



Metropolitan Transportation Commission

101 Eighth Street,
Joseph P. Bort
MetroCenter
Oakland, CA

Meeting Agenda

Programming and Allocations Committee

Scott Wiener, Chair Federal D. Glover, Vice Chair

Wednesday, October 14, 2015

9:40 AM

Lawrence D. Dahms Auditorium

This meeting is scheduled to be audiocast live on the Metropolitan Transportation Commission's Web site: www.mtc.ca.gov

1. Roll Call / Confirm Quorum

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

2. Consent Calendar

- 2a. [15-0894](#) Minutes of September 9, 2015 meeting.
- Action: Committee Approval
- Attachments: [2a_09-09-2015_PAC_Minutes_v3.pdf](#)
-
- 2b. [15-0895](#) Quarterly Report of Executive Director Delegated Authority actions.
- Action: Information
- Presenter: Cheryl Chi
- Attachments: [2b_Delegated_Authority_Quarterly_Report.pdf](#)
-
- 2c. [15-0896](#) Revision to FY2015-16 Regional Measure 2 (RM2) Operating Program to add new projects. MTC Resolution 4185, Revised.
- Action: Commission Approval
- Presenter: Cheryl Chi
- Attachments: [2c_RM2_Revisions_Reso-4185.pdf](#)
-
- 2d. [15-0897](#) Revisions to the Surface Transportation Program/Congestion Mitigation and Air Quality Improvement (STP/CMAQ) One Bay Area Grant (OBAG) Program. MTC Resolution No. 4035, Revised.
- Action: Commission Approval
- Presenter: Adam Crenshaw
- Attachments: [2d_STP-CMAQ_OBAG_Revisions_Reso-4035.pdf](#)

- 2e. [15-0905](#) FY 2015-16 Fund Estimate Revision. MTC Resolution No. 4177, Revised.
Action: Commission Approval
Presenter: William Bacon
Attachments: [2e Fund Estimate Revisions Reso-4177.pdf](#)
- 2f. [15-0899](#) Allocate \$45.1 million in FY2015-16 Transportation Development Act (TDA) and State Transit Assistance (STA) funds to SamTrans and Union City in support of transit operations. MTC Resolution Nos. 4187, Revised and 4188, Revised.
Action: Commission Approval
Presenter: Cheryl Chi
Attachments: [2f SamTrans&UnionCity Allocation Resos-4187-4188.pdf](#)
- 2g. [15-0902](#) Revisions to the Transit Capital Priorities program for FY2014-15 and AB664 bridge toll program and allocations for FY2014-15. MTC Resolution Nos. 4162, Revised, 4163, Revised and 4165, Revised.
Action: Commission Approval
Presenter: Shruti Hari
Attachments: [2g TCP Revisions and AB664 P&A Resos-4162-162-4165.pdf](#)
- 3. State**
- 3a. [15-0901](#) MTC's Cap and Trade Funding Framework Update.

A presentation and discussion of proposed revisions to the region's Cap and Trade Funding Framework. Based on Committee direction and additional input, staff intends to present recommendations to this Committee in December.
Action: Information
Presenter: Kenneth Folan
Attachments: [3a Cap and Trade Framework Update.pdf](#)
- 3b. [15-0904](#) Adoption of the 2015 Regional Active Transportation Program (ATP) Cycle 2 Program of Projects. MTC Resolution No. 4172, Revised.

Proposed adoption of the 2015 Regional Competitive ATP, programming \$30 million of state and federal funds.
Action: Commission Approval
Presenter: Kenneth Kao
Attachments: [3b Cycle 2 ATP Reso-4172.pdf](#)

4. Regional

- 4a. [15-0898](#) Regional Measure 2 Operating Program Performance Update for FY2014-15.
- FY 2014-15 Regional Measure 2 (RM2) Operating Performance Program Update for services that did not meet the RM2 performance standards.
- Action:** Information
- Presenter:** Theresa Romell
- Attachments:** [4a_RM2 Operating Update.pdf](#)
- 4b. [15-0900](#) Overview of SPUR's Seamless Transit Report and Discussion of Regional Activity on Key Recommendations.
- Review of SPUR's key findings in the context of planning and operational efforts underway by MTC. Staff seeks Committee direction on the next steps with respect to regional transit mapping, and better integration of transit service including the Transbay Corridor to relieve overcrowding.
- Action:** Information
- Presenter:** Alix Bockelman
- Attachments:** [4b Seamless Transit Overview Revised-10-14-15.pdf](#)

5. Public Comment / Other Business

6. Adjournment / Next Meeting

The next meeting of the Programming and Allocations Committee will be November 4, 2015, 9:40 a.m. in the Lawrence D. Dahms Auditorium, First Floor, 101 Eighth Street, Oakland, CA.

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

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

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

Accessibility and Title VI: MTC provides services/accommodations upon request to persons with disabilities and individuals who are limited-English proficient who wish to address Commission matters. For accommodations or translations assistance, please call 510.817.5757 or 510.810.5769 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 510.817.5757 或 510.817.5769 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 Titulo 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 510.817.5757 o al 510.817.5769 para TDD/TTY. Requerimos que solicite asistencia con tres días hábiles de anticipación para poderle proveer asistencia.

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

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

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



Metropolitan Transportation Commission

101 Eighth Street,
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Oakland, CA

Legislation Details (With Text)

File #: 15-0894 **Version:** 1 **Name:**

Type: Minutes **Status:** Consent

File created: 9/15/2015 **In control:** Programming and Allocations Committee

On agenda: 10/14/2015 **Final action:**

Title: Minutes of September 9, 2015 meeting.

Sponsors:

Indexes:

Code sections:

Attachments: [2a_09-09-2015_PAC_Minutes_v3.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:
Minutes of September 9, 2015 meeting.

Recommended Action:
Committee Approval



Metropolitan Transportation Commission Meeting Minutes

101 Eighth Street,
Joseph P. Bort
MetroCenter
Oakland, CA

Programming and Allocations Committee

Scott Wiener, Chair Federal D. Glover, Vice Chair

Wednesday, September 9, 2015

9:40 AM

Lawrence D. Dahms Auditorium

Call Meeting to Order

1. Roll Call / Confirm Quorum

Present: 7 - Commissioner Baker, Commissioner Bates, Commissioner Campos, Commissioner Luce, Commissioner Schaaf, Commissioner Tissier, and Chairperson Wiener

Absent: 2 - Vice Chair Glover, and Commissioner Rein Worth

Non-Voting Member Present: Commissioner Sartipi

Ex Officio Voting Member Present: Commission Chair Cortese

Ad Hoc Non-Voting Members Present: Commissioner Giacomini, Commissioner Haggerty, Commissioner Halsted, Commissioner Pierce, and Commissioner Spering

2. Consent Calendar

Approval of the Consent Calendar

Upon the motion by Commissioner Baker and the second by Commissioner Campos, the Consent Calendar was unanimously approved by the following vote:

Aye: 7 - Commissioner Baker, Commissioner Bates, Commissioner Campos, Commissioner Luce, Commissioner Schaaf, Commissioner Tissier and Chairperson Wiener

Absent: 2 - Vice Chair Glover and Commissioner Rein Worth

2a. [15-0810](#) Minutes of July 8, 2015 meeting.

Action: Committee Approval

2b. [15-0811](#) 2015 Transportation Improvement Program (TIP) Amendment 2015-17. MTC Resolution No. 4175, Revised.

Action: Commission Approval

Presenter: Adam Crenshaw

2c. [15-0812](#) FY 2015-16 Fund Estimate Revision. MTC Resolution No. 4177, Revised.

Action: Commission Approval

Presenter: William Bacon

- 2d.** [15-0821](#) Revisions to the Cycle 1 Surface Transportation Program/Congestion Mitigation and Air Quality Improvement (STP/CMAQ) for the Climate Initiatives Outreach, and Freeway Performance Initiative (FPI) Programs. MTC Resolution No. 3925, Revised.
- Action:** Commission Approval
- Presenter:** Ursula Vogler
-
- 2e.** [15-0824](#) Allocate \$3.6 million in FY2015-16 Transportation Development Act (TDA) funds to Fairfield and Suisun Transit (FAST) in support of transit operations. MTC Resolution 4187, Revised.
- Action:** Commission Approval
- Presenter:** Cheryl Chi
-
- 2f.** [15-0816](#) Proposition 1B - Transit: FY2014-15 Population-based Funds Policy Update and Allocation Request for approximately \$1.2 million for the upgrade of 70-80 BART Ticket Vending Machines (TVM) to vend Clipper cards. MTC Resolution Nos. 3880, Revised and 3814, Revised.
- Action:** Commission Approval
- Presenter:** Kenneth Folan
-
- 2g.** [15-0833](#) Short-Range Transit Plan (SRTP) Funding Recommendations and Guidelines for FY2015-16. MTC Resolution No. 4117, Revised.
- Action:** Commission Approval
- Presenter:** Christina Hohorst
-
- 2h.** [15-0813](#) Policies, Procedures and Project Selection Criteria for the 2016 Regional Transportation Improvement Program (RTIP). MTC Resolution No. 4208.
- Action:** Commission Approval
- Presenter:** Anne Richman

3. Regional

- 3a. [15-0814](#) Allocation of \$6.1 million in Regional Measure 2 (RM2) funds to the Sonoma Marin Area Rail Transit District (SMART) for vehicle procurement activities and revision to the Surface Transportation Program/Congestion Mitigation and Air Quality Improvement (STP/CMAQ) One Bay Area Grant (OBAG) Program to revise the County Congestion Management Agency (CMA) program. MTC Resolution Nos. 3712, Revised and 4035, Revised.

An allocation request of \$6.1 million in RM2 funds from SMART for the acquisition of rail vehicles, and a request from Sonoma County Transportation Authority to amend its OBAG program to update the project for the Sonoma Marin Area Rail Transit District (SMART) by redirecting OBAG funds from the SMART vehicles to the SMART Larkspur extension.

Action: Commission Approval

Presenter: Craig Bosman

Upon the motion by Commissioner Tissier and the second by Commissioner Baker, the Committee unanimously approved the referral of MTC Resolution Nos. 3712, Revised and 4035, Revised to the Commission for approval. The motion carried by the following vote:

Aye: 7 - Commissioner Baker, Commissioner Bates, Commissioner Campos, Commissioner Luce, Commissioner Schaaf, Commissioner Tissier and Chairperson Wiener

Absent: 2 - Vice Chair Glover and Commissioner Rein Worth

- 3b. [15-0834](#) AC Transit, BART, and WETA Capacity Presentations.

AC Transit, BART, and WETA staffs provided updates to the Committee on transbay corridor capacity issues and various solutions under consideration.

Action: Information

Presenter: Glen Tepke

- 3c. [15-0815](#) Transbay Joint Powers Authority - Cost Review of the Transbay Transit Center Phase I.

At its July 22nd meeting, the Commission directed staff to perform a project cost and risk review for both phases of the project and report back to the Commission in ninety days. An update on the Phase 1 Cost and Risk Reviews is included in this item; Phase 2 will follow in October.

Action: Information

Presenter: Anne Richman

4. Federal

- 4a. [15-0817](#) Revisions to the FY2014-15 Transit Capital Priorities (TCP) program to reprogram \$25 million of TCP funds from SFMTA's Light Rail Vehicle (LRV) project back to the original fixed guideway projects, and reduce the AB 664 bridge tolls programmed to the LRV expansion project by \$16 million for future reprogramming for fleet replacement. MTC Resolution Nos. 4162, Revised, 4163, Revised, and 4169, Revised.

Re-programming of approximately \$25 million in FTA 5337 funds and \$16 million in AB 664 bridge toll funds from SFMTA's light rail vehicle (LRV) expansion project back to the original projects they had been programmed for, as a result of SFMTA receiving \$41 million in Cap and Trade funds towards the LRV expansion project.

Action: Commission Approval

Presenter: Shruti Hari

Chairperson Wiener deputized ad hoc Committee member Commissioner Sperling as a voting member.

Upon the motion by Commissioner Tissier and the second by Commissioner Baker, the Committee unanimously approved the referral of MTC Resolution Nos. 4162, Revised, 4163, Revised, and 4169, Revised to the Commission for approval. The motion carried by the following vote:

Aye: 4 - Commissioner Baker, Commissioner Luce, Commissioner Tissier and Chairperson Wiener

Absent: 5 - Commissioner Bates, Commissioner Campos, Vice Chair Glover, Commissioner Schaaf and Commissioner Rein Worth

5. California Transportation Commission Update

- 5a. [15-0835](#) California Transportation Commission Update.

Action: Information

Presenter: Anne Richman

6. Public Comment / Other Business

7. Adjournment / Next Meeting

The next meeting of the Programming and Allocations Committee will be October 14, 2015, 9:40 a.m. in the Lawrence D. Dahms Auditorium, First Floor, 101 Eighth Street, Oakland, CA.



Metropolitan Transportation Commission

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Legislation Details (With Text)

File #: 15-0895 **Version:** 1 **Name:**

Type: Report **Status:** Consent

File created: 9/15/2015 **In control:** Programming and Allocations Committee

On agenda: 10/14/2015 **Final action:**

Title: Quarterly Report of Executive Director Delegated Authority actions.

Sponsors:

Indexes:

Code sections:

Attachments: [2b_Delegated_Authority_Quarterly_Report.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:
Quarterly Report of Executive Director Delegated Authority actions.

Presenter:
Cheryl Chi

Recommended Action:
Information

Metropolitan Transportation Commission Programming and Allocations Committee

October 14, 2015

Agenda Item 2b

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

Background: MTC Resolution No. 3620, Revised, adopted by the Commission in March 2004, allows the Executive Director to make administrative allocations of local funds up to \$1 million, with authority to take any rescission actions requested by claimants. To keep the Commission informed on actions approved by the Executive Director, staff reports quarterly on all 'delegated authority' allocations or rescissions.

This is the first quarter report for FY2015-16, and covers the period of July 2015 through September 2015. The Executive Director made the following allocation and rescission action as summarized below and detailed in Attachments A and B:

Delegated Authority FY 2014-15	End of Year True-Up
Rescissions	
State Transit Assistance	(\$1,712,703)
Total Rescissions	(\$1,712,703)

Delegated Authority FY 2015-16	1st Quarter
Allocations	
Transportation Development Act	18,332,901
State Transit Assistance	15,595,399
Regional Measure 2	4,283,912
Total Allocations	38,232,212
Rescissions	
Transportation Development Act	(868,378)
State Transit Assistance	0
Regional Measure 2	(891,907)
Total Rescissions	(1,760,285)

Issues: None

Recommendation: Information

Attachments: FY2014-15 Delegated Authority Attachment A
FY2015-16 Delegated Authority Attachment B

FY 2014-15 Delegated Authority

Allocation and Rescission of Transportation Development Act, State Transit Assistance, Regional Measure 2,
Bridge Toll and Feeder Bus Funds pursuant to MTC Resolution 3620 and
Allocation of Low Carbon Transit Operations Program Allocation pursuant to MTC Resolution 4170

End of Year True-Up

Claimant	Description	Amount	Code	Date	Apportionment
Rescission - State Transit Assistance				Approval	Allocation
Claimant	Description	Amount		Date	Instruction
CCCTA	Paratransit Operations	(18,652)		09/18/15	15002008
GGBHTD	Transit Operations	(1,077,290)		09/18/15	15414514
SamTrans	Transit Operations	(476,291)		09/18/15	15414512
WCCTA	Transit Operations	(57,972)		09/18/15	15002012
Soltrans	Transit Operations	(70,534)		09/18/15	15002034
Union City	Paratransit Operations	(834)		09/18/15	15002043
Sonoma Count	Transit Operations	(3,076)		09/18/15	15002032
Petaluma	Transit Operations	(7,406)		09/18/15	15002014
Rio Vista	Transit Operations	(648)		09/18/15	15002068
Total		(1,712,703)			

FY 2015-16 Delegated Authority

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

First Quarter

Transportation Development Act - Allocation (001)				Approval	
Claimant	Description	Amount	Code	Date	Apportionment
5800 - 99233.3 Pedestrian & Bicycle Facilities - Capital					
Santa Rosa	Jennings Ave Ped and Bike Crossing at SMART Corridor	503,313	001	06/24/15	Sonoma County
Campbell	Bicycle and Pedestrian Improvements at Various Locations	30,935	013	07/22/15	Santa Clara County
Los Altos Hills	Design Miranda Rd Pathway	15,342	014	07/22/15	Santa Clara County
Morgan Hill	Bikeways Master Plan Update	30,348	015	07/22/15	Santa Clara County
San Jose	ADA Curb Ramps	100,000	016	07/22/15	Santa Clara County
San Jose	Bike Safety & Education Programs	104,691	017	07/22/15	Santa Clara County
San Jose	Citywide Bikeway Implementation	972,488	018	07/22/15	Santa Clara County
San Jose	Hedding Street Bicycle Lanes	308,830	019	07/22/15	Santa Clara County
Santa Clara	Bicycle and Pedestrian Improvements at Various Locations	298,012	020	07/22/15	Santa Clara County
Santa Clara	Bicycle Plan	75,000	021	07/22/15	Santa Clara County
Saratoga	Saratoga Avenue Pathway	22,753	022	07/22/15	Santa Clara County
Sunnyvale	Rectangular Rapid Flashing Beacons at Henderson/Lily Avenues	34,706	023	07/22/15	Santa Clara County
Sunnyvale	Green Bike Lanes on Evelyn Avenue	73,623	024	07/22/15	Santa Clara County
Santa Clara County	East San Jose Pedestrian Improvements	161,152	025	07/22/15	Santa Clara County
Santa Clara County	Capitol Expressway Pedestrian Connection to Eastridge	300,000	026	07/22/15	Santa Clara County
Orinda	Bicycle Route Signage and Striping Project	40,000	027	07/22/15	Contra Costa County
CCCPW	Pomona Street Safety Improvements Project	120,000	028	07/22/15	Contra Costa County
CCCPW	Pedestrian Crossing Improvements Project - East County	80,000	029	07/22/15	Contra Costa County
Pleasant Hill	Golf Club Road / Stubbs Road Intersection Improvements	80,000	030	07/22/15	Contra Costa County
Walnut Creek	Bike Lanes on Olympic Boulevard	72,000	031	07/22/15	Contra Costa County
CCCPW	Pedestrian Crossing Improvements Project - Central County	120,000	032	07/22/15	Contra Costa County
Alameda County	Bicycle and Pedestrian Improvements at Various Locations	100,000	033	07/22/15	Alameda County
Alameda County	Pedestrian Ramps in Unincorporated Area	100,000	034	07/22/15	Alameda County
Alameda County	Bicycle/Pedestrian Safety Education	19,971	035	07/22/15	Alameda County
Albany	Marin Curtis Safe Routes to School Pedestrian Improvements	31,417	036	07/22/15	Alameda County
Oakland	Bicyclist Safety Education Classes	25,000	037	07/22/15	Alameda County
Oakland	Bicyclist Signage Program	100,000	038	07/22/15	Alameda County
Oakland	Bicyclist Safe Storm Drain Inlet Program	100,000	039	07/22/15	Alameda County
Oakland	East Oakland Bike Lanes	100,000	040	07/22/15	Alameda County
San Leandro	Citywide Pedestrian Accessibility Improvements	76,556	041	07/22/15	Alameda County
Fremont	Citywide Bicycle Detection Improvement	95,533	042	07/22/15	Alameda County
Livermore	Bicycle, Pedestrian, and Trails Active Transportation Plan	400,000	043	07/22/15	Alameda County
Pleasanton	I580 Overcrossing Bicycle Improvement	190,140	044	07/22/15	Alameda County
Atherton	Middlefield and Oak Grove Complete Street Improvements	124,200	045	07/22/15	San Mateo County
SFMTA	Bicycle Projects	510,548	046	07/22/15	San Francisco County
SFDPW	Curb Ramps	250,918	047	07/22/15	San Francisco County
SFDPW	Sidewalk Repair and Reconstruction	250,917	048	07/22/15	San Francisco County
Lafayette	Bicycle and Pedestrian Safety Education Program	30,000	059	08/26/15	Contra Costa County
Brentwood	Rectangular Rapid Flashing Beacon Project	46,000	060	08/26/15	Contra Costa County
Antioch	New Handicap Ramps at Various Locations	50,000	061	08/26/15	Contra Costa County
CCC Health Services	Bicycle and Pedestrian Safety Education	30,000	062	08/26/15	Contra Costa County
Martinez	Center Avenue Pedestrian Signal Project	70,000	063	08/26/15	Contra Costa County
Hayward	Citywide ADA Compliant Wheelchair Accessible Ramps	131,859	064	08/26/15	Alameda County
San Mateo	San Mateo Dr. Ped and Bike Improvements	400,000	068	09/23/15	San Mateo County
San Carlos	Hwy 101 Ped/Bike Overcrossing	400,000	069	09/23/15	San Mateo County
South San Francisco	Linden Ave Complete Streets Safety Project	400,000	070	09/23/15	San Mateo County
Daly City	Westmoof Ave to Guadalupe Parkway Bike and Ped Improvemen	154,750	071	09/23/15	San Mateo County
San Mateo County	Bicycle Routes and Rules	21,050	072	09/23/15	San Mateo County
Subtotal		7,752,052			

5801 - 99233.7, 99275 Community Transit Service - Operations

LAVTA	Community Transit	129,379	002	06/24/15	Alameda County
CCCTA	Community Transit	829,680	003	06/24/15	Contra Costa County
Pleasanton	Community Transit	70,398	004	06/24/15	Alameda County
ECCTA	Community Transit	438,025	049	07/22/15	Contra Costa County
NCTPA	Community Transit	401,127	050	07/22/15	Napa County
Subtotal		1,868,609			

5802 - 99260A Transit - Operations

LAVTA	Transit Operations	85,033	005	06/24/15	BART Alameda
WCCTA	Transit Operations	76,445	006	06/24/15	Contra Costa County*
WCCTA	Transit Operations	248,961	007	06/24/15	BART Contra Costa
AC Transit	Transit Operations	571,086	008	06/24/15	Contra Costa County*
AC Transit	Transit Operations	116,699	009	06/24/15	Union City
SolTrans	Transit Operations	32,150	051	07/22/15	Solano County
SolTrans	Transit Operations	4,135	051	07/22/15	Dixon
SolTrans	Transit Operations	24,848	051	07/22/15	Fairfield
SolTrans	Transit Operations	6,025	051	07/22/15	Suisun City
SolTrans	Transit Operations	11,663	051	07/22/15	Vacaville
Fairfield	Transit Operations	117,769	052	07/22/15	Solano County
Fairfield	Transit Operations	74,198	052	07/22/15	Dixon
Fairfield	Transit Operations	329,000	052	07/22/15	Suisun City
Fairfield	Transit Operations	127,061	052	07/22/15	Vallejo
Fairfield	Transit Operations	351,945	052	07/22/15	Vacaville
Dixon	Transit Operations	440,000	065	08/26/15	Dixon
Subtotal		2,617,018			

5803 - 99260A Transit - Capital

WCCTA	Transit Capital	70,000	010	06/24/15	WCCTA
ECCTA	Transit Capital	210,000	053	07/22/15	ECCTA
Sonoma County	Transit Capital	752,451	054	07/22/15	Sonoma County
Fairfield	Transit Capital	1,000,000	055	07/22/15	Fairfield
Dixon	Transit Capital	13,678	066	08/26/15	Dixon
CCCTA	Transit Capital	790,000		08/26/15	16-4187-09
Fairfield	Transit Capital	658,420	067	08/26/15	Fairfield
Subtotal		3,494,549			

5807 - 99400C Transit - Operations

Vacaville	Transit Operations	993,745	011	06/24/15	Vacaville
NCTPA	Transit Operations	518,243	056	07/22/15	NCTPA
Fairfield	Transit Operations	219,685	057	07/22/15	Suisun City
Subtotal		1,731,673			

5813 - 99400E Transit - Capital

Vacaville	Transit Capital	665,000	012	06/24/15	Vacaville
Sonoma County	Transit Capital	124,000	058	07/22/15	Sonoma County
Vacaville	Transit Capital	80,000	012	09/23/15	Vacaville
Subtotal		869,000			

Total 18,332,901

* MTC finds that these Article 4.5 funds can be used to better advantage for Article 4 purposes.

State Transit Assistance - Allocation (002)				Approval	
Claimant	Description	Amount	Code	Date	Apportionment
5820 - 6730A Operations - Population-Based Northern County/Small Operator					
LAVTA	Transit Operations	884,220	001	06/24/15	LAVTA
WCCTA	Transit Operations	267,089	002	06/24/15	WCCTA
Sonoma County	Transit Operations	437,943	025	07/22/15	Sonoma County
NCTPA	Transit Operations	547,351	026	07/22/15	Napa County
	Subtotal	2,136,603			
5822 - 6731C Paratransit - Operations - Population-based Northern County / Small Operator					
Sonoma County	Paratransit Operations	640,458	027	07/22/15	Sonoma County
	Subtotal	640,458			
5822 - 6731C Paratransit - Operations - Population-based Regional Paratransit					
CCCTA	Paratransit Operations	350,510	003	06/24/15	Contra Costa County
AC Transit	Paratransit Operations	956,339	004	06/24/15	Alameda County
AC Transit	Paratransit Operations	247,943	005	06/24/15	Contra Costa County
Sonoma County	Paratransit Operations	220,293	028	07/22/15	Sonoma County
	Subtotal	1,775,085			
5822 - 6731C Paratransit - Operations - Revenue-based					
SolTrans	Paratransit Operations	190,279	029	07/22/15	SolTrans
	Subtotal	190,279			
5820 - 6730A Operations - Revenue-based					
CCCTA	Transit Operations	568,378	006	06/24/15	CCCTA
LAVTA	Transit Operations	199,577	007	06/24/15	LAVTA
LAVTA	Transit Operations	537,422	008	06/24/15	BART
CCCTA	Transit Operations	739,702	009	06/24/15	BART
WCCTA	Transit Operations	280,690	010	06/24/15	WCCTA
ECCTA	Transit Operations	260,539	030	07/22/15	ECCTA
NCTPA	Transit Operations	42,788	031	07/22/15	NCTPA
Sonoma County	Transit Operations	66,975	032	07/22/15	Sonoma County Transit
SCVTA	Transit Operations	231,943	033	07/22/15	VTA-ACE
Fairfield	Transit Operations	102,080	034	07/22/15	Fairfield
Marin Transit	Transit Operations	409,972	043	08/26/15	Marin Transit
	Subtotal	3,440,066			
5820 - 6730A Operations - Population-based Regional Paratransit					
LAVTA	Paratransit Operations	49,123	011	06/24/15	Alameda County
WCCTA	Transit Operations	55,856	012	06/24/15	Contra Costa County
ECCTA	Transit Operations	161,936	035	07/22/15	Contra Costa County
NCTPA	Transit Operations	116,182	036	07/22/15	Napa County
SFMTA	Transit Operations	832,201	037	07/22/15	San Francisco County
	Subtotal	1,215,298			
5821 - 6730B Capital Costs - Revenue-based					
WCCTA	Transit Capital	139,000	013	06/24/15	BART
	Subtotal	139,000			
5821 - 6730B Capital Costs - Population-based MTC Coordination					
MTC	511 Transit Capital	360,000	014	06/24/15	MTC
	Subtotal	360,000			

5820 - 6730A Operations - Population-based Lifeline

LAVTA	Cycle 4: Operating Assistance	194,324	015	06/24/15	Alameda County
CCCTA	Cycle 4: Preserve Operations	535,000	016	06/24/15	Contra Costa County
WCCTA	Cycle 4: C3 Operations	221,432	017	06/24/15	Contra Costa County
Outreach	Cycle 4: Senior Transportation and Resources	600,000	023	06/24/15	Santa Clara County
Outreach	Cycle 4: Together We Ride	400,000	024	06/24/15	Santa Clara County
ECCTA	Cycle 4: Route 200 and 201	810,250	038	07/22/15	Contra Costa County
NCTPA	Cycle 4: Operating Assistance	471,543	039	07/22/15	Napa County
SolTrans	Cycle 4: Sustain Operations Route 85 and 1	519,934	040	07/22/15	Solano County
Subtotal		3,752,483			

6730B Capital - Population-based Lifeline

SFMTA	Cycle 4: Potrero Hill Ped Safety and Transit Improvements	159,854	041	07/22/15	San Francisco County
Sonoma County	Cycle 4: CNG Bus Purchase	300,973	042	07/22/15	Sonoma County
Fairfield	Cycle 4: E. Tabor Ave Sidewalk/Grade Crossing	152,000	044	09/23/15	Solano County
Subtotal		612,827			

5820 - 6730A Operations - Population-based MTC Coordination

CCCTA	Planning and Administration	75,000	018	06/24/15	MTC
AC Transit	Transit Operations	239,000	019	06/24/15	MTC
MTC	511 Transit	924,000	020	06/24/15	MTC
MTC	Hub Signage Program	30,300	021	06/24/15	MTC
MTC	Project Management Tools	65,000	022	06/24/15	MTC
Subtotal		1,333,300			
Total		15,595,399			

Regional Measure 2 Funds - Allocation (006)			Approval		
Claimant	Description	Amount	Code	Date	Notes

Operating Allocations

Operating projects must meet performance standards identified in MTC Res. 3636, Revised.

CCCTA	Project № 4: Route 96X	145,339	001	06/24/15	
WCCTA	Project № 3: Route JPX	249,294	002	06/24/15	
WCCTA	Project № 4: Route LYNX/JX	317,950	003	06/24/15	
ECCTA	Project № 3: Route 300	531,835	004	07/22/15	
NCTPA	Project № 2: Vallejo Intermodal Express Bus	390,000	005	07/22/15	
SFMTA	Project № 7: Route 14	187,501	006	07/22/15	
SolTrans	Project № 3: Route 78	510,226	007	07/22/15	
SolTrans	Project № 3: Route 80	511,873	008	07/22/15	
SolTrans	Project № 3: Route 85	201,741	009	07/22/15	
Fairfield	Project № 3: Route 40	184,072	010	07/22/15	
Fairfield	Project № 3: Route 90	526,963	011	07/22/15	
Subtotal		3,756,794			

Capital Allocations

Soltrans	6.1 Vallejo Curtola Transit Center (CON)	527,118		08/26/15	16-3716-11
Subtotal		527,118			
Total		4,283,912			

2% Bridge Toll Revenues - Allocation (009)			Approval		
Claimant	Description	Amount	Code	Date	Apportionment

Operating Allocations

MTC	Shuttle Census	20,000	001	06/24/15	Studies
Total		20,000			

Allocations Grand Total 38,232,212

Rescission - Transportation Development Act			Approval	Allocation
Claimant	Description	Amount	Date	Instruction
CCCTA	Transit Operating	(568,378)	08/26/15	16-4187-02
Santa Clara County	Capitol Expressway Pedestrian Connection to Eastridge	(300,000)	09/23/15	16-001-026
Total		(868,378)		

Rescission - Regional Measure 2 Funds			Approval	Allocation
Claimant	Description	Amount	Date	Instruction
CCCTA	12.1: I-680 HOV Lane Connector/Gap Closure Study	(317,717.52)	07/22/15	06-3721-02
SFMTA	20.31: Balboa Park Station Connections Proj., Ph. 2	(46,004)	07/22/15	11-3967-09
TAM	11.1: US-101 Greenbrae Interchange (Env.)	(1,066.55)	07/22/15	12-3649-13
Soltrans	6.1: Vallejo Curtola Transit Center (CON)	(527,118.69)	08/26/15	13-3716-09
Total		(891,906.76)		

Recissions Grand Total (1,760,285)



Metropolitan Transportation Commission

101 Eighth Street,
Joseph P. Bort MetroCenter
Oakland, CA

Legislation Details (With Text)

File #: 15-0896 **Version:** 1 **Name:**

Type: Resolution **Status:** Consent

File created: 9/15/2015 **In control:** Programming and Allocations Committee

On agenda: 10/14/2015 **Final action:**

Title: Revision to FY2015-16 Regional Measure 2 (RM2) Operating Program to add new projects. MTC Resolution 4185, Revised.

Sponsors:

Indexes:

Code sections:

Attachments: [2c_RM2_Revisions_Reso-4185.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

Revision to FY2015-16 Regional Measure 2 (RM2) Operating Program to add new projects. MTC Resolution 4185, Revised.

Presenter:

Cheryl Chi

Recommended Action:

Commission Approval

Metropolitan Transportation Commission Programming and Allocations Committee

October 14, 2015

Item Number 2c

Resolution No. 4185, Revised

Subject: Revision to FY2015-16 Regional Measure 2 (RM2) Operating Program to add new projects.

Background: In May 2015, the Commission approved \$1.8 million in additional funding for the RM2 Operating Program. Projects and sponsors have been identified for most of the additional programming. Staff plans to return later this year to recommend a project for the added funding (\$177,000) in the Owl Service category. The projects proposed with the additional funding are summarized below.

Sponsor	Amount
Golden Gate Transit	\$ 277,800
NCTPA	\$ 36,400
Fairfield	\$ 217,000
Soltrans	\$ 100,000
Solano TA	\$ 250,500
WestCat	\$ 601,600
Total	\$ 1,483,300

Golden Gate Transit (GGT) will consolidate Routes 40 and 42 into one route with increased peak period service. GGT anticipates that improved service can be provided through consolidation at a lower cost. GGT will pilot service between Emeryville/Berkeley, and San Rafael (Route 580). Service between these communities was recommended as part of the Transit Sustainability Project (TSP).

Napa County Transportation and Planning Agency (NCTPA) will use the funding to continue support of existing service.

In Solano, four routes will see expanded service. Additionally, the funds will support county-wide planning and outreach.

- Fairfield and Suisun Transit (FAST) will increase mid-day service on Route 40 (Vacaville/Fairfield to Pleasant Hill and Walnut Creek BART), and to add Sunday service on Route 90 (Fairfield to El Cerrito del Norte BART).
- Solano County Transit (SolTrans) will increase weekday service and add Sunday service on Route 78 (Vallejo/Benicia to Pleasant Hill and Walnut Creek BART), and increase Sunday service to 30 minute headways on Route 80 (Vallejo to El Cerrito del Norte BART).
- Solano Transportation Authority (Solano TA) proposes to overhaul intercity bus service provided by the county. RM2 funds will be used for the implementation costs associated with the service increases listed above and will also be used to supplement Phase 2

of their Express Bus Service Planning including a Transit Corridor Study, public outreach and review, marketing, and the development of a Phase 2 Service Implementation Plan. Expansion services by FAST and Soltrans are consistent with the Phase 1 plan.

