



# Metropolitan Transportation Commission

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

## Meeting Agenda

### Programming and Allocations Committee

#### *Committee Members:*

*Scott Wiener, Chair   Federal D. Glover, Vice Chair*

*Jason Baker, Tom Bates, David Campos,  
Mark Luce, Libby Schaaf,  
Adrienne J. Tissier, Amy Rein Worth  
Non-Voting Member: Bijan Sartipi*

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Wednesday, May 11, 2016

9:40 AM

The Board Room - 1st Floor

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This meeting is scheduled to be webcast live on the Metropolitan Transportation Commission's Website: <http://mtc.ca.gov/whats-happening/meetings> and will take place at 9:40 a.m. or immediately following the 9:35 a.m. Administration Committee meeting.

#### 1. Roll Call / Confirm Quorum

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

#### 2. Consent Calendar

- 2a. [15-1534](#) Minutes of the April 13, 2016 meeting.

Attachments: [2a 04-13-2016 PAC Draft Minutes.pdf](#)

- 2b. [15-1540](#) Quarterly report of the Executive Director's Delegation of Authority actions.

Action: Information

Presenter: Theresa Romell

Attachments: [2b Delegated Authority Quarterly Report.pdf](#)

- 2c. [15-1553](#) MTC Resolution No. 3914, Revised. Rescission of \$1.1 million in AB 1171 capital funds from the right-of-way phase of the I-80/680/12 Interchange Initial Construction Package #1 project, and allocation of \$1.1 million in AB 1171 capital funds to the final design phase of I-80/680/12 Interchange Initial Construction Package #2 and Package #3 project, in Solano County.

Action: Commission Approval

Presenter: Kenneth Kao

Attachments: [2c Resolution-3914.pdf](#)

- 2d.**     [15-1446](#)     MTC Resolution Nos. 3925, Revised and 4035, Revised. Revisions to the Surface Transportation Program/Congestion Mitigation and Air Quality Improvement (STP/CMAQ) One Bay Area Grant (OBAG1) program to redirect unobligated balances and cost savings within the Freeway Performance Initiative (FPI) program and Regional Priority Development Area (PDA) Program.
- Action:**             Commission Approval
- Presenter:**       Ross McKeown
- Attachments:**    [2d\\_Resolution-3925-4035.pdf](#)
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- 2e.**     [15-1425](#)     MTC Resolution No. 4172, Revised. Revision to Cycle 2 Regional Active Transportation Program (ATP) Program of Projects to reflect project eligibility determinations by Caltrans.
- Action:**             Commission Approval
- Presenter:**       Kenneth Kao
- Attachments:**    [2e\\_Resolution-4172\\_ATP.pdf](#)
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- 2f.**     [15-1536](#)     MTC Resolution No. 4175, Revised. 2015 Transportation Improvement Program (TIP) Amendment 2015-30.
- Action:**             Commission Approval
- Presenter:**       Adam Crenshaw
- Attachments:**    [2f\\_Resolution-4175\\_TIP-Amend-2015-30.pdf](#)
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- 2g.**     [15-1538](#)     MTC Resolution No. 4179, Revised. Revisions to the Lifeline Transportation Cycle 4 Program in Marin County.
- Action:**             Commission Approval
- Presenter:**       Melanie Choy
- Attachments:**    [2g\\_Resolution-4179\\_Lifeline\\_Transp\\_Revisions.pdf](#)
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- 2h.**     [15-1544](#)     MTC Resolution Nos 3916, Revised, 4035, Revised, and 4212, Revised. Minor revisions to FY2010-11 and FY2015-16 Transit Capital Priorities programs.
- Action:**             Commission Approval
- Presenter:**       Glen Tepke
- Attachments:**    [2h\\_Resolution-3916-4035-4212\\_TCP.pdf](#)

- 2i. [15-1545](#) MTC Resolution Nos. 4213, Revised and 4214. Revisions to AB 664 bridge toll funds program and allocations for FY 2015-16 for transit capital replacement and rehabilitation projects.

Action: Commission Approval

Presenter: Glen Tepke

Attachments: [2i\\_Resolution-4213-4214\\_AB664\\_Revisions.pdf](#)

- 2j. [15-1537](#) Regional Measure 2 (RM2) Capital Program Update.

Action: Information

Presenter: Craig Bosman

Attachments: [2j\\_RM2\\_Capital\\_Program\\_Update.pdf](#)

- 2k. [15-1573](#) MTC Resolution No. 4235. Approval of the FY 2016-17 State Transit Assistance (STA) Regional Coordination Program.

Action: Commission Approval

Presenter: Raymond Odumlam

Attachments: [2k\\_Resolution-4235\\_FY2016-17\\_STA\\_Regional\\_Program.pdf](#)

### 3. Regional

- 3a. [15-1424](#) MTC Resolution No. 4220, Revised. Revision to the FY 2016-17 MTC Fund Estimate.

Revision to the FY 2016-17 MTC Fund Estimate to incorporate State Transit Assistance (STA) Revenue-Based funding for transit operators based upon updated distribution methodology used by the State Controller's Office (SCO) and to incorporate adjustments to Transportation Development Act (TDA) balances to reflect transfers between TDA fund types.

Action: Commission Approval

Presenter: William Bacon

Attachments: [3a\\_Resolution-4220\\_FY2016-17\\_Fund\\_Estimate.pdf](#)

- 3b. [15-1543](#) MTC Resolution Nos. 4185, Revised and 4228. Revision to FY2015-16 Regional Measure 2 (RM2) Operating Program and RM2 Operating Program for FY2016-17.

(i) This item revises the FY2015-16 Regional Measure 2 (RM2) Operating Program to identify remaining Express Bus North programming, update the marketing program, add funds for the LAVTA Rapid, and make other minor adjustments

(ii) This item programs roughly \$46 million in RM2 funds for the FY2016-17 RM2 Operating Program and RM2 marketing and includes recommendations to continue funding for the DB1 and South San Francisco Ferry which have not met RM2 required farebox recovery standards.

Action: Commission Approval

Presenter: Theresa Romell

Attachments: [3b\\_Resolution-4185-4228\\_RM2.pdf](#)

## Federal

4. [15-1539](#) MTC Resolution No. 4035, Revised. Transit Performance Initiative (TPI) Incentive Program - FY2015-16 Round 4 Program of Projects.

Approve the fourth and last round of the TPI - Incentive Program of Projects, totaling \$23.5 million in STP/CMAQ funds to transit operators in the region.

Action: Commission Approval

Presenter: Melanie Choy

Attachments: [4\\_Resolution-4035\\_TPI.pdf](#)

## Information

5. [15-1472](#) Federal Earmark Repurposing

Information on the FHWA earmark repurposing provision included in the Consolidated Appropriations Act, 2016.

Action: Information

Presenter: Anne Richman

Attachments: [5\\_Federal\\_Earmark\\_Repurposing.pdf](#)

## 6. Public Comment / Other Business

## **7. Adjournment / Next Meeting**

**The next meeting of the Programming and Allocations Committee will be held on June 8, 2016 at 9:40 a.m. at the Bay Area Metro Center, 375 Beale Street, San Francisco, CA 94105.**

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

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

**Record of Meeting:** Committee meetings are recorded. Copies of recordings are available at a nominal charge, or recordings may be listened to at MTC offices by appointment. Audiocasts are maintained on MTC's Web site ([mtc.ca.gov](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 Titulo VI:** La MTC puede proveer asistencia/facilitar la comunicación a las personas discapacitadas y los individuos con conocimiento limitado del inglés quienes quieran dirigirse a la Comisión. Para solicitar asistencia, por favor llame al número 510.817.5757 o al 510.817.5769 para TDD/TTY. Requerimos que solicite asistencia con tres días hábiles de anticipación para poderle proveer asistencia.

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

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

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



# Metropolitan Transportation Commission

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

## Legislation Details (With Text)

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**File #:** 15-1534      **Version:** 1      **Name:**  
**Type:** Minutes      **Status:** Consent  
**File created:** 4/8/2016      **In control:** Programming and Allocations Committee  
**On agenda:** 5/11/2016      **Final action:**  
**Title:** Minutes of the April 13, 2016 meeting.  
**Sponsors:**  
**Indexes:**  
**Code sections:**  
**Attachments:** [2a\\_04-13-2016\\_PAC\\_Draft\\_Minutes.pdf](#)

Date	Ver.	Action By	Action	Result
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**Subject:**  
Minutes of the April 13, 2016 meeting.



# Metropolitan Transportation Commission Meeting Minutes

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

## Programming and Allocations Committee

### *Committee Members:*

*Scott Wiener, Chair   Federal D. Glover, Vice Chair*

*Jason Baker, Tom Bates, David Campos,  
Mark Luce, Libby Schaaf,  
Adrienne J. Tissier, Amy Rein Worth  
Non-Voting Member: Bijan Sartipi*

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Wednesday, April 13, 2016

9:40 AM

Lawrence D. Dahms Auditorium

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### Call Meeting to Order

#### 1. Roll Call / Confirm Quorum

**Present:** 7 - Commissioner Baker, Commissioner Bates, Commissioner Luce, Commissioner Schaaf, Commissioner Tissier, Chairperson Wiener, and Commissioner Rein Worth  
**Absent:** 2 - Commissioner Campos, and Vice Chair Glover

Non-Voting Member Present: Commissioner Sartipi

Ex Officio Voting Member Present: Commission Chair Cortese

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

#### 2. Consent Calendar

Approval of the Consent Calendar

**Upon the motion by Commissioner Tissier and the second by Commissioner Schaaf, the Consent Calendar was unanimously approved by the following vote:**

**Aye:** 7 - Commissioner Baker, Commissioner Bates, Commissioner Luce, Commissioner Schaaf, Commissioner Tissier, Chairperson Wiener and Commissioner Rein Worth  
**Absent:** 2 - Commissioner Campos and Vice Chair Glover

2a. [15-1420](#) Minutes of the March 9, 2016 meeting.

