth will arrive this winter. The new Central Bay Operations and Maintenance Facility will be completed this summer.</li> <li>• Richmond Ferry service is expected to start at the end of 2018 and is expected to cost \$3.25 million and accounts for 80% of the budget increase. Contra Costa Measure J will provide operating funds for this service.</li> <li>• Increase in the cost of purchased transportation accounts for the remaining budget increase due to contract cost increase, additional service on Harbor Bay due to vessel maintenance, and additional maintenance staff.</li> <li>• WETA will conduct a small vessel study to explore the potential role of smaller vessels in supporting the growth and development of WETA's regional ferry service.</li> </ul>

<sup>1</sup> The allocation request includes funds that will be allocated through Executive Director's Delegated Authority as allowed by MTC Resolution No. 3620, Revised. Allocations made by Delegated Authority are reported to the Commission quarterly.

## Attachment B

### State Transit Assistance (STA) Population-Based County Block Grant Fiscal Year 2018-19 Distribution Policy - As of June 6, 2018

County	STA Population-Based County Block Grant Amount Fiscal Year 2018-19	STA Population-Based County Block Grant Framework Fiscal Year 2018-19
Alameda	\$6,649,391	<p>The Alameda County Transportation Commission's (Alameda CTC) adopted framework was approved on 4/26/2018 and includes four main programs:</p> <ul style="list-style-type: none"> <li>-<b>Small Operator (Union City and LAVTA) Guarantee</b> - 24% - \$1,595,854</li> <li>-<b>Paratransit/Mobility Management</b> - 25% - \$1,662,348</li> <li>-<b>Low Income Student Riders on the Affordable Student Transit Pass Program</b> - 25.5% - \$1,695,595</li> <li>-<b>Lifeline Program</b> - 25.5% - \$1,695,595</li> </ul> <p>The breakdown by transit operator for FY 2018-19 is:</p> <ul style="list-style-type: none"> <li>AC Transit - 63.99% - \$4,255,033</li> <li>BART - 6.09% - \$405,138</li> <li>LAVTA - 21.57% - \$1,433,960</li> <li>Union City Transit - 8.53% - \$555,261</li> </ul>
Contra Costa	\$8,344,142	<p>The Contra Costa Transportation Authority's (CCTA) adopted framework was approved on 4/18/2018 and includes specific percentages for each designated transit operator:</p> <ul style="list-style-type: none"> <li>-<b>County Connection</b> - 47.2% - \$3,942,065</li> <li>-<b>Tri Delta Transit</b> - 30.1% - \$2,512,726</li> <li>-<b>WestCAT</b> - 7.6% - \$637,256</li> <li>-<b>AC Transit</b> - 14.4% - \$1,203,390</li> <li>-<b>BART</b> - 0.6% - \$48,704</li> </ul>
Napa	\$2,146,528	<p><b>100% of Napa County's Block Grant will be directed to the Napa Valley Transportation Authority (NVTA).</b></p>

**State Transit Assistance (STA) Population-Based County Block Grant  
Fiscal Year 2018-19 Distribution Policy - As of June 6, 2018**

Marin	\$1,313,035	<p>The Transportation Authority of Marin (TAM) and transit operators serving Marin County have reached a tentative agreement to distribute FY 2018-19 funds accordingly:</p> <ul style="list-style-type: none"> <li>-<b>Golden Gate Transit</b> - \$738,451 - 56.24%</li> <li>-<b>Marin Transit</b> - \$493,307 - 37.57%</li> <li>-<b>SMART</b> - \$81,277 - 6.19%</li> </ul> <p>The above framework is pending approval from the TAM Board on June 28, 2018.</p>
San Francisco	\$3,180,601	Pending development of policy by the San Francisco County Transportation Authority (SFTCA) and transit operators.
San Mateo	\$1,904,308	<b>40% of funds will be allocated to SamTrans' paratransit program and 60% will be held by the City/County Association of Governments (C/CAG) for a county-led Lifeline Program.</b>
Santa Clara	\$5,300,829	<b>100% of Santa Clara County's Block Grant will be directed to Valley Transportation Authority (VTA) paratransit operations.</b>
Solano	\$3,950,403	Solano County's normal annual budget process for the use of STA Population-Based funds is being carried forward and will conclude in June 2018. <b>By late-June 2018 the Solano Transportation Authority will share with MTC their FY 2018-19 Block Grant program.</b>
Sonoma	\$4,826,595	<p>The Sonoma County Transportation Authority (SCTA) prepares a coordinated TDA/STA claim annually on behalf of all transit operators serving Sonoma County. Their FY 2018-19 Coordinated Claim distributed Block Grant funds largely based on the operators population share of Sonoma County:</p> <ul style="list-style-type: none"> <li>-<b>\$25,000 off the top amount to funds a Multi-County Highway 37 Transit Study</b></li> <li>-<b>Petaluma Transit</b> - 12.1% - \$579,296</li> <li>-<b>Santa Rosa CityBus</b> - 35.0% - \$1,680,625</li> <li>-<b>Sonoma County Transit</b> - 52.9% - \$2,541,674</li> <li>-Golden Gate Transit - 0%</li> <li>-SMART - 0%</li> </ul>

Date: June 27, 2018  
W.I.: 1514  
Referred by: PAC

ABSTRACT

Resolution No. 4334

This resolution approves the allocation of fiscal year 2018-19 Transportation Development Act Article 4, Article 4.5 and Article 8 funds to claimants in the MTC region.

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

Discussion of the allocations made under this resolution is contained in the MTC Programming and Allocations Committee Summary Sheets dated June 13, 2018.

Date: June 27, 2018  
W.I.: 1514  
Referred by: PAC

Re: Allocation of Fiscal Year 2018-19 Transportation Development Act Article 4, Article 4.5 and Article 8 Funds to Claimants in the MTC Region

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 4334

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

WHEREAS, the Mills-Alquist-Deddeh Act (“Transportation Development Act” or “TDA”), Public Utilities Code Section 99200 et seq., makes certain retail sales tax revenues available to eligible claimants for public transportation projects and purposes; and

WHEREAS, MTC is responsible for the allocation of TDA funds to eligible claimants within the MTC region; and

WHEREAS, claimants in the MTC region have submitted claims for the allocation of fiscal year 2018-19 TDA funds; and

WHEREAS, Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length, lists the amounts of and purposes for the fiscal year 2018-19 allocations requested by claimants, and is from time-to-time revised; and

WHEREAS, this resolution, including the revisions to Attachment A and the sum of all allocations made under this resolution, are recorded and maintained electronically by MTC; and

WHEREAS, Attachment B to this resolution, attached hereto and incorporated herein as though set forth at length, lists the required findings MTC must make, as the case may be, pertaining to the various claimants to which funds are allocated; and

WHEREAS, the claimants to which funds are allocated under this resolution have certified that the projects and purposes listed and recorded in Attachment A are in compliance with the requirements of the California Environmental Quality Act (Public Resources Code



Section 21000 et seq.), and with the State Environmental Impact Report Guidelines (14 California Code of Regulations Section 15000 et seq.); now, therefore, be it

RESOLVED, that MTC approves the findings set forth in Attachment B to this resolution; and, be it further

RESOLVED, that MTC approves the allocation of fiscal year 2018-19 TDA funds to the claimants, in the amounts, for the purposes, and subject to the conditions, as listed and recorded on Attachment A to this resolution; and, be it further

RESOLVED, that pursuant to 21 California Code of Regulations Sections 6621 and 6659, a certified copy of this resolution, along with written allocation instructions for the disbursement of TDA funds as allocated herein, shall be forwarded to the county auditor of the county in which each claimant is located; and, be it further

RESOLVED, that all TDA allocations are subject to continued compliance with MTC Resolution 3866, Revised, the Transit Coordination Implementation Plan.

METROPOLITAN TRANSPORTATION COMMISSION

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Jake Mackenzie, 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 27, 2018.

Date: June 27, 2018  
 Referred by: PAC

Attachment A  
 MTC Resolution No. 4334  
 Page 1 of 1

ALLOCATION OF TRANSPORTATION DEVELOPMENT ACT ARTICLE 4, 4.5 and 8 FUNDS  
 DURING FISCAL YEAR 2018-19

All TDA allocations are subject to continued compliance with MTC Resolution 3866,  
 the Transit Coordination Implementation Plan.

Claimant	Project Description	Allocation Amount	Alloc. Code	Approval Date	Apportionment Area	Note
<b>5801 - 99233.7, 99275 Community Transit Service - Operations</b>						
AC Transit	Transit Operations	3,805,829	01	06/27/18	Alameda County	
	<b>Subtotal</b>	<b>3,805,829</b>				
<b>5802 - 99260A Transit - Operations</b>						
VTA	Transit Operations	94,688,913	02	06/27/18	VTA	
VTA	Transit Operations	4,983,627	03	06/27/18	Santa Clara County	1
CCCTA	Transit Operations	17,985,379	04	06/27/18	CCCTA	
AC Transit	Transit Operations	51,143,012	05	06/27/18	AC Transit Alameda D1	
AC Transit	Transit Operations	13,464,678	06	06/27/18	AC Transit Alameda D2	
AC Transit	Transit Operations	6,953,146	07	06/27/18	AC Transit Contra Costa	
	<b>Subtotal</b>	<b>189,218,755</b>				
<b>5803 - 99260A Transit - Capital</b>						
CCCTA	Transit Capital	2,558,316	08	06/27/18	CCCTA	
	<b>Subtotal</b>	<b>2,558,316</b>				
	<b>TOTAL</b>	<b>195,582,900</b>				

**Note:**

(1) MTC finds that these Article 4.5 funds can be used to better advantage for Article 4 purposes.

Date: June 27, 2018  
Referred by: PAC

Attachment B  
Resolution No. 4334  
Page 1 of 3

ALLOCATION OF FISCAL YEAR 2018-19  
TRANSPORTATION DEVELOPMENT ACT  
ARTICLE 4, ARTICLE 4.5 AND ARTICLE 8  
FUNDS TO CLAIMANTS IN THE MTC REGION

**FINDINGS**

The following findings pertain, as the case may be, to claimants to which Transportation Development Act funds are allocated under this resolution.

**Transportation Development Act Article 4 Funds**

Public Utilities Code § 99268 et seq.

1. That each claimant has submitted, or shall have submitted prior to the disbursement of funds, copies, to MTC and to appropriate agencies, of all required State Controller's reports and fiscal audit reports prepared in accordance with Public Utilities Code §§ 99243 and 99245; and
2. That the projects and purposes for which each claimant has submitted an application for TDA Article 4 funds to MTC are in conformance with MTC's Regional Transportation Plan (21 California Code of Regulations § 6651), and with the applicable state regulations (21 California Code of Regulations § 6600 et seq.), and with the applicable MTC rules and regulations; and
3. That each claimant has submitted to MTC as part of its application for TDA Article 4 funds a budget indicating compliance with the 50% expenditure limitation of Public Utilities Code § 99268, or with the applicable fare or fares-plus-local-support recovery ratio requirement (Public Utilities Code §§ 99268.2, 99268.3, 99268.4, 99268.12, or 99270.5), as so attested to by the claimant's chief financial officer; and
4. That the sum of each claimant's total allocation of Transportation Development Act and State Transit Assistance funds does not exceed the amount that the claimant is eligible to receive, in accordance with the calculations prescribed by 21 California Code of Regulations § 6633.1, or § 6634; and

5. That pursuant to Public Utilities Code § 99233.7 funds available for purposes stated in TDA Article 4.5 can be used to better advantage by a claimant for purposes stated in Article 4 in the development of a balanced transportation system.

**Transportation Development Act Article 4.5 Funds**

Public Utilities Code § 99275

1. That each claimant has submitted, or shall have submitted prior to the disbursement of funds, copies, to MTC and to appropriate agencies, of all required State Controller's reports and fiscal audit reports prepared in accordance with Public Utilities Code §§ 99243 and 99245; and

2. That the projects and purposes for which each claimant has submitted an application for TDA Article 4.5 funds to MTC are in conformance with MTC's Regional Transportation Plan (21 California Code of Regulations § 6651), and with the applicable state regulations (21 California Code of Regulations § 6600 et seq.), and with the applicable MTC rules and regulations, including MTC Resolution No. 1209, Revised; and

3. That in accordance with Public Utilities Code § 99275.5(c), MTC finds that the projects and purposes for which each claimant has submitted an application for TDA Article 4.5 funds to MTC, responds to a transportation need not otherwise met in the community of the claimant; that the services of the claimant are integrated with existing transit services, as warranted; that the claimant has prepared and submitted to MTC an estimate of revenues, operating costs and patronage for the fiscal year in which TDA Article 4.5 funds are allocated; and that the claimant has submitted a budget indicating compliance with the applicable fare or fares-plus-local-match recovery ratio requirement (as set forth, respectively, in Public Utilities Code § 99268.5 or MTC Resolution No. 1209, Revised), as so attested to by the claimant's chief financial officer; and

4. That the sum of each claimant's total allocation of Transportation Development Act and State Transit Assistance funds does not exceed the amount that the claimant is eligible to receive, in accordance with the calculations prescribed by 21 California Code of Regulations § 6634; and

5. That each claimant is in compliance with Public Utilities Code §§ 99155 and 99155.5, regarding user identification cards.

**Transportation Development Act Article 8 Transit Funds**

Public Utilities Code §§ 99400(c), 99400(d) and 99400(e)

1. That each claimant has submitted, or shall have submitted prior to the disbursement of funds, copies, to MTC and to appropriate agencies, of all required State Controller's reports and fiscal audit reports prepared in accordance with Public Utilities Code §§ 99243 and 99245; and
2. That the projects and purposes for which each claimant has submitted an application for TDA Article 8 funds to MTC are in conformance with MTC's Regional Transportation Plan (21 California Code of Regulations § 6651), and with the applicable state regulations (21 California Code of Regulations § 6600 et seq.), and with the applicable MTC rules and regulations, including MTC Resolution No. 1209, Revised; and
3. That each claimant has submitted to MTC as part of its application for TDA Article 8 funds a budget indicating compliance with the applicable fare or fares-plus-local-match recovery ratio requirement (as set forth, respectively, in Public Utilities Code §§ 99268.5, 99268.12, or MTC Resolution No. 1209, Revised), as so attested to by the claimant's chief financial officer; and
4. That the sum of each claimant's total allocation of Transportation Development Act and State Transit Assistance funds does not exceed the amount that the claimant is eligible to receive, in accordance with the calculations prescribed by 21 California Code of Regulations § 6634.

Date: June 27, 2018  
W.I.: 1514  
Referred by: PAC

ABSTRACT  
Resolution No. 4335

This resolution approves the allocation of State Transit Assistance (STA) funds for fiscal year 2018-19.

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

Discussion of the allocations made under this resolution is contained in the MTC Programming and Allocations Committee Summary Sheets dated June 13, 2018.

Date: June 27, 2018  
W.I.: 1514  
Referred by: PAC

Re: Allocation of Fiscal Year 2018-19 State Transit Assistance to Claimants in the MTC Region

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 4335

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 2018-19 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 2018-19 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. 4304 and 4321, 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.); and

WHEREAS, the California State Legislature is currently considering revisions to the TDA, which may change the administration of STA funds; 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 2018-19 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

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Jake Mackenzie, 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 27, 2018.

Date: June 27, 2018  
Referred by: PAC

Attachment A  
MTC Resolution No. 4335  
Page 1 of 1

ALLOCATION OF STATE TRANSIT ASSISTANCE FUNDS  
DURING FISCAL YEAR 2018-19

All STA allocations are subject to continued compliance with MTC Resolution 3866, Revised,  
the Transit Coordination Implementation Plan.

<b>Claimant</b>	<b>Project Description</b>	<b>Allocation Amount</b>	<b>Alloc. Code</b>	<b>Approval Date</b>	<b>Apportionment Area</b>
<b>5820 - 6730A Operating Costs - Revenue-based</b>					
VTA	Transit Operations	22,849,419	01	06/27/18	VTA
AC Transit	Transit Operations	16,618,328	02	06/27/18	AC Transit
	<b>Subtotal</b>	<b>39,467,747</b>			
<b>5820 - 6730A Operating Costs - Population-based MTC Regional Coordination</b>					
MTC	Clipper Operations	8,500,000	03	06/27/18	MTC
	<b>Subtotal</b>	<b>8,500,000</b>			
<b>5820 - 6730A Operating Costs - County Block Grant</b>					
AC Transit	Transit Operations	4,255,033	04	06/27/18	Alameda County
AC Transit	Transit Operations	1,203,390	05	06/27/18	Contra Costa County
CCCTA	Transit Operations	3,942,065	06	06/27/18	Contra Costa County
	<b>Subtotal</b>	<b>9,400,488</b>			
<b>5822 - 6731C Paratransit - Operating - County Block Grant</b>					
VTA	Transit Operations	5,300,829	07	06/27/18	Santa Clara County
	<b>Subtotal</b>	<b>5,300,829</b>			
	<b>TOTAL</b>	<b>62,669,064</b>			

Date: June 27, 2018  
Referred by: PAC

Attachment B  
Resolution No. 4335  
Page 1 of 2

ALLOCATION OF FISCAL YEAR 2018-19 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.

Date: June 27, 2018  
W.I.: 1255  
Referred by: PAC

ABSTRACT

Resolution No. 4336

This resolution approves the allocation of the Regional Measure 2 operating and planning funds for FY 2018-19.

This resolution allocates funds to the AC Transit, MTC, Transbay Joint Powers Authority, Water Emergency Transportation Authority (WETA).

Discussion of the allocations made under this resolution are contained in the MTC Programming and Allocations Committee Summary Sheets dated June 13, 2018.

Date: June 27, 2018  
W.I.: 1255  
Referred by: PAC

Re: Allocation of Regional Measure 2 funds for transit operations and planning for FY 2018-19

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION No. 4336

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

WHEREAS, Streets and Highways Code Sections 30950 *et seq.* created the Bay Area Toll Authority (“BATA”) which is a public instrumentality governed by the same board as that governing MTC; and

WHEREAS, on March 2, 2004, voters approved Regional Measure 2, increasing the toll for all vehicles on the seven state-owned toll bridges in the San Francisco Bay Area by \$1.00, with this extra dollar funding various transportation projects within the region that have been determined to reduce congestion or to make improvements to travel in the toll bridge corridors, as identified in SB 916 (Chapter 715, Statutes of 2004), commonly referred as Regional Measure 2 (“RM2”); and

WHEREAS, RM2 establishes the Regional Traffic Relief Plan and programs eligible for RM2 funding for transit operating and planning assistance as identified in Streets and Highways Code Section 30914(d).

WHEREAS, RM2 assigns administrative duties and responsibilities for the implementation of the Regional Traffic Relief Plan to MTC; and

WHEREAS, BATA shall fund the projects of the Regional Traffic Relief Plan by transferring RM2 authorized funds to MTC; and

WHEREAS, MTC adopted policies and procedures for the implementation of the Regional Measure 2 Regional Traffic Relief Plan on June 23, 2004, specifying the allocation criteria and project compliance requirements for RM 2 funding (MTC Resolution No. 3636, Revised); and

WHEREAS, MTC has reviewed the allocation requests submitted for RM2 transit operations and planning funds from the project sponsor(s) listed in Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length funds; and

WHEREAS, project sponsors seeking RM2 funds are required to submit an Operating Assistance Proposal (OAP), pursuant to Streets and Highway Code Section 30914(e) to MTC for review and approval, which demonstrates a fully funded operating plan and consistency with the performance measures, as applicable; and

WHEREAS, Attachment A lists the projects requested by project sponsors for RM2 funding, project specific conditions, and amounts recommended for RM2 allocation by MTC staff; and

RESOLVED, that MTC approves staff's review of the OAP for the projects listed in Attachment A; and be it further

RESOLVED, that MTC approves the allocation of RM2 funds in accordance with Attachment A; and be it further

RESOLVED, that the allocation and reimbursement of RM2 funds as set forth in Attachment A are conditioned upon the project sponsor complying with the provisions of the Regional Measure 2 Regional Traffic Relief Plan Policy and Procedures as set for in length in MTC Resolution 3636, Revised; and be it further

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

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

METROPOLITAN TRANSPORTATION COMMISSION

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Jake Mackenzie, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at the regular meeting of the Commission held in San Francisco, California, on June 27, 2018.