Given that the proposed service increases will not span the entire 2015-16 fiscal year, \$170,500 of the funding approved for additional service in the Express Bus North category will be held in reserve.

Western Contra Costa Transit Authority (WestCat) will add 20% more service on the LYNX (service from Hercules to San Francisco) by the end of the year, and 40% more service by the end of next year. Planning work and surveys found that existing and prospective riders wanted more service on the LYNX rather than an additional route. RM2 funds will be used for planning, service start-up costs, operations, and Clipper® updates.

In addition, \$200,000 RM2 Marketing funds were previously approved to support marketing and outreach for RM2 funded services. Staff recommends that \$100,000 of this be programmed to Golden Gate to support marketing of their RM2 funded routes and \$30,000 be programmed to WestCat to publicize its added service.

Issues: None

Recommendation: Refer MTC Resolution No. 4185, Revised to the Commission for approval.

Attachments: MTC Resolution No. 4185, Revised

Date: May 27, 2015
W.I.: 1255
Referred by: PAC
Revised: 10/28/15-C

ABSTRACT

Resolution No. 4185, Revised

This resolution adopts the Regional Measure 2 (RM2) Operating Assistance Program for FY2015-16.

This resolution was revised on October 28, 2015 to revise the program of projects and identify projects and sponsors for funds added starting in FY2015-16.

Further discussion of this action is contained in the Programming and Allocations Committee Summary Sheets dated May 13, 2015 and October 14, 2015.

Date: May 27, 2015
W.I.: 1255
Referred by: PAC

RE: Adoption of FY2015-16 RM2 Operating Assistance Program

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4185

WHEREAS, the Metropolitan Transportation Commission (MTC) is the regional transportation planning agency for the San Francisco Bay Area pursuant to California Government Code § 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, on March 2, 2004, voters approved Regional Measure 2, which increased the toll for all vehicles on the nine 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 identifies specific projects eligible to receive RM2 funding for operating assistance as identified in Sections 30914(d)(3) & (4) of the California Streets and Highways Code; and

WHEREAS, BATA shall fund the projects of the Regional Traffic Relief Plan by bonding or transfers to MTC; and

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

WHEREAS, MTC has developed guidelines for the programming and use of the RM2 funds for operating support of transit projects, and

WHEREAS, these guidelines state that MTC will adopt a project specific budget for RM2 operating funds prior to the beginning of each fiscal year, now, therefore be it

RESOLVED, that MTC adopts a program that establishes RM2 operating subsidy amounts for FY2015-16, as outlined in Attachment A and incorporated herewith as though set forth at length.

METROPOLITAN TRANSPORTATION COMMISSION



Dave Cortese, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in Oakland, California on May 27, 2015.

FY 2015-16 RM-2 Operating Assistance Program -- Streets and Highways Code 30914(d)

Project #	Project Name	Sponsor	Route	Programmed (1,2)	Notes
1	Richmond Bridge Express Bus	Golden Gate Transit	Route 40/42	2,175,863	
		Golden Gate Transit	Route 580	265,862	
		Golden Gate Transit	Start-up Costs	32,000	
			Total	2,473,725	
2	Napa VINE Service	NCTPA	Vallejo Intermodal Express Bus	390,000	
		NCTPA	Vallejo Intermodal Express Bus	36,400	
			Total	426,400	
3	Express Bus North	SolTrans	Route 78	510,226	
		SolTrans	Route 80	511,873	
		SolTrans	Route 85	201,741	
		ECCTA	Route 300	531,835	
		Fairfield/Suisun Transit	Route 40	184,072	
		Fairfield/Suisun Transit	Route 90	526,963	
		Golden Gate Transit	Route 72x	101,264	
		Golden Gate Transit	Route 101	195,339	
		WestCat	Route JPX	249,294	
		Solano TA	Express Bus Planning	130,500	
		Solano TA	New Service Start-up and Marketing	120,000	
		Fairfield/Suisun Transit	Route 40 Added Service	144,000	
		SolTrans	Route 78 Added Service	60,000	
		SolTrans	Route 80 Added Service	40,000	
		Fairfield/Suisun Transit	Route 90 Added Service	73,000	
		TBD	TBD	170,500	
			Total	3,750,608	
4	Express Bus South (3)	AC Transit	Route F	890,865	
		AC Transit	Route LA	146,761	
		AC Transit	Route NL/BA	2,678,379	
		AC Transit	Route NX1	91,779	
		AC Transit	Route NX2	88,191	
		AC Transit	Route O	779,077	
		AC Transit	Route P	385,034	
		AC Transit	Route U - Dumbarton Corridor	311,238	
		AC Transit	Route W	56,580	
		CCCTA	Route 96X	145,339	
		WestCat	Hercules LYNX/JX	317,950	
		WestCat	LYNX Added Service	386,110	
		WestCat	New Service Planning	45,000	
		WestCat	New Service Start-up	170,490	
			Total	6,492,793	
5	Dumbarton Bus	AC Transit	Routes DB	1,382,828	
			Route DB1	1,284,148	
			Total	2,666,976	
6	Ferry Service	WETA	Alameda Harbor Bay	1,114,450	
		WETA	Alameda/Oakland	4,004,500	
		WETA	Vallejo	7,293,850	
		WETA	South San Francisco	2,887,200	
			Total	15,300,000	
7	Owl Service	AC Transit	Route 800	665,771	
		AC Transit	Route 801	667,852	
		MUNI	Route 14	187,501	
		SamTrans	Route 397	305,876	
		TBD		177,000	
			Total	2,004,000	

8	MUNI Metro 3rd Street	SF MUNI	Metro 3rd Street extension	2,500,000
9	AC Transit Rapid Bus Corridor	AC Transit	Enhanced Bus Service in the Berkeley/Oakland/San Leandro Corridor	3,000,000
11	WETA planning	WETA	Planning and operations	3,000,000
Grand Total				41,614,502

RM2 Marketing Assistance Program (4)

Project Name	Operator	Description	Programmed (4)	Notes
Clipper®	MTC	Public Information and Marketing	2,825,000	
511 Real Time Transit	MTC	Public Information and Marketing	200,000	
Marketing new services	TBD	Marketing new service	70,000	
	Golden Gate Transit	Marketing new and revised service	100,000	
	WestCat	Marketing expanded service	30,000	
Grand Total				3,225,000

- Notes:
1. The amounts listed reflect the RM-2 base subsidy, with certain projects subject to a 1.5% annual escalation rate through FY2015-16. Escalation was suspended starting in FY2008-09 until BATA RM2 receipts surpass the amounts budgeted to fund the legislative operating projects. Escalation was restored in FY2015-16 for eligible projects.
 2. Amounts shown are subject to approval of the FY 2015-16 BATA Budget.
 3. \$580,836 in funding for LAVTA's Rapid service is held in reserve pending adoption by their board of their Comprehensive Operational Analysis and approval of service changes for the route.
 4. Marketing assistance programs are funded with RM2 toll revenue receipts pursuant to Streets and Highways Code 30914(f) and are outside of the 38% limit on operating funding as described in Streets and Highways Code 30914(d).



Metropolitan Transportation Commission

101 Eighth Street,
Joseph P. Bort MetroCenter
Oakland, CA

Legislation Details (With Text)

File #: 15-0897 **Version:** 1 **Name:**

Type: Resolution **Status:** Consent

File created: 9/15/2015 **In control:** Programming and Allocations Committee

On agenda: 10/14/2015 **Final action:**

Title: Revisions to the Surface Transportation Program/Congestion Mitigation and Air Quality Improvement (STP/CMAQ) One Bay Area Grant (OBAG) Program. MTC Resolution No. 4035, Revised.

Sponsors:

Indexes:

Code sections:

Attachments: [2d_STP-CMAQ OBAG Revisions_Reso-4035.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

Revisions to the Surface Transportation Program/Congestion Mitigation and Air Quality Improvement (STP/CMAQ) One Bay Area Grant (OBAG) Program. MTC Resolution No. 4035, Revised.

Presenter:

Adam Crenshaw

Recommended Action:

Commission Approval

Metropolitan Transportation Commission Programming and Allocations Committee

October 14, 2015

Agenda Item 2d

MTC Resolution No. 4035, Revised

Subject:	Revision to the Surface Transportation Program/Congestion Mitigation and Air Quality Improvement (STP/CMAQ) One Bay Area Grant (OBAG) Program.
Background:	<p>The OBAG Program adopted by the Commission establishes commitments and policies for investing Surface Transportation Program (STP), Congestion Mitigation and Air Quality Improvement (CMAQ) and Regional Transportation Improvement Program (RTIP) funds for regional and local programs through FY2016-17.</p> <p>This month, staff recommends the following changes:</p> <ul style="list-style-type: none">• OBAG County Program: The Solano Transportation Authority (STA) requests the reprogramming of \$350,000 from Vacaville's Ulatis Creek Bicycle/Pedestrian Path and Streetscape project to Vallejo's Downtown Streetscape – Phases 3 and 4 project as Vacaville determined through their environmental process that the project will not move forward as a federal project.• TPI Investment Program: Staff recommends a revision to a previously approved Transit Performance Initiative (TPI) Incentive project for Marin Transit. Marin Transit originally proposed the programming of \$122,249 in TPI funding to the Low Income Youth Pass Program. To meet fund source requirements for STP/CMAQ, this funding was assigned to Marin Transit's Preventive Maintenance Program and Marin Transit redirected an equal amount of local funding to the Low Income Youth Pass Program. Marin Transit has now proposed reassigning the TPI funding from the Preventive Maintenance Program to the preliminary engineering phase of their Relocate Transit Maintenance Facility project as currently only the planning activities for this project are included in Plan Bay Area. The local funding for the Marin Transit Low Income Youth Pass remains the same.
Issues:	None
Recommendation:	Refer MTC Resolution No. 4035, Revised to the Commission for approval.
Attachments:	MTC Resolution No. 4035, Revised, Attachments B-1 and B-2

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
03/25/15-C 05/27/15-C 06/24/15-C
07/22/15-C 09/23/15-C 10/28/15-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) 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.

ABSTRACT

MTC Resolution No. 4035, Revised

Page 2

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.

ABSTRACT

MTC Resolution No. 4035, Revised

Page 3

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.

ABSTRACT

MTC Resolution No. 4035, Revised

Page 4

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 Soscot 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

ABSTRACT

MTC Resolution No. 4035, Revised

Page 5

\$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

ABSTRACT

MTC Resolution No. 4035, Revised

Page 6

Preventive Maintenance program to the preliminary engineering phase of Marin Transit's Relocate Transit Maintenance Facility 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, and October 14, 2015.

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

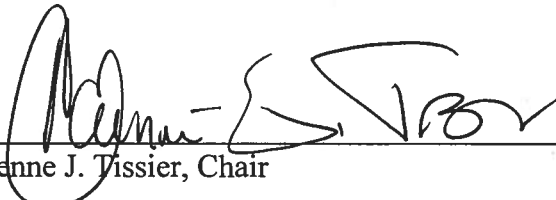
RESOLVED that the projects will be included in the federal TIP subject to final federal approval; and be it further

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 October 2015

MTC Res. No. 4035, Attachment B-1

Adopted: 05/17/12-C

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
02/26/14-C 03/26/14-C 04/23/14-C 05/28/14-C
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12/17/14-C 03/25/15-C 05/27/15-C 06/24/15-C
07/22/15-C 10/28/15-C

OBAG 1 Regional Programs Project List

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other RTIP/TAP/TFCA	Total Cycle 2
OBAG 1 REGIONAL PROGRAMS		\$454,979,000	\$40,000,000	\$494,979,000
1. REGIONAL PLANNING ACTIVITIES (STP Planning)				
ABAG Planning	ABAG	\$3,393,000	\$0	\$3,393,000
BCDC Planning	BCDC	\$1,701,000	\$0	\$1,701,000
MTC Planning	MTC	\$3,393,000	\$0	\$3,393,000
1. REGIONAL PLANNING ACTIVITIES (STP Planning) TOTAL:		\$8,487,000	\$0	\$8,487,000
2. REGIONAL OPERATIONS (RO)				
511 - Traveler Information	MTC	\$57,800,000	\$0	\$57,800,000
Clipper® Fare Media Collection	MTC	\$21,400,000	\$0	\$21,400,000
SUBTOTAL		\$79,200,000	\$0	\$79,200,000
Incident Management Program	MTC/SAFE	\$12,240,000	\$0	\$12,240,000
FSP/Call Box Program	MTC/SAFE	\$14,462,000	\$0	\$14,462,000
SUBTOTAL		\$26,702,000	\$0	\$26,702,000
2. REGIONAL OPERATIONS (RO) TOTAL:		\$105,902,000	\$0	\$105,902,000
3. FREEWAY PERFORMANCE INITIATIVE (FPI)				
Regional Performance Initiatives Implementation	MTC	\$5,750,000	\$0	\$5,750,000
Regional Performance Initiatives Corridor Implementation	MTC/SAFE	\$9,200,000	\$0	\$9,200,000
Program for Arterial System Synchronization (PASS)	MTC	\$9,000,000	\$0	\$9,000,000
PASS - LAVTA Dublin Blvd Transit Performance Initiative	MTC	\$500,000	\$0	\$500,000
PASS - AC Transit South Alameda County Corridors Travel Time Imps	MTC	\$500,000	\$0	\$500,000
SUBTOTAL		\$24,950,000	\$0	\$24,950,000
Ramp Metering and TOS Elements				
FPI - ALA I-580: SJ Co. Line to Vasco & Foothill to Crow Canyon	Caltrans	\$5,150,000	\$0	\$5,150,000
FPI - ALA I-680: SCL Co. Line to CC Co. Line	Caltrans	\$3,192,000	\$14,430,000	\$17,622,000
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	MTC/SAFE	\$750,000	\$0	\$750,000
FPI - CC SR4 & SR242: Loveridge to Alhambra & I-680 to SR 4 Ph. 2	Caltrans	\$8,118,000	\$0	\$8,118,000
FPI - Various Corridors Caltrans Right of Way (ROW)	Caltrans	\$975,000	\$0	\$975,000
FPI - Various Corridors - Caltrans Preliminary Engineering (PE)	Caltrans	\$7,200,000	\$19,570,000	\$26,770,000
FPI - SCL US 101: San Benito County Line to SR 85	Caltrans	\$3,417,000	\$0	\$3,417,000
FPI - MRN 101 - SF Co Line - Son Co Line	Caltrans	\$10,000,000	\$0	\$10,000,000
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
SUBTOTAL		\$40,078,000	\$34,000,000	\$74,078,000
3. FREEWAY PERFORMANCE INITIATIVE (FPI) TOTAL:		\$65,028,000	\$34,000,000	\$99,028,000
4. PAVEMENT MANAGEMENT PROGRAM (PMP)				
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
4. PAVEMENT MANAGEMENT PROGRAM (PMP) TOTAL:		\$9,100,000	\$0	\$9,100,000
5. PRIORITY DEVELOPMENT AREA (PDA) PLANNING AND IMPLEMENTATION				
Regional PDA Implementation				
PDA Planning - ABAG	ABAG	\$2,000,000	\$0	\$2,000,000
SUBTOTAL		\$2,000,000	\$0	\$2,000,000
Transit Oriented Affordable Housing (TOAH)				
SF Park Parking Pricing (Transit Oriented Affordable Housing Exchange)	SFMTA	\$10,000,000	\$0	\$10,000,000
SUBTOTAL		\$10,000,000	\$0	\$10,000,000
Local PDA Planning				
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
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
Local PDA Planning - Santa Clara	VTA	\$4,343,695	\$0	\$4,343,695
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
Local PDA Planning - Palo Alto	Palo Alto	\$265,000	\$0	\$265,000
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

Attachment B-1

OBAG 1 Regional Programs FY 2012-13 through FY 2016-17 October 2015

MTC Res. No. 4035, Attachment B-1

Adopted: 05/17/12-C

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
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

OBAG 1 Regional Programs Project List

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other RTIP/TAP/TFCA	Total Cycle 2
OBAG 1 REGIONAL PROGRAMS		\$454,979,000	\$40,000,000	\$494,979,000
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
SUBTOTAL		\$20,000,000	\$0	\$20,000,000
Regional PDA Planning				
<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	\$275,000	\$0	\$275,000
<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
SUBTOTAL		\$8,000,000	\$0	\$8,000,000
5. PRIORITY DEVELOPMENT AREA (PDA) PLANNING AND IMPLEMENTATION		TOTAL: \$40,000,000	\$0	\$40,000,000
6. CLIMATE INITIATIVES PROGRAM (CIP)				
<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	\$973,864	\$0	\$973,864
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
Public Education Outreach	MTC	\$312,000	\$0	\$312,000
Transportation Demand Management	MTC	\$6,000,000	\$0	\$6,000,000
To Be Determined	TBD	\$6,000,000	\$0	\$6,000,000
EV Charging Infrastructure and Vehicles (Programmed by BAAQMD)*	BAAQMD	\$0	\$6,000,000	\$6,000,000
6. CLIMATE INITIATIVES PROGRAM (CIP)		TOTAL: \$14,312,000	\$6,000,000	\$20,312,000
7. REGIONAL SAFE ROUTES TO SCHOOL (RSRTS)				
<i>Specific projects TBD by CMAs</i>				
Alameda County SRTS Program - Supplemental	ACTC	\$569,000	\$0	\$569,000
Contra Costa County SRTS Program - Supplemental	CCTA	\$436,000	\$0	\$436,000
Napa County SRTS Program - Supplemental	NCTPA	\$56,000	\$0	\$56,000
San Francisco County SRTS Program - Supplemental	SFCTA	\$191,000	\$0	\$191,000
Santa Clara County SRTS Program - Supplemental	Santa Clara	\$713,000	\$0	\$713,000
Solano County SRTS Program - Supplemental	STA	\$166,000	\$0	\$166,000
Sonoma County SRTS Program - Supplemental	SCTA	\$183,000	\$0	\$183,000
Alameda County SRTS Program	ACTC	\$4,293,000	\$0	\$4,293,000

* Selected and funded by the BAAQMD. Listed here for informational purposes only

Attachment B-1

OBAG 1 Regional Programs FY 2012-13 through FY 2016-17 October 2015

MTC Res. No. 4035, Attachment B-1

Adopted: 05/17/12-C

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

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

OBAG 1 Regional Programs Project List

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other RTIP/TAP/TFCA	Total Cycle 2
OBAG 1 REGIONAL PROGRAMS		\$454,979,000	\$40,000,000	\$494,979,000
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
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
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
San Rafael Grand Ave Bike/Ped Imps	San Rafael	\$717,000	\$0	\$717,000
Napa County SRTS Non-Infrastructure Program	NCTPA	\$420,000	\$0	\$420,000
San Francisco SRTS Non-Infrastructure Program	SFDPH	\$1,439,000	\$0	\$1,439,000
San Mateo County SRTS Program	SMCCAG	\$2,157,000	\$0	\$2,157,000
Campbell - Virginia Avenue Sidewalks	Campbell	\$708,000	\$0	\$708,000
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	\$1,256,000	\$0	\$1,256,000
Sonoma County SRTS Program	Sonoma County TPW	\$1,379,000	\$0	\$1,379,000
7. REGIONAL SAFE ROUTES TO SCHOOL (RSRTS)		TOTAL: \$22,650,000	\$0	\$22,650,000
8. TRANSIT CAPITAL REHABILITATION PROGRAM				
SolTrans - Preventive Maintenance	SolTrans	\$1,000,000	\$0	\$1,000,000
Transit Capital Rehabilitation				
<i>Specific Projects TBD by Commission</i>				
ECCTA Replace Eleven 2001 40' Buses	ECCTA	\$636,763	\$0	\$636,763
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
SFMTA - New 60' Flyer Trolley Bus Replacement	SFMTA	\$15,502,261	\$0	\$15,502,261
VTA Preventive Maintenance (for vehicle replacement)	VTA	\$3,349,722	\$0	\$3,349,722
Clipper Back Office Fare Collection Equipment Replacement	MTC	\$2,684,772	\$0	\$2,684,772
Unanticipated Cost Reserve	TBD	\$2,000,000	\$0	\$2,000,000
SUBTOTAL		\$37,000,000	\$0	\$37,000,000
Transit Performance Initiative (TPI) Incentive Program				
<i>Specific Projects TBD by Commission</i>				
TPI - AC Transit Spectrum Ridership Growth	AC Transit	\$1,802,676	\$0	\$1,802,676
TPI - ACE Positive Train Control	SJRR/ACE	\$129,156	\$0	\$129,156
TPI - Marin Transit Preventive Maintenance (for low income youth pass)	Marin Transit	\$99,289	\$0	\$99,289
TPI - BART Train Car Accident Repair	BART	\$1,493,189	\$0	\$1,493,189
TPI - BART 24th Street Train Control Upgrade	BART	\$2,000,000	\$0	\$2,000,000
TPI - SFMTA Preventive Maintenance (for low income youth pass)	SFMTA	\$1,600,000	\$0	\$1,600,000
TPI - SFMTA Light Rail Vehicle Rehabilitation	SFMTA	\$5,120,704	\$0	\$5,120,704
TPI - VTA Preventive Maintenance (for low income fare pilot)	VTA	\$1,302,018	\$0	\$1,302,018
TPI - AC Transit - East Bay Bus Rapid Transit	AC Transit	\$3,340,781	\$0	\$3,340,781
TPI - BART - Metro Priority Track Elements	BART	\$3,459,057	\$0	\$3,459,057
TPI - Caltrain - Off-peak Marketing Campaign	Caltrain	\$44,200	\$0	\$44,200
TPI - Caltrain - Control Point Installation	Caltrain	\$2,840,952	\$0	\$2,840,952
TPI - CCCTA - 511 Real-Time Interface	CCCTA	\$100,000	\$0	\$100,000
TPI - CCCTA - Implementation of Access Improvement	CCCTA	\$465,899	\$0	\$465,899
TPI - Petaluma - Transit Signal Priority, Phase I & II	Petaluma	\$287,902	\$0	\$287,902
TPI - Santa Rosa - CityBus COA and Service Plan	Santa Rosa	\$100,000	\$0	\$100,000
TPI - Vacaville - City Coach Public Transit Marketing / Public Outreach	Vacaville	\$171,388	\$0	\$171,388
TPI - Marin Transit - MCTD Preventative Maintenance (Youth Pass Program)	Marin Transit	\$116,728	\$0	\$116,728
TPI - Marin Transit - Relocate Transit Maintenance Facility (PE only) (Youth Pass Program)	Marin Transit	\$122,249	\$0	\$122,249
TPI - NCTPA - Bus Mobility Device Retrofits	NCTPA	\$120,988	\$0	\$120,988
TPI - SamTrans - Preventative Maintenance (Service Plan Implementation)	SMCTD	\$992,535	\$0	\$992,535

Attachment B-1

OBAG 1 Regional Programs FY 2012-13 through FY 2016-17 October 2015

MTC Res. No. 4035, Attachment B-1

Adopted: 05/17/12-C

Revised: 10/24/12-C

11/28/12-C 12/19/12-C 01/23/13-C 02/27/13-C
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12/17/14-C 03/25/15-C 05/27/15-C 06/24/15-C
07/22/15-C 10/28/15-C

OBAG 1 Regional Programs Project List

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other RTIP/TAP/TFCA	Total Cycle 2
OBAG 1 REGIONAL PROGRAMS		\$454,979,000	\$40,000,000	\$494,979,000
TPI - SFMTA - Light Rail Vehicle (LRV) Propulsion System	SFMTA	\$9,285,937	\$0	\$9,285,937
TPI - Sonoma County Transit - 30-foot CNG Bus Replacements	Sonoma County	\$173,052	\$0	\$173,052
TPI - Caltrain - Map-Based Real-Time Train Display	Caltrain	\$44,000	\$0	\$44,000
TPI - GGBHTD - Regional Customer Study: On-Board Bus and Ferry Surveys	GGBHTD	\$402,572	\$0	\$402,572
TPI - GGBHTD - Building Ridership to Meet Capacity Campaign	GGBHTD	\$177,060	\$0	\$177,060
TPI - CCCTA - TRANSITMIX Software Implementation Project	CCCTA	\$17,851	\$0	\$17,851
TPI - NCTPA - Am. Canyon Priority Signal Interconnection on SR 29	NCTPA	\$91,757	\$0	\$91,757
TPI - Santa Rosa CityBus - Clean Diesel Bus Purchase	Santa Rosa	\$525,787	\$0	\$525,787
TPI - Sonoma County Transit - 40-foot CNG Bus Replacements	Sonoma County	\$114,656	\$0	\$114,656
Specific Transit Performance Initiative Incentive Program projects - TBD	TBD	\$23,457,617	\$0	\$23,457,617
SUBTOTAL		\$60,000,000	\$0	\$60,000,000
8. TRANSIT CAPITAL REHABILITATION PROGRAM		TOTAL: \$98,000,000	\$0	\$98,000,000

9. TRANSIT PERFORMANCE INITIATIVE (TPI)

TPI - Capital Investment Program				
TPI-1 - AC Transit Line 51 Corridor Speed Protection and Restoration	AC Transit	\$10,515,624	\$0	\$10,515,624
TPI-1 - SFMTA Mission Mobility Maximization	SFMTA	\$5,383,109	\$0	\$5,383,109
TPI-1 - SFMTA N-Judah Mobility Maximization	SFMTA	\$2,383,860	\$0	\$2,383,860
TPI-1 - SFMTA Potrero Ave Fast Track Transit and Streetscape Imps	SFMTA	\$4,133,031	\$0	\$4,133,031
TPI-1 - VTA Light Rail Transit Signal Priority	VTA	\$1,587,176	\$0	\$1,587,176
TPI-1 - VTA Stevens Creek - Limited 323 Transit Signal Priority	VTA	\$712,888	\$0	\$712,888
TPI-1 - MTC Clipper Phase III Implementation	MTC	\$8,000,000	\$0	\$8,000,000
TPI-2 - AC Transit South Alameda County Corridors Travel Time Imps	AC Transit	\$5,000,000	\$0	\$5,000,000
TPI-2 - LAVTA Dublin Blvd Transit Performance Initiative	LAVTA	\$1,009,440	\$0	\$1,009,440
TPI-2 - SFMTA Colored Lanes on MTA Rapid Network	SFMTA	\$4,784,880	\$0	\$4,784,880
TPI-2 - SFMTA Muni Forward Capital Transit Enhancements	SFMTA	\$3,205,680	\$0	\$3,205,680
TPI-2 - VTA Prev. Maint. (Mountain View Double Track Phase 1)	VTA	\$8,000,000	\$0	\$8,000,000
Unprogrammed Transit Performance Initiative Reserve	TBD	\$27,284,312	\$0	\$27,284,312
9. TRANSIT PERFORMANCE INITIATIVE (TPI)		TOTAL: \$82,000,000	\$0	\$82,000,000

10. PRIORITY CONSERVATION AREA (PCA)

North Bay PCA Program				
<i>Specific projects TBD by North Bay CMAs</i>				
Marin PCA - Bayfront Park Recreational Bay Access	Mill Valley	\$100,000	\$0	\$100,000
Marin PCA - Mill Valley - Sausalito Pathway Preservation	Marin County	\$320,000	\$0	\$320,000
Marin PCA - Sunny Hill Ridge and Red Hill Trails	San Anselmo	\$80,000	\$0	\$80,000
Marin PCA - Thatcher Ranch Easement Acq. (pending exchange)	Novato	\$250,000	\$0	\$250,000
Marin PCA - Pacheco Hill Parkland Acq. (pending exchange)	Novato	\$500,000	\$0	\$500,000
Napa PCA - Silverado Trail Yountville-Napa Safety Imps	Napa County	\$143,000	\$0	\$143,000
Napa PCA: Napa Soscol Headwaters Preserve Acq. (SilveradoTrail Phase G Overlay)	Napa County	\$1,107,000	\$0	\$1,107,000
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 - Bodega Hwy Roadway Preservation	Sonoma County	\$1,000,000	\$0	\$1,000,000
Sonoma PCA - Sonoma County Urban Footprint Planning	Sonoma County	\$250,000	\$0	\$250,000
SUBTOTAL		\$5,000,000	\$0	\$5,000,000
Peninsula, Southern and Eastern Counties PCA Program				
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
10. PRIORITY CONSERVATION AREA (PCA)		TOTAL: \$9,500,000	\$0	\$9,500,000

CYCLE 2 REGIONAL PROGRAMS TOTAL

TOTAL: \$454,979,000 \$40,000,000 \$494,979,000

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Attachment B-2

MTC Resolution No. 4035, Attachment B-2

Adopted: 05/17/12-C

Revised: 10/24/12-C

12/19/12-C 01/23/13-C 05/22/13-C

09/25/13-C 11/20/13-C 01/22/14-C

02/26/14-C 05/28/14-C 09/24/14-C

12/17/14-C 03/25/15-C 07/22/15-C

09/23/15-C 10/28/15-C

OBAG 1 County Program FY 2012-13 through FY 2016-17 September 2015

OBAG 1 County Programs Project List

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other (RTIP, etc.)	Total Cycle 2
COUNTY OBAG 1 PROGRAMMING		\$309,314,000	\$18,036,000	\$327,350,000
ALAMEDA COUNTY				
<i>Specific projects TBD by Alameda CMA</i>		\$0	\$0	\$0
CMA Base Planning Activities - Alameda	ACTC	\$3,836,000	\$0	\$3,836,000
CMA Planning Activities Augmentation - Alameda	ACTC	\$3,270,000	\$0	\$3,270,000
CMA Planning Activities FY 2016-17 Supplement - Alameda	ACTC	\$1,034,000	\$0	\$1,034,000
Alameda County Safe Routes to School Program	ACTC	\$2,000,000	\$0	\$2,000,000
Alameda City Complete Streets	Alameda (City)	\$635,000	\$0	\$635,000
Alameda County Various Streets and Roads Preservation	Alameda County	\$1,665,000	\$0	\$1,665,000
Berkeley Downtown BART Plaza Streetscape	BART	\$340,000	\$3,726,000	\$4,066,000
Shattuck Ave Complete Streets and De-Couplet	Berkeley	\$2,777,000	\$0	\$2,777,000
Berkeley - Hearst Avenue Complete Streets	Berkeley	\$2,156,000	\$0	\$2,156,000
Dublin Boulevard Preservation	Dublin	\$470,000	\$0	\$470,000
Emeryville - Hollis Street Preservation	Emeryville	\$100,000	\$0	\$100,000
Fremont Various Streets and Roads Preservation	Fremont	\$2,105,000	\$0	\$2,105,000
Fremont City Center Multi-Modal Imps	Fremont	\$5,855,000	\$0	\$5,855,000
Hayward - Industrial Boulevard Preservation	Hayward	\$1,335,000	\$0	\$1,335,000
Livermore Various Streets Preservation	Livermore	\$1,053,000	\$0	\$1,053,000
Enterprise Drive Complete Streets and Road Diet	Newark	\$454,000	\$0	\$454,000
Oakland Complete Streets	Oakland	\$3,851,000	\$0	\$3,851,000
7th Street West Oakland Transit Village Phase 2	Oakland	\$3,288,000	\$0	\$3,288,000
Lakeside Complete Streets and Road Diet	Oakland	\$7,000,000	\$0	\$7,000,000
Oakland - Peralta and MLK Jr. Way Streetscape- Phase I	Oakland	\$5,452,000	\$0	\$5,452,000
Lake Merritt BART Bikeways	Oakland	\$571,000	\$0	\$571,000
Piedmont Complete Streets	Piedmont	\$129,000	\$0	\$129,000
Pleasanton Complete Streets	Pleasanton	\$832,000	\$0	\$832,000
San Leandro Boulevard Preservation	San Leandro	\$804,000	\$0	\$804,000
Whipple Road Complete Streets	Union City	\$669,000	\$0	\$669,000
Union City BART TLC Phase 2	Union City	\$8,692,000	\$0	\$8,692,000
ALAMEDA COUNTY	TOTAL:	\$60,373,000	\$3,726,000	\$64,099,000

CONTRA COSTA COUNTY				
<i>Specific projects TBD by Contra Costa CMA</i>	TBD	\$0	\$0	\$0
CMA Base Planning Activities - Contra Costa	CCTA	\$3,036,000	\$0	\$3,036,000
CMA Planning Activities Augmentation - Contra Costa	CCTA	\$1,214,000	\$0	\$1,214,000
CMA Planning Activities FY 2016-17 Supplement - Contra Costa	CCTA	\$818,000	\$0	\$818,000
Antioch 9th Street Preservation	Antioch	\$673,000	\$0	\$673,000
Richmond BART Station Intermodal Imps.	BART	\$2,900,000	\$0	\$2,900,000
Balfour Road Preservation	Brentwood	\$290,000	\$0	\$290,000
Clayton Various Streets Preservation	Clayton	\$386,000	\$0	\$386,000
Concord BART Station Bicycle and Ped. Access Imps.	Concord	\$0	\$1,195,000	\$1,195,000
Detroit Avenue Bicycle and Pedestrian Imps.	Concord	\$965,000	\$1,189,000	\$2,154,000
Concord Various Streets Preservation	Concord	\$757,000	\$0	\$757,000
Contra Costa County Various Streets and Roads Preservation	Contra Costa County	\$1,941,000	\$0	\$1,941,000
Danville Various Streets and Roads Preservation	Danville	\$933,000	\$0	\$933,000
El Cerrito Various Streets and Roads Preservation	El Cerrito	\$630,000	\$0	\$630,000
El Cerrito Ohlone Greenway Bike and Ped. Imps.	El Cerrito	\$3,468,000	\$0	\$3,468,000
Hercules Intermodal Transit Center	Hercules	\$2,584,000	\$0	\$2,584,000
Hercules - Refugio Valley Road Preservation	Hercules	\$702,000	\$0	\$702,000
Lafayette - Mt. Diablo Blvd West Preservation	Lafayette	\$584,000	\$0	\$584,000
Martinez Various Streets and Roads Preservation	Martinez	\$1,023,000	\$0	\$1,023,000
Moraga Various Streets and Roads Preservation	Moraga	\$709,000	\$0	\$709,000
Oakley Various Streets and Roads Preservation	Oakley	\$1,031,000	\$0	\$1,031,000
Ivy Street Preservation	Orinda	\$552,000	\$0	\$552,000
Pinole - San Pablo Avenue Preservation	Pinole	\$453,000	\$0	\$453,000
Pittsburg - Railroad Avenue Preservation	Pittsburg	\$299,000	\$0	\$299,000
Pittsburg Multimodal Station Bike/Ped Access Imps.	Pittsburg	\$1,300,000	\$0	\$1,300,000
Golf Club Road Roundabout and Bike/Ped Imps.	Pleasant Hill	\$4,770,000	\$0	\$4,770,000
Pleasant Hill - Contra Costa Boulevard Preservation	Pleasant Hill	\$799,000	\$0	\$799,000
Dornan Drive/Garrard Blvd Tunnel Rehabilitation	Richmond	\$413,000	\$0	\$413,000
Richmond Local Streets and Roads Preservation	Richmond	\$3,030,000	\$0	\$3,030,000
San Pablo Various Streets and Roads Preservation	San Pablo	\$454,000	\$0	\$454,000
San Pablo Avenue Bicycle and Pedestrian Imps.	San Pablo	\$5,978,000	\$0	\$5,978,000
San Ramon Valley Blvd Preservation	San Ramon	\$291,000	\$0	\$291,000
Walnut Creek North Main Street Preservation	Walnut Creek	\$655,000	\$0	\$655,000