**Action:** Committee Approval

- 2b. [15-1430](#) MTC Resolution No. 4175, Revised. 2015 Transportation Improvement Program (TIP) Amendment 2015-29.

**Action:** Commission Approval

**Presenter:** Adam Crenshaw

- 2c. [15-1421](#) MTC Resolution Nos. 4162, Revised and 4212, Revised. Revisions to FY2014-15 and FY2015-16 Transit Capital Priorities Programs to reflect final FTA apportionments and transfers of funding between projects.

**Action:** Commission Approval

**Presenter:** Glen Tepke

- 2d. [15-1422](#) MTC Resolution No. 4216, Revised. Revisions to the FY2015-16 FTA Rural Area Formula (Section 5311) Program based on revised regional apportionment.

**Action:** Commission Approval

**Presenter:** Glen Tepke

## Regional

3. [15-1423](#) MTC Resolution No. 4130, Revised. Cap and Trade Framework Revisions.

Revisions to the region's Cap and Trade Framework to increase revenue projections, adopt long-term frameworks for the Transit Capital and Operating categories, and update regional principles for the Affordable Housing and Sustainable Communities category.

**Action:** Commission Approval

**Presenter:** Kenneth Folan

**Upon the motion by Commissioner Rein Worth and the second by Commissioner Baker, the Committee unanimously approved the referral of MTC Resolution No. 4130, Revised to the Commission for approval. The motion carried by the following vote:**

**Aye:** 6 - Commissioner Baker, Commissioner Bates, Commissioner Luce, Commissioner Tissier, Chairperson Wiener and Commissioner Rein Worth

**Absent:** 3 - Commissioner Campos, Vice Chair Glover and Commissioner Schaaf

#### 4. Federal

- 4a. [15-1426](#) Regional Support of Bay Area Projects for Federal TIGER 8 Grants.

Presentation of a recommended regional support strategy for the \$500 million federal TIGER 8 discretionary funding program.

**Action:** Commission Approval

**Presenter:** Kenneth Folan

**Upon the motion by Commissioner Tissier and the second by Commissioner Rein Worth, the Committee unanimously approved the referral of the TIGER 8 endorsement approach to the Commission for approval. The motion carried by the following vote:**

**Aye:** 6 - Commissioner Baker, Commissioner Bates, Commissioner Luce, Commissioner Tissier, Chairperson Wiener and Commissioner Rein Worth

**Absent:** 3 - Commissioner Campos, Vice Chair Glover and Commissioner Schaaf

- 4b. [15-1445](#) Regional endorsement for projects applying for federal Fostering Advancements in Shipping and Transportation for the Long-term Achievement of National Efficiencies (FASTLANE) Grants.

Presentation of a recommended regional endorsement list for projects applying for federal FASTLANE Grants.

**Action:** Commission Approval

**Presenter:** Anne Richman and Matt Maloney

**Upon the motion by Commissioner Bates and the second by Commissioner Baker, the Committee unanimously approved the referral of the endorsement list and directed staff to transmit a letter of endorsement to US DOT and project sponsors, in accordance with the priorities set forth; and to provide approximately \$40 million in RM2 matching funds for the I-80/680 Interchange project if needed (if federal FASTLANE funds are awarded), and subject to applicable RM2 policies and procedures and to the partial repayment provisions outlined. The motion carried by the following vote:**

**Aye:** 6 - Commissioner Baker, Commissioner Bates, Commissioner Luce, Commissioner Tissier, Chairperson Wiener and Commissioner Rein Worth

**Absent:** 3 - Commissioner Campos, Vice Chair Glover and Commissioner Schaaf

#### Information

5. [15-1444](#) California Transportation Commission Update

**Action:** Information

**Presenter:** Anne Richman

**6. Public Comment / Other Business**

Ken Bukowski was called to speak.

**7. Adjournment / Next Meeting**

**The next meeting of the Programming and Allocations Committee will be held on May 11, 2016 at 9:40 a.m. at a location to be duly noticed.**



# Metropolitan Transportation Commission

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

## Legislation Details (With Text)

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**File #:** 15-1540      **Version:** 1      **Name:**

**Type:** Report      **Status:** Consent

**File created:** 4/8/2016      **In control:** Programming and Allocations Committee

**On agenda:** 5/11/2016      **Final action:**

**Title:** Quarterly report of the Executive Director's Delegation of Authority actions.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [2b\\_Delegated\\_Authority\\_Quarterly\\_Report.pdf](#)

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

Quarterly report of the Executive Director's Delegation of Authority actions.

### Presenter:

Theresa Romell

### Recommended Action:

Information

# Metropolitan Transportation Commission Programming and Allocations Committee

May 11, 2016

Agenda Item 2b

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

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

This is the third quarter report for FY2015-16 and covers the period of January 2016 through March 2016. Third quarter and year-to-date totals are summarized below and detailed in Attachment A:

Delegated Authority FY 2015-16	3rd Quarter	Year-to-Date
<i>Allocations</i>		
Transportation Development Act	\$ 2,368,674	\$ 23,591,112
State Transit Assistance	\$ 2,860,221	\$ 22,253,718
Regional Measure 2	\$ 169,009	\$ 7,625,261
Bridge Tolls (Other)		\$ 20,000
<b>Total Allocations</b>	<b>\$ 5,397,904</b>	<b>\$ 53,490,091</b>
<i>Rescissions</i>		
Transportation Development Act	\$ (881,341)	\$ (1,797,719)
State Transit Assistance	\$ (1,332,281)	\$ (1,332,281)
Regional Measure 2	\$ (13,398)	\$ (1,113,868)
<b>Total Rescissions</b>	<b>\$ (2,227,020)</b>	<b>\$ (4,243,868)</b>

**Issues:** None

**Recommendation:** Information

**Attachments:** FY2015-16 Delegated Authority Attachment A

### FY 2015-16 Delegated Authority

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

#### Third Quarter

Transportation Development Act - Allocation (001)				Approval	
Claimant	Description	Amount	Code	Date	Apportionment
<b>5800 - 99233.3 Pedestrian &amp; Bicycle Facilities - Capital</b>					
Solano TA	Solano Safe Routes to School Program	75,000	084	01/27/16	Solano County
Suisun City	Driftwood Drive Path	128,689	085	01/27/16	Solano County
Marin County	Mill Valley-Sausalito Multi-Use Path Improvement Projects	233,485	086	01/27/16	Marin County
Novato	Lamont Ave Class II Bike Lanes	30,000	088	02/24/16	Marin County
Vacaville	Rocky Hills Trail	106,000	089	02/24/16	Solano County
San Jose	Citywide Bike Parking Facilities	100,000	090	03/23/16	Santa Clara County
San Pablo	Signalized Crosswalk Rumrill Pedestrian	96,000	091	03/23/16	Contra Costa County
Belmont	Comprehensive Bicycle and Pedestrian Plan	37,500	092	03/23/16	San Mateo County
San Mateo	Bay to Transit Trail - Phase 1	312,000	093	03/23/16	San Mateo County
	<b>Subtotal</b>	<b>1,118,674</b>			
<b>5802 - 99260A Transit - Operations</b>					
NCTPA	Transit Operations	1,000,000	087	01/27/16	NCTPA
Union City	Transit Operations	250,000	094	03/23/16	Union City
	<b>Subtotal</b>	<b>1,250,000</b>			
	<b>Total</b>	<b>2,368,674</b>			

State Transit Assistance - Allocation (002)				Approval	
Claimant	Description	Amount	Code	Date	Apportionment
<b>5820 - 6730A Operations - Population-Based Northern County/Small Operator</b>					
Santa Rosa	Transit Operations	672,344	063	01/27/16	Sonoma County
<b>5822 - 6731C Paratransit - Operations - Population-based Regional Paratransit</b>					
Santa Rosa	Paratransit Operations	143,547	064	01/27/16	Sonoma County
<b>5820 - 6730A Operations - Revenue-based</b>					
Santa Rosa	Transit Operations	128,585	065	01/27/16	Santa Rosa
<b>5828 - 6731B Planning and Admin - Population-based Regional Paratransit</b>					
Solano TA	Planning and Administration	445,000	066	01/27/16	Solano County
<b>5828 - 6731B Planning and Admin - Northern County/Small Operator</b>					
Solano TA	Planning and Administration	718,196	067	01/27/16	Solano County
<b>5821 - 6730B Capital Costs - Revenue-based</b>					
SJRCC	Transit Capital	450,000	070	03/23/16	ACTC - ACE
<b>5821 - 6730B Capital Costs - Population-based Northern Counties/Small Operators</b>					
Solano TA	Transit Capital	202,549	068	01/27/16	Solano County
<b>5820 - 6730A Operations - Population-based Lifeline</b>					
MTC	Cycle 3: Means-based Study	100,000	069	02/24/16	MTC Means-based
	<b>Total</b>	<b>2,860,221</b>			

Regional Measure 2 Funds - Allocation (006)				Approval	
Claimant	Description	Amount	Code	Date	Notes
<b>Operating Allocations</b>					
<i>Operating projects must meet performance standards identified in MTC Res. 3636, Revised.</i>					
GGBHTD	Route 580 Marketing	100,000	022	02/24/16	
WCCTA	Project № 4: LYNX/JX Start-up Costs	25,611	015	03/23/16	
WCCTA	LYNX/JX Marketing	30,000	023	03/23/16	
	<b>Subtotal</b>	<b>155,611</b>			
<b>Capital Allocations</b>					
NCTPA	17.7 Napa Buses and Park and Ride (CON)	13,398		01/27/16	16-3889-15
	<b>Total</b>	<b>169,009</b>			
	<b>Allocations Grand Total</b>	<b>5,397,904</b>			

