



# Metropolitan Transportation Commission

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

## Meeting Agenda

### Metropolitan Transportation Commission

*Dave Cortese, Chair Jake Mackenzie, Vice Chair*

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Wednesday, December 16, 2015

1:40 PM

Lawrence D. Dahms Auditorium

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**Note to the reader: Recommendations for items on this agenda may change due to actions taken by Committees after distribution of this packet. Any updated information will be provided at the Commission meeting.**

This meeting is scheduled to be audiocast live on the Metropolitan Transportation Commission's Website: [www.mtc.ca.gov](http://www.mtc.ca.gov)

#### Call Meeting to Order

#### 1. Roll Call / Confirm Quorum

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

#### 2. Chair's Report – Cortese

- 2a. [15-1123](#) Appointments to the Mega-Region Working Group.

Action: Commission Approval

- 2b. [15-1124](#) Addition of a second regular Planning Committee meeting on the 4th Friday of each month for the period from January 2016 to June 2016.

Action: Commission Approval

- 2c. [15-1117](#) MTC/ABAG Merger Study and Merger Implementation Plan (MIP)  
Contract: Management Partners (\$275,000).

Authorize the Executive Director or his designated representative, with concurrence from the ABAG Executive Director or his designated representative, to negotiate and enter into a consulting contract with Management Partners in an amount not to exceed \$275,000, with all costs to be shared equally by ABAG and MTC, to conduct the MTC/ABAG Merger Study and MIP.

Action: Commission Approval

Attachments: [2c MTC-ABAG Merger Study and MIP Contract](#)

- 2d. [15-1099](#) MTC Resolution No. 4207 - Resolution of Appreciation to Ying Cai on the Occasion of her Retirement from MTC after 27 years of service.

Action: Commission Approval

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

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

**5. Commissioner Comments**

**6. Consent Calendar:**

6a. [15-1093](#) Minutes - November 18, 2015.

Action: Commission Approval

Attachments: [6 November 18, 2015 Commission Minutes](#)

***Programming and Allocations Committee***

6b. [15-0976](#) MTC Resolution No. 3667, Revised. Allocation of \$13.5 million in Regional Measure 2 (RM2) Capital funds for right-of-way and construction on the BART Warm Springs Extension project; rescission of \$11.4 million in earlier-phase construction funds from the same project.

Action: Commission Approval

Attachments: [6b-PAC Reso-3667 RM2 BART Warm Springs](#)  
[2b\\_Reso-3667\\_RM2\\_BART\\_Warm\\_Springs.pdf](#)

6c. [15-1064](#) MTC Resolution Nos. 4186, Revised, 4187, Revised and 4188, Revised. Transit Operating Allocations to Golden Gate Transit and BART.

Action: Commission Approval

Attachments: [6c-PAC Reso-4186-4187-4188 GGT and BART](#)  
[2f\\_Reso-4186-4187-4188\\_GGT\\_and\\_BART.pdf](#)

6d. [15-1108](#) MTC Resolution No. 3649, Revised. Allocation of \$750,000 in Regional Measure 2 (RM2) Capital funds for the construction phase of the Central Marin Ferry Connection Multi-use Pathway project.

Action: Commission Approval

Attachments: [6d-PAC Reso-3649\\_RM2\\_TAM](#)  
[2g\\_Reso-3649\\_RM2\\_TAM.pdf](#)

### **Administration Committee**

- 6e. [15-0911](#) MTC Resolution No. 3619, Revised - Recommended Revisions to Executive Director's Signature Authority.
- Recommendation for approval to authorize the Executive Director and a designated Deputy Executive Director to sign contracts and contract amendments totaling \$200,000 without referral to a standing Committee of the Commission and to execute emergency contracts up to \$1,000,000.
- Action:** Commission Approval
- Attachments:** [6e Handout Res. 3619](#)  
[6e-Admin\\_Reso-3619\\_ED\\_Signature\\_Revision.v2](#)  
[2h Reso-3619 ED Signature Revision.pdf](#)

### **Committee Reports**

#### **7. Programming and Allocations Committee – Wiener**

- 7a. [15-1043](#) MTC Resolution No. 4208, Revised. Adoption of the 2016 Regional Transportation Improvement Program (RTIP).
- Recommendation to adopt the 2016 RTIP Program of Projects, and transmittal of the 2016 RTIP to the California Transportation Commission for inclusion in the 2016 State Transportation Improvement Program (STIP).
- Action:** Commission Approval
- Attachments:** [7a-PAC Reso-4208 RTIP](#)  
[3 Reso-4208 RTIP.pdf](#)
- 7b. [15-1044](#) MTC Resolution No. 4035, Revised. Recommendation of Parking Management and Transportation Demand Management (TDM) projects for the One Bay Area Grant Program (OBAG 1) Climate Initiatives.
- As part of the Climate Initiatives Program, staff will provide recommendations for \$6 million of CMAQ funds for parking management and transportation demand management projects.
- Action:** Commission Approval
- Attachments:** [7b-PAC Reso-4035-Pking TDM Grant Recommend v3](#)  
[4 Reso-4035-Pking TDM Grant Recommend.pdf](#)

#### **Legislation Committee - Aguirre**

8. [15-1066](#) 2016 Final Advocacy Program

- The final version of state and federal legislative priorities for 2016.
- Action:** Commission Approval
- Attachments:** [8 2016 Final Advocacy Program](#)  
[3a\\_Final 2016 Advocacy Program.pdf](#)

## Planning Committee - Sperring

9. [15-1055](#) MTC Resolution No. 4209 - Mega-Region Planning and Collaboration.
- Given that many transportation, labor, housing, land use, economic and other system boundaries extend beyond the nine-county Bay Area, staff recommends establishing a Mega-Region Working Group to include MTC, San Joaquin Council of Governments, and the Sacramento Council of Governments. The Mega-Regional Working Group would include two to four Board members and senior staff from each MPO and meet at least three times each year to identify issues of common interest and recommend joint activities for consideration by the three governing boards.
- Action:** Commission Approval
- Attachments:** [9 Pln.Reso-4209 Mega-Region Planning and Collaboration](#)  
[3a Mega-Region Planning and Collaboration - MTC Resolution No. 4209.pdf](#)

## 10. Public Comment / Other Business

## 11. Adjournment / Next Meeting

**The next meeting of the Commission will be held on January 27, 2016, at 9:35 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 Commission meetings by completing a request-to-speak card (available from staff) and passing it to the Commission secretary. Public comment may be limited by any of the procedures set forth in Section 3.09 of MTC's Procedures Manual (Resolution No. 1058, Revised) if, in the chair's judgment, it is necessary to maintain the orderly flow of business.

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

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

**Accessibility and Title VI:** MTC provides services/accommodations upon request to persons with disabilities and individuals who are limited-English proficient who wish to address Commission matters. For accommodations or translations assistance, please call 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 Título VI:** La MTC puede proveer asistencia/facilitar la comunicación a las personas discapacitadas y los individuos con conocimiento limitado del inglés quienes quieran dirigirse a la Comisión. Para solicitar asistencia, por favor llame al número 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.

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

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



# Metropolitan Transportation Commission

101 Eighth Street,  
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Oakland, CA

## Legislation Details (With Text)

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**File #:** 15-1123      **Version:** 1      **Name:**  
**Type:** Report      **Status:** Commission Approval  
**File created:** 12/9/2015      **In control:** Metropolitan Transportation Commission  
**On agenda:** 12/16/2015      **Final action:** 12/16/2015  
**Title:** Appointments to the Mega-Region Working Group.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:**

Date	Ver.	Action By	Action	Result
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Appointments to the Mega-Region Working Group.  
Commission Approval



# Metropolitan Transportation Commission

101 Eighth Street,  
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Oakland, CA

## Legislation Details (With Text)

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**File #:** 15-1124      **Version:** 1      **Name:**

**Type:** Report      **Status:** Commission Approval

**File created:** 12/9/2015      **In control:** Metropolitan Transportation Commission

**On agenda:** 12/16/2015      **Final action:** 12/16/2015

**Title:** Addition of a second regular Planning Committee meeting on the 4th Friday of each month for the period from January 2016 to June 2016.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:**

Date	Ver.	Action By	Action	Result
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Addition of a second regular Planning Committee meeting on the 4th Friday of each month for the period from January 2016 to June 2016.

Commission Approval



# Metropolitan Transportation Commission

101 Eighth Street,  
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## Legislation Details (With Text)

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**File #:** 15-1117      **Version:** 1      **Name:**  
**Type:** Contract      **Status:** Commission Approval  
**File created:** 12/9/2015      **In control:** Metropolitan Transportation Commission  
**On agenda:** 12/16/2015      **Final action:**  
**Title:** MTC/ABAG Merger Study and Merger Implementation Plan (MIP) Contract: Management Partners (\$275,000).

Authorize the Executive Director or his designated representative, with concurrence from the ABAG Executive Director or his designated representative, to negotiate and enter into a consulting contract with Management Partners in an amount not to exceed \$275,000, with all costs to be shared equally by ABAG and MTC, to conduct the MTC/ABAG Merger Study and MIP.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [2c\\_MTC-ABAG Merger Study and MIP Contract](#)

Date	Ver.	Action By	Action	Result
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MTC/ABAG Merger Study and Merger Implementation Plan (MIP) Contract: Management Partners (\$275,000).

Authorize the Executive Director or his designated representative, with concurrence from the ABAG Executive Director or his designated representative, to negotiate and enter into a consulting contract with Management Partners in an amount not to exceed \$275,000, with all costs to be shared equally by ABAG and MTC, to conduct the MTC/ABAG Merger Study and MIP.

Commission Approval





TO: Special Joint MTC Planning Committee with the  
ABAG Administrative Committee

DATE: December 9, 2015

FR: MTC Chair and ABAG President

RE: Concurrence in the Recommendation for Management Partners to be retained under MTC / ABAG  
Merger Study Contract (\$275,000)

This memorandum requests the Joint Committee's concurrence in the evaluation panel's recommendation to select Management Partners for the contract to conduct the MTC/ABAG Merger Study and Merger Implementation Plan (MIP) in an amount not to exceed \$275,000, and to forward the recommendation to MTC for approval.

### **Background**

On October 28<sup>th</sup>, the MTC Commission and ABAG Administrative Committee approved resolutions calling for development of a merger study and MIP. Specifically, the resolutions both include the provision below:

*MTC and ABAG shall expedite the retention of a mutually acceptable consultant to conduct a jointly funded merger study and a merger implementation plan of MTC and ABAG to be completed by June 1, 2016. The study shall examine the policy, management, financial and legal issues associated with further integration, up to and including institutional merger between MTC and ABAG and shall set forth the specific plans benchmarks, and milestones for implementation. This plan shall be referred to as the proposed ABAG/MTC Merger Implementation Plan (MIP). The study and plan shall be governed by the joint MTC Planning and ABAG Administrative committees and be informed by the full participation of designated ABAG and MTC representatives through public meetings governed by the Brown Act.*

### **Procurement Process**

On November 5, 2015, MTC, with ABAG concurrence, issued a Request for Qualifications (RFQ) for consultant assistance in the above-described project. An email advertising the availability of the RFQ on MTC's website was sent to almost 1,200 individuals/firms. MTC received two Statements of Qualifications (SOQ) by the due date specified in the RFQ, which were evaluated by a panel of representatives from MTC and ABAG.

The evaluation criteria included: 1) Individual and team experience (60%); 2) Written communication skills based on proposal, and presentation and facilitation skills based on prior performance (20%); and 3) Cost effectiveness, including reasonableness of hourly rates and reasonableness and appropriateness of preliminary budget (20%). For individual and team experience, the RFQ emphasized project manager and team experience as it relates to the preliminary scope of work; past performance in projects of similar scope and complexity; work with public agency governing boards and in response to strategic direction from more than one agency/project manager; and demonstrated timely completion of prior work within budget.

The two SOQs - from Management Partners and Saxon-Hamilton - came in at or under the amount budgeted for the project. The panel interviewed both firms on December 4, 2015. After a thorough review of the SOQs and the interviews, the evaluation panel unanimously recommended the selection of the Management Partners team, based on the scores in the table below

Firm	Location	Overall Score Based on Evaluation Factors
Management Partners	San Jose, CA	92
Saxon-Hamilton	Oakland, CA	61

The evaluation panel determined the Management Partners' team to be most advantageous to MTC and ABAG based on the evaluation criteria stated in the RFQ, as follows: the project manager's and team's extensive experience working with public agencies on projects of similar scope and complexity and with strategic direction from one or more government boards; the quality of their written SOQ and communication skills through the interview process; and their cost-effectiveness.

Management Partners, a firm comprised of former local government leaders, has worked with jurisdictions around the country, including dozens in the Bay Area. It helped develop the successful 2010 merger plan for the Alameda County Congestion Management Agency (ACCMA) and the Alameda County Transportation Improvement Authority (ACTIA) and consulted on similar projects for the Port of Sacramento, the Port of Oakland and the cities of Las Vegas and North Las Vegas. It has also worked with the Sacramento Area Council of Governments (SACOG), which is both a Metropolitan Planning Organization and a Council of Governments.

Management Partners is neither a small business nor a disadvantaged business enterprise and currently has no subcontractors.

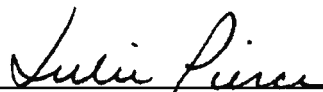
### Recommendation

We request that the Joint MTC Planning and ABAG Administrative Committee concur in the selection of Management Partners and request that:

1. the recommendation be forwarded to MTC at its December 16<sup>th</sup> meeting to authorize MTC's Executive Director or his designated representative, with concurrence from the ABAG Executive Director or his designated representative, to negotiate and enter into a consulting contract with Management Partners in an amount not to exceed \$275,000, with all costs to be shared equally by ABAG and MTC, to conduct the MTC/ABAG Merger Study and MIP.
2. the ABAG Administrative Committee authorize the ABAG Executive Director or his designated representative, to consult and concur with the MTC Executive Director or his designated representative, on the contract as outlined above, with all costs to be shared equally by ABAG and MTC, to conduct the MTC/ABAG Merger Study and MIP.



Dave Cortese



Julie Pierce

## REQUEST FOR COMMISSION APPROVAL

### Summary of Proposed Consultant Contract

Work Item No.: 1121

Contractor: Management Partners  
2107 North First Street, Suite 470  
San Jose, California

Work Project Title: MTC/ABAG Merger Study and Merger Implementation Plan

Purpose of Project: Conduct a MTC/ABAG Merger Study and Merger Implementation Plan

Brief Scope of Work: Perform a study to examine the policy, management, financial and legal issues associated with further integration of ABAG and MTC, up to and including institutional merger between MTC and ABAG.

Project Cost Not to Exceed: \$275,000

Funding Source: General Fund

Fiscal Impact: \$275,000 is included in MTC's FY 2015-16 Budget (The cost of this study will be shared equally with ABAG, so half of the cost will be reimbursed to MTC from ABAG).

Motion: That the Executive Director or his designee, with the concurrence from the ABAG Executive Director or his designated representative, is authorized to negotiate and enter into a contract with Management Partners to conduct the MTC/ABAG Merger Study and Merger Implementation Plan as described above and in the MTC Chair and ABAG President's memorandum to the Joint MTC Planning and ABAG Administrative Committee dated December 9, 2015, and the Chief Financial Officer to set aside funds in the amount of \$275,000 for such contract.

Commission: Approved: \_\_\_\_\_  
Dave Cortese

Approved: Date: December 16, 2015



# Metropolitan Transportation Commission

101 Eighth Street,  
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Oakland, CA

## Legislation Details (With Text)

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**File #:** 15-1099      **Version:** 1      **Name:**  
**Type:** Report      **Status:** Commission Approval  
**File created:** 11/19/2015      **In control:** Metropolitan Transportation Commission  
**On agenda:** 12/16/2015      **Final action:**  
**Title:** MTC Resolution No. 4207 - Resolution of Appreciation to Ying Cai on the Occasion of her Retirement from MTC after 27 years of service.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:**

Date	Ver.	Action By	Action	Result
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MTC Resolution No. 4207 - Resolution of Appreciation to Ying Cai on the Occasion of her Retirement from MTC after 27 years of service.

**Recommended Action:**  
Commission Approval



# Metropolitan Transportation Commission

101 Eighth Street,  
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Oakland, CA

## Legislation Details (With Text)

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**File #:** 15-1093      **Version:** 1      **Name:**

**Type:** Minutes      **Status:** Commission Consent

**File created:** 11/19/2015      **In control:** Metropolitan Transportation Commission

**On agenda:** 12/16/2015      **Final action:** 12/16/2015

**Title:** Minutes - November 18, 2015.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [6 November 18, 2015 Commission Minutes](#)

Date	Ver.	Action By	Action	Result
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Minutes - November 18, 2015.  
Commission Approval



# Metropolitan Transportation Commission Meeting Minutes

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

## Metropolitan Transportation Commission

*Dave Cortese, Chair Jake Mackenzie, Vice Chair*

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Wednesday, November 18, 2015

1:35 PM

Lawrence D. Dahms Auditorium

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### Call Meeting to Order

#### 1. Roll Call / Confirm Quorum

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

**Absent:** 2 - Commissioner Bates, and Commissioner Schaaf

Non Voting Members Present: Commissioner Giacomini and Commissioner Sartipi

Non Voting Member Absent: Commissioner Azumbrado

#### 2. Chair's Report – Cortese

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

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

#### 5. Commissioner Comments

#### 6. Consent Calendar:

**Upon the motion by Commissioner Aguirre and second by Vice Chair Mackenzie, the Consent Calendar was unanimously approved by the following vote:**

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

**Absent:** 2 - Bates and Schaaf

6a. [15-1024](#) Minutes - October 28, 2015.

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

- 6b. [15-0980](#) MTC Resolution No. 4035, Revised. Revision to the first round of the Surface Transportation Program/Congestion Mitigation and Air Quality Improvement (STP/CMAQ) One Bay Area Grant program (OBAG 1) to add \$2.35 million to the Safe Routes to School (SRTS) Program.  
**Action:** Commission Approval
- 6c. [15-0977](#) MTC Resolution No. 4175, Revised. 2015 Transportation Improvement Program (TIP) Amendment 2015-21.  
**Action:** Commission Approval
- 6d. [15-0978](#) MTC Resolution No. 4187, Revised. Allocate \$1.2 million in FY 2015-16 Transportation Development Act (TDA) funds to Petaluma Transit in support of transit operations.  
**Action:** Commission Approval
- 6e. [15-0981](#) MTC Resolution No. 4205. Transportation Development Act (TDA) Triennial Audit report and approval of the 2015 Productivity Improvement Program (PIP).  
**Action:** Commission Approval
- 6f. [15-0979](#) MTC Resolution No. 4206. Allocation of \$12 million in Regional Measure 2 (RM2) Capital funds to the Water Emergency Transportation Authority for the purchase of vessels for the Richmond ferry service.  
**Action:** Commission Approval

## **Committee Reports**

### **7. Administration Committee - Tissier**

- 7a. [15-0973](#) MTC Resolution No. 4183, Revised. FY 2015-16 Overall Work Program (OWP) Amendment.
- Approval of amendments to the FY 2015-16 OWP to include \$2.7 million in carry-over federal planning funds from FY 2014-15 and a reduction in Federal Highway Administration and Federal Transit Administration Planning funds of \$195,196.
- Action:** Commission Approval
- Upon the motion by Commissioner Tissier and second by Commissioner Aguirre, the Commission unanimously adopted Resolution No. 4183, Revised. The motion carried by the following vote:**
- Aye:** 16 - Cortese, Mackenzie, Aguirre, Baker, Campos, Glover, Haggerty, Halsted, Kinsey, Liccardo, Luce, Pierce, Rein Worth, Spering, Tissier and Wiener
- Absent:** 2 - Bates and Schaaf

- 7b. [15-1025](#) MTC Resolution No. 4181, Revised. FY 2015-16 MTC Agency Budget Amendment.

Approval of the amended FY 2015-16 MTC Agency Budget to reflect the changes in Agenda Item 7a and the addition of an MTC/ABAG merger study.

**Action:** Commission Approval

**Upon the motion by Commissioner Tissier and second by Commissioner Rein Worth, the Commission unanimously adopted Resolution No. 4181, Revised. The motion carried by the following vote:**

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

**Absent:** 2 - Bates and Schaaf

### Programming and Allocations Committee – Wiener

8. [15-1070](#) MTC Resolution No. 4202. Proposal for second round of the One Bay Area Grant Program.

Proposed Project Selection Criteria and Programming Policy for the second round of the One Bay Area Grant Program (OBAG 2) for the Surface Transportation Program / Congestion Mitigation and Air Quality Improvement (STP/CMAQ) funds covering FY2017-18 through FY2021-22.

**Action:** Commission Approval

The following individuals spoke on this item:

David Zisser, Public Advocates

Matt Vander Sluis, Greenbelt Alliance

Peter Cohen, Council of Community Housing

Louise Averhahn, Working Partnerships

Pat Ecklund, City of Novato

Yamelith Aguilar, Rails to Trails Conservancy

Bob Allen, Urban Habitat

Belen Seara, San Mateo County Union Community Alliance

Tim Frank, Center for Sustainable Neighborhoods

**Commissioner Wiener moved and Commissioner Campos seconded a motion to adopt Resolution No. 4202 with option #1 as stipulated with a cap. Commissioner Rein Worth offered a substitute motion, seconded by Commissioner Spering for the Commission to adopt Resolution No. 4202 with option #2a as stipulated with a cap. The Commission adopted Resolution No. 4202 with option #2a with a cap. The motion carried by the following vote:**

**Aye:** 9 - Cortese, Glover, Haggerty, Kinsey, Luce, Pierce, Rein Worth, Spering and Tissier

**Nay:** 7 - Mackenzie, Aguirre, Baker, Campos, Halsted, Liccardo and Wiener



**Absent:** 2 - Bates and Schaaf

## Legislation Committee - Aguirre

9. [15-0925](#) AB x1-24 (Levine) Reconfiguration of MTC's Board

This bill would replace MTC's current 21-member board with a directly-elected board of an undetermined number of members and change MTC's name to the Bay Area Transportation Commission.

**Action:** Commission Approval

**Upon the motion by Commissioner Aguirre and second by Commissioner Spering, the Commission unanimously adopted an oppose position on AB x1-24 (Levine). The motion carried by the following vote:**

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

**Absent:** 2 - Bates and Schaaf

## Planning Committee - Spering

10. [15-1015](#) MTC Resolution No. 4204, Revised. Remaining Performance Targets.

Recommendation for performance targets not already adopted (adequate housing, displacement risk, jobs / wages, and goods movement).

**Action:** Commission Approval

The following individuals spoke on this item:

David Zisser, Public Advocates

Matt Vander Sluis, Greenbelt Alliance

Peter Cohen, Council of Community Housing

Louise Auerhahn, Working Partnerships

Belen Seara, San Mateo County Union Community Alliance

Bob Allen, Urban Habitat

Tim Frank, Center for Sustainable Neighborhoods

**Upon the motion by Commissioner Tissier and second by Commissioner Aguirre, the Commission unanimously adopted Resolution No. 4204, Revised with a change in the language for Equitable Access Goal, Performance Target #7 to read as follows: Do not increase the share of low- and moderate-income renter households in PDAs, TPAs, or high-opportunity areas that are at risk of displacement. The motion carried by the following vote:**

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

**Absent:** 2 - Bates and Schaaf

**11. Public Comment / Other Business**

**12. Adjournment / Next Meeting**

The Commission adjourned its meeting in memory of Mary King, former MTC Commissioner who passed away Sunday, November 15, 2015.

The next meeting of the Commission will be December 16, 2015, 1:35 p.m. in the Lawrence D. Dahms Auditorium, First Floor, 101 Eighth Street, Oakland, CA

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Dave Cortese, Chair



# Metropolitan Transportation Commission

101 Eighth Street,  
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## Legislation Details (With Text)

**File #:** 15-0976      **Version:** 1      **Name:**  
**Type:** Resolution      **Status:** Commission Approval  
**File created:** 10/8/2015      **In control:** Programming and Allocations Committee  
**On agenda:** 12/9/2015      **Final action:**  
**Title:** MTC Resolution No. 3667, Revised. Allocation of \$13.5 million in Regional Measure 2 (RM2) Capital funds for right-of-way and construction on the BART Warm Springs Extension project; rescission of \$11.4 million in earlier-phase construction funds from the same project.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [6b-PAC Reso-3667 RM2 BART Warm Springs](#)  
[2b Reso-3667 RM2 BART Warm Springs.pdf](#)

Date	Ver.	Action By	Action	Result
12/9/2015	1	Programming and Allocations Committee		

**Subject:**

MTC Resolution No. 3667, Revised. Allocation of \$13.5 million in Regional Measure 2 (RM2) Capital funds for right-of-way and construction on the BART Warm Springs Extension project; rescission of \$11.4 million in earlier-phase construction funds from the same project.

**Presenter:**

Craig Bosman

**Recommended Action:**

Commission Approval

# Metropolitan Transportation Commission Programming and Allocations Committee

December 9, 2015

## MTC Resolution No. 3667, Revised

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- Subject:** Allocation of \$13.5 million in Regional Measure 2 (RM2) Capital funds for right-of-way and construction on the BART Warm Springs Extension project; rescission of \$11.4 million in earlier-phase construction funds from the same project.
- Background:** Staff is proposing to rescind approximately \$11.4 million in savings from the Fremont Central Park Subway phase of the BART Warm Springs Extension project. These savings will be reallocated, along with approximately \$2.1 million in currently unallocated funds, to the Warm Springs project for the Line, Trackwork, Systems, and Station (LTSS) construction contract; construction management and related construction activities; and for remaining right-of-way costs. With this action, all \$176 million in RM2 funds available to the project will be allocated.
- System testing for the Warm Springs extension is now underway. Contract completion is forecast for early 2016, with revenue service to begin later in 2016.
- Issues:** This action is conditioned on BART obtaining approval from the California Transportation Commission to move the remaining \$1.6 million in state Traffic Congestion Relief Program (TCRP) funds from the right-of-way phase to the construction phase. Both the TCRP funds and the proposed RM2 funds are needed in order to fully fund the remaining project costs.
- Recommendation:** Refer MTC Resolution No. 3667, Revised to the Commission for approval.
- Attachments:** MTC Resolution No. 3667, Revised.

Date: December 15, 2004  
W.I.: 1255  
Referred by: PAC  
Revised: 02/25/09-C 07/22/09-C  
01/27/10-C 07/28/10-C  
07/27/11-C 02/26/14-DA  
12/16/15-C

### ABSTRACT

MTC Resolution No. 3667, Revised

This resolution approves the allocation of Regional Measure 2 funds for the BART Extension to Warm Springs Project sponsored and implemented by the San Francisco Bay Area Rapid Transit District.

This resolution includes the following attachments:

- Attachment A - Allocation Summary Sheet
- Attachment B - Project Specific Conditions for Allocation Approval
- Attachment C - MTC staff's review of San Francisco Bay Area Rapid Transit District's Initial Project Report (IPR) for this project
- Attachment D - RM2 Deliverable/Useable Segment Cash Flow Plan
- Attachment E - Synopsis of Terms for Funding Agreement

This resolution was revised on February 25, 2009 to allocate \$167 million towards the construction of the Fremont Central Park Subway element of the BART to Warm Springs Extension project.

This resolution was revised on July 22, 2009 to rescind \$29,093,000 from the prior allocation towards the construction of the Fremont Central Park Subway element owing to contract bid savings on the project.

This resolution was revised on January 27, 2010 to allocate \$10.31 million towards the early expenses including soft costs and some materials procurement costs (rail, fiber optic etc.) on the Line, Track, Station and Systems contract for the Warm Springs Extension project.

This resolution was revised on July 28, 2010 to allocate \$21.8 million towards the Line, Trackwork, Systems & Station (LTSS) construction and related activities for the Warm Springs Extension project.

This resolution was revised on July 27, 2011, to add conditions to Attachment E specifying principles for addressing any potential construction cost increases on the LTSS segment.

This resolution was revised on February 26, 2014 via Delegated Authority to rescind \$2,090,571 from the initial right-of-way phase allocation.

This resolution was revised on December 16, 2015 to rescind approximately \$11.4 million in savings from the Fremont Central Park Subway element and to allocate approximately \$13.5 million towards the LTSS construction and right-of-way activities for the Warm Springs Extension project.

Additional discussion of this allocation is contained in the Executive Director's memorandum to the MTC Programming and Allocations Committee dated December 8, 2004, February 11, 2009, July 8, 2009, January 13, 2010, July 14, 2010, July 13, 2011, and December 9, 2015.

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

Re: Approval of Allocation of Regional Measure 2 funds for the BART Extension to Warm Springs

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION No. 3667

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

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

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

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

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

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

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

WHEREAS, the San Francisco Bay Area Rapid Transit District has submitted a request for the allocation of RM 2 funds for the BART Extension to Warm Springs Project; and

WHEREAS, the BART Extension to Warm Springs Project is identified as capital project number 31 under RM 2 and is eligible to receive RM 2 funding as identified in Streets and Highways Code Sections 30914(c); and

WHEREAS, the San Francisco Bay Area Rapid Transit District has submitted an Initial Project Report (“IPR”), as required pursuant to Streets and Highway Code Section 30914(e), to MTC for review and approval; and

WHEREAS, Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length, lists the project and phase for which the San Francisco Bay Area Rapid Transit District is requesting RM2 funding and the reimbursement schedule and amount recommended for allocation by MTC staff; and

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

WHEREAS, Attachment C to this resolution, attached hereto and incorporated herein as though set forth at length, includes MTC staff’s review of the San Francisco Bay Area Rapid Transit District’s Initial Project Report (IPR) for this project; and

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

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

RESOLVED, that MTC approves MTC staff’s review of the San Francisco Bay Area Rapid Transit District’s IPR for this project as set forth in Attachment C; and be it further



RESOLVED, that MTC approves MTC staff's review of the San Francisco Bay Area Rapid Transit District's IPR for this project as set forth in Attachment C; and be it further

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

RESOLVED, that the allocation and reimbursement of RM2 funds as set forth in Attachment A are conditioned upon the San Francisco Bay Area Rapid Transit District's complying with the provisions of the Regional Measure 2 Regional Traffic Relief Plan Policy and Procedures as set forth in length in MTC Resolution 3636; and be it further

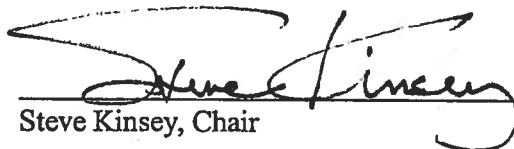
RESOLVED, that the allocation and reimbursement of RM2 funds are further conditioned upon the project specific conditions as set forth in Attachment B; and, be it further

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

RESOLVED, that reimbursement of RM2 funds as set forth in Attachment A is subject to the availability of RM2 funding; and be it further

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

METROPOLITAN TRANSPORTATION COMMISSION

  
Steve Kinsey, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at the regular meeting of the Commission held in Oakland, California, on December 15, 2004.

## REGIONAL MEASURE 2 PROGRAM Allocation of Funds

Project Title: BART Extension to Warm Springs  
Sponsor: San Francisco Bay Area Rapid Transit Dist.  
Project Number: 31.2

Allocation No. 31.2-1						
Activities to be funded with Allocation #1:						
Relocation of utilities, site preparation and clearance in between Washington Blvd. And Paseo Padre in conjunction with the City of Fremont's grade separation project.						
Funding Information:						
Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date	
05366701	15-Dec-04	\$ 4,000,000	ROW	FY 2004-05	\$	4,000,000
06366702	15-Dec-04	\$ 2,000,000	ROW	FY 2005-06	\$	6,000,000
05366701	24-Feb-14	\$ (90,571)	ROW	FY 2004-05	\$	5,909,429
06366702	26-Feb-14	\$ (2,000,000)	ROW	FY 2005-06	\$	3,909,429

Allocation No. 31.2-2						
Activities to be funded with Allocation #2:						
This allocation will fund all the below mentioned costs associated with the construction of the Fremont Central Park Subway: (Contract includes a one mile long double track subway box, two trackway transition and ventilation structures associated with the subway as well as a trackway embankment)						
1) Direct labor of implementing agency: Including but not limited to planning, engineering, project management, system safety, technical support, community relations and accounting.						
2) Capital costs associated with the subway contract.						
3) Consultants: Design services during construction, construction management and community relations.						
4) Other Direct Costs: Including but not limited to inventory issues, telephone, office supplies and services and insurance.						
Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date	
09366703	25-Feb-09	\$ 167,000,000	CON	FY 2008-09	\$	170,909,429
09366703	22-Jul-09	\$ (29,093,000)	CON	FY 2008-09	\$	141,816,429
09366703	16-Dec-15	\$ (11,408,823.10)	CON	FY 2015-16	\$	130,407,606

**Allocation No. 31.2-3**

Activities to be funded with Allocation #3:

This allocation will fund below mentioned costs associated with the Line, Trackwork, Station and Systems contract on the Warm Springs Extension project:

- A) Soft costs including but not limited to:
- 1) Transit System Development Engineering and Project Management
  - 2) Design and Design services during Construction
  - 3) Construction Management Oversight
- B) Material procurement costs: Rail, Fiber optic etc

Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date
10366704	27-Jan-10	\$ 10,315,957	CON	FY 2009-10	\$ 140,723,563

**Allocation No. 31.2-4**

Activities to be funded with Allocation #4:

This allocation will fund below mentioned costs associated with the Line, Trackwork, Station and Systems (LTSS) contract on the Warm Springs Extension project:

- 1) Award of the LTSS contract
- 2) Construction Manangement
- 3) Design support during construction
- 4) BART staff support
- 5) Coordination with other jurisdictional agencies and development of agreements
- 6) Owner Controlled Insurance Program
- 7) Community Relations

Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date
11366705	28-Jul-10	\$ 21,777,043	CON	FY 2010-11	\$ 162,500,606
16366706	16-Dec-15	\$ 12,472,394.10	CON	FY 2015-16	\$ 174,973,000

Allocation No. 31.2-5						
Activities to be funded with Allocation #5:						
<p>Ongoing project right of way activities, including:</p> <ul style="list-style-type: none"> <li>-Parcel acquisition</li> <li>-Processing of relocation claims</li> <li>-Noise mitigation</li> <li>-Surveying support</li> <li>-Property exchanges</li> <li>-Consolidation mapping and agreement</li> <li>-Alameda County Water District easements</li> <li>-City of Fremont easements</li> <li>-Eminent domain and plat</li> <li>-Right of way plans</li> <li>-Appraisal map updates</li> <li>-Record map updates</li> <li>-Station site parcel map or ALTA survey and record of survey updates and review</li> </ul>						
Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date	
16366707	16-Dec-15	\$ 1,027,000	ROW	FY 2015-16	\$	176,000,000

## **REGIONAL MEASURE 2 PROGRAM Project Specific Conditions**

Project Title: The BART Extension to Warm Springs Project  
Sponsor: San Francisco Bay Area Rapid Transit District  
Project Number: 31.2

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

1. Receipt of these funds by the Bay Area Rapid Transit District is conditioned on working cooperatively with MTC and the relevant local jurisdictions to encourage Transit-Oriented Development with the goal of assuring that an appropriate number of residences, jobs, services and other activities will be planned for and located within proximity to the rail service.
2. BART may invoice MTC for eligible project expenses as frequently as monthly, in accordance with the cash flow plan.
3. Utility relocation will be limited to the project boundaries between Paseo Padre and Washington Boulevard.
4. The Bay Area Rapid Transit District (BART) shall spend allocated Traffic Congestion Relief Program (TCRP) funds before RM2 funds on segments of the project where TCRP funds are scoped and eligible. On segments of the project where the TCRP funds are not scoped and eligible, RM2 funds shall be available to proceed with RM2 funding reimbursements.