FY 2018-19 ALLOCATION OF REGIONAL MEASURE 2 FUNDS  
FOR TRANSIT OPERATIONS AND PLANNING

Funding for each route is limited to the amount identified in the FY2018-19 RM2 Operating Program (MTC Resolution 4333). All routes are required to meet performance standards identified in MTC's RM2 Policies and Procedures (MTC Resolution 3636) except for WETA's South San Francisco Ferry service which was given seven years (until FY 2018-19) to meet RM2 standards when MTC Resolution No. 4228 was adopted on June 22, 2016.

<b>Claimant</b>	<b>Project Description</b>	<b>Allocation Amount</b>	<b>Allocation Code</b>	<b>Approval Date</b>	<b>Project Number</b>	<b>Farebox Requirement</b>
WETA	Planning and Administration	3,000,000	01	06/27/18	11	n.a.
WETA	Ferry Operations	16,500,000	02	06/27/18	6	40% Peak service, 30% All Day Service
TJPA	Transbay Transit Center	3,000,000	03	06/27/18	13	n.a.
AC Transit	Express Bus Service	5,427,904	04	06/27/18	4	30% Peak, 20% All Day
AC Transit	Dumbarton Bus	2,816,976	05	06/27/18	5	20% All Day
AC Transit	Owl Bus Service	1,333,623	06	06/27/18	7	10%
AC Transit	Enhanced/Rapid Bus Service	3,000,000	07	06/27/18	9	n.a.
MTC	Clipper	2,000,000	08	06/27/18	12	n.a.
<b>Total</b>		<b>37,078,503</b>				

Date: June 27, 2018  
WI: 1514  
Referred by: PAC

ABSTRACT

Resolution No. 4337

This resolution approves the allocation of fiscal year 2018-19 AB 1107 half-cent sales tax funds to AC Transit.

Discussion of the allocations made under this resolution is contained in the MTC Programming and Allocations Committee Summary Sheet dated June 13, 2018.

Date: June 27, 2018  
Referred by: PAC

Re: Allocation of Fiscal Year 2018-19 “AB 1107” Half-Cent Sales Tax Funds

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 4337

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, Public Utilities Code Section 29142.2(b) provides that, after deductions for certain administrative expenses, twenty-five percent (25%) of the proceeds from the one-half cent transactions and use tax collected within the San Francisco Bay Area Rapid Transit District (hereinafter referred as “AB 1107” funds), shall, on the basis of regional priorities established by MTC, be allocated by MTC to the City and County of San Francisco for the San Francisco Municipal Transportation Agency (“SFMTA”) and to the Alameda-Contra Costa Transit District (“AC Transit”), for transit services; and

WHEREAS, SFMTA and/or AC Transit has submitted a request for the allocation of fiscal year 2018-19 AB 1107 funds for transit service projects and purposes in accordance with the regional priorities established by MTC; 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 2018-19 allocations requested by SFMTA and/or AC Transit, and is from time-to-time revised; and

WHEREAS, this resolution, including the revisions to Attachment A and the sum of all allocations made under this resolution, are recorded and maintained electronically by MTC; and

WHEREAS, Attachment B to this resolution, attached hereto and incorporated herein as though set forth at length, lists findings pertaining to the allocations made under this resolution to SFMTA and/or AC Transit, as the case may be; and

WHEREAS, SFMTA and/or AC Transit has certified that its 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 finds that the projects and purposes as listed and recorded in Attachment A are in conformance with MTC's Regional Transportation Plan; and, be it further

RESOLVED, that MTC approves the allocation of fiscal year 2018-19 funds under this resolution to SFMTA and/or AC Transit, in the amounts, for the purposes, and subject to the conditions, as listed and recorded on Attachment A.

RESOLVED, that all AB1107 allocations are subject to continued compliance with MTC Resolution 3866, the Transit Coordination Implementation Plan.

METROPOLITAN TRANSPORTATION COMMISSION

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Jake Mackenzie, 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 27, 2018.

Date: June 27, 2018  
Referred by: PAC

Attachment A  
MTC Resolution No. 4337  
Page 1 of 1

ALLOCATION OF AB 1107 FUNDS  
DURING FISCAL YEAR 2018-19

All AB 1107 allocations are subject to continued compliance with MTC Resolution 3866,  
the Transit Coordination Implementation Plan.

Claimant	Project Description	Fare Ratio Plus Local Support Percentage		Allocation Amount	Alloc. Code	Approval Date
		FY 16-17	FY 18-19			
AC Transit	Transit Operations	62.8%	62.1%	50% of deposits to MTC's AB 1107 account.	2	06/27/18

ALLOCATION OF FISCAL YEAR 2018-19  
AB 1107 FUNDS

**FINDINGS**

The following findings pertain to the allocation of funds under this resolution to AC Transit and/or SFMTA, as the case may be.

	<i>AC Transit</i>
1. In accordance with Public Utilities Code §29142.4(a), the operator is a participating member of the Clipper Executive Board and the Bay Area Partnership Board, established by MTC and which serve the function of a regional transit coordinating council.	<i>YES</i>
2. In accordance with Public Utilities Code §29142(c), the operator has complied with the transit system standards established by MTC pursuant to Government Code §66517.5.	<i>YES</i>
3. In accordance with Public Utilities Code § 29142.5, MTC may consider local support revenues in excess of the operator's base amount as fare revenues, as long as by doing so it will enable the operator to maintain or improve vital transit service within a coordinated fare structure. The audited financials submitted by the claimant for FY 2015-16 and included in the proposed FY 2017-18 budget demonstrate a fare ratio of greater than 33 percent when considering other local excess revenue.	<i>YES</i>



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

**File #:** 18-0272      **Version:** 1      **Name:**

**Type:** Resolution      **Status:** Commission Approval

**File created:** 4/4/2018      **In control:** Programming and Allocations Committee

**On agenda:** 6/13/2018      **Final action:**

**Title:** MTC Resolution Nos. 4035, Revised and 4202, Revised. Revisions to the OBAG 1 and 2 Climate Initiative Programs.

Revisions to the One Bay Area Grant (OBAG 1 and 2) programs to allocate approximately \$1.5 million in Climate Initiatives Program funds to two strategies identified in Plan Bay Area 2040: Carsharing and Targeted Transportation Alternatives.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [9b PAC 4a-ResoNo-4035-4202 Car Share TTA.pdf](#)  
[4a ResoNo-4035-4202 Car Share TTA.pdf](#)

Date	Ver.	Action By	Action	Result
6/13/2018	1	Programming and Allocations Committee		

**Subject:**

MTC Resolution Nos. 4035, Revised and 4202, Revised. Revisions to the OBAG 1 and 2 Climate Initiative Programs.

*Revisions to the One Bay Area Grant (OBAG 1 and 2) programs to allocate approximately \$1.5 million in Climate Initiatives Program funds to two strategies identified in Plan Bay Area 2040: Carsharing and Targeted Transportation Alternatives.*

**Presenter:**

Krute Singa

**Recommended Action:**

Commission Approval

## Metropolitan Transportation Commission Programming and Allocations Committee

June 13, 2018

Agenda Item 4a

### MTC Resolution Nos. 4035, Revised and 4202, Revised

**Subject:** Revisions to the One Bay Area Grant (OBAG 1 and 2) programs to program \$1.5 million in Climate Initiatives Program funds to two strategies identified in Plan Bay Area 2040: Carsharing and Targeted Transportation Alternatives.

**Background:** MTC's Climate Initiatives Program identifies a variety of strategies and programs to meet per capita greenhouse gas (GHG) emissions reduction targets identified in Plan Bay Area 2040 and established by the California Air Resources Board (CARB).

In November 2015, MTC committed \$22 million to the Climate Initiatives Program for implementation of carsharing, Targeted Transportation Alternatives (TTA) and electric vehicle incentives and infrastructure. In October 2017, the MTC Commission programmed \$10 million of the Program to the Air District for electric vehicle strategies and infrastructure.

Over the past year, staff have developed implementation strategies for Carsharing and Targeted Transportation Alternatives (TTA). These strategies are two of the highest performing Climate Initiatives strategies in Plan Bay Area 2040 to reduce GHG emissions and were approved by CARB for inclusion in Plan Bay Area 2040. Both strategies will target areas in the region expected to achieve higher rates of success and accordingly, GHG emissions reductions; generally these are the 16 cities expected to have the most growth identified in Plan Bay Area 2040.

- **Carsharing (\$1.2 million):** Allows individuals to rent vehicles usually for short-term use, providing access to an automobile without the costs of individual ownership. Carsharing is evolving and growing in the Bay Area through traditional roundtrip, one-way and peer-to-peer models, with close to 3,000 cars managed by various operators. The implementation strategy is intended to expand carsharing and reduce the need to own a personal vehicle through a multi-pronged approach to address the challenges currently facing cities and carshare operators that limit expansion of service. These challenges were ascertained from meetings with staff from a number of cities and carshare operators. The implementation plan includes the following:
  1. Clearinghouse/Policy Assistance: develop model policies and regulations for jurisdictions to use in addressing fragmented policy and procurement processes. This strategy is expected to encourage cross-jurisdictional operations and ease barriers for innovation.
  2. Agency Fleet Conversion: develop guidance to integrate carshare vehicles for cities trying to reduce and electrify their fleet. These vehicles can be made available to the public after business hours.
  3. Trip Planning: better integrate carsharing into trip planning tools.
  4. Shared Mobility Hubs: partner with transit operators to facilitate intermodal connections, including carshare options, at regional hubs.

Staff recommends the OBAG 1 (\$400,000) and 2 (\$800,000) funds be applied to fleet and mobility hub demonstration projects and to develop model legislation, guidance and marketing materials.



- **Targeted Transportation Alternatives (\$325,000):** GHG emissions reductions from this strategy are achieved by shifting solo driving trips to sustainable modes (walking, biking, taking transit, carpooling, vanpooling and vehicle sharing). Encouraging people to make this shift is difficult; however, Santa Monica, Portland and Seattle have successfully decreased solo driving trips with their version of targeted travel assistance programs. Portland and Seattle in particular have sustained the success of their program for well over ten years. TTA adapts this approach to the Bay Area's landscape and outreach preferences. From information gleaned through interviews with residents and meetings with local agency staff, the proposed program will be tailored around Bay Area residents' readiness and willingness to try new modes of travel, grounded in behavioral psychology, consumer experience and targeted marketing techniques. The program will apply these techniques through a digital app that will prompt users with coaching and incentives. This approach is successfully used by many private companies in our region and the public health sector for behavior change, but has not been fully utilized in transportation. The app will help users become aware of and understand how to use local resources to try new modes of travel besides driving alone. Lastly, the strategy will employ contemporary outreach techniques to target audiences and provide information most relevant to them instead of creating blanket campaigns that are too broad to be effective.

Staff recommends OBAG 2 funds be used to fine tune target audiences, develop an app prototype and draft an effective marketing strategy.

Both strategies will be piloted and evaluated to determine their effectiveness in meeting Plan Bay Area 2040 GHG emissions reduction targets.

In the area of shared use mobility – traditional and new technologies – MTC has many programs. These range from vanpool to bike share to a micro transit pilot. We are also exploring a regional carpool incentive program. In the coming months, staff will return to discuss the full suite of programs and emerging opportunities and partnerships that could make these programs more effective in meeting our GHG emission reduction goals and providing Bay Area residents with more mobility options.

**Issues:** None.

**Recommendation:** Refer MTC Resolution Nos. 4035, Revised and 4202, Revised to the Commission for approval. Because Resolution Nos. 4035, Revised and 4202, Revised are also proposed for revision under Agenda Item 2d, they are included under this Agenda Item with all proposed revisions. Only items referred by the Committee will be forwarded to the Commission.

**Attachments:** MTC Resolution No. 4035, Revised, Attachments B-1  
MTC Resolution No. 4202, Revised, Attachments B-1 and B-2  
Presentation

# CLIMATE INITIATIVES PROGRAM

Programming and Allocations Committee

June 13, 2018

# Climate Program

Per Capita CO2 Emissions  
Reductions  
in 2035

## Policy Initiative

Bike Share and Bike Infrastructure

-0.1%

## Carsharing

**-2.1%**

Commuter Benefits Ordinance

-0.3%

EV - Clean Vehicles Feebate Program

-0.8%

EV - Regional Electric Vehicle Charger Program

-1.4%

EV - Vehicle Buy-Back/Electric Vehicle Purchase Incentive

-0.4%

Smart Driving

-0.7%

## Targeted Transportation Alternatives

-1.7%

Trip Caps

-0.7%

Vanpool Incentives and Employer Shuttles

-0.4%

**Total**

**-8.6%**

# O BAG 2, Resolution 4202 Revised



# Carsharing

Expand carshare expansion through a multi-pronged approach to reduce barriers to entry and encourage use:

1. Provide clearinghouse with sample regulations, RFPs and marketing materials
2. Guide transition of local fleet operations to carsharing operators
3. Better integrate carsharing into trip planners
4. Increase the number of carshare vehicles around BART and major bus stations



# Targeted Transportation Alternatives

Provide a Bay Area adaptation of personalized travel assistance programs:

- Creates a digital app
- Employs a contemporary outreach and behavioral science approach
- Targets outreach
- Uses prompts and reminders to encourage behavior shift
- Supports local agency transportation demand management programs



## Learn to meditate and live mindfully

- Hundreds of themed sessions on everything from stress to sleep
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A personal meditation guide, right in your pocket

# Example of Targeted Marketing Approach, Continued



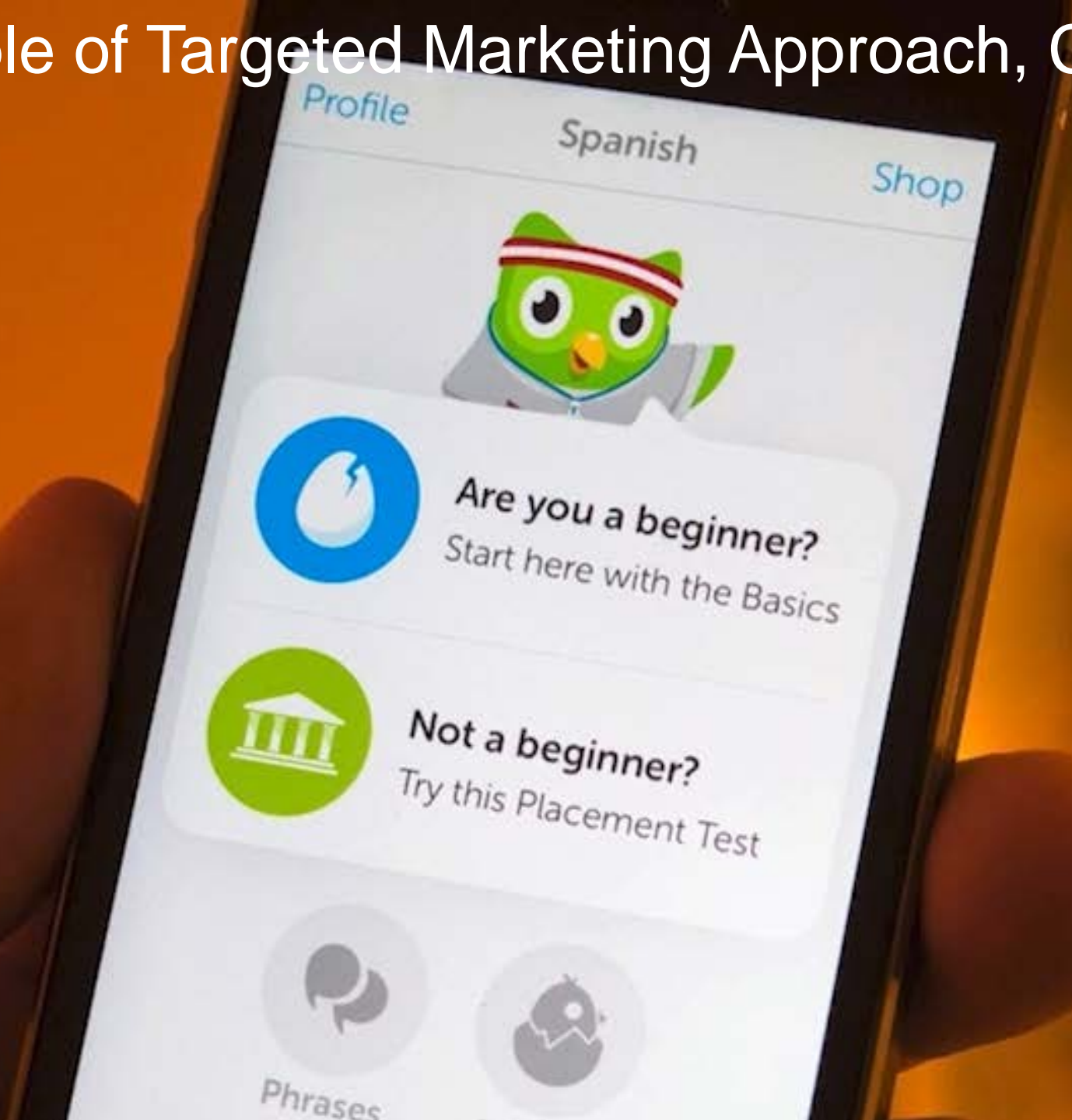
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# Example of Targeted Marketing Approach, Continued



# Next Steps - Develop Implementation Plan

## Concepts Further

### Carsharing

- Create model legislation, guidance and marketing materials
- Implement fleet and mobility hub demonstration projects

### Targeted Transportation Alternatives

- Determine target audiences
- Develop app prototype
- Draft marketing strategy

# Recommendation

Allocate from the remaining \$12 million in OBAG 2 Climate Initiatives (MTC Resolution No. 4202, Revised) and \$400,000 in unprogrammed balances from the OBAG 1 Climate Initiatives program (MTC Resolution No. 4035, Revised) to:

- Carsharing at \$1,200,000
- Targeted Transportation Alternatives at \$325,000

Date: May 17, 2012  
 W.I.: 1512  
 Referred by: Planning  
 Revised: 10/24/12-C 11/28/12-C 12/19/12-C  
 01/23/13-C 02/27/13-C 05/22/13-C  
 09/25/13-C 11/20/13-C 12/18/13-C  
 01/22/14-C 02/26/14-C 03/26/14-C  
 04/23/14-C 05/28/14-C 06/25/14-C  
 07/23/14-C 09/24/14-C 12/17/14-C  
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 07/26/17-C 09/27/17-C 10/25/17-C  
 11/15/17-C 02/28/18-C 03/28/18-C  
 05/23/18-C 06/27/18-C

ABSTRACT

Resolution No. 4035, Revised

This resolution adopts the Project Selection Policies and Programming for federal Surface Transportation Authorization Act following the Safe, Accountable, Flexible and Efficient Transportation Equity Act (SAFETEA), and any extensions of SAFETEA in the interim. The Project Selection Policies contain the project categories that are to be funded with various fund sources including federal surface transportation act funding available to MTC for its programming discretion to be included in the federal Transportation Improvement Program (TIP).