Rescission - Transportation Development Act			Approval	Allocation
Claimant	Description	Amount	Date	Instruction
Fairfield	Transit Operating	(329,000)	02/24/16	16-4187-21
Oakland	Bicycle Safety Education	(6,841.49)	02/24/16	14-001-065
San Jose	Citywide Bike Parking Facilities	(100,000)	03/23/16	14-001-042
San Pablo	Signalized Crosswalk Rumrill Pedestrian	(96,000)	03/23/16	14-001-096
Belmont	Comprehensive Bicycle and Pedestrian Plan	(37,500)	03/23/16	14-001-108
San Mateo	Bay to Transit Trail - Phase 1	(312,000)	03/23/16	14-001-112
	<b>Total</b>	<b>(881,341)</b>		

Rescission - State Transit Assistance			Approval	Allocation
Claimant	Description	Amount	Date	Instruction
Samtrans	Transit Operations	(1,332,281)	01/27/16	16-4188-15
	<b>Total</b>	<b>(1,332,281)</b>		

Rescission - Regional Measure 2 Funds			Approval	Allocation
Claimant	Description	Amount	Date	Instruction
NCTPA	17.7 Napa Buses and Park and Ride (CON)	(13,397.60)	01/27/16	12-3889-07
	<b>Total</b>	<b>(13,397.60)</b>		

**Recissions Grand Total (2,227,020.09)**



# Metropolitan Transportation Commission

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

## Legislation Details (With Text)

<b>File #:</b>	15-1553	<b>Version:</b>	1	<b>Name:</b>	
<b>Type:</b>	Resolution	<b>Status:</b>		<b>Consent:</b>	Consent
<b>File created:</b>	4/12/2016	<b>In control:</b>		<b>Programming and Allocations Committee:</b>	Programming and Allocations Committee
<b>On agenda:</b>	5/11/2016	<b>Final action:</b>			
<b>Title:</b>	MTC Resolution No. 3914, Revised. Rescission of \$1.1 million in AB 1171 capital funds from the right-of-way phase of the I-80/680/12 Interchange Initial Construction Package #1 project, and allocation of \$1.1 million in AB 1171 capital funds to the final design phase of I-80/680/12 Interchange Initial Construction Package #2 and Package #3 project, in Solano County.				

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [2c\\_Resolution-3914.pdf](#)

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

MTC Resolution No. 3914, Revised. Rescission of \$1.1 million in AB 1171 capital funds from the right-of-way phase of the I-80/680/12 Interchange Initial Construction Package #1 project, and allocation of \$1.1 million in AB 1171 capital funds to the final design phase of I-80/680/12 Interchange Initial Construction Package #2 and Package #3 project, in Solano County.

### Presenter:

Kenneth Kao

### Recommended Action:

Commission Approval

**Metropolitan Transportation Commission  
Programming and Allocations Committee**

**May 11, 2016**

**Item Number 2c**

**Resolution No. 3914, Revised**

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**Subject:** Rescission of \$1.1 million in AB 1171 capital funds from the right-of-way phase of the I-80/680/12 Interchange Initial Construction Package #1 project, and allocation of \$1.1 million in AB 1171 capital funds to the final design phase of I-80/680/12 Interchange Initial Construction Package #2 and Package #3 project, in Solano County.

**Background:** The Solano Transportation Authority (STA) requests rescinding \$1.1 million of AB 1171 funds from the I-80/680/12 Interchange Initial Construction Package #1 (I-80/SR-12 Interchange) project in Solano County. The rescission is due to lower-than-anticipated right-of-way acquisition costs and sale of previously-acquired right-of-way using AB 1171 funds. Package #1 is currently under construction. STA has repaid \$1.1 million in proceeds from the sale of right-of-way to MTC, and the amount has been credited to Allocation 20.

STA also requests allocating \$1.1 million from the above rescission to fund the final design phase of the I-80/680/12 Interchange Initial Construction Package #2 (Red Top Road Interchange) and Package #3 (I-80/680 Interchange) project in Solano County. STA applied for federal Fostering Advancements in Shipping and Transportation for the Long-term Achievement of National Efficiencies (FASTLANE) Grant funding, and will use the AB 1171 funds to complete final design for Packages #2 and #3.

**Issues:** None.

**Recommendation:** Refer Resolution No. 3914, Revised to the Commission for approval.

**Attachments:** Resolution No. 3914, Revised.

Date:	June 24, 2009		
W.I.:	1255		
Referred by:	PAC		
Revised:	12/16/09-C	02/24/10-C	03/24/10-C
	06/23/10-C	07/28/10-C	10/27/10-C
	12/15/10-C	03/23/11-C	05/25/11-C
	06/22/11-C	07/27/11-C	09/28/11-C
	11/16/11-C	03/28/12-C	06/27/12-C
	07/25/12-C	11/28/12-C	01/23/13-C
	06/26/13-C	07/24/13-C	09/25/13-C
	10/23/13-C	12/18/13-C	02/26/14-C
	03/26/14-C	10/22/14-C	12/17/14-C
	01/27/16-C	05/25/16-C	

### ABSTRACT

Resolution No. 3914, Revised

This resolution allocates AB 1171 Bridge Toll funds to eligible projects.

This resolution includes the following attachments:

Attachment A – Allocations of AB 1171 Bridge Toll funds

This resolution was revised on December 16, 2009 to allocate \$13.9 million to BART towards the eBART project for construction of the transfer station at the Pittsburg Bay Point BART station and guideway to Railroad Avenue.

This resolution was revised on February 24, 2010 to allocate AB 1171 funds to the Transbay Joint Powers Authority, \$10.7 million towards the final design phase of the Transbay Transit Center, and \$5.226 million towards the Program Management/Program Controls (PMPC) services for the project.

This resolution was revised on March 24, 2010 to allocate a total of \$13 million in AB 1171 funds to CCTA towards the construction of eBART median structures to be integrated into Segments 1, 2, 3, 4, and 5 of Caltrans/CCTA State Route 4 contracts, and towards right-of-way to accommodate e-BART.

This resolution was revised on June 23, 2010 to allocate a total of \$11 million in AB 1171 funds to BART towards the completion of final design on the eBART project. This resolution was also revised to allocate \$134 million towards the final design phase for the Transit Center building

## ABSTRACT

MTC Resolution No. 3914, Revised

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and ramps and construction of the Transit Center, including the below-grade rail levels of the Transit Center.

This resolution was revised on July 28, 2010 to allocate \$5 million to BART towards the Line, Trackwork, Systems & Station (LTSS) construction and related activities for the BART Warm Springs Extension project; \$1.25 million to ACCMA towards purchase of right-of-way and \$250,000 to MTC for an independent Opportunity/Risk Analysis for the BART to Livermore ROW Preservation project; and \$2.8 million towards the initial project development activities for the Regional Express Lane Network.

This resolution was revised on October 27, 2010 to allocate a total of \$73.6 million to BART towards the purchase of Diesel Multiple Unit (DMU) vehicles for the eBART project.

This resolution was revised on December 15, 2010 through Commission action to allocate \$7 million for environmental and preliminary engineering for the I-80/I-680/SR-12 Interchange project in Solano County.

This resolution was revised on March 23, 2011 through Commission action to rescind \$52 million from the October 27, 2010 allocation of \$73.6 million for the purchase of Diesel Multiple Unit (DMU) vehicles for the eBART project. This resolution was also revised to allocate \$19 million for construction and construction management activities on State Route 4 related to eBART.

This resolution was revised on May 25, 2011 through Commission action to rescind \$76 million from the June 23, 2010 allocation of \$134 million towards the final design phase for the Transit Center building and ramps and construction of the Transit Center, including the below-grade rail levels of the Transit Center.

This resolution was revised on June 22, 2011 through Commission action to allocate \$26.4 million for the construction of the I-80 Eastbound Cordelia Truck Scales Relocation project in Solano County.

This resolution was revised on July 27, 2011 to update the allocation conditions for the BART Warm Springs project to add principles for addressing potential cost increases.

## ABSTRACT

MTC Resolution No. 3914, Revised

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This resolution was revised on September 28, 2011 to allocate \$27.1 million to CCTA towards construction and construction management activities for the integration of eBART median structures into Caltrans/CCTA SR 4 contract segments and to accommodate eBART in the SR4 median.

This resolution was revised on November 16, 2011 to allocate \$6.5 million to VTA towards construction and construction management activities for the Mission/Warren/Truck-Rail Facility.

This resolution was revised on March 28, 2012 to rescind \$3,817,000 from allocation #17 for the I-80 Eastbound Cordelia Truck Scales Relocation project; and allocate \$14,280,000 for the I-80/680/12 Interchange Initial Construction Package 1 project towards right-of-way acquisition.

This resolution was revised on June 27, 2012 to allocate \$73.7 million to the Transbay Joint Powers Authority to certify upcoming construction contracts, finalize the Transbay Transit Center design, fund remaining Construction Management/General Contractor (CM/GC) services on the project, and fund pre-bid construction management for the “steel cast nodes” elements of glass exterior shell.

This resolution was revised on June 27, 2012 to allocate \$9.41 million to BART for eBART for the completion of Final Design and Construction Management (CM) and Design Service during Construction (DSDC) for the maintenance shop shell, Hillcrest parking lot and re-alignment construction at the Slatten Ranch Rd. This resolution is also being revised to rescind \$13.5 million in savings from prior allocations on this project.

This resolution was revised on July 25, 2012 to allocate \$8.5 million to the Solano Transportation Authority for the completion of the environmental document and preliminary engineering of the I-80/680/12 Interchange project, and to amend the scope of allocation #14 to include eligible expenses from all three phases of the interchange project, effective as of the original date of allocation.

This resolution was revised on November 28, 2012 to allocate \$5.98 million to the Solano Transportation Authority for utility relocation and right-of-way activities for the I-80/680/12 Interchange project.