On February 25, 2009, the Commission approved the following conditions pertaining specifically to Allocation No. 2:

- 1 ACTIA's allocation of \$80 million in Measure B funds towards the construction phase of the project; this allocation is an effort on the part of ACTIA, to advance later year Measure B funds to offset the Proposition 1B shortfall and allow the project to proceed on schedule.
- 2 The BART board's approval of the Initial Project Report (IPR) and the resolution of project compliance.
- 3 Execution of a funding agreement between MTC and BART before the contract award, for the Regional Measure 1 90% Rail Reserve East and RM2 funds.
- 4 BART shall request the State Proposition 1B funds at the earliest time. Once available and approved for allocation towards this project, MTC would rescind the \$37 million in RM2 funds which are currently being used as an advance due to the unavailability of State funds.
- 5 If the bids for the subway construction contract are lower than anticipated, the savings against the MTC and ACTIA allocations would be moved to fund remaining sections of the project at a later time. At the completion of the project, any savings would be split among the local funding partners in amounts proportional to the capital contribution of each agency.

On January 27, 2010, the Commission approved the following conditions pertaining specifically to Allocation No. 3:

- 1 This allocation is conditioned on the BART Board's approval of the Initial Project Report (IPR) and the resolution of project compliance.
- 2 If the CTC approves the SLPP funds towards this project in January or February and Caltrans approves the Prop 1B Transit funds in January or February, the Commission may rescind this allocation in part and move to fund remaining sections of the project at a later time.

On July 28, 2010, the Commission approved the following conditions pertaining specifically to Allocation No. 4:

- 1 Approval of the Initial Project Report (IPR) package by the BART board.
- 2 Execution of a funding agreement covering RM1, RM2, and AB1171 funds, between MTC and BART prior to the Notice-to-Proceed (NTP) of the Line, Trackwork, Station, and Systems (LTSS) construction contract.
- 3 All the funding partners maintaining their funding commitment for the estimated \$890 million project as outlined in the 2008 revision to MTC Resolution No. 3434, unless agreed otherwise as part of condition #4 below.
- 4 Funding partners reaching an agreement prior to BART's NTP of the LTSS contract that outlines the distribution of potential total project cost savings or overruns, given disproportionate contributions by partners to date.

On December 16, 2015, the Commission approved the following conditions pertaining specifically to Allocation Nos. 4 and 5:

- 1 Allocations made on this date are conditioned upon California Transportation Commission approval of reallocation of \$1.6 million in State TCRP funds for the Warm Springs project from the Right-of-Way phase to the Construction phase.



## Regional Measure 2 Regional Traffic Relief Plan

December 15, 2004  
Attachment C  
MTC Resolution No. 3667  
Revised: 02/25/09-C  
01/27/10-C 07/28/10-C  
02/26/14-DA 12/16/15-C

**RM2 Project Number: 31.2**

### BART Extension to Warm Springs

Lead Sponsor <b>BART</b>	Other Sponsors(s) City of Fremont for Grade Separation Work	Implementing Agency (if applicable) <b>BART</b>
Legislated Project Description Extension of the existing BART system from Fremont to Warm Springs in southern Alameda County. The project would facilitate a future rail service extension to the Silicon Valley.		
RM2 Legislated Funding (in \$1,000) Total Overall Funding \$186,000 31.1 City of Fremont Grade Separation (\$10,000) <b>31.2 BART Extension to Warm Springs (\$176,000)</b>		Total Estimated Project Cost (in \$1,000) <b>\$890,000</b>
Project Purpose and Description The Warm Springs Extension will add 5.4-miles of new tracks from the existing Fremont Station south to a new station in the Warm Springs District of the City of Fremont, with an optional station to be located approximately midway in the heart of the Irvington District. The optional Irvington Station is dependent upon future funding through the City of Fremont. The project will provide increased transportation capacity for future growth in employment and population in the southern part of the region. The Project, to be implemented via the Design-Build contracting method, will include all necessary interfaces with the operating system at the Fremont Station as well as provision of all facilities, systems and equipment normally associated with BART service. South of the Warm Springs Station, tail-tracks will continue for about 3,000 feet and a small maintenance facility will be constructed.		
Funding Description  Committed Funds: Funding is fully committed.  Operating Capacity: BART has included service to this project in its future operating budget.		

#### Overall Project Cost and Schedule

Phase	Scope	Start	End	Cost (in \$1,000)
1	Final Environmental Document	01/2002	10/2006	\$8,713
2	Plans, Specifications and Estimates	12/2002	06/2010	\$36,126
3	Right-of-Way	04/2002	06/2016	\$79,317
4	Construction	05/2009	06/2016	\$765,844
<b>Total:</b>				<b>\$890,000</b>

## Total Project Funding Plan: Committed and Uncommitted Sources

(Amounts Escalated in Thousands)

<b>Project Title</b>	BART to Warm Springs Extension					<b>Project No. 31.2</b>						
<b>Lead Sponsor</b>	BART											
<b>Fund Source</b>	<b>Phase</b>	<b>Prior</b>	<b>2009-10</b>	<b>2010-11</b>	<b>2011-12</b>	<b>2012-13</b>	<b>2013-14</b>	<b>2014-15</b>	<b>2015-16</b>	<b>2016-17</b>	<b>Future</b>	<b>Total</b>
<b>Committed</b>												
State TCRP	ENV/PE	42,676										42,676
ACCMA TIP	ENV	2,163										2,163
State TCRP	ROW	38,081							(1,700)			36,381
Alameda Measure B	ROW	38,000										38,000
RM2	ROW	3,909							1,027			4,936
RM2	Construction		20,000	40,000	35,000	30,000	20,000	13,575	12,489			171,064
RM1	Construction				5,000	25,000	30,000	53,000				113,000
AB 1171	Construction							5,000				5,000
Prop 1B/MTC Spillover	Construction		20,000	20,000								40,000
SLPP (MTC/ACTIA/VTA)	Construction	36,712	20,403	19,887	8,288	6,790						92,080
BART	Construction	2,563	2,755	3,454	3,644	2,722	1,500	362	7,000			24,000
ACCMA STIP	Construction										69,000	69,000
MTC/ACTIA/BART Advance	Construction										54,000	54,000
State TCRP	Construction	19,500							1,700			21,200
Alameda Measure B	Construction		25,000	35,000	40,000	35,000	25,000	16,500				176,500
Total:		183,604	88,158	118,341	91,932	99,512	76,500	88,437	20,516	-	123,000	890,000
<b>Uncommitted</b>												
										0	0	0
Total:		0	0	0	0	0	0	0	0	0	0	0
<b>Total Project Committed and Uncommitted</b>												
		<b>Prior</b>	<b>2009-10</b>	<b>2010-11</b>	<b>2011-12</b>	<b>2012-13</b>	<b>2013-14</b>	<b>2014-15</b>	<b>2015-16</b>	<b>2016-17</b>	<b>Future</b>	<b>Total</b>
Total:		183,604	88,158	118,341	91,932	99,512	76,500	88,437	20,516	0	123,000	890,000



## REGIONAL MEASURE 2 PROGRAM Project Cash Flow Plan

Project Title: BART Extension to Warm Springs  
Sponsor: San Francisco Bay Area Rapid Transit District  
RM2 Project Number: 31.2

RM2 Project # 31.2	PRIOR	FY 2015-16	Future	TOTAL
<b>RM2 Funds Total</b>	<b>141,068,000</b>	<b>34,932,000</b>	<b>-</b>	<b>176,000,000</b>
<b>Environmental (ENV)</b>	<b>8,713,000</b>	<b>0</b>	<b>0</b>	<b>8,713,000</b>
State TCRP	6,550,000			6,550,000
ACCMA TIP	2,163,000			2,163,000
				0
				0
				0
<b>Final Design (PS&amp;E)</b>	<b>36,126,000</b>	<b>0</b>	<b>0</b>	<b>36,126,000</b>
State TRCP	36,126,000			36,126,000
				0
				0
				0
				0
<b>Right of Way</b>	<b>77,748,000</b>	<b>1,569,000</b>	<b>0</b>	<b>79,317,000</b>
RM 2	3,909,000	1,027,000	0	4,936,000
Alameda County Measure B	38,000,000			38,000,000
State TCRP	35,839,000	542,000		36,381,000
				0
				0
<b>Construction</b>	<b>657,890,000</b>	<b>107,954,000</b>	<b>0</b>	<b>765,844,000</b>
RM2	137,159,000	33,905,000		171,064,000
Alameda County Measure B	169,700,000	6,800,000		176,500,000
ACCMA STIP	69,000,000			69,000,000
AB1171	472,000	4,528,000		5,000,000
RM1	71,359,000	41,641,000		113,000,000
Prop 1B/MTC Spillover	36,400,000	3,600,000		40,000,000
SLPP (MTC/ACTIA/VTa)	83,700,000	8,380,000		92,080,000
MTC/ACTIA/BART Advance	54,000,000			54,000,000
State TRCP	19,500,000	1,700,000		21,200,000
BART	16,600,000	7,400,000		24,000,000
				0
<b>TOTAL FUNDING</b>				<b>0</b>
Environmental	8,713,000	0	0	<b>8,713,000</b>
Final Design (PS&E)	36,126,000	0	0	<b>36,126,000</b>
Right of Way	77,748,000	1,569,000	0	<b>79,317,000</b>
Construction	657,890,000	107,954,000	0	<b>765,844,000</b>
<b>PROJECT TOTAL</b>	<b>780,477,000</b>	<b>109,523,000</b>	<b>0</b>	<b>890,000,000</b>

# Metropolitan Transportation Commission Programming and Allocations Committee

December 9, 2015

Agenda Item 2b

## MTC Resolution No. 3667, Revised

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- Subject:** Allocation of \$13.5 million in Regional Measure 2 (RM2) Capital funds for right-of-way and construction on the BART Warm Springs Extension project; rescission of \$11.4 million in earlier-phase construction funds from the same project.
- Background:** Staff is proposing to rescind approximately \$11.4 million in savings from the Fremont Central Park Subway phase of the BART Warm Springs Extension project. These savings will be reallocated, along with approximately \$2.1 million in currently unallocated funds, to the Warm Springs project for the Line, Trackwork, Systems, and Station (LTSS) construction contract; construction management and related construction activities; and for remaining right-of-way costs. With this action, all \$176 million in RM2 funds available to the project will be allocated.
- System testing for the Warm Springs extension is now underway. Contract completion is forecast for early 2016, with revenue service to begin later in 2016.
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Referred by: PAC  
Revised: 02/25/09-C 07/22/09-C  
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07/27/11-C 02/26/14-DA  
12/16/15-C

### ABSTRACT

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This resolution approves the allocation of Regional Measure 2 funds for the BART Extension to Warm Springs Project sponsored and implemented by the San Francisco Bay Area Rapid Transit District.

This resolution includes the following attachments:

- Attachment A - Allocation Summary Sheet
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Additional discussion of this allocation is contained in the Executive Director's memorandum to the MTC Programming and Allocations Committee dated December 8, 2004, February 11, 2009, July 8, 2009, January 13, 2010, July 14, 2010, July 13, 2011, and December 9, 2015.

Date: December 15, 2004  
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METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION No. 3667

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

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

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

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

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

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

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

WHEREAS, the San Francisco Bay Area Rapid Transit District has submitted a request for the allocation of RM 2 funds for the BART Extension to Warm Springs Project; and

WHEREAS, the BART Extension to Warm Springs Project is identified as capital project number 31 under RM 2 and is eligible to receive RM 2 funding as identified in Streets and Highways Code Sections 30914(c); and

WHEREAS, the San Francisco Bay Area Rapid Transit District has submitted an Initial Project Report (“IPR”), as required pursuant to Streets and Highway Code Section 30914(e), to MTC for review and approval; and

WHEREAS, Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length, lists the project and phase for which the San Francisco Bay Area Rapid Transit District is requesting RM2 funding and the reimbursement schedule and amount recommended for allocation by MTC staff; and

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

WHEREAS, Attachment C to this resolution, attached hereto and incorporated herein as though set forth at length, includes MTC staff’s review of the San Francisco Bay Area Rapid Transit District’s Initial Project Report (IPR) for this project; and

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

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

RESOLVED, that MTC approves MTC staff’s review of the San Francisco Bay Area Rapid Transit District’s IPR for this project as set forth in Attachment C; and be it further

RESOLVED, that MTC approves MTC staff's review of the San Francisco Bay Area Rapid Transit District's IPR for this project as set forth in Attachment C; and be it further

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

RESOLVED, that the allocation and reimbursement of RM2 funds as set forth in Attachment A are conditioned upon the San Francisco Bay Area Rapid Transit District's complying with the provisions of the Regional Measure 2 Regional Traffic Relief Plan Policy and Procedures as set forth in length in MTC Resolution 3636; and be it further

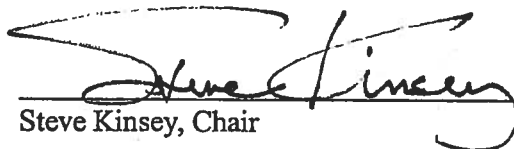
RESOLVED, that the allocation and reimbursement of RM2 funds are further conditioned upon the project specific conditions as set forth in Attachment B; and, be it further

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

RESOLVED, that reimbursement of RM2 funds as set forth in Attachment A is subject to the availability of RM2 funding; and be it further

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

METROPOLITAN TRANSPORTATION COMMISSION

  
Steve Kinsey, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at the regular meeting of the Commission held in Oakland, California, on December 15, 2004.

## REGIONAL MEASURE 2 PROGRAM Allocation of Funds

Project Title: BART Extension to Warm Springs  
Sponsor: San Francisco Bay Area Rapid Transit Dist.  
Project Number: 31.2

Allocation No. 31.2-1						
Activities to be funded with Allocation #1:						
Relocation of utilities, site preparation and clearance in between Washington Blvd. And Paseo Padre in conjunction with the City of Fremont's grade separation project.						
Funding Information:						
Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date	
05366701	15-Dec-04	\$ 4,000,000	ROW	FY 2004-05	\$	4,000,000
06366702	15-Dec-04	\$ 2,000,000	ROW	FY 2005-06	\$	6,000,000
05366701	24-Feb-14	\$ (90,571)	ROW	FY 2004-05	\$	5,909,429
06366702	26-Feb-14	\$ (2,000,000)	ROW	FY 2005-06	\$	3,909,429

Allocation No. 31.2-2						
Activities to be funded with Allocation #2:						
This allocation will fund all the below mentioned costs associated with the construction of the Fremont Central Park Subway: (Contract includes a one mile long double track subway box, two trackway transition and ventilation structures associated with the subway as well as a trackway embankment)						
1) Direct labor of implementing agency: Including but not limited to planning, engineering, project management, system safety, technical support, community relations and accounting.						
2) Capital costs associated with the subway contract.						
3) Consultants: Design services during construction, construction management and community relations.						
4) Other Direct Costs: Including but not limited to inventory issues, telephone, office supplies and services and insurance.						
Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date	
09366703	25-Feb-09	\$ 167,000,000	CON	FY 2008-09	\$	170,909,429
09366703	22-Jul-09	\$ (29,093,000)	CON	FY 2008-09	\$	141,816,429
09366703	16-Dec-15	\$ (11,408,823.10)	CON	FY 2015-16	\$	130,407,606



**Allocation No. 31.2-3**

Activities to be funded with Allocation #3:

This allocation will fund below mentioned costs associated with the Line, Trackwork, Station and Systems contract on the Warm Springs Extension project:

- A) Soft costs including but not limited to:  
1) Transit System Development Engineering and Project Management  
2) Design and Design services during Construction  
3) Construction Management Oversight
- B) Material procurement costs: Rail, Fiber optic etc

Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date
10366704	27-Jan-10	\$ 10,315,957	CON	FY 2009-10	\$ 140,723,563

**Allocation No. 31.2-4**

Activities to be funded with Allocation #4:

This allocation will fund below mentioned costs associated with the Line, Trackwork, Station and Systems (LTSS) contract on the Warm Springs Extension project:

- 1) Award of the LTSS contract
- 2) Construction Manangement
- 3) Design support during construction
- 4) BART staff support
- 5) Coordination with other jurisdictional agencies and development of agreements
- 6) Owner Controlled Insurance Program
- 7) Community Relations

Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date
11366705	28-Jul-10	\$ 21,777,043	CON	FY 2010-11	\$ 162,500,606
16366706	16-Dec-15	\$ 12,472,394.10	CON	FY 2015-16	\$ 174,973,000

Allocation No. 31.2-5						
Activities to be funded with Allocation #5:						
<p>Ongoing project right of way activities, including:</p> <ul style="list-style-type: none"> <li>-Parcel acquisition</li> <li>-Processing of relocation claims</li> <li>-Noise mitigation</li> <li>-Surveying support</li> <li>-Property exchanges</li> <li>-Consolidation mapping and agreement</li> <li>-Alameda County Water District easements</li> <li>-City of Fremont easements</li> <li>-Eminent domain and plat</li> <li>-Right of way plans</li> <li>-Appraisal map updates</li> <li>-Record map updates</li> <li>-Station site parcel map or ALTA survey and record of survey updates and review</li> </ul>						
Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date	
16366707	16-Dec-15	\$ 1,027,000	ROW	FY 2015-16	\$	176,000,000

## **REGIONAL MEASURE 2 PROGRAM Project Specific Conditions**

Project Title: The BART Extension to Warm Springs Project  
Sponsor: San Francisco Bay Area Rapid Transit District  
Project Number: 31.2

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

1. Receipt of these funds by the Bay Area Rapid Transit District is conditioned on working cooperatively with MTC and the relevant local jurisdictions to encourage Transit-Oriented Development with the goal of assuring that an appropriate number of residences, jobs, services and other activities will be planned for and located within proximity to the rail service.
2. BART may invoice MTC for eligible project expenses as frequently as monthly, in accordance with the cash flow plan.
3. Utility relocation will be limited to the project boundaries between Paseo Padre and Washington Boulevard.
4. The Bay Area Rapid Transit District (BART) shall spend allocated Traffic Congestion Relief Program (TCRP) funds before RM2 funds on segments of the project where TCRP funds are scoped and eligible. On segments of the project where the TCRP funds are not scoped and eligible, RM2 funds shall be available to proceed with RM2 funding reimbursements.

On February 25, 2009, the Commission approved the following conditions pertaining specifically to Allocation No. 2:

- 1 ACTIA's allocation of \$80 million in Measure B funds towards the construction phase of the project; this allocation is an effort on the part of ACTIA, to advance later year Measure B funds to offset the Proposition 1B shortfall and allow the project to proceed on schedule.
- 2 The BART board's approval of the Initial Project Report (IPR) and the resolution of project compliance.
- 3 Execution of a funding agreement between MTC and BART before the contract award, for the Regional Measure 1 90% Rail Reserve East and RM2 funds.
- 4 BART shall request the State Proposition 1B funds at the earliest time. Once available and approved for allocation towards this project, MTC would rescind the \$37 million in RM2 funds which are currently being used as an advance due to the unavailability of State funds.
- 5 If the bids for the subway construction contract are lower than anticipated, the savings against the MTC and ACTIA allocations would be moved to fund remaining sections of the project at a later time. At the completion of the project, any savings would be split among the local funding partners in amounts proportional to the capital contribution of each agency.

On January 27, 2010, the Commission approved the following conditions pertaining specifically to Allocation No. 3:

- 1 This allocation is conditioned on the BART Board's approval of the Initial Project Report (IPR) and the resolution of project compliance.
- 2 If the CTC approves the SLPP funds towards this project in January or February and Caltrans approves the Prop 1B Transit funds in January or February, the Commission may rescind this allocation in part and move to fund remaining sections of the project at a later time.

On July 28, 2010, the Commission approved the following conditions pertaining specifically to Allocation No. 4:

- 1 Approval of the Initial Project Report (IPR) package by the BART board.
- 2 Execution of a funding agreement covering RM1, RM2, and AB1171 funds, between MTC and BART prior to the Notice-to-Proceed (NTP) of the Line, Trackwork, Station, and Systems (LTSS) construction contract.
- 3 All the funding partners maintaining their funding commitment for the estimated \$890 million project as outlined in the 2008 revision to MTC Resolution No. 3434, unless agreed otherwise as part of condition #4 below.
- 4 Funding partners reaching an agreement prior to BART's NTP of the LTSS contract that outlines the distribution of potential total project cost savings or overruns, given disproportionate contributions by partners to date.

On December 16, 2015, the Commission approved the following conditions pertaining specifically to Allocation Nos. 4 and 5:

- 1 Allocations made on this date are conditioned upon California Transportation Commission approval of reallocation of \$1.6 million in State TCRP funds for the Warm Springs project from the Right-of-Way phase to the Construction phase.



## Regional Measure 2 Regional Traffic Relief Plan

December 15, 2004  
Attachment C  
MTC Resolution No. 3667  
Revised: 02/25/09-C  
01/27/10-C 07/28/10-C  
02/26/14-DA 12/16/15-C

**RM2 Project Number: 31.2**

### BART Extension to Warm Springs

Lead Sponsor <b>BART</b>	Other Sponsors(s) City of Fremont for Grade Separation Work	Implementing Agency (if applicable) <b>BART</b>
Legislated Project Description Extension of the existing BART system from Fremont to Warm Springs in southern Alameda County. The project would facilitate a future rail service extension to the Silicon Valley.		
RM2 Legislated Funding (in \$1,000) Total Overall Funding \$186,000 31.1 City of Fremont Grade Separation (\$10,000) <b>31.2 BART Extension to Warm Springs (\$176,000)</b>		Total Estimated Project Cost (in \$1,000) <b>\$890,000</b>
Project Purpose and Description The Warm Springs Extension will add 5.4-miles of new tracks from the existing Fremont Station south to a new station in the Warm Springs District of the City of Fremont, with an optional station to be located approximately midway in the heart of the Irvington District. The optional Irvington Station is dependent upon future funding through the City of Fremont. The project will provide increased transportation capacity for future growth in employment and population in the southern part of the region. The Project, to be implemented via the Design-Build contracting method, will include all necessary interfaces with the operating system at the Fremont Station as well as provision of all facilities, systems and equipment normally associated with BART service. South of the Warm Springs Station, tail-tracks will continue for about 3,000 feet and a small maintenance facility will be constructed.		
Funding Description  Committed Funds: Funding is fully committed.  Operating Capacity: BART has included service to this project in its future operating budget.		

#### Overall Project Cost and Schedule

Phase	Scope	Start	End	Cost (in \$1,000)
1	Final Environmental Document	01/2002	10/2006	\$8,713
2	Plans, Specifications and Estimates	12/2002	06/2010	\$36,126
3	Right-of-Way	04/2002	06/2016	\$79,317
4	Construction	05/2009	06/2016	\$765,844
<b>Total:</b>				<b>\$890,000</b>

## Total Project Funding Plan: Committed and Uncommitted Sources

(Amounts Escalated in Thousands)

<b>Project Title</b>	BART to Warm Springs Extension						<b>Project No. 31.2</b>					
<b>Lead Sponsor</b>	BART											
<b>Fund Source</b>	<b>Phase</b>	<b>Prior</b>	<b>2009-10</b>	<b>2010-11</b>	<b>2011-12</b>	<b>2012-13</b>	<b>2013-14</b>	<b>2014-15</b>	<b>2015-16</b>	<b>2016-17</b>	<b>Future</b>	<b>Total</b>
<b>Committed</b>												
State TCRP	ENV/PE	42,676										42,676
ACCMA TIP	ENV	2,163										2,163
State TCRP	ROW	38,081							(1,700)			36,381
Alameda Measure B	ROW	38,000										38,000
RM2	ROW	3,909							1,027			4,936
RM2	Construction		20,000	40,000	35,000	30,000	20,000	13,575	12,489			171,064
RM1	Construction				5,000	25,000	30,000	53,000				113,000
AB 1171	Construction							5,000				5,000
Prop 1B/MTC Spillover	Construction		20,000	20,000								40,000
SLPP (MTC/ACTIA/VTA)	Construction	36,712	20,403	19,887	8,288	6,790						92,080
BART	Construction	2,563	2,755	3,454	3,644	2,722	1,500	362	7,000			24,000
ACCMA STIP	Construction										69,000	69,000
MTC/ACTIA/BART Advance	Construction										54,000	54,000
State TCRP	Construction	19,500							1,700			21,200
Alameda Measure B	Construction		25,000	35,000	40,000	35,000	25,000	16,500				176,500
Total:		183,604	88,158	118,341	91,932	99,512	76,500	88,437	20,516	-	123,000	890,000
<b>Uncommitted</b>												
										0	0	0
Total:		0	0	0	0	0	0	0	0	0	0	0
<b>Total Project Committed and Uncommitted</b>												
		<b>Prior</b>	<b>2009-10</b>	<b>2010-11</b>	<b>2011-12</b>	<b>2012-13</b>	<b>2013-14</b>	<b>2014-15</b>	<b>2015-16</b>	<b>2016-17</b>	<b>Future</b>	<b>Total</b>
Total:		183,604	88,158	118,341	91,932	99,512	76,500	88,437	20,516	0	123,000	890,000

## REGIONAL MEASURE 2 PROGRAM Project Cash Flow Plan

Project Title: BART Extension to Warm Springs  
Sponsor: San Francisco Bay Area Rapid Transit District  
RM2 Project Number: 31.2

RM2 Project # 31.2	PRIOR	FY 2015-16	Future	TOTAL
<b>RM2 Funds Total</b>	<b>141,068,000</b>	<b>34,932,000</b>	<b>-</b>	<b>176,000,000</b>
<b>Environmental (ENV)</b>	<b>8,713,000</b>	<b>0</b>	<b>0</b>	<b>8,713,000</b>
State TCRP	6,550,000			6,550,000
ACCMA TIP	2,163,000			2,163,000
				0
				0
				0
<b>Final Design (PS&amp;E)</b>	<b>36,126,000</b>	<b>0</b>	<b>0</b>	<b>36,126,000</b>
State TRCP	36,126,000			36,126,000
				0
				0
				0
				0
<b>Right of Way</b>	<b>77,748,000</b>	<b>1,569,000</b>	<b>0</b>	<b>79,317,000</b>
RM 2	3,909,000	1,027,000	0	4,936,000
Alameda County Measure B	38,000,000			38,000,000
State TCRP	35,839,000	542,000		36,381,000
				0
				0
<b>Construction</b>	<b>657,890,000</b>	<b>107,954,000</b>	<b>0</b>	<b>765,844,000</b>
RM2	137,159,000	33,905,000		171,064,000
Alameda County Measure B	169,700,000	6,800,000		176,500,000
ACCMA STIP	69,000,000			69,000,000
AB1171	472,000	4,528,000		5,000,000
RM1	71,359,000	41,641,000		113,000,000
Prop 1B/MTC Spillover	36,400,000	3,600,000		40,000,000
SLPP (MTC/ACTIA/VTa)	83,700,000	8,380,000		92,080,000
MTC/ACTIA/BART Advance	54,000,000			54,000,000
State TRCP	19,500,000	1,700,000		21,200,000
BART	16,600,000	7,400,000		24,000,000
				0
<b>TOTAL FUNDING</b>				<b>0</b>
Environmental	8,713,000	0	0	<b>8,713,000</b>
Final Design (PS&E)	36,126,000	0	0	<b>36,126,000</b>
Right of Way	77,748,000	1,569,000	0	<b>79,317,000</b>
Construction	657,890,000	107,954,000	0	<b>765,844,000</b>
<b>PROJECT TOTAL</b>	<b>780,477,000</b>	<b>109,523,000</b>	<b>0</b>	<b>890,000,000</b>



# Metropolitan Transportation Commission

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

## Legislation Details (With Text)

**File #:** 15-1064      **Version:** 1      **Name:**  
**Type:** Resolution      **Status:** Commission Approval  
**File created:** 11/12/2015      **In control:** Programming and Allocations Committee  
**On agenda:** 12/16/2015      **Final action:**  
**Title:** MTC Resolution Nos. 4186, Revised, 4187, Revised and 4188, Revised. Transit Operating Allocations to Golden Gate Transit and BART.  
**Sponsors:**  
**Indexes:**  
**Code sections:**  
**Attachments:** [6c-PAC Reso-4186-4187-4188\\_GGT and BART](#)  
[2f\\_Reso-4186-4187-4188\\_GGT and BART.pdf](#)

Date	Ver.	Action By	Action	Result
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### Subject:

MTC Resolution Nos. 4186, Revised, 4187, Revised and 4188, Revised. Transit Operating Allocations to Golden Gate Transit and BART.

### Presenter:

Cheryl Chi

### Recommended Action:

Commission Approval



# Metropolitan Transportation Commission Programming and Allocations Committee

December 9, 2015

## Resolution No. 4186, Revised, 4187, Revised and 4188, Revised

**Subject:** Transit Operating Allocations to Golden Gate Transit and BART.

**Background:** This month's proposed actions continue the annual transit operating fund allocation process for FY2015-16. The allocation requests are consistent with the adopted MTC Fund Estimate (Resolution 4177, Revised). Golden Gate Transit and BART have requested a combined total of \$39.6 million in FY2015-16 Transportation Develop Act (TDA), State Transit Assistance (STA), and Regional Measure 2 (RM2) Operating funds to support their transit operations.

Golden Gate Transit and BART 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. Below is a summary of their requests by funding type:

<b>Transit Operator/ Claimant</b>	<b>RM2 Op. Resolution No. 4186</b>	<b>TDA Resolution No. 4187</b>	<b>STA Resolution No. 4188</b>	<b>Total</b>
Golden Gate Transit	\$ 2,175,863	\$17,812,022	\$ 4,464,825	<b>\$24,452,708</b>
BART	-	-	\$15,179,275	<b>\$15,179,275</b>
<b>Total</b>	<b>\$ 2,175,863</b>	<b>\$17,812,022</b>	<b>\$19,644,100</b>	<b>\$39,631,983</b>

Information regarding the operating budgets of the above operators is provided in Attachment A. Historically, and again this year, Golden Gate Transit has passed through funding to Marin Transit. The operators share the TDA and STA Population-based funds identified for Marin County. Starting next fiscal year, Marin Transit will claim their share of these funds directly from MTC.

**Issues:** Unfortunately, both Golden Gate and BART continue to follow the trend identified in our transit sustainability analysis: operating costs are growing much faster than hours of service provided. In the case of Golden Gate, costs are projected to grow nearly 15 times faster than service hours in FY 2015-16.

**Recommendation:** Refer MTC Resolution Nos. 4186, Revised, 4187, Revised and 4188, Revised to the Commission for approval.

**Attachments:** MTC Resolution Nos. 4186, Revised, 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
<b>Golden Gate Transit</b>	\$ 85,630,711	\$ 98,664,571	15.2%	0.2%	\$ 20,143,697 and \$ 5,028,595 (Marin Transit pass through)	20.4% (Golden Gate only)	<ul style="list-style-type: none"> <li>Increases in wages, medical and pension contributions account for most of the increase in cost. 3% cost of living pay increase starting with the July 1, 2015 pay period.</li> <li>Professional service decreased by an amount similar to the increase in the fuel budget. The cost of services decreased \$1.5 M due to projects completed in FY2014-15 and reduced needs for service in FY2015-16. The fuel budget increased \$2 M due to unexpectedly low fuel costs in FY2014-15.</li> <li>Bridge tolls are a significant source of transit operating funding for GGBHTD. A toll increase of \$0.25 was introduced July 1, 2015 with three more increases of a like amount planned annually through July 1, 2018. GGBHTD will consider adopting another five-year fare program. Under the current five-year fare program, fares increased 5% annually beginning in July 2011 and the last planned fare increase took effect on July 1, 2015.</li> </ul>
<b>BART</b>	\$599,081,444	\$656,131,526	9.52%	6.3%	\$ 15,980,299	2.4%	<ul style="list-style-type: none"> <li>BART is adding 30 train cars during peak service and 16 more train trips each weekday.</li> <li>BART is increasing train maintenance to allow for more train cars in service and is increasing station maintenance in response to their customer survey results. Cost is \$4.8 million.</li> <li>BART will increase fares 3.4% in January; last increase was 2 years prior. Revenue will be directed toward their "Big 3" capital needs—additional rail cars, train control, and expanded maintenance complex.</li> <li>Warm Spring Extension will open and operating costs will be \$12.2 million (22% of the budget increase) for 6 months.</li> <li>Wages are increasing 3.7%. Fringe benefit costs are increasing 12%, two-thirds of which is due to increasing costs and one-third to additional staff.</li> </ul>

\* 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  
W.I.: 1255  
Referred by: PAC  
Revised: 07/22/15-C  
12/16/15-C

ABSTRACT

Resolution No. 4186, Revised

This resolution approves the allocation of the Regional Measure 2 operating and planning funds for FY 2015-16.

This resolution allocates funds to the Water Emergency Transportation Authority (WETA) and AC Transit.

This resolution was revised on July 22, 2015 to allocate funds to the San Francisco Municipal Transportation Agency (SFMTA).

This resolution was revised on December 16, 2015 to allocate funds to Golden Gate Bridge, Highway, and Transportation District (GGBHTD).

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

Date: June 24, 2015  
W.I.: 1255  
Referred by: PAC

Re: Allocation of Regional Measure 2 funds for transit operations and planning for FY 2015-16

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION No. 4186

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

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

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

WHEREAS, RM2 establishes the Regional Traffic Relief Plan and programs eligible for RM2 funding for transit operating and planning assistance as identified in Streets and Highways Code Section 30914(d).