The resolution includes the following attachments:

- Attachment A – Project Selection Policies
- Attachment B-1 – Regional Program Project List
- Attachment B-2 – OneBayArea Grant (OBAG 1) Project List

Attachment A (page 13) was revised on October 24, 2012 to update the PDA Investment & Growth Strategy (Appendix A-6) and to update county OBAG fund distributions using the most current RHNA data (Appendix A-1 and Appendix A-4). The Commission also directed \$20 million of the \$40 million in the regional PDA Implementation program to eight CMAs and the San Francisco Planning Department for local PDA planning implementation. Attachment B-1 and B-2 were revised to add new projects selected by the Solano Transportation Authority and Santa Clara Valley Transportation Authority and to add projects under the Freeway Performance Initiative and to reflect the redirection of the \$20 million in PDA planning implementation funds.

Attachment A (pages 8, 9 and 13) was revised on November 28, 2012 to confirm and clarify the actions on October 24, 2012 with respect to the County PDA Planning Program.

Attachment A (page 12) was revised on December 19, 2012 to provide an extension for the Complete Streets policy requirement. Attachments B-1 and B-2 were revised to add new projects selected by the Solano Transportation Authority, Sonoma County Transportation Authority and Santa Clara Valley Transportation Authority; add funding for CMA Planning activities; and to shift funding between two San Francisco Municipal Transportation Agency projects under the Transit Performance Initiatives Program.

Attachments B-1 and B-2 were revised on January 23, 2013 to add new projects selected by various Congestion Management Agencies and to add new projects selected by the Commission in the Transit Rehabilitation Program.

As referred by the Programming and Allocations Committee, Attachment B-1 and Appendix A-2 were revised on February 27, 2013 to add Regional Safe Routes to School programs for Alameda and San Mateo counties, and to reflect previous Commission actions pertaining to the Transit Capital Rehabilitation Program, and to reflect earlier Commission approvals of fund augmentations to the county congestion management agencies for regional planning activities. As referred by the Planning Committee, Attachments A and B-1 were revised to reflect Commission approval of the regional Priority Development Area (PDA) Planning and Implementation program and Priority Conservation Area (PCA) program.

As referred by the Programming and Allocations Committee, Attachments B-1 and B-2 and Appendix A-2 to Attachment A were revised on May 22, 2013 to shift funding between components of the Freeway Performance Initiative Program with no change in total funding; and split the FSP/Incident Management project into the Incident Management Program and FSP/Callbox Program with no change in total funding; and redirect funding from ACE fare collection equipment to ACE positive train control; and add new OBAG projects selected by the Contra Costa Transportation Authority, Napa County Transportation and Planning Agency, City/County Association of Governments of San Mateo (CCAG), and the Solano Transportation Authority, including OBAG augmentation for CCAG Planning activities.

Attachments B-1 and B-2 were revised on September 25, 2013 to add new projects selected by various Congestion Management Agencies in the OneBayArea Grant, Regional Safe Routes to School, and Priority Conservation Area Programs.

Attachment A, Attachments B-1 and B-2 and Appendix A-2 to Attachment A were revised on November 20, 2013 to add new projects and make grant amount changes as directed by various Congestion Management Agencies in the OneBayArea Grant Program. Also the deadline for jurisdictions' adoption of general plans meeting the latest RHNA was updated to reflect the later than scheduled adoption of Plan Bay Area.

Attachment B-1 to the resolution was revised on December 18, 2013 to add an FPI project for environmental studies for the I-280/Winchester I/C modification.

Attachment B-2 was revised on January 22, 2014 to adjust project grant amounts as directed by various Congestion Management Agencies in the OneBayArea Grant Program, including changes as a result of the 2014 RTIP.

Attachments B-1 and B-2 were revised on February 26, 2014 to add six OBAG projects selected by the CMA's, make adjustments between two Santa Clara OBAG projects, and add three PDA Planning Program projects in Sonoma County.

Attachment B-1 was revised on March 26, 2014 to add 15 projects to the Transit Performance Initiative Program and 3 projects in Marin County to the North Bay Priority Conservation Area Program.

On April 23, 2014, Attachment B-1 was revised to add 13 projects to the Priority Conservation Grant Program, revise the grant amount for the BART Car Exchange Preventative Maintenance Project in the Transit Capital Rehabilitation Program, and add three projects to the Climate Initiatives Program totaling \$14,000,000.

As referred by the Planning Committee, Attachment B-1 was revised on May 28, 2014 to reflect Commission approval of the selection of projects for the PDA Planning Technical Assistance and PDA Staffing Assistance Programs.

As referred by the Programming and Allocations Committee, Attachment A and Attachment B-2 were revised on May 28, 2014 to change the program delivery deadline from March 31, 2016 to January 31,

2017, and to adjust two projects as requested by Congestion Management Agencies in the OneBayArea Grant Program.

On June 25, 2014, Attachment B-1 was revised to add an additional \$500,000 to the Breuner Marsh Project in the regional PCA Program and to identify a transportation exchange project (Silverado Trail Phase G) for the Soscol Headwaters Preserve Acquisition in the North Bay PCA Program, and to Redirect \$2,500,000 from Ramp Metering and Traffic Operations System (TOS) elements to the Program for Arterial System Synchronization (PASS), within the Freeway Performance Initiatives (FPI) Program.

On July 23, 2014, Attachment B-1 was revised to redirect \$22.0 million from the Cycles 1 & 2 Freeway Performance Initiatives (FPI) Programs and \$5 million from other projects and savings to the Golden Gate Bridge Suicide Deterrent System.

On September 24, 2014, Attachments B-1 and B-2 were revised to add 5 projects totaling \$19M to the Transit Performance Initiative Program (TPI), to shift funding within the Freeway Performance Initiative Program; to add a project for \$4 million for SFMTA for priority identified TPI funding; to provide an additional \$500,000 to the Freeway Performance Initiative (FPI); and to amend programming for two projects in Santa Clara County: San Jose's The Alameda "Beautiful Way" Phase 2 project, and Palo Alto's US-101/Adobe Creek Bicycle and Pedestrian Bridge project.

On December 17, 2014, Attachments A, B-1, and B-2 and Appendices A-1 and A-2 to Attachment A were revised to add a fifth year – FY 2016-17 - to the Cycle 2/OBAG 1 program to address the overall funding shortfall and provide additional programming in FY 2016-17 to maintain on-going commitments in FY 2016-17; make adjustments within the Freeway Performance Initiatives Program; rescind the Brentwood Wallace Ranch Easement Acquisition from the Priority Conservation Area (PCA) Program reducing the PCA program from \$5 million to \$4.5 million and use this funding to help with the FY 17 shortfall; identify two Santa Clara Local Priority Development Area Planning Program projects totaling \$740,305 to be included within MTC's Regional Priority Development Area Program grants; make revisions to local OBAG compliance policies for complete streets and housing as they pertain to jurisdictions' general plans update deadlines; add five car sharing projects totaling \$2,000,000 under the climate initiatives program; and add the Clipper Fare Collection Back Office Equipment Replacement Project to the Transit Capital Priority Program for \$2,684,772.

On March 25, 2015, Attachments B-1 and B-2 were revised to: add FY 2016-17 regional planning funds to Attachment B-1 per Commission action in December 2014; Redirect \$1.0 million from the ALA-I-

680 Freeway Performance Initiative (FPI) project to Preliminary Engineering (PE) for various FPI corridors and redirect \$270,000 in FPI Right of Way (ROW) savings to the SCL I-680 FPI project to cover an increase in Caltrans support costs; direct funding to the statewide local streets and roads needs assessment; identify specific Priority Development Area (PDA) planning grants in San Mateo County; delete the \$10.2 million Masonic Avenue Complete Streets project and add the SF Light Rail Vehicle Procurement project in San Francisco County; and redirect \$0.5 million from the Capitol Expressway Traffic ITS and Bike/Pedestrian Improvement project to the San Tomas Expressway Box Culvert Rehabilitation project in Santa Clara County.

On May 27, 2015, Attachment B-1 was revised to add Round 3 (\$9,529,829) of the Transit Performance Incentive Program which involves 7 new projects and augmentations to 7 existing projects; and to add the Grand Avenue Bicycle / Pedestrian Improvements Project (\$717,000) in San Rafael to the Safe Routes to School Program, and delete the Bicycle sharing project (\$6,000,000).

On June 24, 2015, Attachment B-1 was revised to identify a \$265,000 Local Priority Development Area Planning Grant for the City of Palo Alto.

On July 22, 2015, Attachments B-1 and Attachment B-2 were revised to redirect \$3,000,000 from the SFMTA N-Judah Mobility Maximization project to the SFMTA Colored Lanes on MTC Rapid Network project within the Transit Performance Initiative program, identify a \$252,000 Safe Routes to Schools grant for San Mateo County, redirect \$2,100,000 in Freeway Performance Initiative funding from the Alameda County I-680 project to the Various Corridors – Caltrans Preliminary Engineering project, delete \$500,000 from the SMART Vehicle Purchase project in Sonoma County (revised from \$6,600,000 to \$6,100,000), and add the SMART Clipper Card Service project in Sonoma County for \$500,000.

On September 23, 2015, Attachment B-2 was revised to redirect \$6,100,000 from the SMART Vehicle Purchase project to the SMART San Rafael to Larkspur Extension project.

On October 28, 2015, Attachment B-1 and B-2 were revised to redirect \$350,000 from Vacaville's Ulatis Creek Bicycle/Pedestrian Pathway and Streetscape project to Vallejo's Downtown Streetscape – Phases 3 and 4 project, and to redirect \$122,249 from Marin Transit's Preventive Maintenance program to the preliminary engineering phase of Marin Transit's Relocate Transit Maintenance Facility project.



On November 18, 2015, Attachment B-1 and Appendix A-3 to Attachment A were revised to increase the program amount for the Safe Routes to School Program by \$2.35 million increasing the FY 2016-17 program amount to \$5.0 million.

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On December 16, 2015, Attachment B-1 was revised to add six parking management and transportation demand management projects totaling \$6,000,000 under the Climate Initiatives Program.

On January 27, 2016, Attachments B-1 and B-2 were revised to: add the Golden Gate Bridge Highway and Transportation District's Advanced Communications and Information System (ACIS) project for \$2,000,000 under the Transit Capital Rehabilitation program; redirect \$10,000,000 under the Transit Capital Rehabilitation program from SFMTA's New 60' Flyer Trolley Bus Replacement project to SFMTA's New 40' Neoplan Bus Replacement project; and add \$74,000 in grant funding to the City of San Rafael's Grand Avenue Bicycle/Pedestrian Improvements project under the Regional Safe Routes to School program; and redirect \$67,265 from the San Francisco Department of Public Work's ER Taylor Safe Routes to School project to the Chinatown Broadway Complete Streets Phase IV project; and redirect \$298,000 from Menlo Park's Various Streets and Roads Preservation project and \$142,000 from San Bruno's San Bruno Avenue Pedestrian Improvements project to Daly City's John Daly Boulevard Bicycle and Pedestrian Improvements project (\$290,000) and San Carlo's Streetscape and Pedestrian Improvements project (\$150,000); and redirect \$89,980 from Vacaville's Ulatis Creek Bicycle and Pedestrian Path and Streetscape project to Suisun City's Driftwood Drive Path project.

On February 24, 2016, Attachment B-1 and Appendix A-2 were revised to transfer \$75,000 from BCDC Planning to MTC Planning within the Regional Planning Activities program, to enable an equivalent amount of MTC funds to support Bay Area Regional Collaborative Consultant expenses.

On March 23, 2016, Attachment B-1 was revised to transfer \$280,000 from MTC's 511- Traveler Information to MTC's Regional Performance Initiatives Implementation; identify funding for Service Authority for Freeways and Expressways (SAFE) separately from MTC funding (no change in total funding), direct \$1,073,000 to the Alameda County Safe Routes to School Program within the Regional Safe Routes to School Program; and identify three Priority Development Area planning grants in Santa Clara County within the Priority Development Area Planning and Implementation Program.

On May 25, 2016, Attachment B-1 was revised to redirect \$68,228 in cost savings from MTC/VTA's SR 82 Relinquishment Exploration Study to ABAG PDA Planning within the Priority Development Area (PDA) Planning and Implementation Program; redirect \$20.0 million in unobligated balances and

cost savings within the Freeway Performance Initiative (FPI) for Caltrans to direct towards support and capital needs related to the close-out of active ramp metering projects and/or delivery of any outstanding ramp metering projects; transfer \$1,171,461 from Golden Gate Bridge Highway and Transportation District's Advanced Communications and Information System (ACIS) to its MS Sonoma Refurbishment project; and add Round 4 (\$23,457,614) of the Transit Performance Initiative (TPI) Incentive Program, which involves 14 new projects and augmentations to nine existing projects.

On July 27, 2016, Attachment B-1 and B-2 were revised to: reflect updated cost savings numbers within the Freeway Performance Initiative (FPI); direct \$360,000 to the San Francisco Department of Public Health's Safe Routes to School Non-Infrastructure Program, direct \$314,000 to the Solano Transportation Authority's Solano County Safe Routes to School Non-Infrastructure Program and redirect \$791,000 from San Rafael's Grand Avenue Bicycle and Pedestrian Improvements project to Marin County's North Civic Center Drive Bicycle and Pedestrian Improvements project within the Regional Safe Routes to School Program; direct \$9 million to AC Transit's Higher Capacity Bus Fleets/Increased Service Frequencies program and \$1 million to MTC's West Grand Avenue Transit Signal Priority project within the Transit Performance Initiative – Capital Investment Program; identify a transportation exchange project (Vineyard Road Improvements) for Novato's Thatcher Ranch Easement and Pacheco Hill Parkland Acquisitions in the North Bay PCA Program; redirect \$52,251 from San Francisco Department of Public Works' (SF DPW) ER Taylor Safe Routes to School project to the Second Street Complete Streets project in the One Bay Area Grant County Program; and update the Second Street Complete Streets project to reflect that it will be implemented by SF DPW.

On December 21, 2016, Attachments B-1 and B-2 and appendices A-1, A-2 and A-4 were revised to: transfer \$100,000 from BCDC Planning to MTC Planning within the Regional Planning Activities program to support Bay Area Regional Collaborative expenses; redirect \$500,000 from MTC/SAFE's Incident Management Program within the Freeway Performance Initiative and \$338,000 from Hayward's Comprehensive Parking Management Plan Implementation project to MTC's Spare the Air Youth Program within the Climate Initiatives program; revise the project title of the Incident Management Program to clarify the focus on I-880 Integrated Corridor Management and direct \$383,000 in program savings for future use; direct \$5,820,000 from the Regional Performance Initiatives Corridor Implementation project under the Freeway Performance Initiative program as follows: \$1,100,000 to CCTA's San Pablo Dam Road project to facilitate an exchange of an equivalent amount of local funds to support MTC's Bay Bridge Forward Commuter Parking Initiative, \$1,100,000 to CCTA's SR 4 Operational Improvements, and \$3,620,000 for MTC's Bay Bridge Forward Commuter Parking Initiative - Related Activities project; repurpose \$10,000,000 in Transit Oriented Affordable

Housing (TOAH) loan funds to a new Affordable Housing Jumpstart Program; transfer \$40,000 from San Anselmo's Sunny Hill Ridge and Red Hills Trail project to Mill Valley's Bayfront Park Recreational Bay Access project within the North Bay Priority Conservation Area (PCA) program; transfer \$100,000 from Emeryville's Hollis Street Preservation project to Berkeley's Hearst Avenue Complete Streets project within the County Program; and transfer \$14,000 from MTC's Regional Performance Initiatives Corridor Implementation to Caltrans' to reflect actual obligations for their Ramp Metering and TOS Elements Program within the Freeway Performance Initiative. Appendices A-1, A-2 and A-4 were revised to reflect programming actions taken by the Commission with this action or in prior actions pertaining to the overall funding levels for Climate Initiatives, Safe Routes to School, Transit Capital Priorities, and Transit Performance Initiative programs within the Regional Program and the final amounts distributed to each county through the County Program.

On January 25, 2017, Attachment B-1 was revised to add Round 3 of the Transit Performance Initiative (TPI) Capital Investment Program, which involves five new projects; the programming for these projects is derived from \$14,962,000 in unprogrammed balances and \$3,991,000 redirected from Round 2 TPI projects, for a total of \$18,953,000.

On April 26, 2017, Attachment B-1 and B-2 were revised to program \$345,000 in Regional Safe Routes to School Program funding and redirect \$150,000 from Cloverdale's Safe Routes to School Phase 2 project in Sonoma County Program funding to the Sonoma County Safe Routes to School Program; reprogram \$859,506 within the Transit Performance Initiatives (TPI) – Incentive Program, and \$1,118,681 within Round 3 of the TPI – Investment Program.

On May 24, 2017, Attachment B-2 was revised to redirect \$3,440,000 from Sunnyvale's East & West Channel Multi-Use Trail to Milpitas' Montague Expressway Pedestrian Bridge at Milpitas BART; reprogram \$223,065 from Duane Avenue Preservation to Maude Avenue Bikeway and Streetscape within Sunnyvale; reprogram \$550,928 from San Tomas Expressway Box Culvert Rehabilitation to the Capitol Expressway Traffic ITS and Bike/Pedestrian Improvements within Santa Clara County; and re-name San Jose's Downtown San Jose Bike Lanes and De-couplet to Almaden Ave. & Vine St. Safety Improvements to reflect a revised scope.

On June 28, 2017, Attachments B-1 and B-2 were revised to redirect \$265,000 from Palo Alto Local PDA Planning to VTA for Local PDA Planning – Santa Clara within the Regional PDA Planning Program; redirect \$412,000 in cost savings from Fremont's Various Streets and Roads Preservation to Fremont's City Center Multi-Modal Improvements within the Alameda County Program; revise the

name of the Sonoma County Safe Routes to School (SRTS) project to clarify that the funds are supplemental to the OBAG County Program base SRTS funds; and redirect \$264,000 in cost savings from the Santa Rosa Complete Streets Road Diet on Transit Corridors project and \$100,000 from the Sonoma County SRTS to an unprogrammed balance for the Sonoma County Program.

On July 26, 2017, Attachment B-1 was revised to program \$2,322,000 in unprogrammed balances within the Transit Performance Initiative (TPI) Capital Investment Program, for four new North Bay projects.

On September 27, 2017, Attachment B-2 was revised to redirect \$94,000 in cost savings from Dixon's West A Street Preservation to Solano County's Redwood-Fairgrounds Drive Interchange Bike/Transit Improvements within the Solano County Program.

On October 25, 2017, Attachment B-1 was revised to redirect \$44,000 from Caltrain's Map-Based Real-Time Train Display to its Control Point Installation project and redirect \$96,000 from Napa Valley Transportation Authority's Comprehensive Operational Analysis to its Imola Avenue and SR 29 Express Bus Improvements project within the Transit Performance Initiative – Incentive Program; and program \$73 in remaining program balances to the NVTa Imola Avenue and SR-29 Express Bus Improvements Project within the Transit Performance Initiative – Investment Program.

On November 15, 2017, Attachment B-1 was revised to program \$105,000 in Regional Safe Routes to School (SRTS) to Napa Valley Transportation Authority for Napa County's SRTS Program, \$225,000 to San Mateo County Office of Education for San Mateo County's SRTS Program, and \$1,000,000 to Los Altos for the Miramonte Ave Bicycle and Pedestrian Access Improvements within Santa Clara County; and to redirect \$783,000 in the Climate Initiatives Program from Walnut Creek's Parking Guidance System Pilot to the N Main St Rehabilitation project as part of a funding exchange arrangement.

On February 28, 2018, Attachments B-1 and B-2 were revised to program \$607,000 to Moraga's Moraga Way and Canyon Rd/Camino Pablo Improvements project and \$215,000 to Concord's Willow Pass Repaving and Safe Routes to School (SRTS) project within the Regional SRTS program; program \$364,000 to Santa Rosa's US 101 Bike/Pedestrian Overcrossing project within the Sonoma County Program; and reprogram the SFPark to Cycle 1 and clarify exchange projects within the program.