## ABSTRACT

MTC Resolution No. 3914, Revised

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This resolution was revised on January 23, 2013 to allocate \$5.8 million to the Solano Transportation Authority for utility relocation and right-of-way activities for the I-80/680/12 Interchange project; \$8.6 million to BART towards the environmental, conceptual engineering, and project approval phase of the BART to Livermore Extension project; and \$0.75 million to the SMART project towards design for the re-construction of the SMART track facilities between Santa Rosa North and Sonoma County Airport area. The Commission also approved program commitments of: 1) \$4.4 million, subject to future allocation, towards the re-construction of the SMART track facilities between Santa Rosa North and the Sonoma County Airport area; and 2) \$0.5 million to BART for the eBART project.

This resolution was revised on June 26, 2013 to allocate \$822,008 to the Solano Transportation Authority for the final design of the I-80/680/12 Interchange project.

This resolution was revised on July 24, 2013 to extend the timeframe for a condition on a prior allocation of \$8.6 million in AB1171 funds, towards the completion of environmental documentation for proposed BART to Livermore project.

This resolution was revised on September 25, 2013 to allocate \$5.5 million in AB 1171 funds for the final design of packages 2 and 3, and \$29.5 million for the construction of package 1 of the I-80/680/12 Interchange project in Solano County.

This resolution was revised on October 23, 2013 to allocate \$0.1 million in AB 1171 funds for the right-of-way phase of package 1 of the I-80/680/12 Interchange project in Solano Count.

This resolution was revised on December 18, 2013 to allocate \$9.533 million in AB 1171 funds to BART for the construction of eBART trackwork, system, and facility finishes, construction management, and design services during construction; and \$9.4 million in AB 1171 funds to the SMART project for re-construction of the SMART track facilities between Santa Rosa North and the Sonoma County Airport area and construction of a station at the Sonoma County Airport.

This resolution was revised on February 26, 2014 to allocate \$1,124,327 in AB 1171 funds to the Transbay Joint Powers Authority for Construction Manager/General Contractor pre-construction services for the Transbay Transit Center building and related structures.

## ABSTRACT

MTC Resolution No. 3914, Revised

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This resolution was revised on March 26, 2014 to rescind \$1 million in AB 1171 funds from the I-80/680/12 Interchange project in Solano County (allocation number 30) and allocate \$1 million in AB 1171 funds to the I-80 Freeway Performance Initiative work element of the I-80/680/12 Interchange project in Solano County, which benefits the I-80/680/12 Interchange area.

This resolution was revised on October 22, 2014 to allocate \$9 million in AB 1171 funds to the City of Fairfield for construction of the Fairfield/Vacaville Intermodal Train Station.

This resolution was revised on December 17, 2014 to allocate \$500,000 in AB 1171 funds to BART for the eBART project.

This resolution was revised on January 27, 2016 to rescind \$2,189,000 in AB 1171 funds from the construction phase of the I-80/680/12 Interchange Initial Construction Package #1 (I-80/SR-12 Interchange) project (allocation number 30) and allocate \$2,189,000 in AB 1171 funds to the right-of-way phase of the I-80/680/12 Interchange Initial Construction Package #2 (Red Top Road Interchange) project, both of which are located in Solano County.

This resolution was revised on May 25, 2016 to rescind \$1,142,000 in AB 1171 funds from the right-of-way phase of the I-80/680/12 Interchange Initial Construction Package #1 (I-80/SR-12 Interchange) project (allocation number 20) and allocate \$1,142,000 in AB 1171 funds to the final design phase of the I-80/680/12 Interchange Initial Construction Package #2 (Red Top Road Interchange) and Package #3 (I-80/680 Interchange) project, both of which are located in Solano County.

Additional discussion of this allocation is contained in the Executive Director's memoranda and MTC Programming and Allocations Committee Summary sheet dated June 10, 2009, December 9, 2009, February 10, 2010, March 10, 2010, June 9, 2010, July 14, 2010, October 13, 2010, December 8, 2010, March 9, 2011, May 11, 2011, June 8, 2011, July 13, 2011, September 14, 2011, November 9, 2011, March 7, 2012, June 13, 2012, July 11, 2012, November 14, 2012, January 9, 2013, July 10, 2013, September 11, 2013, October 9, 2013, December 11, 2013, March 5, 2014, October 8, 2014, December 10, 2014, January 13, 2016, and May 11, 2016.

Date: June 24, 2009  
W.I.: 1255  
Referred By: PAC

RE: Allocation of AB 1171 Bridge Toll funds

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 3914

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

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

WHEREAS, pursuant to Streets and Highways Code (SHC) Section 31010(b), funds generated in excess of those needed to meet the toll commitments as specified by paragraph (4) of subdivision (b) of Section 188.5 of the SHC shall be available to BATA for funding projects consistent with SHC Sections 30913 and 30914; and

WHEREAS, MTC adopted Resolution 3434, Revised, which establishes commitments of AB 1171 bridge toll funds to specific projects and corridors; and be it

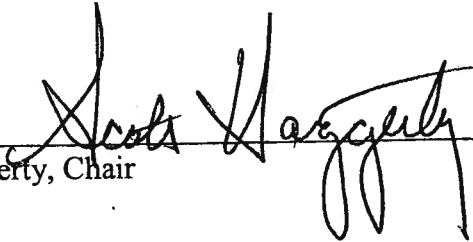
RESOLVED, that MTC approves the allocation and reimbursement of AB 1171 bridge toll funds in accordance with the amount, conditions and reimbursement schedule for the phase, and activities as set forth in Attachment A; and, be it further

RESOLVED, that should the allocation of AB 1171 Bridge Toll Funds be conditioned on the execution of a funding agreement, that the Executive Director or his designee is authorized to negotiate and enter into a funding agreement with claimant that includes the provisions contained in Attachment A.

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

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METROPOLITAN TRANSPORTATION COMMISSION

  
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Scott Haggerty, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in Oakland, California on June 24, 2009.

Date June 24, 2009  
 W.I.: 1255  
 Referred by: PAC  
 Revised: 12/16/09-C 02/24/10-C 03/24/10-C  
 06/23/10-C 07/28/10-C 10/27/10-C  
 12/15/10-C 03/23/11-C 05/25/11-C  
 06/22/11-C 07/27/11-C 09/28/11-C  
 11/16/11-C 03/28/12-C 06/27/12-C  
 07/25/12-C 11/28/12-C 01/23/13-C  
 06/26/13-C 07/24/13-C 09/25/13-C  
 10/23/13-C 12/18/13-C 02/26/14-C  
 03/26/14-C 10/22/14-C 12/17/14-C  
 01/27/16-C 05/25/16-C

Attachment A  
 Resolution No. 3914  
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ALLOCATION OF AB 1171 Bridge Toll Funds  
 Allocation Authorization: S&H § 31010(b)

Alloc. #	Fiscal Year	Claimant	Project Title	Allocation Amount	Date of MTC Approval	Allocation Conditions
01	2008-09	San Francisco County Transportation Authority (SFCTA)	Doyle Drive project	\$80,000,000	06/24/2009	<p>Allocation and disbursement is contingent upon the execution of a funding agreement between MTC and SFCTA for the AB 1171 Bridge Toll funds. Such agreement shall include the following provisions:</p> <p>SFCTA shall agree to comply with the provisions of MTC Resolution No. 3636, Revised and that any AB 1171 Bridge Toll funds received under the funding agreement be subject to MTC Resolution No. 3636, Revised, unless otherwise stated in the agreement.</p>
02	2009-10	Bay Area Rapid Transit District (BART)	e-BART	\$13,890,000	12/16/2009	<p>Allocation and disbursement is contingent upon the execution of a funding agreement between MTC and BART for the AB 1171 Bridge Toll funds. Such agreement shall include the following provisions:</p> <p>BART shall agree to comply with the provisions of MTC Resolution No 3636, Revised and that any AB 1171 Bridge Toll funds received under the funding agreement be subject to MTC Resolution No. 3636, Revised, unless otherwise stated in the agreement.</p>

Alloc. #	Fiscal Year	Claimant	Project Title	Allocation Amount	Date of MTC Approval	Allocation Conditions
03	2009-10	TJPA	Transbay Transit Center/ Downtown Caltrain Extension	\$10,700,000	02/24/10	<p>Scope of Work: This allocation will fund the final design phase for the Transit Center building and ramps, including the below-grade rail levels of the Transit Center. The scope includes final design work, various consulting services, coordination with public agencies, and permits and fees.</p> <p>TJPA shall agree to comply with the provisions of MTC Resolution No 3636, Revised and that any AB 1171 Bridge Toll funds received be subject to MTC Resolution No. 3636, Revised, unless otherwise stated in the agreement.</p> <p>TJPA shall submit to MTC an “Implementing Agency Resolution of Project Compliance” which resolves that the TJPA will comply with the provisions of MTC Resolution No 3636 for the drawdown of AB 1171 funds.</p> <p>This allocation is also conditioned on the approval of the IPR package by the TJPA board.</p>

Alloc. #	Fiscal Year	Claimant	Project Title	Allocation Amount	Date of MTC Approval	Allocation Conditions
04	2009-10	Transbay Joint Powers Authority (TJPA)	Transbay Transit Center/ Downtown Caltrain Extension	\$5,226,000	02/24/10	<p>Scope of Work: This allocation will fund the Program Management/Program Controls (PMPC) services for the project. The PMPC provides assistance with the design, oversight, and management of the entire project.</p> <p>TJPA shall agree to comply with the provisions of MTC Resolution No 3636, Revised and that any AB 1171 Bridge Toll funds received be subject to MTC Resolution No. 3636, Revised, unless otherwise stated in the agreement.</p> <p>TJPA shall submit to MTC an “Implementing Agency Resolution of Project Compliance” which resolves that the TJPA will comply with the provisions of MTC Resolution No 3636 for the drawdown of AB 1171 funds.</p>