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

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

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

WHEREAS, MTC has reviewed the allocation requests submitted for RM2 transit operations and planning funds from the project sponsor(s) listed in Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length funds; and

WHEREAS, project sponsors seeking RM2 funds are required to submit an Operating Assistance Proposal (OAP), pursuant to Streets and Highway Code Section 30914(e) to MTC for review and approval, which demonstrates a fully funded operating plan and consistency with the performance measures, as applicable; and

WHEREAS, Attachment A lists the projects requested by project sponsors for RM2 funding, project specific conditions, and amounts recommended for RM2 allocation by MTC staff; and

RESOLVED, that MTC approves staff's review of the OAP for the projects listed in Attachment A; and be it further

RESOLVED, that MTC approves the allocation of RM2 funds in accordance with Attachment A; and be it further

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION



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Dave Cortese, Chair

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

Date: June 24, 2015  
W.I.: 1255  
Referred by: PAC  
Revised: 07/22/15-C  
12/16/15-C

Attachment A  
MTC Resolution No. 4186  
Page 1 of 1

**FY 2015-16 ALLOCATION OF REGIONAL MEASURE 2 FUNDS  
FOR TRANSIT OPERATIONS AND PLANNING**

Funding for each route is limited to the amount identified in the FY2015-16 RM2 Operating Program (MTC Resolution 4185).  
All routes are required to meet performance standards identified in MTC's RM2 Policies and Procedures (MTC Resolution 3636).

<b>Claimant</b>	<b>Project Description</b>	<b>Allocation Amount</b>	<b>Allocation Code</b>	<b>Approval Date</b>	<b>Project Number</b>	<b>Farebox Requirement</b>
WETA	Planning and Administration	3,000,000	01	06/24/15	11	n.a.
WETA	Ferry Operating	15,300,000	02	06/24/15	6	40% Peak service, 30% All Day Service
AC Transit	Express Bus Service	5,427,904	03	06/24/15	4	30% Peak, 20% All Day
AC Transit	Dumbarton Bus	2,466,976	04	06/24/15	5	30% Peak, 20% All Day
AC Transit	Owl Bus Service	1,333,623	05	06/24/15	7	10%
AC Transit	Enhanced/Rapid Bus Service	3,000,000	06	06/24/15	9	n.a.
SFMTA	Metro 3rd Street Extension	2,500,000	07	07/22/15	8	n.a.
GGBHTD	Route 40/42	2,175,863	08	12/16/15	1	20% All Day
<b>Total</b>		<b>35,204,366</b>				

Date: June 24, 2015  
Referred by: PAC  
Revised: 07/22/15-C 08/26/15-DA  
09/23/15-C 10/28/15-C  
11/18/15-C 12/16/15-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.

This resolution was revised on November 18, 2015 to allocate funds to the City of Petaluma.

This resolution was revised on December 16, 2015 to allocate funds to Golden Gate Bridge, Highway, and Transportation District (GGBHTD).

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, October 14, 2015, November 4, 2015, and December 9, 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



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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  
 11/18/15-C 12/16/15-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
<b>5801 - 99233.7, 99275 Community Transit Service - Operations</b>						
SamTrans	Transit Operating	1,771,554	23	10/28/15	San Mateo County	
	<b>Subtotal</b>	<b>1,771,554</b>				
<b>5802 - 99260A Transit - Operations</b>						
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	
Petaluma	Transit Operating	1,243,007	26	11/18/15	Petaluma	
GGBHTD	Transit Operating	12,381,914	27	12/16/15	GGBHTD (Marin)	
GGBHTD	Transit Operating	5,430,108	28	12/16/15	GGBHTD (Sonoma)	
	<b>Subtotal</b>	<b>315,831,341</b>				

**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
	<b>Subtotal</b>	<b>7,990,004</b>			

**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
	<b>Subtotal</b>	<b>2,540,253</b>			

**5812 - 99400D Planning & Admin - Operating**

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

**TOTAL 329,956,002**

**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 24, 2015  
Referred by: PAC  
Revised: 07/22/15-C 10/28/15-C  
12/16/15-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).

This resolution was revised on December 16, 2015 to allocate funds to Golden Gate Bridge, Highway, and Transportation District (GGBHTD) and San Francisco Bay Area Rapid Transit (BART).

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, October 14, 2015, and December 9, 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

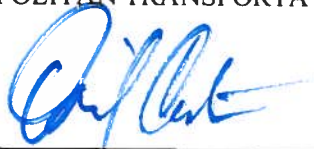
RESOLVED, that MTC approves the findings set forth in Attachment B to this resolution; and, be it further

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



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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  
 12/16/15-C

Attachment A  
 MTC Resolution No. 4188  
 Page 1 of 2

# 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
<b>5820 - 6730A Operating Costs - Population-based Small Operator/Northern Counties</b>					
CCCTA	Transit Operations	2,004,761	01	06/24/15	CCCTA
ECCTA	Transit Operations	1,159,791	09	07/22/15	ECCTA
GGBHTD	Transit Operations	1,094,305	17	12/16/15	Marin
	<b>Subtotal</b>	<b>4,258,857</b>			
<b>5820 - 6730A Operating Costs - Population-based Regional Paratransit</b>					
VTA	Paratransit Operations	1,175,189	10	07/22/15	Santa Clara County
	<b>Subtotal</b>	<b>1,175,189</b>			
<b>5820 - 6730A Operations - Population-based Lifeline</b>					
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
	<b>Subtotal</b>	<b>10,259,749</b>			
<b>5820 - 6730A Operating Costs - Revenue-based</b>					
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
GGBHTD	Transit Operations	3,370,520	18	12/16/15	GGBHTD
BART	Transit Operations	15,179,275	19	12/16/15	BART
	<b>Subtotal</b>	<b>87,516,118</b>			

***5820 - 6730A Operating Costs - Population-based MTC Regional Coordination***

MTC	Transit Operations	11,450,000	07	06/24/15	MTC
	<b>Subtotal</b>	<b>11,450,000</b>			

***5821 - 6730B Capital Costs - Population-based MTC Coordination***

MTC	Transit Capital	2,560,000	08	06/24/15	MTC
	<b>Subtotal</b>	<b>2,560,000</b>			

**TOTAL 117,219,913**

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 21<sup>st</sup> 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 Programming and Allocations Committee

December 9, 2015

Item Number 2f

## Resolution No. 4186, Revised, 4187, Revised and 4188, Revised

**Subject:** Transit Operating Allocations to Golden Gate Transit and BART.

**Background:** This month's proposed actions continue the annual transit operating fund allocation process for FY2015-16. The allocation requests are consistent with the adopted MTC Fund Estimate (Resolution 4177, Revised). Golden Gate Transit and BART have requested a combined total of \$39.6 million in FY2015-16 Transportation Develop Act (TDA), State Transit Assistance (STA), and Regional Measure 2 (RM2) Operating funds to support their transit operations.

Golden Gate Transit and BART 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. Below is a summary of their requests by funding type:

<b>Transit Operator/ Claimant</b>	<b>RM2 Op. Resolution No. 4186</b>	<b>TDA Resolution No. 4187</b>	<b>STA Resolution No. 4188</b>	<b>Total</b>
Golden Gate Transit	\$ 2,175,863	\$17,812,022	\$ 4,464,825	<b>\$24,452,708</b>
BART	-	-	\$15,179,275	<b>\$15,179,275</b>
<b>Total</b>	<b>\$ 2,175,863</b>	<b>\$17,812,022</b>	<b>\$19,644,100</b>	<b>\$39,631,983</b>

Information regarding the operating budgets of the above operators is provided in Attachment A. Historically, and again this year, Golden Gate Transit has passed through funding to Marin Transit. The operators share the TDA and STA Population-based funds identified for Marin County. Starting next fiscal year, Marin Transit will claim their share of these funds directly from MTC.

**Issues:** Unfortunately, both Golden Gate and BART continue to follow the trend identified in our transit sustainability analysis: operating costs are growing much faster than hours of service provided. In the case of Golden Gate, costs are projected to grow nearly 15 times faster than service hours in FY 2015-16.

**Recommendation:** Refer MTC Resolution Nos. 4186, Revised, 4187, Revised and 4188, Revised to the Commission for approval.

**Attachments:** MTC Resolution Nos. 4186, Revised, 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
<b>Golden Gate Transit</b>	\$ 85,630,711	\$ 98,664,571	15.2%	0.2%	\$ 20,143,697 and \$ 5,028,595 (Marin Transit pass through)	20.4% (Golden Gate only)	<ul style="list-style-type: none"> <li>Increases in wages, medical and pension contributions account for most of the increase in cost. 3% cost of living pay increase starting with the July 1, 2015 pay period.</li> <li>Professional service decreased by an amount similar to the increase in the fuel budget. The cost of services decreased \$1.5 M due to projects completed in FY2014-15 and reduced needs for service in FY2015-16. The fuel budget increased \$2 M due to unexpectedly low fuel costs in FY2014-15.</li> <li>Bridge tolls are a significant source of transit operating funding for GGBHTD. A toll increase of \$0.25 was introduced July 1, 2015 with three more increases of a like amount planned annually through July 1, 2018. GGBHTD will consider adopting another five-year fare program. Under the current five-year fare program, fares increased 5% annually beginning in July 2011 and the last planned fare increase took effect on July 1, 2015.</li> </ul>
<b>BART</b>	\$599,081,444	\$656,131,526	9.52%	6.3%	\$ 15,980,299	2.4%	<ul style="list-style-type: none"> <li>BART is adding 30 train cars during peak service and 16 more train trips each weekday.</li> <li>BART is increasing train maintenance to allow for more train cars in service and is increasing station maintenance in response to their customer survey results. Cost is \$4.8 million.</li> <li>BART will increase fares 3.4% in January; last increase was 2 years prior. Revenue will be directed toward their "Big 3" capital needs—additional rail cars, train control, and expanded maintenance complex.</li> <li>Warm Spring Extension will open and operating costs will be \$12.2 million (22% of the budget increase) for 6 months.</li> <li>Wages are increasing 3.7%. Fringe benefit costs are increasing 12%, two-thirds of which is due to increasing costs and one-third to additional staff.</li> </ul>

\* 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  
W.I.: 1255  
Referred by: PAC  
Revised: 07/22/15-C  
12/16/15-C

ABSTRACT

Resolution No. 4186, Revised

This resolution approves the allocation of the Regional Measure 2 operating and planning funds for FY 2015-16.

This resolution allocates funds to the Water Emergency Transportation Authority (WETA) and AC Transit.

This resolution was revised on July 22, 2015 to allocate funds to the San Francisco Municipal Transportation Agency (SFMTA).

This resolution was revised on December 16, 2015 to allocate funds to Golden Gate Bridge, Highway, and Transportation District (GGBHTD).

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

Date: June 24, 2015  
W.I.: 1255  
Referred by: PAC

Re: Allocation of Regional Measure 2 funds for transit operations and planning for FY 2015-16

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION No. 4186

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

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

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

WHEREAS, RM2 establishes the Regional Traffic Relief Plan and programs eligible for RM2 funding for transit operating and planning assistance as identified in Streets and Highways Code Section 30914(d).

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

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

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

WHEREAS, MTC has reviewed the allocation requests submitted for RM2 transit operations and planning funds from the project sponsor(s) listed in Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length funds; and

WHEREAS, project sponsors seeking RM2 funds are required to submit an Operating Assistance Proposal (OAP), pursuant to Streets and Highway Code Section 30914(e) to MTC for review and approval, which demonstrates a fully funded operating plan and consistency with the performance measures, as applicable; and

WHEREAS, Attachment A lists the projects requested by project sponsors for RM2 funding, project specific conditions, and amounts recommended for RM2 allocation by MTC staff; and

RESOLVED, that MTC approves staff's review of the OAP for the projects listed in Attachment A; and be it further

RESOLVED, that MTC approves the allocation of RM2 funds in accordance with Attachment A; and be it further

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION



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Dave Cortese, Chair

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

Date: June 24, 2015  
W.I.: 1255  
Referred by: PAC  
Revised: 07/22/15-C  
12/16/15-C

Attachment A  
MTC Resolution No. 4186  
Page 1 of 1

**FY 2015-16 ALLOCATION OF REGIONAL MEASURE 2 FUNDS  
FOR TRANSIT OPERATIONS AND PLANNING**

Funding for each route is limited to the amount identified in the FY2015-16 RM2 Operating Program (MTC Resolution 4185).  
All routes are required to meet performance standards identified in MTC's RM2 Policies and Procedures (MTC Resolution 3636).

<b>Claimant</b>	<b>Project Description</b>	<b>Allocation Amount</b>	<b>Allocation Code</b>	<b>Approval Date</b>	<b>Project Number</b>	<b>Farebox Requirement</b>
WETA	Planning and Administration	3,000,000	01	06/24/15	11	n.a.
WETA	Ferry Operating	15,300,000	02	06/24/15	6	40% Peak service, 30% All Day Service
AC Transit	Express Bus Service	5,427,904	03	06/24/15	4	30% Peak, 20% All Day
AC Transit	Dumbarton Bus	2,466,976	04	06/24/15	5	30% Peak, 20% All Day
AC Transit	Owl Bus Service	1,333,623	05	06/24/15	7	10%
AC Transit	Enhanced/Rapid Bus Service	3,000,000	06	06/24/15	9	n.a.
SFMTA	Metro 3rd Street Extension	2,500,000	07	07/22/15	8	n.a.
GGBHTD	Route 40/42	2,175,863	08	12/16/15	1	20% All Day
<b>Total</b>		<b>35,204,366</b>				

Date: June 24, 2015  
Referred by: PAC  
Revised: 07/22/15-C 08/26/15-DA  
09/23/15-C 10/28/15-C  
11/18/15-C 12/16/15-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.

This resolution was revised on November 18, 2015 to allocate funds to the City of Petaluma.

This resolution was revised on December 16, 2015 to allocate funds to Golden Gate Bridge, Highway, and Transportation District (GGBHTD).

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, October 14, 2015, November 4, 2015, and December 9, 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



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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  
 11/18/15-C 12/16/15-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
<b>5801 - 99233.7, 99275 Community Transit Service - Operations</b>						
SamTrans	Transit Operating	1,771,554	23	10/28/15	San Mateo County	
	<b>Subtotal</b>	<b>1,771,554</b>				
<b>5802 - 99260A Transit - Operations</b>						
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	
Petaluma	Transit Operating	1,243,007	26	11/18/15	Petaluma	
GGBHTD	Transit Operating	12,381,914	27	12/16/15	GGBHTD (Marin)	
GGBHTD	Transit Operating	5,430,108	28	12/16/15	GGBHTD (Sonoma)	
	<b>Subtotal</b>	<b>315,831,341</b>				

**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
	<b>Subtotal</b>	<b>7,990,004</b>			

**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
	<b>Subtotal</b>	<b>2,540,253</b>			

**5812 - 99400D Planning & Admin - Operating**

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

**TOTAL 329,956,002**

**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 24, 2015  
Referred by: PAC  
Revised: 07/22/15-C 10/28/15-C  
12/16/15-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).

This resolution was revised on December 16, 2015 to allocate funds to Golden Gate Bridge, Highway, and Transportation District (GGBHTD) and San Francisco Bay Area Rapid Transit (BART).

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, October 14, 2015, and December 9, 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

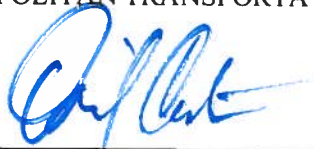
RESOLVED, that MTC approves the findings set forth in Attachment B to this resolution; and, be it further

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



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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  
 12/16/15-C

Attachment A  
 MTC Resolution No. 4188  
 Page 1 of 2

# 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
<b>5820 - 6730A Operating Costs - Population-based Small Operator/Northern Counties</b>					
CCCTA	Transit Operations	2,004,761	01	06/24/15	CCCTA
ECCTA	Transit Operations	1,159,791	09	07/22/15	ECCTA
GGBHTD	Transit Operations	1,094,305	17	12/16/15	Marin
	<b>Subtotal</b>	<b>4,258,857</b>			
<b>5820 - 6730A Operating Costs - Population-based Regional Paratransit</b>					
VTA	Paratransit Operations	1,175,189	10	07/22/15	Santa Clara County
	<b>Subtotal</b>	<b>1,175,189</b>			
<b>5820 - 6730A Operations - Population-based Lifeline</b>					
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
	<b>Subtotal</b>	<b>10,259,749</b>			
<b>5820 - 6730A Operating Costs - Revenue-based</b>					
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
GGBHTD	Transit Operations	3,370,520	18	12/16/15	GGBHTD
BART	Transit Operations	15,179,275	19	12/16/15	BART
	<b>Subtotal</b>	<b>87,516,118</b>			

***5820 - 6730A Operating Costs - Population-based MTC Regional Coordination***

MTC	Transit Operations	11,450,000	07	06/24/15	MTC
	<b>Subtotal</b>	<b>11,450,000</b>			

***5821 - 6730B Capital Costs - Population-based MTC Coordination***

MTC	Transit Capital	2,560,000	08	06/24/15	MTC
	<b>Subtotal</b>	<b>2,560,000</b>			

**TOTAL 117,219,913**

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 21<sup>st</sup> 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)

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**File #:** 15-1108      **Version:** 1      **Name:**

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

**File created:** 12/2/2015      **In control:** Programming and Allocations Committee

**On agenda:** 12/16/2015      **Final action:**

**Title:** MTC Resolution No. 3649, Revised. Allocation of \$750,000 in Regional Measure 2 (RM2) Capital funds for the construction phase of the Central Marin Ferry Connection Multi-use Pathway project.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [6d-PAC Reso-3649\\_RM2\\_TAM](#)  
[2g\\_Reso-3649\\_RM2\\_TAM.pdf](#)

Date	Ver.	Action By	Action	Result
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### Subject:

MTC Resolution No. 3649, Revised. Allocation of \$750,000 in Regional Measure 2 (RM2) Capital funds for the construction phase of the Central Marin Ferry Connection Multi-use Pathway project.

### Presenter:

Anne Richman

### Recommended Action:

Commission Approval

# Metropolitan Transportation Commission Programming and Allocations Committee

December 9, 2015

## MTC Resolution No. 3649, Revised

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- Subject:** Allocation of \$750,000 in Regional Measure 2 (RM2) Capital funds for the construction phase of the Central Marin Ferry Connection Multi-Use Pathway project.
- Background:** The Transportation Authority of Marin (TAM) requests allocation of \$750,000 in RM2 funds for the construction phase of the Central Marin Ferry Connection Multi-Use Pathway (CMFC) project. The CMFC project will construct a bicycle and pedestrian path across Sir Francis Drake Boulevard in Larkspur, connecting the Larkspur Ferry Terminal with the planned Larkspur Passenger Rail Station and the Cal Park Hill Multi-Use Path. MTC allocated \$6 million in RM2 funds in 2013 and 2014 for the construction of the project. The project also has Air District and federal funds.
- Construction on the pathway and overcrossing of Sir Francis Drake Boulevard started in 2014 and is nearing completion. Since construction started, the contractor encountered differing site conditions and environmental issues, resulting in over 40 contract change orders. Despite value engineering efforts to reduce the cost increase, a funding shortfall of \$750,000 remains. TAM requests the RM2 allocation to cover the funding shortfall and complete the project.
- Issues:**
1. TAM proposes the \$750,000 to come from RM2 Project 11.5, the North-South Greenway Gap Closure (NS Greenway) project. The NS Greenway project currently has \$19.8 million in RM2 funds reprogrammed in 2014 from the US-101 Greenbrae Interchange project. Recently, TAM has identified potential cost savings due to the elimination of retaining walls on the NS Greenway project, and is confident the NS Greenway project can be delivered with the remaining \$19.05 million in RM2 funds.
  2. MTC's RM2 Policies and Procedures do not allow for project costs incurred prior to the allocation date to be eligible for reimbursement. As this allocation is for cost increases and project close-out costs, staff recommends an exception to this policy to allow for costs incurred after November 1, 2015 to be eligible for reimbursement under this allocation.
- Recommendation:** Refer MTC Resolution No. 3649, Revised to the Commission for approval.
- Attachments:** MTC Resolution No. 3649, Revised.

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

### ABSTRACT

MTC Resolution No. 3649, Revised

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

This resolution includes the following attachments:

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

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

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

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

## ABSTRACT

MTC Resolution No. 3649, Revised

Page 2

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

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

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

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

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

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

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

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



## ABSTRACT

MTC Resolution No. 3649, Revised

Page 3

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

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

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

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

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

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION No. 3649

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

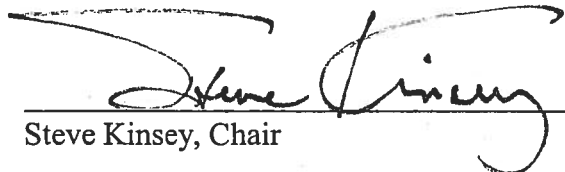
RESOLVED, that the allocation and reimbursement of RM2 funds as set forth in Attachment A are conditioned upon the Transportation Authority of Marin complying with the provisions of the Regional Measure 2 Regional Traffic Relief Plan Policy and Procedures as set forth in length in MTC Resolution 3636;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

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION

  
Steve Kinsey, Chair

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

## REGIONAL MEASURE 2 PROGRAM Allocation of Funds

Project Title: Central Marin Ferry Connection Multi-Use Pathway  
Sponsor: Transportation Authority of Marin  
Project Number: 11.4

Allocation No. 11.4-1					
Activities to be funded with Allocation #1:					
Allocation will fund the environmental and preliminary engineering phases for the Central Marin Ferry Connection project, Phase A. This includes linking existing multi-use pathways south of the Corte Madera Creek to the Cal Park Hill Multi-Use Pathway, providing improved access to the Larkspur Ferry Terminal. This phase will also study a crossing of the Corte Madera Creek by either a new bridge structure or widening the US-101 northbound off-ramp, and other access improvements. An environmental document will be prepared for Phase A.					
Funding Information for Allocation #1:					
Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date
08364908	26-Sep-07	\$ 2,000,000	ENV	FY 2007-08	\$ 2,000,000

Allocation No. 11.4-2					
Activities to be funded with Allocation #2:					
Allocation will fund the final design for the Central Marin Ferry Connection Multi-Use Pathway project. Note: Due to cost savings, \$127,966.40 was rescinded from Allocation No. 12364912 and transferred to construction.					
Funding Information for Allocation #2:					
Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date
12364912	16-Nov-11	\$ 1,000,000	PS&E	FY 2011-12	\$ 3,000,000
12364912	19-Nov-14	\$ (127,966.40)	PS&E	FY 2011-12	\$ 2,872,034

Allocation No. 11.4-3					
Activities to be funded with Allocation #3:					
Allocation will fund the construction of the Central Marin Ferry Connection Multi-Use Pathway project. Note: Due to cost savings in design, \$127,966.40 was rescinded from design and transferred to construction under Allocation No. 15364916.					
Funding Information for Allocation #2:					
Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date
14364914	24-Jul-13	\$ 5,860,000	CON	FY 2013-14	\$ 8,732,034
15364916	19-Nov-14	\$ 127,966	CON	FY 2014-15	\$ 8,860,000

Allocation No. 11.4-4					
Activities to be funded with Allocation #4:					
Allocation will fund the construction increase of the Central Marin Ferry Connection Multi-Use Pathway project.					
Funding Information for Allocation #2:					
Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date
16364917	16-Dec-15	\$ 750,000	CON	FY 2015-16	\$ 9,610,000

## **REGIONAL MEASURE 2 PROGRAM Project Specific Conditions**

Project Title: Central Marin Ferry Connection Multi-Use Pathway  
Sponsor: Transportation Authority of Marin  
Project Number: 11.4

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

1. Approval of the allocation package by the Transportation Authority of Marin Board of Directors. The allocation package consists of the Initial Project Report (IPR), resolution of project compliance, environmental clearance documentation, and opinion of legal counsel.
2. The Transportation Authority of Marin may invoice MTC for eligible expenses as frequently as monthly, in accordance with the cash flow plan.
3. Allocation No. 16364917 may be used for construction close-out invoices, including for invoices in which activity occurred prior to the allocation date, but no earlier than November 1, 2015.

## RM2 Project Number: 11.4 Central Marin Ferry Connection Multi-Use Pathway

Lead Sponsor Transportation Authority of Marin	Other Sponsors(s) N/A	Implementing Agency (if applicable) Marin County
Legislated Project Description Greenbrae Interchange/Larkspur Ferry Access Improvements. Provide enhanced regional and local access around the Greenbrae Interchange to reduce traffic congestion and provide multimodal access to the Richmond-San Rafael Bridge and Larkspur Ferry Terminal		
RM2 Legislated Funding (in \$1,000) Total Overall Funding: \$43,500 11.1 U.S. 101 Greenbrae Interchange Improvements (\$8,923) 11.2 Sir Francis Drake Blvd. Widening (\$825) 11.3 Cal Park Hill Tunnel Rehabilitation and Class 1 Bikeway (\$5,092) 11.4 Central Marin Ferry Access Improvement (\$9,610) <b>11.5 North-South Greenway Gap Closure Project (\$19,050)</b>		Total Estimated Project Cost (in \$1,000) \$17,738
Project Purpose and Description This project provides an important multi-modal commute and recreational connection to the Larkspur Ferry. The project will construct a bicycle and pedestrian path across Sir Francis Drake Boulevard in Larkspur, connecting the Larkspur Ferry Terminal with the planned Larkspur Passenger Rail Station and the newly constructed Cal Park Hill Multi-Use Path. The project has been planned to be compatible with a future unfunded project that will cross the Corte Madera Creek ultimately connecting the CMFC Project with existing pathways located at the intersection of Old Redwood Highway and Wornum Drive, further closing the existing "gap" in the non-motorized transportation network.		
Funding Description Committed Funds: \$17.7 million is committed from RM2, Regional Bike/Ped Funding, TFCA (Air District), and Federal Funds. Uncommitted Funds: None. Operating Capacity: Ongoing maintenance will be done by the County of Marin and the City of Larkspur.		

### Overall Project Cost and Schedule

Phase	Scope	Start	End	Cost (in \$1,000)
1	Final Environmental Document (CEQA)	12/2007	09/2010	\$2,000
2	Plans, Specifications and Estimates	12/2011	06/2013	\$2,435
3	Right-of-Way	N/A	N/A	\$0
4	Construction	01/2014	12/2015	\$13,303
<b>Total:</b>				<b>\$17,738</b>

## Total Project Funding Plan: Committed and Uncommitted Sources

(Amounts Escalated in Thousands)

<b>Project Title</b>	Central Marin Ferry Connection Multi-Use Pathway					<b>Project No.</b> 11.4				
<b>Lead Sponsor</b>	Transportation Authority of Marin									

Fund Source	Phase	Prior	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14+	Total
<b>Committed</b>										
RM2	ENV			2,000						2,000
CMAQ (RBP)	PSE					1,410				1,410
RM2	PSE						872			872
TFCA	PSE							153		153
TFCA	CON								165	165
RM2	CON								6,738	6,738
Non Motorized Pilot Prog	CON							3,200	1,500	4,700
CMAQ (RBP)	CON							1,500		1,500
Other Local	CON								200	200
Total:		0	0	2,000	0	1,410	872	4,853	8,603	17,738
<b>Uncommitted</b>										
										0
										0
										0
Total:		0	0	0	0	0	0	0	0	0
<b>Total Project Committed and Uncommitted</b>										
		<b>Prior</b>	<b>2007-08</b>	<b>2008-09</b>	<b>2009-10</b>	<b>2010-11</b>	<b>2011-12</b>	<b>2012-13</b>	<b>2013-14+</b>	<b>Total</b>
Total:		0	0	2,000	0	1,410	872	4,853	8,603	17,738



## REGIONAL MEASURE 2 PROGRAM Project Cash Flow Plan

Project Title: Central Marin Ferry Connection Multi-Use Pathway  
Sponsor: Transportation Authority of Marin  
RM2 Project Number: 11.4

RM2 Project #11.4	PRIOR	FY 2007-08	FY 2008-09	FY 2009-10	FY 2010-11	FY 2011-12	FY 2012-13+	TOTAL
<b>RM2 Funds Total</b>	-	2,000,000	-	-	-	872,034	6,737,966	9,610,000
<b>Environmental (ENV)</b>	0	2,000,000	0	0	0	0	0	2,000,000
RM2		2,000,000						2,000,000
								0
								0
								0
<b>Final Design (PS&amp;E)</b>	0	0	0	0	1,410,000	872,034	153,000	2,435,034
CMAQ (RBP)					1,410,000			1,410,000
RM2						872,034		872,034
TFCA							153,000	153,000
								0
<b>Right of Way</b>	0	0	0	0	0	0	0	0
								0
								0
								0
								0
<b>Construction</b>	0	0	0	0	0	0	13,302,966	13,302,966
RM2							6,737,966	6,737,966
TFCA and Other Local							365,000	365,000
Non-Motorized Pilot Program							4,700,000	4,700,000
CMAQ (RBP)							1,500,000	1,500,000
<b>TOTAL FUNDING</b>								
Environmental	0	2,000,000	0	0	0	0	0	2,000,000
Final Design (PS&E)	0	0	0	0	1,410,000	872,034	153,000	2,435,034
Right of Way	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	13,302,966	13,302,966
<b>PROJECT TOTAL</b>	0	2,000,000	0	0	1,410,000	872,034	13,455,966	17,738,000

# Metropolitan Transportation Commission Programming and Allocations Committee

December 9, 2015

Agenda Item 2g

## MTC Resolution No. 3649, Revised

---

- Subject:** Allocation of \$750,000 in Regional Measure 2 (RM2) Capital funds for the construction phase of the Central Marin Ferry Connection Multi-Use Pathway project.
- Background:** The Transportation Authority of Marin (TAM) requests allocation of \$750,000 in RM2 funds for the construction phase of the Central Marin Ferry Connection Multi-Use Pathway (CMFC) project. The CMFC project will construct a bicycle and pedestrian path across Sir Francis Drake Boulevard in Larkspur, connecting the Larkspur Ferry Terminal with the planned Larkspur Passenger Rail Station and the Cal Park Hill Multi-Use Path. MTC allocated \$6 million in RM2 funds in 2013 and 2014 for the construction of the project. The project also has Air District and federal funds.
- Construction on the pathway and overcrossing of Sir Francis Drake Boulevard started in 2014 and is nearing completion. Since construction started, the contractor encountered differing site conditions and environmental issues, resulting in over 40 contract change orders. Despite value engineering efforts to reduce the cost increase, a funding shortfall of \$750,000 remains. TAM requests the RM2 allocation to cover the funding shortfall and complete the project.
- Issues:**
1. TAM proposes the \$750,000 to come from RM2 Project 11.5, the North-South Greenway Gap Closure (NS Greenway) project. The NS Greenway project currently has \$19.8 million in RM2 funds reprogrammed in 2014 from the US-101 Greenbrae Interchange project. Recently, TAM has identified potential cost savings due to the elimination of retaining walls on the NS Greenway project, and is confident the NS Greenway project can be delivered with the remaining \$19.05 million in RM2 funds.
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- Recommendation:** Refer MTC Resolution No. 3649, Revised to the Commission for approval.
- Attachments:** MTC Resolution No. 3649, Revised.

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

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- Attachment B - Project Specific Conditions for Allocation Approval
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## ABSTRACT

MTC Resolution No. 3649, Revised

Page 2

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

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

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

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

## ABSTRACT

MTC Resolution No. 3649, Revised

Page 3

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

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

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

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

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

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION No. 3649

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

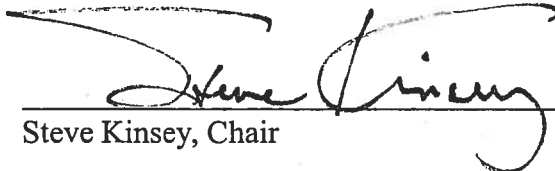
RESOLVED, that the allocation and reimbursement of RM2 funds as set forth in Attachment A are conditioned upon the Transportation Authority of Marin complying with the provisions of the Regional Measure 2 Regional Traffic Relief Plan Policy and Procedures as set forth in length in MTC Resolution 3636;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

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION

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

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



## REGIONAL MEASURE 2 PROGRAM Allocation of Funds

Project Title: Central Marin Ferry Connection Multi-Use Pathway  
Sponsor: Transportation Authority of Marin  
Project Number: 11.4

Allocation No. 11.4-1					
Activities to be funded with Allocation #1:					
Allocation will fund the environmental and preliminary engineering phases for the Central Marin Ferry Connection project, Phase A. This includes linking existing multi-use pathways south of the Corte Madera Creek to the Cal Park Hill Multi-Use Pathway, providing improved access to the Larkspur Ferry Terminal. This phase will also study a crossing of the Corte Madera Creek by either a new bridge structure or widening the US-101 northbound off-ramp, and other access improvements. An environmental document will be prepared for Phase A.					
Funding Information for Allocation #1:					
Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date
08364908	26-Sep-07	\$ 2,000,000	ENV	FY 2007-08	\$ 2,000,000

Allocation No. 11.4-2					
Activities to be funded with Allocation #2:					
Allocation will fund the final design for the Central Marin Ferry Connection Multi-Use Pathway project. Note: Due to cost savings, \$127,966.40 was rescinded from Allocation No. 12364912 and transferred to construction.					
Funding Information for Allocation #2:					
Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date
12364912	16-Nov-11	\$ 1,000,000	PS&E	FY 2011-12	\$ 3,000,000
12364912	19-Nov-14	\$ (127,966.40)	PS&E	FY 2011-12	\$ 2,872,034

Allocation No. 11.4-3					
Activities to be funded with Allocation #3:					
Allocation will fund the construction of the Central Marin Ferry Connection Multi-Use Pathway project. Note: Due to cost savings in design, \$127,966.40 was rescinded from design and transferred to construction under Allocation No. 15364916.					
Funding Information for Allocation #2:					
Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date
14364914	24-Jul-13	\$ 5,860,000	CON	FY 2013-14	\$ 8,732,034
15364916	19-Nov-14	\$ 127,966	CON	FY 2014-15	\$ 8,860,000

Allocation No. 11.4-4					
Activities to be funded with Allocation #4:					
Allocation will fund the construction increase of the Central Marin Ferry Connection Multi-Use Pathway project.					
Funding Information for Allocation #2:					
Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date
16364917	16-Dec-15	\$ 750,000	CON	FY 2015-16	\$ 9,610,000

## **REGIONAL MEASURE 2 PROGRAM Project Specific Conditions**

Project Title: Central Marin Ferry Connection Multi-Use Pathway  
Sponsor: Transportation Authority of Marin  
Project Number: 11.4

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

1. Approval of the allocation package by the Transportation Authority of Marin Board of Directors. The allocation package consists of the Initial Project Report (IPR), resolution of project compliance, environmental clearance documentation, and opinion of legal counsel.
2. The Transportation Authority of Marin may invoice MTC for eligible expenses as frequently as monthly, in accordance with the cash flow plan.
3. Allocation No. 16364917 may be used for construction close-out invoices, including for invoices in which activity occurred prior to the allocation date, but no earlier than November 1, 2015.