Attachment B-2

MTC Resolution No. 4035, Attachment B-2

Adopted: 05/17/12-C

Revised: 10/24/12-C

12/19/12-C 01/23/13-C 05/22/13-C

09/25/13-C 11/20/13-C 01/22/14-C

02/26/14-C 05/28/14-C 09/24/14-C

12/17/14-C 03/25/15-C 07/22/15-C

09/23/15-C 10/28/15-C

OBAG 1 County Program FY 2012-13 through FY 2016-17 September 2015

OBAG 1 County Programs Project List

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other (RTIP, etc.)	Total Cycle 2
COUNTY OBAG 1 PROGRAMMING		\$309,314,000	\$18,036,000	\$327,350,000
CONTRA COSTA COUNTY		TOTAL: \$43,638,000	\$2,384,000	\$46,022,000

MARIN COUNTY

<i>Specific projects TBD by Marin CMA</i>	TBD	\$0	\$0	\$0
CMA Base Planning Activities - Marin	TAM	\$2,673,000	\$0	\$2,673,000
CMA Planning Activities Augmentation - Marin	TAM	\$418,000	\$0	\$418,000
CMA Planning Activities FY 2016-17 Supplement - Marin	TAM	\$720,000	\$0	\$720,000
Central Marin Ferry Bike/Ped Connection	TAM	\$1,500,000	\$0	\$1,500,000
Bolinas Avenue and Sir Francis Drake Intersection Imps.	Ross	\$274,000	\$0	\$274,000
San Rafael Various Streets and Roads Preservation	San Rafael	\$457,000	\$0	\$457,000
San Rafael Transit Center Pedestrian Access Imps.	San Rafael	\$1,900,000	\$0	\$1,900,000
Fairfax Parkade Circulation and Safety Imps.	Fairfax	\$0	\$300,000	\$300,000
North Civic Center Bicycle and Pedestrian Imps	Marin County	\$243,000	\$407,000	\$650,000
Donahue Street Preservation	Marin County	\$1,077,000	\$0	\$1,077,000
DeLong Ave. and Ignacio Blvd Preservation	Novato	\$779,000	\$0	\$779,000
MARIN COUNTY	TOTAL:	\$10,041,000	\$707,000	\$10,748,000

NAPA COUNTY

<i>Specific projects TBD by Napa - NCTPA</i>	TBD	\$0	\$0	\$0
CMA Base Planning Activities - Napa	NCTPA	\$2,673,000	\$0	\$2,673,000
CMA Planning Activities FY 2016-17 Supplement - Napa	NCTPA	\$720,000	\$0	\$720,000
Napa City North/South Bike Connection	Napa (City)	\$300,000	\$0	\$300,000
California Boulevard Roundabouts	Napa (City)	\$2,463,000	\$431,000	\$2,894,000
Silverado Trail Phase "H" Preservation	Napa County	\$794,000	\$0	\$794,000
NAPA COUNTY	TOTAL:	\$6,950,000	\$431,000	\$7,381,000

SAN FRANCISCO COUNTY

		\$3,393,000		\$0.46
<i>Specific projects TBD by San Francisco CMA</i>		\$0	\$0	\$0
CMA Base Planning Activities - San Francisco	SFCTA	\$2,795,000	\$0	\$2,795,000
CMA Planning Activities Augmentation - San Francisco	SFCTA	\$773,000	\$0	\$773,000
CMA Planning Activities FY 2016-17 Supplement- San Francisco	SFCTA	\$753,000	\$0	\$753,000
Longfellow Safe Routes to School	SF DPW	\$670,307	\$0	\$670,307
ER Taylor Safe Routes to School	SF DPW	\$519,631	\$0	\$519,631
Chinatown Broadway Complete Streets Phase IV	SF DPW	\$3,410,536	\$1,910,000	\$5,320,536
Mansell Corridor Complete Streets	SFCTA	\$1,762,239	\$0	\$1,762,239
Additional Light Rail Vehicles to Expand Muni Rail	SFMTA	\$10,227,539	\$0	\$10,227,539
Second Street Complete Streets	SFMTA	\$10,515,748	\$0	\$10,515,748
Transbay Center Bicycle and Pedestrian Imps.	TJPA	\$6,000,000	\$0	\$6,000,000
SAN FRANCISCO COUNTY	TOTAL:	\$37,427,000	\$1,910,000	\$39,337,000

SAN MATEO COUNTY

<i>Specific projects TBD by San Mateo CMA</i>		\$0	\$0	\$0
CMA Base Planning Activities - San Mateo	SMCCAG	\$2,673,000	\$0	\$2,673,000
CMA Planning Activities Augmentation - San Mateo	SMCCAG	\$752,000	\$0	\$752,000
CMA Planning Activities FY 2016-17 Supplement - San Mateo	SMCCAG	\$720,000	\$0	\$720,000
PDA Planning Augmentation - San Mateo	SMCCAG	\$84,000	\$0	\$84,000
Atherton Various Streets and Roads Preservation	Atherton	\$285,000	\$0	\$285,000
Belmont Various Streets and Roads Preservation	Belmont	\$534,000	\$0	\$534,000
Ralston Road Pedestrian Improvements	Belmont	\$250,000	\$0	\$250,000
Old County Road Bike and Pedestrian Imps	Belmont	\$270,000	\$0	\$270,000
Carolan Avenue Complete Streets and Road Diet	Burlingame	\$986,000	\$0	\$986,000
US 101 / Broadway Interchange Bike/Ped Imps	Caltrans	\$3,613,000	\$0	\$3,613,000
Daly City Various Streets and Roads Preservation	Daly City	\$562,000	\$0	\$562,000
John Daly Boulevard Bicycle and Pedestrian Imps.	Daly City	\$1,000,000	\$0	\$1,000,000
Bay Road Bike and Ped Imps. Phase II and III	East Palo Alto	\$1,000,000	\$0	\$1,000,000
Menlo Park Various Streets and Roads Preservation	Menlo Park	\$427,000	\$0	\$427,000
Menlo Park Various Streets Bicycle and Pedestrian Imps	Menlo Park	\$797,000	\$0	\$797,000
Millbrae Various Streets and Roads Prerservation	Millbrae	\$445,000	\$0	\$445,000

Attachment B-2

MTC Resolution No. 4035, Attachment B-2

Adopted: 05/17/12-C

Revised: 10/24/12-C

12/19/12-C 01/23/13-C 05/22/13-C

09/25/13-C 11/20/13-C 01/22/14-C

02/26/14-C 05/28/14-C 09/24/14-C

12/17/14-C 03/25/15-C 07/22/15-C

09/23/15-C 10/28/15-C

OBAG 1 County Program FY 2012-13 through FY 2016-17 September 2015

OBAG 1 County Programs Project List

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other (RTIP, etc.)	Total Cycle 2
COUNTY OBAG 1 PROGRAMMING		\$309,314,000	\$18,036,000	\$327,350,000
San Pedro Creek Bridge Replacement Bike/Ped Imps	Pacifica	\$1,141,000	\$0	\$1,141,000
Pacifica Linda Mar Blvd Preservation	Pacifica	\$431,000	\$0	\$431,000
Palmetto Avenue Streetscape	Pacifica	\$1,000,000	\$0	\$1,000,000
Portola Valley Various Streets and Roads Preservation	Portola Valley	\$224,000	\$0	\$224,000
Redwood City Various Streets and Roads Preservation	Redwood City	\$548,000	\$0	\$548,000
Middlefield Road Bicycle and Pedestrian Imps	Redwood City	\$1,752,000	\$0	\$1,752,000
San Bruno Avenue Pedestrian Improvements	San Bruno	\$265,000	\$0	\$265,000
San Bruno Avenue Street Median Imps	San Bruno	\$735,000	\$0	\$735,000
Crestview Drive Pavement Rehabilitation	San Carlos	\$412,000	\$0	\$412,000
San Carlos Streetscape and Pedestrian Imps	San Carlos	\$850,000	\$0	\$850,000
El Camino Real Ped Upgrades (Grand Boulevard Initiative)	San Carlos	\$182,000	\$0	\$182,000
Mount Diablo Ave. Rehabilitation	San Mateo (City)	\$270,000	\$0	\$270,000
North Central Pedestrian Imps	San Mateo (City)	\$1,000,000	\$0	\$1,000,000
San Mateo Citywide Crosswalk Improvements	San Mateo (City)	\$368,000	\$0	\$368,000
Semicircular Road Bicycle and Pedestrian Access Imps	San Mateo County	\$320,000	\$0	\$320,000
South San Francisco Citywide Sidewalk Gap Closures	South San Francisco	\$357,000	\$0	\$357,000
South San Francisco Grand Blvd Pedestrian Imps	South San Francisco	\$1,000,000	\$0	\$1,000,000
South San Francisco Grand Blvd Complete Streets	South San Francisco	\$0	\$1,991,000	\$1,991,000
SAN MATEO COUNTY TOTAL:		\$25,253,000	\$1,991,000	\$27,244,000
SANTA CLARA COUNTY				
<i>Specific projects TBD by Santa Clara CMA</i>		\$0	\$0	\$0
CMA Base Planning Activities - Santa Clara	VTA	\$4,246,000	\$0	\$4,246,000
CMA Planning Activities Augmentation - Santa Clara	VTA	\$1,754,000	\$0	\$1,754,000
CMA Planning Activities FY 2016-17 Supplement - Santa Clara	VTA	\$1,145,000	\$0	\$1,145,000
Hamilton Avenue Preservation	Campbell	\$279,000	\$0	\$279,000
Campbell Avenue Bicycle and Pedestrian Imps.	Campbell	\$3,718,000	\$0	\$3,718,000
Stevens Creek Boulevard Preservation	Cupertino	\$735,000	\$0	\$735,000
Ronan Channel / Lions Creek Multi-Use Trail	Gilroy	\$1,034,000	\$0	\$1,034,000
Eagleberry Street Preservation	Gilroy	\$808,000	\$0	\$808,000
Los Altos Various Streets and Roads Preservation	Los Altos	\$312,000	\$0	\$312,000
El Monte Road Preservation	Los Altos Hills	\$186,000	\$0	\$186,000
Hillside Road Preservation	Los Gatos	\$139,000	\$0	\$139,000
Milpitas Various Streets and Roads Preservation	Milpitas	\$1,652,000	\$0	\$1,652,000
Monte Sereno Various Streets and Roads Preservation	Monte Sereno	\$250,000	\$0	\$250,000
Monterey Road Preservation	Morgan Hill	\$1,379,000	\$0	\$1,379,000
Mountain View Various Streets Preservation and Bike Lanes	Mountain View	\$1,166,000	\$0	\$1,166,000
Palo Alto Various Streets and Roads Preservation	Palo Alto	\$956,000	\$0	\$956,000
US 101/Adobe Creek Bicycle and Pedestrian Bridge	Palo Alto	\$0	\$4,350,000	\$4,350,000
San Jose Citywide Bikeway Program	San Jose	\$1,150,000	\$0	\$1,150,000
San Jose Citywide Pavement Management Program	San Jose	\$11,531,000	\$0	\$11,531,000
San Jose Citywide SRTS Infrastructure Program	San Jose	\$1,150,000	\$0	\$1,150,000
San Jose Citywide Smart Intersections Program	San Jose	\$1,150,000	\$0	\$1,150,000
Downtown San Jose Bike Lanes and De-Couplet	San Jose	\$1,500,000	\$0	\$1,500,000
East San Jose Bicycle/Pedestrian Transit Connection	San Jose	\$2,000,000	\$0	\$2,000,000
Jackson Avenue Bicycle and Pedestrian Imps.	San Jose	\$1,500,000	\$0	\$1,500,000
San Jose Pedestrian-Oriented Traffic Safety Signals	San Jose	\$3,000,000	\$0	\$3,000,000
St. Johns Bikeway and Pedestrian Improvements	San Jose	\$1,185,000	\$0	\$1,185,000
The Alameda "Beautiful Way" Grand Boulevard Phase 2	San Jose	\$3,150,000	\$0	\$3,150,000
Santa Clara Various Streets and Roads Preservation	Santa Clara (City)	\$1,891,000	\$0	\$1,891,000
San Tomas Expressway Box Culvert Rehabilitation	Santa Clara County	\$8,350,000	\$0	\$8,350,000
Capitol Expressway Traffic ITS and Bike/Ped Imps.	Santa Clara County	\$7,735,000	\$0	\$7,735,000
San Tomas Aquino Spur Multi-Use Trail Phase 2	Santa Clara County	\$3,234,000	\$0	\$3,234,000
Saratoga Village Sidewalk Preservation	Saratoga	\$162,000	\$0	\$162,000
Saratoga Ave-Prospect Rd Complete Streets	Saratoga	\$4,205,000	\$0	\$4,205,000
Duane Avenue Preservation	Sunnyvale	\$1,576,000	\$0	\$1,576,000
East & West Channel Multi-Use Trails	Sunnyvale	\$3,440,000	\$0	\$3,440,000
Fair Oaks Avenue Bikeway and Streetscape	Sunnyvale	\$956,000	\$0	\$956,000
Maude Avenue Bikeway and Streetscape	Sunnyvale	\$695,000	\$0	\$695,000
Sunnyvale Safe Routes to School Ped Infrastructure Imps	Sunnyvale	\$1,569,000	\$0	\$1,569,000

Metropolitan Transportation Commission

T4 New Act Cycle 2 Project Selection Criteria and Programming Policy - OBAG Program Project List

Attachment B-2

MTC Resolution No. 4035, Attachment B-2

Adopted: 05/17/12-C

Revised: 10/24/12-C

12/19/12-C 01/23/13-C 05/22/13-C

09/25/13-C 11/20/13-C 01/22/14-C

02/26/14-C 05/28/14-C 09/24/14-C

12/17/14-C 03/25/15-C 07/22/15-C

09/23/15-C 10/28/15-C

OBAG 1 County Program FY 2012-13 through FY 2016-17 September 2015

OBAG 1 County Programs Project List

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other (RTIP, etc.)	Total Cycle 2
COUNTY OBAG 1 PROGRAMMING		\$309,314,000	\$18,036,000	\$327,350,000
Sunnyvale-Saratoga Road Bike/Ped Safety Enhancements	Sunnyvale	\$524,000	\$0	\$524,000
Milpitas BART Station Montague Expwy Ped Overcrossing	VTA	\$744,000	\$0	\$744,000
VTA/San Jose: Upper Penitencia Creek Multi-Use Trail	VTA	\$1,514,000	\$0	\$1,514,000
Santa Clara Caltrain Station Bike/Ped Undercrossing	VTA	\$1,251,000	\$0	\$1,251,000
SANTA CLARA COUNTY	TOTAL:	\$84,921,000	\$4,350,000	\$89,271,000

SOLANO COUNTY				
<i>Specific projects TBD by Solano CMA</i>				
CMA Base Planning Activities - Solano	STA	\$2,673,000	\$0	\$2,673,000
CMA Planning Activities Augmentation - Solano	STA	\$333,000	\$0	\$333,000
CMA Planning Activities FY 2016-17 Supplement - Solano	STA	\$720,000	\$0	\$720,000
Local PDA Planning Augmentation	STA	\$511,000	\$0	\$511,000
East 2nd Street Preservation	Benicia	\$495,000	\$0	\$495,000
Benicia Safe Routes to Schools Infrastructure Imps	Benicia	\$100,000	\$0	\$100,000
West A Street Preservation	Dixon	\$584,000	\$0	\$584,000
Dixon SRTS Infrastructure Imps	Dixon	\$100,000	\$0	\$100,000
Beck Avenue Preservation	Fairfield	\$1,424,000	\$0	\$1,424,000
SR 12 Pedestrian Crossing Improvements	Rio Vista	\$100,000	\$0	\$100,000
Solano County - Various Streets and Roads Preservation	Solano County	\$1,389,000	\$0	\$1,389,000
Vaca-Dixon Bike Route Phase 5	Solano County	\$1,800,000	\$0	\$1,800,000
West B Street Bicycle/Pedestrian RxR Undercrossing	STA	\$1,394,000	\$1,141,000	\$2,535,000
Eastern Solano / SNCI Rideshare Program	STA	\$533,000	\$0	\$533,000
Solano Transit Ambassador Program	STA	\$250,000	\$0	\$250,000
Driftwood Drive Path	Suisun City	\$349,065	\$0	\$349,065
Walters Road/Pintail Drive Preservation	Suisun City	\$356,000	\$0	\$356,000
Suisun/Fairfield Intercity Rail Station Access Imps	Suisun City	\$415,000	\$0	\$415,000
Vacaville SRTS Infrastructure Imps	Vacaville	\$303,207	\$0	\$303,207
Vacaville - Various Streets and Roads Preservation	Vacaville	\$1,231,000	\$0	\$1,231,000
Allison Bicycle/Pedestrian Imps.	Vacaville	\$450,000	\$0	\$450,000
Ulatis Creek Bicycle/Pedestrian Pathway and Streetscape	Vacaville	\$150,000	\$0	\$150,000
Vallejo SRTS Infrastructure Imps	Vallejo	\$247,728	\$0	\$247,728
Vallejo Downtown Streetscape - Phases 3 and 4	Vallejo	\$2,440,000	\$0	\$2,440,000
SOLANO COUNTY	TOTAL:	\$18,348,000	\$1,141,000	\$19,489,000

SONOMA COUNTY				
<i>Specific projects TBD by Sonoma - SCTA</i>				
CMA Base Planning Activities - Sonoma	SCTA	\$2,673,000	\$0	\$2,673,000
CMA Planning Activities FY 2016-17 Supplement - Sonoma	SCTA	\$720,000	\$0	\$720,000
Cloverdale Safe Routes to Schools Phase 2	Cloverdale	\$250,000	\$0	\$250,000
Cotati Old Redwood Highway South Preservation (CS)	Cotati	\$250,000	\$0	\$250,000
Healdsburg Various Streets and Roads Preservation	Healdsburg	\$250,000	\$0	\$250,000
Petaluma Complete Streets	Petaluma	\$1,848,000	\$0	\$1,848,000
Rohnert Park Various Streets Preservation	Rohnert Park	\$1,103,000	\$0	\$1,103,000
Rohnert Park Bicycle and Pedestrian Improvements	Rohnert Park	\$500,000	\$0	\$500,000
Downtown Santa Rosa Streetscape	Santa Rosa	\$360,000	\$353,000	\$713,000
Santa Rosa Complete Streets Road Diet on Transit Corridors	Santa Rosa	\$2,460,000	\$0	\$2,460,000
Sebastopol Various Streets and Roads Preservation	Sebastopol	\$250,000	\$0	\$250,000
SMART Larkspur Extension (Regional Project)	SMART	\$6,100,000	\$0	\$6,100,000
SMART Clipper Card Service	MTC	\$500,000	\$0	\$500,000
SMART Bicycle/Pedestrian Pathway	SMART	\$0	\$1,043,000	\$1,043,000
Sonoma Various Streets and Roads Preservation	Sonoma (City)	\$250,000	\$0	\$250,000
Sonoma County Various Streets and Roads Preservation	Sonoma County	\$3,377,000	\$0	\$3,377,000
Windsor Road/Jaquar Lane Bicycle/Pedestrian Imps.	Windsor	\$630,000	\$0	\$630,000
Conde Lane/Johnson Street Pedestrian Imps.	Windsor	\$432,000	\$0	\$432,000
Windsor Rd/Bell Rd/Market St Pedestrian Imps.	Windsor	\$410,000	\$0	\$410,000
SONOMA COUNTY	TOTAL:	\$22,363,000	\$1,396,000	\$23,759,000

Attachment B-2

MTC Resolution No. 4035, Attachment B-2

Adopted: 05/17/12-C

Revised: 10/24/12-C

12/19/12-C 01/23/13-C 05/22/13-C

09/25/13-C 11/20/13-C 01/22/14-C

02/26/14-C 05/28/14-C 09/24/14-C

12/17/14-C 03/25/15-C 07/22/15-C

09/23/15-C 10/28/15-C

OBAG 1 County Program FY 2012-13 through FY 2016-17 September 2015

OBAG 1 County Programs Project List

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other (RTIP, etc.)	Total Cycle 2
COUNTY OBAG 1 PROGRAMMING		\$309,314,000	\$18,036,000	\$327,350,000
Cycle 2 Total		TOTAL: \$309,314,000	\$18,036,000	\$327,350,000

J:\SECTION\ALLSTAFF\Resolution\TEMP-RES\MTC\RES-4035_ongoing\[tmp-4035_Attach_B-2_10-28-15.xlsx]Attach B-2 10-28-15



Metropolitan Transportation Commission

101 Eighth Street,
Joseph P. Bort MetroCenter
Oakland, CA

Legislation Details (With Text)

File #: 15-0905 **Version:** 1 **Name:**

Type: Resolution **Status:** Consent

File created: 9/15/2015 **In control:** Programming and Allocations Committee

On agenda: 10/14/2015 **Final action:**

Title: FY 2015-16 Fund Estimate Revision. MTC Resolution No. 4177, Revised.

Sponsors:

Indexes:

Code sections:

Attachments: [2e_Fund Estimate Revisions_Reso-4177.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

FY 2015-16 Fund Estimate Revision. MTC Resolution No. 4177, Revised.

Presenter:

William Bacon

Recommended Action:

Commission Approval

Metropolitan Transportation Commission Programming and Allocations Committee

October 14, 2015

Agenda Item 2e

Resolution No. 4177, Revised

Subject: Revision to the FY2015-16 Fund Estimate.

Background: This item revises the FY2015-16 Fund Estimate to account for actual FY2014-15 State Transit Assistance (STA) revenues from the State Controller's Office.

- **Reconcile Actual FY2014-15 STA Revenue:** The State Controller's Office (SCO) released a summary of actual statewide FY2014-15 STA revenue on September 18, 2015 that is 3% higher than the SCO's revised revenue estimate from August 2014. Total actual Bay Area STA revenue increased by 5%, or roughly \$6.5 million over the SCO's August 2014 estimate. Overall the Bay Area received 38% of total statewide STA funds, up from 37% in FY2013-14. This increase was primarily driven by an increase in the Bay Area's share of the statewide total of STA Revenue-based funds which increased to 56% in FY2014-15 from 53% in FY2013-14. This unusually high increase may be due to the addition of, and back payments to, Marin Transit as an STA recipient in FY2014-15.
- **Update FY2015-16 STA Revenue Estimate:** Normally the SCO releases a revised STA revenue estimate for the current fiscal year each August to reflect the adopted annual state budget. However, this year the SCO chose not to release an updated FY2015-16 STA revenue estimate due to a pending outside challenge to the SCO's implementation of STA eligibility policies. In response to the challenge the SCO is developing a legal opinion and decided that in the meantime it would refrain from updating its FY2015-16 STA revenue estimate. However, MTC staff have updated the FY2015-16 Fund Estimate's forecast of FY2015-16 STA revenue based funds based on the budgeted amounts for the program included in the adopted FY2015-16 state budget. Note that although the FY2014-15 actuals were higher than expected, the FY2015-16 amount is being adjusted downward to reflect the lower state budget number. This estimate reflects a reduction of \$13.7 million region-wide, or approximately 10%. Attachment A to this summary provides details on actual FY2014-15 and estimated FY2015-16 STA revenues by apportionment jurisdiction.
- **STA Program Apportionment Shares:** In addition to the increase in the region's overall share of STA Revenue-based funds relative to the state, there were changes in the shares of individual operators for the STA Revenue-based apportionments, shown in Table 1 below.

Table 1: STA Program Shares*

Transit Operator	FY2014-15 Estimated Share of Regional Total	FY2014-15 Actual Share of Regional Total	FY2014-15 Adjustment*
Caltrain	5.32%	5.26%	-0.06%
GGBHTD	4.54%	3.29%	-1.24%
SamTrans	3.88%	3.24%	-0.65%
WETA	1.23%	1.28%	0.05%
SolTrans	0.28%	0.27%	-0.01%
VTA	11.88%	12.45%	0.57%
AC Transit	8.48%	8.71%	0.23%
BART	23.62%	23.12%	-0.50%
SFMTA	38.36%	38.61%	0.25%
All Other Operators	2.42%	3.77%	1.36%

**Normalized to MTC regional total.*

- **AB 1107 State Interest:** Actual FY2014-15 Assembly Bill (AB) 1107 revenues were updated to include state-paid interest totaling \$6,807 which was not yet paid by the July Fund Estimate revision.

Issues: Due to the apparent policy/legal challenge at the SCO, it is unclear when the state will release updated FY2015-16 STA revenue estimates. Staff will continue to monitor this unusual situation.

Recommendation: Refer MTC Resolution No. 4177, Revised to the Commission for approval.

Attachments: Attachment A – STA Program Apportionments
MTC Resolution No. 4177, Revised

Attachment A - STA Program Apportionments

Apportionment Jurisdictions	FY2014-15 Apportionments			FY2015-16 Apportionments			FY2015-16
	FY2014-15	FY2014-15	FY2014-15	FY2015-16	FY2015-16	FY2015-16	Oct-15
	Sep-14	Sep-15	Adjustment	Feb-15	Oct-15	Adjustment	Apportionment
	Estimate	Actual*	\$	Estimate*	Estimate*	\$	Share**
ACCMA - Corresponding to ACE	\$219,010	\$269,700	\$50,690	\$226,485	\$206,925	(\$19,560)	0.2%
City of Benicia	\$0	\$0	\$0	\$0	\$0	\$0	0.0%
Caltrain	\$5,383,736	\$5,611,558	\$227,822	\$5,567,508	\$5,080,483	(\$487,025)	5.4%
CCCTA	\$606,373	\$634,239	\$27,866	\$627,072	\$572,232	(\$54,840)	0.6%
City of Dixon	\$4,812	\$4,921	\$109	\$4,977	\$4,541	(\$436)	0.005%
ECCTA	\$277,957	\$293,736	\$15,779	\$287,444	\$262,324	(\$25,120)	0.3%
City of Fairfield	\$108,904	\$123,942	\$15,038	\$112,621	\$102,833	(\$9,788)	0.1%
GGBHTD	\$4,592,426	\$3,514,385	(\$1,078,041)	\$4,749,186	\$3,370,520	(\$1,378,666)	3.6%
City of Healdsburg	(\$1,297)	\$0	\$0	\$705	(\$817)	(\$1,522)	0.0%
LAVTA	\$258,232	\$256,370	(\$1,862)	\$267,047	\$243,609	(\$23,438)	0.3%
Marin Transit	\$0	\$1,399,764	\$1,399,764	\$452,308	\$415,593	(\$36,715)	0.4%
NCPTA	\$45,648	\$64,061	\$18,413	\$47,206	\$43,177	(\$4,029)	0.05%
City of Petaluma	\$25,850	\$19,782	(\$6,068)	\$26,733	\$18,928	(\$7,805)	0.02%
City of Rio Vista	\$1,299	\$640	(\$659)	\$2,905	\$1,622	(\$1,283)	0.002%
SamTrans	\$3,927,492	\$3,451,201	(\$476,291)	\$4,061,555	\$3,702,361	(\$359,194)	3.9%
City of Santa Rosa	\$137,181	\$140,862	\$3,681	\$141,864	\$129,441	(\$12,423)	0.1%
Solano County Transit	\$284,020	\$289,370	\$5,350	\$293,715	\$267,981	(\$25,734)	0.3%
Sonoma County Transit	\$158,396	\$152,518	(\$5,878)	\$163,803	\$149,398	(\$14,405)	0.2%
City of Union City	\$44,217	\$43,372	(\$845)	\$45,726	\$41,710	(\$4,016)	0.04%
VTA	\$12,016,363	\$13,277,578	\$1,261,215	\$12,426,536	\$11,344,085	(\$1,082,451)	11.9%
VTA - Corresponding to ACE	\$247,447	\$288,715	\$41,268	\$255,895	\$233,697	(\$22,198)	0.2%
WCCTA	\$311,495	\$332,383	\$20,888	\$322,128	\$293,997	(\$28,131)	0.3%
WETA	\$1,243,622	\$1,365,343	\$121,721	\$1,286,072	\$1,173,991	(\$112,081)	1.2%
Subtotal - STA Revenue-Based	\$29,893,183	\$31,534,440	\$1,639,960	\$31,369,491	\$27,658,631	(\$3,710,860)	29.1%
AC Transit	\$8,583,218	\$9,294,689	\$711,470	\$8,876,203	\$8,990,972	\$114,769	9.5%
BART	\$23,898,452	\$24,657,338	\$758,886	\$24,714,216	\$20,656,494	(\$4,057,722)	21.8%
SFMTA	\$38,811,663	\$41,185,560	\$2,373,897	\$40,136,483	\$37,635,121	(\$2,501,362)	39.6%
Subtotal - STA Revenue-Based	\$71,293,334	\$75,137,587	\$3,844,253	\$73,726,902	\$67,282,587	(\$6,444,315)	70.9%
Bay Area Revenue-Based Total	\$101,186,517	\$106,672,027	\$5,485,510	\$105,096,393	\$94,941,218	(\$10,155,175)	100.0%
Statewide Revenue-Base Total	\$186,545,500	\$191,957,250	\$5,411,750	\$193,899,000	\$176,000,000	(\$17,899,000)	N/A
Bay Area Population-Based Total	\$36,104,576	\$37,151,982	\$1,047,406	\$37,527,794	\$34,015,182	(\$3,512,612)	N/A
Statewide Population-Based Total	\$186,545,500	\$191,957,250	\$5,411,750	\$193,899,000	\$176,000,000	(\$17,899,000)	N/A

*Source: California State Controller's Office, <http://www.sco.ca.gov>.

**Normalized to MTC region total.

Date: February 25, 2015
W.I.: 1511
Referred by: PAC
Revised: 07/22/15-C
10/28/15-C

ABSTRACT

Resolution No. 4177, Revised

This resolution approves the FY 2015-16 Fund Estimate, including the distribution and apportionment of Transportation Development Act (TDA), State Transit Assistance (STA), Assembly Bill (AB) 1107 sales tax, and transit-related bridge toll funds.

This resolution was revised on July 22, 2015 to reflect actual receipts for TDA and AB 1107 funds in FY 2014-15, the rescission actions that were necessary to match FY 2014-15 allocations to the actual revenue collected, and the allocations of the excess revenue for FY 2014-15 per operator's requests.

This resolution was revised on October 28, 2015 to reflect actual receipts of FY 2014-15 STA programs funds and to update apportionment shares based on information provided by the State Controller's Office.

Further discussion of these actions is contained in the MTC Programming and Allocations Summary Sheet dated February 11, 2015, July 8, 2015, and October 14, 2015.

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Date: February 25, 2015
W.I.: 1511
Referred by: PAC

RE: Determination of Transportation Development Act (TDA) Area Apportionments and Proposed Distribution of Operating Funds for FY 2015-16

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4177

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

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

WHEREAS, pursuant to 21 California Code of Regulations Section 6620, the County Auditor for each of the nine counties in the Bay Area has submitted the revised and new TDA fund estimates for FY 2014-15 and FY 2015-16 as shown in Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length; and

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

WHEREAS, all area apportionments of TDA funds for the 2015-16 fiscal year are shown in Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length; and

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

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

RESOLVED, that MTC approves the area apportionments of TDA funds, and the proposed distribution of operating assistance funds for the 2015-16 fiscal year as shown in Attachment A, subject to the conditions noted therein; and, be it further

RESOLVED, that MTC intends to allocate operating assistance funds for the 2015-16 fiscal year, based on the area apportionments of TDA funds, the proposed distribution of operating assistance funds and upon the receipt of appropriate claims from eligible claimants; and, be it further

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

METROPOLITAN TRANSPORTATION COMMISSION



Chair

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

**FY 2015-16 FUND ESTIMATE
REGIONAL SUMMARY**

Attachment A
Res No. 4177
Page 1 of 17
10/28/2015

TDA REGIONAL SUMMARY TABLE

<i>Column</i>	<i>A</i>	<i>B</i>	<i>C</i>	<i>D</i>	<i>E</i>	<i>F</i>	<i>G</i>	<i>H=Sum(A:G)</i>
	6/30/2014	FY2013-15	FY2014-15	FY2014-15	FY2014-15	FY2015-16	FY2015-16	FY2015-16
Apportionment Jurisdictions	Balance ¹	Outstanding Commitments, Refunds, & Interest ²	Original Estimate	Revenue Adjustment	Revised Admin. & Planning Charge	Revenue Estimate	Admin. & Planning Charge	Available for Allocation
Alameda	19,087,220	(79,473,382)	67,048,000	4,295,982	(2,547,039)	73,546,000	(2,941,840)	79,014,940
Contra Costa	16,937,030	(43,522,963)	38,652,655	(812,161)	(1,403,620)	40,146,919	(1,605,878)	48,391,982
Marin	1,525,671	(12,971,541)	11,930,361	446,611	(495,079)	12,713,895	(508,555)	12,641,364
Napa	12,423,311	(13,182,109)	7,134,000	743,702	(315,108)	7,600,000	(304,000)	14,099,796
San Francisco	1,555,127	(46,448,643)	44,462,160	2,383,286	(1,873,818)	48,421,155	(1,936,847)	46,562,420
San Mateo	4,528,487	(38,435,834)	36,813,470	1,820,623	(1,445,364)	36,914,589	(1,476,584)	38,719,388
Santa Clara	5,230,432	(99,929,692)	98,695,000	1,463,990	(3,553,565)	102,299,000	(4,091,960)	100,113,205
Solano	9,697,469	(15,604,810)	15,512,708	1,629,769	(685,699)	17,358,114	(694,325)	27,213,226
Sonoma	10,972,812	(24,666,326)	21,210,000	108,798	(792,752)	22,900,000	(916,000)	28,816,532
TOTAL	\$81,957,558	(\$374,235,299)	\$341,458,354	\$12,080,600	(\$13,112,044)	\$361,899,672	(\$14,475,989)	\$395,572,853

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

<i>Column</i>	<i>A</i>	<i>B</i>	<i>C</i>	<i>D</i>		<i>E=Sum(A:D)</i>
	6/30/2014	FY2013-15	FY2014-15	FY2015-16		FY2015-16
Fund Source	Balance (w/ interest) ¹	Outstanding Commitments ³	Revenue Estimate	Revenue Estimate		Available for Allocation
State Transit Assistance						
Revenue-Based	8,023,292	(103,342,291)	106,672,027	94,941,218		106,294,246
Population-Based	49,283,506	(36,048,422)	37,151,982	34,015,182		84,177,718
SUBTOTAL	57,306,798	(139,390,713)	143,824,009	128,956,400		190,471,964
AB1107 - BART District Tax (25% Share)	0	(77,621,031)	77,621,031	77,560,800		77,560,800
Bridge Toll Total						
AB 664 Bridge Revenues	30,120,223	(84,909,223)	54,789,000	2,300,000		2,300,000
MTC 2% Toll Revenue	11,724,926	(17,564,995)	8,750,000	1,450,000		4,359,930
5% State General Fund Revenue	0	0	0	3,210,892		11,228,719
SUBTOTAL	41,845,149	(102,474,218)	63,539,000	6,960,892		17,888,649
Low Carbon Transit Operations Program	0	0	9,175,832	36,777,959		36,777,959
TOTAL	\$99,151,947	(\$319,485,961)	\$294,159,871	\$250,256,051		\$322,699,372

Please see Attachment A pages 2-14 for detailed information on each fund source.