Alloc. #	Fiscal Year	Claimant	Project Title	Allocation Amount	Date of MTC Approval	Allocation Conditions
05	2009-10	CCTA	e-BART	\$11,000,000	03/24/10	<p>Scope of Work: This allocation will fund \$11,000,000 for ROW Activities and associated utility coordination and construction between Somersville Rd and SR160. This is a contribution towards BART and CCTA's agreed upon right-of-way cost for median.</p> <p>Allocation is conditioned on the approval of the IPR package by the CCTA Board and concurrence by the BART board.</p> <p>Allocation and disbursement is contingent upon the execution of a funding agreement between MTC and CCTA for the AB 1171 Bridge Toll funds. Such agreement shall include the following provisions:</p> <p>CCTA agrees to comply with the provisions of MTC Resolution No 3636, Revised and that any AB 1171 Bridge Toll funds received under the funding agreement shall be subject to MTC Resolution No. 3636, Revised, unless otherwise stated in the agreement.</p>

Alloc. #	Fiscal Year	Claimant	Project Title	Allocation Amount	Date of MTC Approval	Allocation Conditions
06	2009-10	CCTA	e-BART	\$2,000,000	03/24/10	<p>Scope of Work: This allocation will fund \$2,000,000 for construction activities associated with eBART costs in the median between Loveridge Road and SR160.</p> <p>Allocation is conditioned on the approval of the IPR package by the CCTA Board and concurrence by the BART board.</p> <p>Allocation and disbursement is contingent upon the execution of a funding agreement between MTC and CCTA for the AB 1171 Bridge Toll funds. Such agreement shall include the following provisions:</p> <p>CCTA agrees to comply with the provisions of MTC Resolution No 3636, Revised and that any AB 1171 Bridge Toll funds received under the funding agreement shall be subject to MTC Resolution No. 3636, Revised, unless otherwise agreed herein.</p>

Alloc. #	Fiscal Year	Claimant	Project Title	Allocation Amount	Date of MTC Approval	Allocation Conditions
07	2009-10	BART	e-BART	\$11,000,000	06/23/10	<p>Scope of Work: This allocation is towards the completion of the final design for the eBART project. The specific elements of this allocation include final design for the Hillcrest station, parking lot and maintenance facility, trackworks &amp; systems, vehicle procurement, and various Caltrans &amp; Utility agreements.</p> <p>Allocation is conditioned on the approval of the Initial Project Report (IPR) package by the BART board and concurrence by the CCTA board.</p> <p>BART shall agree to comply with the provisions of MTC Resolution No. 3636, Revised and that any AB 1171 Bridge Toll funds received be subject to MTC Resolution No. 3636, Revised.</p> <p>BART shall submit to MTC an “Implementing Agency Resolution of Project Compliance” which resolves that BART will comply with the provisions of MTC Resolution No. 3636 for the drawdown of AB 1171 funds.</p>

Alloc. #	Fiscal Year	Claimant	Project Title	Allocation Amount	Date of MTC Approval	Allocation Conditions
08	2009-10	Transbay Joint Powers Authority (TJPA)	Transbay Transit Center/ Downtown Caltrain Extension	\$134,074,000	06/23/10	<p>Scope of Work: This allocation is towards the final design phase for the Transit Center building and ramps and construction of the Transit Center, including the below-grade rail levels of the Transit Center. The elements that will proceed to NTP using AB 1171 funds are: <i>Construction Management Oversight, Existing Terminal &amp; Ramps Demolition, Construction Docs/Final Design, City Agency Inspection, Permits &amp; Fees, PMPC, Utility Relocation, Buttress Shoring Wall &amp; Excavation and Construction Management General Contractor services.</i></p> <p>The allocation of funds is conditioned on the following:</p> <p>a) Approval of the Initial Project Report (IPR) package by the TJPA board.</p> <p>b) *Once the ARRA funds are secured in a grant agreement, MTC will rescind the remaining AB 1171 funds from this allocation so that they may be used for future elements of this project.</p> <p>The demolition and construction allocation of roughly \$112 million is conditioned on:</p> <p>a) Federal Railroad Administration (FRA) issuance of the Record of Decision adopting those portions of the 2004 EIS dealing with Phase 1.</p> <p>(cont. next page)</p>
08 (cont.)						<p>b) Execution of a funding agreement between MTC and TJPA for the AB 1171 Bridge Toll funds. Such agreement shall include the following provisions: TJPA shall agree to comply with the provisions of MTC Resolution No. 3636,</p>

Alloc. #	Fiscal Year	Claimant	Project Title	Allocation Amount	Date of MTC Approval	Allocation Conditions
						<p>Revised and that any AB 1171 Bridge Toll funds received be subject to MTC Resolution No. 3636, Revised.</p> <p>*The TJPA is currently working with the Federal Railroad Administration (FRA) on finalizing a grant agreement for \$400 million in American Reinvestment and Recovery Act (ARRA) High Speed and Intercity Passenger Rail (HSIPR) funds. Though these funds have been committed, the timing of the grant agreement is unknown at this time. TJPA anticipates receiving a grant before the end of the calendar year. TJPA is requesting this allocation of AB 1171 funds in order to maintain the project schedule while awaiting the grant agreement.</p>
09	2010-11	BART	BART Warm Springs Extension	\$5,000,000	07/28/10  Conditions Revised 7/27/11	<p>Scope of Work: This allocation is towards the following costs for the Line, Trackwork, Station and Systems (LTSS) contract on the Warm Springs Extension project: a) Award of the LTSS contract, b) Construction Management, c) Design support during construction, d) BART staff support, e) Coordination with other jurisdictional agencies and development of agreements, f) Owner Controlled Insurance Program (OCIP), and g) Community Relations. The allocation of funds is conditioned on the following:</p> <p>a) Approval of the Initial Project Report (IPR) package by the BART board.</p> <p>b) Execution of a funding agreement between MTC and BART prior to the Notice-to-Proceed (NTP) of the LTSS construction contract for the RM1, RM2, and AB 1171 Bridge Toll funds. Such agreement shall include: BART shall agree to comply with the provisions of MTC Resolution No. 3636, Revised and that any Bridge Toll funds received be subject to MTC Resolution No. 3636, Revised. The agreement shall include the following:</p> <ul style="list-style-type: none"> <li>The approved BART to Warm Springs LTSS construction plus soft cost, as of June 2011, totals \$437 million, which includes a 12.4% contingency. The 12.4% contingency is a reduction of</li> </ul>

Alloc. #	Fiscal Year	Claimant	Project Title	Allocation Amount	Date of MTC Approval	Allocation Conditions
						<p>approximately \$10 million from the 15% contingency previously estimated by BART to be required for successful completion of the LTSS phase. While this amount is within the financial envelope of \$890 million, it is higher than the currently identified and available funding.</p> <ul style="list-style-type: none"> <li>• Bridge Tolls, Measure B, State Proposition 1B, BART, and VTA Measure A funds total \$421 million.</li> <li>• Roughly \$16 million from the Right of Way phase and Central Park Subway segment combined can be assigned to the LTSS funding plan based on identified cost savings and budget adjustments as of June 2011.</li> <li>• BART and the funding partners have agreed to proceed with the project using the available funding.</li> <li>• Principles for addressing construction costs up to the \$10 million difference between approved project cost and available funding include, in priority order:</li> </ul> <p>(cont. next page)</p>
						<ol style="list-style-type: none"> <li>1. Apply any additional savings from the Right of Way phase or Subway Segment after June 2011;</li> <li>2. Apply any savings from the LTSS construction contract or soft costs; and</li> <li>3. If additional funding is still needed, direct SFO net operating surplus revenues and Alameda STIP funds or other funds controlled by the Alameda County Transportation Commission to the project, in equal share to the original funding plan adopted in September 2008 (44% and 56%, respectively).</li> </ol> <ul style="list-style-type: none"> <li>• Should unexpected changes to the LTSS funding plan or costs occur beyond the \$10 million described above, the funding partners would need to agree on new principles for delivering the LTSS phase.</li> </ul> <p>c) 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 d) below.</p>

Alloc. #	Fiscal Year	Claimant	Project Title	Allocation Amount	Date of MTC Approval	Allocation Conditions
						d) 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.

10	2010-11	ACCMA (Co-sponsor - BART)	BART to Livermore ROW Preservation	\$1,250,000	07/28/10	<p>Scope of Work: This allocation is to fund the purchase of right-of-way in the vicinity of I-580 and El Charro Rd to retain land for future transit use. The allocation of funds is conditioned on the following:</p> <p>I- Execution of a funding agreement between MTC and ACCMA for the AB 1171 Bridge Toll funds. Such agreement shall include the following provisions:</p> <p>ACCMA shall agree to comply with the provisions of MTC Resolution No. 3636, Revised and that any AB 1171 Bridge Toll funds received be subject to MTC Resolution No. 3636, Revised.</p> <p>BART and ACCMA concur with an additional AB 1171 allocation, not to exceed \$500,000, to MTC for an independent Opportunity/Risk Assessment Study administered by MTC related to the \$95 million in AB 1171 funds committed to the project in Resolution 3434.</p> <p>Establishment of a Land Trust (or similar mechanism) including, but not limited to the following terms: a) property shall be held for the benefit of a BART Extension to Livermore or other transit project in corridor consistent with Resolution 3434 – Tri-Valley Transit Access Improvements to/from BART (PROJECT); and b) if PROJECT does not commence construction within ten years, property in the Land trust shall be sold for fair market value and proceeds distributed equally to funding partners, based on funding participation.</p>
11	2010-11	MTC	Opportunity/Risk Analysis for the BART to Livermore ROW Preservation project	\$250,000	07/28/10	<p>Scope of Work: Develop an Opportunity/Risk Analysis related to future allocations of AB 1171 funds for ROW preservation for transit use in the corridor in the context of the programmatic level Environmental Impact Report certified by the BART Board.</p>