## RM2 Project Number: 11.4 Central Marin Ferry Connection Multi-Use Pathway

Lead Sponsor Transportation Authority of Marin	Other Sponsors(s) N/A	Implementing Agency (if applicable) Marin County
<b>Legislated Project Description</b> Greenbrae Interchange/Larkspur Ferry Access Improvements. Provide enhanced regional and local access around the Greenbrae Interchange to reduce traffic congestion and provide multimodal access to the Richmond-San Rafael Bridge and Larkspur Ferry Terminal		
RM2 Legislated Funding (in \$1,000) Total Overall Funding: \$43,500 11.1 U.S. 101 Greenbrae Interchange Improvements (\$8,923) 11.2 Sir Francis Drake Blvd. Widening (\$825) 11.3 Cal Park Hill Tunnel Rehabilitation and Class 1 Bikeway (\$5,092) 11.4 Central Marin Ferry Access Improvement (\$9,610) <b>11.5 North-South Greenway Gap Closure Project (\$19,050)</b>		Total Estimated Project Cost (in \$1,000) \$17,738
<b>Project Purpose and Description</b> This project provides an important multi-modal commute and recreational connection to the Larkspur Ferry. The project will construct a bicycle and pedestrian path across Sir Francis Drake Boulevard in Larkspur, connecting the Larkspur Ferry Terminal with the planned Larkspur Passenger Rail Station and the newly constructed Cal Park Hill Multi-Use Path. The project has been planned to be compatible with a future unfunded project that will cross the Corte Madera Creek ultimately connecting the CMFC Project with existing pathways located at the intersection of Old Redwood Highway and Wornum Drive, further closing the existing "gap" in the non-motorized transportation network.		
<b>Funding Description</b> Committed Funds: \$17.7 million is committed from RM2, Regional Bike/Ped Funding, TFCA (Air District), and Federal Funds. Uncommitted Funds: None. Operating Capacity: Ongoing maintenance will be done by the County of Marin and the City of Larkspur.		

### Overall Project Cost and Schedule

Phase	Scope	Start	End	Cost (in \$1,000)
1	Final Environmental Document (CEQA)	12/2007	09/2010	\$2,000
2	Plans, Specifications and Estimates	12/2011	06/2013	\$2,435
3	Right-of-Way	N/A	N/A	\$0
4	Construction	01/2014	12/2015	\$13,303
<b>Total:</b>				<b>\$17,738</b>

## Total Project Funding Plan: Committed and Uncommitted Sources

(Amounts Escalated in Thousands)

<b>Project Title</b>	Central Marin Ferry Connection Multi-Use Pathway					<b>Project No.</b> 11.4				
<b>Lead Sponsor</b>	Transportation Authority of Marin									

Fund Source	Phase	Prior	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14+	Total
<b>Committed</b>										
RM2	ENV			2,000						2,000
CMAQ (RBP)	PSE					1,410				1,410
RM2	PSE						872			872
TFCA	PSE							153		153
TFCA	CON								165	165
RM2	CON								6,738	6,738
Non Motorized Pilot Prog	CON							3,200	1,500	4,700
CMAQ (RBP)	CON							1,500		1,500
Other Local	CON								200	200
Total:		0	0	2,000	0	1,410	872	4,853	8,603	17,738
<b>Uncommitted</b>										
										0
										0
										0
Total:		0	0	0	0	0	0	0	0	0
<b>Total Project Committed and Uncommitted</b>										
		<b>Prior</b>	<b>2007-08</b>	<b>2008-09</b>	<b>2009-10</b>	<b>2010-11</b>	<b>2011-12</b>	<b>2012-13</b>	<b>2013-14+</b>	<b>Total</b>
Total:		0	0	2,000	0	1,410	872	4,853	8,603	17,738

## REGIONAL MEASURE 2 PROGRAM

### Project Cash Flow Plan

Project Title: Central Marin Ferry Connection Multi-Use Pathway  
Sponsor: Transportation Authority of Marin  
RM2 Project Number: 11.4

RM2 Project #11.4	PRIOR	FY 2007-08	FY 2008-09	FY 2009-10	FY 2010-11	FY 2011-12	FY 2012-13+	TOTAL
<b>RM2 Funds Total</b>	-	2,000,000	-	-	-	872,034	6,737,966	9,610,000
<b>Environmental (ENV)</b>	0	2,000,000	0	0	0	0	0	2,000,000
RM2		2,000,000						2,000,000
								0
								0
								0
<b>Final Design (PS&amp;E)</b>	0	0	0	0	1,410,000	872,034	153,000	2,435,034
CMAQ (RBP)					1,410,000			1,410,000
RM2						872,034		872,034
TFCA							153,000	153,000
								0
<b>Right of Way</b>	0	0	0	0	0	0	0	0
								0
								0
								0
								0
<b>Construction</b>	0	0	0	0	0	0	13,302,966	13,302,966
RM2							6,737,966	6,737,966
TFCA and Other Local							365,000	365,000
Non-Motorized Pilot Program							4,700,000	4,700,000
CMAQ (RBP)							1,500,000	1,500,000
<b>TOTAL FUNDING</b>								
Environmental	0	2,000,000	0	0	0	0	0	2,000,000
Final Design (PS&E)	0	0	0	0	1,410,000	872,034	153,000	2,435,034
Right of Way	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	13,302,966	13,302,966
<b>PROJECT TOTAL</b>	0	2,000,000	0	0	1,410,000	872,034	13,455,966	17,738,000



# Metropolitan Transportation Commission

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

## Legislation Details (With Text)

<b>File #:</b>	15-0911	<b>Version:</b>	1	<b>Name:</b>	
<b>Type:</b>	Resolution	<b>Status:</b>		Commission Approval	
<b>File created:</b>	9/17/2015	<b>In control:</b>		Administration Committee	
<b>On agenda:</b>	12/9/2015	<b>Final action:</b>		12/16/2015	
<b>Title:</b>	MTC Resolution No. 3619, Revised - Recommended Revisions to Executive Director's Signature Authority.				
	Recommendation for approval to authorize the Executive Director and a designated Deputy Executive Director to sign contracts and contract amendments totaling \$200,000 without referral to a standing Committee of the Commission and to execute emergency contracts up to \$1,000,000.				
<b>Sponsors:</b>					
<b>Indexes:</b>					
<b>Code sections:</b>					
<b>Attachments:</b>	<a href="#">6e Handout Res. 3619</a> <a href="#">6e-Admin Reso-3619 ED Signature Revision.v2</a> <a href="#">2h Reso-3619 ED Signature Revision.pdf</a>				

Date	Ver.	Action By	Action	Result
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### Subject:

MTC Resolution No. 3619, Revised - Recommended Revisions to Executive Director's Signature Authority.

*Recommendation for approval to authorize the Executive Director and a designated Deputy Executive Director to sign contracts and contract amendments totaling \$200,000 without referral to a standing Committee of the Commission and to execute emergency contracts up to \$1,000,000.*

### Presenter:

Denise Rodrigues

### Recommended Action:

Commission Approval



METROPOLITAN  
TRANSPORTATION  
COMMISSION

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*Memorandum*

TO: Commission

DATE: December 16, 2015

FR: Executive Director

W. I. 1150

RE: MTC Resolution No. 3619, Revised –Recommended Revisions to Executive Director’s Signature Authority

On December 9, 2015, the Administration Committee forwarded to the Commission a revision to MTC Resolution No. 3619, Revised which would increase the Executive Director’s signature authority for contract actions from \$100,000 to \$200,000. At the December 11, 2015 Operations Committee meeting, in an unrelated item, staff presented an Emergency Management Program Update. During the presentation, the Operations Committee expressed its desire to provide sufficient authority to the MTC Executive Director to enter into contracts related to emergencies and directed staff to prepare an item to increase the Executive Director’s contracting authority for emergency contracts to \$1,000,000.

As a result of this request, staff is recommending that the Commission approve the revisions to MTC Resolution No. 3619, Revised, set forth in the attached revised resolution.

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

Attachment: MTC Resolution No. 3619, Revised





Date: March 24, 2004  
W.I.: 1150  
Referred by: Administration  
Revised: 04/25/07-C  
06/23/10-C  
04/24/13-C  
12/16/15-C

### ABSTRACT

#### Resolution No. 3619, Revised

Resolution No. 1101 delegated signature authority to the Executive Director of the Commission, Deputy Executive Director, or a designee of the Executive Director, to enter into certain specific contracts and funding agreements without Administration Committee approval.

This resolution revises the signature authority delegated to the Executive Director by the Commission, or to the Deputy Director if authorized by the Executive Director, to enter into certain specified contracts and funding agreements without Administration Committee approval.

Resolution No. 1101 is superseded.

Attachment A of this resolution was revised on April 25, 2007 to delegate signature authority to the Executive Director of the Commission or to the Deputy Director or other designee, if authorized by the Executive Director, to execute contract amendments that in total do not exceed the dollar value of a contract allotment approved by the Commission. In addition, clarifying changes were made to this resolution to reflect MTC's current staffing organization and Committee structure.

Attachment A of this resolution was revised on June 23, 2010 to modify and clarify the delegation of signature authority.

Attachment A of this resolution was revised on April 24, 2013 to augment the signature authority of the Executive Director and the Deputy Executive Director in relation to emergency expenditures, as defined in Attachment A.6.

Attachment A of this resolution was revised on December 16, 2015 to increase the delegation of signature authority from \$100,000 to \$200,000 for all contracts, except for emergency contracts, for which authority was increased from \$100,000 to \$1,000,000.

Discussion of these items can be found in the Executive Director's Memoranda to the Administration Committee dated February 25, 2004, April 4, 2007, April 3, 2013 and December 2, 2015, the Deputy Executive Director's Memorandum to the Administration Committee dated June 2, 2010, and the Executive Director's Memorandum to the Commission dated December 16, 2015.

Date: March 24, 2004  
W.I.: 1150  
Referred by: Administration

RE: Delegation of Contracting Authority, without Administration Committee approval, to the Executive Director of the Commission, a Deputy Director, or a designee of the Executive Director

METROPOLITAN TRANSPORTATION COMMISSION

Resolution No. 3619

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

WHEREAS, pursuant to Government Code § 66505, the Commission has appointed an Executive Director who, subject to the direction of the Commission, has charge of administering the affairs of the Commission; and

WHEREAS, pursuant to the Executive Director's duties in administering the affairs of the Commission, the Executive Director, among other things, enters into contracts and purchase orders for goods and services necessary to carry out the statutory purposes of the Commission and funding agreements with other public agencies for the distribution and receipt of funds; and

WHEREAS, funds for such purchase orders, contracts and funding agreements are programmed by the Commission with the adoption of the annual Overall Work Program (OWP) and annual budget for each fiscal year and are approved via appropriate committee(s) of the Commission; and

WHEREAS, in order to efficiently administer such purchase orders, contracts and funding agreements, the Commission authorized the Executive Director, pursuant to MTC Resolution No. 1101, to execute certain agreements without prior approval by the Administration Committee; and

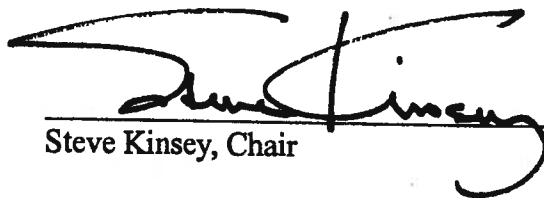
WHEREAS, the Commission wishes to modify MTC Resolution No. 1101; now, therefore, be it

RESOLVED, that the Executive Director, or the Deputy Director, or a designee of the Executive Director, is hereby authorized and directed to sign purchase orders, contract documents and funding agreements, as indicated on Attachment A; and, be it further

RESOLVED, that any action taken by the Executive Director (or the Deputy Director or designee, as applicable), shall be reported to the Administration Committee as part of the monthly financial reporting procedure; and, be it further

RESOLVED, that Commission Resolution No. 1101 is superseded with the adoption of this resolution.

METROPOLITAN TRANSPORTATION COMMISSION

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

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in Oakland, California, on March 24, 2004.

Date: March 24, 2004  
W.I.: 1150  
Referred by: Administration  
Revised: 04/25/07-C  
06/23/10-C  
04/24/13-C  
12/16/15-C

Attachment A  
Resolution No. 3619  
Page 1 of 2

1. References to “contracts” in this Attachment refer also to “purchase orders”.
2. The Executive Director or a designated Deputy Executive Director is hereby authorized to sign contracts and/or amendments to contracts totaling \$200,000 ~~\$100,000~~, without referral to a standing Committee of the Commission with contract approval authority, provided the things to be purchased or the work to be done are included in the annual Overall Work Program and/or the annual budget approved by the Commission. This delegated authority is renewed for any single contract each time the appropriate Committee approves a new total contract amount.
3. The Executive Director may authorize MTC Section Directors to sign contracts and/or amendments to such contracts with a total contract value up to \$25,000 cumulatively.
4. Where a Commission Committee with contract approval authority has approved a contract allotment in addition to the original contract amount to cover changes that may be required during the performance period, the Executive Director or a designated Deputy Executive Director is authorized to sign change orders and contract amendments that in total do not exceed the approved contract allotment, without further referral to the appropriate authorizing Committee.
5. The Executive Director or designated Deputy Executive Director is authorized to sign funding agreements and amendments to funding agreements included in the annual Overall Work Program and/or the annual budget approved by the Commission authorizing MTC to receive funds from other public agencies and to distribute funds to other public agencies without referral to the appropriate authorizing Committee and without regard to dollar amount, provided, with respect to distribution of funds, that the recipients are named in the

Overall Work Program or annual agency budget or by action of another Committee of the Commission. Funding agreements distributing funds to recipients not so named are subject to the delegation authority for contracts and amendments in paragraphs one, two and three of this Attachment.

6. The Executive Director ~~and a Deputy Executive Director~~ is hereby authorized to sign contracts and to waive competitive procurement requirements for emergency contracts and purchase orders, with the approval of the Commission Chair, or in his/her absence, the Vice Chair, provided that; (i) funds for the contract or purchase order are available in the adopted agency budget; and (ii) each emergency contract or purchase order may not exceed ~~\$100,000~~ \$1,000,000. "Emergency" contract is defined as a contract necessary to deal with Acts of God or other threats to public safety or well-being when the delay caused by waiting for the next meeting of the Committee or Commission would increase that threat. ~~Any contract or purchase order in excess of \$100,000 shall be ratified by the appropriate authorizing Committee or Commission at the next regular meeting.~~



**METROPOLITAN  
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***Memorandum***

TO: MTC Administrative Committee  
MTC Operations Committee  
BATA Oversight Committee

DATE: December 2, 2015

FR: Executive Director

W.I.: 1150

RE: Recommended Revisions to Executive Director's Signature Authority:

- MTC Resolution No. 3619, Revised
- MTC SAFE Resolution No. 44, Revised
- BATA Resolution No. 46, Revised

**Summary of Recommendations**

Based on significant increases in contracting activities for MTC, MTC SAFE, BATA, BAHA and BAIFA and review of other Bay Area transportation agencies' practices, staff recommends that the Committee approve, and forward to the Commission or applicable Authority for approval, the following revision to the Executive Director's (ED) and Deputy Executive Directors' (DED) delegated signature authority, expressed in MTC Resolution No. 3619, Revised, MTC SAFE Resolution No. 44, Revised, and BATA Resolution No. 46, Revised, for reasons discussed in this memorandum:

Increase the delegated contracting authority of the ED or DED from \$100,000 to \$200,000 to allow for contracts or amendments to contracts totaling \$200,000 to be authorized by the ED or DED, without Committee approval.

**Background**

"Signature authority" refers to the ED's or DEDs' ability to authorize contracts or funding agreements without Committee approval. The proposed changes to MTC Resolution No. 3619, Revised, MTC SAFE Resolution No. 44, Revised, and BATA Resolution No. 46, Revised, would establish identical signature authority limits.

The dollar amounts for delegated authority in MTC Resolution No. 3619, Revised, MTC SAFE Resolution No. 44, Revised, and BATA Resolution No. 46, Revised, were last amended in 2004 to increase the ED and DED signature authority from \$25,000 to \$100,000 for contracts, among other changes.

**Discussion**

Increasing the ED's and DEDs' authority to execute third party contracts to \$200,000 would permit Commissioners to use committee meetings to focus on projects with greater financial and programmatic significance and is consistent with regional practice. To illustrate the likely impact of the proposed delegation on MTC Committees, in Fiscal Year 2014-15, MTC Committees approved 190 contracts or amendments. Under the proposed higher delegation threshold, MTC Committees

would have been asked to approve 123 contracts or amendments, comprising approximately 96% of the total dollar value of MTC's contracts in Fiscal Year 2014-15. Per the attached survey of other California transportation agencies with comparable contracting activities (Attachment 1), the proposed delegation would be higher than some comparable agencies such as the San Francisco Bay Area Rapid Transit District (BART) and the Bay Area Air Quality Management District (BAAQMD), but below other large agencies such as Orange County Transportation Authority (OCTA), Los Angeles Metropolitan Transit Authority (LAMTA), San Francisco Municipal Transportation Agency (SFMTA), and Santa Clara Valley Transportation Authority (VTA).

Under the proposed delegation, the ED and DED, if authorized by the ED, could sign third-party contracts in amounts up to and including \$200,000 without committee approval, provided that the items to be purchased or work to be done were included in the adopted agency budget. As is the practice under the current \$100,000 ceiling, management staff would continue to identify contracts under \$200,000 likely to be of Commission interest, to refer to the appropriate Committee for approval. Other provisions related to purchase orders, Section Director authority and monthly reporting are proposed to remain unchanged.

**Recommendation**

Staff recommends that the Committee forward to the Commission or applicable Authority for its approval the revisions to MTC Resolution No. 3619, Revised, MTC SAFE Resolution No. 44, Revised, or BATA Resolution No. 46, Revised, as applicable, as set forth in the attached revised resolution.



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Steve Heminger

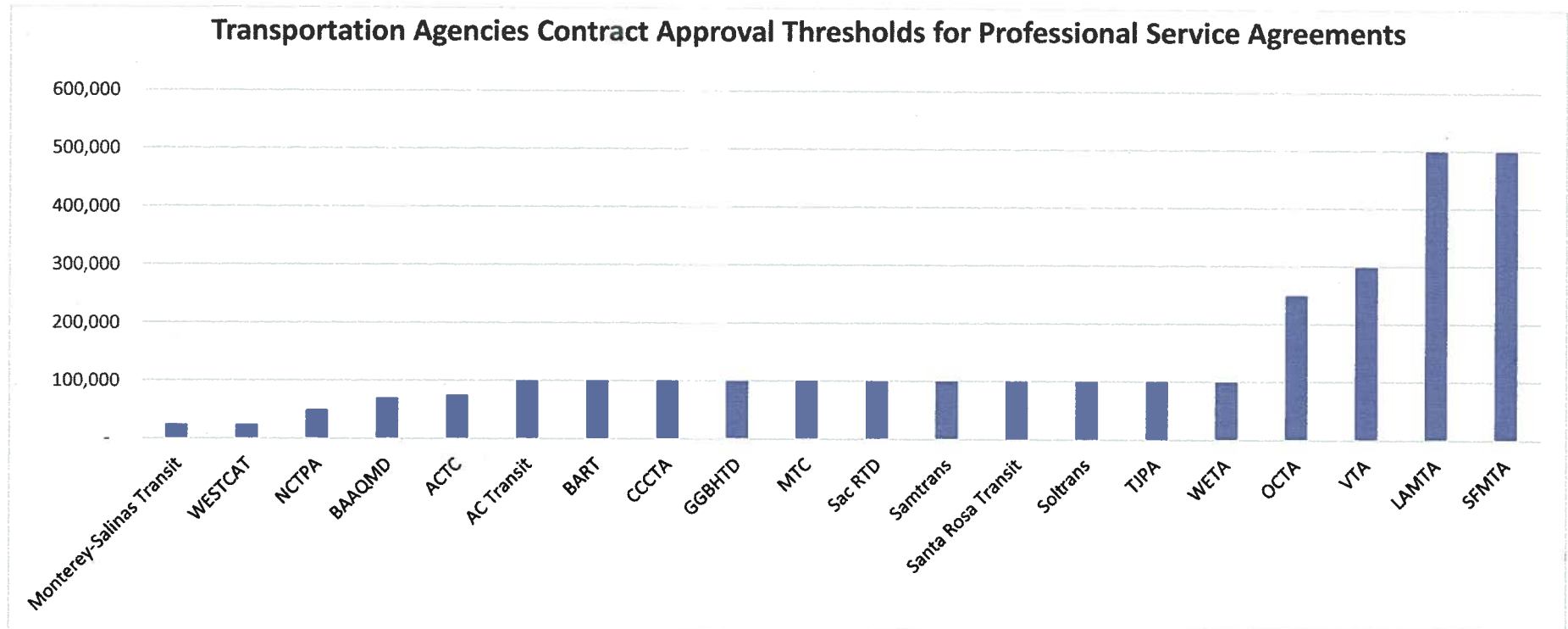
**Attachments:**

Attachment 1 – Transportation Agencies Contract Approval Thresholds for Professional Service Agreements

Attachment 2 – MTC Resolution No. 3619, Revised



# ATTACHMENT 1



Notes: VTA allows for purchases up to \$500K, TJPA allows for construction contracts up to \$400K and LAMTA allows for low bid awards up to \$1M. SANDAG has a \$5M threshold but is not depicted in this chart to allow visual comparison of all other agencies.

Date: March 24, 2004  
W.I.: 1150  
Referred by: Administration  
Revised: 04/25/07-C  
06/23/10-C  
04/24/13-C  
12/16/15-C

### ABSTRACT

#### Resolution No. 3619, Revised

Resolution No. 1101 delegated signature authority to the Executive Director of the Commission, Deputy Executive Director, or a designee of the Executive Director, to enter into certain specific contracts and funding agreements without Administration Committee approval.

This resolution revises the signature authority delegated to the Executive Director by the Commission, or to the Deputy Director if authorized by the Executive Director, to enter into certain specified contracts and funding agreements without Administration Committee approval.

Resolution No. 1101 is superseded.

Attachment A of this resolution was revised on April 25, 2007 to delegate signature authority to the Executive Director of the Commission or to the Deputy Director or other designee, if authorized by the Executive Director, to execute contract amendments that in total do not exceed the dollar value of a contract allotment approved by the Commission. In addition, clarifying changes were made to this resolution to reflect MTC's current staffing organization and Committee structure.

Attachment A of this resolution was revised on June 23, 2010 to modify and clarify the delegation of signature authority.

Attachment A of this resolution was revised on April 24, 2013 to augment the signature authority of the Executive Director and the Deputy Executive Director in relation to emergency expenditures, as defined in Attachment A.6.

Attachment A of this resolution was revised on December 16, 2015 to increase the delegation of signature authority.

Date: March 24, 2004  
W.I.: 1150  
Referred by: Administration

RE: Delegation of Contracting Authority, without Administration Committee approval, to the Executive Director of the Commission, a Deputy Director, or a designee of the Executive Director

METROPOLITAN TRANSPORTATION COMMISSION

Resolution No. 3619

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

WHEREAS, pursuant to Government Code § 66505, the Commission has appointed an Executive Director who, subject to the direction of the Commission, has charge of administering the affairs of the Commission; and

WHEREAS, pursuant to the Executive Director's duties in administering the affairs of the Commission, the Executive Director, among other things, enters into contracts and purchase orders for goods and services necessary to carry out the statutory purposes of the Commission and funding agreements with other public agencies for the distribution and receipt of funds; and

WHEREAS, funds for such purchase orders, contracts and funding agreements are programmed by the Commission with the adoption of the annual Overall Work Program (OWP) and annual budget for each fiscal year and are approved via appropriate committee(s) of the Commission; and

WHEREAS, in order to efficiently administer such purchase orders, contracts and funding agreements, the Commission authorized the Executive Director, pursuant to MTC Resolution No. 1101, to execute certain agreements without prior approval by the Administration Committee; and

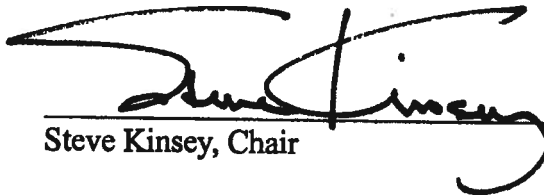
WHEREAS, the Commission wishes to modify MTC Resolution No. 1101; now, therefore, be it

RESOLVED, that the Executive Director, or the Deputy Director, or a designee of the Executive Director, is hereby authorized and directed to sign purchase orders, contract documents and funding agreements, as indicated on Attachment A; and, be it further

RESOLVED, that any action taken by the Executive Director (or the Deputy Director or designee, as applicable), shall be reported to the Administration Committee as part of the monthly financial reporting procedure; and, be it further

RESOLVED, that Commission Resolution No. 1101 is superseded with the adoption of this resolution.

METROPOLITAN TRANSPORTATION COMMISSION

  
Steve Kinsey, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in Oakland, California, on March 24, 2004.

Date: March 24, 2004  
W.I.: 1150  
Referred by: Administration  
Revised: 04/25/07-C  
06/23/10-C  
04/24/13-C  
12/16/15-C

Attachment A  
Resolution No. 3619  
Page 1 of 2

1. References to “contracts” in this Attachment refer also to “purchase orders”.
2. The Executive Director or a designated Deputy Executive Director is hereby authorized to sign contracts and/or amendments to contracts totaling \$200,000~~100,000~~, without referral to a standing Committee of the Commission with contract approval authority, provided the things to be purchased or the work to be done are included in the annual Overall Work Program and/or the annual budget approved by the Commission. This delegated authority is renewed for any single contract each time the appropriate Committee approves a new total contract amount.
3. The Executive Director may authorize MTC Section Directors to sign contracts and/or amendments to such contracts with a total contract value up to \$25,000 cumulatively.
4. Where a Commission Committee with contract approval authority has approved a contract allotment in addition to the original contract amount to cover changes that may be required during the performance period, the Executive Director or a designated Deputy Executive Director is authorized to sign change orders and contract amendments that in total do not exceed the approved contract allotment, without further referral to the appropriate authorizing Committee.
5. The Executive Director, or designated Deputy Executive Director is authorized to sign funding agreements and amendments to funding agreements included in the annual Overall Work Program and/or the annual budget approved by the Commission authorizing MTC to receive funds from other public agencies and to distribute funds to other public agencies without referral to the appropriate authorizing Committee and without regard to dollar amount, provided, with respect to distribution of funds, that the recipients are named in the

Overall Work Program or annual agency budget or by action of another Committee of the Commission. Funding agreements distributing funds to recipients not so named are subject to the delegation authority for contracts and amendments in paragraphs one, two and three of this Attachment.

6. The Executive Director and a Deputy Executive Director is hereby authorized to waive competitive procurement requirements for emergency contracts and/or purchase orders, with the approval of the Commission Chair, or in his/her absence, the Vice Chair, provided that:  
(i) funds for the contract or purchase order are available in the adopted agency budget; and  
(ii) each emergency contract or purchase order may not exceed \$200,000~~100,000~~.

“Emergency” contract is defined as a contract necessary to deal with Acts of God or other threats to public safety or well-being when the delay caused by waiting for the next meeting of the Committee or Commission would increase that threat. Any contract or purchase order in excess of \$100,000 shall be ratified by the appropriate authorizing Committee or Commission at the next regular meeting.



METROPOLITAN  
TRANSPORTATION  
COMMISSION

Joseph P. Bort MetroCenter  
101 Eighth Street  
Oakland, CA 94607-4700  
Tel: 510.464.7700  
TDD/TTY: 510.464.7769  
Fax: 510.464.7848

**Memorandum**

TO: MTC Administrative Committee  
MTC Operations Committee  
BATA Oversight Committee

DATE: December 2, 2015

FR: Executive Director

W.I.: 1150

RE: Recommended Revisions to Executive Director's Signature Authority:

- MTC Resolution No. 3619, Revised
- MTC SAFE Resolution No. 44, Revised
- BATA Resolution No. 46, Revised

**Summary of Recommendations**

Based on significant increases in contracting activities for MTC, MTC SAFE, BATA, BAHA and BAIFA and review of other Bay Area transportation agencies' practices, staff recommends that the Committee approve, and forward to the Commission or applicable Authority for approval, the following revision to the Executive Director's (ED) and Deputy Executive Directors' (DED) delegated signature authority, expressed in MTC Resolution No. 3619, Revised, MTC SAFE Resolution No. 44, Revised, and BATA Resolution No. 46, Revised, for reasons discussed in this memorandum:

Increase the delegated contracting authority of the ED or DED from \$100,000 to \$200,000 to allow for contracts or amendments to contracts totaling \$200,000 to be authorized by the ED or DED, without Committee approval.

**Background**

"Signature authority" refers to the ED's or DEDs' ability to authorize contracts or funding agreements without Committee approval. The proposed changes to MTC Resolution No. 3619, Revised, MTC SAFE Resolution No. 44, Revised, and BATA Resolution No. 46, Revised, would establish identical signature authority limits.

The dollar amounts for delegated authority in MTC Resolution No. 3619, Revised, MTC SAFE Resolution No. 44, Revised, and BATA Resolution No. 46, Revised, were last amended in 2004 to increase the ED and DED signature authority from \$25,000 to \$100,000 for contracts, among other changes.

**Discussion**

Increasing the ED's and DEDs' authority to execute third party contracts to \$200,000 would permit Commissioners to use committee meetings to focus on projects with greater financial and programmatic significance and is consistent with regional practice. To illustrate the likely impact of the proposed delegation on MTC Committees, in Fiscal Year 2014-15, MTC Committees approved 190 contracts or amendments. Under the proposed higher delegation threshold, MTC Committees

would have been asked to approve 123 contracts or amendments, comprising approximately 96% of the total dollar value of MTC's contracts in Fiscal Year 2014-15. Per the attached survey of other California transportation agencies with comparable contracting activities (Attachment 1), the proposed delegation would be higher than some comparable agencies such as the San Francisco Bay Area Rapid Transit District (BART) and the Bay Area Air Quality Management District (BAAQMD), but below other large agencies such as Orange County Transportation Authority (OCTA), Los Angeles Metropolitan Transit Authority (LAMTA), San Francisco Municipal Transportation Agency (SFMTA), and Santa Clara Valley Transportation Authority (VTA).

Under the proposed delegation, the ED and DED, if authorized by the ED, could sign third-party contracts in amounts up to and including \$200,000 without committee approval, provided that the items to be purchased or work to be done were included in the adopted agency budget. As is the practice under the current \$100,000 ceiling, management staff would continue to identify contracts under \$200,000 likely to be of Commission interest, to refer to the appropriate Committee for approval. Other provisions related to purchase orders, Section Director authority and monthly reporting are proposed to remain unchanged.

**Recommendation**

Staff recommends that the Committee forward to the Commission or applicable Authority for its approval the revisions to MTC Resolution No. 3619, Revised, MTC SAFE Resolution No. 44, Revised, or BATA Resolution No. 46, Revised, as applicable, as set forth in the attached revised resolution.



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Steve Heminger

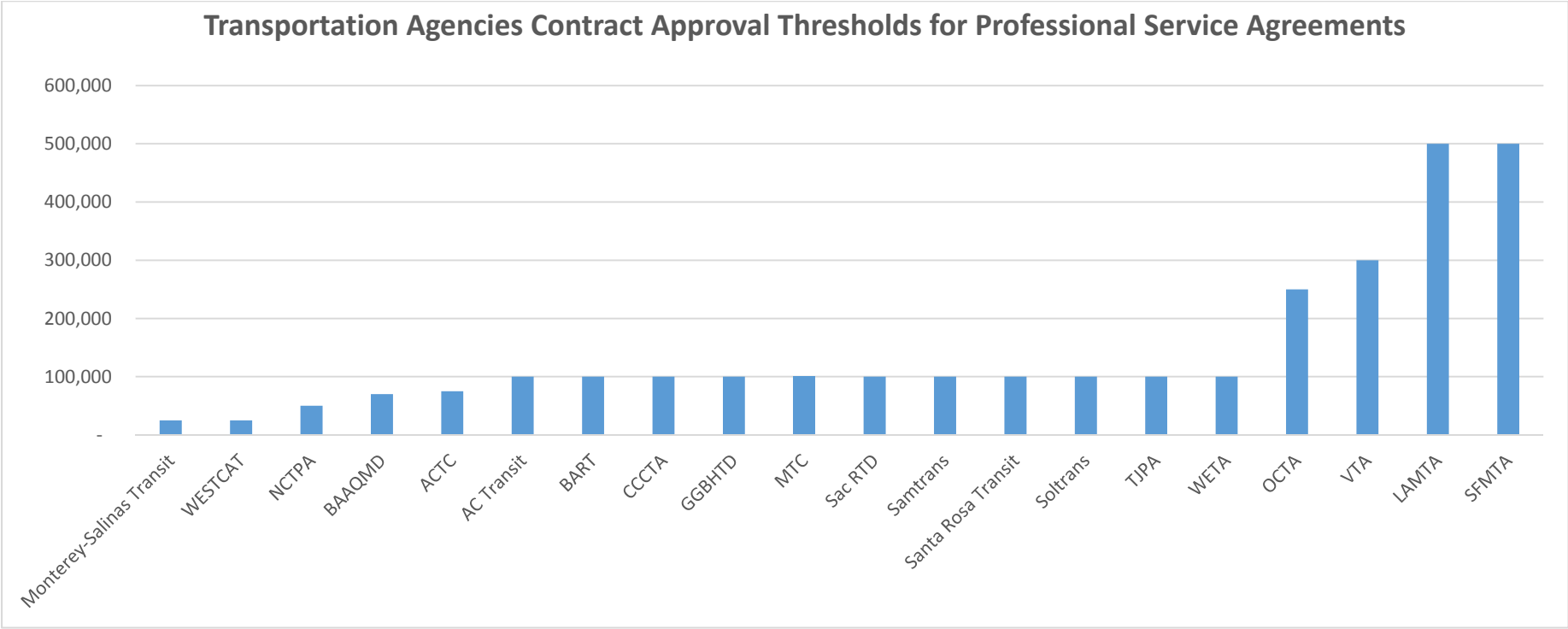
**Attachments:**

Attachment 1 – Transportation Agencies Contract Approval Thresholds for Professional Service Agreements

Attachment 2 – MTC Resolution No. 3619, Revised



# ATTACHMENT 1



Notes: VTA allows for purchases up to \$500K, TJPA allows for construction contracts up to \$400K and LAMTA allows for low bid awards up to \$1M. SANDAG has a \$5M threshold but is not depicted in this chart to allow visual comparison of all other agencies.