On March 28, 2018, Attachments B-1 and B-2 were revised to reduce the amount programmed within the Regional Climate Initiatives Program to the Contra Costa Transportation Authority (CCTA) Car Share4All project to \$573,453 to reflect a change in scope; redirect \$630,000 in project savings from the NextGen

Arterial Operations Program (AOP), a subcomponent of the Program for Arterial System Synchronization (PASS), to the AC Transit South Alameda County Corridors Travel Time Improvements project; and to identify Santa Clara Valley Transportation Authority (VTA) as the sponsor of the Montague Expressway Pedestrian Overcrossing at Milpitas BART.

On May 23, 2018, Attachments B-1 and B-2 were revised to redirect \$20,587 from Union City's Single Point Login Terminals on Revenue Vehicles to its South Alameda County Major Corridor Travel Time Improvements project within the Transit Performance Initiative program; and reflect the redirection of \$4,350,000 in Regional Transportation Improvement Program (RTIP) funds from Palo Alto's US 101/Adobe Creek Bicycle and Pedestrian Bridge to San Jose's West San Carlos Urban Village Streetscape Improvements project within Santa Clara County's OBAG 1 County Program.

On June 27, 2018, Attachment B-1 was revised to redirect \$820,000 from MTC's Bay Bridge Forward Commuter Parking Initiatives Related Activities project to CCTA's I-80 Central Ave Interchange Improvements; \$636,763 from ECCTA's Replacement of Eleven 40' Buses project to the Clipper® Next Generation Fare Collection System project within the Transit Capital Rehabilitation Program; and to program \$400,411 in unprogrammed balances within the Climate Initiatives Program to MTC's Carsharing Implementation project.

Further discussion of the Project Selection Criteria and Programming Policies is contained in the memorandum to the Joint Planning Committee dated May 11, 2012; to the Programming and Allocations Committee dated October 10, 2012; to the Commission dated November 28, 2012; to the Programming and Allocations Committee dated December 12, 2012 and January 9, 2013; to the Joint Planning Committee dated February 8, 2013; to the Programming and Allocations Committee dated February 13, 2013, May 8, 2013, September 11, 2013, November 13, 2013, December 11, 2013, January 8, 2014, February 12, 2014, March 5, 2014, April 9, 2014; and to the Planning Committee dated May 9, 2014; and to the MTC Programming and Allocations Committee Summary Sheet dated May 14, 2014, June 11, 2014, July 9, 2014, September 10, 2014, December 10, 2014, March 11, 2015, May 13, 2015, and to the Administration Committee on May 13, 2015, and to the Programming and Allocations Committee on June 10, 2015, July 8, 2015, September 9, 2015, October 14, 2015, November 4, 2015, December 9, 2015, January 13, 2016, February 10, 2016, March 9, 2016, April 13, 2016, May 11, 2016, July 13, 2016, December 14, 2016, January 11, 2017, April 12, 2017, May 10, 2017, June 14, 2017, July 12, 2017, September 13, 2017, October 11, 2017, November 8, 2017, February 14, 2018, March 7, 2018, May 9, 2018, and June 13, 2018.

Date: May 17, 2012  
W.I.: 1512  
Referred By: Planning

RE: Federal Cycle 2 Program covering FY 2012-13, FY 2013-14, FY 2014-15 and FY 2015-16:  
Project Selection Policies and Programming

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 4035

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

WHEREAS, MTC is the designated Metropolitan Planning Organization (MPO) for the nine-county San Francisco Bay Area region and is required to prepare and endorse a Transportation Improvement Program (TIP) which includes federal funds; and

WHEREAS, MTC is the designated recipient for federal funding administered by the Federal Highway Administration (FHWA) assigned to the MPO/RTPA of the San Francisco Bay Area for the programming of projects (regional federal funds); and

WHEREAS, the federal funds assigned to the MPOs/RTPAs for their discretion are subject to availability and must be used within prescribed funding deadlines regardless of project readiness; and

WHEREAS, MTC, in cooperation with the Association of Bay Area Governments, (ABAG), the Bay Area Air Quality Management District (BAAQMD), the Bay Conservation and Development Commission (BCDC), California Department of Transportation (Caltrans), Congestion Management Agencies (CMAs), transit operators, counties, cities, and interested stakeholders, has developed criteria, policies and procedures to be used in the selection of projects to be funded with various funding including regional federal funds as set forth in Attachments A, B-1 and B-2 of this Resolution, incorporated herein as though set forth at length; and

WHEREAS, using the policies set forth in Attachment A of this Resolution, MTC, in cooperation with the Bay Area Partnership and interested stakeholders, has or will develop a program of projects to be funded with these funds for inclusion in the federal Transportation Improvement Program (TIP), as set forth in Attachments B-1 and B-2 of this Resolution, incorporated herein as though set forth at length; and

WHEREAS the federal TIP and subsequent TIP amendments and updates are subject to public review and comment; now therefore be it

RESOLVED that MTC approves the "Project Selection Policies and Programming" for projects to be funded with Cycle 2 Program funds as set forth in Attachments A, B-1 and B-2 of this Resolution; and be it further

RESOLVED that the federal funding shall be pooled and redistributed on a regional basis for implementation of Project Selection Criteria, Policies, Procedures and Programming, consistent with the Regional Transportation Plan (RTP); and be it further

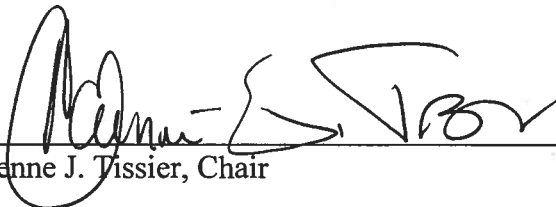
RESOLVED that the projects will be included in the federal TIP subject to final federal approval; and be it further

RESOLVED that the Executive Director or his designee can make technical adjustments and other non-substantial revisions, including updates to fund distributions to reflect final 2014-2022 FHWA figures; and be it further

RESOLVED that the Executive Director or designee is authorized to revise Attachments B-1 and B-2 as necessary to reflect the programming of projects as the projects are selected and included in the federal TIP; and be it further

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

METROPOLITAN TRANSPORTATION COMMISSION

  
\_\_\_\_\_  
Adrienne J. Tissier, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at the regular meeting of the Commission held in Oakland, California, on May 17, 2012

# Attachment B-1

## OBAG 1 Regional Programs FY 2012-13 through FY 2016-17

June 2018

11/28/12-C 12/19/12-C 01/23/13-C 02/27/13-C 05/22/13-C 09/25/13-C  
 11/20/13-C 12/18/13-C 02/26/14-C 03/26/14-C 04/23/14-C 05/28/14-C  
 06/25/14-C 07/23/14-C 09/24/14-C 11/19/14-C 12/17/14-C 03/25/15-C  
 05/27/15-C 06/24/15-C 07/22/15-C 10/28/15-C 11/18/15-C 12/16/15-C  
 01/27/16-C 02/24/16-C 03/23/16-C 05/25/16-C 07/27/16-C 12/21/16-C  
 01/25/17-C 04/26/17-C 06/28/17-C 07/26/17-C 10/25/17-C 11/15/17-C  
 02/28/18-C 03/28/18-C 05/23/18-C 06/27/18-C

### OBAG 1 Regional Programs Project List

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other RTIP/TAP/TFCA	Total OBAG 1
<b>OBAG 1 REGIONAL PROGRAMS</b>				
		<b>\$437,324,000</b>	<b>\$53,080,000</b>	<b>\$491,224,000</b>
<b>1. REGIONAL PLANNING ACTIVITIES (STP Planning)</b>				
ABAG Planning	ABAG	\$3,393,000	\$0	\$3,393,000
BCDC Planning	BCDC	\$1,526,000	\$0	\$1,526,000
MTC Planning	MTC	\$3,568,000	\$0	\$3,568,000
<b>1. REGIONAL PLANNING ACTIVITIES (STP Planning)</b>		<b>TOTAL: \$8,487,000</b>	<b>\$0</b>	<b>\$8,487,000</b>
<b>2. REGIONAL OPERATIONS (RO)</b>				
511 - Traveler Information	MTC	\$57,520,000	\$0	\$57,520,000
Clipper® Fare Media Collection	MTC	\$21,400,000	\$0	\$21,400,000
SUBTOTAL		\$78,920,000	\$0	\$78,920,000
Incident Management Program - I-880 Integrated Corridor Management	MTC	\$11,357,000	\$0	\$11,357,000
FSP/Call Box Program	MTC/SAFE	\$14,462,000	\$0	\$14,462,000
SUBTOTAL		\$25,819,000	\$0	\$25,819,000
<b>2. REGIONAL OPERATIONS (RO)</b>		<b>TOTAL: \$104,739,000</b>	<b>\$0</b>	<b>\$104,739,000</b>
<b>3. FREEWAY PERFORMANCE INITIATIVE (FPI)</b>				
Regional Performance Initiatives Implementation	SAFE	\$7,750,000	\$0	\$7,750,000
Regional Performance Initiatives Corridor Implementation	MTC	\$7,480,000	\$0	\$7,480,000
Program for Arterial System Synchronization (PASS)	MTC	\$8,370,000	\$0	\$8,370,000
PASS - LAVTA Dublin Blvd Transit Performance Initiative	MTC	\$500,000	\$0	\$500,000
PASS - AC Transit South Alameda County Corridors Travel Time Imps	MTC	\$1,130,000	\$0	\$1,130,000
<del>Bay Bridge Forward - Commuter Parking Initiative - Related Activities</del>	<del>MTC</del>	<del>\$820,000</del>	<del>\$0</del>	<del>\$820,000</del>
<b>CCTA: I-80 Central Ave Interchange Improvements</b>	<b>CCTA</b>	<b>\$820,000</b>	<b>\$0</b>	<b>\$820,000</b>
Bay Bridge Forward - Commuter Parking Initiative (Funding Exchange)	MTC	\$0	\$3,900,000	\$3,900,000
CC-I-80 San Pablo Dam Rd I/C (Funding Exchange)	CCTA	\$1,100,000	\$0	\$1,100,000
SUBTOTAL		\$27,150,000	\$3,080,000	\$31,050,000
<b>Ramp Metering and TOS Elements - MTC Program</b>				
FPI - ALA SR92 & I-880: Clawiter to Hesperian & Decoto Road	Caltrans	\$656,000	\$0	\$656,000
FPI - CC SR4 & SR242: Loveridge to Alhambra & I-680 to SR 4 Ph. 1	SAFE	\$750,000	\$0	\$750,000
FPI - CC SR4 & SR242: Loveridge to Alhambra & I-680 to SR 4 Ph. 2	Caltrans	\$8,132,000	\$0	\$8,132,000
FPI - CC SR 4 Operational Improvements	CCTA	\$1,100,000	\$0	\$1,100,000
FPI - Various Corridors Caltrans Right of Way (ROW)	Caltrans	\$730,000	\$0	\$730,000
FPI - SOL I-80 Ramp Meeting and Traffic Operations	Caltrans	\$170,000	\$0	\$170,000
FPI - SCL US 101: San Benito County Line to SR 85	Caltrans	\$3,200,000	\$0	\$3,200,000
FPI - SON 101 - MRN Co Line - Men Co Line	MTC	\$350,000	\$0	\$350,000
FPI - SCL I-680: US 101 to ALA Co. Line	Caltrans	\$270,000	\$0	\$270,000
Unprogrammed Future RTIP	TBD	\$0	\$34,000,000	\$34,000,000
SUBTOTAL		\$15,358,000	\$34,000,000	\$49,358,000
<b>Ramp Metering and TOS Elements - Caltrans Program</b>				
FPI Caltrans - ALA I-680, ALA I-880, MRN US-101 (Savings from Caltrans ROW))	Caltrans	\$270,000	\$0	\$270,000
FPI Caltrans - ALA I-680, ALA I-880, MRN US-101 (Savings from SCL 101)	Caltrans	\$3,417,000	\$0	\$3,417,000
FPI Caltrans - ALA I-680, ALA I-880, MRN US-101 (Savings from CC 4/242)	Caltrans	\$4,686,000	\$0	\$4,686,000
FPI Caltrans - ALA I-580 - SJ Co. Line to I-238	Caltrans	\$4,808,000	\$0	\$4,808,000
FPI Caltrans - ALA I-680, ALA I-880, MRN US-101	Caltrans	\$6,819,000	\$0	\$6,819,000
SUBTOTAL		\$20,000,000	\$0	\$20,000,000
<b>3. FREEWAY PERFORMANCE INITIATIVE (FPI)</b>		<b>TOTAL: \$62,508,000</b>	<b>\$37,080,000</b>	<b>\$100,408,000</b>
<b>4. PAVEMENT MANAGEMENT PROGRAM (PMP)</b>				
Pavement Management Program (PMP)	MTC	\$1,547,000	\$0	\$1,547,000
Pavement Technical Advisory Program (PTAP)	MTC	\$7,500,000	\$0	\$7,500,000
Statewide Local Streets and Roads (LSR) Needs Assessment	MTC/Caltrans	\$53,000	\$0	\$53,000
<b>4. PAVEMENT MANAGEMENT PROGRAM (PMP)</b>		<b>TOTAL: \$9,100,000</b>	<b>\$0</b>	<b>\$9,100,000</b>
<b>5. PRIORITY DEVELOPMENT AREA (PDA) PLANNING AND IMPLEMENTATION</b>				
<b>Regional PDA Implementation</b>				
PDA Planning - ABAG	ABAG	\$2,068,228	\$0	\$2,068,228
SUBTOTAL		\$2,068,228	\$0	\$2,068,228
<b>Affordable Housing Jumpstart Program</b>				
Affordable Housing Jumpstart Program (Funding Exchange)	MTC		\$10,000,000	\$10,000,000
SUBTOTAL		\$0	\$10,000,000	\$10,000,000
<b>Local PDA Planning</b>				
Local PDA Planning - Alameda	ACTC	\$3,905,000	\$0	\$3,905,000
Local PDA Planning - Contra Costa	CCTA	\$2,745,000	\$0	\$2,745,000



# Attachment B-1

## OBAG 1 Regional Programs FY 2012-13 through FY 2016-17

June 2018

11/28/12-C 12/19/12-C 01/23/13-C 02/27/13-C 05/22/13-C 09/25/13-C  
 11/20/13-C 12/18/13-C 02/26/14-C 03/26/14-C 04/23/14-C 05/28/14-C  
 06/25/14-C 07/23/14-C 09/24/14-C 11/19/14-C 12/17/14-C 03/25/15-C  
 05/27/15-C 06/24/15-C 07/22/15-C 10/28/15-C 11/18/15-C 12/16/15-C  
 01/27/16-C 02/24/16-C 03/23/16-C 05/25/16-C 07/27/16-C 12/21/16-C  
 01/25/17-C 04/26/17-C 06/28/17-C 07/26/17-C 10/25/17-C 11/15/17-C  
 02/28/18-C 03/28/18-C 05/23/18-C 06/27/18-C

### OBAG 1 Regional Programs Project List

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other RTIP/TAP/TFCA	Total OBAG 1	
<b>OBAG 1 REGIONAL PROGRAMS</b>					
Local PDA Planning - Marin	TAM	\$750,000	\$0	\$750,000	
Local PDA Planning - City of Napa	Napa	\$275,000	\$0	\$275,000	
Local PDA Planning - American Canyon	American Canyon	\$475,000	\$0	\$475,000	
Local PDA Planning - San Francisco	SF City/County	\$2,380,000	\$0	\$2,380,000	
Local PDA Planning - San Mateo	SMCCAG	\$218,000	\$0	\$218,000	
Belmont Village Specific/Implementation Plan	Belmont	\$440,000	\$0	\$440,000	
Millbrae PDA Specific Plan	Millbrae	\$500,000	\$0	\$500,000	
Redwood City Downtown Sequoia Station and Streetcar Planning Study	Redwood City	\$450,000	\$0	\$450,000	
Mountain View El Camino Real Streetscape Study	Mountain View	\$260,000	\$0	\$260,000	
San Jose Stevens Creek/Santana Row/Winchester Specific Plan	MTC/San Jose	\$640,305	\$0	\$640,305	
Santa Clara El Camino Corridor Precise Plan	MTC/Santa Clara	\$100,000	\$0	\$100,000	
North 1st Street Urban Village Plan	San Jose	\$369,962	\$0	\$369,962	
Berryessa BART Urban Village Plan	San Jose	\$331,630	\$0	\$331,630	
Local PDA Planning - Santa Clara	VTA	\$3,647,103	\$0	\$3,647,103	
Local PDA Planning - Solano	STA	\$1,066,000	\$0	\$1,066,000	
Santa Rosa - Roseland/Sebastopol Road PDA Planning	Santa Rosa	\$647,000	\$0	\$647,000	
Sonoma County - Sonoma Springs Area Plan	Sonoma County	\$450,000	\$0	\$450,000	
Sonoma County - Airport Employment Center Planning	Sonoma County	\$350,000	\$0	\$350,000	
<b>SUBTOTAL</b>		<b>\$20,000,000</b>	<b>\$0</b>	<b>\$20,000,000</b>	
<b>Regional PDA Planning</b>					
<i>Regional PDA Implementation Priorities</i>					
Bay Area Transit Core Capacity Study	MTC	\$250,000	\$0	\$250,000	
Public Lands Near Rail Corridors Assessment	MTC	\$500,000	\$0	\$500,000	
PDA Implementation Studies/Forums	MTC	\$156,500	\$0	\$156,500	
State Route 82 Relinquishment Exploration Study	MTC/VTA	\$206,772	\$0	\$206,772	
<i>PDA Planning</i>					
Oakland Downtown Specific Plan	Oakland	\$750,000	\$0	\$750,000	
South Berkeley/ Adeline/Ashby BART Specific Plan	Berkeley	\$750,000	\$0	\$750,000	
Bay Fair BART Transit Village Specific Plan	San Leandro	\$440,000	\$0	\$440,000	
Alameda Naval Air Station Specific Plan	Alameda	\$250,000	\$0	\$250,000	
Del Norte BART Station Precise Plan	El Cerrito	\$302,500	\$0	\$302,500	
Mission Bay Railyard and I-280 Alternatives	San Francisco	\$700,000	\$0	\$700,000	
Santa Clara El Camino Corridor Precise Plan	Santa Clara	\$750,000	\$0	\$750,000	
Sunnyvale El Camino Corridor Precise Plan	Sunnyvale	\$587,000	\$0	\$587,000	
San Jose Stevens Creek/Santana Row/Winchester Specific Plan	San Jose	\$750,000	\$0	\$750,000	
<i>Staff Assistance</i>					
Alameda PDA TDM Plan	Alameda	\$150,000	\$0	\$150,000	
Downtown Livermore Parking Implementation Plan	Livermore	\$100,000	\$0	\$100,000	
Oakland Transportation Impact Review Streamlining	Oakland	\$300,000	\$0	\$300,000	
Oakland Complete Streets, Design Guidance, Circulation Element Update	Oakland	\$235,000	\$0	\$235,000	
Downtown Oakland Parking Management Strategy	Oakland	\$200,000	\$0	\$200,000	
<i>Technical Assistance</i>					
Concord Salvio Streetscape	Concord	\$50,000	\$0	\$50,000	
South Richmond Affordable Housing and Commercial Linkage	Richmond	\$60,000	\$0	\$60,000	
San Mateo Planning/Growth Forum Series	San Mateo	\$25,000	\$0	\$25,000	
South San Francisco El Camino/Chestnut Ave Infrastructure Financing Analysis	SSF	\$60,000	\$0	\$60,000	
Milpitas Transit Area Parking Analysis	Milpitas	\$60,000	\$0	\$60,000	
Morgan Hill Housing/Employment Market Demand/Circulation Analysis	Morgan Hill	\$60,000	\$0	\$60,000	
Sab Jose West San Carlos Master Streetscape Plan	San Jose	\$60,000	\$0	\$60,000	
Sunnyvale Mathilda Ave Downtown Plan Line	Sunnyvale	\$60,000	\$0	\$60,000	
Downtown Sunnyvale Block 15 Sale/Land Exchange	Sunnyvale	\$59,000	\$0	\$59,000	
Sunnyvale El Camino Street Space Allocation Study	Sunnyvale	\$60,000	\$0	\$60,000	
<b>SUBTOTAL</b>		<b>\$7,931,772</b>	<b>\$0</b>	<b>\$7,931,772</b>	
<b>5. PRIORITY DEVELOPMENT AREA (PDA) PLANNING AND IMPLEMENTATION</b>		<b>TOTAL:</b>	<b>\$30,000,000</b>	<b>\$10,000,000</b>	<b>\$40,000,000</b>