1. Balance as of 6/30/14 is from MTC FY2013-14 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/14, and FY2014-15 allocations as of 6/30/15.

3. The outstanding commitments figure includes all unpaid allocations as of 6/30/14, and FY2014-15 allocations as of 6/30/15.

FY 2015-16 FUND ESTIMATE
TRANSPORTATION DEVELOPMENT ACT FUNDS
ALAMEDA COUNTY

Attachment A
Res No. 4177
Page 2 of 17
10/28/2015

FY2014-15 TDA Revenue Estimate			FY2015-16 TDA Estimate		
FY2014-15 Generation Estimate Adjustment			FY2015-16 County Auditor's Generation Estimate		
1. Original County Auditor Estimate (Feb, 14)	67,048,000		13. County Auditor Estimate	73,546,000	
2. Actual Revenue (June, 15)	71,343,982		FY2015-16 Planning and Administration Charges		
3. Revenue Adjustment (Lines 2-1)		4,295,982	14. MTC Administration (0.5% of Line 13)	367,730	
FY2014-15 Planning and Administration Charges Adjustment			15. County Administration (0.5% of Line 13)	367,730	
4. MTC Administration (0.5% of Line 3)	21,480		16. MTC Planning (3.0% of Line 13)	2,206,380	
5. County Administration (Up to 0.5% of Line 3)	(285,240)		17. Total Charges (Lines 14+15+16)	2,941,840	
6. MTC Planning (3.0% of Line 3)	128,879		18. TDA Generations Less Charges (Lines 13-17)	70,604,160	
7. Total Charges (Lines 4+5+6)		(134,881)	FY2015-16 TDA Apportionment By Article		
8. Adjusted Generations Less Charges (Lines 3-7)		4,430,863	19. Article 3.0 (2.0% of Line 18)	1,412,083	
FY2014-15 TDA Adjustment By Article			20. Funds Remaining (Lines 18-19)	69,192,077	
9. Article 3 Adjustment (2.0% of line 8)	88,617		21. Article 4.5 (5.0% of Line 20)	3,459,604	
10. Funds Remaining (Lines 8-9)		4,342,246	22. TDA Article 4 (Lines 20-21)	65,732,473	
11. Article 4.5 Adjustment (5.0% of Line 10)	217,112				
12. Article 4 Adjustment (Lines 10-11)		4,125,134			

TDA APPORTIONMENT BY JURISDICTION										
Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2014	FY2013-14	6/30/2014	FY2013-15	FY2014-15	FY2014-15	FY2014-15	6/30/2015	FY2015-16	FY 2015-16
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) ¹	Outstanding Commitments ²	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	2,783,630	6,974	2,790,604	(2,994,298)	0	1,287,322	88,617	1,172,245	1,412,083	2,584,328
Article 4.5	378,377	1,179	379,556	(324,370)	(3,400,828)	3,153,938	217,112	25,408	3,459,604	3,485,012
SUBTOTAL	3,162,007	8,153	3,170,160	(3,318,668)	(3,400,828)	4,441,260	305,729	1,197,653	4,871,687	6,069,340
Article 4										
AC Transit										
District 1	561,239	5,534	566,773	(45,449,646)	3,400,828	38,809,061	2,671,557	(1,427)	42,419,679	42,418,252
District 2	49,005	1,367	50,372	(11,051,637)	0	10,292,454	708,517	(294)	11,315,940	11,315,646
BART ³	11,716	14	11,730	(85,602)	0	73,903	5,087	5,118	79,882	85,000
LAVTA	10,055,241	16,138	10,071,379	(14,400,872)		7,989,391	549,978	4,209,875	8,899,101	13,108,976
Union City	5,248,012	10,663	5,258,675	(5,208,827)		2,760,012	189,995	2,999,855	3,017,872	6,017,727
SUBTOTAL	15,925,212	33,717	15,958,929	(76,196,584)	3,400,828	59,924,820	4,125,134	7,213,127	65,732,473	72,945,600
GRAND TOTAL	\$19,087,220	\$41,869	\$19,129,089	(\$79,515,252)	\$0	\$64,366,080	\$4,430,863	\$8,410,780	\$70,604,160	\$79,014,940

1. Balance as of 6/30/14 is from MTC FY2013-14 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/14, and FY2014-15 allocations as of 6/30/15.

3. Details on the proposed apportionment of BART funding to local operators are shown on page 15 of the Fund Estimate.

FY 2015-16 FUND ESTIMATE
TRANSPORTATION DEVELOPMENT ACT FUNDS
CONTRA COSTA COUNTY

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FY2014-15 TDA Revenue Estimate			FY2015-16 TDA Estimate	
FY2014-15 Generation Estimate Adjustment			FY2015-16 County Auditor's Generation Estimate	
1. Original County Auditor Estimate (Feb, 14)	38,652,655		13. County Auditor Estimate	40,146,919
2. Actual Revenue (June, 15)	37,840,494		FY2015-16 Planning and Administration Charges	
3. Revenue Adjustment (Lines 2-1)		(812,161)	14. MTC Administration (0.5% of Line 13)	200,735
FY2014-15 Planning and Administration Charges Adjustment			15. County Administration (0.5% of Line 13)	200,735
4. MTC Administration (0.5% of Line 3)	(4,061)		16. MTC Planning (3.0% of Line 13)	1,204,408
5. County Administration (Up to 0.5% of Line 3)	(114,061)		17. Total Charges (Lines 14+15+16)	1,605,878
6. MTC Planning (3.0% of Line 3)	(24,365)		18. TDA Generations Less Charges (Lines 13-17)	38,541,041
7. Total Charges (Lines 4+5+6)		(142,487)	FY2015-16 TDA Apportionment By Article	
8. Adjusted Generations Less Charges (Lines 3-7)		(669,674)	19. Article 3.0 (2.0% of Line 18)	770,821
FY2014-15 TDA Adjustment By Article			20. Funds Remaining (Lines 18-19)	37,770,220
9. Article 3 Adjustment (2.0% of line 8)	(13,393)		21. Article 4.5 (5.0% of Line 20)	1,888,511
10. Funds Remaining (Lines 8-9)		(656,281)	22. TDA Article 4 (Lines 20-21)	35,881,709
11. Article 4.5 Adjustment (5.0% of Line 10)	(32,814)			
12. Article 4 Adjustment (Lines 10-11)		(623,467)		

TDA APPORTIONMENT BY JURISDICTION										
Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2014	FY2013-14	6/30/2014	FY2013-15	FY2014-15	FY2014-15	FY2014-15	6/30/2015	FY2015-16	FY 2015-16
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) ¹	Outstanding Commitments ²	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	982,348	245	982,593	(1,716,284)	0	742,131	(13,393)	(4,953)	770,821	765,868
Article 4.5	76	1,449	1,525	(1,122,257)	(519,341)	1,818,221	(32,814)	145,334	1,888,511	2,033,845
SUBTOTAL	982,424	1,694	984,118	(2,838,541)	(519,341)	2,560,352	(46,207)	140,381	2,659,332	2,799,713
Article 4										
AC Transit										
District 1	5,089	1	5,090	(6,251,392)	308,578	6,046,855	(109,130)	1	6,254,093	6,254,094
BART ³	203	2	205	(239,634)	0	243,826	(4,400)	(4)	250,912	250,908
CCCTA	12,066,759	1,577	12,068,336	(21,865,365)	1,698,525	16,440,852	(296,714)	8,045,634	17,054,847	25,100,481
ECCTA	2,095,198	76	2,095,274	(10,924,328)	0	9,714,748	(175,325)	710,368	10,151,017	10,861,385
WCCTA	1,787,355	236	1,787,591	(3,105,812)	210,763	2,099,917	(37,898)	954,561	2,170,840	3,125,401
SUBTOTAL	15,954,605	1,891	15,956,496	(42,386,531)	2,217,866	34,546,197	(623,467)	9,710,560	35,881,709	45,592,269
GRAND TOTAL	\$16,937,030	\$3,584	\$16,940,614	(\$45,225,072)	\$1,698,525	\$37,106,549	(\$669,674)	\$9,850,941	\$38,541,041	\$48,391,982

1. Balance as of 6/30/14 is from MTC FY2013-14 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/14, and FY2014-15 allocations as of 6/30/15

3. Details on the proposed apportionment of BART funding to local operators are shown on page 15 of the Fund Estimate.

FY 2015-16 FUND ESTIMATE
TRANSPORTATION DEVELOPMENT ACT FUNDS
MARIN COUNTY

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FY2014-15 TDA Revenue Estimate			FY2015-16 TDA Estimate		
FY2014-15 Generation Estimate Adjustment			FY2015-16 County Auditor's Generation Estimate		
1. Original County Auditor Estimate (Feb, 14)		11,930,361	13. County Auditor Estimate		12,713,895
2. Actual Revenue (June, 15)		12,376,972	FY2015-16 Planning and Administration Charges		
3. Revenue Adjustment (Lines 2-1)		446,611	14. MTC Administration (0.5% of Line 13)		63,569
FY2014-15 Planning and Administration Charges Adjustment			15. County Administration (0.5% of Line 13)		63,569
4. MTC Administration (0.5% of Line 3)		2,233	16. MTC Planning (3.0% of Line 13)		381,417
5. County Administration (Up to 0.5% of Line 3)		2,233	17. Total Charges (Lines 14+15+16)		508,555
6. MTC Planning (3.0% of Line 3)		13,398	18. TDA Generations Less Charges (Lines 13-17)		12,205,340
7. Total Charges (Lines 4+5+6)		17,864	FY2015-16 TDA Apportionment By Article		
8. Adjusted Generations Less Charges (Lines 3-7)		428,747	19. Article 3.0 (2.0% of Line 18)		244,107
FY2014-15 TDA Adjustment By Article			20. Funds Remaining (Lines 18-19)		11,961,233
9. Article 3 Adjustment (2.0% of line 8)		8,575	21. Article 4.5 (5.0% of Line 20)		0
10. Funds Remaining (Lines 8-9)		420,172	22. TDA Article 4 (Lines 20-21)		11,961,233
11. Article 4.5 Adjustment (5.0% of Line 10)		0			
12. Article 4 Adjustment (Lines 10-11)		420,172			

TDA APPORTIONMENT BY JURISDICTION										
Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2014	FY2013-14	6/30/2014	FY2013-15	FY2014-15	FY2014-15	FY2014-15	6/30/2015	FY2015-16	FY 2015-16
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) ¹	Outstanding Commitments ²	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	444,012	1,037	445,049	(667,345)	0	229,063	8,575	15,343	244,107	259,450
Article 4.5										
SUBTOTAL	444,012	1,037	445,049	(667,345)	0	229,063	8,575	15,343	244,107	259,450
Article 4/8										
GGBHTD ³	1,081,659	510	1,082,169	(12,305,743)	0	11,224,083	420,172	420,681	11,961,233	12,381,914
SUBTOTAL	1,081,659	510	1,082,169	(12,305,743)	0	11,224,083	420,172	420,681	11,961,233	12,381,914
GRAND TOTAL	\$1,525,671	\$1,547	\$1,527,218	(\$12,973,088)	\$0	\$11,453,146	\$428,747	\$436,024	\$12,205,340	\$12,641,364

1. Balance as of 6/30/14 is from MTC FY2013-14 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/14, and FY2014-15 allocations as of 6/30/15.

3. GGBHTD is authorized to claim 100% of the apportionments in Marin County. Per agreement between GGBHTD and MCTD, certain portion of this amount will be credited to MCTD to support local transit services.

FY 2015-16 FUND ESTIMATE
TRANSPORTATION DEVELOPMENT ACT FUNDS
NAPA COUNTY

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FY2014-15 TDA Revenue Estimate					FY2015-16 TDA Estimate					
FY2014-15 Generation Estimate Adjustment					FY2015-16 County Auditor's Generation Estimate					
1. Original County Auditor Estimate (Feb, 14)			7,134,000		13. County Auditor Estimate				7,600,000	
2. Actual Revenue (June, 15)			7,877,702		FY2015-16 Planning and Administration Charges					
3. Revenue Adjustment (Lines 2-1)				743,702	14. MTC Administration (0.5% of Line 13)			38,000		
FY2014-15 Planning and Administration Charges Adjustment					15. County Administration (0.5% of Line 13)			38,000		
4. MTC Administration (0.5% of Line 3)			3,719		16. MTC Planning (3.0% of Line 13)			228,000		
5. County Administration (Up to 0.5% of Line 3)			3,719		17. Total Charges (Lines 14+15+16)				304,000	
6. MTC Planning (3.0% of Line 3)			22,311		18. TDA Generations Less Charges (Lines 13-17)				7,296,000	
7. Total Charges (Lines 4+5+6)				29,749	FY2015-16 TDA Apportionment By Article					
8. Adjusted Generations Less Charges (Lines 3-7)				713,953	19. Article 3.0 (2.0% of Line 18)			145,920		
FY2014-15 TDA Adjustment By Article					20. Funds Remaining (Lines 18-19)				7,150,080	
9. Article 3 Adjustment (2.0% of line 8)			14,279		21. Article 4.5 (5.0% of Line 20)			357,504		
10. Funds Remaining (Lines 8-9)				699,674	22. TDA Article 4 (Lines 20-21)				6,792,576	
11. Article 4.5 Adjustment (5.0% of Line 10)			34,984							
12. Article 4 Adjustment (Lines 10-11)				664,690						
TDA APPORTIONMENT BY JURISDICTION										
Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2014	FY2013-14	6/30/2014	FY2013-15	FY2014-15	FY2014-15	FY2014-15	6/30/2015	FY2015-16	FY 2015-16
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) ¹	Outstanding Commitments ²	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	500,174	1,832	502,006	(628,308)	0	136,973	14,279	24,950	145,920	170,870
Article 4.5	56,828	126	56,954	(370,763)	0	335,583	34,984	56,758	357,504	414,262
SUBTOTAL	557,003	1,957	558,960	(999,071)	0	472,556	49,263	81,708	503,424	585,132
Article 4/8										
NCTPA ³	11,866,308	40,973	11,907,281	(13,760,601)	1,534,634	6,376,084	664,690	6,722,088	6,792,576	13,514,664
SUBTOTAL	11,866,308	40,973	11,907,281	(13,760,601)	1,534,634	6,376,084	664,690	6,722,088	6,792,576	13,514,664
GRAND TOTAL	\$12,423,311	\$42,930	\$12,466,241	(\$14,759,672)	\$1,534,634	\$6,848,640	\$713,953	\$6,803,796	\$7,296,000	\$14,099,796

1. Balance as of 6/30/14 is from MTC FY2013-14 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/14, and FY2014-15 allocations as of 6/30/15.

3. NCTPA is authorized to claim 100% of the apportionment to Napa County.

**FY 2015-16 FUND ESTIMATE
TRANSPORTATION DEVELOPMENT ACT FUNDS
SAN FRANCISCO COUNTY**

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FY2014-15 TDA Revenue Estimate				FY2015-16 TDA Estimate	
FY2014-15 Generation Estimate Adjustment				FY2015-16 County Auditor's Generation Estimate	
1. Original County Auditor Estimate (Feb, 14)	44,462,160			13. County Auditor Estimate	48,421,155
2. Actual Revenue (June, 15)	46,845,446			FY2015-16 Planning and Administration Charges	
3. Revenue Adjustment (Lines 2-1)		2,383,286		14. MTC Administration (0.5% of Line 13)	242,106
FY2014-15 Planning and Administration Charges Adjustment				15. County Administration (0.5% of Line 13)	242,106
4. MTC Administration (0.5% of Line 3)	11,916			16. MTC Planning (3.0% of Line 13)	1,452,635
5. County Administration (Up to 0.5% of Line 3)	11,916			17. Total Charges (Lines 14+15+16)	1,936,847
6. MTC Planning (3.0% of Line 3)	71,499			18. TDA Generations Less Charges (Lines 13-17)	46,484,308
7. Total Charges (Lines 4+5+6)		95,331		FY2015-16 TDA Apportionment By Article	
8. Adjusted Generations Less Charges (Lines 3-7)		2,287,955		19. Article 3.0 (2.0% of Line 18)	929,686
FY2014-15 TDA Adjustment By Article				20. Funds Remaining (Lines 18-19)	45,554,622
9. Article 3 Adjustment (2.0% of line 8)	45,759			21. Article 4.5 (5.0% of Line 20)	2,277,731
10. Funds Remaining (Lines 8-9)		2,242,196		22. TDA Article 4 (Lines 20-21)	43,276,891
11. Article 4.5 Adjustment (5.0% of Line 10)	112,110				
12. Article 4 Adjustment (Lines 10-11)		2,130,086			

TDA APPORTIONMENT BY JURISDICTION										
Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2014	FY2013-14	6/30/2014	FY2013-15	FY2014-15	FY2014-15	FY2014-15	6/30/2015	FY2015-16	FY 2015-16
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) ¹	Outstanding Commitments ²	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	641,404	9,641	651,045	(1,467,778)	0	853,673	45,759	82,699	929,686	1,012,385
Article 4.5	45,801	560	46,361	5,422	(2,255,778)	2,091,500	112,110	(385)	2,277,731	2,277,346
SUBTOTAL	687,205	10,201	697,406	(1,462,356)	(2,255,778)	2,945,173	157,869	82,314	3,207,417	3,289,731
Article 4										
SFMTA	867,922	3,865	871,787	(45,000,353)	2,255,778	39,738,500	2,130,086	(4,202)	43,276,891	43,272,689
SUBTOTAL	867,922	3,865	871,787	(45,000,353)	2,255,778	39,738,500	2,130,086	(4,202)	43,276,891	43,272,689
GRAND TOTAL	\$1,555,127	\$14,066	\$1,569,193	(\$46,462,709)	\$0	\$42,683,673	\$2,287,955	\$78,112	\$46,484,308	\$46,562,420

1. Balance as of 6/30/14 is from MTC FY2013-14 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/14, and FY2014-15 allocations as of 6/30/15.

FY 2015-16 FUND ESTIMATE
TRANSPORTATION DEVELOPMENT ACT FUNDS
SAN MATEO COUNTY

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FY2014-15 TDA Revenue Estimate			FY2015-16 TDA Estimate	
FY2014-15 Generation Estimate Adjustment			FY2015-16 County Auditor's Generation Estimate	
1. Original County Auditor Estimate (Feb, 14)	36,813,470		13. County Auditor Estimate	36,914,589
2. Actual Revenue (June, 15)	38,634,093		FY2015-16 Planning and Administration Charges	
3. Revenue Adjustment (Lines 2-1)		1,820,623	14. MTC Administration (0.5% of Line 13)	184,573
FY2014-15 Planning and Administration Charges Adjustment			15. County Administration (0.5% of Line 13)	184,573
4. MTC Administration (0.5% of Line 3)	9,103		16. MTC Planning (3.0% of Line 13)	1,107,438
5. County Administration (Up to 0.5% of Line 3)	(90,897)		17. Total Charges (Lines 14+15+16)	1,476,584
6. MTC Planning (3.0% of Line 3)	54,619		18. TDA Generations Less Charges (Lines 13-17)	35,438,005
7. Total Charges (Lines 4+5+6)		(27,175)	FY2015-16 TDA Apportionment By Article	
8. Adjusted Generations Less Charges (Lines 3-7)		1,847,798	19. Article 3.0 (2.0% of Line 18)	708,760
FY2014-15 TDA Adjustment By Article			20. Funds Remaining (Lines 18-19)	34,729,245
9. Article 3 Adjustment (2.0% of line 8)	36,956		21. Article 4.5 (5.0% of Line 20)	1,736,462
10. Funds Remaining (Lines 8-9)		1,810,842	22. TDA Article 4 (Lines 20-21)	32,992,783
11. Article 4.5 Adjustment (5.0% of Line 10)	90,542			
12. Article 4 Adjustment (Lines 10-11)		1,720,300		

TDA APPORTIONMENT BY JURISDICTION										
Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2014	FY2013-14	6/30/2014	FY2013-15	FY2014-15	FY2014-15	FY2014-15	6/30/2015	FY2015-16	FY 2015-16
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) ¹	Outstanding Commitments ²	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	2,646,654	23,296	2,669,950	(2,272,292)	0	706,819	36,956	1,141,433	708,760	1,850,193
Article 4.5	93,884	270	94,154	(1,733,614)	0	1,731,706	90,542	182,788	1,736,462	1,919,250
SUBTOTAL	2,740,539	23,566	2,764,104	(4,005,906)	0	2,438,525	127,498	1,324,221	2,445,222	3,769,443
Article 4										
SamTrans	1,787,948	5,122	1,793,070	(34,458,615)	0	32,902,407	1,720,300	1,957,162	32,992,783	34,949,945
SUBTOTAL	1,787,948	5,122	1,793,070	(34,458,615)	0	32,902,407	1,720,300	1,957,162	32,992,783	34,949,945
GRAND TOTAL	\$4,528,487	\$28,687	\$4,557,174	(\$38,464,521)	\$0	\$35,340,932	\$1,847,798	\$3,281,383	\$35,438,005	\$38,719,388

1. Balance as of 6/30/14 is from MTC FY2013-14 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/14, and FY2014-15 allocations as of 6/30/15.

**FY 2015-16 FUND ESTIMATE
TRANSPORTATION DEVELOPMENT ACT FUNDS
SANTA CLARA COUNTY**

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FY2014-15 TDA Revenue Estimate				FY2015-16 TDA Estimate	
FY2014-15 Generation Estimate Adjustment				FY2015-16 County Auditor's Generation Estimate	
1. Original County Auditor Estimate (Feb, 14)	98,695,000			13. County Auditor Estimate	102,299,000
2. Actual Revenue (June, 15)	100,158,990			FY2015-16 Planning and Administration Charges	
3. Revenue Adjustment (Lines 2-1)		1,463,990		14. MTC Administration (0.5% of Line 13)	511,495
FY2014-15 Planning and Administration Charges Adjustment				15. County Administration (0.5% of Line 13)	511,495
4. MTC Administration (0.5% of Line 3)	7,320			16. MTC Planning (3.0% of Line 13)	3,068,970
5. County Administration (Up to 0.5% of Line 3)	(445,475)			17. Total Charges (Lines 14+15+16)	4,091,960
6. MTC Planning (3.0% of Line 3)	43,920			18. TDA Generations Less Charges (Lines 13-17)	98,207,040
7. Total Charges (Lines 4+5+6)		(394,235)		FY2015-16 TDA Apportionment By Article	
8. Adjusted Generations Less Charges (Lines 3-7)		1,858,225		19. Article 3.0 (2.0% of Line 18)	1,964,141
FY2014-15 TDA Adjustment By Article				20. Funds Remaining (Lines 18-19)	96,242,899
9. Article 3 Adjustment (2.0% of line 8)	37,164			21. Article 4.5 (5.0% of Line 20)	4,812,145
10. Funds Remaining (Lines 8-9)		1,821,061		22. TDA Article 4 (Lines 20-21)	91,430,754
11. Article 4.5 Adjustment (5.0% of Line 10)	91,053				
12. Article 4 Adjustment (Lines 10-11)		1,730,008			

TDA APPORTIONMENT BY JURISDICTION										
Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2014	FY2013-14	6/30/2014	FY2013-15	FY2014-15	FY2014-15	FY2014-15	6/30/2015	FY2015-16	FY 2015-16
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) ¹	Outstanding Commitments ²	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	5,247,562	32,370	5,279,932	(6,138,126)		1,894,944	37,164	1,073,914	1,964,141	3,038,055
Article 4.5	(294)	294	0	0	(4,692,207)	4,642,613	91,053	41,459	4,812,145	4,853,604
SUBTOTAL	5,247,268	32,664	5,279,932	(6,138,126)	(4,692,207)	6,537,557	128,217	1,115,373	6,776,286	7,891,659
Article 4										
VTA	(16,836)	19,915	3,079	(93,844,145)	4,692,207	88,209,643	1,730,008	790,792	91,430,754	92,221,546
SUBTOTAL	(16,836)	19,915	3,079	(93,844,145)	4,692,207	88,209,643	1,730,008	790,792	91,430,754	92,221,546
GRAND TOTAL	\$5,230,432	\$52,579	\$5,283,011	(\$99,982,271)	\$0	\$94,747,200	\$1,858,225	\$1,906,165	\$98,207,040	\$100,113,205

1. Balance as of 6/30/14 is from MTC FY2013-14 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/14, and FY2014-15 allocations as of 6/30/15.

FY 2015-16 FUND ESTIMATE
TRANSPORTATION DEVELOPMENT ACT FUNDS
SOLANO COUNTY

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FY2014-15 TDA Revenue Estimate			FY2015-16 TDA Estimate		
FY2014-15 Generation Estimate Adjustment			FY2015-16 County Auditor's Generation Estimate		
1. Original County Auditor Estimate (Feb, 14)	15,512,708		13. County Auditor Estimate	17,358,114	
2. Actual Revenue (June, 15)	17,142,477		FY2015-16 Planning and Administration Charges		
3. Revenue Adjustment (Lines 2-1)	1,629,769		14. MTC Administration (0.5% of Line 13)	86,791	
FY2014-15 Planning and Administration Charges Adjustment			15. County Administration (0.5% of Line 13)	86,791	
4. MTC Administration (0.5% of Line 3)	8,149		16. MTC Planning (3.0% of Line 13)	520,743	
5. County Administration (Up to 0.5% of Line 3)	8,149		17. Total Charges (Lines 14+15+16)	694,325	
6. MTC Planning (3.0% of Line 3)	48,893		18. TDA Generations Less Charges (Lines 13-17)	16,663,789	
7. Total Charges (Lines 4+5+6)	65,191		FY2015-16 TDA Apportionment By Article		
8. Adjusted Generations Less Charges (Lines 3-7)	1,564,578		19. Article 3.0 (2.0% of Line 18)	333,276	
FY2014-15 TDA Adjustment By Article			20. Funds Remaining (Lines 18-19)	16,330,513	
9. Article 3 Adjustment (2.0% of line 8)	31,292		21. Article 4.5 (5.0% of Line 20)	0	
10. Funds Remaining (Lines 8-9)	1,533,286		22. TDA Article 4 (Lines 20-21)	16,330,513	
11. Article 4.5 Adjustment (5.0% of Line 10)	0				
12. Article 4 Adjustment (Lines 10-11)	1,533,286				

TDA APPORTIONMENT BY JURISDICTION										
Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2014	FY2013-14	6/30/2014	FY2013-15	FY2014-15	FY2014-15	FY2014-15	6/30/2015	FY2015-16	FY 2015-16
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) ¹	Outstanding Commitments ²	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	757,670	3,557	761,227	(984,637)	0	297,844	31,292	105,726	333,276	439,002
Article 4.5										
SUBTOTAL	757,670	3,557	761,227	(984,637)	0	297,844	31,292	105,726	333,276	439,002
Article 4/8										
Dixon	528,009	1,269	529,278	(392,489)	0	643,546	67,611	847,946	734,437	1,582,383
Fairfield	2,307,466	5,733	2,313,199	(6,033,242)	1,000,000	3,774,523	396,552	1,451,033	4,251,582	5,702,615
Rio Vista	360,240	1,686	361,926	(472,174)	0	265,072	27,848	182,672	306,605	489,277
Solano County	676,146	3,428	679,574	(496,476)	0	660,883	69,432	913,413	741,586	1,654,999
Suisun City	4,888	82	4,970	(976,939)	41,845	984,871	103,471	158,217	1,103,260	1,261,477
Vacaville	4,430,121	19,066	4,449,187	(3,309,998)	603,988	3,232,799	339,638	5,315,615	3,617,620	8,933,235
Vallejo/Benicia ⁴	632,929	5,373	638,302	(4,624,882)	0	5,032,663	528,732	1,574,815	5,575,423	7,150,238
SUBTOTAL⁵	8,939,798	36,638	8,976,436	(16,306,200)	1,645,833	14,594,355	1,533,286	10,443,711	16,330,513	26,774,224
GRAND TOTAL	\$9,697,469	\$40,194	\$9,737,663	(\$17,290,837)	\$1,645,833	\$14,892,199	\$1,564,578	\$10,549,437	\$16,663,789	\$27,213,226

1. Balance as of 6/30/14 is from MTC FY2013-14 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.
2. The outstanding commitments figure includes all unpaid allocations as of 6/30/14, and FY2014-15 allocations as of 6/30/15.
3. Where applicable by local agreement, contributions from each jurisdiction will be made to support the Intercity Transit Funding Agreement.
4. Beginning in FY2012-13, the Benicia apportionment area is combined with Vallejo, and available for SolTrans to claim.

FY 2015-16 FUND ESTIMATE
TRANSPORTATION DEVELOPMENT ACT FUNDS
SONOMA COUNTY

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FY2014-15 TDA Revenue Estimate			FY2015-16 TDA Estimate		
FY2014-15 Generation Estimate Adjustment			FY2015-16 County Auditor's Generation Estimate		
1. Original County Auditor Estimate (Feb, 14)	21,210,000		13. County Auditor Estimate	22,900,000	
2. Actual Revenue (June, 15)	21,318,798		FY2015-16 Planning and Administration Charges		
3. Revenue Adjustment (Lines 2-1)		108,798	14. MTC Administration (0.5% of Line 13)	114,500	
FY2014-15 Planning and Administration Charges Adjustment			15. County Administration (0.5% of Line 13)	114,500	
4. MTC Administration (0.5% of Line 3)	544		16. MTC Planning (3.0% of Line 13)	687,000	
5. County Administration (Up to 0.5% of Line 3)	(59,456)		17. Total Charges (Lines 14+15+16)	916,000	
6. MTC Planning (3.0% of Line 3)	3,264		18. TDA Generations Less Charges (Lines 13-17)	21,984,000	
7. Total Charges (Lines 4+5+6)		(55,648)	FY2015-16 TDA Apportionment By Article		
8. Adjusted Generations Less Charges (Lines 3-7)		164,446	19. Article 3.0 (2.0% of Line 18)	439,680	
FY2014-15 TDA Adjustment By Article			20. Funds Remaining (Lines 18-19)	21,544,320	
9. Article 3 Adjustment (2.0% of line 8)	3,289		21. Article 4.5 (5.0% of Line 20)	0	
10. Funds Remaining (Lines 8-9)		161,157	22. TDA Article 4 (Lines 20-21)	21,544,320	
11. Article 4.5 Adjustment (5.0% of Line 10)	0				
12. Article 4 Adjustment (Lines 10-11)		161,157			

TDA APPORTIONMENT BY JURISDICTION										
Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2014	FY2013-14	6/30/2014	FY2013-15	FY2014-15	FY2014-15	FY2014-15	6/30/2015	FY2015-16	FY 2015-16
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) ¹	Outstanding Commitments ²	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	1,405,358	11,969	1,417,327	(1,052,235)	0	407,232	3,289	775,613	439,680	1,215,293
Article 4.5										
SUBTOTAL	1,405,358	11,969	1,417,327	(1,052,235)	0	407,232	3,289	775,613	439,680	1,215,293
Article 4/8										
GGBHTD ³	214,385	1,165	215,550	(5,200,403)	0	4,988,592	40,289	44,028	5,386,080	5,430,108
Petaluma	735,709	5,994	741,703	(1,704,578)	0	1,702,111	13,693	752,929	1,843,623	2,596,552
Santa Rosa	2,712,137	31,783	2,743,920	(6,999,753)	0	5,190,568	41,903	976,638	5,608,140	6,584,778
Sonoma County/Healdsburg ⁴	5,905,223	25,969	5,931,192	(10,370,551)	584,314	8,073,097	65,272	4,283,324	8,706,477	12,989,801
SUBTOTAL	9,567,454	64,911	9,632,365	(24,275,286)	584,314	19,954,368	161,157	6,056,919	21,544,320	27,601,239
GRAND TOTAL	\$10,972,812	\$76,880	\$11,049,692	(\$25,327,521)	\$584,314	\$20,361,600	\$164,446	\$6,832,532	\$21,984,000	\$28,816,532

1. Balance as of 6/30/14 is from MTC FY2013-14 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/14, and FY2014-15 allocations as of 6/30/15.