12	2010-11	MTC	Regional Express Lane Network	\$2,800,000	07/28/10	Scope of work: The funds requested in this allocation will be used to develop a project initiation document and application to the CTC for authority to implement the Regional Express Lanes Network. Additional planning and project development will be funded with this allocation, including: a) development of concepts of operation, b) exploration of options to enhance project delivery, c) development of an overall program delivery strategy.
13	2010-11	BART	e-BART	\$73,600,000	10/27/10	<p>Scope of work: This allocation is to fund the purchase of 8 Diesel Multiple Unit (DMU) vehicles for the eBART project.</p> <p><i>Conditions:</i> Allocation is conditioned on the concurrence of the IPR package by the CCTA board.</p> <p>Allocation and disbursement is contingent upon the execution of a funding agreement between MTC and BART for the AB 1171 Bridge Toll funds. Such agreement shall include the following provisions:</p> <p>BART agrees to comply with the provisions of MTC Resolution No 3636, Revised and that any AB 1171 Bridge Toll funds received under the funding agreement shall be subject to MTC Resolution No. 3636, Revised, unless otherwise agreed herein.</p>

14	2010-11	Solano Transp. Authority (STA)	I-80/680/12 Interchange Initial Construction Package (ICP)	\$7,000,000	12/15/10	<p>Scope of work: This allocation funds the environmental document and preliminary engineering for the Interchange Complex, including three segments of the interchange – the I-80 Westbound to SR-12 Westbound Connector, the I-80 Westbound to I-680 Southbound Connector, and the Red Top/I-680 Interchange.</p> <p>Scope change approved 07/25/12 and effective as of the original allocation approval date of 12/15/10.</p> <p><i>Conditions:</i> Allocation is conditioned on the concurrence of the IPR package by the STA board.</p> <p>STA agrees to comply with the provisions of MTC Resolution No 3636, Revised and that any AB 1171 Bridge Toll funds received under the funding agreement shall be subject to MTC Resolution No. 3636, Revised, unless otherwise agreed herein.</p>
13	2010-11	BART	e-BART	(\$52,000,000)	03/23/11	<p>This rescission of \$52 million reduces Allocation #13 to \$21.6 million for the purchase of 8 Diesel Multiple Unit (DMU) vehicles for the eBART project. The remaining \$21.6 million allocation in AB 1171 funds is subject to the conditions listed under Allocation #13.</p>

16	2010-11	CCTA	e-BART	\$19,000,000	03/23/11	<p>Scope of work: This allocation will fund \$19,000,000 for construction and construction management activities associated with e-BART costs in the median of State Route 4 between Somersville Road and SR160.</p> <p>Allocation is conditioned on concurrence by the BART board with the IPR package.</p> <p>Allocation and disbursement are also conditioned upon the execution of a funding agreement between MTC and CCTA for the AB 1171 funds. Such agreement shall include the following provisions:</p> <p>CCTA agrees to comply with the provisions of MTC Resolution No 3636, Revised and that any AB 1171 Bridge Toll funds received under the funding agreement shall be subject to MTC Resolution No. 3636, Revised, unless otherwise agreed herein.</p>
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08	2010-11	Transbay Joint Powers Authority (TJPA)	Transbay Transit Center/ Downtown Caltrain Extension	(\$76,024,000)	05/25/11	<p>This rescission of \$76,024,000 reduces Allocation #8 to \$58,050,000 for final design and construction of the Transit Center building, including:</p> <ul style="list-style-type: none"> <li>Construction Management Oversight</li> <li>Demolition of the Transbay Terminal and ramps</li> <li>Transit Center Final Design</li> <li>City Agency Inspection</li> <li>Transit Center Permits and Fees</li> <li>Program Management / Program Controls (PMPC)</li> <li>Utility Relocation</li> <li>Buttress, Shoring Wall and Excavation (BSE) construction</li> <li>Construction Management / General Contractor (CMGC) services</li> </ul> <p>The remaining \$58.05 million allocation in AB 1171 funds is subject to the conditions listed under Allocation #8.</p>
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17	2010-11	Solano Transp. Authority (STA)	I-80 Eastbound Cordelia Truck Scales Relocation	\$26,400,000	06/22/11	<p>Scope of work: This allocation funds the construction of the I-80 Eastbound Cordelia Truck Scales Relocation project in Solano County.</p> <p><i>Conditions:</i> Allocation is conditioned on the allocation of Proposition 1B Trade Corridor Improvement Fund (TCIF) / State Highway Operations and Protection Program (SHOPP) funds by the California Transportation Commission.</p> <p>Allocation and disbursement is contingent upon the execution of a funding agreement between MTC and STA for the AB 1171 Bridge Toll funds. Such agreement shall include the following provisions:</p> <p>STA agrees to comply with the provisions of MTC Resolution No 3636, Revised and that any AB 1171 Bridge Toll funds received under the funding agreement shall be subject to MTC Resolution No. 3636, Revised, unless otherwise agreed herein.</p>
18	2011-12	CCTA	e-BART	\$27,100,000	09/28/11	<p>Scope of Work: This allocation will fund construction and construction management activities for integration of eBART median structures into Caltrans/CCTA SR 4 contract segments (3,4,5) and to accommodate eBART in the median between Somersville Road and State Route 160.</p> <p><i>Conditions:</i> Allocation and disbursement is contingent upon the execution of a funding agreement between MTC and CCTA for the AB 1171 Bridge Toll funds. Such agreement shall include the following provisions:</p> <p>CCTA agrees to comply with the provisions of MTC Resolution No 3636, Revised and that any AB 1171 Bridge Toll funds received under the funding agreement shall be subject to MTC Resolution No. 3636, Revised, unless otherwise agreed herein.</p>

19	2011-12	VTA	Mission/Warren/ Truck-Rail Facility	\$6,500,000	11/16/11	<p>Scope of Work: This allocation will fund construction and construction management activities for the Mission/Warren/Truck-Rail Facility project.</p> <p><i>Conditions:</i> The \$6.5 million in AB 1171 funds shall be the last fund source expended on the original estimated cost of \$148 million project. If the project cost is less than the \$148 million, MTC would rescind or reduce this allocation.</p> <p>Additionally, allocation and disbursement is contingent upon the execution of a funding agreement between MTC and VTA for the AB 1171 Bridge Toll funds. Such agreement shall include the following provisions:</p> <p>VTA agrees to comply with the provisions of MTC Resolution No 3636, Revised and that any AB 1171 Bridge Toll funds received under the funding agreement shall be subject to MTC Resolution No. 3636, Revised, unless otherwise agreed herein.</p>
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17	2010-11	Solano Transp. Authority (STA)	I-80 Eastbound Cordelia Truck Scales Relocation	(\$3,817,000)	03/28/12	This rescission of \$3,817,000 reduces Allocation #17 to \$22,583,000 for construction of the I-80 Eastbound Cordelia Truck Scales Relocation project. The remaining \$22,583,000 allocation in AB 1171 funds is subject to the conditions listed under Allocation #17.
20	2011-12	Solano Transp. Authority (STA)	I-80/680/12 Interchange Initial Construction Package (ICP)	\$14,280,000	03/28/12	<p>Scope of work: This allocation funds right-of-way acquisition related to the I-80/680/12 Interchange Initial Construction Package 1 project.</p> <p><i>Note:</i> Allocation was reduced by \$1,142,000 on 05/25/16. New allocation amount is \$13,138,000. See page 31.</p> <p><i>Conditions:</i> Allocation is conditioned on the concurrence of the IPR package and approval of the CEQA environmental document by the STA board on March 14, 2012.</p> <p>STA agrees to comply with the provisions of MTC Resolution No 3636, Revised and that any AB 1171 Bridge Toll funds received under the funding agreement shall be subject to MTC Resolution No. 3636, Revised, unless otherwise agreed herein.</p>

21	2011-12	Transbay Joint Powers Authority (TJPA)	Transbay Transit Center/ Downtown Caltrain Extension	\$73,700,000	06/27/12	<p>Scope of work: This allocation funds the following:</p> <ol style="list-style-type: none"> <li>1) Construction of the Transit Center “below grade structure” - \$41.5 M</li> <li>2) Finalize Transit Center design - \$27.4 M</li> <li>3) Complete remaining CM/GC pre-construction services - \$2.8 M</li> <li>4) Pre-bid construction administration for structural cast steel nodes - \$2 M</li> </ol> <p><i>Conditions:</i> Allocation and disbursement is contingent upon: a) Approval of the Initial Project Report (IPR) package by the TJPA board; and b) execution of a funding agreement between MTC and TJPA for the AB 1171 Bridge Toll funds. Such agreement shall include the following provisions:</p> <p>TJPA agrees to comply with the provisions of MTC Resolution No 3636, Revised and that any AB 1171 Bridge Toll funds received under the funding agreement shall be subject to MTC Resolution No. 3636, Revised, unless otherwise agreed herein.</p> <p>Note: For this allocation, TJPA may send more than one invoice per month to MTC, as long as they don’t invoice more frequently than monthly for each vendor/contractor.</p>
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22	2011-12	BART	eBART	\$9,410,000	06/27/12	<p>Scope of work: This allocation funds the following:</p> <ul style="list-style-type: none"> <li>a) Completion of Final Design (\$3.4M) and;</li> <li>b) Construction Management (CM) and Design Service During Construction (DSDC) for the maintenance shop shell, Hillcrest parking lot and Slatten Ranch Road (\$6.01M).</li> </ul> <p><i>Conditions:</i> Allocation and disbursement is contingent upon the execution of a funding agreement between MTC and BART for the AB 1171 Bridge Toll funds. Such agreement shall include the following provisions:</p> <p>BART agrees to comply with the provisions of MTC Resolution No 3636, Revised and that any AB 1171 Bridge Toll funds received under the funding agreement shall be subject to MTC Resolution No. 3636, Revised, unless otherwise agreed herein.</p>
2	2009-10	BART	e-BART	(\$7,933,300)	06/27/12	<p>This rescission of \$7.9 million reduces Allocation #2 to \$5.9 million for the construction of the transfer station at the Pittsburg Bay Point BART station and guideway to Railroad Avenue for the eBART project.</p> <p>The remaining \$5.9 million allocation in AB 1171 funds is subject to the conditions listed under Allocation #2.</p>