<b>6. CLIMATE INITIATIVES PROGRAM (CIP)</b>				
<i>Car Sharing</i>				
Hayward RFP for Car Sharing Services	Hayward	\$200,480	\$0	\$200,480
Oakland Car Share and Outreach Program	Oakland	\$320,526	\$0	\$320,526
CCTA Car Share4All	CCTA	\$573,453	\$0	\$573,453
TAM Car Share CANAL	TAM	\$125,000	\$0	\$125,000
City of San Mateo Car Sharing - A Catalyst for Change	San Mateo	\$210,000	\$0	\$210,000
Santa Rosa Car Share	SCTA	\$170,130	\$0	\$170,130

**Attachment B-1**

**OBAG 1 Regional Programs  
FY 2012-13 through FY 2016-17**

**June 2018**

11/28/12-C 12/19/12-C 01/23/13-C 02/27/13-C 05/22/13-C 09/25/13-C  
11/20/13-C 12/18/13-C 02/26/14-C 03/26/14-C 04/23/14-C 05/28/14-C  
06/25/14-C 07/23/14-C 09/24/14-C 11/19/14-C 12/17/14-C 03/25/15-C  
05/27/15-C 06/24/15-C 07/22/15-C 10/28/15-C 11/18/15-C 12/16/15-C  
01/27/16-C 02/24/16-C 03/23/16-C 05/25/16-C 07/27/16-C 12/21/16-C  
01/25/17-C 04/26/17-C 06/28/17-C 07/26/17-C 10/25/17-C 11/15/17-C  
02/28/18-C 03/28/18-C 05/23/18-C 06/27/18-C

**OBAG 1 Regional Programs Project List**

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other RTIP/TAP/TFCA	Total OBAG 1
<b>OBAG 1 REGIONAL PROGRAMS</b>				
<i>Transportation Demand Management</i>				
goBerkeley Residential Shared Parking Pilot	Berkeley	\$950,000	\$0	\$950,000
Oakland Demand-Responsive Parking and Mobility Mgmt Initiative	Oakland	\$1,300,000	\$0	\$1,300,000
Walnut Creek N Main St Rehab (for Parking Guidance System Pilot)	Walnut Creek	\$783,000	\$0	\$783,000
Downtown San Mateo Parking Technology Implementation	San Mateo	\$1,500,000	\$0	\$1,500,000
Peery Park Rides	VTA/Sunnyvale	\$1,129,000	\$0	\$1,129,000
Public Education Outreach	MTC	\$312,000	\$0	\$312,000
EV Charging Infrastructure and Vehicles (Programmed by BAAQMD)*	BAAQMD	\$0	\$6,000,000	\$6,000,000
Spare the Air Youth Program - 2	MTC	\$838,000	\$0	\$838,000
<b>Carsharing Implementation Unprogrammed balance</b>	<b>MTC-TBD</b>	<b>\$400,411</b>	<b>\$0</b>	<b>\$400,411</b>
<b>6. CLIMATE INITIATIVES PROGRAM (CIP)</b>		<b>TOTAL:</b>	<b>\$8,812,000</b>	<b>\$6,000,000</b>
				<b>\$14,812,000</b>

\* Selected and funded by the BAAQMD. Listed here for informational purposes only

<b>7. REGIONAL SAFE ROUTES TO SCHOOL (RSRTS)</b>				
<i>Specific projects TBD by CMA's</i>				
Santa Clara County SRTS Program - Supplemental	Santa Clara	\$346,000	\$0	\$346,000
Alameda County SRTS Program	ACTC	\$5,366,000	\$0	\$5,366,000
Cavallo Rd, Drake St, and 'G' Street Safe Routes to School Imps	Antioch	\$330,000	\$0	\$330,000
Actuated Ped /Bicycle Traffic Signal on Oak Grove Rd at Sierra Rd	Concord	\$504,900	\$0	\$504,900
Concord: Willow Pass Repaving & SRTS	Concord	\$215,000	\$0	\$215,000
Port Chicago Hwy/Willow Pass Rd Pedestrian & Bicycle Imps	Contra Costa County	\$441,700	\$0	\$441,700
West Contra Costa SRTS Non-Infrastructure Program	Contra Costa County	\$709,800	\$0	\$709,800
Vista Grande Street Pedestrian Safe Routes to School Imps	Danville	\$157,000	\$0	\$157,000
Happy Valley Road Walkway Safe Routes to School Imps	Lafayette	\$100,000	\$0	\$100,000
Moraga Road Safe Routes to School Bicycle/Pedestrian Imps	Moraga	\$100,000	\$0	\$100,000
Moraga: Moraga Way and Canyon Rd/Camino Pablo Imps.	Moraga	\$607,000	\$0	\$607,000
Orinda Sidewalk Imps	Orinda	\$100,000	\$0	\$100,000
Pittsburg School Area Safety Imps	Pittsburg	\$203,000	\$0	\$203,000
Pleasant Hill - Boyd Road and Elinora Drive Sidewalks	Pleasant Hill	\$395,000	\$0	\$395,000
San Ramon School Crossings Enhancements	San Ramon	\$247,600	\$0	\$247,600
North Civic Center Bicycle and Pedestrian Imps	Marin County	\$791,000	\$0	\$791,000
Napa County SRTS Program - 2	NVTA	\$105,000	\$0	\$105,000
Napa County SRTS Non-Infrastructure Program	NVTA	\$420,000	\$0	\$420,000
San Francisco SRTS Non-Infrastructure Program	SFDPH	\$1,799,000	\$0	\$1,799,000
San Mateo County SRTS Program	SMCCAG	\$2,382,000	\$0	\$2,382,000
Campbell - Virginia Avenue Sidewalks	Campbell	\$708,000	\$0	\$708,000
Los Altos: Miramonte Ave Bicycle & Pedestrian Access Imps	Los Altos	\$1,000,000	\$0	\$1,000,000
Mountain View - El Camino to Miramonte Complete Streets	Mountain View	\$840,000	\$0	\$840,000
Mountain View SRTS Non-Infrastructure Program	Mountain View	\$500,000	\$0	\$500,000
Palo Alto - Arastradero Road Schoolscape/Multi-use Trail	Palo Alto	\$1,000,000	\$0	\$1,000,000
San Jose - Walk N' Roll Phase 2	San Jose	\$1,000,000	\$0	\$1,000,000
City of Santa Clara SRTS Non-Infrastructure Program Phase 2	Santa Clara	\$500,000	\$0	\$500,000
Santa Clara County SRTS Non-Infrastructure Program	Santa Clara County	\$838,000	\$0	\$838,000
Solano County SRTS Non-Infrastructure Program	STA	\$1,570,000	\$0	\$1,570,000
Sonoma County SRTS Program	SCTA	\$345,000	\$0	\$345,000
Sonoma County SRTS Program	Sonoma County TPW	\$1,379,000	\$0	\$1,379,000
<b>7. REGIONAL SAFE ROUTES TO SCHOOL (RSRTS)</b>		<b>TOTAL:</b>	<b>\$24,178,000</b>	<b>\$0</b>
				<b>\$24,178,000</b>

<b>8. TRANSIT CAPITAL REHABILITATION PROGRAM</b>				
SolTrans - Preventive Maintenance	SolTrans	\$1,000,000	\$0	\$1,000,000
<b>Transit Capital Rehabilitation</b>				
<i>Specific Projects TBD by Commission</i>				
<b>ECCTA Replace Eleven 2001-40' Buses</b>	<b>ECCTA</b>	<b>\$636,763</b>	<b>\$0</b>	<b>\$636,763</b>
Advanced Communications and Information System (ACIS)	GGBHTD	\$828,539	\$0	\$828,539
MS Sonoma Ferry Refurbishment	GGBHTD	\$1,171,461	\$0	\$1,171,461
BART Car Exchange Preventative Maintenance	BART	\$2,831,849	\$0	\$2,831,849
Clipper Fare Collection Equipment Replacement	MTC	\$9,994,633	\$0	\$9,994,633
Clipper Back Office Fare Collection Equipment Replacement	MTC	\$2,684,772	\$0	\$2,684,772
<b>Clipper Next Generation Fare Collection System</b>	<b>MTC</b>	<b>\$636,763</b>	<b>\$0</b>	<b>\$636,763</b>
SFMTA - New 60' Flyer Trolley Bus Replacement	SFMTA	\$5,502,261	\$0	\$5,502,261
SFMTA - New 40' Neoplan Bus Replacement	SFMTA	\$10,000,000	\$0	\$10,000,000
VTA Preventive Maintenance (for vehicle replacement)	VTA	\$3,349,722	\$0	\$3,349,722
<b>SUBTOTAL</b>		<b>\$37,000,000</b>	<b>\$0</b>	<b>\$37,000,000</b>
<b>Transit Performance Initiative (TPI) Incentive Program</b>				

# Attachment B-1

## OBAG 1 Regional Programs FY 2012-13 through FY 2016-17

June 2018

11/28/12-C 12/19/12-C 01/23/13-C 02/27/13-C 05/22/13-C 09/25/13-C  
 11/20/13-C 12/18/13-C 02/26/14-C 03/26/14-C 04/23/14-C 05/28/14-C  
 06/25/14-C 07/23/14-C 09/24/14-C 11/19/14-C 12/17/14-C 03/25/15-C  
 05/27/15-C 06/24/15-C 07/22/15-C 10/28/15-C 11/18/15-C 12/16/15-C  
 01/27/16-C 02/24/16-C 03/23/16-C 05/25/16-C 07/27/16-C 12/21/16-C  
 01/25/17-C 04/26/17-C 06/28/17-C 07/26/17-C 10/25/17-C 11/15/17-C  
 02/28/18-C 03/28/18-C 05/23/18-C 06/27/18-C

### OBAG 1 Regional Programs Project List

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other RTIP/TAP/TFCA	Total OBAG 1
<b>OBAG 1 REGIONAL PROGRAMS</b>				
<i>Specific Projects TBD by Commission</i>				
TPI - AC Transit Spectrum Ridership Growth	AC Transit	\$1,802,676	\$0	\$1,802,676
TPI - AC Transit - East Bay Bus Rapid Transit	AC Transit	\$4,547,305	\$0	\$4,547,305
TPI - LAVTA - Wheels Marketing Initiatives	LAVTA	\$423,798	\$0	\$423,798
TPI - ACE Positive Train Control	SJRRC/ACE	\$502,214	\$0	\$502,214
TPI - Union City - South Alameda County Major Corridors Travel Time Imps	Union City	\$160,587	\$0	\$160,587
TPI - CCCTA - 511 Real-Time Interface	CCCTA	\$100,000	\$0	\$100,000
TPI - CCCTA - Implementation of Access Improvement	CCCTA	\$685,196	\$0	\$685,196
TPI - CCCTA - Remix Software Implementation	CCCTA	\$35,451	\$0	\$35,451
TPI - ECCTA - Non-ADA Paratransit to Fixed Route Program	ECCTA	\$817,297	\$0	\$817,297
TPI - WCCTA - Purchase of Automatic Vehicle Locator System	WCCTA	\$344,513	\$0	\$344,513
TPI - GGBHTD - Building Ridership to Meet Capacity Campaign	GGBHTD	\$387,440	\$0	\$387,440
TPI - GGBHTD - Regional Customer Study: On-Board Bus and Ferry Surveys	GGBHTD	\$402,572	\$0	\$402,572
TPI - Marin Transit Preventive Maintenance (for low income youth pass)	Marin Transit	\$99,289	\$0	\$99,289
TPI - MCTD Preventative Maintenance (Youth Pass Program)	Marin Transit	\$239,808	\$0	\$239,808
TPI - Relocate Transit Maintenance Facility (PE only) (Youth Pass Program)	Marin Transit	\$122,249	\$0	\$122,249
TPI - NVTA - Am. Canyon Priority Signal Interconnection on SR 29	NVTA	\$91,757	\$0	\$91,757
TPI - NVTA - Bus Mobility Device Retrofits	NVTA	\$120,988	\$0	\$120,988
TPI - NVTA - Imola Ave and SR 29 Express Bus Improvements	NVTA	\$96,058	\$0	\$96,058
TPI - BART Train Car Accident Repair	BART	\$1,493,189	\$0	\$1,493,189
TPI - BART - Metro Priority Track Elements	BART	\$3,459,057	\$0	\$3,459,057
TPI - BART - Concord Shop Wheel Truing	BART	\$7,165,450	\$0	\$7,165,450
TPI - Caltrain - Off-peak Marketing Campaign	Caltrain	\$44,200	\$0	\$44,200
TPI - WETA - Central Bay Operations and Maintenance	WETA	\$1,325,466	\$0	\$1,325,466
TPI - BART 24th Street Train Control Upgrade	BART	\$2,000,000	\$0	\$2,000,000
TPI - SFMTA Light Rail Vehicle Rehabilitation	SFMTA	\$5,120,704	\$0	\$5,120,704
TPI - SFMTA - Light Rail Vehicle (LRV) Propulsion System	SFMTA	\$9,285,937	\$0	\$9,285,937
TPI - SFMTA Preventive Maintenance (for low income youth pass)	SFMTA	\$1,600,000	\$0	\$1,600,000
TPI - SFMTA Light Rail Vehicle Overhaul	SFMTA	\$5,337,401	\$0	\$5,337,401
TPI - Caltrain - Control Point Installation	Caltrain	\$4,135,162	\$0	\$4,135,162
TPI - SamTrans - Preventative Maintenance (Service Plan Implementation)	SMCTD	\$1,344,917	\$0	\$1,344,917
TPI - VTA Preventive Maintenance (for low income fare pilot)	VTA	\$1,302,018	\$0	\$1,302,018
TPI - VTA - Montague Expressway Pedestrian Bridge at Milpitas BART	VTA	\$2,768,555	\$0	\$2,768,555
TPI - Fairfield - Expand bus service between Fairfield and Vacaville	Fairfield	\$372,216	\$0	\$372,216
TPI - Fairfield - SolanoExpress Service Vehicle Replacement (for SolanoExpress Bus Stop Imps)	Fairfield	\$333,719	\$0	\$333,719
TPI - SolTrans - 40' Electric Bus Purchase & Hybrid-Diesel Bus Replacement	SolTrans	\$399,223	\$0	\$399,223
TPI - Petaluma - Transit Signal Priority, Phase I, II & III	Petaluma	\$378,692	\$0	\$378,692
TPI - Santa Rosa - CityBus COA and Service Plan	Santa Rosa	\$100,000	\$0	\$100,000
TPI - Santa Rosa - Reimagining CityBus Implementation	Santa Rosa	\$682,177	\$0	\$682,177
TPI - Sonoma County Transit - 30-foot CNG Bus Replacements	Sonoma County	\$173,052	\$0	\$173,052
TPI - Sonoma County Transit - 40-foot CNG Bus Replacements	Sonoma County	\$199,667	\$0	\$199,667
<b>SUBTOTAL</b>		<b>\$60,000,000</b>	<b>\$0</b>	<b>\$60,000,000</b>
<b>8. TRANSIT CAPITAL REHABILITATION PROGRAM</b>	<b>TOTAL:</b>	<b>\$98,000,000</b>	<b>\$0</b>	<b>\$98,000,000</b>

<b>9. TRANSIT PERFORMANCE INITIATIVE (TPI)</b>				
<b>TPI - Capital Investment Program</b>				
TPI-1 - AC Transit Line 51 Corridor Speed Protection and Restoration	AC Transit	\$10,515,624	\$0	\$10,515,624
TPI-2 - AC Transit South Alameda County Corridors Travel Time Imps	AC Transit	\$5,000,000	\$0	\$5,000,000
BBF - AC Transit Higher Capacity Bus Fleets-Increased Service Freq.	AC Transit	\$9,000,000	\$0	\$9,000,000
TPI-2 - LAVTA Dublin Blvd Transit Performance Initiative	LAVTA	\$1,009,440	\$0	\$1,009,440
BBF - West Grand Ave Transit Signal Priority	MTC	\$1,000,000	\$0	\$1,000,000
TPI-1 - MTC Clipper Phase III Implementation	MTC	\$8,000,000	\$0	\$8,000,000
TPI-1 - SFMTA Potrero Ave Fast Track Transit and Streetscape Imps	SFMTA	\$4,133,031	\$0	\$4,133,031
TPI-2 - SFMTA Colored Lanes on MTA Rapid Network	SFMTA	\$4,000,000	\$0	\$4,000,000
TPI-1 - SFMTA N-Judah Mobility Maximization	SFMTA	\$2,383,860	\$0	\$2,383,860
TPI-1 - SFMTA Mission Mobility Maximization	SFMTA	\$5,383,109	\$0	\$5,383,109
TPI-1 - VTA Stevens Creek - Limited 323 Transit Signal Priority	VTA	\$712,888	\$0	\$712,888
TPI-1 - VTA Light Rail Transit Signal Priority	VTA	\$1,587,176	\$0	\$1,587,176
TPI-2 - VTA Prev. Maint. (Mountain View Double Track Phase 1)	VTA	\$8,000,000	\$0	\$8,000,000
TPI-3 - AC Transit San Pablo and Telegraph Ave Rapid Bus Upgrades	AC Transit	\$3,881,319	\$0	\$3,881,319
TPI-3 - BART Train Seat Modification	BART	\$1,503,239	\$0	\$1,503,239
TPI-3 - SFMTA Geary BRT Phase 1: Near-Term Improvements	SFMTA	\$9,609,241	\$0	\$9,609,241
TPI-3 - SamTrans Traffic Signal Priority on El Camino Real	SamTrans	\$3,459,000	\$0	\$3,459,000

# Attachment B-1

MTC Res. No. 4035, Attachment B-1

Adopted: 05/17/12-C

Revised: 10/24/12-C

## OBAG 1 Regional Programs FY 2012-13 through FY 2016-17

June 2018

11/28/12-C 12/19/12-C 01/23/13-C 02/27/13-C 05/22/13-C 09/25/13-C  
 11/20/13-C 12/18/13-C 02/26/14-C 03/26/14-C 04/23/14-C 05/28/14-C  
 06/25/14-C 07/23/14-C 09/24/14-C 11/19/14-C 12/17/14-C 03/25/15-C  
 05/27/15-C 06/24/15-C 07/22/15-C 10/28/15-C 11/18/15-C 12/16/15-C  
 01/27/16-C 02/24/16-C 03/23/16-C 05/25/16-C 07/27/16-C 12/21/16-C  
 01/25/17-C 04/26/17-C 06/28/17-C 07/26/17-C 10/25/17-C 11/15/17-C  
 02/28/18-C 03/28/18-C 05/23/18-C 06/27/18-C