3. Apportionment to GGBHTD is 25-percent of Sonoma Cou

4. Beginning in FY2012-13, the Healdsburg apportionment area is combined with Sonoma County.

**FY 2015-16 FUND ESTIMATE
STATE TRANSIT ASSISTANCE
REVENUE-BASED FUNDS (PUC 99314)**

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FY2014-15 STA Revenue Estimate			FY2015-16 STA Revenue Estimate			
1. State Estimate (Aug, 14)	\$101,186,517		4. Projected Carryover (Aug, 15)	\$11,353,028		
2. Actual Revenue (Aug, 15)	\$106,672,027		5. State Estimate ⁴ (Jun, 15)	\$94,941,218		
3. Revenue Adjustment (Lines 2-1)	\$5,485,510		6. Total Funds Available (Lines 4+5)	\$106,294,246		
STA REVENUE-BASED APPORTIONMENT BY OPERATOR						
Column	A	B	C	D=Sum(A:C)	E	F=Sum(D:E)
	6/30/2014	FY2013-15	FY2014-15	6/30/2015	FY2015-16	Total
Apportionment Jurisdictions	Balance (w/interest) ¹	Outstanding Commitments ²	Actual Revenue	Projected Carryover ³	Revenue Estimate ⁴	Available For Allocation
ACCMA - Corresponding to ACE	157,133	(167,933)	269,700	258,900	206,925	465,825
City of Benicia ⁵	26,003	(26,012)	0	(9)	0	(9)
Caltrain	1,680,216	(7,061,461)	5,611,558	230,313	5,080,483	5,310,796
CCCTA	131,721	(765,951)	634,239	9	572,232	572,241
City of Dixon	1,467	(1,500)	4,921	4,888	4,541	9,429
ECCTA	57,576	(298,051)	293,736	53,261	262,324	315,585
City of Fairfield	136,040	(244,927)	123,942	15,055	102,833	117,888
GGBHTD	888,531	(4,403,666)	3,514,385	(750)	3,370,520	3,369,770
City of Healdsburg	374	0	0	374	(817)	(443)
LAVTA	355,458	(414,113)	256,370	197,715	243,609	441,324
Marin Transit	0	0	1,399,764	1,399,764	415,593	1,815,357
NCPTA	6,751	(59,545)	64,061	11,267	43,177	54,444
City of Petaluma	56,945	(76,860)	19,782	(133)	18,928	18,795
City of Rio Vista	2,951	(3,597)	640	(6)	1,622	1,616
SamTrans	6	(3,451,206)	3,451,201	1	3,702,361	3,702,362
City of Santa Rosa	120,405	(130,015)	140,862	131,252	129,441	260,693
Solano County Transit	46,924	(336,345)	289,370	(51)	267,981	267,930
Sonoma County Transit	13,402	(165,931)	152,518	(11)	149,398	149,387
City of Union City	6,982	(50,363)	43,372	(9)	41,710	41,701
VTA	0	(12,450,348)	13,277,578	827,230	11,344,085	12,171,315
VTA - Corresponding to ACE	1	(242,955)	288,715	45,761	233,697	279,458
WCCTA	109,491	(441,880)	332,383	(6)	293,997	293,991
WETA	2,526,554	0	1,365,343	3,891,897	1,173,991	5,065,888
SUBTOTAL	6,324,931	(30,792,659)	31,534,440	7,066,712	27,658,631	34,725,343
AC Transit	0	(8,583,217)	9,294,689	711,472	8,990,972	9,702,444
BART	1,637	(23,458,028)	24,657,338	1,200,947	20,656,494	21,857,441
SFMTA	1,696,724	(40,508,387)	41,185,560	2,373,897	37,635,121	40,009,018
SUBTOTAL	1,698,361	(72,549,632)	75,137,587	4,286,316	67,282,587	71,568,903
GRAND TOTAL	\$8,023,292	(\$103,342,291)	\$106,672,027	\$11,353,028	\$94,941,218	\$106,294,246

1. Balance as of 6/30/14 is from MTC FY 2013-14 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/14, and FY 2014-15 allocations as of 6/30/15.

3. Projected carryover as of 6/30/15 does not include interest accrued in FY 2014-15. Negative carryover amounts shown will be covered with interest payments available for FY 2014-15.

4. The FY2015-16 STA revenue generation based on the \$352 million in the adopted FY2015-16 State Budget. The State Controller's Office did not issue an updated estimate in August 2015 due to an eligibility policies.

5. Beginning in FY 2012-13, the City of Benicia allocation will be distributed to SolTrans.

**FY 2015-16 FUND ESTIMATE
STATE TRANSIT ASSISTANCE
POPULATION-BASED FUNDS (PUC 99313)**

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FY2014-15 STA Revenue Estimate			FY2015-16 STA Revenue Estimate			
1. State Estimate (Aug, 14)	\$36,104,576		4. Projected Carryover (Aug, 15)	\$50,387,065		
2. Actual Revenue (Aug, 15)	\$37,151,982		5. State Estimate ⁴ (Jun, 15)	\$34,015,182		
3. Revenue Adjustment (Lines 2-1)	\$1,047,406		6. Total Funds Available (Lines 4+5)	\$84,402,247		
STA POPULATION-BASED APPORTIONMENT BY JURISDICTION & OPERATOR						
Column	A	B	C	D=Sum(A:C)	E	F=Sum(D:E)
	6/30/2014	FY2013-15	FY2014-15	6/30/2015	FY2015-16	Total
Apportionment Jurisdictions	Balance	Outstanding	Actual	Projected	Revenue	Available For
	(w/interest) ¹	Commitments ²	Revenue	Carryover ³	Estimate ⁴	Allocation
Northern Counties/Small Operators						
Marin	49,971	(1,085,691)	1,117,187	81,467	1,012,838	1,094,305
Napa	54,231	(616,803)	603,743	41,171	547,351	588,522
Solano/Vallejo ⁵	4,012,316	(1,699,532)	1,818,212	4,130,996	1,648,384	5,779,380
Sonoma	96,610	(2,079,549)	2,136,736	153,797	1,937,157	2,090,954
CCCTA	95,116	(2,068,547)	2,117,857	144,426	1,920,041	2,064,467
ECCTA	117,032	(1,308,377)	1,279,280	87,935	1,159,791	1,247,726
LAVTA	920,897	(887,213)	875,210	908,894	793,462	1,702,356
Union City	160,366	(311,555)	306,392	155,203	277,774	432,977
WCCTA	26,798	(289,713)	282,157	19,242	255,802	275,044
SUBTOTAL	5,533,337	(10,346,980)	10,536,774	5,723,131	9,552,600	15,275,731
Regional Paratransit						
Alameda	42,950	(1,168,371)	1,156,943	31,522	1,048,881	1,080,403
Contra Costa	28,791	(805,451)	818,979	42,319	517,957	560,276
Marin	7,120	(160,680)	158,019	4,459	143,259	147,718
Napa	4,421	(123,828)	128,152	8,745	116,182	124,927
San Francisco	34,228	(926,290)	917,941	25,879	832,201	858,080
San Mateo	15,579	(437,266)	452,589	30,902	410,315	441,217
Santa Clara	48,333	(1,256,203)	1,296,265	88,395	1,175,189	1,263,584
Solano	959,990	174,285	353,890	1,488,165	320,835	1,809,000
Sonoma	20,280	(484,642)	506,891	42,529	459,545	502,074
SUBTOTAL	1,161,692	(5,188,446)	5,789,669	1,762,915	5,248,892	6,787,279
Lifeline						
Alameda	2,584,458	(92,500)	2,456,337	4,948,295	2,068,391	7,016,686
Contra Costa	1,529,036	(126,353)	1,553,285	2,955,968	1,307,964	4,263,932
Marin	285,718	(13,306)	284,362	556,774	239,450	796,224
Napa	229,495	0	220,554	450,049	185,720	635,769
San Francisco	2,878,001	(406,021)	1,359,903	3,831,883	1,145,124	4,977,007
San Mateo	847,780	(36,567)	914,481	1,725,694	770,051	2,495,745
Santa Clara	2,492,459	0	2,507,880	5,000,339	2,111,793	7,112,132
Solano	608,079	(508,323)	694,514	794,270	584,825	1,379,095
Sonoma	836,774	0	855,778	1,692,552	720,619	2,413,171
MTC Mean-Based Discount Project	304,734	0	0	304,734	700,000	1,004,734
JARC Funding Restoration ⁶	623,477	(161,648)	0	461,829	0	461,829
SUBTOTAL	13,220,011	(1,344,718)	10,847,095	22,722,387	9,833,936	32,556,323
MTC Regional Coordination Program ⁷	28,674,381	(18,840,551)	9,978,444	19,812,274	9,046,420	28,858,694
BART to Warm Springs	327,727	0	0	327,727	0	327,727
eBART	327,727	(327,727)	0	0	0	0
Transit Emergency Service Contingency Fund ⁸	0	0	0	0	333,333	333,333
SamTrans	38,631	0	0	38,631	0	38,631
GRAND TOTAL	\$49,283,506	(\$36,048,422)	\$37,151,982	\$50,387,065	\$34,015,182	\$84,177,718

1. Balance as of 6/30/14 is from MTC FY2013-14 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/14, and FY2014-15 allocations as of 6/30/15.

3. Projected carryover as of 6/30/15 does not include interest accrued in FY 2014-15.

4. The FY2015-16 STA revenue generation based on the \$352 million in the adopted FY2015-16 State Budget. The State Controller's Office did not issue an updated estimate in August 2015 due to an inter

5. Beginning in FY2008-09, the Vallejo allocation is combined with Solano, as per MTC Resolution 3837.

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

7. Committed to Clipper® and other MTC Customer Service projects.

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

FY 2015-16 FUND ESTIMATE
BRIDGE TOLLS^{1,2}

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BRIDGE TOLL APPORTIONMENT BY CATEGORY

<i>Column</i>	<i>A</i>	<i>B</i>	<i>C</i>	<i>D=Sum(A:C)</i>	<i>E</i>	<i>F=D+E</i>
	6/30/2014	FY2012-15	FY2014-15	6/30/2015	FY2015-16	Total
Fund Source	Balance³	Outstanding Commitments⁴	Programming Amount⁵	Projected Carryover	Programming Amount⁵	Available for Allocation
AB 664 Bridge Revenues						
70% East Bay	18,919,723	(26,472,023)	7,552,300	0	1,600,000	1,600,000
30% West Bay	11,200,499	(58,437,199)	47,236,700	0	700,000	700,000
SUBTOTAL	30,120,223	(84,909,223)	54,789,000	0	2,300,000	2,300,000
MTC 2% Toll Revenues						
Ferry Capital	3,239,424	(2,047,897)	1,000,000	2,191,526	1,000,000	3,191,526
ABAG Bay Trail	4,138	(454,138)	450,000	0	450,000	450,000
SMART ⁵	7,677,000	(14,977,000)	7,300,000	0	0	0
Studies	804,365	(85,960)	0	718,404	0	718,404
SUBTOTAL	11,724,926	(17,564,995)	8,750,000	2,909,930	1,450,000	4,359,930
5% State General Fund Revenues						
Ferry	5,443,106	(339,000)	2,913,721	8,017,827	2,945,512	10,963,339
ABAG Bay Trail	0	(265,380)	265,380	0	265,380	265,380
SUBTOTAL	5,443,106	(604,380)	3,179,101	8,017,827	3,210,892	11,228,719

1. BATA Resolution 93 and MTC Resolution 3948 required BATA to make a payment to MTC equal to the estimated present value of specified fund transfers for the next 50 years (FY2010-11 through FY2059-60) and relieved BATA from making those fund transfers for that 50 year period. The AB 664, RM1, and MTC 2% Toll Revenues, listed above, commencing in FY2010-11, are funded from this payment.

2. RM1 90% Rail Extension allocation is made through MTC Resolutions 3833 and 3915.

3. Balance as of 6/30/14 is from MTC FY2013-14 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

4. The outstanding commitments figure includes all unpaid allocations as of 6/30/14, and FY2014-15 allocations as of 6/30/15.

5. MTC Resolution 4015 states that annual funding levels are established and adjusted through the fund estimate for AB 664, 2%, and 5% bridge toll revenues.

FY 2015-16 FUND ESTIMATE
AB1107 FUNDS
AB1107 IS TWENTY-FIVE PERCENT OF THE ONE-HALF CENT BART DISTRICT SALES TAX

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10/28/2015

FY2014-15 AB1107 Revenue Estimate					FY2015-16 AB1107 Estimate				
1. Original MTC Estimate (Feb, 14)				\$73,100,000	4. Projected Carryover (Feb, 15)				\$0
2. Actual Revenue (June, 15)				\$77,621,031	5. MTC Estimate (Feb, 15)				\$77,560,800
3. Revenue Adjustment (Lines 2-1)				\$4,521,031	6. Total Funds Available (Lines 4+5)				\$77,560,800
AB1107 APPORTIONMENT BY OPERATOR									
Column	A	B	C=Sum(A:B)	D	E	F	G=Sum(A:F)	H	I=Sum(G:H)
	6/30/2014	FY2013-14	6/30/2014	FY2013-15	FY2014-15	FY2014-15	6/30/2015	FY2015-16	FY2015-16
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) ¹	Outstanding Commitments ²	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
AC Transit	0	0	0	(38,810,515)	36,550,000	2,260,515	0	38,780,400	38,780,400
SFMTA	0	0	0	(38,810,515)	36,550,000	2,260,515	0	38,780,400	38,780,400
TOTAL	\$0	\$0	\$0	(\$77,621,031)	\$73,100,000	\$4,521,030	\$0	\$77,560,800	\$77,560,800

1. Balance as of 6/30/14 is from MTC FY2013-14 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/14, and FY2014-15 allocations as of 6/30/15.

**FY 2015-16 FUND ESTIMATE
TDA & STA FUND SUBAPPORTIONMENT FOR ALAMEDA & CONTRA COSTA COUNTIES
& IMPLEMENTATION OF OPERATOR AGREEMENTS**

Attachment A
Res No. 4177
Page 15 of 17
10/28/2015

ARTICLE 4.5 & STA PARATRANSIT SUBAPPORTIONMENT				
Apportionment Jurisdictions	Alameda		Contra Costa	
	Article 4.5	STA Paratransit	Article 4.5	STA Paratransit
Total Available	\$3,485,012	\$1,080,403	\$2,033,845	\$560,276
AC Transit	\$3,161,733	\$986,325	\$654,308	\$6,982
LAVTA	\$129,331	\$45,055		
Pleasanton	\$70,371			
Union City	\$123,578	\$49,022		
CCCTA			\$822,757	\$328,035
ECCTA			\$434,374	\$172,985
WCCTA			\$122,405	\$52,274
IMPLEMENTATION OF OPERATOR AGREEMENTS				
Fund Source	Apportionment Jurisdictions	Claimant	Amount ¹	Program
Total Available BART STA Revenue-Based Funds			\$21,857,441	
STA Revenue-Based	BART	AC Transit	(378,000)	Fare Coordination Set-Aside ²
STA Revenue-Based	BART	CCCTA	(739,702)	BART Feeder Bus
STA Revenue-Based	BART	LAVTA	(622,455)	BART Feeder Bus
STA Revenue-Based	BART	ECCTA	(2,404,790)	BART Feeder Bus
STA Revenue-Based	BART	WCCTA	(2,533,220)	BART Feeder Bus
Total Payment			(6,678,166)	
Remaining BART STA Revenue-Based Funds			\$15,179,275	
Total Available BART TDA Article 4 Funds			\$335,908	
TDA Article 4	BART-Alameda	LAVTA	(85,000)	BART Feeder Bus
TDA Article 4	BART-Contra Costa	WCCTA	(250,908)	BART Feeder Bus
Total Payment			(335,908)	
Remaining BART TDA Article 4 Funds			\$0	
Total Available SamTrans STA Revenue-Based Funds			\$3,702,362	
STA Revenue-Based	SamTrans	BART	(801,024)	SFO Operating Expense
Total Payment			(801,024)	
Remaining SamTrans STA Revenue-Based Funds			\$2,901,338	
Total Available Union City TDA Article 4 Funds			\$6,017,727	
TDA Article 4	Union City	AC Transit	(116,699)	Union City service
Total Payment			(116,699)	
Remaining Union City TDA Article 4 Funds			\$5,901,028	

1. Amounts assigned to the claimants in this page will reduce the funds av

2. MTC holds funds in accordance with the BART-AC Transit Memorandum of Understanding on feeder/transfer payments. This amount represents the actual set-aside for FY 2015-16.

3. Actual payment to reimburse transit operators for costs incurred as a result of the 2013 BART strikes approved through 2/26/14 Commission action through MTC Resolution Nos. 4098, Revised and 4086, Revised.

**FY 2015-16 FUND ESTIMATE
STA SPILLOVER FUNDING AGREEMENT PER RESOLUTION 3814**

*Attachment A
Res No. 4177
Page 16 of 17
10/28/2015*

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

Apportionment Category	MTC Resolution 3814	%	FY 2007-08	FY2009-14	MTC Res-3833	MTC Res-3925	FY2015-16
	Spillover Payment Schedule		Spillover Distribution	Spillover Distribution	(RM 1 Funding)	(STP/CMAQ Funding)	Remaining
Lifeline	10,000,000	16%	1,028,413	0	0	8,971,587	0
Small Operators / North Counties	3,000,000	5%	308,524	0	0	2,691,476	0
BART to Warm Springs	3,000,000	5%	308,524	0	0	0	2,691,476
eBART	3,000,000	5%	327,726	0	2,672,274	0	0
SamTrans	43,000,000	69%	4,422,174	0	0	19,288,913	19,288,913
TOTAL	\$62,000,000	100%	\$6,395,361	\$0	\$0	\$30,951,976	\$21,980,389

FY 2015-16 FUND ESTIMATE
CAP AND TRADE LOW CARBON TRANSIT OPERATIONS PROGRAM (LCTOP)

Attachment A
Res No. 4177
Page 17 of 17
10/28/2015

FY2014-15 LCTOP Revenue Estimate¹		FY2015-16 LCTOP Revenue Estimate²	
1. Statewide Appropriation (Nov, 14)	\$25,000,000	5. Estimated Statewide Appropriation (Jan, 15)	\$100,000,000
2. MTC Region Revenue-Based Funding	\$6,757,934	6. Estimated MTC Region Revenue-Based Funding	\$27,100,809
3. MTC Region Population-Based Funding	\$2,417,898	7. Estimated MTC Region Population-Based Funding	\$9,677,150
4. Total MTC Region Funds	\$9,175,832	8. Estimated Total MTC Region Funds	\$36,777,959

1. The FY 2014-15 LCTOP revenue generation based on the State Controller's Office Low Carbon Transit Operations Program Allocation Summary of 11/26/2014

2. The FY 2015-16 LCTOP revenue generation based on the \$100 million estimated in the FY 2015-16 State Budget.



Metropolitan Transportation Commission

101 Eighth Street,
Joseph P. Bort MetroCenter
Oakland, CA

Legislation Details (With Text)

File #:	15-0899	Version:	1	Name:	
Type:	Resolution	Status:		Consent	
File created:	9/15/2015	In control:		Programming and Allocations Committee	
On agenda:	10/14/2015	Final action:			
Title:	Allocate \$45.1 million in FY2015-16 Transportation Development Act (TDA) and State Transit Assistance (STA) funds to SamTrans and Union City in support of transit operations. MTC Resolution Nos. 4187, Revised and 4188, Revised.				
Sponsors:					
Indexes:					
Code sections:					
Attachments:	2f_SamTrans&UnionCity Allocation_Resos-4187-4188.pdf				

Date	Ver.	Action By	Action	Result
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Subject:

Allocate \$45.1 million in FY2015-16 Transportation Development Act (TDA) and State Transit Assistance (STA) funds to SamTrans and Union City in support of transit operations. MTC Resolution Nos. 4187, Revised and 4188, Revised.

Presenter:

Cheryl Chi

Recommended Action:

Commission Approval

Metropolitan Transportation Commission Programming and Allocations Committee

October 14, 2015

Item Number 2f

Resolution No. 4187, Revised and 4188, Revised

Subject: Allocate \$45.1 million in FY2015-16 Transportation Development Act (TDA) and State Transit Assistance (STA) funds to SamTrans and Union City in support of transit operations.

Background: This month's proposed actions continue the annual allocation process of these funds for FY2015-16. SamTrans and Union City have requested allocations of TDA and STA funds that exceed the \$1 million delegated authority limit. 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 4177, Revised). Allocation requests, greater than \$1 million, are summarized below.

Transit Operator/Claimant	TDA Resolution No. 4187	STA Resolution No. 4188	Total
SamTrans	\$33,984,277	\$ 8,727,780	\$42,712,057
Union City	\$ 2,416,816		\$ 2,416,816
Total	\$36,401,093	\$ 8,727,780	\$45,128,873

Information regarding the operating budgets of the above operators is provided in Attachment A.

Issues: Unfortunately, both operators continue to follow the trend identified in our transit sustainability analysis: operating costs are growing much faster than hours of service provided.

Recommendation: Refer MTC Resolution Nos. 4187, Revised and 4188, Revised to the Commission for approval.

Attachments: MTC Resolution Nos. 4187, Revised and 4188, Revised

Attachment A - Transit Operator Budget Summary

Operator	FY2014-15 Operating Budget	FY2015-16 Operating Budget	% Change	Revenue Vehicle Hours % Increase	FY2015-16 Operating Request*	Allocation Request as a % of Operating Budget	Highlight of FY2015-16 Budgets
SamTrans	\$126,441,410	\$132,870,357	5.1%	1.7%	\$ 38,075,984 and \$ 5,046,388 (Caltrain pass through)	28.7% (SamTrans only)	<ul style="list-style-type: none"> Increases in the contract rates for purchased transportation, demand for paratransit taxi service, and employer operated shuttles service account for almost half of the budget increase. Added employer revenue will fully offset the increased cost of employer operated shuttles (about \$1 million). Increases in staff pay and fringe benefits account for 30% of the budget increase. Caltrain contribution accounts for 4.6% of the budget. Refinanced debt in FY2014-15 leading to a \$2.8 million or 10% annual decrease in debt payments.
Union City	\$ 4,531,484	\$ 4,618,055	1.9%	-3.8%	\$ 2,881,414	62.4%	<ul style="list-style-type: none"> Clipper implementation is expected in Spring 2016. Following ridership decreases resulting from service changes implemented in 2013, service was restructured again in August 2015 to eliminate unproductive routes, change hours of operations and return service hours back to routes that had been productive previously. In addition, AC Transit's increased peak period headways on a route through Union City has had a negative impact on ridership on Union City service. Funding from the Alameda County Transportation Commission has doubled due to Measure BB. Cost increase is primarily due to an increase in the contract rates for purchased transportation.

* The allocation request includes funds that will be allocated through Executive Director's Delegated Authority as allowed by MTC Resolution No. 3620, Revised. Allocations made by Delegated Authority are reported to the Commission quarterly.

Date: June 24, 2015
Referred by: PAC
Revised: 07/22/15-C 08/26/15-DA
09/23/15-C 10/28/15-C

ABSTRACT

Resolution No. 4187, Revised

This resolution approves the allocation of fiscal year 2015-16 Transportation Development Act Article 4, Article 4.5 and Article 8 funds to claimants in the MTC region.

This resolution allocates funds to AC Transit, County Connection (CCCTA), LAVTA, NCTPA, Tri Delta Transit (ECCTA), Petaluma, and WestCAT.

This resolution was revised on July 22, 2015 to allocate funds to Napa County Transportation and Planning Agency (NCTPA), San Francisco Municipal Transportation Agency (SFMTA), Solano County Transit (SolTrans), Sonoma County Transit, Tri Delta Transit (ECCTA), and Santa Clara Valley Transportation Authority (VTA).

This resolution was revised on August 26, 2015 to both allocate and rescind funds from County Connection (CCCTA).

This resolution was revised on September 23, 2015 to allocate funds to Fairfield and Suisun Transit (FAST).

This resolution was revised on October 28, 2015 to allocate funds to San Mateo County Transit District (SamTrans), and Union City.

Discussion of the allocations made under this resolution is contained in the MTC Programming and Allocations Committee Summary Sheets dated June 10, 2015, July 8, 2015, September 9, 2015, and October 14, 2015.

Date: June 24, 2015
Referred by: PAC

Re: Allocation of Fiscal Year 2015-16 Transportation Development Act Article 4, Article 4.5 and Article 8 Funds to Claimants in the MTC Region

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4187

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 2015-16 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 2015-16 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 2015-16 TDA funds to the claimants, in the amounts, for the purposes, and subject to the conditions, as listed and recorded on Attachment A to this resolution; and, be it further

RESOLVED, that pursuant to 21 California Code of Regulations Sections 6621 and 6659, a certified copy of this resolution, along with written allocation instructions for the disbursement of TDA funds as allocated herein, shall be forwarded to the county auditor of the county in which each claimant is located; and, be it further

RESOLVED, that all TDA allocations are subject to continued compliance with MTC Resolution 3866, Revised, the Transit Coordination Implementation Plan.

METROPOLITAN TRANSPORTATION COMMISSION



Dave Cortese, Chair

The above resolution was approved by the Metropolitan Transportation Commission at a regular meeting of the Commission held in Oakland, California, on June 24, 2015.

Date: June 25, 2014
 Referred by: PAC
 Revised: 07/22/15-C 08/26/15-DA
 09/23/15-C 10/28/15-C

Attachment A
 MTC Resolution No. 4187
 Page 1 of 2

ALLOCATION OF TRANSPORTATION DEVELOPMENT ACT ARTICLE 4, 4.5 and 8 FUNDS
 DURING FISCAL YEAR 2015-16

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/Footnotes	Note
5801 - 99233.7, 99275 Community Transit Service - Operations						
SamTrans	Transit Operating	1,771,554	23	10/28/15	San Mateo County	
	Subtotal	1,771,554				
5802 - 99260A Transit - Operations						
LAVTA	Transit Operating	9,476,888	01	06/24/15	LAVTA	
CCCTA	Transit Operating	17,978,531	02	06/24/15	CCCTA	
WCCTA	Transit Operating	2,474,911	03	06/24/15	WCCTA	
AC Transit	Transit Operating	42,419,679	04	06/24/15	AC Transit Alameda D1	
AC Transit	Transit Operating	11,315,000	05	06/24/15	AC Transit Alameda D2	
AC Transit	Transit Operating	6,254,093	06	06/24/15	AC Transit Contra Costa	
AC Transit	Transit Operating	3,161,732	07	06/24/15	Alameda County	1
ECCTA	Transit Operating	9,729,397	08	07/22/15	ECCTA	
SFMTA	Transit Operating	43,280,753	10	07/22/15	SFMTA	
SFMTA	Transit Operating	2,278,290	11	07/22/15	San Francisco County	1
VTA	Transit Operating	91,430,754	12	07/22/15	VTA	
VTA	Transit Operating	4,812,145	13	07/22/15	Santa Clara County	1
NCTPA	Transit Operating	4,452,969	14	07/22/15	NCTPA	
SolTrans	Transit Operating	3,896,195	15	07/22/15	Vallejo/Benicia	
Sonoma County	Transit Operating	7,188,143	16	07/22/15	Sonoma County	
Sonoma County	Transit Operating	216,445	16	07/22/15	Petaluma	
CCCTA	Transit Operating	(568,378)	02	08/26/15-DA	CCCTA	
FAST	Transit Operating	1,425,348	21	09/23/15	Fairfield	
FAST	Transit Operating	923,878	21	09/23/15	Suisun City	
SamTrans	Transit Operating	32,212,723	24	10/28/15	SamTrans	
Union City	Transit Operating	2,416,816	25	10/28/15	Union City	
	Subtotal	296,776,312				
5803 - 99260A Transit - Capital						
CCCTA	Transit Capital	1,304,000	09	06/24/15	CCCTA	
SolTrans	Transit Capital	1,841,204	17	07/22/15	Vallejo/Benicia	
NCTPA	Transit Capital	4,054,800	18	07/22/15	NCTPA	
CCCTA	Transit Capital	790,000	09	08/26/15-DA	CCCTA	
	Subtotal	7,990,004				

5807 - 99400C General Public - Operating

Sonoma County	Transit Operating	1,252,084	19	07/22/15	Sonoma County
Sonoma County	Transit Operating	43,289	19	07/22/15	Petaluma
Fairfield	Transit Operating	1,244,880	22	09/23/15	Fairfield
	Subtotal	2,540,253			

5812 - 99400D Planning & Admin - Operating

NCTPA	Planning and Administration	1,822,850	20	07/22/15	NCTPA
	Subtotal	1,822,850			

TOTAL 310,900,973

Note:

(1) MTC finds that these Article 4.5 funds can be used to better advantage for Article 4 purposes.

Date: June 24, 2015
Referred by: PAC
Revised: 07/22/15-C

Attachment B
Resolution No. 4187
Page 1 of 3

ALLOCATION OF FISCAL YEAR 2015-16
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.

6. As allowed by to Public Utilities Code § 99268.12, the farebox recovery for TDA 4 service operated by Napa County Transportation and Planning Agency (NCTPA), the farebox is set at 15% commencing with FY2015-16. NCTPA qualifies for a reduced farebox due its high proportion of riders that receive a discount fare.

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 25, 2014
Referred by: PAC
Revised: 07/22/15-C
10/28/15-C

ABSTRACT

Resolution No. 4188, Revised

This resolution approves the allocation of State Transit Assistance (STA) funds for fiscal year 2015-16.

This resolution allocates funds to AC Transit, County Connection (CCCTA), MTC, and WestCAT (WCCTA).

This resolution was revised on July 22, 2015 to allocate funds to San Francisco Municipal Transportation Agency (SFMTA), Tri Delta Transit (ECCTA), and Santa Clara Valley Transportation Authority (VTA).

This resolution was revised on October 28, 2015 to allocate funds to San Mateo County Transit District (SamTrans).

Discussion of the allocations made under this resolution is contained in the MTC Programming and Allocations Committee Summary Sheets dated June 10, 2015, July 8, 2015, and October 14, 2015.

Date: June 24, 2015
Referred by: PAC

Re: Allocation of Fiscal Year 2015-16 State Transit Assistance to Claimants in the MTC Region

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4188

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 2015-16 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 2015-16 allocations requested by claimants, and is from time-to-time revised; and

WHEREAS, this resolution, including the revisions to Attachment A and the sum of all allocations made under this resolution, are recorded and maintained electronically by MTC; and

WHEREAS, pursuant to 21 California Code of Regulations Section 6754, MTC Resolution Nos. 3837 and 4184, and Attachment B to this resolution, attached hereto and incorporated herein as though set forth at length, lists the required findings MTC must make, as the case may be, pertaining to the various claimants to which funds are allocated; and

WHEREAS, the claimants to which funds are allocated under this resolution have certified that the projects and purposes listed and recorded in Attachment A are in compliance with the requirements of the California Environmental Quality Act (Public Resources Code Section 21000 et seq.), and with the State Environmental Impact Report Guidelines (14 California Code of Regulations Section 15000 et seq.); now, therefore, be it

RESOLVED, that MTC approves the findings set forth in Attachment B to this resolution; and, be it further

RESOLVED, that MTC approves the allocation of fiscal year 2015-16 STA funds to the claimants, in the amounts, for the purposes, and subject to the conditions, as listed and recorded on Attachment A to this resolution; and, be it further

RESOLVED, that, pursuant to 21 Cal. Code of Regs. §§ 6621 and 6753, a certified copy of this resolution, along with written allocation instructions for the disbursement of STA funds as allocated herein, shall be forwarded to the Alameda County Auditor; and, be it further

RESOLVED, that all STA allocations are subject to continued compliance with MTC Resolution 3866, the Transit Coordination Implementation Plan.

METROPOLITAN TRANSPORTATION COMMISSION



Dave Cortese, Chair

The above resolution was approved by the Metropolitan Transportation Commission at a regular meeting of the Commission held in Oakland, California, on June 24, 2015.

Date: June 24, 2015
 Referred by: PAC
 Revised: 07/22/15-C 10/28/15-C

Attachment A
 MTC Resolution No. 4188
 Page 1 of 1

**ALLOCATION OF STATE TRANSIT ASSISTANCE FUNDS
 DURING FISCAL YEAR 2015-16**

All STA allocations are subject to continued compliance with MTC Resolution 3866, Revised,
 the Transit Coordination Implementation Plan.

Claimant	Project Description	Allocation Amount	Alloc. Code	Approval Date	Apportionment Area
5820 - 6730A Operating Costs - Population-based Small Operator/Northern Counties					
CCCTA	Transit Operations	2,004,761	01	06/24/15	CCCTA
ECCTA	Transit Operations	1,159,791	09	07/22/15	ECCTA
	Subtotal	3,164,552			
5820 - 6730A Operating Costs - Population-based Regional Paratransit					
VTA	Paratransit Operations	1,175,189	10	07/22/15	Santa Clara County
	Subtotal	1,175,189			
5820 - 6730A Operations - Population-based Lifeline					
AC Transit	Cycle 4: Preserve Operations	3,583,129	02	06/24/15	Alameda County
AC Transit	Cycle 4: Preserve Operations	1,740,785	03	06/24/15	Alameda County
AC Transit	Cycle 4: Preserve Operations	1,423,905	04	06/24/15	Contra Costa County
SFMTA	Cycle 4: Expand Late Night Tra	3,511,930	11	07/22/15	San Francisco County
	Subtotal	10,259,749			
5820 - 6730A Operating Costs - Revenue-based					
WCCTA	Transit Operations	2,145,258	05	06/24/15	BART
AC Transit	Transit Operations	8,045,389	06	06/24/15	AC Transit
ECCTA	Transit Operations	2,404,790	12	07/22/15	BART
VTA	Transit Operations	11,263,409	13	07/22/15	VTA
SFMTA	Transit Operations	36,379,697	14	07/22/15	SFMTA
SamTrans	Transit Operations	3,681,392	15	10/28/15	SamTrans
SamTrans	Transit Operations	5,046,388	16	10/28/15	Caltrain
	Subtotal	68,966,323			
5820 - 6730A Operating Costs - Population-based MTC Regional Coordination					
MTC	Transit Operations	11,450,000	07	06/24/15	MTC
	Subtotal	11,450,000			
5821 - 6730B Capital Costs - Population-based MTC Coordination					
MTC	Transit Capital	2,560,000	08	06/24/15	MTC
	Subtotal	2,560,000			
	TOTAL	97,575,813			

Date: June 24, 2015
Referred by: PAC

Attachment B
Resolution No. 4188
Page 1 of 2

ALLOCATION OF FISCAL YEAR 2015-16 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 Moving Ahead for Progress in the 21st Century Act (MAP-21), as amended; and
5. That the sum of each claimant's allocation of Transportation Development Act and State Transit Assistance funds does not exceed the amount the claimant is eligible to receive, in accordance with the calculations prescribed by 21 Cal. Code of Regs. § 6633.1 or § 6634; and

6. That MTC has given priority consideration to claims to offset reductions in federal operating assistance and the unanticipated increase in the cost of fuel, to enhance existing public transportation services, and to meet high priority regional, countywide, or areawide public transportation needs; and
7. That each claimant has made a reasonable effort to implement the productivity improvements recommended pursuant to PUC § 99244; and
8. That each claimant has submitted to MTC a copy of a certification from the California Highway Patrol verifying that the claimant is in compliance with Section 1808.1 of the Vehicle Code (“Pull Notice Program”), as required by PUC § 99251; and
9. That each claimant is in compliance with the eligibility requirements of PUC §§ 99314.6 or 99314.7; and
10. That each claimant has certified that it has entered into a joint fare revenue sharing agreement with every connecting transit operator, and that it is in compliance with MTC’s Transit Coordination Implementation Plan, pursuant to Government Code §§ 66516 and 66516.5, PUC §§ 99314.5(c) and §99314.7, and MTC Resolution No. 3866, Revised.