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W.I.: 1150  
Referred by: Administration  
Revised: 04/25/07-C  
06/23/10-C  
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### ABSTRACT

#### Resolution No. 3619, Revised

Resolution No. 1101 delegated signature authority to the Executive Director of the Commission, Deputy Executive Director, or a designee of the Executive Director, to enter into certain specific contracts and funding agreements without Administration Committee approval.

This resolution revises the signature authority delegated to the Executive Director by the Commission, or to the Deputy Director if authorized by the Executive Director, to enter into certain specified contracts and funding agreements without Administration Committee approval.

Resolution No. 1101 is superseded.

Attachment A of this resolution was revised on April 25, 2007 to delegate signature authority to the Executive Director of the Commission or to the Deputy Director or other designee, if authorized by the Executive Director, to execute contract amendments that in total do not exceed the dollar value of a contract allotment approved by the Commission. In addition, clarifying changes were made to this resolution to reflect MTC's current staffing organization and Committee structure.

Attachment A of this resolution was revised on June 23, 2010 to modify and clarify the delegation of signature authority.

Attachment A of this resolution was revised on April 24, 2013 to augment the signature authority of the Executive Director and the Deputy Executive Director in relation to emergency expenditures, as defined in Attachment A.6.

Attachment A of this resolution was revised on December 16, 2015 to increase the delegation of signature authority.

Date: March 24, 2004  
W.I.: 1150  
Referred by: Administration

RE: Delegation of Contracting Authority, without Administration Committee approval, to the Executive Director of the Commission, a Deputy Director, or a designee of the Executive Director

METROPOLITAN TRANSPORTATION COMMISSION

Resolution No. 3619

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

WHEREAS, pursuant to Government Code § 66505, the Commission has appointed an Executive Director who, subject to the direction of the Commission, has charge of administering the affairs of the Commission; and

WHEREAS, pursuant to the Executive Director's duties in administering the affairs of the Commission, the Executive Director, among other things, enters into contracts and purchase orders for goods and services necessary to carry out the statutory purposes of the Commission and funding agreements with other public agencies for the distribution and receipt of funds; and

WHEREAS, funds for such purchase orders, contracts and funding agreements are programmed by the Commission with the adoption of the annual Overall Work Program (OWP) and annual budget for each fiscal year and are approved via appropriate committee(s) of the Commission; and

WHEREAS, in order to efficiently administer such purchase orders, contracts and funding agreements, the Commission authorized the Executive Director, pursuant to MTC Resolution No. 1101, to execute certain agreements without prior approval by the Administration Committee; and

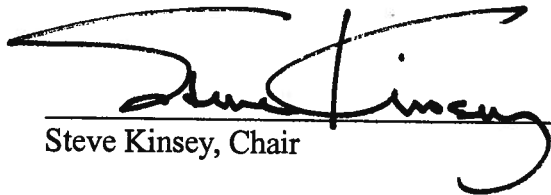
WHEREAS, the Commission wishes to modify MTC Resolution No. 1101; now, therefore, be it

RESOLVED, that the Executive Director, or the Deputy Director, or a designee of the Executive Director, is hereby authorized and directed to sign purchase orders, contract documents and funding agreements, as indicated on Attachment A; and, be it further

RESOLVED, that any action taken by the Executive Director (or the Deputy Director or designee, as applicable), shall be reported to the Administration Committee as part of the monthly financial reporting procedure; and, be it further

RESOLVED, that Commission Resolution No. 1101 is superseded with the adoption of this resolution.

METROPOLITAN TRANSPORTATION COMMISSION



Steve Kinsey, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in Oakland, California, on March 24, 2004.

Date: March 24, 2004  
W.I.: 1150  
Referred by: Administration  
Revised: 04/25/07-C  
06/23/10-C  
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Attachment A  
Resolution No. 3619  
Page 1 of 2

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# Metropolitan Transportation Commission

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

## Legislation Details (With Text)

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**File #:** 15-1043      **Version:** 1      **Name:**  
**Type:** Resolution      **Status:** Commission Approval  
**File created:** 11/9/2015      **In control:** Programming and Allocations Committee  
**On agenda:** 12/16/2015      **Final action:**  
**Title:** MTC Resolution No. 4208, Revised. Adoption of the 2016 Regional Transportation Improvement Program (RTIP).

Recommendation to adopt the 2016 RTIP Program of Projects, and transmittal of the 2016 RTIP to the California Transportation Commission for inclusion in the 2016 State Transportation Improvement Program (STIP).

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [7a-PAC Reso-4208 RTIP](#)  
[3 Reso-4208 RTIP.pdf](#)

Date	Ver.	Action By	Action	Result
12/9/2015	1	Programming and Allocations Committee		

**Subject:**

MTC Resolution No. 4208, Revised. Adoption of the 2016 Regional Transportation Improvement Program (RTIP).

*Recommendation to adopt the 2016 RTIP Program of Projects, and transmittal of the 2016 RTIP to the California Transportation Commission for inclusion in the 2016 State Transportation Improvement Program (STIP).*

**Presenter:**

Ross McKeown

**Recommended Action:**

Commission Approval

# Metropolitan Transportation Commission Programming and Allocations Committee

December 9, 2015

## Resolution No. 4208, Revised

**Subject:** Adoption of the 2016 Regional Transportation Improvement Program (RTIP) Program of Projects

**Background:** The 2016 RTIP is MTC's proposal for spending funding available to the region as part of the State Transportation Improvement Program (STIP). MTC is the regional agency designated by state law to submit the RTIP to the California Transportation Commission (CTC), for inclusion into the STIP. Unfortunately, the 2016 STIP does not provide any new programming capacity for the period covering years 2016-17 through 2020-21. The lack of new programming capacity is due to lower than anticipated revenues from the price-based gasoline excise tax.

Each county Congestion Management Agency (CMA) or countywide transportation planning agency is responsible for soliciting projects for its county share of the RTIP. Since the 2016 STIP does not include any new programming capacity, the counties and MTC are generally unable to program additional projects, including Planning, Programming, and Monitoring (PPM). New project programming is possible when another already programmed project is removed or its funding redirected. Otherwise, each county may only propose amendments to existing programmed projects. Sponsors also have the opportunity to update project funding plans and schedules. Attachment 1 summarizes the proposed program changes.

### New project programming

There are three new Bay Area projects in the STIP:

- San Francisco's Lombard Street Vision Zero project, using \$1.9 million in funds redirected from the Chinatown Broadway Complete Streets project.
- The US-101 High-Occupancy Vehicle (HOV) Lane/Express Lanes project in San Mateo County (about 20 miles from the Santa Clara County Line to I-380) using \$9.4 million in funds redirected from the US-101 Willow Interchange project. The Willow Interchange project remains fully funded with local funds.
- The US-101 Marin-Sonoma Narrows project, Segment B2 Phase 2 in Sonoma County, adding about 5 miles of HOV lanes from the Marin-Sonoma county line to the Petaluma River bridge. The RTIP funding for this project is related to the Caldecott Tunnel STIP funds freed up through an exchange with regional American Recovery and Reinvestment Act of 2009 (ARRA) funds, described below.

In 2004, Alameda and Contra Costa counties programmed a total of \$31 million in RTIP funds to the Caldecott Tunnel Fourth Bore project. The project was ready to go in 2009, but was stalled due to a lack of STIP



funding capacity during the recession. To keep the project on track, MTC programmed \$31 million in ARRA funds in exchange for the unavailable Alameda and Contra Costa RTIP funds. In the 2014 RTIP, MTC re-programmed \$27 million to the I-680/SR-4 Interchange project in Contra Costa County, as part of a funding exchange with the Contra Costa County Transportation Authority (CCTA) and \$4 million to a Freeway Performance Initiative (FPI) project. Subsequent to the 2014 RTIP, the FPI project has been delivered using Congestion Mitigation and Air Quality Improvement (CMAQ) funds, and the I-680/SR-4 Interchange project is delayed indefinitely due to a significant funding shortfall. The \$31 million in Alameda and Contra Costa County share RTIP fund is available for MTC programming discretion within the region.

As part of the 2016 RTIP, MTC staff recommends redirecting the \$31 million from the I-680/SR-4 Interchange and FPI projects to the US-101 Marin-Sonoma Narrows (MSN) HOV project, Segment B2 Phase 2, in Sonoma County. The US-101 MSN project would be fully funded with STIP, local and earmark funds. As part of this funding package:

- Sonoma County Transportation Authority (SCTA) will contribute \$10 million in future Sonoma County STIP funds towards a regional discretionary priority project, which shall be the highest priority for Sonoma County's RTIP programming after PPM, and
- SCTA will exchange \$11 million in local Measure funds to MTC for future programming, the details of which will be considered at a future Commission meeting.

**Timeframe**

The region's RTIP program of projects is due to the CTC by December 15, 2015. MTC staff will transmit the draft RTIP list after this Committee's review, with the final RTIP submitted to CTC following Commission approval on December 16. CTC staff is aware of this schedule.

**Issues:**

While the STIP Fund Estimate did not identify targets by year, it did identify a major funding shortfall in the first three years of the 2016 STIP (FY2016-17, FY2017-18, and FY2018-19). The CTC may delay projects involuntarily to the last two years of the STIP (FY2019-20 and FY2020-21), should there not be enough programming capacity to accommodate the region's projects as requested. MTC staff will work with CTC and CMA staff to try to minimize delays to critical projects.

**Recommendation:**

Refer MTC Resolution No. 4208, Revised to the Commission for approval.

**Attachments:**

Attachment 1 – Summary of Proposed 2016 RTIP Changes  
MTC Resolution No. 4208, Revised – Attachment B

## **Attachment 1: Summary of Proposed 2016 RTIP Changes**

Due to the lack of programming capacity in the 2016 RTIP, only amendments and net-zero programming changes will be allowed. Below is a summary of the proposed changes by county.

### **Alameda County**

- Redirect \$2 million from the I-680 Freeway Performance Initiative (Phase 2) project to the US-101 Marin-Sonoma Narrows, Segment B2 Phase 2, in Sonoma County.

The above change, and the related \$29 million programming in Contra Costa County (below), is related to the Caldecott Tunnel STIP exchange with regional American Recovery and Reinvestment Act of 2009 (ARRA) funds.

In 2009, MTC programmed \$31 million in ARRA funds to backfill unavailable STIP funds for the Caldecott Tunnel Fourth Bore project. Of the \$31 million, \$29 million came from Contra Costa's STIP county share, and \$2 million from Alameda's STIP county share. In the 2014 RTIP, MTC programmed \$27 million to the I-680/SR-4 Interchange project in Contra Costa County (as an exchange described under MTC Resolution No. 4124), and \$4 million to the I-680 Freeway Performance Initiative (FPI) project in Alameda and Contra Costa Counties. Since then, MTC staff determined both projects are unable to be delivered within the prescribed timeframe.

MTC staff recommends programming the \$31 million to the US-101 Marin-Sonoma Narrows project, Segment B2 Phase 2, in Sonoma County. The project is fully funded with STIP funds, earmarks, and local funds. The Sonoma County Transportation Authority (SCTA) will:

- Will contribute \$10 million in future Sonoma County STP funds to a regional priority/discretionary project, on the highest priority for Sonoma County's RTIP programming after PPM, and
- Provide \$11 million in local Measure funds to MTC for future programming.

### **Contra Costa County**

- Delay the Concord BART Station Bike/Pedestrian Access Improvements project from FY 15-16 to FY 16-17, as allowed under the 2016 STIP Guidelines;
- Redirect \$5.1 million from the Hercules Intermodal Transit Center (Station Building) project to the I-680/SR-4 Interchange project (Phase 3) and delay construction of the I-680/SR-4 project by one year to FY 17-18; and
- Redirect \$27 million from the I-680/SR-4 Interchange project (Phase 3) and \$2 million from the I-680 Freeway Performance Initiative (Phase 2) project to the US-101 Marin-Sonoma Narrows, Segment B2 Phase 2, in Sonoma County;

See explanation under Alameda County for the Caldecott ARRA/I680/SRA/FPI exchange.

### **Marin County**

- No programming changes requested.

### **Napa County**

- Delay the remaining phases of the City of Napa's California Ave. Roundabouts project one year, to FY 16-17 for right-of-way, and FY 17-18 for construction;

- Delay the remaining phases of Calistoga's Petrified Forest Rd. Interchange Improvements project by one year, to FY 17-18 for right-of-way, and FY 18-19 for construction; and
- Redirect \$2 million from American Canyon's Devlin Rd. and Napa Vine Trail Extension project to American Canyon's Eucalyptus Dr. Extension project.

**San Francisco County**

- Redirect \$1.9 million from the Chinatown Broadway Complete Streets project, which was delivered with other funds, to the Lombard Street Vision Zero project.

**San Mateo County**

- Delay all remaining phases of the SR-92 Improvements Phase 2: 92/101 Interchange Improvements by one year, to FY 17-18 for environmental, FY 18-19 for design, and FY 19-20 for construction.
- Redirect \$9.4 million from the US-101 Willow Road Interchange project to the US-101 Express Lanes/HOV Lanes in San Mateo (from the Santa Clara County Line to I-380), as a new project in FY 16-17 (environmental) and FY 17-18 (design);
- Advance the remaining \$8 million on the US-101 Willow Road Interchange project to FY 16-17, and backfill \$9.4 million redirected to the US-101 Express Lanes/HOV Lanes (above) with local funds;
- Delay the SR-1 Calera Parkway project in Pacifica by one year, to FY 17-18; and
- Delay all remaining phases of the Countywide ITS Improvements project by one year, to FY 17-18 for environmental and design, and FY 18-19 for construction.

**Santa Clara County**

- Redistribute STIP funds among the design, right of way, and construction phases of the I-680 Soundwall project from Capitol to Mueller; and
- Delay the US-101/Adobe Creek Bike/Pedestrian Bridge by one year, to FY 17-18.

**Solano County**

- No programming changes requested.

**Sonoma County**

- No programming changes requested (see Alameda and Contra Costa Counties for programming of US-101 in Sonoma County).

**Regionwide**

- Delay \$15 million in construction funds for the Improved Bike/Ped Access to the New San Francisco-Oakland Bay Bridge project by one year, to FY 17-18. The delay is related to more extensive environmental and preliminary engineering required for the project. Note this amount is split among all nine counties.

Date: September 23, 2015  
W.I.: 1515  
Referred by: PAC  
Revised: 12/16/15-C

ABSTRACT

Resolution No. 4208

This resolution adopts the policies, procedures, project selection criteria, and program of projects for the 2016 Regional Transportation Improvement Program (RTIP) for the San Francisco Bay Area, for submission to the California Transportation Commission (CTC), consistent with the provisions of Senate Bill 45 (Chapter 622, Statutes 1997).

- Attachment A – Policies, Procedures and Project Selection Criteria for the 2016 RTIP (with appendices)
- Attachment B – 2016 RTIP Program of Projects
- Attachment C – STIP Amendment / Extension Rules and Procedures

This resolution was revised via Commission Action on December 16, 2015, to include Attachment B – 2016 RTIP Program of Projects.

Further discussion of these actions is contained in the Summary Sheet to the MTC Programming and Allocations Committee dated September 9, 2015 and December 9, 2015.

Date: September 23, 2015  
W.I.: 1515  
Referred by: PAC

RE: Adoption of 2016 Regional Transportation Improvement Program (RTIP)  
Program Policies, Procedures, Project Selection Criteria, and Program of Projects

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 4208

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 adopts, pursuant to Government Code Section 65080, a Regional Transportation Improvement Program (RTIP) when additional State Transportation Improvement Program funding is available, that is submitted, pursuant to Government Code Section 14527, to the California Transportation Commission (CTC) and the California Department of Transportation (Caltrans); and

WHEREAS, MTC has developed, in cooperation with Caltrans, operators of publicly owned mass transportation services, congestion management agencies, countywide transportation planning agencies, and local governments, policies, procedures and project selection criteria to be used in the development of the 2016 RTIP, and a five-year program for the funding made available for highways, roadways and state-funded mass transit guideways and other transit capital improvement projects, to include projects programmed in fiscal years 2016-17 through 2020-21; and

WHEREAS, using the process and criteria set forth in the Attachments to this resolution, attached hereto as though set forth at length, a set of capital priorities for the 2016 Regional Transportation Improvement Program (RTIP) was developed; and

WHEREAS, the 2016 RTIP has been developed consistent with the policies and procedures outlined in this resolution, and with the STIP Guidelines adopted by the CTC on August 27, 2015; and

WHEREAS, the 2016 RTIP will be subject to public review and comment; now, therefore, be it

RESOLVED, that MTC approves the process and criteria to be used in the evaluation of candidate projects for inclusion in the 2016 RTIP, as set forth in Attachment A of this resolution, and be it further

RESOLVED, that MTC approves the STIP Amendment / Extension Rules and Procedures to be used in processing STIP amendment and extension requests, as set forth in Attachment C of this resolution, and be it further

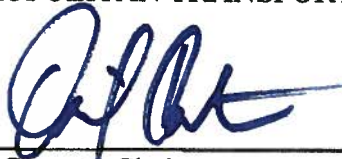
RESOLVED, that MTC adopts the 2016 RTIP, attached hereto as Attachment B and incorporated herein as though set forth at length, and finds it consistent with the RTP; and, be it further

RESOLVED, that the Executive Director may make adjustments to Attachment B in consultation with the respective Congestion Management Agency (CMA) or County Transportation Planning Agency, to respond to direction from the California Transportation Commission and/or the California Department of Transportation; and, be it further

RESOLVED, that MTC's adoption of the programs and projects in the 2016 RTIP is for planning purposes only, with each project still subject to MTC's project review and application approval pursuant to MTC Resolution Nos. 3115 and 3075; 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

A handwritten signature in blue ink, appearing to read 'David Cortese', is written over a horizontal line.

David 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 September 23, 2015.

## MTC 2016 Regional Transportation Improvement Program

2016 RTIP as adjusted

November 25, 2015

(all numbers in thousands)

County	Agency	PPNO	Project	Total	2016 RTIP Funding by Fiscal Year					
					Prior	16-17	17-18	18-19	19-20	20-21
Alameda County Shares										
Alameda	ACTC	81J	SR-84 East-West Connector in Fremont	12,000	0	0	0	12,000	0	0
San Mateo	BART	2103C	Daly City BART Station Intermodal Improvements	200	0	200	0	0	0	0
Alameda	BART	2010C	BART Station Modernization Program (ALA)	3,726	0	0	0	3,726	0	0
Regional	Caltrans	521K	I-680 Freeway Performance Initiative Project Ph. 2	0	0	0	0	0	0	0
Sonoma	Caltrans	new	US-101 Marin-Sonoma Narrows Seg B2 Ph 2	2,000	0	2,000	0	0	0	0
Alameda	MTC	2100	Planning, programming, and monitoring	406	0	131	135	140	0	0
Alameda	ACTC	2179	Planning, programming, and monitoring	2,201	0	886	750	565	0	0
Regional	BATA/CT/CTC	9051A	Improved Bike/Ped Connectivity to East Span SFOBB	3,063	0	0	3,063	0	0	0
Alameda County Total				23,596	0	3,217	3,948	16,431	0	0
Contra Costa County Shares										
Regional	Caltrans	521K	I-680 Freeway Performance Initiative Project Ph. 2	0	0	0	0	0	0	0
Sonoma	Caltrans	new	US-101 Marin-Sonoma Narrows Seg B2 Ph 2	29,000	0	29,000	0	0	0	0
Contra Costa	CCTA	298E	I-680/SR-4 Interchange, Widening of SR-4	14,710	0	5,100	9,610	0	0	0
Contra Costa	CCTA	242K	I-80/San Pablo Dam Rd Interchange (Ph. 2)	9,200	0	0	9,200	0	0	0
Contra Costa	CCTA	222E	I-680 SB HOV Gap Closure (N. Main-Livorna)	15,557	0	0	15,557	0	0	0
Contra Costa	CCTA	2025J	Kirker Pass Rd NB Truck Climbing Lane	2,650	0	0	0	2,650	0	0
Contra Costa	CCTA	2025H	I-80/Central Ave Interchange, Ph 2 (Local Rd Realign)	2,000	0	0	0	2,000	0	0
Contra Costa	BART	2010B	Walnut Creek BART TOD Intermodal Project	5,300	0	5,300	0	0	0	0
Contra Costa	BART	2010C	BART Station Modernization Program (CC)	13,000	0	0	0	13,000	0	0
Contra Costa	Hercules	2025G	Hercules Intermodal Transit Center (Building)	0	0	0	0	0	0	0
Contra Costa	MTC	2118	Planning, programming, and monitoring	264	0	85	88	91	0	0
Contra Costa	CCTA	2011O	Planning, programming, and monitoring	1,518	0	609	455	454	0	0
Contra Costa	Concord	2010D	Concord BART Station Bike/Ped Access Improvemts	1,007	0	1,007	0	0	0	0
Regional	BATA/CT/CTC	9051A	Improved Bike/Ped Connectivity to East Span SFOBB	2,090	0	0	2,090	0	0	0
Contra Costa Total				96,296	0	41,101	37,000	18,195	0	0
Marin County Shares										
Marin	Fairfax	2128E	Fairfax Parkade Area Circulation Improvements	255	0	255	0	0	0	0
Marin	TAM	2127C	Planning, programming, and monitoring	412	0	206	206	0	0	0



County	Agency	PPNO	Project	Total	2016 RTIP Funding by Fiscal Year					
					Prior	16-17	17-18	18-19	19-20	20-21
Marin	MTC	2127	Planning, programming, and monitoring	75	0	24	25	26	0	0
Regional	BATA/CT/CTC	9051A	Improved Bike/Ped Connectivity to East Span SFOBB	571	0	0	571	0	0	0
<b>Marin County Total</b>				<b>1,313</b>	<b>0</b>	<b>485</b>	<b>802</b>	<b>26</b>	<b>0</b>	<b>0</b>
<b>Napa County Shares</b>										
Napa	American Cyn	2130D	Devlin Rd and Vine Trail Extension	0	0	0	0	0	0	0
Napa	American Cyn	2130E	Eucalyptus Dr Extension	2,819	0	0	0	2,819	0	0
Napa	Napa City	2130F	California Ave Roundabouts	1,501	0	431	1,070	0	0	0
Napa	Calistoga	2130M	Petrified Forest Rd and SR-128, Intersection Improvements	475	0	0	50	425	0	0
Napa	Yountville	2130N	Hopper Creek Pedestrian Path (Oak Cir - Mission)	500	0	100	400	0	0	0
Napa	Napa County	2130P	Airport Blvd Rehabilitation	1,332	0	0	57	1,275	0	0
Napa	MTC	2130	Planning, programming, and monitoring	46	0	15	15	16	0	0
Napa	Napa TPA	1003E	Planning, programming, and monitoring	275	0	110	165	0	0	0
Regional	BATA/CT/CTC	9051A	Improved Bike/Ped Connectivity to East Span SFOBB	376	0	0	376	0	0	0
<b>Napa County Total</b>				<b>7,324</b>	<b>0</b>	<b>656</b>	<b>2,133</b>	<b>4,535</b>	<b>0</b>	<b>0</b>
<b>San Francisco County Shares</b>										
San Francisco	SF DPW	612F	Chinatown Broadway Complete Streets, Ph. 4	0	0	0	0	0	0	0
San Francisco	SF DPW	new	Lombard Street Vision Zero Project	1,910	0	1,910	0	0	0	0
San Francisco	SFCTA	2007	Planning, programming, and monitoring	1,114	0	447	667	0	0	0
San Francisco	MTC	2131	Planning, programming, and monitoring	207	0	67	69	71	0	0
Regional	BATA/CT/CTC	9051A	Improved Bike/Ped Connectivity to East Span SFOBB	1,548	0	0	1,548	0	0	0
<b>San Francisco County Total</b>				<b>4,779</b>	<b>0</b>	<b>2,424</b>	<b>2,284</b>	<b>71</b>	<b>0</b>	<b>0</b>
<b>San Mateo County Shares</b>										
San Mateo	Caltrans	690A	US-101 Willow Rd Interchange Reconstruction	8,000	0	8,000	0	0	0	0
San Mateo	Caltrans	632C	SR-1 Calera Parkway - Pacifica, Phase 1	6,900	0	0	6,900	0	0	0
San Mateo	Caltrans	2140E	Countywide ITS Project	4,298	0	0	800	3,498	0	0
San Mateo	San Mateo	668A	SR-92 Improvements Phase 1: Op Impr at 92/ECR IC	5,000	0	5,000	0	0	0	0
San Mateo	SM C/CAG	668D	SR-92 Improvements Phase 2: 92/101 Interchange Imps	23,839	0	0	2,411	4,217	17,211	0
San Mateo	SM C/CAG	new	US-101 HOV/HOT Lanes (Santa Clara Co-380)	9,399	0	3,000	6,399	0	0	0
San Mateo	S. San Francisco	0648F	Grand Boulevard Initiative - Complete Streets	1,991	0	0	1,991	0	0	0
San Mateo	MTC	2140	Planning, programming, and monitoring	214	0	69	71	74	0	0
San Mateo	SM C/CAG	2140A	Planning, programming, and monitoring	1,138	0	462	338	338	0	0
Regional	BATA/CT/CTC	9051A	Improved Bike/Ped Connectivity to East Span SFOBB	1,598	0	0	1,598	0	0	0
<b>San Mateo County Total</b>				<b>62,377</b>	<b>0</b>	<b>16,531</b>	<b>20,508</b>	<b>8,127</b>	<b>17,211</b>	<b>0</b>
<b>Santa Clara County Shares</b>										
Santa Clara	VTA	521C	I-680 Soundwall from Capitol to Mueller	4,361	0	731	355	3,275	0	0



Date: September 23, 2015  
Attachment B  
MTC Resolution No. 4208  
Referred by: PAC  
Revised: 12/16/15-C

County	Agency	PPNO	Project	Total	2016 RTIP Funding by Fiscal Year					
					Prior	16-17	17-18	18-19	19-20	20-21
Santa Clara	VTA	2147E	BART Extension from Berryessa to Santa Clara	14,672	0	0	14,672	0	0	0
Santa Clara	Palo Alto	2015D	US-101/Adobe Creek Bicycle and Pedestrian Bridge	4,350	0	0	4,350	0	0	0
Santa Clara	MTC	2144	Planning, programming, and monitoring	474	0	153	158	163	0	0
Santa Clara	SCVTA	2255	Planning, programming, and monitoring	2,620	0	1,053	784	783	0	0
Regional	BATA/CT/CTC	9051A	Improved Bike/Ped Connectivity to East Span SFOBB	3,632	0	0	3,632	0	0	0
<b>Santa Clara County Total</b>				<b>30,109</b>	<b>0</b>	<b>1,937</b>	<b>23,951</b>	<b>4,221</b>	<b>0</b>	<b>0</b>
<b>Solano County Shares</b>										
Solano	Solano TA	5301V	Jepson Pkwy (Leisure Town from Commerce to Orange)	9,360	0	0	0	9,360	0	0
Solano	MTC	2152	Planning, programming, and monitoring	125	0	40	42	43	0	0
Solano	STA	2263	Planning, programming, and monitoring	681	0	274	203	204	0	0
Regional	BATA/CT/CTC	9051A	Improved Bike/Ped Connectivity to East Span SFOBB	945	0	0	945	0	0	0
<b>Solano County Total</b>				<b>11,111</b>	<b>0</b>	<b>314</b>	<b>1,190</b>	<b>9,607</b>	<b>0</b>	<b>0</b>
<b>Sonoma County Shares</b>										
Sonoma	MTC	2156	Planning, programming, and monitoring	150	0	48	50	52	0	0
Sonoma	SCTA	770E	Planning, programming, and monitoring	847	0	343	504	0	0	0
Regional	BATA/CT/CTC	9051A	Improved Bike/Ped Connectivity to East Span SFOBB	1,177	0	0	1,177	0	0	0
<b>Sonoma County Total</b>				<b>2,174</b>	<b>0</b>	<b>391</b>	<b>1,731</b>	<b>52</b>	<b>0</b>	<b>0</b>
<b>Proposed 2016 RTIP Total - Bay Area</b>				<b>239,079</b>	<b>0</b>	<b>67,056</b>	<b>93,547</b>	<b>61,265</b>	<b>17,211</b>	<b>0</b>

J:\PROJECT\Funding\RTIP\16 RTIP\Full\_2016\_RTIP\_2015-10.xlsx|2016 MTC

Note: Detail on project programming by year and phase will be submitted to CTC; shaded funds denote programming changes

# Metropolitan Transportation Commission Programming and Allocations Committee

December 9, 2015

Item Number 3

## Resolution No. 4208, Revised

**Subject:** Adoption of the 2016 Regional Transportation Improvement Program (RTIP) Program of Projects

**Background:** The 2016 RTIP is MTC's proposal for spending funding available to the region as part of the State Transportation Improvement Program (STIP). MTC is the regional agency designated by state law to submit the RTIP to the California Transportation Commission (CTC), for inclusion into the STIP. Unfortunately, the 2016 STIP does not provide any new programming capacity for the period covering years 2016-17 through 2020-21. The lack of new programming capacity is due to lower than anticipated revenues from the price-based gasoline excise tax.

Each county Congestion Management Agency (CMA) or countywide transportation planning agency is responsible for soliciting projects for its county share of the RTIP. Since the 2016 STIP does not include any new programming capacity, the counties and MTC are generally unable to program additional projects, including Planning, Programming, and Monitoring (PPM). New project programming is possible when another already programmed project is removed or its funding redirected. Otherwise, each county may only propose amendments to existing programmed projects. Sponsors also have the opportunity to update project funding plans and schedules. Attachment 1 summarizes the proposed program changes.

### New project programming

There are three new Bay Area projects in the STIP:

- San Francisco's Lombard Street Vision Zero project, using \$1.9 million in funds redirected from the Chinatown Broadway Complete Streets project.
- The US-101 High-Occupancy Vehicle (HOV) Lane/Express Lanes project in San Mateo County (about 20 miles from the Santa Clara County Line to I-380) using \$9.4 million in funds redirected from the US-101 Willow Interchange project. The Willow Interchange project remains fully funded with local funds.
- The US-101 Marin-Sonoma Narrows project, Segment B2 Phase 2 in Sonoma County, adding about 5 miles of HOV lanes from the Marin-Sonoma county line to the Petaluma River bridge. The RTIP funding for this project is related to the Caldecott Tunnel STIP funds freed up through an exchange with regional American Recovery and Reinvestment Act of 2009 (ARRA) funds, described below.

In 2004, Alameda and Contra Costa counties programmed a total of \$31 million in RTIP funds to the Caldecott Tunnel Fourth Bore project. The project was ready to go in 2009, but was stalled due to a lack of STIP

funding capacity during the recession. To keep the project on track, MTC programmed \$31 million in ARRA funds in exchange for the unavailable Alameda and Contra Costa RTIP funds. In the 2014 RTIP, MTC re-programmed \$27 million to the I-680/SR-4 Interchange project in Contra Costa County, as part of a funding exchange with the Contra Costa County Transportation Authority (CCTA) and \$4 million to a Freeway Performance Initiative (FPI) project. Subsequent to the 2014 RTIP, the FPI project has been delivered using Congestion Mitigation and Air Quality Improvement (CMAQ) funds, and the I-680/SR-4 Interchange project is delayed indefinitely due to a significant funding shortfall. The \$31 million in Alameda and Contra Costa County share RTIP fund is available for MTC programming discretion within the region.

As part of the 2016 RTIP, MTC staff recommends redirecting the \$31 million from the I-680/SR-4 Interchange and FPI projects to the US-101 Marin-Sonoma Narrows (MSN) HOV project, Segment B2 Phase 2, in Sonoma County. The US-101 MSN project would be fully funded with STIP, local and earmark funds. As part of this funding package:

- Sonoma County Transportation Authority (SCTA) will contribute \$10 million in future Sonoma County STIP funds towards a regional discretionary priority project, which shall be the highest priority for Sonoma County's RTIP programming after PPM, and
- SCTA will exchange \$11 million in local Measure funds to MTC for future programming, the details of which will be considered at a future Commission meeting.

#### Timeframe

The region's RTIP program of projects is due to the CTC by December 15, 2015. MTC staff will transmit the draft RTIP list after this Committee's review, with the final RTIP submitted to CTC following Commission approval on December 16. CTC staff is aware of this schedule.

**Issues:** While the STIP Fund Estimate did not identify targets by year, it did identify a major funding shortfall in the first three years of the 2016 STIP (FY2016-17, FY2017-18, and FY2018-19). The CTC may delay projects involuntarily to the last two years of the STIP (FY2019-20 and FY2020-21), should there not be enough programming capacity to accommodate the region's projects as requested. MTC staff will work with CTC and CMA staff to try to minimize delays to critical projects.

**Recommendation:** Refer MTC Resolution No. 4208, Revised to the Commission for approval.

**Attachments:** Attachment 1 – Summary of Proposed 2016 RTIP Changes  
MTC Resolution No. 4208, Revised – Attachment B

## **Attachment 1: Summary of Proposed 2016 RTIP Changes**

Due to the lack of programming capacity in the 2016 RTIP, only amendments and net-zero programming changes will be allowed. Below is a summary of the proposed changes by county.

### **Alameda County**

- Redirect \$2 million from the I-680 Freeway Performance Initiative (Phase 2) project to the US-101 Marin-Sonoma Narrows, Segment B2 Phase 2, in Sonoma County.

The above change, and the related \$29 million programming in Contra Costa County (below), is related to the Caldecott Tunnel STIP exchange with regional American Recovery and Reinvestment Act of 2009 (ARRA) funds.

In 2009, MTC programmed \$31 million in ARRA funds to backfill unavailable STIP funds for the Caldecott Tunnel Fourth Bore project. Of the \$31 million, \$29 million came from Contra Costa's STIP county share, and \$2 million from Alameda's STIP county share. In the 2014 RTIP, MTC programmed \$27 million to the I-680/SR-4 Interchange project in Contra Costa County (as an exchange described under MTC Resolution No. 4124), and \$4 million to the I-680 Freeway Performance Initiative (FPI) project in Alameda and Contra Costa Counties. Since then, MTC staff determined both projects are unable to be delivered within the prescribed timeframe.