### OBAG 1 Regional Programs Project List

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other RTIP/TAP/TFCA	Total OBAG 1
<b>OBAG 1 REGIONAL PROGRAMS</b>				
TPI-3 - VTA Santa Clara Pocket Track Light Rail Interlocking	VTA	\$500,000	\$0	\$500,000
TPI - Novato Downtown SMART Station	Novato	\$500,000	\$0	\$500,000
TPI - NVTA Imola Ave and SR 29 Express Bus Improvements	NVTA	\$411,073	\$0	\$411,073
TPI - Fairfield Solano Express Service Vehicle Repl. (for SolanoExpress Fairgrounds Dr/SR 37 Bus Stop)	Fairfield	\$1,000,000	\$0	\$1,000,000
TPI - Santa Rosa CityBus New Transit System Optimization	Santa Rosa	\$411,000	\$0	\$411,000
<b>9. TRANSIT PERFORMANCE INITIATIVE (TPI)</b>		<b>TOTAL: \$82,000,000</b>	<b>\$0</b>	<b>\$82,000,000</b>
<b>10. PRIORITY CONSERVATION AREA (PCA)</b>				
<b>North Bay PCA Program</b>				
<i>Specific projects TBD by North Bay CMAs</i>				
Marin PCA - Mill Valley - Sausalito Pathway Preservation	Marin County	\$320,000	\$0	\$320,000
Marin PCA - Bayfront Park Recreational Bay Access	Mill Valley	\$140,000	\$0	\$140,000
Marin PCA - Thatcher Ranch Easement Acq. (Vineyard Rd Improvements)	Novato	\$250,000	\$0	\$250,000
Marin PCA - Pacheco Hill Parkland Acq. (Vinyard Rd. Improvements)	Novato	\$500,000	\$0	\$500,000
Marin PCA - Sunny Hill Ridge and Red Hill Trails	San Anselmo	\$40,000	\$0	\$40,000
Napa PCA: Napa Soscol Headwaters Preserve Acq. (SilveradoTrail Phase G Overlay)	Napa County	\$1,107,000	\$0	\$1,107,000
Napa PCA - Silverado Trail Yountville-Napa Safety Imps	Napa County	\$143,000	\$0	\$143,000
Solano PCA - Suisun Valley Bicycle and Pedestrian Imps	Solano County	\$1,175,000	\$0	\$1,175,000
Solano PCA - Solano PCA Assessment Plan	STA	\$75,000	\$0	\$75,000
Sonoma PCA - Sonoma County Urban Footprint Planning	Sonoma County	\$250,000	\$0	\$250,000
Sonoma PCA - Bodega Hwy Roadway Preservation	Sonoma County	\$1,000,000	\$0	\$1,000,000
SUBTOTAL		\$5,000,000	\$0	\$5,000,000
<b>Peninsula, Southern and Eastern Counties PCA Program</b>				
Bay Trail Shoreline Access Staging Area	Berkeley	\$500,000	\$0	\$500,000
Breuner Marsh Restoration and Public Access	EBRPD	\$1,000,000	\$0	\$1,000,000
SF Bay Trail, Pinole Shores to Bay Front Park	EBRPD	\$119,711	\$0	\$119,711
Coyote Creek Trail: Brokaw Road to Union Pacific Railroad	San Jose	\$712,700	\$0	\$712,700
Pier 70 - Crane Cove Park	Port of SF	\$1,000,000	\$0	\$1,000,000
Twin Peaks Connectivity Conceptual Plan	SF Rec. and Parks	\$167,589	\$0	\$167,589
Southern Skyline Blvd. Ridge Trail Extension	SF PUC	\$1,000,000	\$0	\$1,000,000
SUBTOTAL		\$4,500,000	\$0	\$4,500,000
<b>10. PRIORITY CONSERVATION AREA (PCA)</b>		<b>TOTAL: \$9,500,000</b>	<b>\$0</b>	<b>\$9,500,000</b>
<b>OBAG 1 REGIONAL PROGRAMS TOTAL</b>		<b>TOTAL: \$437,324,000</b>	<b>\$53,080,000</b>	<b>\$491,224,000</b>

J:\SECTION\ALLSTAFF\Resolution\TEMP-RES\MTC\RES-4035\_ongoing\_OBAG1\[tmp-4035\_Attach\_B-1\_6-27-18.xlsx]Attach B-1 June 2018

Date: November 18, 2015  
W.I.: 1512  
Referred by: PAC  
Revised: 07/27/16-C 10/26/16-C 12/21/16-C  
03/22/17-C 04/26/17-C 05/24/17-C  
06/28/17-C 07/26/17-C 09/27/17-C  
10/25/17-C 11/15/17-C 12/20/17-C  
01/24/18-C 02/28/18-C 03/28/18-C  
04/25/18-C 05/23/18-C 06/27/18-C

## ABSTRACT

### Resolution No. 4202, Revised

Adoption of the project selection policies and project programming for the second round of the One Bay Area Grant program (OBAG 2). The project selection criteria and programming policy contain the project categories that are to be funded with various fund sources including federal surface transportation act funding available to MTC for its programming discretion to be included in the federal Transportation Improvement Program (TIP) for the OBAG 2 funding period.

The resolution includes the following attachments:

- Attachment A – OBAG 2 Project Selection Criteria and Programming Policy
- Attachment B-1 – OBAG 2 Regional Program Project List
- Attachment B-2 – OBAG 2 County Program Project List

On July 27, 2016, Attachment A, and Attachments B-1 and B-2 were revised to add additional funding and projects to the OBAG 2 framework, including \$72 million in additional Fixing America's Surface Transportation Act (FAST) funding, and to incorporate housing-related policies.

On October 26, 2016, Attachment A, and Attachment B-1 were revised to clarify language related to the North Bay Priority Conservation Area (PCA) Program in Attachment A and to deprogram \$2,500,000 from the Water Emergency Transportation Authority (WETA) Ferry Service Enhancement Pilot within the Regional Active Operational Management Program.

On December 21, 2016, Attachments B-1 and B-2 were revised to redirect \$417,000 in un-programmed balances from the Regional Active Operational Management program to MTC's Spare the Air Youth within the Climate Initiatives Program; divide MTC's Rideshare Program into three subcomponents totaling \$10,000,000: \$720,000 for Rideshare Implementation, \$7,280,000 for the Carpool Program, and \$2,000,000 for the Vanpool Program; direct \$1,785,000 from 511 Next Gen to the Commuter Benefits program; direct \$1,000,000 in un-programmed balances to SMART's

## ABSTRACT

MTC Resolution No. 4202, Revised

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Multi-Use Pathway; transfer \$1,000,000 from MTC's Casual Carpool project to MTC's Eastbay Commuter Parking project within the Bay Bridge Forward program, as the former will be funded with non-federal funds; transfer \$500,000 from the Freeway Performance Initiative program and \$500,000 in un-programmed balances to US 101/Marin Sonoma Narrow's B2 Phase 2 project in the Regional Active Operational Management Program; shift \$40,000,000 from the BART Car Replacement/Expansion project to the Golden Gate Bridge Suicide Deterrent project and \$13 million from MTC's Clipper project to un-programmed balances within the Transit Priorities program as part of a RM2 funding action to address a cost increase on the Golden Gate Bridge Suicide Deterrent project; and program \$5,990,000 to Alameda County's Safe Routes to School Program in the County Program.

On March 22, 2017, Attachment B-1 was revised to program \$17,000,000 in un-programmed balances within the Regional Transit Priorities Program to MTC's Clipper Program, as part of the FY17 Transit Capital Priorities program.

On April 26, 2017, Attachment B-2 was revised to program \$1,655,000 to the Sonoma Safe Routes to School program; and redirect \$1,000 from Contra Costa Transportation Authority's Planning Activities Base to its discretionary balance and \$1,000 from San Francisco County Transportation Authority's Planning Activities Base to its discretionary balance to address an inconsistency between amounts programmed to planning activities in Appendix A-3 and reflect actual amounts obligated for planning.

On May 24, 2017, Attachment B-1 was revised to redirect \$1,237,000 from 511 Next Gen to AOM Implementation within the Regional Active Operational Management program to reflect re-organization of staff between program elements; direct \$18,000,000 in Arterial/Transit Performance to the Program for Arterial System Synchronization (\$5,000,000) and the Next Gen Arterial Operations Program (\$13,000,000) within the Regional Active Operational Management program; direct \$19,000,000 from the Transportation Management System (TMS) Field Equipment Devices Operations and Maintenance to TMS Implementation (\$2,910,000), Performance-Based Intelligent Transportation Systems Device Maintenance and Rehabilitation (\$5,940,000), Transportation Management Center Asset Upgrade and Replacement (\$4,000,000), I-880 Communication Upgrade and Infrastructure Gap Closures (\$4,000,000) and a Detection Technology Pilot (\$5,000,000) within the Regional Active Operational Management program; and remove \$290,556 in un-programmed balances from the Regional Active Operational Management program to address over-programming in a previous cycles of the STP/CMAQ regional programs.

## ABSTRACT

MTC Resolution No. 4202, Revised

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On June 28, 2017, Attachments B-1 and B-2 were revised to reprogram \$1,000,000 from the SMART Pathway – 2<sup>nd</sup> to Andersen to San Rafael's Grand Ave Bike/Pedestrian Improvements within the Regional Climate Initiatives program as part of a funding exchange within the City of San Rafael, conditioned on San Rafael committing \$1 million in non-federal funds to the construction of the pathway, and a resolution of local support for the use of federal funds on the Grand Ave project, and TAM approval of the redirection of local measure funds between the projects; split out \$8,729,000 from the 511 Next Gen program to 511 Implementation within the Regional Active Operational Management program; program \$1,250,000 to Golden Gate Bridge Highway and Transportation District for the Bettini Transit Center as part of the Marin County Program; and program \$2,617,000 within the San Mateo County Program to the San Mateo County Office of Education for the SRTS program, including \$223,000 in supplemental funds from San Mateo's discretionary balance.

On July 26, 2017, Attachment B-1 was revised to program \$12,000,000 to the US 101 Marin Sonoma Narrows project as part of a fund exchange agreement with Sonoma County Transportation Authority; \$11,000,000 in exchange funds are added to the program for tracking purposes, with the final \$1 million in exchange funds to be identified through a future Commission action.

On September 27, 2017, Attachment B-1 was revised to change the name of the Next Gen Arterial Operations Program (NGAOP) to Innovative Deployment for Enhanced Arterials (IDEA) to reflect program rebranding and additional focus on advanced technologies; program \$4,160,000 to Incident Management Implementation and \$8,840,000 to I-880 Integrated Corridor Mobility project within the Regional Active Operational Management program; split out the Connected Vehicles/Shared Mobility program into the Connected Vehicles/Automated Vehicles program for \$2,500,000 and the Shared Use Mobility program for \$2,500,000; and program \$16,000,000 for three corridors within the Freeway Performance Program, with \$8,000,000 for I-680, \$3,000,000 for I-880, and \$5,000,000 for SR-84.

On October 25, 2017, Attachment B-1 was revised to program \$10,000,000 to the Bay Area Air Quality Management District for the Spare the Air program, in lieu of the Electric Vehicle Programs within the Regional Climate Initiatives Program, conditioned on the Air District contribution of an additional \$10 million to advance implementation of electric vehicles within the region.

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MTC Resolution No. 4202, Revised

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On November 15, 2017, Attachment B-2 was revised to program \$200,000 in the Alameda County Program to the I-580 Corridor Study, to support a joint corridor study between Alameda County Transportation Commission (ACTC) and MTC; \$122,000 within the Napa County Program to Napa Valley Transportation Authority (NVTA) for the Napa County Safe Routes to School (SRTS) Program; and \$300,000 within the Contra Costa County Program to San Ramon for the San Ramon Valley Street Smarts Program.

On December 20, 2017, Attachments A, Appendix A-3, B-1, and B-2 were revised to program \$334 million in the County Program to local and county projects recommended by the nine Congestion Management Agencies (CMAs); redirect \$10,248,000 from BART Car Replacement/Expansion to Clipper within the Regional Transit Priorities Program; revise the CMA Planning Activities funding amounts to reflect the supplementary funds requested by several CMAs through their County Programs; and clarify the program details for the Local Housing Production Incentive program (also known as the *80K by 2020 Challenge Grant*).

On January 24, 2018, Attachment B-1 was revised to redirect \$4,100,000 from Performance-Based ITS Device Maintenance and Rehabilitation to I-880 Communication Upgrade and Infrastructure Gap Closures, within the Transportation Management System program.

On February 28, 2018, Attachments B-1 and B-2 were revised to program \$13 million in Innovative Deployments to Enhance Arterials (IDEA) program grants within the Regional Active Operational Management Program; redirect \$822,000 within Contra Costa County's Safe Routes to School Program (SRTS) for future SRTS projects; program \$2,813,000 to San Francisco SRTS Non-Infrastructure Program within the San Francisco County Program; and clarify MTC exchange fund projects.

On March 28, 2018, Attachment B-1 was revised to distribute the \$1.5 million Community-Based Transportation Planning Program among the nine county Congestion Management Areas (CMAs); clarify the limits of three Freeway Performance Program projects within the Regional Active Operational Management Program; and reflect the programming of \$30,000 in MTC exchange funds for Bay Area Greenprint Functionality Improvements, as part of the PCA program.

On April 25, 2018, Attachment B-1 was revised to program \$8,200,000 in Priority Conservation Area (PCA) grants within the North Bay PCA Program; \$3,400,000 to Sonoma County



## ABSTRACT

MTC Resolution No. 4202, Revised

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Transportation Authority (SCTA) for the Marin Sonoma Narrows B2 Phase 2 project, as part of an exchange agreement in which an equal amount of SCTA's future Regional Transportation Improvement Program (RTIP) funds will be programmed at MTC's discretion; \$7,288,000 in PDA Planning and Implementation grants; and \$500,000 to MTC for PDA Implementation.

On May 23, 2018, Attachments B-1 and B-2 were revised to change the project sponsor from MTC to VTA for the IDEA Program project at the Veteran's Administration Palo Alto Medical Center; redirect funds within the Santa Clara County OBAG 2 County Program to reduce San Jose's West San Carlos Urban Village Streetscape Improvements by \$2,050,000, redirecting \$1,000,000 from the project to Santa Clara's Saratoga Creek Trail Phase 1 and \$1,050,000 to Saratoga's Prospect Rd Complete Streets project; and direct an additional an additional \$25,000 in unprogrammed balances within Santa Clara County OBAG 2 County Program to Saratoga's Prospect Rd Complete Streets project.

On June 27, 2018, Attachments B-1 and B-2 were revised to program \$800,000 to MTC's Carsharing Implementation and \$325,000 to Targeted Transportation Alternatives within the Climate Initiatives Program; redirect from MTC's 511 NextGen program \$8,271,000 to 511 Implementation, \$2,000,000 to Contra Costa Transportation Authority's (CCTA's) I-80 Central Ave Interchange Improvements project, and \$380,000 to an unprogrammed balance within the Regional Active Operational Management program; clarify the scope of MTC's Freeway Performance Program I-880 to reflect the project limits of I-80 to I-280; and redirect \$1,394,000 from Vallejo's Local Streets Rehabilitation project to Fairfield's Heart of Fairfield project within the Solano County Program.

Further discussion of the project selection criteria and programming policy is contained in the memorandum to the Programming and Allocations Committee dated November 4, 2015, July 13, 2016, October 12, 2016, December 14, 2016, February 8, 2017 (action deferred to March 2017), March 8, 2017, April 12, 2017, May 10, 2017, June 14, 2017, July 12, 2017, September 13, 2017, October 11, 2017, November 8, 2017, December 13, 2017, January 10, 2018, February 14, 2018, March 7, 2018, and April 11, 2018; the Planning Committee dated April 6, 2018; and the Programming and Allocations Committee dated May 9, 2018, and June 13, 2018.

Date: November 18, 2015  
W.I.: 1512  
Referred By: Programming & Allocations

RE: One Bay Area Grant Program Second Round (OBAG 2) Project Selection Criteria and Programming Policy

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 4202

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

WHEREAS, MTC is the designated Metropolitan Planning Organization (MPO) for the nine-county San Francisco Bay Area region and is required to prepare and endorse a Transportation Improvement Program (TIP) which includes federal funds; and

WHEREAS, MTC is the designated recipient for state and federal funding assigned to the RTPA/MPO of the San Francisco Bay Area for the programming of projects; and

WHEREAS, state and federal funds assigned for RTPA/MPO programming discretion are subject to availability and must be used within prescribed funding deadlines regardless of project readiness; and

WHEREAS, MTC, in cooperation with the Association of Bay Area Governments (ABAG), the Bay Area Air Quality Management District (BAAQMD), the Bay Conservation and Development Commission (BCDC), California Department of Transportation (Caltrans), Congestion Management Agencies (CMAs), county Transportation Authorities (TAs), transit operators, counties, cities, and interested stakeholders, has developed criteria, policies and procedures to be used in the selection of projects to be funded with various funding including regional federal funds as set forth in Attachments A, B-1 and B-2 of this Resolution, incorporated herein as though set forth at length; and

WHEREAS, using the policies set forth in Attachment A of this Resolution, MTC, in cooperation with the Bay Area Partnership and interested stakeholders, will develop a program of projects to be funded with these funds for inclusion in the federal TIP, as set forth in Attachments B-1 and B-2 of this Resolution, incorporated herein as though set forth at length; and

WHEREAS the federal TIP and subsequent TIP amendments and updates are subject to public review and comment; now therefore be it

RESOLVED that MTC approves the “Project Selection Criteria and Programming Policy” for projects to be funded in the OBAG 2 Program as set forth in Attachments A, B-1 and B-2 of this Resolution; and be it further

RESOLVED that the regional discretionary funding shall be pooled and distributed on a regional basis for implementation of project selection criteria, policies, procedures and programming, consistent with the Regional Transportation Plan (RTP); and be it further

RESOLVED that the projects will be included in the federal TIP subject to final federal approval and requirements; and be it further

RESOLVED that the Executive Director or designee may make technical adjustments and other non-substantial revisions, including updates to fund sources and distributions to reflect final funding criteria and availability; and be it further

RESOLVED that the Executive Director or designee is authorized to revise Attachments B-1 and B-2 as necessary to reflect the programming of projects as the projects are selected, revised and included in the federal TIP; and be it further

RESOLVED that the Executive Director or designee shall make available a copy of this resolution, and attachments as may be required and appropriate.