Metropolitan Transportation Commission

101 Eighth Street,
Joseph P. Bort MetroCenter
Oakland, CA

Legislation Details (With Text)

File #: 15-0902 **Version:** 1 **Name:**

Type: Resolution **Status:** Consent

File created: 9/15/2015 **In control:** Programming and Allocations Committee

On agenda: 10/14/2015 **Final action:**

Title: Revisions to the Transit Capital Priorities program for FY2014-15 and AB664 bridge toll program and allocations for FY2014-15. MTC Resolution Nos. 4162, Revised, 4163, Revised and 4165, Revised.

Sponsors:

Indexes:

Code sections:

Attachments: [2g_TCP Revisions and AB664 P&A Resos-4162-162-4165.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

Revisions to the Transit Capital Priorities program for FY2014-15 and AB664 bridge toll program and allocations for FY2014-15. MTC Resolution Nos. 4162, Revised, 4163, Revised and 4165, Revised.

Presenter:

Shruti Hari

Recommended Action:

Commission Approval

**Metropolitan Transportation Commission
Programming and Allocations Committee**

October 14, 2015

Item Number 2g

Resolution Nos. 4162, Revised, 4163, Revised, and 4165, Revised

Subject: Revisions to the Transit Capital Priorities program for FY2014-15, and AB664 bridge toll program and allocations for FY2014-15.

Background: *Revisions to the Transit Capital Priorities program for FY2014-15*

MTC is responsible for programming the region's Federal Transit Administration (FTA) Urbanized Area Formula (Section 5307), State of Good Repair (Section 5337) and Bus & Bus Facilities (Section 5339) funds, as well as Cycle 2 Surface Transportation Program (STP) Transit Capital Rehabilitation funds. MTC programs these funds to eligible transit operators to support capital replacement and rehabilitation projects, preventive maintenance, and operating costs through the Transit Capital Priorities (TCP) program.

This item revises the preliminary TCP program adopted by the Commission in December 2014 in order to reconcile the FY2014-15 program with final apportionment amounts, and to make minor adjustments to the FY2014-15 program. The regional apportionments for the Section 5307, 5337 and 5339 programs for the five large urbanized areas combined totaled \$377.9 million, which is only \$338,673 higher than the projections used to develop the preliminary program.

Since the final apportionments were close to the estimates, balancing the FY2014-15 TCP program requires only minor revisions, including:

- Transferring costs between the urbanized areas and programs to keep the total amounts received by the operators at the same level;
- Minor adjustments to ADA operating set-asides to keep programming within the 10% limit; to associated transit improvements to meet the 1% requirement; and to Santa Rosa urbanized area operating assistance to match the cap on large urbanized area operating assistance calculated by FTA; and
- Reducing amounts for operating assistance and preventive maintenance where necessary to match apportionment amounts.

The FY2014-15 revisions will be proposed in the Transportation Improvement Program Administrative Modification 15-16 anticipated to be approved at the end of October or Amendment 15-21, which will be brought to the Commission for approval in November.

AB664 bridge toll program and allocations for FY2014-15

AB 664 Net Bridge Toll Revenues are programmed annually to eligible operators as the local match required for the FTA formula funds. AB 664 funds are programmed in accordance with MTC Resolution No. 4015 and are generally programmed in proportion to each operator's share of federal funds in the TCP program. This item programs and allocates the FY2014-15 AB 664 funds based on the final TCP program. This item also re-allocates approximately \$1.3 million in lapsed funds from the FY2011-12 program to BART.

Issues: None.

Recommendation: Refer Resolution Nos. 4162, Revised, 4163, Revised, and 4165, Revised, to the Commission for approval.

Attachments: MTC Resolution No. 4162, Revised
MTC Resolution No. 4163, Revised
MTC Resolution No. 4165, Revised

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

ABSTRACT

Resolution No. 4162, Revised

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

This Resolution includes the following attachment:

Attachment A – FY2014-15 Program of Projects

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

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

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

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

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

ABSTRACT

MTC Resolution No. 4162, Revised

Page 2

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

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

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

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

RE: San Francisco Bay Area Regional Transit Capital Priorities

METROPOLITAN TRANSPORTATION COMMISSION

RESOLUTION NO. 4162

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

WHEREAS, MTC is the designated Metropolitan Planning Organization (MPO) for the nine-county Bay Area and is required to prepare and endorse a Transportation Improvement Program (TIP) which includes a list of priorities for transit capital projects; and

WHEREAS, MTC is the designated recipient of the Federal Transit Administration (FTA) Section 5307 Urbanized Area, Section 5337 State of Good Repair, and Section 5339 Bus and Bus Facilities funds for the large urbanized areas of San Francisco-Oakland, San Jose, Concord, Antioch, and Santa Rosa, and has been authorized by the California Department of Transportation (Caltrans) to select projects and recommend funding allocations subject to state approval for the FTA Section 5307 and Section 5339 small urbanized area funds of Vallejo, Fairfield, Vacaville, Napa, Livermore, Gilroy-Morgan Hill, and Petaluma in MTC's Federal Transportation Improvement Program; and

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

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


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

RESOLVED, that MTC adopts the FY 2014-15 Transit Capital Priorities program of projects to be included in the TIP as set forth in Attachment A; and, be it further

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

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

METROPOLITAN TRANSPORTATION COMMISSION



Amy Rein Worth, Chair

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

FY 2014-15 Transit Capital Priorities / Transit Capital Rehabilitation Program					
TIP ID	Operator	Project Description	FTA Section 5307	FTA Section 5337	FTA Section 5339
Actual Apportionments			208,447,779	171,411,774	13,021,534
Previous Year Carryover			7,663,919	0	695,353
Funds Available for Programming			216,111,698	171,411,774	13,716,887
Lifeline Set-Aside (JARC Projects)					
To be programmed	To be programmed	Reserved for future programming in Lifeline Transportation Program Cycle 4.	2,889,856		
ADA Operating Set-Aside					
ALA990076	AC Transit	ADA Set-aside	3,913,691		
ALA050042	ACE	Preventive Maintenance	8,836		
BRT99T01B	BART	ADA Paratransit Capital Accessibility Improve	2,678,954		
REG090051	Caltrain	Revenue Vehicle Rehab Program	163,267		
CC-99T001	CCCTA	ADA Set-aside	1,178,716		
CC-030035	ECCTA	ADA Set-aside	523,153		
MRN130015	GGBHTD	Transit System Enhancements	307,963		
ALA990077	LAVTA	ADA Set-aside	335,328		
MRN110047	Marin Transit	ADA Set-aside	461,944		
NAP030004	Napa VINE	ADA Set-aside	38,496		
SON150007	Petaluma Transit	ADA Set-aside	82,649		
SM-990026	SamTrans	ADA Set-aside	1,112,576		
SM-070049	SamTrans	Facility/Equipment Rehab/Replacement	416,000		
SM-150008	SamTrans	Replacement of Non-Revenue Vehicles	319,200		
SF-990022	SFMTA	ADA Set-aside	3,990,682		
SOL110025	SolTrans	ADA Set-aside	302,177		
New	Sonoma City Transit	ADA Set-aside	28,888		
New	Union City Transit	ADA Set-aside	128,318		
SCL050046	VTA	ADA Set-aside	3,645,530		
CC-990045	WestCat	ADA Set-aside	243,804		
New	WETA	Ferry Major Component Rehab/Replacement	5,133		
Vehicle Procurement Reserve					
New	Caltrain	Positive Train Control/Electrification - RESERVED		10,770,994	
Total Program Set-asides and Commitments			22,775,161	10,770,994	0
Funds Available for Capital Programming			193,336,537	160,640,780	13,716,887
Capital Projects					
ALA010034	AC Transit	Replace CAD/AVL/Radio System	8,567,594		
ALA150018	AC Transit	Replace (25) 40ft Urban Buses - Hybrids	9,940,433		
ALA150018	AC Transit	Replace (40) 40ft Urban Buses - Diesels	13,953,720		
ALA150013	AC Transit	Purchase (15) 40ft Expansion Urban Buses - Diesels	5,232,645		
ALA990052	AC Transit	ADA Paratransit Van Replacement	1,363,034		
REG110044	ACE	Positive Train Control		1,240,810	
REG050020	BART	BART Car Exchange Preventive Maintenance	1,202,349	51,469,449	
BRT030004	BART	Train Control		11,000,000	
BRT030005	BART	Traction Power		4,000,000	
BRT97100B	BART	Rail, Way, and Structures Program		14,875,097	
ALA090065	BART	Fare Collection Equipment		6,000,000	
REG090037	BART	Railcar Replacement		500,000	
SF-010028	Caltrain	Railcar Replacement		5,234,766	
CC-150006	CCCTA	Replace (18) 30' Buses	5,995,811		852,829
CC-150007	CCCTA	Replace (13) 35' Buses	5,106,140		
CC-150008	CCCTA	Replace (3) Paratransit Vans	295,200		
REG090045	Clipper	Golden Gate Bus - Fare Collection Equipment Replacement	918,823		
REG090045	Clipper	AC Transit - Fare Collection Equipment Replacement	4,000,957		
REG090045	Clipper	MTC - Fare Collection Back Office Equipment Replacement		2,315,228	
REG090045	Clipper	SFMTA - Fare Collection Equipment Replacement		2,538,052	
REG090045	Clipper	Golden Gate Ferry - Fare Collection Equipment Replacement		195,958	
REG090045	Clipper	Golden Gate Bus - Fare Collection Equipment Replacement		1,228,907	
CC-070092	ECCTA	Replace (5), 45' diesel, over the road coaches	2,038,393		450,307
CC-070092	ECCTA	Replace (20) Ford four year gas cutaway/vans	1,410,400		
CC-070092	ECCTA	Replace (30) MDTs for paratransit fleet	360,000		
SOL100006	Fairfield	Fairfield Operating Assistance	2,417,873		
SOL110041	Fairfield	(2) 40' Transit Hybrid Buses			284,891
MRN990017	GGBHTD	Ferry Channel and Berth Dredging		5,200,000	
MRN030010	GGBHTD	Fixed Guideway Connectors		4,000,000	
ALA150017	LAVTA	Replace (5) 2000 40' Diesel Vehicles with 5 40' Hybrids	2,594,228		513,572
ALA150015	LAVTA	Replace (4) 2002- Over the Road Diesel vehicles with 4 40' Hybrids	2,486,240		
ALA150014	LAVTA	Replace (4) 2002- Low Floor Diesel vehicles with 4 40' Hybrids	2,486,240		
ALA150016	LAVTA	Replace (7) 2003- Diesel vehicles with 7 40' Hybrids	4,350,920		
MRN150001	Marin Transit	Replace (9) ADA Paratransit Vehicles	634,680		
MRN150002	Marin Transit	Replace (3) Stage Coach Vehicles	364,080		
MRN150003	Marin Transit	Install fareboxes on Marin County Paratransit Vehicles	76,260		
MRN150003	Marin Transit	Install fareboxes on Marin County Dial-A-Ride Vehicles	22,960		
MRN150003	Marin Transit	Replace Marin Transit Fixed Route Fareboxes	34,440		
MRN150001	Marin Transit	Replace Paratransit Radios	49,200		
MRN150001	Marin Transit	Replace Paratransit MDTs	29,520		
NAP090008	Napa Vine	Equipment Replacement & Upgrades			174,228
NAP970010	Napa Vine	Napa Vine: Operating Assistance	1,477,490		

FY 2014-15 Transit Capital Priorities / Transit Capital Rehabilitation Program					
TIP ID	Operator	Project Description	FTA Section 5307	FTA Section 5337	FTA Section 5339
Capital Projects, continued					
SON150004	Petaluma	(1) 40' Diesel Electric Replacement Standard Bus	494,701		126,859
SON090030	Petaluma	AVL/CAD Communications System	352,302		
SON150005	Petaluma	Purchase new Bus Radios	1,476		
SM-150005	Samtrans	Replacement of (60) 2003 Gillig Buses	20,000,000		
SM-110068	Samtrans	Replacement of (55) NABI articulated buses	20,000,000		
SON150008	Santa Rosa	Replace 40' New Flyer buses with new 40' Diesel Buses	154,203		273,017
SON150008	Santa Rosa	Equip new fixed route fleet buses with farebox	24,000		
SON150008	Santa Rosa	Equip new fixed route fleet buses with radio systems	60,000		
SON030012	Santa Rosa	Security improvements for access at bus stops	43,724		
SON090023	Santa Rosa	Santa Rosa CityBus: Operating Assistance	1,645,512		
SON090024	Santa Rosa	Santa Rosa CityBus: Preventative Maintenance	408,030		
SON030012	Santa Rosa	Santa Rosa CityBus: Transit Enhancements	24,379		
SF-150004	SFMTA	Station-Area Pedestrian and Bicycle Access Improvements	500,000		
SF-95037B	SFMTA	Muni Rail Replacement		6,316,972	
SF-030013	SFMTA	Wayside Fare Collection		1,000,000	
SF-970170	SFMTA	Overhead Line Rehabilitation		10,481,371	
SF-050024	SFMTA	Wayside/Central Train Control & Trolley Signal Systems Rehabilitation		5,000,000	
SF-99T002	SFMTA	Cable Car Infrastructure		1,000,000	
SF-970073	SFMTA	Cable Car Renovation Program		960,000	
SF-150005	SFMTA	Replacement of (67) 40' Motor Coaches	5,625,263		6,874,737
SF-150006	SFMTA	Replacement of (98) 60' Motor Coaches	20,000,000		
SOL110040	Soltrans	Operating Assistance	5,584,630		
SOL090033	Soltrans	Maintenance Facility			387,398
SON030005	Sonoma County	SCT Preventive Maintenance Program	1,248,007		
SON110049	Sonoma County	Replacement of (1) CNG 40-Foot Heavy-Duty Bus in SCT's Fixed-Route Fleet	442,294		197,701
SON050021	Sonoma County	Installation of Passenger Shelters and Other Amenities at Various SCT Bus Stops	17,654		
ALA130033	Union City	Union City: Replacement of Two (2) Transit Buses	588,728		
SOL010007	Vacaville	Operating Assistance	985,000		
SCL050045	VTA	ADA Bus Stop Improvements	358,222		
SCL050001	VTA	(61) 40' Hybrid Bus Procurement	30,683,245		3,187,275
SCL990046	VTA	Preventive Maintenance	1,845,840	10,625,493	
SCL050002	VTA	Rail Replacement Program		943,088	
SCL110104	VTA	Light Rail Track Crossovers and Switches		2,179,440	
SCL150011	VTA	North First Street Corridor Light Rail Speed Improvements		400,000	
SCL150005	VTA	Train to Wayside Communication System Upgrade		200,000	
SCL150007	VTA	Upgrade Ohlone/Chynoweth Interlocking		960,000	
SCL150008	VTA	Track Intrusion Abatement		1,600,000	
SCL150009	VTA	LR Signal Shop Modification		396,000	
SCL150010	VTA	Upgrade LR Ring #1 Communications Equipment		1,760,000	
SCL150006	VTA	Back-up Power Devices for Elevated Station		320,000	
CC-150001	WestCat	Replacement of (10) Cut Away Vans	984,000		
CC-150004	WestCat	Replacement of (1) 40 Ft Revenue Vehicle	427,220		
CC-150005	WestCat	Replacement of (1) 40 Ft Revenue Vehicle	497,740		
CC-150002	WestCat	Purchase of (10) Radio systems for (10) Cut Away Van's	8,000		
CC-150003	WestCat	Purchase of (2) Fast Fare Electronic Fareboxes	28,498		
CC-030025	WestCat	Preventive Maintenance	232,200		
REG090057	WETA	Ferry Major Component Rehab/Replacement		3,496,000	
REG090055	WETA	Ferry Propulsion System Replacement		2,288,000	
REG090067	WETA	Fixed Guideway Connectors		376,000	
Total Capital Projects			190,674,498	160,100,631	13,322,814
Total Programmed			213,449,659	170,871,625	13,322,814
Fund Balance			2,662,039	540,149	394,073

Date: December 17, 2014
W.I.: 1514
Referred By: PAC
Revised: 01/28/15-C
07/22/15-C
09/23/15-C
10/28/15-C

ABSTRACT

Resolution No. 4163, Revised

This resolution establishes the AB 664 Net Bridge Toll Revenues program of projects for FY2014-15. The initial program consists of \$5,219,167 being programmed to AC Transit towards their fleet replacement consistent with the Core Capacity Challenge Grant Program funding plan. The initial program also consists of \$67,304 in savings from the original allocation to the region for the Regional Transit Capital Inventory project in FY2006-07 that has lapsed and is now being re-programmed towards the same project. This resolution will be amended to add the remainder of the FY2014-15 AB 664 program in conjunction with final revisions to the FY2014-15 Transit Capital Priorities program.

The following attachment is provided with this resolution:

Attachment A. Program of AB 664 Net Bridge Toll Revenue Projects FY2014-15

This resolution was revised on January 28, 2015 to program \$44 million towards SFMTA's light rail vehicles (LRV) purchase.

This resolution was revised on July 22, 2015 to re-program \$237,424 in expired funds to SFMTA.

This resolution was revised on September 23, 2015 to reduce the programming of the AB 664 funds previously programmed to SFMTA for their LRV project on January 28, 2015, by \$16,422,657.

This resolution was revised on October 28, 2015, to add the remainder of the FY2014-15 AB 664 program based on the final revisions to the FY2014-15 Transit Capital Priorities program. This resolution was also revised to reprogram approximately \$1.3 million in lapsed funds to BART from the FY11-12 program.

Further discussion of the AB 664 program of projects is contained in the Programming and Allocations Committee summary sheet dated December 10, 2014, January 14, 2015, July 8, 2015, September 9, 2015, and October 14, 2015.

Date: December 17, 2014
W.I.: 1514
Referred by: PAC

RE: Programming of AB 664 Net Bridge Toll Revenues in Fiscal Year 2014-15

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4163

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

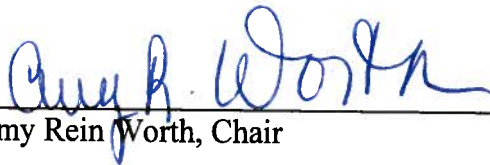
WHEREAS, pursuant to Streets and Highways Code § 30894, MTC has adopted MTC Resolution No. 4015, which sets forth MTC's Bridge Toll Revenue Allocation Policy; and

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 FY2014-15 programming of AB 664 Net Bridge Toll Revenues 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



Amy Rein Worth, Chair

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

FY2014-15 Program			East Bay	West Bay
	Revenue Projections		\$6,819,167	\$44,700,000
	Previous Year Carry-Over (if any)			
	Expirations and Rescissions		\$1,370,305	\$267,424
	Total Funds Available		\$8,189,472	\$44,967,424
Sponsor	Eligible Capital Projects	Fund Source		
Current Year Programming				
AC Transit	Replace (25) 40ft Urban Buses - Hybrids	AB664		
	Total Amount Programmed to AC Transit		5,219,167	
Region	Regional Transit Capital Inventory ¹	AB664		
	Total Amount Programmed to the Region		37,304	30,000
SFMTA	Light Rail Vehicle Purchase ^{2,4}	AB664		
	Total Amount Programmed to SFMTA's Light Rail Vehicle Purchase project			27,577,343
SFMTA	Cable Car Vehicle Renovation	AB664		
SFMTA	Central Control & Communication (C3)	AB664		
SFMTA	Escalator Rehabilitation	AB664		
SFMTA	Historic Vehicle Rehabilitation	AB664		
SFMTA	ITS Radio System Replacement	AB664		
SFMTA	Potrero-Presidio Hoists	AB664		
SFMTA	Light Rail Vehicle Safety Modifications	AB664		
SFMTA	Motor Coach Replacement	AB664		
SFMTA	Paratransit Van Replacement	AB664		
SFMTA	Rail Replacement Projects	AB664		
SFMTA	Security Projects	AB664		
SFMTA	Safety Projects	AB664		
SFMTA	Trolley Car Replacement	AB664		
SFMTA	Trolley Overhead Rehabilitation Projects	AB664		
SFMTA	Wayside Train Control Equipment Rehab and Replacement	AB664		
SFMTA	Wayside Fare Collection Equipment Rehab and Replacement	AB664		
	Total Amount Programmed to SFMTA - Other projects ³			237,424
CCCTA	Replace (18) 30' Buses	AB664		
CCCTA	Replace (13) 35' Buses	AB664		
CCCTA	Replace (3) Paratransit Vans	AB664		
	Total Amount Programmed to CCCTA		512,363	
ECCTA	Replace (5), 45' diesel, over the road coaches	AB664		
ECCTA	Replace (20) Ford four year gas cutaway/vans	AB664		
ECCTA	Replace (30) MDTs for paratransit fleet	AB664		
	Total Amount Programmed to ECCTA		178,139	
LAVTA	Replace (5) 2000 40' Diesel Vehicles with 5 40' Hybrids	AB664		
LAVTA	Replace (4) 2002- Over the Road Diesel vehicles with 4 40' Hybrids	AB664		
LAVTA	Replace (4) 2002- Low Floor Diesel vehicles with 4 40' Hybrids	AB664		
LAVTA	Replace (7) 2003- Diesel vehicles with 7 40' Hybrids	AB664		
	Total Amount Programmed to LAVTA		519,943	
Soltrans	Maintenance Facility	AB664		
	Total Amount Programmed to Soltrans		16,203	
Union City	Union City: Replacement of Two (2) Transit Buses	AB664		
	Total Amount Programmed to Union City		24,624	
WestCat	Replacement of (10) Cut Away Vans	AB664		
WestCat	Replacement of (1) 40 Ft Revenue Vehicle	AB664		
WestCat	Replacement of (1) 40 Ft Revenue Vehicle	AB664		
WestCat	Purchase of (10) Radio systems for (10) Cut Away Van's	AB664		
WestCat	Purchase of (2) Fast Fare Electronic Fareboxes	AB664		
WestCat	Preventive Maintenance	AB664		
	Total Amount Programmed to WestCAT		91,082	
WETA	Ferry Major Component Rehab/Replacement - Gemini & Pisces	AB664		
WETA	Ferry Major Component Rehab/Replacement - Scorpio & Taurus	AB664		
WETA	Ferry Propulsion System Replacement	AB664		
WETA	Ferry Major Component Rehab/Replacement - Solano	AB664		
WETA	Fixed Guideway Connectors	AB664		
	Total Amount Programmed to WETA		257,646	
SamTrans	Replacement of (60) 2003 Gillig Buses	AB664		
SamTrans	Replacement of (55) NABI articulated buses	AB664		
	Total Amount Programmed to SamTrans			700,000
BART	Preventive Maintenance	AB664		
BART	ADA Paratransit Capital Accessibility Improvements	AB664		
BART	Traction Power	AB664		
BART	Track Replacement Rehabilitation	AB664		
BART	Replacement of Fixed Guideway Elements and Fare Collection Equipment	AB664		
	Total Amount Programmed to BART ⁵		1,333,001	
	Fund Balance		\$0	\$16,422,657

Notes:

1. Includes reallocation of lapsed savings of \$79,000 from #07-3768-8/5850 and 07-3768-13/5850 07/26/06.

2. This programming action is conditioned on:

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.

b. The regional programming will serve as a back-stop for Cap and Trade (C&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&T Transit and Intercity Rail program, and to pursue C&T funding for the LRVs when C&T funding is made available.

c. If C&T funds are secured for the expansion LRVs, the \$27.6 million of AB 664 and \$84 million of BATA project savings will be restored to SFMTA's LRV replacement project in accordance with the Core Capacity Challenge Grant Program commitment.

d. If C&T funds are not secured for the expansion LRVs, SFMTA will replace the \$27.6 million of AB 664 and \$84 million of BATA project savings for SFMTA's LRV replacement project with local funds.

e. If C&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.

MTC reserves the right to withhold allocation of the AB 664 and BATA project savings funds if these conditions are not met.

3. Includes reallocation of lapsed savings of \$237,424 from #11-4014-08/5850 06/22/11.

4. SFMTA received \$41.2 million in TIRCP (Cap and Trade) funds in June 2015. The TCP funds and the AB 664 funds programmed to the LRV project on January 28, 2015, were intended as a backstop for the Cap and Trade funds (see note 2 above). After restoring the \$24.7 million of TCP funds to SFMTA's fixed guideway rehabilitation projects, \$16.4M in AB664 funds are being de-programmed for future programming to SFMTA's fleet replacement projects in accordance with the Core Capacity Challenge Grant Program.

5. Includes reprogramming of lapsed savings of \$1,333,001 from 12-4044-03/5850 06/27/12.

Date: December 17, 2014
W.I.: 1514
Referred by: PAC
Revised: 07/22/15-C
10/28/15-C

ABSTRACT

Resolution No. 4165, Revised

This resolution allocates AB 664 Net Bridge Toll Revenues to eligible transit operators for FY2014-15. The initial allocations consist of \$5,219,167 to AC Transit towards their fleet replacement consistent with the Core Capacity Challenge Grant Program funding plan, and \$67,304 to the region for the Regional Transit Capital Inventory project (this was part of the original allocation to the region for the Regional Transit Capital Inventory project in FY2006-07 that has lapsed and is now being re-allocated towards the same project). This resolution will be amended to add the remainder of the FY2014-15 AB 664 allocations in conjunction with final revisions to the FY2014-15 Transit Capital Priorities program.

The following attachment is provided with this resolution:

Attachment A. Allocation of AB 664 Net Bridge Toll Revenue FY2014-15

This resolution was revised on July 22, 2015 to re-allocate \$237,424 in expired funds to SFMTA.

This resolution was revised on October 28, 2015, to allocate the remainder of the FY2014-15 AB 664 program based on the final revisions to the FY2014-15 Transit Capital Priorities program. This resolution was also revised to reallocate approximately \$1.3 million in lapsed funds to BART from the FY11-12 program.

Further discussion of the AB 664 program of projects is contained in the Programming and Allocations Committee summary sheet dated December 10, 2014, July 8, 2015 and October 14, 2015.

Date: December 17, 2014
W.I.: 1514
Referred by: PAC

RE: Allocation of AB 664 Net Bridge Toll Revenues for FY 2014-15

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4165

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

WHEREAS, MTC is responsible for the allocation of certain bridge toll revenues, to wit:

(1) Pursuant to Streets and Highways Code § 30892, after deduction for MTC's administrative costs, MTC shall allocate certain 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 FY2014-15 for the projects and purposes set forth in Attachment A to this resolution, attached hereto and in MTC Resolution No. 4163, and incorporated herein as though set forth at length; and

WHEREAS, MTC Resolution No. 4163 programs Net Bridge Toll Revenues for FY2014-15; and

WHEREAS, claimants certify that their respective projects and purposes set forth in Attachment A are in compliance with the requirements of the California Environmental Quality Act (Public Resources Code § 21000 et seq.) and the State EIR Guidelines (14 Cal. Code Regs. § 15000 et seq.); now, therefore, be it

RESOLVED, that MTC finds that the Claimants' projects and purposes as set forth in Attachment A 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 FY2014-15 to Claimants, in the amounts, for the purposes, and subject to the conditions listed on Attachment A to this resolution and consistent with MTC Resolution 4163.

METROPOLITAN TRANSPORTATION COMMISSION



Amy Rein Worth, Chair

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

Date: December 17, 2014
W.I.: 1514
Referred by: PAC
Revised: 07/22/15-C
10/28/15-C

Attachment A
Resolution No. 4165
Page 1 of 1

**ALLOCATION OF AB 664 NET BRIDGE TOLL REVENUE
FY 2014-15 Program**

PO/Acct. Code	Project Sponsor	Project	East Bay Allocation	West Bay Allocation	Approval Date
Match to Federal Transit Capital Funds					
15-4165-01/5850	MTC (1)	Match to capital projects programmed in MTC Resolution No. 4163 -Regional Transit Capital Inventory	37,304	30,000	12/17/14
15-4165-02/5850	AC Transit	Match to capital projects programmed in MTC Resolution No. 4163 - Replace (25) 40ft Urban Buses - Hybrids	5,219,167		12/17/14
15-4165-03/5850	SFMTA (2)	Match to capital projects programmed in MTC Resolution No. 4163		237,424	7/22/15
15-4165-04/5850	CCCTA	Match to capital projects programmed in MTC Resolution No. 4163	512,363		10/28/15
15-4165-05/5850	ECCTA	Match to capital projects programmed in MTC Resolution No. 4163	178,139		10/28/15
15-4165-06/5850	LAVTA	Match to capital projects programmed in MTC Resolution No. 4163	519,943		10/28/15
15-4165-07/5850	SamTrans	Match to capital projects programmed in MTC Resolution No. 4163		700,000	10/28/15
15-4165-08/5850	SolTrans	Match to capital projects programmed in MTC Resolution No. 4163	16,203		10/28/15
15-4165-09/5850	Union City	Match to capital projects programmed in MTC Resolution No. 4163	24,624		10/28/15
15-4165-10/5850	WestCat	Match to capital projects programmed in MTC Resolution No. 4163	91,082		10/28/15
15-4165-11/5850	WETA	Match to capital projects programmed in MTC Resolution No. 4163	257,646		10/28/15
15-4165-12/5850	BART (3)	Match to capital projects programmed in MTC Resolution No. 4163	1,333,001		10/28/15
Grand Total					
Total Allocations			8,189,472	967,424	9,156,896

Notes:

1. Includes reallocation of lapsed savings of \$67,304 from #07-3768-8/5850 and 07-3768-13/5850 07/26/06.
2. Includes reallocation of lapsed savings of \$237,424 from #11-4014-08/5850 06/22/11.
3. Includes reallocation of lapsed savings of \$1,333,001 from #12-4044-03/5850 06/27/12.



Metropolitan Transportation Commission

101 Eighth Street,
Joseph P. Bort MetroCenter
Oakland, CA

Legislation Details (With Text)

File #: 15-0901 **Version:** 1 **Name:**
Type: Report **Status:** Informational
File created: 9/15/2015 **In control:** Programming and Allocations Committee
On agenda: 10/14/2015 **Final action:**
Title: MTC's Cap and Trade Funding Framework Update.

A presentation and discussion of proposed revisions to the region's Cap and Trade Funding Framework. Based on Committee direction and additional input, staff intends to present recommendations to this Committee in December.

Sponsors:

Indexes:

Code sections:

Attachments: [3a Cap and Trade Framework Update.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

MTC's Cap and Trade Funding Framework Update.

A presentation and discussion of proposed revisions to the region's Cap and Trade Funding Framework. Based on Committee direction and additional input, staff intends to present recommendations to this Committee in December.

Presenter:

Kenneth Folan

Recommended Action:

Information

Metropolitan Transportation Commission Programming and Allocations Committee

October 14, 2015

Agenda Item 3a

Cap and Trade Funding Framework Update

Subject: A presentation and discussion of proposed revisions to the region's Cap and Trade Funding Framework

Background: Adopted in July 2013, Plan Bay Area included a \$3.1 billion reserve from future Cap and Trade revenues over 28 years (through 2040). In December 2013, MTC approved a Cap and Trade Funding Framework (MTC Resolution No. 4130) establishing a set of investment categories and initial funding amounts in anticipation of (then) future legislation. With legislation enacted in 2014, followed by program guidelines and the completion of the first rounds of the various Cap and Trade funding programs, staff is presenting revised alternatives for the framework. Because revenues are higher and there is more certainty about the process, staff proposes revisions to the original framework including added funding.

The amount of future revenues to be generated through State Cap and Trade allowance auctions will depend upon allowance price and the number of allowances sold at the auctions. Staff assumes \$2.5 billion in statewide annual funding for FY2015-16 and beyond. This amount is in line with recent auction results and is consistent with the long range plan revenue estimates, but is slightly higher than the enacted FY2015-16 state budget. Using this assumption, Table 1 shows estimated statewide cap and trade revenue by program for the statewide categories for FY2015-16 and beyond. If the recent state legislative negotiations related to a transportation funding package resume, transportation may secure some of the 40% uncommitted funds in FY 2015-16, but this could remain an unknown for several years.

Table 1: Statewide Cap and Trade Programs, FY2015-16 and Beyond
(\$ millions)

Statewide Revenue Framework		FY2015-16 and Beyond – Annual Funding	State Agency
Total Generations	%	\$2,500	
Transit & Intercity Rail Capital Program	10%	\$250	CalSTA
Low Carbon Transit Operations Program	5%	\$125	Caltrans, CARB
Affordable Housing and Sustainable Communities Program	20%	\$500	SGC/HCD
Uncommitted Funding	40%	\$1,000	Unknown
High Speed Rail	25%	\$625	HSRA

Table 2 (on the next page) summarizes the current and proposed revised framework.

Table 2: Summary of MTC Framework by Category, Amount, and State Cap and Trade Category (\$ millions, 2015-2040)

MTC Framework Category	MTC Framework Adopted Amount (28-years)	MTC Framework Proposed Amount (25-years)	Proposed Bay Area Share of Statewide Program
Core Capacity*	\$875	\$2,000	33% of TIRCP
Transit Operating	\$500	\$1,136	37% of LCTOP (54% of Rev and 19% of Pop-based)
OBAG	\$1,050	\$3,750	30% of AHSC
Climate Initiatives	\$275	TBD	TBD of 40% Uncommitted
Goods Movement	\$450	TBD	TBD of 40% Uncommitted
High Speed Rail	-	TBD	TBD of High Speed Rail
Total	\$3,150	\$6,886	

* 24-year estimate due to FY2015-16 advanced programming

Additional information for each program is below.

Program Details:

Transit and Intercity Rail Capital Program

Background

The Transit and Intercity Rail Capital Program (TIRCP) is a statewide competitive program to fund capital and operational improvements to modernize California's transit systems and reduce emissions of greenhouse gases. The California State Transportation Agency (CalSTA) is responsible for the overall administration of the program, including project evaluation and the development of a program of projects. The initial funding cycle provided \$24 million in FY2014-15 funds and \$200 million in FY2015-16 funds, for a total of \$224 million.

Based on the direction to prioritize projects that support investment in the Core Capacity Challenge Grant Program, MTC endorsed three projects for the 2015-2016 funds: SFMTA's Expansion of its Light Rail Vehicle Fleet; AC Transit's Re-Opening and Rehabilitation of the Division 3/Richmond Operating Facility; and VTA's BART Berryessa Station Campus Area Project. The following projects were awarded funds by CalSTA: SFMTA Light Rail Vehicles: \$41 million; SMART Rail Car Capacity: \$11 million; Capitol Corridor Travel Time Reduction: \$5 million. The region received roughly 25% of the statewide program, a share we believe we can improve on going forward given the robustness of the region's transit network and demand.