MTC staff recommends programming the \$31 million to the US-101 Marin-Sonoma Narrows project, Segment B2 Phase 2, in Sonoma County. The project is fully funded with STIP funds, earmarks, and local funds. The Sonoma County Transportation Authority (SCTA) will:

- Will contribute \$10 million in future Sonoma County STP funds to a regional priority/discretionary project, on the highest priority for Sonoma County's RTIP programming after PPM, and
- Provide \$11 million in local Measure funds to MTC for future programming.

### **Contra Costa County**

- Delay the Concord BART Station Bike/Pedestrian Access Improvements project from FY 15-16 to FY 16-17, as allowed under the 2016 STIP Guidelines;
- Redirect \$5.1 million from the Hercules Intermodal Transit Center (Station Building) project to the I-680/SR-4 Interchange project (Phase 3) and delay construction of the I-680/SR-4 project by one year to FY 17-18; and
- Redirect \$27 million from the I-680/SR-4 Interchange project (Phase 3) and \$2 million from the I-680 Freeway Performance Initiative (Phase 2) project to the US-101 Marin-Sonoma Narrows, Segment B2 Phase 2, in Sonoma County;

See explanation under Alameda County for the Caldecott ARRA/I680/SRA/FPI exchange.

### **Marin County**

- No programming changes requested.

### **Napa County**

- Delay the remaining phases of the City of Napa's California Ave. Roundabouts project one year, to FY 16-17 for right-of-way, and FY 17-18 for construction;

- Delay the remaining phases of Calistoga's Petrified Forest Rd. Interchange Improvements project by one year, to FY 17-18 for right-of-way, and FY 18-19 for construction; and
- Redirect \$2 million from American Canyon's Devlin Rd. and Napa Vine Trail Extension project to American Canyon's Eucalyptus Dr. Extension project.

**San Francisco County**

- Redirect \$1.9 million from the Chinatown Broadway Complete Streets project, which was delivered with other funds, to the Lombard Street Vision Zero project.

**San Mateo County**

- Delay all remaining phases of the SR-92 Improvements Phase 2: 92/101 Interchange Improvements by one year, to FY 17-18 for environmental, FY 18-19 for design, and FY 19-20 for construction.
- Redirect \$9.4 million from the US-101 Willow Road Interchange project to the US-101 Express Lanes/HOV Lanes in San Mateo (from the Santa Clara County Line to I-380), as a new project in FY 16-17 (environmental) and FY 17-18 (design);
- Advance the remaining \$8 million on the US-101 Willow Road Interchange project to FY 16-17, and backfill \$9.4 million redirected to the US-101 Express Lanes/HOV Lanes (above) with local funds;
- Delay the SR-1 Calera Parkway project in Pacifica by one year, to FY 17-18; and
- Delay all remaining phases of the Countywide ITS Improvements project by one year, to FY 17-18 for environmental and design, and FY 18-19 for construction.

**Santa Clara County**

- Redistribute STIP funds among the design, right of way, and construction phases of the I-680 Soundwall project from Capitol to Mueller; and
- Delay the US-101/Adobe Creek Bike/Pedestrian Bridge by one year, to FY 17-18.

**Solano County**

- No programming changes requested.

**Sonoma County**

- No programming changes requested (see Alameda and Contra Costa Counties for programming of US-101 in Sonoma County).

**Regionwide**

- Delay \$15 million in construction funds for the Improved Bike/Ped Access to the New San Francisco-Oakland Bay Bridge project by one year, to FY 17-18. The delay is related to more extensive environmental and preliminary engineering required for the project. Note this amount is split among all nine counties.

Date: September 23, 2015  
W.I.: 1515  
Referred by: PAC  
Revised: 12/16/15-C

ABSTRACT

Resolution No. 4208

This resolution adopts the policies, procedures, project selection criteria, and program of projects for the 2016 Regional Transportation Improvement Program (RTIP) for the San Francisco Bay Area, for submission to the California Transportation Commission (CTC), consistent with the provisions of Senate Bill 45 (Chapter 622, Statutes 1997).

- Attachment A – Policies, Procedures and Project Selection Criteria for the 2016 RTIP (with appendices)
- Attachment B – 2016 RTIP Program of Projects
- Attachment C – STIP Amendment / Extension Rules and Procedures

This resolution was revised via Commission Action on December 16, 2015, to include Attachment B – 2016 RTIP Program of Projects.

Further discussion of these actions is contained in the Summary Sheet to the MTC Programming and Allocations Committee dated September 9, 2015 and December 9, 2015.

Date: September 23, 2015  
W.I.: 1515  
Referred by: PAC

RE: Adoption of 2016 Regional Transportation Improvement Program (RTIP)  
Program Policies, Procedures, Project Selection Criteria, and Program of Projects

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 4208

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 adopts, pursuant to Government Code Section 65080, a Regional Transportation Improvement Program (RTIP) when additional State Transportation Improvement Program funding is available, that is submitted, pursuant to Government Code Section 14527, to the California Transportation Commission (CTC) and the California Department of Transportation (Caltrans); and

WHEREAS, MTC has developed, in cooperation with Caltrans, operators of publicly owned mass transportation services, congestion management agencies, countywide transportation planning agencies, and local governments, policies, procedures and project selection criteria to be used in the development of the 2016 RTIP, and a five-year program for the funding made available for highways, roadways and state-funded mass transit guideways and other transit capital improvement projects, to include projects programmed in fiscal years 2016-17 through 2020-21; and

WHEREAS, using the process and criteria set forth in the Attachments to this resolution, attached hereto as though set forth at length, a set of capital priorities for the 2016 Regional Transportation Improvement Program (RTIP) was developed; and

WHEREAS, the 2016 RTIP has been developed consistent with the policies and procedures outlined in this resolution, and with the STIP Guidelines adopted by the CTC on August 27, 2015; and

WHEREAS, the 2016 RTIP will be subject to public review and comment; now, therefore, be it

RESOLVED, that MTC approves the process and criteria to be used in the evaluation of candidate projects for inclusion in the 2016 RTIP, as set forth in Attachment A of this resolution, and be it further

RESOLVED, that MTC approves the STIP Amendment / Extension Rules and Procedures to be used in processing STIP amendment and extension requests, as set forth in Attachment C of this resolution, and be it further

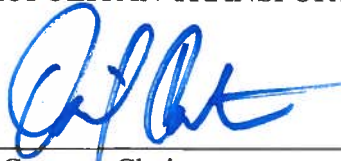
RESOLVED, that MTC adopts the 2016 RTIP, attached hereto as Attachment B and incorporated herein as though set forth at length, and finds it consistent with the RTP; and, be it further

RESOLVED, that the Executive Director may make adjustments to Attachment B in consultation with the respective Congestion Management Agency (CMA) or County Transportation Planning Agency, to respond to direction from the California Transportation Commission and/or the California Department of Transportation; and, be it further

RESOLVED, that MTC's adoption of the programs and projects in the 2016 RTIP is for planning purposes only, with each project still subject to MTC's project review and application approval pursuant to MTC Resolution Nos. 3115 and 3075; 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



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David 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 September 23, 2015.



# MTC 2016 Regional Transportation Improvement Program

2016 RTIP as adjusted

November 19, 2015

(all numbers in thousands)

County	Agency	PPNO	Project	Total	2016 RTIP Funding by Fiscal Year					
					Prior	16-17	17-18	18-19	19-20	20-21
Alameda County Shares										
Alameda	ACTC	81J	SR-84 East-West Connector in Fremont	12,000	0	0	0	12,000	0	0
San Mateo	BART	2103C	Daly City BART Station Intermodal Improvements	200	0	200	0	0	0	0
Alameda	BART	2010C	BART Station Modernization Program (ALA)	3,726	0	0	0	3,726	0	0
Regional	Caltrans	521K	I-680 Freeway Performance Initiative Project Ph. 2	0	0	0	0	0	0	0
Sonoma	Caltrans	new	US-101 Marin-Sonoma Narrows Seg B2 Ph 2	2,000	0	2,000	0	0	0	0
Alameda	MTC	2100	Planning, programming, and monitoring	406	0	131	135	140	0	0
Alameda	ACTC	2179	Planning, programming, and monitoring	2,201	0	886	750	565	0	0
Regional	BATA/CT/CTC	9051A	Improved Bike/Ped Connectivity to East Span SFOBB	3,063	0	0	3,063	0	0	0
Alameda County Total				23,596	0	3,217	3,948	16,431	0	0
Contra Costa County Shares										
Regional	Caltrans	521K	I-680 Freeway Performance Initiative Project Ph. 2	0	0	0	0	0	0	0
Sonoma	Caltrans	new	US-101 Marin-Sonoma Narrows Seg B2 Ph 2	29,000	0	29,000	0	0	0	0
Contra Costa	CCTA	298E	I-680/SR-4 Interchange, Widening of SR-4	14,710	0	5,100	9,610	0	0	0
Contra Costa	CCTA	242K	I-80/San Pablo Dam Rd Interchange (Ph. 2)	9,200	0	0	9,200	0	0	0
Contra Costa	CCTA	222E	I-680 SB HOV Gap Closure (N. Main-Livorna)	15,557	0	0	15,557	0	0	0
Contra Costa	CCTA	2025J	Kirker Pass Rd NB Truck Climbing Lane	2,650	0	0	0	2,650	0	0
Contra Costa	CCTA	2025H	I-80/Central Ave Interchange, Ph 2 (Local Rd Realign)	2,000	0	0	0	2,000	0	0
Contra Costa	BART	2010B	Walnut Creek BART TOD Intermodal Project	5,300	0	5,300	0	0	0	0
Contra Costa	BART	2010C	BART Station Modernization Project	13,000	0	0	0	13,000	0	0
Contra Costa	Hercules	2025G	Hercules Intermodal Transit Center (Building)	0	0	0	0	0	0	0
Contra Costa	MTC	2118	Planning, programming, and monitoring	264	0	85	88	91	0	0
Contra Costa	CCTA	2011O	Planning, programming, and monitoring	1,518	0	609	455	454	0	0
Contra Costa	Concord	2010D	Concord BART Station Bike/Ped Access Improvemts	1,195	0	1,195	0	0	0	0
Regional	BATA/CT/CTC	9051A	Improved Bike/Ped Connectivity to East Span SFOBB	2,090	0	0	2,090	0	0	0
Contra Costa Total				96,484	0	41,289	37,000	18,195	0	0
Marin County Shares										
Marin	Fairfax	2128E	Fairfax Parkade Area Circulation Improvements	255	0	255	0	0	0	0
Marin	TAM	2127C	Planning, programming, and monitoring	412	0	206	206	0	0	0

Date: September 23, 2015

Attachment B

MTC Resolution No. 4208

Referred by: PAC

Revised: 12/16/15-C

County	Agency	PPNO	Project	Total	2016 RTIP Funding by Fiscal Year					
					Prior	16-17	17-18	18-19	19-20	20-21
Marin	MTC	2127	Planning, programming, and monitoring	75	0	24	25	26	0	0
Regional	BATA/CT/CTC	9051A	Improved Bike/Ped Connectivity to East Span SFOBB	571	0	0	571	0	0	0
<b>Marin County Total</b>				<b>1,313</b>	0	485	802	26	0	0
<b>Napa County Shares</b>										
Napa	American Cyn	2130D	Devlin Rd and Vine Trail Extension	0	0	0	0	0	0	0
Napa	American Cyn	2130E	Eucalyptus Dr Extension	3,116	0	297	0	2,819	0	0
Napa	Napa City	2130F	California Ave Roundabouts	1,501	0	431	1,070	0	0	0
Napa	Calistoga	2130M	Petrified Forest Rd and SR-128, Intersection Improvements	475	0	0	50	425	0	0
Napa	Yountville	2130N	Hopper Creek Pedestrian Path (Oak Cir - Mission)	500	0	100	400	0	0	0
Napa	Napa County	2130P	Airport Blvd Rehabilitation	1,332	0	0	57	1,275	0	0
Napa	MTC	2130	Planning, programming, and monitoring	46	0	15	15	16	0	0
Napa	Napa TPA	1003E	Planning, programming, and monitoring	275	0	110	165	0	0	0
Regional	BATA/CT/CTC	9051A	Improved Bike/Ped Connectivity to East Span SFOBB	376	0	0	376	0	0	0
<b>Napa County Total</b>				<b>7,621</b>	0	953	2,133	4,535	0	0
<b>San Francisco County Shares</b>										
San Francisco	SF DPW	612F	Chinatown Broadway Complete Streets, Ph. 4	0	0	0	0	0	0	0
San Francisco	SF DPW	new	Lombard Street Vision Zero Project	1,910	0	1,910	0	0	0	0
San Francisco	SFCTA	2007	Planning, programming, and monitoring	1,114	0	447	667	0	0	0
San Francisco	MTC	2131	Planning, programming, and monitoring	207	0	67	69	71	0	0
Regional	BATA/CT/CTC	9051A	Improved Bike/Ped Connectivity to East Span SFOBB	1,548	0	0	1,548	0	0	0
<b>San Francisco County Total</b>				<b>4,779</b>	0	2,424	2,284	71	0	0
<b>San Mateo County Shares</b>										
San Mateo	Caltrans	690A	US-101 Willow Rd Interchange Reconstruction	8,000	0	8,000	0	0	0	0
San Mateo	Caltrans	632C	SR-1 Calera Parkway - Pacifica, Phase 1	6,900	0	0	6,900	0	0	0
San Mateo	Caltrans	2140E	Countywide ITS Project	4,298	0	0	800	3,498	0	0
San Mateo	San Mateo	668A	SR-92 Improvements Phase 1: Op Impr at 92/ECR IC	5,000	0	5,000	0	0	0	0
San Mateo	SM C/CAG	668D	SR-92 Improvements Phase 2: 92/101 Interchange Imps	23,839	0	0	2,411	3,217	18,211	0
San Mateo	SM C/CAG	new	US-101 HOV/HOT Lanes (Santa Clara Co-380)	9,399	0	3,000	6,399	0	0	0
San Mateo	S. San Francisco	0648F	Grand Boulevard Initiative - Complete Streets	1,991	0	0	1,991	0	0	0
San Mateo	MTC	2140	Planning, programming, and monitoring	214	0	69	71	74	0	0
San Mateo	SM C/CAG	2140A	Planning, programming, and monitoring	1,138	0	462	338	338	0	0
Regional	BATA/CT/CTC	9051A	Improved Bike/Ped Connectivity to East Span SFOBB	1,598	0	0	1,598	0	0	0
<b>San Mateo County Total</b>				<b>62,377</b>	0	16,531	20,508	7,127	18,211	0
<b>Santa Clara County Shares</b>										
Santa Clara	VTA	521C	I-680 Soundwall from Capitol to Mueller	4,361	0	731	355	3,275	0	0

Date: September 23, 2015

Attachment B

MTC Resolution No. 4208

Referred by: PAC

Revised: 12/16/15-C

County	Agency	PPNO	Project	Total	2016 RTIP Funding by Fiscal Year					
					Prior	16-17	17-18	18-19	19-20	20-21
Santa Clara	VTA	2147E	BART Extension from Berryessa to Santa Clara	14,672	0	0	14,672	0	0	0
Santa Clara	Palo Alto	2015D	US-101/Adobe Creek Bicycle and Pedestrian Bridge	4,350	0	0	4,350	0	0	0
Santa Clara	MTC	2144	Planning, programming, and monitoring	474	0	153	158	163	0	0
Santa Clara	SCVTA	2255	Planning, programming, and monitoring	2,620	0	1,053	784	783	0	0
Regional	BATA/CT/CTC	9051A	Improved Bike/Ped Connectivity to East Span SFOBB	3,632	0	0	3,632	0	0	0
<b>Santa Clara County Total</b>				<b>30,109</b>	0	1,937	23,951	4,221	0	0
<b>Solano County Shares</b>										
Solano	Solano TA	5301V	Jepson Pkwy (Leisure Town from Commerce to Orange)	9,360	0	0	0	9,360	0	0
Solano	MTC	2152	Planning, programming, and monitoring	125	0	40	42	43	0	0
Solano	STA	2263	Planning, programming, and monitoring	681	0	274	203	204	0	0
Regional	BATA/CT/CTC	9051A	Improved Bike/Ped Connectivity to East Span SFOBB	945	0	0	945	0	0	0
<b>Solano County Total</b>				<b>11,111</b>	0	314	1,190	9,607	0	0
<b>Sonoma County Shares</b>										
Sonoma	MTC	2156	Planning, programming, and monitoring	150	0	48	50	52	0	0
Sonoma	SCTA	770E	Planning, programming, and monitoring	847	0	343	504	0	0	0
Regional	BATA/CT/CTC	9051A	Improved Bike/Ped Connectivity to East Span SFOBB	1,177	0	0	1,177	0	0	0
<b>Sonoma County Total</b>				<b>2,174</b>	0	391	1,731	52	0	0
<b>Proposed 2016 RTIP Total - Bay Area</b>				<b>239,564</b>	<b>0</b>	<b>67,541</b>	<b>93,547</b>	<b>60,265</b>	<b>18,211</b>	<b>0</b>

J:\PROJECT\Funding\RTIP\16 RTIP\Full\_2016\_RTIP\_2015-10.xlsx]2016 MTC

Note: Detail on project programming by year and phase will be submitted to CTC; shaded funds denote programming changes



# Metropolitan Transportation Commission

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

## Legislation Details (With Text)

<b>File #:</b>	15-1044	<b>Version:</b>	1	<b>Name:</b>	
<b>Type:</b>	Resolution	<b>Status:</b>		Commission Approval	
<b>File created:</b>	11/9/2015	<b>In control:</b>		Programming and Allocations Committee	
<b>On agenda:</b>		<b>Final action:</b>			
<b>Title:</b>	MTC Resolution No. 4035, Revised. Recommendation of Parking Management and Transportation Demand Management (TDM) projects for the One Bay Area Grant Program (OBAG 1) Climate Initiatives.				
	As part of the Climate Initiatives Program, staff will provide recommendations for \$6 million of CMAQ funds for parking management and transportation demand management projects.				
<b>Sponsors:</b>					
<b>Indexes:</b>					
<b>Code sections:</b>					
<b>Attachments:</b>	<a href="#">7b-PAC Reso-4035-Pking TDM Grant Recommend v3</a> <a href="#">4 Reso-4035-Pking TDM Grant Recommend.pdf</a>				

Date	Ver.	Action By	Action	Result
12/9/2015	1	Programming and Allocations Committee		

**Subject:**  
MTC Resolution No. 4035, Revised. Recommendation of Parking Management and Transportation Demand Management (TDM) projects for the One Bay Area Grant Program (OBAG 1) Climate Initiatives.

*As part of the Climate Initiatives Program, staff will provide recommendations for \$6 million of CMAQ funds for parking management and transportation demand management projects.*

**Presenter:**  
Stefanie Hom

**Recommended Action:**  
Commission Approval

# Metropolitan Transportation Commission Programming and Allocations Committee

December 9, 2015

## MTC Resolution No. 4035, Revised

---

**Subject:** Recommendation of Parking Management and Transportation Demand Management (TDM) projects for the One Bay Area Grant Program (OBAG 1) Climate Initiatives Program.

**Background:** In April 2014, MTC programmed \$6 million of OBAG 1 Congestion Mitigation Air Quality Program (CMAQ) funds to expand TDM strategies as part of the Climate Initiatives Program. The Climate Initiatives Program is a multi-faceted program aimed at reducing transportation-related emissions and vehicle miles traveled (VMT) and is a critical strategy for implementing Plan Bay Area.

### Project Selection Process

In June 2015, MTC issued a call for projects for the Parking Management and Transportation Demand Management Grant Program that focused on the following types of TDM projects, with priority generally given to the projects in the following tier order:

1. Tier 1: Parking Management Strategies
2. Tier 2: Park and Ride Lots
3. Tier 3: Other TDM Strategies

Project solicitation and evaluation occurred through a two-step process:

1. Applicants submitted letters of interest for 20 projects, totaling approximately \$19 million in funding requests (see Attachment 1).
2. Following evaluation of the letters of interest, a small number of applicants with the highest evaluation ratings were invited to submit full proposals, which resulted in requests for 11 projects totaling approximately \$10 million (see Attachment 2).

Letters of interest and full proposals were evaluated by a panel consisting of four MTC staff and one Bay Area Air Quality Management District (Air District) staff. Letters of interest and full proposals were evaluated qualitatively against the following criteria:

- Potential for greenhouse gas (GHG) and criteria pollutant reductions
- Quality of proposal
- Project readiness and local support
- Local match percentage of total project cost
- Capability of the project partners to implement the project
- Support of a Priority Development Area (PDA)

### Funding Recommendations

Staff recommends awarding \$6 million in grants to 6 projects. The below table is a summary of the recommended projects and funding amounts; additional details are provided in Attachment 2.

Project Sponsor	Project Type	Project Title	Proposed Funding Amount
City of Berkeley	Parking	goBerkeley Residential Shared Parking Pilot	\$950,000
City of Hayward	Parking	Comprehensive Parking Management Plan Implementation	\$338,000
City of Oakland	Parking	Oakland Demand-Responsive Parking and Mobility Management Initiative	\$1,300,000
City of San Mateo	Parking	Downtown Parking Technology Implementation	\$1,500,000
City of Walnut Creek	Parking	Walnut Creek Parking Guidance System Pilot	\$783,000
VTA/City of Sunnyvale	Other TDM	Peery Park Rides	\$1,129,000
		<b>Total:</b>	<b>\$6,000,000</b>

The projects recommended for funding received an overall evaluation result of high or medium high on their full application. Project sponsors were asked to identify in their full application if their proposal could be scaled down if less than full-funding were available. For all recommended projects, except for the City of Hayward, partial funding is recommended based on the scaled amounts and input from the evaluation panel. Full funding is recommended for the City of Hayward based on their relatively low amount request. In the application guidelines, MTC recommended a minimum grant request of \$500,000, with consideration given to grant requests below that, but not lower than \$250,000.

### Next Steps

Following Commission approval, MTC will program the projects into the 2015 Transportation Improvement Program (TIP) allowing sponsors to obtain federal authorization (obligation) for their projects.

### Issues:

Because staff is recommending partial funding for the majority of the projects, staff will work with project sponsors to refine their project scopes and budgets, and ensure the revised projects still meet the program goals.

### Recommendation:

Refer MTC Resolution No. 4035, Revised to the Commission for approval. Resolution No. 4035, Revised is also proposed for revision under agenda item 5. Only items approved by the Committee will be forwarded to the Commission.

### Attachments:

**Attachment 1:** Parking and TDM Grant Program Letter of Interest Proposals and Recommendations

**Attachment 2:** Parking and TDM Grant Program Full Application Proposals and Recommendations

**Resolution No. 4035, Revised – Attachment B-1**

County	Applicant	Project Type	Project Title	Project Description	Full Project Cost	Grant Amount Request	Recommended to Submit Full Application
Multi-County	BART	Tier 1: Parking	BART Parking Facility "Full" Communication System	Install real-time parking information at stations	\$ 750,000	\$ 500,000	yes
Alameda	City of Berkeley	Tier 1: Parking	goBerkeley Residential Shared Parking Pilot	Implement shared use/management of on-street residential parking	\$ 1,500,000	\$ 1,000,000	yes
Alameda	City of Emeryville	Tier 1: Parking	North Hollis Paid Parking Program and Related Transportation Demand Management Program	Install smart meters in new areas	\$ 1,174,530	\$ 1,021,000	yes
Santa Clara	Gilroy	Tier 1: Parking	Downtown Parking Management Plan Study	Conduct parking study to develop parking management options	\$ 375,000	\$ 318,750	no
Alameda	City of Hayward	Tier 1: Parking	Comprehensive Parking Management Plan Implementation	Implement parking management strategies in downtown area, including on-street metering, off-street permitting, enforcement and wayfinding	\$ 699,500	\$ 482,000	yes
Santa Clara	City of Mountain View	Tier 1: Parking	Downtown Mountain View Parking Technology Enhancements	Install enforcement technology and real-time parking information in downtown	\$ 705,000	\$ 545,000	yes
Alameda	City of Oakland	Tier 1: Parking	Oakland Demand-Responsive Parking and Mobility Management Initiative	Implement parking management strategies throughout Oakland	\$ 2,300,000	\$ 2,000,000	yes
Santa Clara	City of Palo Alto/Joint Venture Silicon Valley	Tier 1: Parking	Silicon Valley Mobility as a Service + Revenue-Neutral Workplace Parking Feebate	Implement employer parking management strategies	\$ 930,000	\$ 700,000	no
Santa Clara	City of Palo Alto (Planning Dept.)	Tier 1: Parking	Downtown Palo Alto Parking Technology and Wayfinding Implementation	Install wayfinding, including automated parking guidance systems (APGS) and integrated parking access and revenue controls (PARCs)	\$ 2,300,000	\$ 2,000,000	no
Santa Clara	City of San Jose	Tier 1: Parking	San Jose Parking Management Strategy	Upgrade meters in downtown and update Downtown Parking Management Plan	\$ 2,300,000	\$ 1,955,000	no
San Mateo	City of San Mateo	Tier 1: Parking	Downtown Parking Technology Implementation	Install smart meters, PARCs, wayfinding and "Park SM" branding in downtown	\$ 2,500,000	\$ 2,000,000	yes
Alameda	City of Union City	Tier 1: Parking	Union City Station District Parking Management Program	Install new and replacement smart meters, enforcement software/devices, signage, and real-time parking APP around BART station	\$ 360,000	\$ 300,000	yes
Contra Costa	City of Walnut Creek	Tier 1: Parking	Walnut Creek Parking Guidance System Pilot	Install real-time parking information at city-owned garages in downtown	\$ 950,000	\$ 790,000	yes
Contra Costa	City of Hercules	Tier 2: Park and Ride	Regional Intermodal Transit Center	Park and Ride lot expansion at ITC for WestCAT bus service	\$ 1,294,118	\$ 1,100,000	no
Solano	Solano Transportation Authority (STA)	Tier 2: Park and Ride	City of Dixon Express Bus Park and Ride Lot	Prepare Project Initiation Document (PID) for express bus park and ride lot adjacent to I-80	\$ 588,235	\$ 500,000	no
Multi-County	BART	Tier 3: Other TDM	Carpool Parking Remote Monitoring System	Install cameras to enforce carpool parking	\$ 375,000	\$ 300,000	no
Alameda	City of Fremont	Tier 3: Other TDM	Warm Springs Last Mile Transit Program	Develop TDM program around Warm Springs BART Station	\$ -	\$ -	no
Solano	Solano Transportation Authority (STA)	Tier 3: Other TDM	Eastern Solano County Commuter Benefits Program	Expand Commuter Benefits Program to Eastern Solano County (Yolo-Solano Air District, not covered by SB 1339)	\$ 575,000	\$ 500,000	yes

County	Applicant	Project Type	Project Title	Project Description	Full Project Cost	Grant Amount Request	Recommended to Submit Full Application
Santa Clara	Santa Clara Valley Transportation Authority (VTA)/City of Sunnyvale	Tier 3: Other TDM	Peery Park Rides	Implement shuttle and TDM services from Sunnyvale Caltrain Station to Peery Park business park	\$ 1,861,000	\$ 1,200,000	yes
Marin	Transportation Authority of Marin (TAM)	Tier 3: Other TDM	connectSMART	Implement/install shuttle service, meters, roundabout, and ridematching service to support SMART stations	\$ 2,583,645	\$ 1,939,156	no
TOTAL					\$ 24,121,028	\$ 19,150,906	



County	Applicant	Project Type	Project Title	Project Description	Full Project Cost	Grant Amount Request	Recommended Grant Amount	Overall Rating
Multi-County	BART	Tier 1: Parking	BART Parking Facility "Full" Communication System	Install real-time parking information at all stations	\$ 750,000	\$ 500,000	\$ -	M
Alameda	City of Berkeley	Tier 1: Parking	goBerkeley Residential Shared Parking Pilot	Implement shared use/management of on-street residential parking	\$ 1,667,836	\$ 1,117,450	\$ 950,000	H
Alameda	City of Emeryville	Tier 1: Parking	North Hollis Paid Parking Program and Related Transportation Demand Management Program	Install smart meters in new areas	\$ 1,174,530	\$ 998,351	\$ -	M
Alameda	City of Hayward	Tier 1: Parking	Comprehensive Parking Management Plan Implementation	Implement parking management strategies in downtown area, including on-street metering, off-street permitting, enforcement and wayfinding	\$ 438,000	\$ 338,000	\$ 338,000	MH
Santa Clara	City of Mountain View	Tier 1: Parking	Downtown Mountain View Parking Technology Enhancements	Install enforcement technology and real-time parking information in downtown	\$ 530,000	\$ 375,000	\$ -	M
Alameda	City of Oakland	Tier 1: Parking	Oakland Demand-Responsive Parking and Mobility Management Initiative	Implement parking management strategies in Montclair Village, Chinatown, Lake Merritt/Uptown, Civic Center/Old Oakland (Phase 1), Temescal, Jack London Square, Grand Lake (Phase 2)	\$ 2,437,000	\$ 2,000,000	\$ 1,300,000	H
San Mateo	City of San Mateo	Tier 1: Parking	Downtown Parking Technology Implementation	Install smart meters, PARCs, wayfinding and "Park San Mateo" branding in downtown	\$ 2,445,000	\$ 1,945,000	\$ 1,500,000	H
Alameda	City of Union City	Tier 1: Parking	Union City Station District Parking Management Program	Install new and replacement smart meters, enforcement software/devices, signage, and real-time parking app around BART station	\$ 360,000	\$ 300,000	\$ -	L
Contra Costa	City of Walnut Creek	Tier 1: Parking	Walnut Creek Parking Guidance System Pilot	Install real-time parking information at city-owned garages in downtown	\$ 951,350	\$ 783,500	\$ 783,000	MH
Solano	Solano Transportation Authority (STA)	Tier 3: Other TDM	Eastern Solano County Commuter Benefits Program	Expand Commuter Benefits Program to Eastern Solano County (Yolo-Solano Air District, not covered by SB 1339)	\$ 421,325	\$ 358,126	\$ -	ML
Santa Clara	Santa Clara Valley Transporation Authority (VTA)/ City of Sunnyvale	Tier 3: Other TDM	Peery Park Rides	Implement shuttle and TDM services from Sunnyvale Caltrain station to Peery Park business park	\$ 1,980,000	\$ 1,267,200	\$ 1,129,000	MH
TOTAL					\$ 13,155,041	\$ 9,982,627	\$ 6,000,000	

Legend	L	Low
	ML	Medium-Low
	M	Medium
	MH	Medium-High
	H	High
	Highlighted Projects Recommended for Grant Funding	

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  
11/18/15-C 12/16/15-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.

## ABSTRACT

MTC Resolution No. 4035, Revised

Page 5

On March 25, 2015, Attachments B-1 and B-2 were revised to: add FY 2016-17 regional planning funds to Attachment B-1 per Commission action in December 2014; Redirect \$1.0 million from the ALA-I-680 Freeway Performance Initiative (FPI) project to Preliminary Engineering (PE) for various FPI corridors and redirect \$270,000 in FPI Right of Way (ROW) savings to the SCL I-680 FPI project to cover an increase in Caltrans support costs; direct funding to the statewide local streets and roads needs assessment; identify specific Priority Development Area (PDA) planning grants in San Mateo County; delete the \$10.2 million Masonic Avenue Complete Streets project and add the SF Light Rail Vehicle Procurement project in San Francisco County; and redirect \$0.5 million from the Capitol Expressway Traffic ITS and Bike/Pedestrian Improvement project to the San Tomas Expressway Box Culvert Rehabilitation project in Santa Clara County.

On May 27, 2015, Attachment B-1 was revised to add Round 3 (\$9,529,829) of the Transit Performance Incentive Program which involves 7 new projects and augmentations to 7 existing projects; and to add the Grand Avenue Bicycle / Pedestrian Improvements Project (\$717,000) in San Rafael to the Safe Routes to School Program, and delete the Bicycle sharing project (\$6,000,000).

On June 24, 2015, Attachment B-1 was revised to identify a \$265,000 Local Priority Development Area Planning Grant for the City of Palo Alto.

On July 22, 2015, Attachments B-1 and Attachment B-2 were revised to redirect \$3,000,000 from the SFMTA N-Judah Mobility Maximization project to the SFMTA Colored Lanes on MTC Rapid Network project within the Transit Performance Initiative program, identify a \$252,000 Safe Routes to Schools grant for San Mateo County, redirect \$2,100,000 in Freeway Performance Initiative funding from the Alameda County I-680 project to the Various Corridors – Caltrans Preliminary Engineering project, delete \$500,000 from the SMART Vehicle Purchase project in Sonoma County (revised from \$6,600,000 to \$6,100,000), and add the SMART Clipper Card Service project in Sonoma County for \$500,000.

On September 23, 2015, Attachment B-2 was revised to redirect \$6,100,000 from the SMART Vehicle Purchase project to the SMART San Rafael to Larkspur Extension project.

## ABSTRACT

MTC Resolution No. 4035, Revised

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On October 28, 2015, Attachment B-1 and B-2 were revised to redirect \$350,000 from Vacaville's Ulatis Creek Bicycle/Pedestrian Pathway and Streetscape project to Vallejo's Downtown Streetscape – Phases 3 and 4 project, and to redirect \$122,249 from Marin Transit's Preventive Maintenance program to the preliminary engineering phase of Marin Transit's Relocate Transit Maintenance Facility project.

On November 18, 2015, Attachment B-1 and Appendix A-3 to Attachment A were revised to increase the program amount for the Safe Routes to School Program by \$2.35 million increasing the FY 2016-17 program amount to \$5.0 million.

On December 16, 2015, Attachment B-1 was revised to add six parking management and transportation demand management projects totaling \$6,000,000 under the Climate Initiatives Program.