13	2010-11	BART	e-BART	(\$5,600,000)	06/27/12	<p>This rescission of \$5.6 million reduces Allocation #13 to \$16 million for the purchase of 8 Diesel Multiple Unit (DMU) vehicles for the eBART project and CM/DSDC costs associated with this contract.</p> <p>The remaining \$16 million allocation in AB 1171 funds is subject to the conditions listed under Allocation #13.</p>
23	2012-13	Solano Transp. Authority (STA)	I-80/680/12 Interchange Initial Construction Package (ICP)	\$8,500,000	07/25/12	<p>Scope of work: This allocation funds the environmental document and preliminary engineering for the Interchange Complex, including three segments of the interchange – the I-80 Westbound to SR-12 Westbound Connector, the I-80 Westbound to I-680 Southbound Connector, and the Red Top/I-680 Interchange.</p> <p><i>Conditions:</i> Allocation is conditioned on the concurrence of the IPR package by the STA board.</p> <p>STA agrees to comply with the provisions of MTC Resolution No 3636, Revised and that any AB 1171 Bridge Toll funds received under the funding agreement shall be subject to MTC Resolution No. 3636, Revised, unless otherwise agreed herein.</p>

24	2012-13	Solano Transp. Authority (STA)	I-80/680/12 Interchange Initial Construction Package (ICP)	\$5,980,000	11/28/12	<p>Scope of work: This allocation funds the utility relocation and right-of-way activities related to the I-80/680/12 Interchange project.</p> <p><i>Conditions:</i> STA agrees to comply with the provisions of MTC Resolution No 3636, Revised and that any AB 1171 Bridge Toll funds received under the allocation shall be subject to MTC Resolution No. 3636, Revised, unless otherwise agreed herein.</p>
25	2012-13	Solano Transp. Authority (STA)	I-80/680/12 Interchange Initial Construction Package (ICP)	\$5,796,000	1/23/13	<p>Scope of work: This allocation funds additional work for utility relocation and right-of-way activities related to the I-80/680/12 Interchange project.</p> <p><i>Conditions:</i> STA agrees to comply with the provisions of MTC Resolution No 3636, Revised and that any AB 1171 Bridge Toll funds received under the allocation shall be subject to MTC Resolution No. 3636, Revised, unless otherwise agreed herein.</p>

26	2012-13	BART	BART To Livermore Extension Project	\$8,600,000	1/23/13	<p>Scope of Work: This allocation is for the completion of CEQA-level environmental documentation for proposed transit improvements in the I-580 corridor and the related modifications to I-580 and SR-84, and for a Ridership Development Plan to be conducted by the City of Livermore to sufficient detail to support selection of a preferred alternative.</p> <p>Conditions: The allocation is conditioned on:</p> <ul style="list-style-type: none"> <li>a) BART agrees to comply with the provisions of MTC Resolution No 3636, Revised and that any AB 1171 Bridge Toll funds received under the allocation shall be subject to MTC Resolution No. 3636, Revised, unless otherwise agreed herein.</li> <li>b) BART staff to report a decision on whether to pursue a joint NEPA/CEQA or CEQA-only document, including having a lead Federal agency, by Jan 31, 2014. (date revised on July 24, 2013)</li> </ul>
27	2012-13	Sonoma Marin Area Rail Transit (SMART)	SMART Extension	750,000	1/23/13	<p>Scope of work: Re-construction of the SMART track facilities between Santa Rosa North and Sonoma County Airport area. (Design costs).*</p> <p>Conditions: The allocation is conditioned on:</p> <p>SMART shall agree to comply with the provisions of MTC Resolution No. 3636, Revised and that any AB1171 funds received under this allocation be subject to MTC Resolution No. 3636, Revised.</p>

28	2012-13	Solano Transp. Authority (STA)	I-80/680/12 Interchange Initial Construction Package (ICP)	\$822,008	6/26/13	<p>Scope of work: This allocation funds final design of the I-80/680/12 Interchange Initial Construction Package.</p> <p>Conditions: The allocation is conditioned on:</p> <p>STA agrees to comply with the provisions of MTC Resolution No 3636, Revised and that any AB 1171 Bridge Toll funds received under the allocation shall be subject to MTC Resolution No. 3636, Revised, unless otherwise agreed herein.</p>
29	2013-14	Solano Transp. Authority (STA)	I-80/680/12 Interchange Initial Construction Package (ICP)	\$5,513,000	9/25/13	<p>Scope of work: This allocation funds final design of the I-80/680/12 Interchange Initial Construction Package #2 (Red Top Road Interchange) and Package #3 (I-80 Westbound to I-680 Southbound Connector).</p> <p>Conditions: The allocation is conditioned on:</p> <p>STA agrees to comply with the provisions of MTC Resolution No 3636, Revised and that any AB 1171 Bridge Toll funds received under the allocation shall be subject to MTC Resolution No. 3636, Revised, unless otherwise agreed herein.</p>

30	2013-14	Solano Transp. Authority (STA)	I-80/680/12 Interchange Initial Construction Package (ICP)	\$29,448,000	9/25/13	<p>Scope of work: This allocation funds construction of the I-80/680/12 Interchange Initial Construction Package #1 (I-80 Westbound to SR-12 Westbound Connector).</p> <p><i>Note:</i> Allocation was reduced by \$1 million on 03/26/14. New allocation amount is \$28,448,000. See page 27. This allocation was reduced by \$2,189,000 on 01/27/16. New allocation amount is \$26,259,000. See page 30.</p> <p>Conditions: Allocation is conditioned on the allocation of Proposition 1B Trade Corridor Improvement Fund (TCIF) / funds by the California Transportation Commission.</p> <p>Allocation and disbursement is contingent upon the execution of a funding agreement between MTC and STA for the AB 1171 Bridge Toll funds. Such agreement shall include the following provisions:</p> <p>STA agrees to comply with the provisions of MTC Resolution No 3636, Revised and that any AB 1171 Bridge Toll funds received under the allocation shall be subject to MTC Resolution No. 3636, Revised, unless otherwise agreed herein.</p>
31	2013-14	Solano Transp. Authority (STA)	I-80/680/12 Interchange Initial Construction Package (ICP)	\$77,992	10/23/13	<p>Scope of work: This allocation funds additional work for utility relocation and right-of-way activities related to the I-80/680/12 Interchange project.</p> <p>Conditions: STA agrees to comply with the provisions of MTC Resolution No 3636, Revised and that any AB 1171 Bridge Toll funds received under the allocation shall be subject to MTC Resolution No. 3636, Revised, unless otherwise agreed herein.</p>

32	2013-14	BART	e-BART	\$9,533,000	12/18/13	<p>Scope of Work: This allocation is for the construction of eBART Trackwork, System, and Facility Finishes, and Construction Management and Design Services During Construction.</p> <p><i>Conditions:</i> Allocation and disbursement is contingent upon the following:</p> <ul style="list-style-type: none"><li>a) Approval of local support resolution by CCTA and BART Boards.</li><li>b) Execution of a funding agreement between MTC and BART for the AB 1171 Bridge Toll funds. Such agreement shall include the following provisions: BART shall agree: (1) to complete the project described in its updated Initial Project Report, through its contractor; (2) to comply with all provisions of MTC Resolution No. 3636, Revised and that any AB 1171 funds received under the funding agreement be subject to MTC Resolution No. 3636, Revised.</li></ul>
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33	2013-14	SMART	SMART	\$9,400,000	12/18/13	<p>Scope of Work: This allocation is for the reconstruction of the SMART track facilities, including associated system work, between Santa Rosa North and the Sonoma County Airport area, and a station at the Sonoma County Airport.**</p> <p><i>Conditions:</i> Allocation and disbursement is contingent upon the following conditions:</p> <ol style="list-style-type: none"> <li>1. SCTA approval of \$4.35 million in funds for the airport extension.</li> <li>2. SMART Board approval of the Initial Project Report.</li> <li>3. Environmental clearance of the station at the Sonoma County Airport.</li> <li>4. Execution of a funding agreement between MTC and SMART for the AB 1171 Bridge Toll funds. Such agreement shall include the following provisions:</li> </ol> <p>SMART agrees to comply with the provisions of MTC Resolution No. 3636, Revised and that any AB 1171 Bridge Toll funds received under the funding agreement shall be subject to MTC Resolution No. 3636, Revised, unless otherwise agreed herein.</p>
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34	2013-14	Transbay Joint Powers Authority (TJPA)	Transbay Transit Center/ Downtown Caltrain Extension	\$1,124,327	2/26/14	<p>Scope of Work: Construction Manager/General Contractor pre-construction services for Transbay Transit Center building and related structures.</p> <p>TJPA shall agree to comply with the provisions of MTC Resolution No 3636, Revised and that any AB 1171 Bridge Toll funds received be subject to MTC Resolution No. 3636, Revised.</p> <p>TJPA shall submit to MTC an “Implementing Agency Resolution of Project Compliance” which resolves that the TJPA will comply with the provisions of MTC Resolution No 3636 for the drawdown of AB 1171 funds.</p> <p>This allocation is also conditioned on the approval of the IPR package by the TJPA board.</p> <p>Note: For this allocation, TJPA may send more than one invoice per month to MTC, as long as they don’t invoice more frequently than monthly for each vendor/contractor.</p>
30	2013-14	Solano Transp. Authority (STA)	I-80/680/12 Interchange Initial Construction Package (ICP)	(\$1,000,000)	3/26/14	<p>This rescission of \$1 million reduces Allocation #30 to \$28,448,000 for the construction of the I-80/680/12 Interchange Initial Construction Package.</p> <p>The remaining \$28,448,000 allocation in AB 1171 funds is subject to the conditions listed under Allocation #30.</p>