Proposed Revision

Based on the initial funding cycle and Cap and Trade auction proceeds to date, staff is recommending increasing the region's Cap and Trade target amount for the TIRCP category from \$875 million to \$2 billion. This revised estimate assumes \$2.5 billion in annual statewide Cap and Trade proceeds over 24 years, and a 33% Bay Area share of all TIRCP program awards. The 24-year period, as opposed to a 25-year period for the other Cap and Trade programs, is used because the FY2015-16 TIRCP funds have already been awarded.

With the additional \$1.1 billion in projected TIRCP revenue, staff recommends increasing the amounts for most of the identified core capacity projects, assigning an additional \$675 million to the BART to San Jose Phase 2 project, and establishing a \$200 million reserve for future projects, as shown below in Table 3. Staff recommends a substantial augmentation for the BART to San Jose Phase 2 project based on the following:

1. The goal of the TIRCP program is the reduction of greenhouse gases through the modernization of the state's transit system. Based on results of a Plan Bay Area project assessment, the project's greenhouse gas reduction potential was the highest for all transit expansion projects in the region.
2. The project has a proven track record of leveraging local, regional, state and federal funds, including the state's Traffic Congestion Relief Program and the federal New Starts program for the first phase of the extension to Berryessa.
3. Transportation Secretary Brian Kelly has emphasized his agency's interest in funding "transformative" projects. We believe connecting the region's largest city to our major passenger rail network is just such a project.

Table 3. Adopted and Proposed Transit and Intercity Rail Program (TIRCP) Framework (\$ millions, 24 years)

TIRCP	Adopted (MTC Res. 4030)	Proposed (24 years)
BART: Train Control	126	250
SFMTA: Fleet Enhance & Expand	400	481
SFMTA: Facilities	67	67
AC Transit: Fleet Expansion	45	90
AC Transit: Facilities	162	162
VTa: BART to San Jose	75	750
<i>Subtotal listed projects</i>	875	1,800
Potential other projects*		200
Projected Revenue		2,000

*Could be added over time, depending on actual revenues or project needs/timing.

Low Carbon Transit Operating Program

Background

The Low Carbon Transit Operating Program (LCTOP) provides operating and capital assistance for transit agencies to reduce greenhouse gas emissions and improve mobility, with a priority on serving disadvantaged communities. Funding is assigned based on the revenue and population-based State Transit Assistance formula.

Based on a \$500 million Plan Bay Area commitment to support transit operations, the Commission established a framework based on a formula that provides 40% of the funding to three core capacity transit operators (AC Transit, BART, and SFMTA) and 60% to the remaining transit operators. The formula for distribution within the two operator categories is as follows: 50% based on ridership; 25% based on low-income ridership; and 25% based on minority ridership.

Proposed Revision

Based on the recently completed FY2014-15 LCTOP funding round and input from transit operators and stakeholders, staff recommends releasing two alternatives for stakeholder input and returning in December with a preferred alternative. The two proposed alternatives are summarized below and detailed in Attachment A. The alternatives below are limited to population-based funds. The operators are expected to receive an estimated \$835 million in revenue-based funds.

Proposed Alternatives for LCTOP – \$302 Million – Population-based Funds

1. Maintain Existing Framework with remaining funds for regional initiatives	<ul style="list-style-type: none"> • \$89 million to existing framework as complement to revenue-based funds and maintain minimum \$500 million commitment • \$100 million to Transit Performance Initiative (TPI) Investment-like MTC discretionary program, for transit operators • \$113 million to seamless transit/regional coordination programs (ex: Clipper® 2.0, low-income fares, hub signage and wayfinding, 511, other)
2. 1/3 Distribution to North Counties/ Small Operators, with 1/3 regional program and 1/3 discretionary TPI Investment-like program	<ul style="list-style-type: none"> • \$102 million to North Counties/ Small Operators (distributed by population-based formula, as complement to revenue based funds) • \$100 million to TPI Investment-like MTC discretionary program, for transit operators • \$100 million to seamless transit/regional coordination programs (ex: Clipper® 2.0, low-income fares, hub signage and wayfinding, 511, other)

Both alternatives above fund customer focused transit improvements. Roughly 1/3 of the funds are directed towards transit operators for a TPI-like regional discretionary program to invest in projects that reduce transit travel times and improve customer experience. Another 1/3 of the funds support a more seamless transit experience by strengthening regional coordination such as the next generation of Clipper, low-income fares, better signage and wayfinding, and traveler information.

Alternative #1 applies the remaining funds to meet the established framework, which is based on percentages of overall, low-income and minority ridership and includes revenue-based funds. However, the annual amounts for some operators under this program are likely to be quite small and may not be most useful given the state guidelines. Alternative #2 reinforces transit operating funds for the North Counties and Small Operators, in balance to the TPI-like program and revenue-based funding which typically have been focused more on larger operators.

Affordable Housing and Sustainable Communities Program

Background

The Affordable Housing and Sustainable Communities program (AHSC) is administered by the Strategic Growth Council, and distributes 20% of the state's Cap and Trade auction proceeds. Under the current program guidelines, Metropolitan Planning Organizations (MPOs) have a role at both stages in the application review process: 1) during the preliminary concept proposal stage, MPOs review proposed projects for support of Sustainable Communities Strategy (SCS) implementation, and 2) during full application review, MPOs consult and provide project recommendations for SGC consideration. For the first round of AHSC, MTC was actively involved in both stages. All concept proposals from the region were confirmed as SCS-supportive by MTC staff, and 13 projects were recommended by the Commission during the full application review, based on approved regional principles. Bay Area awards totaled \$47 million across 11 projects or 39% of statewide funding awarded.

During summer 2015, SGC conducted a review of the first round of AHSC and released draft revised guidelines in mid-September. After several public workshops, SGC expects to approve revised guidelines in the winter. It is likely that several important components of the program will be under consideration for revision. Staff will monitor and participate in these discussions, advocating for a continued role for MPOs, increased transparency in the scoring process, increased technical assistance to applicants, and other pertinent issues that arise. Depending on revisions to the AHSC guidelines, MTC may find itself with a different role in the application review process. Staff may propose an update to the regional principles following the adoption of the program guidelines.

Proposed Revisions

- Increase the region's AHSC target amount from \$1 billion to \$3.75 billion, equal to a 30% share of the total estimated statewide amount available to this program over a 25-year period. This target is consistent with Round One awards for the Bay Area but recognizes that future rounds may provide more funding to other regions.
- Continue to advocate for Bay Area projects in the AHSC program, monitor program and provide technical assistance to potential Bay Area applicants.
- Funding is complementary to OBAG, with focus on affordable housing and Transit Oriented Development transit projects.
- Formalize principles used for FY14-15 program. (Attachment A)

Climate Initiatives and Goods Movement

Background

In 2013, MTC staff had anticipated funding being available from Cap and Trade for goods movement and climate initiative-type programs. However, no such programs were identified in the state legislation passed in 2014, although 40% of the funds remain uncommitted (are not assigned to specific categories or uses). Because of this uncertainty, staff proposes some changes in these categories.

Recommendations

- Remove reference and funding for Climate Initiatives and Goods Movement, replace with To-Be-Determined Cap and Trade programs from the 40% uncommitted funds.
- Continue to advocate for funding for specific projects or programs as opportunities arise.
 - Climate pilot program evaluation is being finalized. If funding is available, projects could be drawn from the best-performing pilots.
 - Goods Movement Plan and Freight Emission Reduction Plan could serve to guide freight projects.

High Speed Rail

Background

The statewide program includes a 25% share for High Speed Rail. Given the regional commitment to funding the Caltrain Electrification Program (the 9-Party MOU), which already includes funding from state High Speed Rail bonds (Proposition 1A), the region may consider whether the Cap & Trade High Speed Rail program presents funding opportunities for the Caltrain Modernization Program and both High Speed Rail and Caltrain service into the Transbay Transit Center.

Recommendations

- Continue coordination with High Speed Rail Authority on Bay Area segment and interoperability with existing services
- Continue to advocate for funding for specific projects or programs as opportunities arise

Issues: Staff seeks Committee direction on a revised Cap and Trade framework. Additional input will be gathered from the MTC Policy Advisory Council, partner agencies and interested stakeholders. Based on the Committee direction and additional input, staff intends to present recommendations to this Committee in December.

Recommendation: None. Information and discussion only.

Attachments: Attachment A: AHSC Program Principles from FY2014-15
Attachment B: Powerpoint Presentation

Regional Principles for Prioritizing Final Applications under the Affordable Housing and Sustainable Communities Program (Approved for FY2014-15)

Overview

The Affordable Housing and Sustainable Communities (AHSC) final guidelines provide regional agencies an opportunity to advise on AHSC project selection. After an initial screening of concept applications for Plan Bay Area supportive elements, MTC staff in coordination with ABAG, will review full applications and make project recommendations to the Commission for approval and transmittal to the Strategic Growth Council (SGC). The role for regional agencies in this process is advisory, meaning that SGC has the ultimate project selection authority.

Regional Bid Target

In the final application process, MTC proposes to **cap total regional priorities at 150%-200% of the regional population share of the State**. This is equivalent to roughly **\$35-45 million** for the first year. MTC will apply this cap for final applications, not concept applications, as project scopes and costs are expected to change between the initial concept and final application stages and we want to encourage a significant pool of applications.

Project Prioritization Process

MTC staff proposes to conduct a **project prioritization process, in coordination with ABAG staff**, to provide SGC with a set of regional priority projects, based on the following principles. Although these criteria are not “thresholds” that must be achieved, staff will look most favorably on applications achieving most to all of the following elements, which are listed here roughly in rank order of importance:

- 1. Significant Greenhouse Gas Reduction (GHG).** Prioritize projects that demonstrate significant GHG reduction. While the SGC will employ a statewide methodology in the final applications for quantifying GHG benefits, MTC staff also intends to analyze projects using a regional methodology.
- 2. Communities of Concern/Disadvantaged Communities.** Prioritize projects located in or providing benefits to the region’s Communities of Concern as well as CalEPA’s defined Disadvantaged Communities.
- 3. Support Plan Bay Area’s Focused Growth Investment Strategies.** Prioritize ready-to-go TOD projects within Priority Development Areas (PDAs) in high growth jurisdictions and corridors that provide access to jobs and services. Prioritize projects providing both a greater share and total number of affordable units to address concerns about community stability and displacement. Per SGC criteria, TOD projects must be served by “qualifying high quality transit” (headways under 15 minutes during peak times). When applicable, also prioritize projects that provide funds for active Transit Oriented Affordable Housing (TOAH) projects, all of which have a strong nexus to transit and PDAs and have ownership of land for development. Projects that meet the criteria for TOAH and are at the same state of readiness will also be considered favorably. Staff will also consider high-performing Integrated Connectivity Projects (ICPs), which require “qualifying transit” or one route departing two or more times during peak hours.

4. **Level of Housing Affordability.** For proposals including an affordable housing development as a capital project, prioritize projects in a manner consistent with the Strategic Growth Council's AHSC scoring criteria, which places the highest priority on rental restricted units for households at lower percentages of Area Median Income.
5. **Support for the Region's Adopted Transit Priorities.** Prioritize projects that support the Commission's adopted transit priorities. These include the Regional Transit Expansion program of projects (Resolution 3434), Plan Bay Area's Next Generation Transit program, projects under the Core Capacity Challenge Grant program, projects that support the implementation of the Transit Sustainability Project, and recommendations of the Coordinated Public Transit-Human Services Plan.
6. **Funding Leverage.** Prioritize projects leveraging other funding sources for local match.
7. **OBAG Policy.** When applicable, OBAG's policy requirements should be applied to help determine a project's alignment with the SCS. These requirements include adherence with state and regional Complete Streets policies and General Plan Housing Element adoption and certification. These policies should be applied based on the jurisdiction of where the project is located (rather than whether the local jurisdiction is listed as co-applicant).

Cap & Trade Framework



Programming and Allocations
Committee

October 14, 2015

Statewide Cap and Trade Programs: FY2015-16 and Beyond

Statewide Revenue Framework		FY2015-16 and Beyond Annual Funding (\$ millions)	State Agency
Total Generations	%	\$2,500	
Transit & Intercity Rail Capital Program	10%	\$250	CalSTA
Low Carbon Transit Operations Program	5%	\$125	Caltrans, CARB
Affordable Housing and Sustainable Communities Program	20%	\$500	SGC/HCD
Uncommitted Funding	40%	\$1,000	Unknown
High Speed Rail	25%	\$625	HSRA

- Assumes \$2.5 billion in statewide annual funding for FY2015-16 and beyond; actual revenues will be determined based on auctions



Revising the Region's Cap and Trade Framework

- **Staff proposes revising the framework based on:**
 - Higher revenue projections
 - Lessons learned from Round 1 awards
 - Additional program guidance

- **Proposed Schedule:**
 - Committee direction today
 - October/November - Input from partner agencies, Policy Advisory Council, interested stakeholders
 - Staff recommendation for consideration in December



Regional Framework

- Plan Bay Area included \$3.1 billion in Cap & Trade Revenues over 25 year period
- Framework adopted in December 2013
- Proposed update to framework in December 2015

MTC Framework Category	MTC Framework Adopted Amount (28 years)	MTC Framework Proposed Amount (25 years)	Proposed Bay Area Share of Statewide Program
Core Capacity*	\$875	\$2,000	33% of TIRCP
Transit Operating	\$500	\$1,136	37% of LCTOP (54% of Rev and 19% of Pop-based)
OBAG	\$1,050	\$3,750	30% of AHSC
Climate Initiatives	\$275	TBD	TBD of 40% Uncommitted
Goods Movement	\$450	TBD	TBD of 40% Uncommitted
High Speed Rail	-	TBD	TBD of High Speed Rail
Total	\$3,150	\$6,886	

*24-years due to FY2015-16 advanced programming

Transit and Intercity Rail Capital

- Revenue estimates increased for this discretionary program
- Continue to support investments in the region's Core Capacity Challenge Grant Program – a \$7.5 billion regional commitment to fund key transit capital modernization and rehab needs
 - Increase funding for most core capacity projects
 - Assign an additional \$675 million to the BART to San Jose Phase 2 project
 - Hold \$200 million in reserve for future assignment

TIRCP Projects (in \$million, 24 years)	Adopted (MTC Res. 4030)	Proposed
BART: Train Control	\$126	\$ 250
SFMTA: Fleet Enhance & Expand	\$400	\$ 481
SFMTA: Facilities	\$ 67	\$ 67
AC Transit: Fleet Expansion	\$ 45	\$ 90
AC Transit: Facilities	\$162	\$ 162
VTA: BART to San Jose	\$ 75	\$ 750
Subtotal listed projects	\$875	\$1,800
Potential other projects*		\$ 200
Projected Revenue		\$2,000

*Could be added over time, depending on actual revenues or project needs/ timing.

Transit and Intercity Rail Capital

- **Funding increases align with TIRCP program goals of reducing greenhouse gases and modernizing state's transit system:**
 - **BART to San Jose:** Completes major link in regional rail network, providing strong GHG-reducing transit option
 - **BART Train Control:** Modernizes system, enhancing BART capacity, reliability, and safety
 - **Fleet Expansions:** Provides new vehicles allowing for service expansions for **SF Muni** and **AC Transit**



Low Carbon Transit Operating Program

- Current MTC approved framework is \$500 million
- Formula program for state:

Estimated LCTOP Revenue-based funds:	\$ 835 million
Estimated LCTOP Population-based funds:	\$ 302 million
Total Estimated LCTOP Funding:	\$1,136 million

- **Proposal:**
 - \$835 million revenue-based distributions to operators (formula)
 - \$302 million population-based fund distribution



Low Carbon Transit Operating Program

\$302 million population-based fund distribution options:

- **Option 1: Maintain existing framework**
 - \$89 million to existing framework
 - \$100 million to TPI-like MTC discretionary program
 - \$113 million to seamless transit/regional coordination programs
- **Option 2: Reinforce transit operating funds**
 - \$102 million to North Counties/ Small Operators
 - \$100 million to TPI-like MTC discretionary program
 - \$100 million to seamless transit/regional coordination programs
- Invest approx. **1/3** of funding to transit operators via formula, and
- Invest approx. **2/3** of funding in customer focused transit improvements



Affordable Housing and Sustainable Communities Program

- Tied to One Bay Area Grant Program in current MTC framework
- Bay Area could receive estimated \$3.7 billion from AHSC over 25 years, statewide discretionary program
- Draft revised guidelines currently out for comment, some significant program changes
- Proposal:
 - Continue to advocate for Bay Area projects and provide assistance to potential Bay Area applicants
 - Focus on affordable housing and Transit-Oriented Development-related transportation projects
 - Formalize MTC principles used for FY14-15 program



Climate Initiatives and Goods Movement

- Current MTC framework includes these categories as placeholders, however, no corresponding state programs were enacted.
- 40% of state Cap and Trade funding remains “uncommitted”
- Proposal:
 - Remove reference and funding for Climate Initiatives and Goods movement, replace with TBD
 - Continue to advocate for funding for specific projects or programs as opportunities arise
 - Potential guides will be Climate Pilot Program, Goods Movement Plan, and Freight Emission Reduction Plan



High Speed Rail

- 25% of state Cap and Trade funding for High Speed Rail
- High Speed Rail Authority is part of the 9-party agreement to fund the Caltrain Electrification Program through High Speed Rail bonds (Prop 1A)
- **Proposal:**
 - Continue coordination with High Speed Rail Authority on Bay Area segment and interoperability with existing services
 - Continue to advocate for funding for specific projects or programs as opportunities arise



Next Steps

Proposed Schedule:

- Committee direction today
- October/November — Input from partner agencies, Policy Advisory Council, interested stakeholders
- Staff recommendation for consideration in December





Metropolitan Transportation Commission

101 Eighth Street,
Joseph P. Bort MetroCenter
Oakland, CA

Legislation Details (With Text)

File #: 15-0904 **Version:** 1 **Name:**
Type: Resolution **Status:** Commission Approval
File created: 9/15/2015 **In control:** Programming and Allocations Committee
On agenda: 10/14/2015 **Final action:**
Title: Adoption of the 2015 Regional Active Transportation Program (ATP) Cycle 2 Program of Projects.
MTC Resolution No. 4172, Revised.

Proposed adoption of the 2015 Regional Competitive ATP, programming \$30 million of state and federal funds.

Sponsors:

Indexes:

Code sections:

Attachments: [3b Cycle 2 ATP Reso-4172.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

Adoption of the 2015 Regional Active Transportation Program (ATP) Cycle 2 Program of Projects.
MTC Resolution No. 4172, Revised.

Proposed adoption of the 2015 Regional Competitive ATP, programming \$30 million of state and federal funds.

Presenter:

Kenneth Kao

Recommended Action:

Commission Approval

Metropolitan Transportation Commission Programming and Allocations Committee

October 14, 2015

Item Number 3b

Resolution No. 4172, Revised

Subject: Cycle 2 Regional Active Transportation Program (ATP) of Projects

Background: The State established the Active Transportation Program (ATP) in September 2013. The ATP funding is distributed as follows:

- 50% to the state for a statewide competitive program (“Statewide Competitive ATP”);
- 10% to the small urban and rural area competitive program to be managed by the state; and
- 40% to the large urbanized area competitive program, with funding distributed by population and managed by the Metropolitan Planning Organization (“Regional ATP”).

MTC is responsible for developing the region’s guidelines for the Regional ATP, and for submitting the proposed projects to the California Transportation Commission (CTC) for adoption. CTC approved MTC’s Regional ATP Guidelines in March 2015, and applications for the Regional Program were due to MTC on June 1, 2015. Roughly \$30 million is available for programming under the Cycle 2 Regional ATP.

MTC staff’s recommended regional project awards and recommended contingency projects are listed in Attachment 1.

Statewide Competitive ATP Results

Concurrent with the Regional ATP process described below, the CTC released the staff recommendations for the Statewide Competitive ATP projects on September 15, 2015. The recommended projects are listed in Attachment 2. CTC proposes to fund eight projects in the MTC region for a total of \$20 million, out of a statewide program of \$180 million. Those projects that CTC recommended were removed from further Regional ATP evaluation. CTC will consider approving the statewide program at its meeting on October 21-22, 2015.

Regional Project Selection Process

MTC received 107 applications totaling about \$220 million in response to the Regional ATP Call for Projects. Of these, one project was withdrawn after submittal. MTC staff worked with a 21-member multi-disciplinary advisory committee to score and rank the remaining applications (see Attachment 3). The MTC review advisory committee used the same evaluation form and scoring criteria from Statewide Competitive ATP, plus an additional 10 maximum points for regional priorities.

Each application was assigned to a team of three members of the advisory committee, and in order to ensure an objective review, applications were assigned to evaluators from another county when possible, and not assigned to an evaluator from the sponsor agency. The team then met and agreed to a consensus score. Staff ranked all responsive applications from highest to lowest based on the consensus score.

Staff recommends fully funding 10 projects and partially funding 1 project for a total of \$30 million. Staff also recommends that MTC adopt a list of contingency projects, ranked in priority order based on the project's evaluation score, of \$29 million. MTC would fund projects on the contingency list should there be any project failures or savings in the Cycle 2 Regional ATP. The recommended projects are listed in Attachment 1. Note that 66% of regional ATP funding as proposed by staff would benefit Communities of Concern, greatly exceeding the 25% target. While there is no regional target for Safe Routes to Schools (SRTS) projects, 29% of regional ATP funding would benefit SRTS type projects.

Issues:

- **Partial Funding:**
The Lombard Street Vision Zero project sponsored by the San Francisco Department of Public Works requested \$3.8 million in ATP funds; however, only \$1.9 million of ATP remains after funding higher-scoring projects. Therefore, staff recommends partially funding the Lombard Street project at \$1.9 million. Should San Francisco not be able to scale the project or to fully fund the project using other funds, staff recommends going down the contingency list to fully program the remaining \$1.9 million.
- **Improvements for Cycle 3 ATP:**
Cycle 2 implemented suggested improvements from Cycle 1, including a role for the Congestion Management Agencies, and more evaluators reviewing each application. Potential improvements for Cycle 3 include revising the point structure for disadvantaged communities, and establishing a two-tier program based on size of funding request, in order to encourage more, smaller projects in the program (many projects funded in Cycle 2 requested large amounts of ATP funds, \$2-6 million, which presents challenges in a relatively small program). CTC will form a Technical Advisory Committee to review potential changes to Cycle 3.

Recommendation: Refer MTC Resolution No. 4172, Revised to the Commission for approval, and direct staff to transmit the recommended project list to the CTC.

Attachments:

- Attachment 1:** Recommended 2015 Regional ATP Program of Projects and Contingency Projects
- Attachment 2:** Approved Statewide ATP Projects in the Bay Area
- Attachment 3:** List of Project Evaluators
- Attachment 4:** 2015 ATP Regional Applications (List of Received Project Applications)
- MTC Resolution No. 4172, Revised**

Attachment 1: Recommended 2015 Regional ATP Program of Projects

County	Sponsor	Project	Amount (\$1,000s)	Project Description
Alameda	Alameda County Public Works Agency	Castro Valley Elementary Safe Routes to Schools (Design Only)	\$250	Install sidewalks, curbs, gutters and crosswalks along Anita Avenue between Castro Valley Boulevard and Somerset Avenue. The Castro Valley Elementary Safe Routes to School project will increase walking and biking, as well as reduce injuries.
Alameda	Alameda County Public Works Agency	Creekside Middle School Safe Routes to Schools	\$475	Installing sidewalks, curbs, gutters, crosswalks, and Class III bike routes along Center Street between Heyer Avenue and Paradise Knolls. The Creekside Middle School Safe Routes to School project will increase walking and biking, as well as reduce injuries.
Alameda	Alameda County Public Works Agency	Stanton Elementary School Safe Routes to Schools (Design and Right-of-Way Only)	\$300	Install sidewalks, curbs, gutters, crosswalks, and Class III bike routes along Stanton Avenue between Castro Valley Boulevard and Somerset Avenue. The Stanton Elementary School Safe Routes to Schools project will increase walking and biking, as well as reduce injuries along Stanton Avenue.
Alameda	City of Oakland	Telegraph Avenue Complete Street Improvements	\$4,554	Improve transportation safety and comfort on Telegraph Avenue (between 20th Street and 41st Street) through installation of dedicated bicycle facilities, safer and more frequent pedestrian crossings, and transit boarding islands. This project will provide direct connections to downtown Oakland, BART stations on both ends of the corridor, a major hospital center, and multiple commercial districts.
Contra Costa	City of San Pablo	Rumrill Boulevard Complete Streets Improvements	\$4,310	Implement complete streets improvements along Rumrill Boulevard in the City of San Pablo (between San Pablo Avenue to the North and Costa Avenue to the South). This project will provide directional cycletracks, sidewalk and crossing improvements, street trees, landscaping, lighting and transit shelters along the length of the corridor.
Marin	Marin County Transit District (Marin Transit)	Pedestrian Access and Safety Improvements for the Downtown Novato Bus Transit Facility	\$1,286	Reconstruct the existing Downtown Novato transit facility to improve pedestrian safety, bus operations, accessibility, and provide new bicycle racks. The Novato transit facility is located on Grant Avenue at Redwood Blvd, within Downtown, in the City of Novato.

County	Sponsor	Project	Amount (\$1,000s)	Project Description
Napa	Napa County Transportation Planning Agency	Napa Valley Vine Trail - St. Helena to Calistoga	\$6,106	Construct 9.4 miles of the Class I bicycle and pedestrian facility on the Napa Valley Vine Trail. The portion of the trail that will be constructed will be within Napa County from Pratt Avenue in the City of St. Helena to Lincoln Avenue in the City of Calistoga, generally along the SR 29 corridor.
San Francisco	San Francisco County Department of Public Health	SF Safe Routes to Schools 2017-2019 Non-Infrastructure Project	\$2,797	Implement a pilot proposal that includes innovative educational, encouragement, and evaluation activities and deliverables from school years 2017-2019 at 29 elementary, 4 middle and 2 high schools in San Francisco Unified School District.
San Francisco	San Francisco Public Works	Lombard Street Vision Zero Project (Partial Funding)	\$1,854	Install curb extensions (pedestrian and transit bulbs), implement parking removal at intersections (daylighting), implement signal timing improvements, and potentially install advanced stop bars and high visibility crosswalks as part of the Lombard Street Vision Zero Project. This project will focus on the 1.1 mile section of Lombard Street (a section of California Highway 101) between Van Ness Avenue and Doyle Drive.
Santa Clara	City of San Jose	Coyote Creek Trail - Mabury to Empire	\$5,256	Close a 0.3-mile gap in the 25-mile regional Coyote Creek Trail system that has been recently master planned. This gap is located from Mabury Road to Empire Street, along the Coyote Creek channel.
Solano	Solano Transportation Authority	Solano Transportation Authority - Safe Routes to Schools Infrastructure and Non-infrastructure in the Cities of Benicia, Rio Vista & Vallejo	\$3,067	This combined infrastructure and non-infrastructure Safe Routes to Schools project, provides for infrastructure improvements at 7 schools, while providing education outreach to 26 schools throughout the Cities of Benicia, Rio Vista & Vallejo.
Total			\$30,255	

Staff Recommendations for MTC 2015 Regional ATP – Contingency List

MTC Score	County	Sponsor	Project	Amount (\$1,000s)
91.7	San Francisco	San Francisco DPW	Lombard St Vision Zero *Remaining Amount*	\$1,946
91.6	Alameda	ACTC	East Bay Greenway (Design Only)	\$4,125
91.0	Contra Costa	Contra Costa Co	Pacheco Blvd Sidewalk Gap Closure Ph III	\$759
91.0	San Francisco	SFMTA	SE SF Multi-Modal Safety Upgrades	\$10,164
91.0	Alameda	Piedmont	Pedestrian Safety & Bike Lane Implementation	\$3,062
91.0	Santa Clara	San Jose	ATP Safety and Behavior Change Campaign	\$889
90.0	Alameda	Alameda Co PW	Somerset Ave School Corridor SRTS (Design Only)	\$330
90.0	Contra Costa	Richmond	Goodrick Ave Bay Trail Gap Closure	\$1,271
89.5	Solano	Solano TA	Bay /Napa Vine Trail Gap Closure (Vallejo/Amer Cyn)	\$6,208
Total				\$28,754

Attachment 2
CTC-Recommended 2015 Statewide ATP Projects in the Bay Area

County	Agency	Description	Funded Amount (\$1,000s)
Alameda	Berkeley	9 th Street Bicycle Blvd Pathway Extension, Ph. 2	\$850
Alameda	Oakland	19 th Street BART to Lake Merritt Urban Greenway	\$4,583
Contra Costa	Contra Costa County	Rio Vista Elementary School Pedestrian Connection	\$600
Contra Costa	Contra Costa County	Bailey Rd/SR-4 Interchange Bicycle/Pedestrian Improvements	\$4,160
Contra Costa	Richmond	Yellow Brick Rd in Richmond's Iron Triangle	\$6,209
San Mateo	Daly City	Central Corridor Bicycle/Pedestrian Safety Improvements	\$2,019
San Mateo	San Mateo County	Redwood City 2020 Sustainable Transportation Encouragement Program (STEP)	\$966
San Mateo	South San Francisco	Linden/Spruce Ave Traffic Calming Improvements	\$868
Total			\$20,255

Metropolitan Transportation Commission
2015 Regional Active Transportation Program - Cycle 2

List of Project Evaluators

Affiliation	Description
ABAG Bay Trail Project	Recreational Trails
Alameda County Transportation Commission	Congestion Management Agency
Bay Area Rapid Transit (BART) District	Transit
California Walks	Safe Routes to School/ Pedestrian Safety
ChangeLab Solutions	Public Health
City of Albany	City
City of Menlo Park	City
City of San Jose	City
City/County Ass'n of Gov'ts of San Mateo County	Congestion Management Agency
Metropolitan Transportation Commission (1)	Metropolitan Planning Organization
Metropolitan Transportation Commission (2)	Metropolitan Planning Organization
Napa County Transportation Planning Agency	Congestion Management Agency
Petaluma Transit	Transit
MTC Policy Advisory Council (1)	Policy Advisory Council/ Paratransit
MTC Policy Advisory Council (2)	Policy Advisory Council/ Public Health
San Francisco County Transportation Authority	Congestion Management Agency
San Francisco Municipal Transportation Agency	Transit
Santa Clara Dept of Public Health	Public Health
Santa Clara Valley Transportation Authority	Congestion Management Agency
Sonoma County Bicycle Coalition	Bicycle Coalition
Transportation Authority of Marin	Congestion Management Agency

Metropolitan Transportation Commission
2015 Regional Active Transportation Program - Cycle 2

List of Applications Received

Co	Agency	Project Title	Total Project Cost (\$1,000s)	Total Fund Request (\$1,000s)	MTC Reg'l Score
ALA	ACTC	East Bay Greenway	145,872	4,125	91.6
ALA	Alameda Co PW	Castro Valley Elementary SRTS	2,530	250	92.8
ALA	Alameda Co PW	Creekside MS SRTS	647	475	91.9
ALA	Alameda Co PW	CVHS SRTS	2,680	2,175	89.0
ALA	Alameda Co PW	D St SRTS	5,104	600	63.7
ALA	Alameda Co PW	Heyer Ave School Corridor SRTS	1,990	290	70.6
ALA	Alameda Co PW	Proctor ES SRTS	6,040	600	89.0
ALA	Alameda Co PW	Royal Ave SRTS	460	300	82.0
ALA	Alameda Co PW	Somerset Ave School Corridor SRTS	3,652	330	90.0
ALA	Alameda Co PW	Stanton ES SRTS	2,099	300	94.5
ALA	Alameda, City of	Clement Ave Complete Streets	5,783	5,120	79.0
ALA	Alameda, City of	Encinal HS Intersection Safety Improv	436	386	66.0
ALA	Berkeley	9th St Bicycle Blvd Ext Pathway Ph II	895	850	92.0
ALA	Berkeley	John Muir ES SRTS	382	363	84.8
ALA	Berkeley	Oxford/Jefferson ES SRTS	303	287	87.0
ALA	Berkeley	Sacramento St Pedestrian Improvement	1,766	1,678	89.0
ALA	Berkeley	San Pablo Ave Pedestrian Improvements	490	462	84.0
ALA	Berkeley	University Ave Pedestrian Improvements	824	783	79.8
ALA	EBRPD	Doolittle Dr Bay Trail - MLK, Jr Shoreline Oak	19,750	1,000	59.0
ALA	Emeryville	South Bayfront Bike/Ped Bridge	19,412	3,000	84.7
ALA	Hayward	Tennyson Bike/Ped Bridge	1,161	1,161	58.3
ALA	Oakland	19th St BART to Lake Merritt Urban Greenway	4,683	4,583	91.8
ALA	Oakland	27th St Gateway	3,293	2,913	87.4
ALA	Oakland	Park Blvd SRTS	1,760	1,448	89.0
ALA	Oakland	Telegraph Ave Complete Streets	4,914	4,554	100.0
ALA	Piedmont	Pedestrian Safety & Bike Lane Implementation	3,456	3,062	91.0