METROPOLITAN TRANSPORTATION COMMISSION



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Dave Cortese, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at the regular meeting of the Commission held in Oakland, California, on November 18, 2015

**Attachment B-1**  
**MTC Resolution No. 4202**  
**OBAG 2 Regional Programs**  
**FY 2017-18 through FY 2021-22**  
**June 2018**

MTC Res. No. 4202 Attachment B-1

Adopted: 11/18/15-C

Revised: 07/27/16-C 10/26/16-C 12/21/16-C 03/22/17-C 05/24/17-C 06/28/17-C

07/26/17-C 09/27/17-C 10/25/17-C 12/20/17-C 01/24/18-C 02/28/18-C

03/28/18-C 04/25/18-C 05/23/18-C 06/27/18-C

**OBAG 2 Regional Programs Project List**

PROJECT CATEGORY AND TITLE	COUNTY	SPONSOR	Total STP/CMAQ	Other
<b>OBAG 2 REGIONAL PROGRAMS</b>			<b>\$483,105,000</b>	<b>\$18,200,000</b>
<b>1. REGIONAL PLANNING ACTIVITIES</b>				
Regional Planning	Regionwide	MTC	\$9,555,000	
<b>1. REGIONAL PLANNING ACTIVITIES</b>		<b>TOTAL:</b>	<b>\$9,555,000</b>	
<b>2. PAVEMENT MANAGEMENT PROGRAM</b>				
Pavement Management Program	Regionwide	MTC	\$1,500,000	
Pavement Technical Advisory Program (PTAP)	Regionwide	MTC	\$7,500,000	
Statewide Local Streets and Roads (LSR) Needs Assessment	Regionwide	MTC/Caltrans	\$250,000	
<b>2. PAVEMENT MANAGEMENT PROGRAM</b>		<b>TOTAL:</b>	<b>\$9,250,000</b>	
<b>3. PDA PLANNING &amp; IMPLEMENTATION</b>				
PDA Planning and Implementation				
PDA Implementation	Regionwide	MTC	\$2,000,000	
PDA Supportive Studies	Regionwide	MTC	\$500,000	
PDA Planning				
Union City: Decoto Industrial Parkway Study Area Specific Plan 2.0	Alameda	MTC	\$800,000	
El Cerrito: San Pablo Avenue Specific Plan and EIR Update/Amendments	Contra Costa	MTC	\$308,000	
Moraga: Moraga Center Specific Plan Implementation Project	Contra Costa	MTC	\$140,000	
San Rafael: Downtown Precise Plan	Marin	MTC	\$500,000	
San Francisco: HUB Area EIR	San Francisco	MTC	\$500,000	
San Francisco: Transit Corridors Study	San Francisco	MTC	\$500,000	
San Jose: Diridon Integrated Station Area Concept Plan	Santa Clara	MTC	\$800,000	
San Jose: SW Expressway/Race Street Light Rail Urban Village Plans	Santa Clara	MTC	\$500,000	
Vacaville: Downtown Specific Plan	Solano	MTC	\$350,000	
Santa Rosa: Downtown Station Area Specific Plan Update/Amendment	Sonoma	MTC	\$800,000	
Staffing Assistance				
Emeryville: Mitigate Regulation-Induced Displacement, Streamlined Asset Management	Alameda	MTC	\$180,000	
Fremont: SB743 Implementation	Alameda	MTC	\$150,000	
Hayward: SB743 Implementation	Alameda	MTC	\$150,000	
Oakland: ADU Initiative	Alameda	MTC	\$200,000	
Oakland: Innovative Construction Initiative	Alameda	MTC	\$200,000	
Concord: VMT-based Transportation Impact Standards	Contra Costa	MTC	\$150,000	
Concord: Galindo Street Corridor Plan	Contra Costa	MTC	\$200,000	
Lafayette: Updated Parking Ordinance and Strategies	Contra Costa	MTC	\$150,000	
San Jose: PDA/Citywide Design Guidelines	Santa Clara	MTC	\$200,000	
Windsor: Parking Management and Pricing	Sonoma	MTC	\$120,000	
Technical Assistance				
Emeryville: Developing the Highest and Best Use of the Public Curb	Alameda	MTC	\$65,000	
Oakland: General Plan Framework - PDA Community Engagement Program	Alameda	MTC	\$65,000	
San Francisco: Mission-San Jose PDA Housing Feasibility Analysis	San Francisco	MTC	\$65,000	
San Francisco: PDA Density Bonus Program	San Francisco	MTC	\$65,000	
Belmont: Transportation Demand Management Program	San Mateo	MTC	\$65,000	
Rohnert Park: Central Rohnert Park PDA/Creekside Neighb. Subarea Connector Path	Sonoma	MTC	\$65,000	
Unprogrammed balance	Regionwide	MTC	\$8,712,000	
Community-Based Transportation Plan (CBTP) Updates	Regionwide	MTC		
ACTC: Community-Based Transportation Plans	Alameda	MTC	\$300,000	
CCTA: Community-Based Transportation Plans	Contra Costa	MTC	\$215,000	
TAM: Community-Based Transportation Plans	Marin	MTC	\$75,000	
NVTA: Community-Based Transportation Plans	Napa	MTC	\$75,000	
SFCTA: Community-Based Transportation Plans	San Francisco	MTC	\$175,000	
C/CAG: Community-Based Transportation Plans	San Mateo	MTC	\$120,000	
VTA: Community-Based Transportation Plans	Santa Clara	MTC	\$300,000	
STA: Community-Based Transportation Plans	Solano	MTC	\$95,000	
SCTA: Community-Based Transportation Plans	Sonoma	MTC	\$110,000	
CBTP Program Evaluation	Regionwide	MTC	\$35,000	
<b>3. PDA PLANNING &amp; IMPLEMENTATION</b>		<b>TOTAL:</b>	<b>\$20,000,000</b>	
<b>4. CLIMATE INITIATIVES</b>				
Climate Initiatives				<b>\$10,875,000</b>
Spare the Air & EV Program Outreach (for Electric Vehicle Programs)	Regionwide	BAAQMD	\$10,000,000	
<b>Carsharing Implementation</b>	<b>Regionwide</b>	<b>MTC</b>	<b>\$800,000</b>	
<b>Targeted Transportation Alternatives</b>	<b>Regionwide</b>	<b>MTC</b>	<b>\$325,000</b>	
Spare the Air Youth Program - 2	Regionwide	MTC	\$1,417,000	
Grand Ave Bike/Ped Imps (for SMART 2nd to Andersen Pathway)	Marin	San Rafael	\$1,000,000	
<b>4. CLIMATE INITIATIVES</b>		<b>TOTAL:</b>	<b>\$24,417,000</b>	
<b>5. REGIONAL ACTIVE OPERATIONAL MANAGEMENT</b>				

**Attachment B-1**  
**MTC Resolution No. 4202**  
**OBAG 2 Regional Programs**  
**FY 2017-18 through FY 2021-22**  
**June 2018**

MTC Res. No. 4202 Attachment B-1

Adopted: 11/18/15-C

Revised: 07/27/16-C 10/26/16-C 12/21/16-C 03/22/17-C 05/24/17-C 06/28/17-C

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03/28/18-C 04/25/18-C 05/23/18-C 06/27/18-C

**OBAG 2 Regional Programs Project List**

PROJECT CATEGORY AND TITLE	COUNTY	SPONSOR	Total STP/CMAQ	Other
<b>OBAG 2 REGIONAL PROGRAMS</b>			<b>\$483,105,000</b>	<b>\$18,200,000</b>
Active Operational Management				
AOM Implementation	Regionwide	MTC	\$23,737,000	
Bay Area 511 Traveler Information				
511 Next Gen	Regionwide	MTC	<b>\$16,598,000</b>	
511 Implementation	Regionwide	MTC	<b>\$17,000,000</b>	
Rideshare				
Rideshare Implementation	Regionwide	MTC	\$720,000	
Carpool Program	Regionwide	MTC	\$7,280,000	
Vanpool Program	Regionwide	MTC	\$2,000,000	
Commuter Benefits Implementation	Regionwide	MTC	\$674,000	
Commuter Benefits Program	Regionwide	MTC	\$1,111,000	
Bay Bridge Forward				
Transbay Higher Capacity Bus Fleet/Increased Service Frequencies	Alameda	AC Transit	\$1,200,000	
Pilot Transbay Express Bus Routes	Alameda	AC Transit	\$800,000	
Eastbay Commuter Parking	Alameda	MTC	\$2,500,000	
Transbay Higher Capacity Bus Fleet/Increased Service Frequencies	Contra Costa	WestCat	\$2,000,000	
Columbus Day Initiative (CDI)				
Freeway Performance Program	Regionwide	MTC	\$27,000,000	
<b>FPP: I-880 (SR 237 to Hegenberger I-80 to I-280)</b>	Alameda/Santa Clara	MTC	\$3,000,000	
FPP: I-680 (Alameda Co. Line to Solano Co. Line)	Contra Costa	MTC	\$8,000,000	
FPP: SR 84 (US 101 to I-880)	Alameda/San Mateo	MTC	\$5,000,000	
<b>CCTA: I-80 Central Ave Interchange Improvements</b>	<b>Contra Costa</b>	<b>CCTA</b>	<b>\$2,000,000</b>	
US 101/Marin Sonoma Narrows (MSN) B2 Phase 2	Sonoma	SCTA	\$1,000,000	
US 101/Marin Sonoma Narrows (MSN) B2 Phase 2 (Fund Exchange)	Sonoma	SCTA	\$15,400,000	
Program for Arterial System Synchronization (PASS)	Regionwide	MTC	\$5,000,000	
Innovative Deployments for Enhanced Arterials (IDEA)				
IDEA Technical Assistance	Various	MTC	\$1,547,000	
IDEA Category 1				
AC Transit: Dumbarton Express Route (SR84)	Various	MTC	\$2,300,000	
Alameda: Webster & Posey Tubes (SR 260), Park St	Alameda	MTC	\$276,000	
Hayward: Various Locations	Alameda	MTC	\$302,000	
Oakland: Bancroft Ave	Alameda	MTC	\$310,000	
Pleasanton: Various Locations	Alameda	MTC	\$290,000	
Union City: Union City Blvd & Decoto Rd	Alameda	MTC	\$710,000	
San Ramon: Bollinger Canyon Rd & Crow Canyon Rd	Contra Costa	MTC	\$563,000	
San Rafael: Downtown San Rafael	Marin	MTC	\$830,000	
South San Francisco: Various Locations	San Mateo	MTC	\$532,000	
San Jose: Citywide	Santa Clara	MTC	\$1,400,000	
IDEA Category 2				
Dublin: Citywide	Alameda	MTC	\$385,000	
Emeryville: Powell, Shellmound, Christie & 40th St	Alameda	MTC	\$785,000	
CCTA: Concord Blvd, Clayton Rd & Willow Pass Rd	Contra Costa	MTC	\$560,000	
Walnut Creek: Various locations	Contra Costa	MTC	\$680,000	
Los Gatos: Los Gatos Blvd	Santa Clara	MTC	\$700,000	
VTA: Veterans Admin. Palo Alto Medical Center	Santa Clara	VTA	\$830,000	
Connected Vehicles/Automated Vehicles (CV/AV)	Regionwide	MTC	\$2,500,000	
Shared Use Mobility	Regionwide	MTC	\$2,500,000	
Transportation Management System				
TMS Implementation	Regionwide	MTC	\$2,910,000	
Performance-Based ITS Device Maintenance & Rehab.	Regionwide	MTC	\$1,840,000	
TMC Asset Upgrade and Replacement	Regionwide	MTC	\$1,150,000	
I-880 Communication Upgrade and Infrastructure Gap Closures	Various	MTC	\$8,100,000	
Detection Technology Pilot	Regionwide	MTC	\$5,000,000	
Incident Management				
Incident Management Implementation	Regionwide	MTC	\$4,160,000	
I-880 ICM Central	Alameda	MTC	\$8,840,000	
<b>Unprogrammed Balance</b>	<b>TBD</b>	<b>TBD</b>	<b>\$380,000</b>	
<b>5. REGIONAL ACTIVE OPERATIONAL MANAGEMENT</b>			<b>TOTAL: \$192,400,000</b>	
<b>6. TRANSIT PRIORITIES</b>				
BART Car Replacement/Expansion	Various	BART	\$99,752,000	
GGB Suicide Deterrent (for BART Car Replacement/Expansion)	SF/Marin	GGBH&TD	\$40,000,000	
Clipper	Regionwide	MTC	\$34,248,000	
<i>Unprogrammed Balance</i>			\$15,283,000	

**Attachment B-1**  
**MTC Resolution No. 4202**  
**OBAG 2 Regional Programs**  
**FY 2017-18 through FY 2021-22**  
**June 2018**

MTC Res. No. 4202 Attachment B-1

Adopted: 11/18/15-C

Revised: 07/27/16-C 10/26/16-C 12/21/16-C 03/22/17-C 05/24/17-C 06/28/17-C

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**OBAG 2 Regional Programs Project List**

PROJECT CATEGORY AND TITLE	COUNTY	SPONSOR	Total STP/CMAQ	Other
<b>OBAG 2 REGIONAL PROGRAMS</b>			<b>\$483,105,000</b>	<b>\$18,200,000</b>
<b>6. TRANSIT PRIORITIES</b>		<b>TOTAL:</b>	<b>\$189,283,000</b>	
<b>7. PRIORITY CONSERVATION AREA (PCA)</b>				
<b>Regional Peninsula, Southern and Eastern Counties PCA Program</b>				
Peninsula, Southern and Eastern Counties PCA (Funding Exchange)	TBD	MTC/CCC		\$8,170,000
Bay Area GreenPrint: PCA Functionality Improvements	Regionwide	MTC/GreenInfo Network		\$30,000
<b>Local Northbay PCA Program</b>				
Marin County: Hicks Valley/Wilson Hill/Marshall-Petaluma Rehab. (for Corte Madera: f	Marin	Marin County	\$312,000	
Marin County: Hicks Valley/Wilson Hill/Marshall-Petaluma Rd Rehabilitation	Marin	Marin County	\$869,000	
Novato: Nave Dr/Bell Marin Keys Rehab. (for Carmel Open Space Acquisition)	Marin	Novato	\$104,000	
Novato: Vineyard Rd Improvements (for Hill Recreation Area Improvements)	Marin	Novato	\$265,000	
National Parks Service: Fort Baker's Vista Point Trail	Marin	NPS	\$500,000	
NVTA: Vine Trail - St. Helena to Calistoga	Napa	NVTA	\$711,000	
Napa: Vine Trail - Soscol Ave Corridor	Napa	Napa	\$650,000	
Napa County: Silverado Trail Rehabilitation - Phase L	Napa	Napa County	\$689,000	
Solano County: Suisun Valley Farm-to-Market - Phase 3 Bike Improvements	Solano	Solano County	\$2,050,000	
Sonoma County: Crocker Bridge Bike/Pedestrian Bridge	Sonoma	Sonoma Coun	\$1,280,000	
Sonoma County: Joe Rodota Trail Bridge Replacement	Sonoma	Sonoma Coun	\$770,000	
<b>7. PRIORITY CONSERVATION AREA (PCA)</b>		<b>TOTAL:</b>	<b>\$8,200,000</b>	<b>\$8,200,000</b>
<b>8. BAY AREA HOUSING INITIATIVES</b>				
Bay Area Preservation Pilot (BAPP) (Funding Exchange)	Regionwide	MTC		\$10,000,000
Housing Incentive Pool	TBD	TBD	\$30,000,000	
<b>8. BAY AREA HOUSING INITIATIVES</b>		<b>TOTAL:</b>	<b>\$30,000,000</b>	<b>\$10,000,000</b>
<b>OBAG 2 REGIONAL PROGRAMS</b>		<b>TOTAL:</b>	<b>\$483,105,000</b>	<b>\$18,200,000</b>

**Attachment B-2**  
**MTC Resolution No. 4202**  
**OBAG 2 County Programs**  
**FY 2017-18 through FY 2021-22**  
**June 2018**

MTC Res. No. 4202 Attachment B-2  
 Adopted: 11/18/15-C  
 Revised: 07/27/16-C 12/21/16-C 04/26/17-C 06/28/17-C 11/15/17-C  
 12/20/17-C 02/28/18-C 05/23/18-C 06/27/18-C

**OBAG 2 County Programs Project List**

PROJECT CATEGORY AND TITLE	COUNTY	SPONSOR	OBAG 2 STP/CMAQ
<b>OBAG 2 COUNTY PROGRAMS</b>			<b>\$385,512,000</b>
<b>ALAMEDA COUNTY</b>			
CMA Planning Activities			
Planning Activities Base	Alameda	ACTC	\$5,489,000
Planning Activities - Supplemental	Alameda	ACTC	\$2,800,000
Federal Aid Secondary (FAS)			
Alameda County: Various Streets & Roads Preservation	Alameda	Alameda County	\$1,779,000
Safe Routes To School (SRTS)			
ACTC: Alameda County SRTS Non-Infrastructure Program	Alameda	ACTC	\$5,340,000
ACTC: Alameda County SRTS Non-Infrastructure Program - Supplemental	Alameda	ACTC	\$1,959,000
County Program			
Alameda: Central Ave Complete Street	Alameda	Alameda	\$3,487,000
Alameda: Citywide Various Streets and Roads Preservation	Alameda	Alameda	\$827,000
Alameda: Clement Ave Complete Street	Alameda	Alameda	\$5,018,000
Alameda County: Meekland Ave Corridor Improvement, Phase II	Alameda	Alameda County	\$9,300,000
Alameda County: Various Streets and Roads Preservation	Alameda	Alameda County	\$2,171,000
Albany: San Pablo Ave and Buchanan St Pedestrian Improvements	Alameda	Albany	\$340,000
Berkeley: North Shattuck Ave Rehabilitation	Alameda	Berkeley	\$1,214,000
Berkeley: Southside Complete Streets & Transit Improvements	Alameda	Berkeley	\$7,121,000
Dublin: Dublin Blvd Rehabilitation	Alameda	Dublin	\$661,000
Emeryville: Slurry Seal of Frontage Rd, 65th St, and Powell St	Alameda	Emeryville	\$225,000
Fremont: Complete Streets Upgrade of Relinquished SR 84 in Centerville PDA	Alameda	Fremont	\$7,695,000
Fremont: Various Streets and Roads Rehabilitation	Alameda	Fremont	\$2,760,000
Hayward: Main St Complete Street	Alameda	Hayward	\$1,675,000
Hayward: Winton Ave Complete Street	Alameda	Hayward	\$1,750,000
Livermore: Annual Pavement Preservation	Alameda	Livermore	\$1,382,000
MTC: I-580 Corridor Study	Alameda	MTC	\$200,000
Newark: Thornton Ave Pavement Rehabilitation	Alameda	Newark	\$592,000
Oakland: Lakeside Family Streets	Alameda	Oakland	\$4,792,000
Oakland: Citywide Various Streets and Roads Rehabilitation	Alameda	Oakland	\$4,895,000
Piedmont: Oakland Ave Improvements	Alameda	Piedmont	\$168,000
Pleasanton: Hacienda Business Park Pavement Rehabilitation	Alameda	Pleasanton	\$1,095,000
San Leandro: Washington Ave Rehabilitation	Alameda	San Leandro	\$1,048,000
Union City: Dyer Rd Pavement Rehabilitation	Alameda	Union City	\$872,000
<b>ALAMEDA COUNTY</b>			<b>TOTAL: \$76,655,000</b>
<b>CONTRA COSTA COUNTY</b>			
CMA Planning Activities			
Planning Activities Base	Contra Costa	CCTA	\$4,342,000
Federal Aid Secondary (FAS)			
Contra Costa County: Kirker Pass Rd Overlay	Contra Costa	Contra Costa County	\$1,343,000
Safe Routes To School (SRTS)			
Antioch: L Street Pathway to Transit	Contra Costa	Antioch	\$1,223,000
Concord: Willow Pass Road Rehab and 6th St SRTS	Contra Costa	Concord	\$862,000
Contra Costa County: West County Walk & Bike Non-Infrastructure Prog.	Contra Costa	Contra Costa County	\$561,000
Richmond: Lincoln Elementary Pedestrian Enhancements	Contra Costa	Richmond	\$320,000
San Ramon: San Ramon Valley Street Smarts Non-Infrastructure Program	Contra Costa	San Ramon	\$300,000
TBD: SRTS Unprogrammed balance	Contra Costa	TBD	\$822,000
County Program			
Antioch: Pavement Rehabilitation	Contra Costa	Antioch	\$2,474,000
Brentwood: Various Streets and Roads Preservation	Contra Costa	Brentwood	\$1,653,000
Clayton: Neighborhood Streets Rehabilitation	Contra Costa	Clayton	\$308,000
Concord: Monument Blvd Class I Path	Contra Costa	Concord	\$4,368,000
Concord: Willow Pass Road Rehab and 6th St SRTS	Contra Costa	Concord	\$4,183,000
Contra Costa County: Local Streets and Roads Preservation	Contra Costa	Contra Costa County	\$4,327,000
Danville: Camino Ramon Improvements	Contra Costa	Danville	\$1,357,000
El Cerrito: Carlson Blvd and Central Ave Pavement Rehabilitation	Contra Costa	El Cerrito	\$544,000
El Cerrito: El Cerrito del Norte TOD Complete Streets Imps	Contra Costa	El Cerrito	\$4,840,000
Hercules: Sycamore/Willow Pavement Rehabilitation	Contra Costa	Hercules	\$492,000
Lafayette: Pleasant Hill Rd Pavement Rehabilitation	Contra Costa	Lafayette	\$579,000
Martinez: Downtown Streets Rehabilitation	Contra Costa	Martinez	\$846,000