Further discussion of the Project Selection Criteria and Programming Policies is contained in the memorandum to the Joint Planning Committee dated May 11, 2012; to the Programming and Allocations Committee dated October 10, 2012; to the Commission dated November 28, 2012; to the Programming and Allocations Committee dated December 12, 2012 and January 9, 2013; to the Joint Planning Committee dated February 8, 2013; to the Programming and Allocations Committee dated February 13, 2013, May 8, 2013, September 11, 2013, November 13, 2013, December 11, 2013, January 8, 2014, February 12, 2014, March 5, 2014, April 9, 2014; and to the Planning Committee dated May 9, 2014; and to the MTC Programming and Allocations Committee Summary Sheet dated May 14, 2014, June 11, 2014, July 9, 2014, September 10, 2014, December 10, 2014, March 11, 2015, May 13, 2015, and to the Administration Committee on May 13, 2015, and to the Programming and Allocations Committee on June 10, 2015, July 8, 2015, September 9, 2015, October 14, 2015, November 4, 2015, and December 9, 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

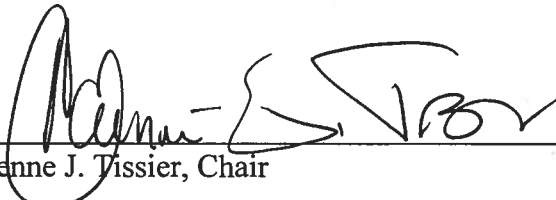
RESOLVED that the projects will be included in the federal TIP subject to final federal approval; and be it further

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 December 2015

### OBAG 1 Regional Programs Project List

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 11/18/15-C 12/16/15-C

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other RTIP/TAP/TFCA	Total Cycle 2
<b>OBAG 1 REGIONAL PROGRAMS</b>		<b>\$457,329,000</b>	<b>\$40,000,000</b>	<b>\$497,329,000</b>
<b>1. REGIONAL PLANNING ACTIVITIES (STP Planning)</b>				
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
<b>1. REGIONAL PLANNING ACTIVITIES (STP Planning) TOTAL:</b>		<b>\$8,487,000</b>	<b>\$0</b>	<b>\$8,487,000</b>
<b>2. REGIONAL OPERATIONS (RO)</b>				
511 - Traveler Information	MTC	\$57,800,000	\$0	\$57,800,000
Clipper® Fare Media Collection	MTC	\$21,400,000	\$0	\$21,400,000
<b>SUBTOTAL</b>		<b>\$79,200,000</b>	<b>\$0</b>	<b>\$79,200,000</b>
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
<b>SUBTOTAL</b>		<b>\$26,702,000</b>	<b>\$0</b>	<b>\$26,702,000</b>
<b>2. REGIONAL OPERATIONS (RO) TOTAL:</b>		<b>\$105,902,000</b>	<b>\$0</b>	<b>\$105,902,000</b>
<b>3. FREEWAY PERFORMANCE INITIATIVE (FPI)</b>				
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
<b>SUBTOTAL</b>		<b>\$24,950,000</b>	<b>\$0</b>	<b>\$24,950,000</b>
<b>Ramp Metering and TOS Elements</b>				
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
<b>SUBTOTAL</b>		<b>\$40,078,000</b>	<b>\$34,000,000</b>	<b>\$74,078,000</b>
<b>3. FREEWAY PERFORMANCE INITIATIVE (FPI) TOTAL:</b>		<b>\$65,028,000</b>	<b>\$34,000,000</b>	<b>\$99,028,000</b>
<b>4. PAVEMENT MANAGEMENT PROGRAM (PMP)</b>				
Pavement Management Program (PMP)	MTC	\$1,547,000	\$0	\$1,547,000
Pavement Technical Advisory Program (PTAP)	MTC	\$7,500,000	\$0	\$7,500,000
Statewide Local Streets and Roads (LSR) Needs Assessment	MTC/Caltrans	\$53,000	\$0	\$53,000
<b>4. PAVEMENT MANAGEMENT PROGRAM (PMP) TOTAL:</b>		<b>\$9,100,000</b>	<b>\$0</b>	<b>\$9,100,000</b>
<b>5. PRIORITY DEVELOPMENT AREA (PDA) PLANNING AND IMPLEMENTATION</b>				
<b>Regional PDA Implementation</b>				
PDA Planning - ABAG	ABAG	\$2,000,000	\$0	\$2,000,000
<b>SUBTOTAL</b>		<b>\$2,000,000</b>	<b>\$0</b>	<b>\$2,000,000</b>
<b>Transit Oriented Affordable Housing (TOAH)</b>				
SF Park Parking Pricing (Transit Oriented Affordable Housing Exchange)	SFMTA	\$10,000,000	\$0	\$10,000,000
<b>SUBTOTAL</b>		<b>\$10,000,000</b>	<b>\$0</b>	<b>\$10,000,000</b>
<b>Local PDA Planning</b>				
Local PDA Planning - Alameda	ACTC	\$3,905,000	\$0	\$3,905,000
Local PDA Planning - Contra Costa	CCTA	\$2,745,000	\$0	\$2,745,000
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
Sonoma County - Sonoma Springs Area Plan	Sonoma County	\$450,000	\$0	\$450,000
Sonoma County - Airport Employment Center Planning	Sonoma County	\$350,000	\$0	\$350,000
<b>SUBTOTAL</b>		<b>\$20,000,000</b>	<b>\$0</b>	<b>\$20,000,000</b>

# Attachment B-1

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 11/18/15-C 12/16/15-C

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

### OBAG 1 Regional Programs Project List

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other RTIP/TAP/TFCA	Total Cycle 2
<b>OBAG 1 REGIONAL PROGRAMS</b>		<b>\$457,329,000</b>	<b>\$40,000,000</b>	<b>\$497,329,000</b>
<b>Regional PDA Planning</b>				
<i>Regional PDA Implementation Priorities</i>				
Bay Area Transit Core Capacity Study	MTC	\$250,000	\$0	\$250,000
Public Lands Near Rail Corridors Assessment	MTC	\$500,000	\$0	\$500,000
PDA Implementation Studies/Forums	MTC	\$156,500	\$0	\$156,500
State Route 82 Relinquishment Exploration Study	MTC/VTA	\$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 Salvo Streetscape	Concord	\$50,000	\$0	\$50,000
South Richmond Affordable Housing and Commercial Linkage	Richmond	\$60,000	\$0	\$60,000
San Mateo Planning/Growth Forum Series	San Mateo	\$25,000	\$0	\$25,000
South San Francisco El Camino/Chestnut Ave Infrastructure Financing Analysis	SSF	\$60,000	\$0	\$60,000
Milpitas Transit Area Parking Analysis	Milpitas	\$60,000	\$0	\$60,000
Morgan Hill Housing/Employment Market Demand/Circulation Analysis	Morgan Hill	\$60,000	\$0	\$60,000
Sab Jose West San Carlos Master Streetscape Plan	San Jose	\$60,000	\$0	\$60,000
Sunnyvale Mathilda Ave Downtown Plan Line	Sunnyvale	\$60,000	\$0	\$60,000
Downtown Sunnyvale Block 15 Sale/Land Exchange	Sunnyvale	\$59,000	\$0	\$59,000
Sunnyvale El Camino Street Space Allocation Study	Sunnyvale	\$60,000	\$0	\$60,000
<b>SUBTOTAL</b>		<b>\$8,000,000</b>	<b>\$0</b>	<b>\$8,000,000</b>
<b>5. PRIORITY DEVELOPMENT AREA (PDA) PLANNING AND IMPLEMENTATION</b>	<b>TOTAL:</b>	<b>\$40,000,000</b>	<b>\$0</b>	<b>\$40,000,000</b>
<b>6. CLIMATE INITIATIVES PROGRAM (CIP)</b>				
<i>Car Sharing</i>				
Hayward RFP for Car Sharing Services	Hayward	\$200,480	\$0	\$200,480
Oakland Car Share and Outreach Program	Oakland	\$320,526	\$0	\$320,526
CCTA Car Share4All	CCTA	\$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
<i>Transportation Demand Management</i>				
<b>goBerkeley Residential Shared Parking Pilot</b>	<b>Berkeley</b>	<b>\$950,000</b>	<b>\$0</b>	<b>\$950,000</b>
<b>Hayward Comprehensive Parking Mgmt Plan Implementation</b>	<b>Hayward</b>	<b>\$338,000</b>	<b>\$0</b>	<b>\$338,000</b>
<b>Oakland Demand-Responsive Parking and Mobility Mgmt Initiative</b>	<b>Oakland</b>	<b>\$1,300,000</b>	<b>\$0</b>	<b>\$1,300,000</b>
<b>Downtown San Mateo Parking Technology Implementation</b>	<b>San Mateo</b>	<b>\$1,500,000</b>	<b>\$0</b>	<b>\$1,500,000</b>
<b>Walnut Creek Parking Guidance System Pilot</b>	<b>Walnut Creek</b>	<b>\$783,000</b>	<b>\$0</b>	<b>\$783,000</b>
<b>Peery Park Rides</b>	<b>VTA/Sunnyvale</b>	<b>\$1,129,000</b>	<b>\$0</b>	<b>\$1,129,000</b>
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
<b>6. CLIMATE INITIATIVES PROGRAM (CIP)</b>	<b>TOTAL:</b>	<b>\$14,312,000</b>	<b>\$6,000,000</b>	<b>\$20,312,000</b>
<b>7. REGIONAL SAFE ROUTES TO SCHOOL (RSRTS)</b>				
<i>Specific projects TBD by CMAs</i>				
Alameda County SRTS Program - Supplemental	ACTC	\$1,073,000	\$0	\$1,073,000
Contra Costa County SRTS Program - Supplemental	CCTA	\$822,000	\$0	\$822,000
Marin County SRTS Program - Supplemental	TAM	\$74,000	\$0	\$74,000
Napa County SRTS Program - Supplemental	NCTPA	\$105,000	\$0	\$105,000
San Francisco County SRTS Program - Supplemental	SFCTA	\$360,000	\$0	\$360,000
San Mateo County SRTS Program - Supplemental	SMCCAG	\$225,000	\$0	\$225,000
Santa Clara County SRTS Program - Supplemental	Santa Clara	\$1,346,000	\$0	\$1,346,000
Solano County SRTS Program - Supplemental	STA	\$314,000	\$0	\$314,000

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



# Attachment B-1

MTC Res. No. 4035, Attachment B-1

Adopted: 05/17/12-C

Revised: 10/24/12-C

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

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  
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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 11/18/15-C 12/16/15-C

### OBAG 1 Regional Programs Project List

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other RTIP/TAP/TFCA	Total Cycle 2
<b>OBAG 1 REGIONAL PROGRAMS</b>		<b>\$457,329,000</b>	<b>\$40,000,000</b>	<b>\$497,329,000</b>
Sonoma County SRTS Program - Supplemental	SCTA	\$345,000	\$0	\$345,000
Alameda County SRTS Program	ACTC	\$4,293,000	\$0	\$4,293,000
Cavallero 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
<b>7. REGIONAL SAFE ROUTES TO SCHOOL (RSRTS)</b>		<b>TOTAL: \$25,000,000</b>	<b>\$0</b>	<b>\$25,000,000</b>
<b>8. TRANSIT CAPITAL REHABILITATION PROGRAM</b>				
SolTrans - Preventive Maintenance	SolTrans	\$1,000,000	\$0	\$1,000,000
<b>Transit Capital Rehabilitation</b>				
<i>Specific Projects TBD by Commission</i>				
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
<b>SUBTOTAL</b>		<b>\$37,000,000</b>	<b>\$0</b>	<b>\$37,000,000</b>
<b>Transit Performance Initiative (TPI) Incentive Program</b>				
<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	SJRRC/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 - MCTD Preventative Maintenance (Youth Pass Program)	Marin Transit	\$116,728	\$0	\$116,728
TPI - Relocate Transit Maintenance Facility (PE only) (Youth Pass Program)	Marin Transit	\$122,249	\$0	\$122,249

# Attachment B-1

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 11/18/15-C 12/16/15-C

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

### OBAG 1 Regional Programs Project List

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other RTIP/TAP/TFCA	Total Cycle 2
<b>OBAG 1 REGIONAL PROGRAMS</b>		<b>\$457,329,000</b>	<b>\$40,000,000</b>	<b>\$497,329,000</b>
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
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
<b>SUBTOTAL</b>		<b>\$60,000,000</b>	<b>\$0</b>	<b>\$60,000,000</b>
<b>8. TRANSIT CAPITAL REHABILITATION PROGRAM</b>		<b>TOTAL: \$98,000,000</b>	<b>\$0</b>	<b>\$98,000,000</b>
<b>9. TRANSIT PERFORMANCE INITIATIVE (TPI)</b>				
<b>TPI - Capital Investment Program</b>				
TPI-1 - AC Transit Line 51 Corridor Speed Protection and Restoration	AC Transit	\$10,515,624	\$0	\$10,515,624
TPI-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
<b>9. TRANSIT PERFORMANCE INITIATIVE (TPI)</b>		<b>TOTAL: \$82,000,000</b>	<b>\$0</b>	<b>\$82,000,000</b>
<b>10. PRIORITY CONSERVATION AREA (PCA)</b>				
<b>North Bay PCA Program</b>				
<i>Specific projects TBD by North Bay CMAs</i>				
Marin PCA - 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
<b>SUBTOTAL</b>		<b>\$5,000,000</b>	<b>\$0</b>	<b>\$5,000,000</b>
<b>Peninsula, Southern and Eastern Counties PCA Program</b>				
Bay Trail Shoreline Access Staging Area	Berkeley	\$500,000	\$0	\$500,000
Breuner Marsh Restoration and Public Access	EBRPD	\$1,000,000	\$0	\$1,000,000
SF Bay Trail, Pinole Shores to Bay Front Park	EBRPD	\$119,711	\$0	\$119,711
Coyote Creek Trail: Brokaw Road to Union Pacific Railroad	San Jose	\$712,700	\$0	\$712,700
Pier 70 - Crane Cove Park	Port of SF	\$1,000,000	\$0	\$1,000,000
Twin Peaks Connectivity Conceptual Plan	SF Rec. and Parks	\$167,589	\$0	\$167,589
Southern Skyline Blvd. Ridge Trail Extension	SF PUC	\$1,000,000	\$0	\$1,000,000
<b>SUBTOTAL</b>		<b>\$4,500,000</b>	<b>\$0</b>	<b>\$4,500,000</b>
<b>10. PRIORITY CONSERVATION AREA (PCA)</b>		<b>TOTAL: \$9,500,000</b>	<b>\$0</b>	<b>\$9,500,000</b>
<b>OBAG 1 REGIONAL PROGRAMS TOTAL</b>		<b>TOTAL: \$457,329,000</b>	<b>\$40,000,000</b>	<b>\$497,329,000</b>

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# Metropolitan Transportation Commission Programming and Allocations Committee

December 9, 2015

Agenda Item 4

## MTC Resolution No. 4035, Revised

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**Subject:** Recommendation of Parking Management and Transportation Demand Management (TDM) projects for the One Bay Area Grant Program (OBAG 1) Climate Initiatives Program.

**Background:** In April 2014, MTC programmed \$6 million of OBAG 1 Congestion Mitigation Air Quality Program (CMAQ) funds to expand TDM strategies as part of the Climate Initiatives Program. The Climate Initiatives Program is a multi-faceted program aimed at reducing transportation-related emissions and vehicle miles traveled (VMT) and is a critical strategy for implementing Plan Bay Area.

### Project Selection Process

In June 2015, MTC issued a call for projects for the Parking Management and Transportation Demand Management Grant Program that focused on the following types of TDM projects, with priority generally given to the projects in the following tier order:

1. Tier 1: Parking Management Strategies
2. Tier 2: Park and Ride Lots
3. Tier 3: Other TDM Strategies

Project solicitation and evaluation occurred through a two-step process:

1. Applicants submitted letters of interest for 20 projects, totaling approximately \$19 million in funding requests (see Attachment 1).
2. Following evaluation of the letters of interest, a small number of applicants with the highest evaluation ratings were invited to submit full proposals, which resulted in requests for 11 projects totaling approximately \$10 million (see Attachment 2).

Letters of interest and full proposals were evaluated by a panel consisting of four MTC staff and one Bay Area Air Quality Management District (Air District) staff. Letters of interest and full proposals were evaluated qualitatively against the following criteria:

- Potential for greenhouse gas (GHG) and criteria pollutant reductions
- Quality of proposal
- Project readiness and local support
- Local match percentage of total project cost
- Capability of the project partners to implement the project
- Support of a Priority Development Area (PDA)

### Funding Recommendations

Staff recommends awarding \$6 million in grants to 6 projects. The below table is a summary of the recommended projects and funding amounts; additional details are provided in Attachment 2.

Project Sponsor	Project Type	Project Title	Proposed Funding Amount
City of Berkeley	Parking	goBerkeley Residential Shared Parking Pilot	\$950,000
City of Hayward	Parking	Comprehensive Parking Management Plan Implementation	\$338,000
City of Oakland	Parking	Oakland Demand-Responsive Parking and Mobility Management Initiative	\$1,300,000
City of San Mateo	Parking	Downtown Parking Technology Implementation	\$1,500,000
City of Walnut Creek	Parking	Walnut Creek Parking Guidance System Pilot	\$783,000
VTA/City of Sunnyvale	Other TDM	Peery Park Rides	\$1,129,000
		<b>Total:</b>	<b>\$6,000,000</b>

The projects recommended for funding received an overall evaluation result of high or medium high on their full application. Project sponsors were asked to identify in their full application if their proposal could be scaled down if less than full-funding were available. For all recommended projects, except for the City of Hayward, partial funding is recommended based on the scaled amounts and input from the evaluation panel. Full funding is recommended for the City of Hayward based on their relatively low amount request. In the application guidelines, MTC recommended a minimum grant request of \$500,000, with consideration given to grant requests below that, but not lower than \$250,000.

#### Next Steps

Following Commission approval, MTC will program the projects into the 2015 Transportation Improvement Program (TIP) allowing sponsors to obtain federal authorization (obligation) for their projects.

#### Issues:

Because staff is recommending partial funding for the majority of the projects, staff will work with project sponsors to refine their project scopes and budgets, and ensure the revised projects still meet the program goals.

#### Recommendation:

Refer MTC Resolution No. 4035, Revised to the Commission for approval. Resolution No. 4035, Revised is also proposed for revision under agenda item 5. Only items approved by the Committee will be forwarded to the Commission.

#### Attachments:

**Attachment 1:** Parking and TDM Grant Program Letter of Interest Proposals and Recommendations

**Attachment 2:** Parking and TDM Grant Program Full Application Proposals and Recommendations

**Resolution No. 4035, Revised – Attachment B-1**



County	Applicant	Project Type	Project Title	Project Description	Full Project Cost	Grant Amount Request	Recommended to Submit Full Application
Multi-County	BART	Tier 1: Parking	BART Parking Facility "Full" Communication System	Install real-time parking information at stations	\$ 750,000	\$ 500,000	yes
Alameda	City of Berkeley	Tier 1: Parking	goBerkeley Residential Shared Parking Pilot	Implement shared use/management of on-street residential parking	\$ 1,500,000	\$ 1,000,000	yes
Alameda	City of Emeryville	Tier 1: Parking	North Hollis Paid Parking Program and Related Transportation Demand Management Program	Install smart meters in new areas	\$ 1,174,530	\$ 1,021,000	yes
Santa Clara	Gilroy	Tier 1: Parking	Downtown Parking Management Plan Study	Conduct parking study to develop parking management options	\$ 375,000	\$ 318,750	no
Alameda	City of Hayward	Tier 1: Parking	Comprehensive Parking Management Plan Implementation	Implement parking management strategies in downtown area, including on-street metering, off-street permitting, enforcement and wayfinding	\$ 699,500	\$ 482,000	yes
Santa Clara	City of Mountain View	Tier 1: Parking	Downtown Mountain View Parking Technology Enhancements	Install enforcement technology and real-time parking information in downtown	\$ 705,000	\$ 545,000	yes
Alameda	City of Oakland	Tier 1: Parking	Oakland Demand-Responsive Parking and Mobility Management Initiative	Implement parking management strategies throughout Oakland	\$ 2,300,000	\$ 2,000,000	yes
Santa Clara	City of Palo Alto/Joint Venture Silicon Valley	Tier 1: Parking	Silicon Valley Mobility as a Service + Revenue-Neutral Workplace Parking Feebate	Implement employer parking management strategies	\$ 930,000	\$ 700,000	no
Santa Clara	City of Palo Alto (Planning Dept.)	Tier 1: Parking	Downtown Palo Alto Parking Technology and Wayfinding Implementation	Install wayfinding, including automated parking guidance systems (APGS) and integrated parking access and revenue controls (PARCs)	\$ 2,300,000	\$ 2,000,000	no
Santa Clara	City of San Jose	Tier 1: Parking	San Jose Parking Management Strategy	Upgrade meters in downtown and update Downtown Parking Management Plan	\$ 2,300,000	\$ 1,955,000	no
San Mateo	City of San Mateo	Tier 1: Parking	Downtown Parking Technology Implementation	Install smart meters, PARCs, wayfinding and "Park SM" branding in downtown	\$ 2,500,000	\$ 2,000,000	yes
Alameda	City of Union City	Tier 1: Parking	Union City Station District Parking Management Program	Install new and replacement smart meters, enforcement software/devices, signage, and real-time parking APP around BART station	\$ 360,000	\$ 300,000	yes
Contra Costa	City of Walnut Creek	Tier 1: Parking	Walnut Creek Parking Guidance System Pilot	Install real-time parking information at city-owned garages in downtown	\$ 950,000	\$ 790,000	yes
Contra Costa	City of Hercules	Tier 2: Park and Ride	Regional Intermodal Transit Center	Park and Ride lot expansion at ITC for WestCAT bus service	\$ 1,294,118	\$ 1,100,000	no
Solano	Solano Transportation Authority (STA)	Tier 2: Park and Ride	City of Dixon Express Bus Park and Ride Lot	Prepare Project Initiation Document (PID) for express bus park and ride lot adjacent to I-80	\$ 588,235	\$ 500,000	no
Multi-County	BART	Tier 3: Other TDM	Carpool Parking Remote Monitoring System	Install cameras to enforce carpool parking	\$ 375,000	\$ 300,000	no
Alameda	City of Fremont	Tier 3: Other TDM	Warm Springs Last Mile Transit Program	Develop TDM program around Warm Springs BART Station	\$ -	\$ -	no
Solano	Solano Transportation Authority (STA)	Tier 3: Other TDM	Eastern Solano County Commuter Benefits Program	Expand Commuter Benefits Program to Eastern Solano County (Yolo-Solano Air District, not covered by SB 1339)	\$ 575,000	\$ 500,000	yes



County	Applicant	Project Type	Project Title	Project Description	Full Project Cost	Grant Amount Request	Recommended to Submit Full Application
Santa Clara	Santa Clara Valley Transportation Authority (VTA)/City of Sunnyvale	Tier 3: Other TDM	Peery Park Rides	Implement shuttle and TDM services from Sunnyvale Caltrain Station to Peery Park business park	\$ 1,861,000	\$ 1,200,000	yes
Marin	Transportation Authority of Marin (TAM)	Tier 3: Other TDM	connectSMART	Implement/install shuttle service, meters, roundabout, and ridematching service to support SMART stations	\$ 2,583,645	\$ 1,939,156	no
TOTAL					\$ 24,121,028	\$ 19,150,906	

County	Applicant	Project Type	Project Title	Project Description	Full Project Cost	Grant Amount Request	Recommended Grant Amount	Overall Rating
Multi-County	BART	Tier 1: Parking	BART Parking Facility "Full" Communication System	Install real-time parking information at all stations	\$ 750,000	\$ 500,000	\$ -	M
Alameda	City of Berkeley	Tier 1: Parking	goBerkeley Residential Shared Parking Pilot	Implement shared use/management of on-street residential parking	\$ 1,667,836	\$ 1,117,450	\$ 950,000	H
Alameda	City of Emeryville	Tier 1: Parking	North Hollis Paid Parking Program and Related Transportation Demand Management Program	Install smart meters in new areas	\$ 1,174,530	\$ 998,351	\$ -	M
Alameda	City of Hayward	Tier 1: Parking	Comprehensive Parking Management Plan Implementation	Implement parking management strategies in downtown area, including on-street metering, off-street permitting, enforcement and wayfinding	\$ 438,000	\$ 338,000	\$ 338,000	MH
Santa Clara	City of Mountain View	Tier 1: Parking	Downtown Mountain View Parking Technology Enhancements	Install enforcement technology and real-time parking information in downtown	\$ 530,000	\$ 375,000	\$ -	M
Alameda	City of Oakland	Tier 1: Parking	Oakland Demand-Responsive Parking and Mobility Management Initiative	Implement parking management strategies in Montclair Village, Chinatown, Lake Merritt/Uptown, Civic Center/Old Oakland (Phase 1), Temescal, Jack London Square, Grand Lake (Phase 2)	\$ 2,437,000	\$ 2,000,000	\$ 1,300,000	H
San Mateo	City of San Mateo	Tier 1: Parking	Downtown Parking Technology Implementation	Install smart meters, PARCs, wayfinding and "Park San Mateo" branding in downtown	\$ 2,445,000	\$ 1,945,000	\$ 1,500,000	H
Alameda	City of Union City	Tier 1: Parking	Union City Station District Parking Management Program	Install new and replacement smart meters, enforcement software/devices, signage, and real-time parking app around BART station	\$ 360,000	\$ 300,000	\$ -	L
Contra Costa	City of Walnut Creek	Tier 1: Parking	Walnut Creek Parking Guidance System Pilot	Install real-time parking information at city-owned garages in downtown	\$ 951,350	\$ 783,500	\$ 783,000	MH
Solano	Solano Transportation Authority (STA)	Tier 3: Other TDM	Eastern Solano County Commuter Benefits Program	Expand Commuter Benefits Program to Eastern Solano County (Yolo-Solano Air District, not covered by SB 1339)	\$ 421,325	\$ 358,126	\$ -	ML
Santa Clara	Santa Clara Valley Transporation Authority (VTA)/ City of Sunnyvale	Tier 3: Other TDM	Peery Park Rides	Implement shuttle and TDM services from Sunnyvale Caltrain station to Peery Park business park	\$ 1,980,000	\$ 1,267,200	\$ 1,129,000	MH
TOTAL					\$ 13,155,041	\$ 9,982,627	\$ 6,000,000	

Legend	L	Low
	ML	Medium-Low
	M	Medium
	MH	Medium-High
	H	High
	Highlighted Projects Recommended for Grant Funding	

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  
11/18/15-C 12/16/15-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

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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

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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.

## ABSTRACT

MTC Resolution No. 4035, Revised

Page 5

On March 25, 2015, Attachments B-1 and B-2 were revised to: add FY 2016-17 regional planning funds to Attachment B-1 per Commission action in December 2014; Redirect \$1.0 million from the ALA-I-680 Freeway Performance Initiative (FPI) project to Preliminary Engineering (PE) for various FPI corridors and redirect \$270,000 in FPI Right of Way (ROW) savings to the SCL I-680 FPI project to cover an increase in Caltrans support costs; direct funding to the statewide local streets and roads needs assessment; identify specific Priority Development Area (PDA) planning grants in San Mateo County; delete the \$10.2 million Masonic Avenue Complete Streets project and add the SF Light Rail Vehicle Procurement project in San Francisco County; and redirect \$0.5 million from the Capitol Expressway Traffic ITS and Bike/Pedestrian Improvement project to the San Tomas Expressway Box Culvert Rehabilitation project in Santa Clara County.

On May 27, 2015, Attachment B-1 was revised to add Round 3 (\$9,529,829) of the Transit Performance Incentive Program which involves 7 new projects and augmentations to 7 existing projects; and to add the Grand Avenue Bicycle / Pedestrian Improvements Project (\$717,000) in San Rafael to the Safe Routes to School Program, and delete the Bicycle sharing project (\$6,000,000).

On June 24, 2015, Attachment B-1 was revised to identify a \$265,000 Local Priority Development Area Planning Grant for the City of Palo Alto.

On July 22, 2015, Attachments B-1 and Attachment B-2 were revised to redirect \$3,000,000 from the SFMTA N-Judah Mobility Maximization project to the SFMTA Colored Lanes on MTC Rapid Network project within the Transit Performance Initiative program, identify a \$252,000 Safe Routes to Schools grant for San Mateo County, redirect \$2,100,000 in Freeway Performance Initiative funding from the Alameda County I-680 project to the Various Corridors – Caltrans Preliminary Engineering project, delete \$500,000 from the SMART Vehicle Purchase project in Sonoma County (revised from \$6,600,000 to \$6,100,000), and add the SMART Clipper Card Service project in Sonoma County for \$500,000.

On September 23, 2015, Attachment B-2 was revised to redirect \$6,100,000 from the SMART Vehicle Purchase project to the SMART San Rafael to Larkspur Extension project.

## ABSTRACT

MTC Resolution No. 4035, Revised

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On October 28, 2015, Attachment B-1 and B-2 were revised to redirect \$350,000 from Vacaville's Ulatis Creek Bicycle/Pedestrian Pathway and Streetscape project to Vallejo's Downtown Streetscape – Phases 3 and 4 project, and to redirect \$122,249 from Marin Transit's Preventive Maintenance program to the preliminary engineering phase of Marin Transit's Relocate Transit Maintenance Facility project.

On November 18, 2015, Attachment B-1 and Appendix A-3 to Attachment A were revised to increase the program amount for the Safe Routes to School Program by \$2.35 million increasing the FY 2016-17 program amount to \$5.0 million.

On December 16, 2015, Attachment B-1 was revised to add six parking management and transportation demand management projects totaling \$6,000,000 under the Climate Initiatives Program and \$2,000,000 to Golden Gate Bridge Highway and Transportation District's Advanced Communications and Information System project under the Transit Capital Rehabilitation Program.