Co	Agency	Project Title	Total Project Cost (\$1,000s)	Total Fund Request (\$1,000s)	MTC Reg'l Score
CCC	Antioch	Delta DeAnza Regional Trail Gap Closure	624	500	52.3
CCC	Antioch	Fitzuren Rd Sidewalk Gap Closure and Bike Lane	400	300	56.0
CCC	Antioch	John Marsh ES Pedestrian Improvements	1,650	1,400	63.3
CCC	CCTA	Mokelumne Pedestrian O/C	6,139	5,424	61.7
CCC	Contra Costa Co	Appian Wy Complete Streets	5,710	5,650	81.0
CCC	Contra Costa Co	Bailey Rd/SR 4 Interchange Bike/Ped Improv	5,195	4,160	86.0
CCC	Contra Costa Co	Fred Jackson Wy 1st Mile/Last Mile Connection	4,400	4,356	89.0
CCC	Contra Costa Co	Pacheco Blvd Sidewalk Gap Closure Ph III	1,235	759	91.0
CCC	Contra Costa Co	Rio Vista ES Pedestrian Connection	905	600	96.0
CCC	EBRPD	Lone Tree Pt Bay Trail - Hercules to Rodeo CCC	2,458	378	73.0
CCC	El Cerrito	SRTS for Summit K2	1,170	1,170	81.0
CCC	Lafayette	Pleasant Hill Rd. Complete Streets	3,967	3,480	84.0
CCC	Moraga, Town of	Moraga Way Bike/Ped Improv	892	800	88.0
CCC	Moraga, Town of	St. Mary's Rd Improvements: Rheem Blvd.-Bollinger	4,890	440	70.0
CCC	Pittsburg	Railroad Ave Multi-Use Trail	1,765	1,545	66.8
CCC	Richmond	Goodrick Ave Bay Trail Gap Closure	1,462	1,271	90.0
CCC	Richmond	Regional Transit Connectivity Improv, Harbor Wy & 16th St	2,557	2,456	67.3
CCC	Richmond	Yellow Brick Rd in Richmond's Iron Triangle	6,452	6,209	96.4
CCC	San Pablo	Rumrill Blvd Complete Streets Improv	5,610	4,310	98.0
CCC	San Ramon	Street Smarts Traffic Safety Program	426	318	84.9
CCC	Walnut Creek	Crosswalk Safety Enhancement: 5 locations	628	555	50.0
CCC	Walnut Creek	SRTS Cedro Lane Improvements	987	874	63.1
MRN	Corte Madera	Central Marin Regional Pathways Gap Closure	2,797	2,475	84.0
MRN	Marin County	Mill Valley/Sausalito Multi-Use Path	1,090	872	57.7
MRN	Marin Transit	Novato Transit Facility: Pedestrian Access and Safety Improv	3,255	1,286	94.0
MRN	Novato	North Novato SMART	982	850	51.0
MRN	San Rafael	Francisco Blvd. E/Grand Ave Bridge Ped/Bike	5,628	3,040	89.0
MRN	SMART	SMART Pathway - San Rafael (McInnis to Smith Ranch)	2,468	2,050	70.0
NAP	Napa	SR 29 Bike/Ped Undercrossing	795	698	77.9
NAP	Napa Co (NCTPA)	Napa Valley Vine Trail - St. Helena to Calistoga	9,206	6,106	95.0
NAP	St. Helena	New Sidewalk Construction	399	399	61.7

Co	Agency	Project Title	Total Project Cost (\$1,000s)	Total Fund Request (\$1,000s)	MTC Reg'l Score
SCL	Campbell	Eden Ave Sidewalk Improvements	520	460	70.9
SCL	Cupertino	iWalk/iBike Cupertino	2,554	2,554	66.6
SCL	Gilroy	Downtown Gilroy Specific Plan RR Alley Streetscape	1,741	1,539	58.0
SCL	Gilroy	Fifth Street Streetscape	1,120	990	81.0
SCL	Gilroy	Fourth Street Streetscape	1,110	980	69.0
SCL	Gilroy	Gourmet Alley Streetscape	2,767	2,448	81.0
SCL	Gilroy	Lions Creek Trail	1,644	1,454	80.3
SCL	Gilroy	Lions Creek Trail West	519	458	77.3
SCL	Gilroy	West Branch Llagas Creek Trail	1,580	1,398	82.7
SCL	Los Altos	Citywide SRTS	2,284	1,942	71.0
SCL	Los Altos Hills	West Fremont Rd Pathways	1,320	1,056	61.0
SCL	San Jose	ATP Safety and Behavior Change Campaign	989	889	91.0
SCL	San Jose	Coyote Creek Trail: Mabury to Empire	6,184	5,256	96.0
SCL	Santa Clara Co RDA	Fitzgerald Ave Bike/Ped Shoulder & Intersection Improv	1,500	1,100	59.0
SCL	Santa Clara Co RDA	Pedestrian Sensors - Various Locations (SCI Co)	900	700	61.0
SCL	Saratoga	Highway 9 Pedestrian Safety Improv	2,173	1,800	78.0
SCL	Sunnyvale	Interactive Audible Countdown ADA Ped Signals	770	654	64.0
SF	San Francisco DPH	SF SRTS 2017-2019 NI	2,931	2,797	92.7
SF	San Francisco PW	John Yehall Chin SRTS	3,189	2,635	0.0
SF	San Francisco PW	Lombard St Vision Zero	7,697	3,800	91.7
SF	San Francisco PW	Upper Haight Pedestrian Improvements	10,023	1,880	89.0
SF	SFMTA	SE SF Multi-Modal Safety Upgrades	27,394	10,164	91.0
SF	SFMTA	SFMTA Pedestrian Wayfinding Program	980	980	78.0
SF	SFMTA	Vision Zero NOMA/SOMA Signal Retiming	4,368	3,977	66.3
SF	SFMTA	Vision Zero SF Safer Intersections	2,780	2,780	89.2
SF	TBJPA	Transbay Transit Bike/Ped Safety and Accessibility	11,480	2,922	82.0
SM	Belmont	Ralston Ave Corridor Complete Streets	8,908	7,886	63.0
SM	Daly City DPW	Central Corridor Bike/Ped Safety Improvements	2,276	2,019	84.0
SM	East Palo Alto	University Ave Complete Streets Pilot	4,900	4,360	81.7
SM	Pacifica	Palmetto Ave Streetscape	4,900	2,900	66.0
SM	San Carlos	Hwy 101 Bike/Ped Overcrossing	4,500	3,600	86.0

Co	Agency	Project Title	Total Project Cost (\$1,000s)	Total Fund Request (\$1,000s)	MTC Reg'l Score
SM	San Carlos	SRTS Improvements - Arroyo and Orange Ave	685	685	81.0
SM	San Mateo Co	Redwood City 2020 STEP	966	966	89.0
SM	San Mateo, City of	Hillsdale/US-101 Bike/Ped O/C	41,918	2,655	85.6
SM	So San Francisco	Sunshine Gardens Traffic Calming Improvements	1,139	968	73.0
SM	So. San Francisco	Linden/Spruce Ave Traffic Calming Improv	1,038	868	68.8
SM	Woodside	Woodside ES Student Pathway	994	795	82.0
SOL	Fairfield	E. Tabor/Tolenas SRTS Gap Closure	1,700	1,700	87.0
SOL	Fairfield	W. Texas St Gateway Improvements	3,500	3,500	86.0
SOL	Rio Vista	Bicycle and Pedestrian Master Plan	120	100	75.0
SOL	Solano Co	Farm to Market Ph I	2,131	1,420	75.0
SOL	Solano Transportation Authority	Bay Trail/Vine Trail Gap Closure: Vallejo to American Canyon	7,489	6,208	89.5
SOL	Solano Transportation Authority	SR2S Infrastructure & NI: Benicia, Rio Vista, Vallejo	3,467	3,067	92.0
SOL	Suisun	McCoy Creek Trail Improvements Ph II	2,720	2,720	79.0
SON	Santa Rosa	Jennings Ave At-Grade Bike/Ped Xing - SMART RR Tracks	2,217	1,279	75.6
SON	Sebastopol	Bike Lanes on Rte 116, City of Sebastopol	1,000	800	77.1
SON	SMART	SMART Pathway - Petaluma (Payran to Southpoint)	3,272	1,950	84.0
SON	Sonoma Co Regional Parks	Bellevue Creek Trail	1,355	1,300	76.0
SON	Sonoma County Air Pollution District	Crocker Road Bike/Ped	2,197	1,944	63.0
SON	Sonoma County DPW	Willowside SRTS	1,700	900	79.0
107 Applications Received.			Totals	532,133	218,029

Color Key

White on Black: Projects Funded by the Statewide ATP

Black on Green: Projects Recommended in the Regional ATP

Black Strikeout on White: Withdrawn Project

Date: February 25, 2015
W.I.: 1515
Referred by: PAC
Revised: 10/28/15-C

ABSTRACT

Resolution No. 4172

This resolution adopts the Active Transportation Program (ATP) Regional Program Cycle 2 Guidelines and Program of Projects for the San Francisco Bay Area, for submission to the California Transportation Commission (CTC), consistent with the provisions of Senate Bill 99 and Assembly Bill 101.

This resolution includes the following attachments:

- Attachment A – Guidelines: Policies, Procedures and Project Selection Criteria
- Attachment B – Regional Active Transportation Program of Projects

This resolution was amended by Commission Action on October 28, 2015 to include Attachment B, the Regional Active Transportation Program of Projects.

Further discussion of these actions is contained in the Summary Sheet to the MTC Programming and Allocations Committee dated February 11, 2015 and October 14, 2015.

Date: February 25, 2015
W.I.: 1515
Referred by: PAC

RE: Adoption of Regional Active Transportation Program (ATP)
Cycle 2 Guidelines and Program of Projects

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4172

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 and periodically revises, pursuant to Government Code Sections 66508 and 65080, a Regional Transportation Plan (RTP); 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/Regional Transportation Planning Agency (RTPA) of the San Francisco Bay Area for the programming of projects (regional federal funds); and

WHEREAS, the California State Legislature passed and the Governor signed into law Senate Bill 99 (Chapter 359, Statutes 2013) and Assembly Bill 101 (Chapter 354, Statutes 2013), establishing the Active Transportation Program (ATP); and

WHEREAS, MTC adopts, pursuant to Streets and Highways Code Section 2381(a)(1), an Active Transportation Program of Projects using a competitive process consistent with guidelines adopted by the California Transportation Commission (CTC) pursuant to Streets and Highways Code Section 2382(a), that is submitted to the CTC and the California Department of Transportation (Caltrans); and

WHEREAS, MTC has developed, in cooperation with CTC, Caltrans, operators of publicly owned mass transportation services, congestion management agencies, countywide

transportation planning agencies, and local governments, guidelines to be used in the development of the ATP; and

WHEREAS, a multi-disciplinary advisory group evaluates and recommends candidate ATP projects for MTC inclusion in the Active Transportation Program of Projects; and

WHEREAS, the ATP is subject to public review and comment; now, therefore, be it

RESOLVED, that MTC approves the guidelines to be used in the evaluation of candidate projects for inclusion in the ATP, as set forth in Attachment A of this resolution, and be it further

RESOLVED, that MTC approves the Active Transportation Program of Projects, as set forth in Attachment B of this resolution, and be it further

RESOLVED that the Executive Director or designee can make technical adjustments and other non-substantial revisions; 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 CTC, Caltrans, and to such other agencies as may be 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.

Attachment B
Metropolitan Transportation Commission
2015 Active Transportation Program (ATP)
Cycle 2
FY 2016-17 through FY 2018-19
Regional ATP Cycle 2 List of Projects
October 2015

MTC Resolution No. 4172
Attachment B
Adopted: 02/25/15-C
Revised: 10/28/15-C

Regional ATP Cycle 2 Projects (in county order)

County	Implementing Agency	Project	Regional ATP
Alameda	Alameda Co PW	Castro Valley Elementary Safe Routes to School (PS&E)	\$250,000
Alameda	Alameda Co PW	Creekside MS Safe Routes to School	\$475,000
Alameda	Alameda Co PW	Stanton ES Safe Routes to School (PS&E/ROW)	\$300,000
Alameda	Oakland	Telegraph Ave Complete Streets	\$4,554,000
Contra Costa	San Pablo	Rumrill Blvd Complete Streets Improvements	\$4,310,000
Marin	Marin Transit	Novato Transit Facility: Ped Access & Safety Imps	\$1,286,000
Napa	Napa Co (NCTPA)	Napa Valley Vine Trail - St. Helena to Calistoga	\$6,106,000
San Francisco	San Francisco DPH	SF Safe Routes to School Non-Infrastructure	\$2,797,000
San Francisco	San Francisco DPW	Lombard St Vision Zero *Partially Funded*	\$1,854,000
Santa Clara	San Jose	Coyote Creek Trail: Mabury to Empire	\$5,256,000
Solano	Solano TA	SRTS Infrastructure & NI: Benicia, Rio Vista, Vallejo	\$3,067,000
TOTAL:			\$30,255,000

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Regional ATP Cycle 2 Contingency List (in descending score order)

County	Implementing Agency	Project	Regional ATP
San Francisco	San Francisco PW	Lombard St Vision Zero *Remaining Amount*	\$1,946,000
Alameda	ACTC	East Bay Greenway (PS&E)	\$4,125,000
Contra Costa	Contra Costa Co	Pacheco Blvd Sidewalk Gap Closure Ph III	\$759,000
San Francisco	SFMTA	SE SF Multi-Modal Safety Upgrades	\$10,164,000
Alameda	Piedmont	Pedestrian Safety & Bike Lane Implementation	\$3,062,000
Santa Clara	San Jose	ATP Safety and Behavior Change Campaign	\$889,000
Alameda	Alameda Co PW	Somerset Ave School Corridor SRTS (PS&E)	\$330,000
Contra Costa	Richmond	Goodrick Ave Bay Trail Gap Closure	\$1,271,000
Solano	Solano TA	Bay/Napa Vine Trail Gap Closure (Vallejo/Amer Cyn)	\$6,208,000
TOTAL:			\$28,754,000

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Metropolitan Transportation Commission

101 Eighth Street,
Joseph P. Bort MetroCenter
Oakland, CA

Legislation Details (With Text)

File #:	15-0898	Version:	1	Name:	
Type:	Report	Status:		Informational	
File created:	9/15/2015	In control:		Programming and Allocations Committee	
On agenda:	10/14/2015	Final action:			
Title:	Regional Measure 2 Operating Program Performance Update for FY2014-15.				
	FY 2014-15 Regional Measure 2 (RM2) Operating Performance Program Update for services that did not meet the RM2 performance standards.				

Sponsors:

Indexes:

Code sections:

Attachments: [4a_RM2 Operating Update.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

Regional Measure 2 Operating Program Performance Update for FY2014-15.

FY 2014-15 Regional Measure 2 (RM2) Operating Performance Program Update for services that did not meet the RM2 performance standards.

Presenter:

Theresa Romell

Recommended Action:

Information

Metropolitan Transportation Commission Programming and Allocations Committee

October 14, 2015

Item Number 4a

Regional Measure 2 Operating Performance Report for FY2014-15

Subject: FY 2014-15 Regional Measure 2 (RM2) Operating Performance Report for services that did not meet the RM2 performance standards.

Background: RM2 provides operating support for certain transit services; these are subject to performance standards and are assessed annually. This item presents the results of the performance review for FY2014-15.

Of the thirty-five RM2 funded routes, there were four routes that did not meet the performance standards as required by the close of FY2014-15, as summarized below:

Agency	Required Farebox Ratio	2012-13 (audited)	2013-14 (audited)	2014-15 (audited)	Year Required	Service Productivity
All-Day						
LAVTA The Rapid	20%	12.8%	15.8%	14.1%	FY2013-14	↔
Peak						
AC Transit - Dumbarton DB1	30%	21.9%	24.0%	26.9%	FY2014-15	↑
Fairfield/Suisun -Transit Route 40	30%	29.7%	30.9%	27.8%	FY2007-08	↔
WETA - South San Francisco Ferry	40%	10.3%	17.3%	20.6%	FY2014-15	↑

LAVTA's Rapid service has increased passengers and improved passenger productivity, but it did not meet the farebox recovery standard of 20 percent for all-day service operations. In FY 2014-15, it achieved a farebox recovery of 14.1 percent. In September 2014, the LAVTA Board approved a scope of work for a Comprehensive Operational Analysis (COA), and recommendations are scheduled to be adopted by the Board in February of 2016. The COA is expected to include recommendations related to the Rapid including a possible realignment or adjustment in service. Funding for this service has been suspended pending Board approval of the COA. Prior to the funding suspension, the Rapid received \$580,000 in RM2 operating funds per year.

AC Transit's Dumbarton Express Route DB1 has continued to increase passengers, but did not meet the farebox recovery standard; it achieved a farebox recovery of 26.9 percent. AC Transit has requested to:

- Convert to all-day service: ridership patterns demonstrate a compelling case for all day service with most passengers taking the last morning trip and the first afternoon trip. AC Transit believes these passengers are shift workers and VA hospital patients and that there is latent demand for midday trips. Shifting to all-day service would also mean a reduced farebox recovery requirement of 20% rather than the 30% the route is subject to now.
- Increase Eco-pass revenue: Dumbarton Express Bridge Consortium partner SCVTA has agreed to increase their contribution per rider from \$1.50 to \$2.10 at their September 2 meeting. This should have the effect of boosting farebox revenue.

- Conduct additional marketing.
- Complete planning study: AC Transit is re-applying for Caltrans funding and also applied for funding from Alameda County Transportation Commission to conduct service planning to see if changes to schedule or routes might be beneficial.

FAST Route 40 achieved a 27.8 percent farebox recovery and passenger productivity for the route remains stable. The route met the farebox standard in prior fiscal years. Solano Transportation Authority coordinates intercity Express Bus service with its operators and is completing an operational analysis of service in the county. FAST Route 40 is part of a comprehensive restructuring of intercity service that will begin to be implemented in this fiscal year. MTC will continue to monitor the process to ensure that the service meets performance standards.

Although WETA South San Francisco Ferry Service has experienced over 200 percent ridership growth, it is still only roughly halfway to meeting the farebox recovery rate of 40 percent. To meet the standard, WETA staff have proposed cutting costs by interlining service with the Alameda and Oakland ferry routes, and they continue to anticipate that growth of the Oyster Point Business Park will result in a need for transporting more workers to the area. WETA has also requested that additional time (up to ten years) be allowed for the service to achieve the farebox recovery standard. While the Commission has granted a brief (1-2 year) to help operators meet their performance standards, it has not granted an extension of such a duration in the past.

Staff will return in the spring with RM2 Operating Program recommendations for FY2016-17.

Issues: None

Recommendation: Information only.

Attachments: None



Metropolitan Transportation Commission

101 Eighth Street,
Joseph P. Bort MetroCenter
Oakland, CA

Legislation Details (With Text)

File #: 15-0900 **Version:** 1 **Name:**
Type: Report **Status:** Informational
File created: 9/15/2015 **In control:** Programming and Allocations Committee
On agenda: 10/14/2015 **Final action:**
Title: Overview of SPUR's Seamless Transit Report and Discussion of Regional Activity on Key Recommendations.

Review of SPUR's key findings in the context of planning and operational efforts underway by MTC. Staff seeks Committee direction on the next steps with respect to regional transit mapping, and better integration of transit service including the Transbay Corridor to relieve overcrowding.

Sponsors:

Indexes:

Code sections:

Attachments: [4b_Seamless Transit Overview Revised-10-14-15.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

Overview of SPUR's Seamless Transit Report and Discussion of Regional Activity on Key Recommendations.

Review of SPUR's key findings in the context of planning and operational efforts underway by MTC. Staff seeks Committee direction on the next steps with respect to regional transit mapping, and better integration of transit service including the Transbay Corridor to relieve overcrowding.

Presenter:

Alix Bockelman

Recommended Action:

Information

Metropolitan Transportation Commission Programming and Allocations Committee

October 14, 2015

Agenda Item 4b

Subject: Overview of San Francisco Planning & Urban Research Association (SPUR) report, “Seamless Transit,” and Discussion of Regional Activity on Key Recommendations.

Background: Several reports gaining national press coverage over the last year have shone a spotlight on the Bay Area’s public transportation system. In October 2014, the Eno Center for Transportation published, “Getting to the Route of It: The Role of Governance in Regional Transit.” The report surveyed six of the nation’s major metro areas to explore how different regional governance structures “help foster—or hinder—the ability of different transit systems to deliver improved service, mobility, and innovation.” This was followed by “Seamless Transit,” a detailed critique of the Bay Area’s public transit system by the San Francisco Planning & Urban Research Association (SPUR) in April 2015. Whereas the Eno Center Report focused on transit agency consolidation as a key step to a better transit system, the SPUR report emphasized customer-focused strategies that improve the transit experience in order to attract more riders.

A key theme of both reports is the importance of focusing on the *customer* when attempting to improve regional transit. Often, reforms that would improve the experience of the transit rider face obstacles resulting from a concern that the changes would negatively affect an individual operator’s budget or service objectives.

Focusing this item on the SPUR report acknowledges the Bay Area’s transit system for what it is — one of the most robust systems in the nation, but one that is institutionally complex and not easy to maneuver. In “Seamless Transit,” those issues are analyzed and accompanied by corresponding high-level strategies to address them.

As you know, the Commission led a significant analytical and policy effort known on the Transit Sustainability Project (TSP) which concluded in 2012. The TSP led to the creation of new efficiency standards and parallel investment programs for the region’s major transit operators.

The purpose of this agenda item is to provide a forum to discuss the SPUR report in the context of work done to date (such as the TSP) and seek feedback from the commission on next steps. Rather than providing a detailed summary of the report’s findings, we focus on the proposed solutions and provide an update on regional work conducted to date, currently underway and/or planned.

Key Findings:

“Seamless Transit” lists five barriers that stand in the way of a truly seamless regional transit system in the Bay Area:

1. Poor information about how to make a multi-operator trip
2. Difficult transfers between operators
3. Financial penalties for riders using more than one operator
4. Limitations on fare payment technology
5. Gaps in the region's transit network and duplicative services

The report recommends five strategies to tackle these barriers:

- Strategy 1: Help travelers understand the value of the transit system and how to use it
- Strategy 2: Standardize fares and develop passes that encourage the use of the region's entire transit system
- Strategy 3: Develop transit hubs that make transferring easy
- Strategy 4: Use an integrated approach to transit network design
- Strategy 5: Use institutional practices to promote integration

The report contains a "Plan of Action" that recommends 19 specific steps that should be taken to help implement each of these strategies, along with the entity/entities that should be involved in that work, as shown in Attachment 1. Note that MTC is listed in all but two of the steps, underscoring SPUR's recommendation that MTC play a central role in this effort.

Next Steps:

Staff seeks your feedback on focusing our efforts on Strategies 1 through 4 as outlined in Attachment 2:

1. Improving transit maps, including developing a better regional transit map;
2. Transit fare integrations; including technical improvements in Clipper[®] 2.0;
3. Improving hub design to facilitate transfer between transit and access to adjacent neighborhoods; and
4. Integrated approach to transit network design; working collaboratively with BART, AC Transit and WETA on near-term improvements in transit service in the transbay corridor.

For Strategy 5, MTC will continue to support local efforts, consistent with the Transit Sustainability Project recommendations.

As this action plan relies on the cooperation and active collaboration of the Bay Area's transit operators for success, a positive result could well show that "Seamless Transit" is possible regardless of the number of transit operators.

Staff could also convene a Commission workshop on this topic featuring interaction with transit agency board members and general managers in order to further explore these issues, actions to date, and future opportunities. We seek your direction on that idea as well.

Issues: None.

Recommendation: None. Information and discussion only.

Attachments: **Attachment 1:** SPUR's Seamless Transit "Action Plan"
Attachment 2: Matrix detailing MTC planning and implementation experience with issues raised in "Seamless Transit."
Attachment 3: Presentation

Plan of action

		Metropolitan Transportation Commission	Transit Operators	Congestion Management Agencies	California State Transportation Authority	Cities	Civic Leaders and Organizations	Bay Area Toll Authority	Bay Area Bike Share	Large Institutions and Employers	Academic Institutions
Strategy 1: Help travelers understand the value of the region's transit system and how to use it	Recommendation 1: Develop marketing for the regional transit system	✓	✓								
	Recommendation 2: Provide clear, consistent and ample transit information across the region	✓	✓			✓					
	Recommendation 3: Develop great regional transit maps	✓	✓								
	Recommendation 4: Support third-party providers of transit information and tools	✓	✓								
Strategy 2: Standardize fares and develop passes that encourage use of the region's entire transit system	Recommendation 5: Develop regional, integrated fare products	✓	✓				✓			✓	
	Recommendation 6: Develop a regional fund to facilitate new regional fare products, and adopt a revenue-sharing agreement	✓			✓						
	Recommendation 7: Use a consistent fare-setting schedule that favors regional coordination		✓								
	Recommendation 8: Encourage variable pricing and develop a means-based fare payment program at the regional level	✓									
Strategy 3: Develop transit hubs that make transferring easy	Recommendation 9: Ensure that regional transit fare payment is convenient and reliable	✓	✓		✓			✓	✓		
	Recommendation 10: Design great transit hubs, and plan for riders to make seamless transfers	✓	✓	✓		✓	✓				
	Recommendation 11: Integrate transit hubs into neighborhoods, and improve hub access	✓	✓	✓		✓					
Strategy 4: Use an integrated approach to transit network design	Recommendation 12: Identify a high-frequency, high-capacity core regional transit network, and set performance goals for it	✓	✓	✓		✓	✓				
	Recommendation 13: Respond to cross-county demand for bus transit	✓	✓	✓				✓			
	Recommendation 14: Integrate short-range planning for transit services, especially where operators share a market or service area		✓	✓							
	Recommendation 15: Use the regional transportation funding process to encourage the development of a cohesive regional network	✓		✓							
Strategy 5: Use institutional practices to promote integration	Recommendation 16: Incentivize system consolidations when they benefit customers	✓		✓	✓		✓				
	Recommendation 17: Evaluate long-term governance choices	✓			✓		✓				
	Recommendation 18: Facilitate dialogue among regional transit operators	✓	✓	✓			✓				
	Recommendation 19: Grow new capacity to address the regional transit experience	✓	✓	✓			✓				✓

Attachment 2

Matrix comparing SPUR Report Recommendations with MTC Projects Completed, Underway or Planned

SPUR Report (2015)		MTC Efforts		
		Planning Documents	Activities to Date	Options for Future
Strategy 1	Help travelers understand the value of the transit system and how to use it	<i>MTC Transit Connectivity Report</i> (2005) <i>MTC Transit Connectivity Plan</i> (2006)	Resolution 3866, Adopted 2008 <ul style="list-style-type: none"> • Hub Signage Program • 511 Traveler Information real time transit info and collaboration with private sector on sharing info with other providers, such as Google, etc. 	<ul style="list-style-type: none"> • Support a Mapping Design Competition to develop consistent mapping at the regional, operator, and hub level.
Strategy 2	Standardize fares and develop passes that encourage the use of the region's entire transit system	<i>Integrated Fare Study</i> (2008) — TransLink® Management Group <i>Pricing Analysis: Fare Structure Barriers to Transit Ridership</i> (2012) — CH2MHill for MTC as part of the Transit Sustainability Project <i>Inner East Bay Fare Pilot Study</i> — MTC (currently underway) <i>Means Based Transit Fare Study</i> — MTC (currently underway)	<ul style="list-style-type: none"> • Clipper cards now in use on 13 Bay area transit operators. • Operators in Marin, Sonoma and Solano counties are included in Phase 3 Implementation underway. • In advance of Clipper 2.0 implementation, operators have agreed to standardize youth and senior eligibility and set a standard transfer discount. 	<ul style="list-style-type: none"> • Hold workshop to explore whether or not to pursue a regional fare structure or product in advance of migrating to Clipper 2.0. • Key questions to be answered include the goals of a regional fare product(s), the time frame, the cost, and potential funding sources to offset lower fares.

Attachment 2

Matrix comparing SPUR Report Recommendations with MTC Projects Completed, Underway or Planned

SPUR Report (2015)		MTC Efforts		
		Planning Documents	Implementation	Recommendation
Strategy 3	Develop transit hubs that make transferring easy	<i>MTC Transit Connectivity Plan</i> (2006)	Wayfinding and hub signage improvements made at all regional transit hubs.	Consider collaborative hub design requirements to provide transit users with direct and safe path of travel between transit services within the hub and to adjacent neighborhoods. Complete previously identified projects, both existing and planned, that support transit user access and transfers.
Strategy 4	Use an integrated approach to transit network design	Core Capacity Transit Study (underway) Inner East Bay Comprehensive Operational Analysis (2013) Private Sector Shuttle census (underway) Marin-Sonoma bus service study (underway)	<ul style="list-style-type: none"> • Short-range transit plans in both Solano and Sonoma Counties have focused on coordinated service between multiple transit operators. • MTC completed phase 1 of Tri-City/Tri-Valley study. • Paratransit service in Solano County is being coordinated 	Develop a transbay transit crowding relief strategy with AC Transit, BART and WETA in the immediate future.

Attachment 2**Matrix comparing SPUR Report Recommendations with MTC Projects Completed, Underway or Planned**

SPUR Report (2015)		MTC Efforts		
		Planning Documents	Implementation	Recommendation
Strategy 5	Use institutional practices to promote integration	Transit Sustainability Project (2012) <ul style="list-style-type: none">• Recommended pursuit of functional and institutional consolidation, particularly in Marin and Solano Counties.	<ul style="list-style-type: none">• MTC Adoption of TSP Recommendations, Resolution 4060, Updated 2013• Merger of ferry services under WETA.• Vallejo/Benicia consolidation completed (Soltrans).• Joint procurements especially for vehicles are common among operators.• MTC is coordinating and updating the regional capital transit assets inventory for all operators.	Continue to support institutional consolidation where it makes sense consistent with MTC Resolution No. 4060 (TSP).



MTC Review of SPUR's “*Seamless Transit*” Report

Background and Options



Alix Bockelman
MTC Deputy Executive Director, Policy
MTC Programming & Allocations Committee
October 14, 2015

What's Wrong with Bay Area Transit?

The SPUR report is aimed at identifying barriers to increased transit ridership.

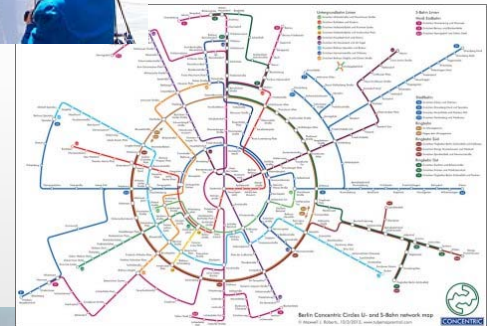
It makes five key findings:

1. Poor information regarding multi-operator trips
2. Difficult transfers between operators
3. Financial penalties for using more than one operator
4. Fare payment technology limitations
5. Gaps in network *and* duplicative services



SPUR Report's Proposed Strategies

1. Help travelers understand how to use system (i.e. better branding, maps and wayfinding)
2. Standardize fares and develop regional passes
3. Develop transit hubs that make transferring easy
4. Use an integrated approach to transit network design
5. Use institutional practices to promote integration



Where's the Map?

The Bay Area's Transit System is Confusing!

- We lack a comprehensive regional transit map to help riders figure out how to get from A to B on different systems.
- Related Work (completed & underway):
 - MTC Transit Connectivity Report & Plan (2005, 2006)
 - MTC Transit Coordination Implementation Plan (updated March 2015)
 - Regional Hub Signage Program, 511 Transit Info (ongoing)
- Options:
 - Partner with the Silicon Valley Community Fund, which wants to provide a cash prize for the best regional transit map.
 - Go digital – plan and fund customizable digital displays.
 - Support standardizing the design of map styles across operators (in stations and for web & mobile devices).



Develop Fare Products that Encourage Ridership

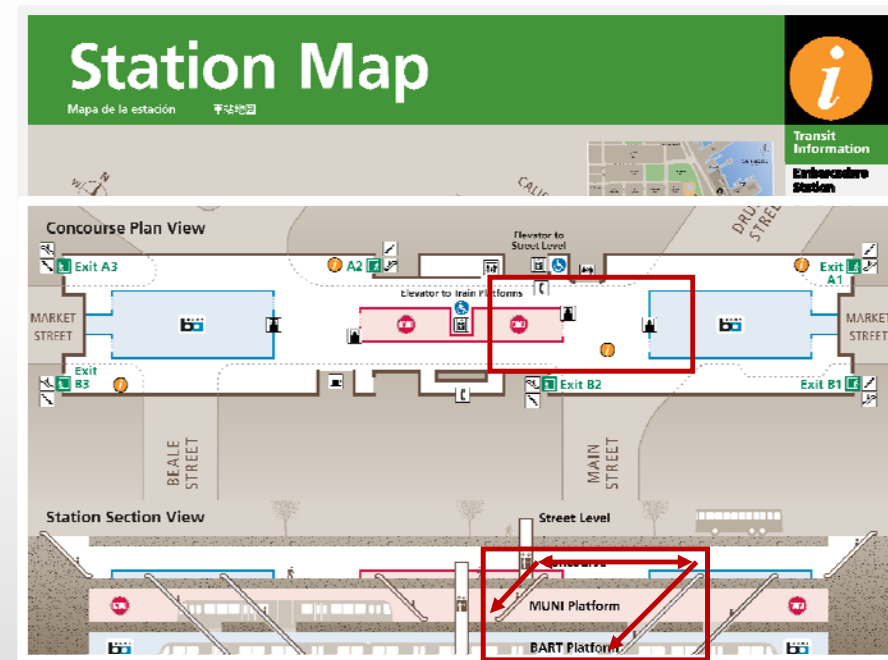
- Clipper has made riding the 13 participating operators easy for those using e-cash.
- But there is no regional transit pass that encourages and financially rewards the frequent multiple-operator rider.
- **Related Work (completed & underway):**
 - Integrated Fare Study (2008)
 - Pricing Analysis: Fare Structure Barriers to Transit Ridership (2012)
 - For Clipper 2.0, agreement by Clipper operators to standardize youth and senior eligibility for discounts
- **Options:**
 - Review regional fare policy options as part of transition to Clipper 2.0
 - Implement recommendations of Regional Means-Based Transit Fare Pricing Study and Inner East Bay Fare Pilot Study (both underway).



Design Better Regional Transit Hubs

Many “transit hubs” don’t work well. Transfers are cumbersome, requiring long walks, up and down stairs, etc.

- Options:
 - Require hub design requirements focused on providing users a direct path of travel between transit services and adjacent neighborhoods.
 - Prioritize funding for projects that maximize convenience of transfers, including direct pedestrian connections between systems.



Integrated Transit Service Planning

- Operator-specific service planning doesn't always serve the public with the fastest and most convenient routes.
- Overlapping service areas that don't interact can lead to inefficient use of resources.
- **Related Work (completed & underway):**
 - Inner East Bay Comprehensive Operational Analysis
 - The Core Capacity Transit Study
 - Marin-Sonoma bus service study
- **Option:**
 - Use integrated service approach to provide near-term relief to transbay crowding



Institutional Integration

Consider integrating transit operations in order to deploy better, more integrated, regional transit service



- **Related Work** (completed & underway):
 - Transit Sustainability Project (2012) recommended pursuit of functional and institutional consolidation, especially in Marin and Solano Counties
 - Merger of Alameda/Oakland and Vallejo ferry services under WETA
 - Merger of Vallejo and Benicia bus service under Soltrans
- **Option:**
 - Support institutional consolidation where it makes sense, consistent with Transit Sustainability Implementation Plan (MTC Resolution 4060)



What's Next?

Staff seeks Commission feedback

- Is addressing concerns raised by “Seamless Transit” an MTC priority?
- Which strategies should we focus on?
- A workshop could provide more opportunity to explore issues in depth.