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**OBAG 2 County Programs Project List**

PROJECT CATEGORY AND TITLE	COUNTY	SPONSOR	OBAG 2 STP/CMAQ
<b>OBAG 2 COUNTY PROGRAMS</b>			<b>\$385,512,000</b>
Moraga: Moraga Way and Canyon Rd/Camino Pablo Improvements	Contra Costa	Moraga	\$596,000
Oakley: Street Repair and Resurfacing	Contra Costa	Oakley	\$969,000
Orinda: Orinda Way Pavement Rehabilitation	Contra Costa	Orinda	\$620,000
Pinole: San Pablo Ave Rehabilitation	Contra Costa	Pinole	\$586,000
Pittsburg: BART Pedestrian and Bicycle Connectivity Improvements	Contra Costa	Pittsburg	\$3,870,000
Pittsburg: Pavement Improvements	Contra Costa	Pittsburg	\$1,385,000
Pleasant Hill: Pleasant Hill Rd Improvements	Contra Costa	Pleasant Hill	\$920,000
Richmond: ADA Improvements on 7th, Central, Cutting, Giant Hwy	Contra Costa	Richmond	\$2,205,000
San Pablo: Market St Pavement Rehabilitation	Contra Costa	San Pablo	\$618,000
San Ramon: Alcosta Blvd Pavement Rehabilitation	Contra Costa	San Ramon	\$1,175,000
San Ramon: Iron Horse Bike and Pedestrian Overcrossings	Contra Costa	San Ramon	\$4,840,000
Walnut Creek: Ygnacio Valley & Oak Grove Rd Rehabilitation	Contra Costa	Walnut Creek	\$2,608,000
<b>CONTRA COSTA COUNTY</b>			<b>TOTAL: \$56,136,000</b>
<b>MARIN COUNTY</b>			
CMA Planning Activities			
Planning Activities Base	Marin	TAM	\$3,822,000
Federal Aid Secondary (FAS)			
County of Marin receives FAS funding directly from Caltrans			
Safe Routes To School (SRTS)			
Corte Madera: Paradise Dr Multi-Use Path (San Clement Dr to Seawolf Passage)	Marin	Corte Madera	\$595,000
San Anselmo: San Anselmo Bike Spine	Marin	San Anselmo	\$269,000
County Program			
GGBHTD: San Rafael Bettini Transit Center	Marin	GGBHTD	\$1,250,000
Novato: Nave Dr and Bel Marin Keys Blvd Preservation (for Novato Downtown S	Marin	Novato	\$1,450,000
San Anselmo: Sir Francis Drake Blvd Pavement Rehab and Crossing Imps	Marin	San Anselmo	\$1,134,000
San Rafael: Francisco Blvd East Sidewalk Improvements	Marin	San Rafael	\$2,100,000
Sausalito: US 101/Bridgeway/Gate 6 Bicycle Improvements	Marin	Sausalito	\$250,000
<b>MARIN COUNTY</b>			<b>TOTAL: \$10,870,000</b>
<b>NAPA COUNTY</b>			
CMA Planning Activities			
Planning Activities Base	Napa	NVTA	\$3,822,000
Federal Aid Secondary (FAS)			
County of Napa receives FAS funding directly from Caltrans			
Safe Routes To School (SRTS)			
NVTA: Napa County SRTS Non-Infrastructure Program	Napa	NVTA	\$122,000
St. Helena: Main St Pedestrian Improvements	Napa	St. Helena	\$393,000
County Program			
American Canyon: Green Island Rd Improvements	Napa	American Canyon	\$1,000,000
Napa: Silverado Trail Five-way Intersection Improvement	Napa	Napa (city)	\$2,000,000
St. Helena: Main St Pedestrian Improvements	Napa	St. Helena	\$813,000
<b>NAPA COUNTY</b>			<b>TOTAL: \$8,150,000</b>
<b>SAN FRANCISCO COUNTY</b>			
CMA Planning Activities			
Planning Activities Base	San Francisco	SFCTA	\$3,997,000
Planning Activities - Supplemental	San Francisco	SFCTA	\$1,900,000
Federal Aid Secondary (FAS)			
County of San Francisco is 100% urban and therefore does not receive FAS funding			
Safe Routes To School (SRTS)			
SFMTA: San Francisco SRTS Non-Infrastructure Program	San Francisco	SFMTA	\$1,797,000
SFMTA: San Francisco SRTS Non-Infrastructure Program - Supplemental	San Francisco	SFMTA	\$1,016,000
County Program			
BART: Embarcadero Station New Northside Platform Elevator and Faregates	San Francisco	BART	\$2,000,000
Caltrain: Peninsula Corridor Electrification	San Francisco	Caltrain	\$11,188,000
SFMTA: Geary Bus Rapid Transit Phase 1	San Francisco	SFMTA	\$6,939,000
SFDPW: Better Market Street	San Francisco	SFDPW	\$15,980,000
SFDPW: John Yehall Chin Elementary SRTS Improvements	San Francisco	SFDPW	\$3,366,000
<b>SAN FRANCISCO COUNTY</b>			<b>TOTAL: \$48,183,000</b>



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**OBAG 2 County Programs Project List**

PROJECT CATEGORY AND TITLE	COUNTY	SPONSOR	OBAG 2 STP/CMAQ
<b>OBAG 2 COUNTY PROGRAMS</b>			<b>\$385,512,000</b>
<b>SAN MATEO COUNTY</b>			
CMA Planning Activities			
Planning Activities Base	San Mateo	C/CAG	\$3,822,000
Planning Activities - Supplemental	San Mateo	C/CAG	\$1,512,000
Federal Aid Secondary (FAS)			
San Mateo County: Canada Rd and Edgewood Rd Resurfacing	San Mateo	San Mateo County	\$892,000
Safe Routes To School (SRTS)			
C/CAG: San Mateo SRTS Non-Infrastructure Program	San Mateo	CCAG/COE	\$2,394,000
C/CAG: San Mateo SRTS Non-Infrastructure Program - Supplemental	San Mateo	CCAG/COE	\$223,000
County Program			
Atherton: Middlefield Road Class II Bike Lanes	San Mateo	Atherton	\$251,000
Belmont: Various Streets Pavement Rehabilitation	San Mateo	Belmont	\$467,000
Belmont: Ralston Ave Corridor Bike/Ped Improvements	San Mateo	Belmont	\$1,000,000
Brisbane: Crocker Trail Commuter Connectivity Upgrades	San Mateo	Brisbane	\$885,000
Brisbane: Tunnel Ave Rehabilitation	San Mateo	Brisbane	\$137,000
Burlingame: Various Streets Resurfacing	San Mateo	Burlingame	\$571,000
Burlingame: Broadway PDA Lighting Improvements	San Mateo	Burlingame	\$720,000
Burlingame: Hoover School Area Sidewalk Improvements	San Mateo	Burlingame	\$700,000
Colma: Mission Rd Bike/Ped Improvements	San Mateo	Colma	\$625,000
Daly City: Various Streets Pavement Resurfacing and Slurry Seal	San Mateo	Daly City	\$1,310,000
East Palo Alto: Various Streets Resurfacing	San Mateo	East Palo Alto	\$416,000
Foster City: Various Streets Pavement Rehabilitation	San Mateo	Foster City	\$441,000
Half Moon Bay: Poplar Street Complete Streets	San Mateo	Half Moon Bay	\$1,202,000
Hillborough: Various Streets Resurfacing	San Mateo	Hillborough	\$408,000
Menlo Park: Santa Cruz and Middle Avenues Rehabilitation	San Mateo	Menlo Park	\$647,000
Millbrae: Various Streets Pavement Rehabilitation	San Mateo	Millbrae	\$387,000
Pacifica: Citywide Curb Ramp Replacements	San Mateo	Pacifica	\$400,000
Pacifica: Various Streets Pavement Rehabilitation	San Mateo	Pacifica	\$671,000
Pacifica: Palmetto Sidewalk Improvements	San Mateo	Pacifica	\$330,000
Portola Valley: Various Streets Resurfacing	San Mateo	Portola Valley	\$201,000
Redwood City: Twin Dolphin Parkway Overlay	San Mateo	Redwood City	\$1,266,000
Redwood City: US 101/Woodside Rd Class I Bikeway	San Mateo	Redwood City	\$948,000
San Bruno: Huntington Transit Corridor Bicycle/Pedestrian and Related Imps	San Mateo	San Bruno	\$914,000
San Bruno: Various Streets Pavement Rehabilitation	San Mateo	San Bruno	\$673,000
San Carlos: Cedar and Brittan Ave Pavement Rehabilitation	San Mateo	San Carlos	\$575,000
San Carlos: Ped Enhancements Arroyo/Cedar and Hemlock/Orange	San Mateo	San Carlos	\$500,000
San Carlos: US 101/Holly Street Bike/Ped Overcrossing	San Mateo	San Carlos	\$1,000,000
San Mateo: Various Streets Pavement Rehabilitation	San Mateo	San Mateo	\$1,593,000
San Mateo: Laurie Meadows Ped/Bike Safety Improvements	San Mateo	San Mateo	\$987,000
San Mateo County: Countywide Pavement Maintenance	San Mateo	San Mateo County	\$1,072,000
South San Francisco: Various Streets Pavement Rehabilitation	San Mateo	South San Francisco	\$1,027,000
South San Francisco: Grand Boulevard Initiative Complete Street Imps	San Mateo	South San Francisco	\$1,000,000
Woodside: Various Streets Pavement Rehabilitation	San Mateo	Woodside	\$242,000
Woodside: Woodside Pathway Phase 3	San Mateo	Woodside	\$136,000
<b>SAN MATEO COUNTY</b>			<b>TOTAL: \$32,545,000</b>
<b>SANTA CLARA COUNTY</b>			
CMA Planning Activities			
Planning Activities Base	Santa Clara	VTA	\$6,078,000
Planning Activities - Supplemental	Santa Clara	VTA	\$4,822,000
Federal Aid Secondary (FAS)			
Santa Clara County: Uvas Rd Rehabilitation	Santa Clara	Santa Clara County	\$1,701,000
Safe Routes To School (SRTS)			
Campbell: Eden Ave Sidewalk Improvements	Santa Clara	Campbell	\$555,000
Palo Alto: Waverley Multi-Use Path, E. Meadow Dr. & Fabian Wy. Enhanced Bike	Santa Clara	Palo Alto	\$919,000
San Jose: Mount Pleasant Schools Area Pedestrian & Bicycle Safety Imps.	Santa Clara	San Jose	\$1,000,000
Santa Clara: Santa Clara Schools Access Improvements	Santa Clara	Santa Clara	\$1,146,000
Santa Clara: Saratoga Creek Trail Phase 1	Santa Clara	Santa Clara	\$359,000
Sunnyvale: Homestead Rd at Homestead High School Ped & Bike Imps.	Santa Clara	Sunnyvale	\$1,000,000
Sunnyvale: Pedestrian and Bicyclist Infrastructure Improvements	Santa Clara	Sunnyvale	\$919,000
SRTS Unprogrammed balance	Santa Clara	TBD	\$1,000,000
County Program			
Campbell: Winchester Boulevard Overlay	Santa Clara	Campbell	\$554,000

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**OBAG 2 County Programs Project List**

PROJECT CATEGORY AND TITLE	COUNTY	SPONSOR	OBAG 2 STP/CMAQ
<b>OBAG 2 COUNTY PROGRAMS</b>			<b>\$385,512,000</b>
Cupertino: Pavement Management Program	Santa Clara	Cupertino	\$769,000
Gilroy: Downtown Monterey St Rehabilitation	Santa Clara	Gilroy	\$1,028,000
Los Altos: Fremont Ave Asphalt Concrete Overlay	Santa Clara	Los Altos	\$336,000
Los Gatos: Los Gatos Creek Trail to Highway 9 Trailhead Connection	Santa Clara	Los Gatos	\$343,000
Milpitas: Various Streets Resurfacing	Santa Clara	Milpitas	\$1,609,000
Morgan Hill: East Dunne Ave Pavement Rehabilitation	Santa Clara	Morgan Hill	\$857,000
Mountain View: West Middlefield Road Improvements	Santa Clara	Mountain View	\$1,136,000
Palo Alto: Adobe Creek/Highway 101 Bicycle Pedestrian Bridge	Santa Clara	Palo Alto	\$4,350,000
Palo Alto: El Camino Real Pedestrian Safety & Streetscape Improvements	Santa Clara	Palo Alto	\$4,655,000
Palo Alto: North Ventura Coordinated Area Plan	Santa Clara	Palo Alto	\$638,000
Palo Alto: Various Streets Resurfacing	Santa Clara	Palo Alto	\$1,009,000
San Jose: Downtown San Jose Mobility, Streetscape, and Public Life Plan	Santa Clara	San Jose	\$813,000
San Jose: East Side Alum Rock (east of 680) Urban Village Plan	Santa Clara	San Jose	\$400,000
San Jose: McKee Road Vision Zero Priority Safety Corridor Improvements	Santa Clara	San Jose	\$8,623,000
San Jose: Various Streets Pavement Rehabilitation	Santa Clara	San Jose	\$14,597,000
San Jose: Tully Road Vision Zero Priority Safety Corridor Improvements	Santa Clara	San Jose	\$8,599,000
San Jose: West San Carlos Urban Village Streetscape Improvements	Santa Clara	San Jose	\$3,582,000
Santa Clara: Hetch-Hetchy Trail Phase 1	Santa Clara	Santa Clara	\$790,000
Santa Clara: San Tomas Aquino Creek Trail Underpass	Santa Clara	Santa Clara	\$2,449,000
Santa Clara: Saratoga Creek Trail Phase 1	Santa Clara	Santa Clara	\$3,376,000
Santa Clara: Streets & Roads Preservation	Santa Clara	Santa Clara	\$2,356,000
Santa Clara County: Capitol Expressway Rehabilitation	Santa Clara	Santa Clara County	\$5,000,000
Santa Clara County: McKean Rd Pavement Rehabilitation	Santa Clara	Santa Clara County	\$1,151,000
Saratoga: Prospect Rd Complete Streets	Santa Clara	Saratoga	\$1,075,000
Saratoga: Saratoga Village Crosswalks & Sidewalks Rehabilitation	Santa Clara	Saratoga	\$338,000
Sunnyvale: Bernardo Avenue Bicycle Underpass - EIR	Santa Clara	Sunnyvale	\$500,000
Sunnyvale: East Sunnyvale Area Sense of Place Improvements	Santa Clara	Sunnyvale	\$3,047,000
Sunnyvale: Fair Oaks Avenue Bikeway - Phase 2	Santa Clara	Sunnyvale	\$782,000
Sunnyvale: Java Drive Road Diet & Bike Lanes	Santa Clara	Sunnyvale	\$500,000
Sunnyvale: Lawrence Station Area Sidewalks & Bike Facilities	Santa Clara	Sunnyvale	\$500,000
Sunnyvale: Peery Park Sense of Place Improvements	Santa Clara	Sunnyvale	\$2,686,000
Sunnyvale: Traffic Signal Upgrades	Santa Clara	Sunnyvale	\$2,566,000
VTa/Milpitas: Montague Exwy Pedestrian Overcrossing at Milpitas BART	Santa Clara	VTa/Milpitas	\$3,560,000
<b>SANTA CLARA COUNTY</b>			<b>TOTAL: \$104,073,000</b>
<b>SOLANO COUNTY</b>			
CMA Planning Activities			
Planning Activities Base	Solano	STA	\$3,822,000
Planning Activities - Supplemental	Solano	STA	\$3,039,000
Federal Aid Secondary (FAS)			
Solano County: County Roads Paving	Solano	Solano County	\$506,000
Solano County: Farm to Market Phase 2 Improvements	Solano	Solano County	\$1,000,000
Safe Routes To School (SRTS)			
Fairfield: Grange Middle School SRTS Improvements	Solano	Fairfield	\$260,000
STA: Countywide SRTS Non-Infrastructure Program	Solano	STA	\$1,209,000
County Program			
Benicia: Park Rd Improvements	Solano	Benicia	\$2,731,000
<b>Fairfield: Heart of Fairfield Improvements</b>	<b>Solano</b>	<b>Fairfield</b>	<b>\$1,394,000</b>
Suisun City: Railroad Ave Repaving	Solano	Suisun City	\$491,000
STA: Vacaville Jepson Parkway Phase 3 Bike Path	Solano	STA	\$1,407,000
STA: Solano Mobility Call Center	Solano	STA	\$1,537,000
Vacaville: VacaValley/I-505 Roundabouts	Solano	Vacaville	\$1,907,000
Vacaville: Local Streets Overlay	Solano	Vacaville	\$1,193,000
<b>Vallejo: Sacramento St Rehabilitation Local Streets Overlay</b>	Solano	Vallejo	<b>\$681,000</b>
<b>SOLANO COUNTY</b>			<b>TOTAL: \$21,177,000</b>
<b>SONOMA COUNTY</b>			
CMA Planning Activities			
Planning Activities Base	Sonoma	SCTA	\$3,822,000
Planning Activities - Supplemental	Sonoma	SCTA	\$1,178,000
Federal Aid Secondary (FAS)			
Sonoma County: River Road Pavement Rehabilitation	Sonoma	Sonoma County	\$3,264,000
Safe Routes To School (SRTS)			
SCTA: Sonoma County Safe Routes To School (SRTS)	Sonoma	SCTA	\$1,655,000

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<b>OBAG 2 COUNTY PROGRAMS</b>			<b>\$385,512,000</b>
County Program	Sonoma		
Cotati: E. Cotati Avenue Street Rehabilitation	Sonoma	Cotati	\$675,000
Healdsburg: Healdsburg Avenue Road Diet	Sonoma	Healdsburg	\$600,000
Petaluma: Petaluma Boulevard South Road Diet	Sonoma	Petaluma	\$2,916,000
SMART: Petaluma SMART Pathway	Sonoma	SMART	\$400,000
Rohnert Park: Various Streets Rehabilitation	Sonoma	Rohnert Park	\$1,035,000
Santa Rosa: US 101 Bicycle and Pedestrian Bridge Overcrossing	Sonoma	Santa Rosa	\$1,418,000
Santa Rosa: Various Streets Rehabilitation	Sonoma	Santa Rosa	\$1,655,000
Sebastopol: Bodega Avenue Bike Lanes and Pavement Rehabilitation	Sonoma	Sebastopol	\$1,195,000
Sonoma (City) : New Fryer Creek Bicycle and Pedestrian Bridge	Sonoma	Sonoma (City)	\$501,000
Sonoma County: Various County Roads Rehabilitation	Sonoma	Sonoma County	\$2,600,000
Sonoma County: New Crocker Bridge Bike and Pedestrian Passage	Sonoma	Sonoma County	\$1,809,000
Windsor: Windsor River Road at Windsor Road Intersection Imps	Sonoma	Windsor	\$3,000,000
<b>SONOMA COUNTY</b>			<b>TOTAL: \$27,723,000</b>
<b>OBAG 2 COUNTY PROGRAMS</b>			<b>TOTAL: \$385,512,000</b>