Further discussion of the Project Selection Criteria and Programming Policies is contained in the memorandum to the Joint Planning Committee dated May 11, 2012; to the Programming and Allocations Committee dated October 10, 2012; to the Commission dated November 28, 2012; to the Programming and Allocations Committee dated December 12, 2012 and January 9, 2013; to the Joint Planning Committee dated February 8, 2013; to the Programming and Allocations Committee dated February 13, 2013, May 8, 2013, September 11, 2013, November 13, 2013, December 11, 2013, January 8, 2014, February 12, 2014, March 5, 2014, April 9, 2014; and to the Planning Committee dated May 9, 2014; and to the MTC Programming and Allocations Committee Summary Sheet dated May 14, 2014, June 11, 2014, July 9, 2014, September 10, 2014, December 10, 2014, March 11, 2015, May 13, 2015, and to the Administration Committee on May 13, 2015, and to the Programming and Allocations Committee on June 10, 2015, July 8, 2015, September 9, 2015, October 14, 2015, November 4, 2015, and December 9, 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

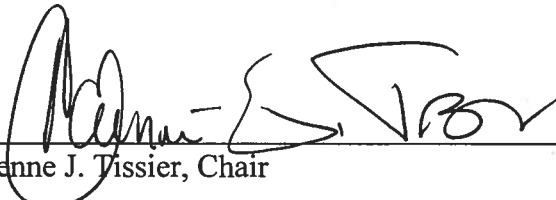
RESOLVED that the projects will be included in the federal TIP subject to final federal approval; and be it further

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 December 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 11/18/15-C 12/16/15-C

### OBAG 1 Regional Programs Project List

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other RTIP/TAP/TFCA	Total Cycle 2
<b>OBAG 1 REGIONAL PROGRAMS</b>		<b>\$451,329,000</b>	<b>\$40,000,000</b>	<b>\$491,329,000</b>
<b>1. REGIONAL PLANNING ACTIVITIES (STP Planning)</b>				
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
<b>1. REGIONAL PLANNING ACTIVITIES (STP Planning) TOTAL:</b>		<b>\$8,487,000</b>	<b>\$0</b>	<b>\$8,487,000</b>
<b>2. REGIONAL OPERATIONS (RO)</b>				
511 - Traveler Information	MTC	\$57,800,000	\$0	\$57,800,000
Clipper® Fare Media Collection	MTC	\$21,400,000	\$0	\$21,400,000
<b>SUBTOTAL</b>		<b>\$79,200,000</b>	<b>\$0</b>	<b>\$79,200,000</b>
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
<b>SUBTOTAL</b>		<b>\$26,702,000</b>	<b>\$0</b>	<b>\$26,702,000</b>
<b>2. REGIONAL OPERATIONS (RO) TOTAL:</b>		<b>\$105,902,000</b>	<b>\$0</b>	<b>\$105,902,000</b>
<b>3. FREEWAY PERFORMANCE INITIATIVE (FPI)</b>				
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
<b>SUBTOTAL</b>		<b>\$24,950,000</b>	<b>\$0</b>	<b>\$24,950,000</b>
<b>Ramp Metering and TOS Elements</b>				
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: Liveridge to Alhambra & I-680 to SR 4 Ph. 1	MTC/SAFE	\$750,000	\$0	\$750,000
FPI - CC SR4 & SR242: Liveridge 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
<b>SUBTOTAL</b>		<b>\$40,078,000</b>	<b>\$34,000,000</b>	<b>\$74,078,000</b>
<b>3. FREEWAY PERFORMANCE INITIATIVE (FPI) TOTAL:</b>		<b>\$65,028,000</b>	<b>\$34,000,000</b>	<b>\$99,028,000</b>
<b>4. PAVEMENT MANAGEMENT PROGRAM (PMP)</b>				
Pavement Management Program (PMP)	MTC	\$1,547,000	\$0	\$1,547,000
Pavement Technical Advisory Program (PTAP)	MTC	\$7,500,000	\$0	\$7,500,000
Statewide Local Streets and Roads (LSR) Needs Assessment	MTC/Caltrans	\$53,000	\$0	\$53,000
<b>4. PAVEMENT MANAGEMENT PROGRAM (PMP) TOTAL:</b>		<b>\$9,100,000</b>	<b>\$0</b>	<b>\$9,100,000</b>
<b>5. PRIORITY DEVELOPMENT AREA (PDA) PLANNING AND IMPLEMENTATION</b>				
<b>Regional PDA Implementation</b>				
PDA Planning - ABAG	ABAG	\$2,000,000	\$0	\$2,000,000
<b>SUBTOTAL</b>		<b>\$2,000,000</b>	<b>\$0</b>	<b>\$2,000,000</b>
<b>Transit Oriented Affordable Housing (TOAH)</b>				
SF Park Parking Pricing (Transit Oriented Affordable Housing Exchange)	SFMTA	\$10,000,000	\$0	\$10,000,000
<b>SUBTOTAL</b>		<b>\$10,000,000</b>	<b>\$0</b>	<b>\$10,000,000</b>
<b>Local PDA Planning</b>				
Local PDA Planning - Alameda	ACTC	\$3,905,000	\$0	\$3,905,000
Local PDA Planning - Contra Costa	CCTA	\$2,745,000	\$0	\$2,745,000
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 December 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 11/18/15-C 12/16/15-C

### OBAG 1 Regional Programs Project List

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other RTIP/TAP/TFCA	Total Cycle 2
<b>OBAG 1 REGIONAL PROGRAMS</b>		<b>\$451,329,000</b>	<b>\$40,000,000</b>	<b>\$491,329,000</b>
Sonoma County - Sonoma Springs Area Plan	Sonoma County	\$450,000	\$0	\$450,000
Sonoma County - Airport Employment Center Planning	Sonoma County	\$350,000	\$0	\$350,000
<b>SUBTOTAL</b>		<b>\$20,000,000</b>	<b>\$0</b>	<b>\$20,000,000</b>
<b>Regional PDA Planning</b>				
<i>Regional PDA Implementation Priorities</i>				
Bay Area Transit Core Capacity Study	MTC	\$250,000	\$0	\$250,000
Public Lands Near Rail Corridors Assessment	MTC	\$500,000	\$0	\$500,000
PDA Implementation Studies/Forums	MTC	\$156,500	\$0	\$156,500
State Route 82 Relinquishment Exploration Study	MTC/VTA	\$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
<b>SUBTOTAL</b>		<b>\$8,000,000</b>	<b>\$0</b>	<b>\$8,000,000</b>
<b>5. PRIORITY DEVELOPMENT AREA (PDA) PLANNING AND IMPLEMENTATION</b>		<b>TOTAL: \$40,000,000</b>	<b>\$0</b>	<b>\$40,000,000</b>
<b>6. CLIMATE INITIATIVES PROGRAM (CIP)</b>				
<i>Car Sharing</i>				
Hayward RFP for Car Sharing Services	Hayward	\$200,480	\$0	\$200,480
Oakland Car Share and Outreach Program	Oakland	\$320,526	\$0	\$320,526
CCTA Car Share4All	CCTA	\$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
<i>Transportation Demand Management</i>				
<u>goBerkeley Residential Shared Parking Pilot</u>	<u>Berkeley</u>	<u>\$950,000</u>	<u>\$0</u>	<u>\$950,000</u>
<u>Hayward Comprehensive Parking Mgmt Plan Implementation</u>	<u>Hayward</u>	<u>\$338,000</u>	<u>\$0</u>	<u>\$338,000</u>
<u>Oakland Demand-Responsive Parking and Mobility Mgmt Initiative</u>	<u>Oakland</u>	<u>\$1,300,000</u>	<u>\$0</u>	<u>\$1,300,000</u>
<u>Downtown San Mateo Parking Technology Implementation</u>	<u>San Mateo</u>	<u>\$1,500,000</u>	<u>\$0</u>	<u>\$1,500,000</u>
<u>Walnut Creek Parking Guidance System Pilot</u>	<u>Walnut Creek</u>	<u>\$783,000</u>	<u>\$0</u>	<u>\$783,000</u>
<u>Peery Park Rides</u>	<u>VTA/Sunnyvale</u>	<u>\$1,129,000</u>	<u>\$0</u>	<u>\$1,129,000</u>
EV Charging Infrastructure and Vehicles (Programmed by BAAQMD)*	BAAQMD	\$0	\$6,000,000	\$6,000,000
<b>6. CLIMATE INITIATIVES PROGRAM (CIP)</b>		<b>TOTAL: \$8,312,000</b>	<b>\$6,000,000</b>	<b>\$14,312,000</b>
* Selected and funded by the BAAQMD. Listed here for informational purposes only				
<b>7. REGIONAL SAFE ROUTES TO SCHOOL (RSRTS)</b>				
<i>Specific projects TBD by CMAAs</i>				
Alameda County SRTS Program - Supplemental	ACTC	\$1,073,000	\$0	\$1,073,000
Contra Costa County SRTS Program - Supplemental	CCTA	\$822,000	\$0	\$822,000
Marin County SRTS Program - Supplemental	TAM	\$74,000	\$0	\$74,000

## Attachment B-1

### OBAG 1 Regional Programs FY 2012-13 through FY 2016-17 December 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 11/18/15-C 12/16/15-C

### OBAG 1 Regional Programs Project List

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other RTIP/TAP/TFCA	Total Cycle 2
<b>OBAG 1 REGIONAL PROGRAMS</b>		<b>\$451,329,000</b>	<b>\$40,000,000</b>	<b>\$491,329,000</b>
Napa County SRTS Program - Supplemental	NCTPA	\$105,000	\$0	\$105,000
San Francisco County SRTS Program - Supplemental	SFCTA	\$360,000	\$0	\$360,000
San Mateo County SRTS Program - Supplemental	SMCCAG	\$225,000	\$0	\$225,000
Santa Clara County SRTS Program - Supplemental	Santa Clara	\$1,346,000	\$0	\$1,346,000
Solano County SRTS Program - Supplemental	STA	\$314,000	\$0	\$314,000

# Attachment B-1

## OBAG 1 Regional Programs FY 2012-13 through FY 2016-17 December 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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### OBAG 1 Regional Programs Project List

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other RTIP/TAP/TFCA	Total Cycle 2
<b>OBAG 1 REGIONAL PROGRAMS</b>		<b>\$451,329,000</b>	<b>\$40,000,000</b>	<b>\$491,329,000</b>
Sonoma County SRTS Program - Supplemental	SCTA	\$345,000	\$0	\$345,000
Alameda County SRTS Program	ACTC	\$4,293,000	\$0	\$4,293,000
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
<b>7. REGIONAL SAFE ROUTES TO SCHOOL (RSRTS)</b>		<b>TOTAL: \$25,000,000</b>	<b>\$0</b>	<b>\$25,000,000</b>
<b>8. TRANSIT CAPITAL REHABILITATION PROGRAM</b>				
SolTrans - Preventive Maintenance	SolTrans	\$1,000,000	\$0	\$1,000,000
<b>Transit Capital Rehabilitation</b>				
<i>Specific Projects TBD by Commission</i>				
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
<b>Advanced Communications and Information System (ACIS)</b>	<b>GGBHTD</b>	<b>\$2,000,000</b>	<b>\$0</b>	<b>\$2,000,000</b>
<b>SUBTOTAL</b>		<b>\$37,000,000</b>	<b>\$0</b>	<b>\$37,000,000</b>
<b>Transit Performance Initiative (TPI) Incentive Program</b>				
<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

# Attachment B-1

## OBAG 1 Regional Programs FY 2012-13 through FY 2016-17 December 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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### OBAG 1 Regional Programs Project List

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other RTIP/TAP/TFCA	Total Cycle 2
<b>OBAG 1 REGIONAL PROGRAMS</b>		<b>\$451,329,000</b>	<b>\$40,000,000</b>	<b>\$491,329,000</b>
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
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
<b>SUBTOTAL</b>		<b>\$60,000,000</b>	<b>\$0</b>	<b>\$60,000,000</b>
<b>8. TRANSIT CAPITAL REHABILITATION PROGRAM</b>		<b>TOTAL: \$98,000,000</b>	<b>\$0</b>	<b>\$98,000,000</b>
<b>9. TRANSIT PERFORMANCE INITIATIVE (TPI)</b>				
<b>TPI - Capital Investment Program</b>				
TPI-1 - AC Transit Line 51 Corridor Speed Protection and Restoration	AC Transit	\$10,515,624	\$0	\$10,515,624
TPI-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
<b>9. TRANSIT PERFORMANCE INITIATIVE (TPI)</b>		<b>TOTAL: \$82,000,000</b>	<b>\$0</b>	<b>\$82,000,000</b>
<b>10. PRIORITY CONSERVATION AREA (PCA)</b>				
<b>North Bay PCA Program</b>				
<i>Specific projects TBD by North Bay CMAs</i>				
Marin PCA - 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. (Silverado Trail 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
<b>SUBTOTAL</b>		<b>\$5,000,000</b>	<b>\$0</b>	<b>\$5,000,000</b>
<b>Peninsula, Southern and Eastern Counties PCA Program</b>				
Bay Trail Shoreline Access Staging Area	Berkeley	\$500,000	\$0	\$500,000
Breuner Marsh Restoration and Public Access	EBRPD	\$1,000,000	\$0	\$1,000,000
SF Bay Trail, Pinole Shores to Bay Front Park	EBRPD	\$119,711	\$0	\$119,711
Coyote Creek Trail: Brokaw Road to Union Pacific Railroad	San Jose	\$712,700	\$0	\$712,700
Pier 70 - Crane Cove Park	Port of SF	\$1,000,000	\$0	\$1,000,000
Twin Peaks Connectivity Conceptual Plan	SF Rec. and Parks	\$167,589	\$0	\$167,589
Southern Skyline Blvd. Ridge Trail Extension	SF PUC	\$1,000,000	\$0	\$1,000,000
<b>SUBTOTAL</b>		<b>\$4,500,000</b>	<b>\$0</b>	<b>\$4,500,000</b>
<b>10. PRIORITY CONSERVATION AREA (PCA)</b>		<b>TOTAL: \$9,500,000</b>	<b>\$0</b>	<b>\$9,500,000</b>
<b>OBAG 1 REGIONAL PROGRAMS TOTAL</b>		<b>TOTAL: \$451,329,000</b>	<b>\$40,000,000</b>	<b>\$491,329,000</b>

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# Metropolitan Transportation Commission

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

## Legislation Details (With Text)

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**File #:** 15-1066      **Version:** 1      **Name:**  
**Type:** Report      **Status:** Commission Approval  
**File created:** 11/12/2015      **In control:** Legislation Committee  
**On agenda:** 12/11/2015      **Final action:** 12/16/2015  
**Title:** 2016 Final Advocacy Program

The final version of state and federal legislative priorities for 2016.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [8\\_2016 Final Advocacy Program](#)  
[3a\\_Final 2016 Advocacy Program.pdf](#)

Date	Ver.	Action By	Action	Result
12/11/2015	1	Legislation Committee		

**Subject:**

2016 Final Advocacy Program

The final version of state and federal legislative priorities for 2016.

**Presenter:**

Randy Rentschler

**Recommended Action:**

Commission Approval

**Attachments**





METROPOLITAN  
TRANSPORTATION  
COMMISSION

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***Memorandum***

TO: Legislation Committee

DATE: December 4, 2015

FR: Executive Director


W.I. 1131

RE: Final 2016 Advocacy Program

The proposed Final Advocacy Program for 2016 is attached for your review and comment. New legislative initiatives for 2016 are shown in italic type, while modifications from the draft presented in November are underlined.

The Draft Advocacy Program has been shared with MTC's Policy Advisory Council along with key stakeholders from transportation agencies across the region through our informal Partnership Legislative Committee — which includes over 120 individuals who have signed up with MTC to receive state and federal legislative updates.

The proposed modifications to the draft shared last month are based on feedback received by commissioners, along with suggestions from other stakeholders, including staff from transit agencies, congestion management agencies, cities and other organizations.

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

Attachment

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METROPOLITAN  
TRANSPORTATION  
COMMISSION

## 2016 DRAFT ADVOCACY PROGRAM (REVISED)

Joseph P. Bort MetroCenter  
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**Note:** Changes from the 2015 Advocacy Program are shown in *italics*. Changes since the Draft Advocacy Program was presented in November are also underlined.

STATE		
Issue	Goal	Strategy
1. Transportation Funding	A. Secure new sources of statewide transportation funding	Continue to support efforts to establish new sources of statewide funding for transportation. Advocate that all transportation modes should benefit from increased transportation funding. <i>Based on the recommendation of MTC's Policy Advisory Council, explore the merits and potential of an oil extraction fee to fund transportation, among other purposes. California is the nation's third largest oil producing state and the only major mineral-rich state lacking any form of state extraction fee.</i>
	B. Raise the sales tax cap for local option transportation sales taxes	Support efforts by individual Bay Area counties to raise the cap on local sales taxes in order to accommodate additional transportation sales taxes. Ensure legislation to provide such an increase preserves a reasonable degree of local control over the development of the expenditure plan, subject to negotiation with the state on road maintenance issues.
	C. Authorize New Regional Bridge Toll Measure	Sponsor legislation providing authority for MTC to place on the ballot a measure allowing Bay Area voters to consider in 2018 a measure to raise tolls on state-owned bridges to fund transportation improvements in bridge corridors.
	D. FY 2015-16 State Budget	Advocate for a FY 2016-17 State Budget that focuses transportation funds on the state's most important needs, giving top priority to state of good repair and system operations. Seek opportunities to enhance the state's investment in public transportation, active transportation and highway operations/system management.

Issue	Goal	Strategy
	<p><i>E. Increase Transportation's Share of Cap &amp; Trade Funding <u>and Revise Definition of Disadvantaged Community</u></i></p>	<p><i>In 2014, the Legislature enacted legislation to continuously appropriate 60 percent of Cap and Trade funds to various transportation-related programs. In 2015, the Legislature deferred action on appropriating the remaining 40 percent of Cap and Trade funding, leaving approximately \$735 million unappropriated for FY 2015-16. Given the state's vast transportation needs, MTC will support legislation to increase the share of Cap and Trade funds dedicated to transportation, <u>including increasing the share of funding for the Affordable Housing and Sustainable Communities Program, as well as increased funding for public transit, goods movement and other greenhouse gas emission reducing projects in line with our Climate Initiatives Program. In addition, MTC will support legislation to revise the definition of "disadvantaged communities" as it relates to Cap and Trade funding so that the definition is better aligned with the region's definition of "communities of concern," which include a much greater proportion of the region's low-income census tracts than the California Environmental Protection Agency's CalEnviroScreen definition.</u></i></p>
	<p><i>F. Authorize MTC to issue bonds backed by federal transit formula funds</i></p>	<p><i>In cooperation with Bay Area transit operators, seek legislation authorizing MTC to issue bonds backed by federal transit formula funds in order to expedite construction/delivery of priority transit capital projects, <u>such as the projects included in MTC's Transit Core Capacity Challenge Grant Program in 2013. The legislation would require concurrence from the operator whose project would be funded by bond proceeds and limit funds eligible to repay bonds to those associated with the urbanized area (s) served by the transit operator benefiting from the bond proceeds.</u></i></p>
<p><i>2. Senate Bill 375/ Plan Bay Area Implementation</i></p>	<p><i>A. Extend Regional Commuter Benefit Program</i></p>	<p><i>In partnership with the Bay Area Air Quality Management District, sponsor legislation to extend the authorization of the Regional Commuter Benefit Program, applicable to employers of 50 or more full-time Bay Area employees. As of June 2015, approximately 3,800 employers had registered with the program, of which 53 percent reported they were offering commuter benefits for the first time. An evaluation based on a randomized telephone survey of Bay Area commuters estimated that 44,400 employees switched from driving alone to an alternative commute mode as a direct result of the program, reducing vehicle miles traveled by approximately 3.2 million over the first year.</i></p>

	B. Improve <u>Roadway Safety for All Users Bike and Pedestrian Safety</u>	<i>In partnership with the <u>City and County of San Francisco, San Francisco Municipal Transportation Agency</u>, the City of San Jose and others, support legislation to help achieve Vision Zero — aimed at eliminating all traffic related fatal injuries by 2024. Support proposals to increase enforcement of traffic laws protecting pedestrians and bicyclists, and where appropriate, pursue new laws to improve safety.</i>
3. Reduce barriers to construction of new housing	Increase state <i>and/or regional</i> funding to support affordable housing	Consistent with the goal in Plan Bay Area to secure additional funding for affordable housing, continue to work with Bay Area and statewide affordable housing organizations and other interested parties to support efforts to establish a statewide <i>and/or regional</i> Affordable Housing Trust Fund through enactment of a new, dedicated statewide <i>and/or regional</i> revenue source.
4. Project Delivery	Speed up the design and construction of transportation projects	Support legislation to expedite transportation project delivery by increasing contracting and financing options, including increased flexibility in the Caltrans design review process and broad authority for the use of design-build by Caltrans and regional transportation agencies.
5. Bridge Toll Evasion	Require temporary license plates at the point of sale on new and used cars	Secure Senate passage and Governor's signature of AB 516 (Mullin), establishing a temporary license plate program applicable to new and used car dealers. The bill will mitigate for the loss of approximately \$7 million per year in uncollected toll revenue from vehicles using the region's state-owned toll bridges without license plates.

<b>FEDERAL</b>		
<b>Issue</b>	<b>Goal</b>	<b>Strategy</b>
1. Surface Transportation Authorization	A. Maintain structure of MAP 21 and restore financial stability for a multi-year surface transportation bill	Work with our partner Bay Area transportation agencies, Caltrans and other statewide and national organizations to build on the structure and performance-based framework established by MAP-21 and identify a new, permanent funding source of funding for the Highway Trust Fund.
2. Federal Appropriations	A. Maximize federal transportation appropriations for MAP-21 programs	Partner with local, regional and statewide transportation agencies as well as national associations to ensure that Congress appropriates funding in FY 2014-15 and 2015-16 consistent with amounts authorized in MAP-21.
	B. Advocate for Capital Investment Grant funding for Resolution 3434/ Plan Bay Area Projects	Support annual Capital Investment Grant appropriations to help implement the Regional Transit Expansion Program, Resolution 3434, consistent with the full funding grant agreements approved for the San Francisco Third Street Light Rail/Central Subway project and the BART to Berryessa extension. Seek New Starts commitments for the next generation of transit expansion projects, consistent with Plan Bay Area, namely: San Francisco Transbay Transit Center (Phase 2)/Downtown Extension (DTX) and BART to Silicon Valley: Phase 2. <u>Support requests for Core Capacity funding by BART for its new train control system and Caltrain for its electrification project.</u>
3. Increase Local/Regional Transportation Funding	Seek passage of the Marketplace Fairness Act in order to increase sales tax revenue available for transportation	Track and support any renewed efforts to enact the Marketplace Fairness Act (MFA), which seeks to apply state and local sales tax rates to e-commerce transactions. The MFA has the prospect of increasing funding for Bay Area transportation agencies as a result of increased revenue from county-based transportation sales taxes, the Transportation Development Act (TDA) funds — a key source of transit operating funding — and AB 1107, the permanent ½ cent sales tax for BART (applicable in Alameda, San Francisco and Contra Costa counties).
4. Pre-Tax Transportation Fringe Benefits	Preserve mode-neutrality in pre-tax transportation benefits	Continue our long-standing advocacy for parity between the pre-tax transportation fringe benefit allowed for public transit and vanpooling and that which is allowed for parking. Advocate for elimination of parking as an allowable pre-tax benefit, unless an employer also offers parking cash-out.



METROPOLITAN  
TRANSPORTATION  
COMMISSION

Agenda Item 3a

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***Memorandum***

TO: Legislation Committee

DATE: December 4, 2015

FR: Executive Director

W.I. 1131

RE: Final 2016 Advocacy Program

The proposed Final Advocacy Program for 2016 is attached for your review and comment. New legislative initiatives for 2016 are shown in italic type, while modifications from the draft presented in November are underlined.

The Draft Advocacy Program has been shared with MTC's Policy Advisory Council along with key stakeholders from transportation agencies across the region through our informal Partnership Legislative Committee — which includes over 120 individuals who have signed up with MTC to receive state and federal legislative updates.

The proposed modifications to the draft shared last month are based on feedback received by commissioners, along with suggestions from other stakeholders, including staff from transit agencies, congestion management agencies, cities and other organizations.

Steve Heminger

Attachment

SH:rl

J:\COMMITTEE\Legislation\Meeting Packets\Legis2015\12\_Legis\_Dec 2015\3a\_Final 2016 Advocacy Prog - Cover Memo.docx



METROPOLITAN  
TRANSPORTATION  
COMMISSION

## 2016 DRAFT ADVOCACY PROGRAM (REVISED)

Joseph P. Bort MetroCenter  
101 Eighth Street  
Oakland, CA 94607-4700  
Telephone: 510.817.5700  
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**Note:** Changes from the 2015 Advocacy Program are shown in *italics*. Changes since the Draft Advocacy Program was presented in November are also underlined.

STATE		
Issue	Goal	Strategy
1. Transportation Funding	A. Secure new sources of statewide transportation funding	Continue to support efforts to establish new sources of statewide funding for transportation. Advocate that all transportation modes should benefit from increased transportation funding. <i>Based on the recommendation of MTC's Policy Advisory Council, explore the merits and potential of an oil extraction fee to fund transportation, among other purposes. California is the nation's third largest oil producing state and the only major mineral-rich state lacking any form of state extraction fee.</i>
	B. Raise the sales tax cap for local option transportation sales taxes	Support efforts by individual Bay Area counties to raise the cap on local sales taxes in order to accommodate additional transportation sales taxes. Ensure legislation to provide such an increase preserves a reasonable degree of local control over the development of the expenditure plan, subject to negotiation with the state on road maintenance issues.
	C. Authorize New Regional Bridge Toll Measure	Sponsor legislation providing authority for MTC to place on the ballot a measure allowing Bay Area voters to consider in 2018 a measure to raise tolls on state-owned bridges to fund transportation improvements in bridge corridors.
	D. FY 2015-16 State Budget	Advocate for a FY 2016-17 State Budget that focuses transportation funds on the state's most important needs, giving top priority to state of good repair and system operations. Seek opportunities to enhance the state's investment in public transportation, active transportation and highway operations/system management.

Issue	Goal	Strategy
	<p><i>E. Increase Transportation's Share of Cap &amp; Trade Funding <u>and Revise Definition of Disadvantaged Community</u></i></p>	<p><i>In 2014, the Legislature enacted legislation to continuously appropriate 60 percent of Cap and Trade funds to various transportation-related programs. In 2015, the Legislature deferred action on appropriating the remaining 40 percent of Cap and Trade funding, leaving approximately \$735 million unappropriated for FY 2015-16. Given the state's vast transportation needs, MTC will support legislation to increase the share of Cap and Trade funds dedicated to transportation, <u>including increasing the share of funding for the Affordable Housing and Sustainable Communities Program, as well as increased funding for public transit, goods movement and other greenhouse gas emission reducing projects in line with our Climate Initiatives Program. In addition, MTC will support legislation to revise the definition of "disadvantaged communities" as it relates to Cap and Trade funding so that the definition is better aligned with the region's definition of "communities of concern," which include a much greater proportion of the region's low-income census tracts than the California Environmental Protection Agency's CalEnviroScreen definition.</u></i></p>
	<p><i>F. Authorize MTC to issue bonds backed by federal transit formula funds</i></p>	<p><i>In cooperation with Bay Area transit operators, seek legislation authorizing MTC to issue bonds backed by federal transit formula funds in order to expedite construction/delivery of priority transit capital projects, <u>such as the projects included in MTC's Transit Core Capacity Challenge Grant Program in 2013. The legislation would require concurrence from the operator whose project would be funded by bond proceeds and limit funds eligible to repay bonds to those associated with the urbanized area (s) served by the transit operator benefiting from the bond proceeds.</u></i></p>
<p><i>2. Senate Bill 375/ Plan Bay Area Implementation</i></p>	<p><i>A. Extend Regional Commuter Benefit Program</i></p>	<p><i>In partnership with the Bay Area Air Quality Management District, sponsor legislation to extend the authorization of the Regional Commuter Benefit Program, applicable to employers of 50 or more full-time Bay Area employees. As of June 2015, approximately 3,800 employers had registered with the program, of which 53 percent reported they were offering commuter benefits for the first time. An evaluation based on a randomized telephone survey of Bay Area commuters estimated that 44,400 employees switched from driving alone to an alternative commute mode as a direct result of the program, reducing vehicle miles traveled by approximately 3.2 million over the first year.</i></p>



	B. Improve <u>Roadway Safety for All Users</u> <del>Bike and Pedestrian Safety</del>	<i>In partnership with the <u>City and County of San Francisco</u>, <del>San Francisco Municipal Transportation Agency</del>, the City of San Jose and others, support legislation to help achieve Vision Zero — aimed at eliminating all traffic related fatal injuries by 2024. Support proposals to increase enforcement of traffic laws protecting pedestrians and bicyclists, and where appropriate, pursue new laws to improve safety.</i>
3. Reduce barriers to construction of new housing	Increase state <i>and/or regional</i> funding to support affordable housing	Consistent with the goal in Plan Bay Area to secure additional funding for affordable housing, continue to work with Bay Area and statewide affordable housing organizations and other interested parties to support efforts to establish a statewide <i>and/or regional</i> Affordable Housing Trust Fund through enactment of a new, dedicated statewide <i>and/or regional</i> revenue source.
4. Project Delivery	Speed up the design and construction of transportation projects	Support legislation to expedite transportation project delivery by increasing contracting and financing options, including increased flexibility in the Caltrans design review process and broad authority for the use of design-build by Caltrans and regional transportation agencies.
5. Bridge Toll Evasion	Require temporary license plates at the point of sale on new and used cars	Secure Senate passage and Governor's signature of AB 516 (Mullin), establishing a temporary license plate program applicable to new and used car dealers. The bill will mitigate for the loss of approximately \$7 million per year in uncollected toll revenue from vehicles using the region's state-owned toll bridges without license plates.

<b>FEDERAL</b>		
<b>Issue</b>	<b>Goal</b>	<b>Strategy</b>
1. Surface Transportation Authorization	A. Maintain structure of MAP 21 and restore financial stability for a multi-year surface transportation bill	Work with our partner Bay Area transportation agencies, Caltrans and other statewide and national organizations to build on the structure and performance-based framework established by MAP-21 and identify a new, permanent funding source of funding for the Highway Trust Fund.
2. Federal Appropriations	A. Maximize federal transportation appropriations for MAP-21 programs	Partner with local, regional and statewide transportation agencies as well as national associations to ensure that Congress appropriates funding in FY 2014-15 and 2015-16 consistent with amounts authorized in MAP-21.
	B. Advocate for Capital Investment Grant funding for Resolution 3434/ Plan Bay Area Projects	Support annual Capital Investment Grant appropriations to help implement the Regional Transit Expansion Program, Resolution 3434, consistent with the full funding grant agreements approved for the San Francisco Third Street Light Rail/Central Subway project and the BART to Berryessa extension. Seek New Starts commitments for the next generation of transit expansion projects, consistent with Plan Bay Area, namely: San Francisco Transbay Transit Center (Phase 2)/Downtown Extension (DTX) and BART to Silicon Valley: Phase 2. <u>Support requests for Core Capacity funding by BART for its new train control system and Caltrain for its electrification project.</u>
3. Increase Local/Regional Transportation Funding	Seek passage of the Marketplace Fairness Act in order to increase sales tax revenue available for transportation	Track and support any renewed efforts to enact the Marketplace Fairness Act (MFA), which seeks to apply state and local sales tax rates to e-commerce transactions. The MFA has the prospect of increasing funding for Bay Area transportation agencies as a result of increased revenue from county-based transportation sales taxes, the Transportation Development Act (TDA) funds — a key source of transit operating funding — and AB 1107, the permanent ½ cent sales tax for BART (applicable in Alameda, San Francisco and Contra Costa counties).
4. Pre-Tax Transportation Fringe Benefits	Preserve mode-neutrality in pre-tax transportation benefits	Continue our long-standing advocacy for parity between the pre-tax transportation fringe benefit allowed for public transit and vanpooling and that which is allowed for parking. Advocate for elimination of parking as an allowable pre-tax benefit, unless an employer also offers parking cash-out.



# Metropolitan Transportation Commission

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

## Legislation Details (With Text)

**File #:** 15-1055      **Version:** 1      **Name:**  
**Type:** Resolution      **Status:** Commission Approval  
**File created:** 11/12/2015      **In control:** Planning Committee  
**On agenda:** 12/11/2015      **Final action:** 12/16/2015  
**Title:** MTC Resolution No. 4209 - Mega-Region Planning and Collaboration.

Given that many transportation, labor, housing, land use, economic and other system boundaries extend beyond the nine-county Bay Area, staff recommends establishing a Mega-Region Working Group to include MTC, San Joaquin Council of Governments, and the Sacramento Council of Governments. The Mega-Regional Working Group would include two to four Board members and senior staff from each MPO and meet at least three times each year to identify issues of common interest and recommend joint activities for consideration by the three governing boards.

### Sponsors:

### Indexes:

### Code sections:

**Attachments:** [9 Pln.Reso-4209 Mega-Region Planning anc Collaboration](#)  
[3a Mega-Region Planning and Collaboration - MTC Resolution No. 4209.pdf](#)

Date	Ver.	Action By	Action	Result
12/11/2015	1	Planning Committee		

### Subject:

MTC Resolution No. 4209 - Mega-Region Planning and Collaboration.

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### Presenter:

Ken Kirkey

### Recommended Action:

Commission Approval

### Attachments



**METROPOLITAN  
TRANSPORTATION  
COMMISSION**

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Oakland, CA 94607-4700  
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## ***Memorandum***

TO: Planning Committee

DATE: December 4, 2015

FR: Executive Director

RE: Mega-Region Planning and Collaboration - MTC Resolution No. 4209

### **Background**

In May and September, a group of MTC Commissioners joined colleagues from our neighboring Metropolitan Planning Organizations (MPOs) - the Sacramento Area Council of Governments (SACOG) and the San Joaquin Council of Governments (SJCOG) - to discuss issues that are common to the three regions encompassed in the Northern California "Mega-Region." These issues include Goods Movement, Jobs/Housing Imbalances, Regional Passenger Rail Initiatives, a northern California Economic Development Study and each of the region's Regional Transportation Plans/Sustainable Communities Strategies (RTP/SCS). The meetings were productive, and a key outcome of the September meeting in Stockton was that each MPO would appoint two to four elected officials to an advisory council referred to as the Mega-Region Working Group.

This effort was originally suggested through discussions amongst the executive directors of the three MPOs. The three agencies have had a good working relationship throughout the years but the combined efforts have rarely risen to policy-level decision making. Inter-regional collaboration has become more important over time given the growing connectedness of our regions and the importance of ensuring that each region's RTP/SCS is well aligned with those of its neighboring regions.

MTC Resolution No. 4209 would establish and formalize the role of the Mega-Region Working Group. Among the coordination activities identified for the working group are:

- Meet three times annually to identify issues of common interest and recommend joint activities;
- Coordinate RTP/SCS issues of mutual interest; and
- Participate in joint data gathering and analysis.

Both SACOG and SJCOG have approved similar resolutions in the past few months.

The first meeting of the three MPO Board members took place in Sacramento at the offices of SACOG and the second in Stockton at the offices of SJCOG. The next meeting - as a more formal Mega-Region Working Group - will be at MTC in early 2016. MTC Commissioners participating in the September meeting were Commissioners Baker, Haggerty, Mackenzie, and Sperring.

Planning Committee

Memo - Mega-Region Planning and Collaboration - MTC Resolution No. 4209

Page 2

**Recommendation**

Staff recommends that the Planning Committee refer Resolution No. 4209 to the Commission for approval. Further, staff recommends that the chair appoint up to four Commissioners to the Mega-Region Working Group.

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Steve Heminger

Attachment: MTC Resolution No. 4209

SH: kk

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Date: December 16, 2015  
W.I.: 1121  
Referred by: Planning Committee

**ABSTRACT**  
Resolution No. 4209

This resolution establishes and formalizes the role of MTC in the Mega-Region Working Group comprised of MTC, the Sacramento Area Council of Governments (SACOG) and the San Joaquin Council of Governments (SJCOG).

Further discussion of this action is contained in the MTC Executive Director's Memorandum to the Planning Committee dated December 4, 2015.

Date: December 16, 2015  
W.I.: 1121  
Referred by: Planning Committee

Re: Establish Mega-Region Working Group

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 4209

WHEREAS, there is substantial and increasing evidence that mega-regions, or mega-metropolitan areas, are the functional geographic scale for many natural, transportation, labor, housing, land use, economic and other systems; and

WHEREAS, various recent studies and analyses have identified an existing mega-region geography inclusive of the 9 member counties and 101 cities of the Metropolitan Transportation Commission, the 6 counties and 22 cities of the Sacramento Council Area of Governments, and the county and 6 cities of the San Joaquin Council of Governments; and

WHEREAS, it is not possible for any one of the regional planning organizations to optimize the provision of services to its residents without considering and addressing the cross-border impacts and influences on and from the residents of the other two regional planning organizations; and

WHEREAS, federal, state and philanthropic programs, policies, regulations and funding are increasingly encouraging coordinated planning and action between organizations functioning within the same mega-region; and

WHEREAS, the governing boards of these three Metropolitan Planning Organizations conclude it is in the interests of their residents and employees to build on and enhance the existing substantial coordination and cooperation between these organizations; now therefore, be it

RESOLVED, that the Metropolitan Transportation Commission will participate with the Sacramento Council Area of Governments and the San Joaquin Council of Governments to do the following:

1. Establish a Mega-Region Working Group by designating two to four Board members and senior staff from each Metropolitan Planning Organization (MPO) to meet at least three times each year to identify issues of common interest and recommend joint activities for consideration by the three governing boards;

2. Coordinate the Regional Transportation Plan/Sustainable Communities Strategies of the organizations to optimize the performance of the plans and make efficient the work effort required to produce them, with particular emphasis on jobs-housing balance issues between the three MPOs, improving transportation infrastructure for all modes of transportation, making easier the flow of goods within the mega-region and in and out of the mega-region, and growing in a way that protects essential natural resources such as air, water and farmland.
3. Participate in joint data gathering and analysis, research, planning, service delivery and policy-making activities to enhance the quality of life and economic prosperity of the mega-region and work with private, higher education and civic organizations as appropriate to conduct this work;
4. Continually update and analyze data and research on the geography of the mega-region and recommend any appropriate changes to the Mega-Region Working Group, initially and specifically considering the addition of the Association of Monterey Bay Area Governments serving Monterey, San Benito and Santa Cruz counties, and the Tahoe Regional Planning Agency and the Regional Transportation Commission serving Reno and Washoe County, Nevada.
5. Pursue additional ways to integrate the staff-work of the three organizations to improve effectiveness and efficiency;
6. Partner with each other and organizations from other sectors to hold a biennial conference that highlights key shared issues within the mega-region;
7. Conduct other activities to enhance the performance of the mega-region as identified by the mega-region Working Group and, when appropriate, approved by the three governing boards.

METROPOLITAN TRANSPORTATION COMMISSION

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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 December 16, 2015.





METROPOLITAN  
TRANSPORTATION  
COMMISSION

Agenda Item 3a  
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Fax: 510.464.7848

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**Recommendation**

Staff recommends that the Planning Committee refer Resolution No. 4209 to the Commission for approval. Further, staff recommends that the chair appoint up to four Commissioners to the Mega-Region Working Group.



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Steve Heminger

Attachment: MTC Resolution No. 4209

SH: kk

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METROPOLITAN TRANSPORTATION COMMISSION

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Dave Cortese, Chair

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