35	2013-14	Solano Transp. Authority (STA)	I-80/680/12 Interchange – I-80 Freeway Performance Initiative in Solano County	\$1,000,000	3/26/14	<p>Scope of work: This allocation funds construction of the I-80 Freeway Performance Initiative work elements in Solano County, related to the I-80/680/12 Interchange project.</p> <p>Allocation and disbursement is contingent upon the execution of a funding agreement between MTC and STA for the AB 1171 Bridge Toll funds. Such agreement shall include the following provisions:</p> <p>STA agrees to comply with the provisions of MTC Resolution No 3636, Revised and that any AB 1171 Bridge Toll funds received under the allocation shall be subject to MTC Resolution No. 3636, Revised, unless otherwise agreed herein.</p>
36	2014-15	City of Fairfield	Fairfield/Vacaville Intermodal Train Station	\$9,000,000	10/22/14	<p>Scope of work: This allocation funds construction of the Fairfield/Vacaville Intermodal Train Station.</p> <p>Allocation and disbursement is contingent upon the execution of a funding agreement between MTC and City of Fairfield for the AB 1171 Bridge Toll funds. Such agreement shall include the following provisions:</p> <p>City of Fairfield agrees to comply with the provisions of MTC Resolution No 3636, Revised and that any AB 1171 Bridge Toll funds received under the allocation shall be subject to MTC Resolution No. 3636, Revised, unless otherwise agreed herein.</p>

37	2014-15	BART	e-BART	\$500,000	12/17/14	<p>Scope of Work: This allocation is for Construction Management and Design Services During Construction.</p> <p><i>Conditions:</i> Allocation and disbursement is contingent upon the following:</p> <ul style="list-style-type: none"> <li>a) Approval of local support resolution by CCTA and BART Boards.</li> <li>b) Execution of a funding agreement between MTC and BART for the AB 1171 Bridge Toll funds. Such agreement shall include the following provisions: BART shall agree: (1) to complete the project described in its updated Initial Project Report, through its contractor; (2) to comply with all provisions of MTC Resolution No. 3636, Revised and that any AB 1171 funds received under the funding agreement be subject to MTC Resolution No. 3636, Revised.</li> </ul>
30	2013-14	Solano Transp. Authority (STA)	I-80/680/12 Interchange Initial Construction Package (ICP)	(\$2,189,000)	01/27/16	<p>This rescission of \$2,189,000 reduces Allocation #30 to \$26,259,000 for the construction of the I-80/680/12 Interchange Initial Construction Package.</p> <p>The remaining \$26,259,000 allocation in AB 1171 funds is subject to the conditions listed under Allocation #30.</p>
38	2015-16	Solano Transp. Authority (STA)	I-80/680/12 Interchange Initial Construction Package (ICP)	\$2,189,000	01/27/16	<p>Scope of work: This allocation funds the utility relocation and right-of-way activities related to the I-80/680/12 Interchange Initial Construction Package #2 (Red Top Road Interchange).</p> <p>Conditions: STA agrees to comply with the provisions of MTC Resolution No 3636, Revised and that any AB 1171 Bridge Toll funds received under the allocation shall be subject to MTC Resolution No. 3636, Revised, unless otherwise agreed herein.</p>

20	2011-12	Solano Transp. Authority (STA)	I-80/680/12 Interchange Initial Construction Package (ICP)	(\$1,142,000)	05/25/2016	<p>This rescission of \$1,142,000 reduces Allocation #20 to \$13,138,000 for the right-of-way phase of the I-80/680/12 Interchange Initial Construction Package.</p> <p>The remaining \$13,138,000 allocation in AB 1171 funds is subject to the conditions listed under Allocation #20.</p>
39	2015-16	Solano Transp. Authority (STA)	I-80/680/12 Interchange Initial Construction Package (ICP)	\$1,142,000	05/25/2016	<p>Scope of work: This allocation funds final design phase of the I-80/680/12 Interchange Initial Construction Packages 2 and 3 (Red Top Road Interchange and I-80/680 Interchange) project.</p> <p>STA agrees to comply with the provisions of MTC Resolution No 3636, Revised and that any AB 1171 Bridge Toll funds received under this allocation shall be subject to MTC Resolution No. 3636, Revised, unless otherwise agreed herein.</p>
Total Allocated				\$483,850,027		

\* On January 23, 2013, MTC approved program commitments of: 1) \$4.4 million (subject to future allocation action) towards the reconstruction of the SMART track facilities between Santa Rosa North and the Sonoma County Airport area; and 2) \$0.5 million to BART for the eBART project.

\*\* The December 18, 2013 allocation (#32) to SMART includes the \$4.4 million indicated in the footnote above.



# Metropolitan Transportation Commission

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

## Legislation Details (With Text)

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<b>File #:</b>	15-1446	<b>Version:</b>	1	<b>Name:</b>	
<b>Type:</b>	Resolution	<b>Status:</b>		Consent	
<b>File created:</b>	3/17/2016	<b>In control:</b>		Programming and Allocations Committee	
<b>On agenda:</b>	5/11/2016	<b>Final action:</b>			
<b>Title:</b>	MTC Resolution Nos. 3925, Revised and 4035, Revised. Revisions to the Surface Transportation Program/Congestion Mitigation and Air Quality Improvement (STP/CMAQ) One Bay Area Grant (OBAG1) program to redirect unobligated balances and cost savings within the Freeway Performance Initiative (FPI) program and Regional Priority Development Area (PDA) Program.				

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [2d\\_Resolution-3925-4035.pdf](#)

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

MTC Resolution Nos. 3925, Revised and 4035, Revised. Revisions to the Surface Transportation Program/Congestion Mitigation and Air Quality Improvement (STP/CMAQ) One Bay Area Grant (OBAG1) program to redirect unobligated balances and cost savings within the Freeway Performance Initiative (FPI) program and Regional Priority Development Area (PDA) Program.

### Presenter:

Ross McKeown

### Recommended Action:

Commission Approval

# Metropolitan Transportation Commission Programming and Allocations Committee

May 11, 2016

Agenda Item 2d

## MTC Resolutions No. 3925, Revised and 4035, Revised

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- Subject:** Revisions to the Surface Transportation Program/Congestion Mitigation and Air Quality Improvement (STP/CMAQ) Cycle 1 and One Bay Area Grant (OBAG1) programs to redirect unobligated balances and cost savings within the Transportation for Livable Communities (TLC) Program/Regional Priority Development Area (PDA) Program and the Freeway Performance Initiative (FPI) program and transfer funds within the Transit Capital Rehabilitation program.
- Background:** The Cycle 1 and OBAG1 programs adopted by the Commission establish commitments and policies for investing Surface Transportation Program (STP), Congestion Mitigation and Air Quality Improvement (CMAQ) and Regional Transportation Improvement Program (RTIP) funds for regional and local programs from FY2009-10 through FY2016-17.
- This month, staff recommends the following changes:
- **TLC/Regional PDA Program:** Redirect unprogrammed balances and cost savings from the Cycle 1 TLC program and cost savings from MTC/VTA's SR 82 Relinquishment Exploration Study from the OBAG 1 Regional PDA Program (totaling \$0.4 million) to PDA Planning to support MTC/ABAG initiatives.
  - **Freeway Performance Initiative (FPI):** Redirect a total of \$20 million in unobligated balances and cost savings within the FPI to Caltrans for support and capital needs related to the close-out of active ramp metering projects and/or delivery of any outstanding ramp metering projects; and redirect unobligated balances within the FPI program to deliver corridor mobility strategies.
  - **Transit Capital Rehabilitation Program:** Transfer \$1.2 million from Golden Gate Bridge Highway and Transportation District's Advanced Communications and Information System (ACIS) project to its MS Sonoma Refurbishment project.
- Issues:** None.
- Recommendation:** Refer MTC Resolution Nos. 3925, Revised and 4035, Revised to the Commission for approval. Because Resolution No. 4035, Revised is proposed for revision under another agenda item, it is included once under agenda item 5 with all proposed revisions.
- Attachments:** MTC Resolution No. 3925, Revised, Attachment B  
MTC Resolution No. 4035, Revised can be found under Agenda Item 5 to this packet.

## Attachment B

MTC Resolution No. 3925, Attachment B

Adopted: 10/28/09-C

Revised: 12/16/09-C

## METROPOLITAN TRANSPORTATION COMMISSION

## T4 New Federal Act FIRST CYCLE Programming

## STP/CMAQ/TE/RTIP/CMIA Funding \*\*

## MTC Resolution 3925

## Project List\*\*\*

## Attachment B

May 25, 2016

07/28/10-C 09/22/10-C 10/27/10-C 02/23/10-C  
 03/23/11-C 05/25/11-C 06/22/11-C 09/28/11-C  
 10/26/11-C 01/25/12-C 02/22/12-C 03/28/12-C  
 04/25/12-C 06/27/12-C 07/25/12-C 09/26/12-C  
 02/27/13-C 05/22/13-C 09/25/13-C 12/18/13-C  
 02/26/14-C 03/26/14-C 04/23/14-C 05/28/14-C  
 07/23/14-C 11/19/14-C 12/17/14-C 01/28/15-C  
 05/27/15-C 09/23/15-C 05/25/16-C

Project Category and Title	Implementing Agency	STP	CMAQ	Total STP/CMAQ	Total Other TE/RTIP/CMIA	Total Cycle 1
<b>T4 FIRST CYCLE PROGRAMMING</b>		<b>\$299,450,747</b>	<b>\$263,058,229</b>	<b>\$562,508,976</b>	<b>\$103,882,000</b>	<b>\$666,390,976</b>
<b>1. REGIONAL PLANNING ACTIVITIES (STP Planning)</b>						
<b>Regional Agency Planning Activities</b>						
ABAG Planning	ABAG	\$1,786,000		\$1,786,000	\$0	\$1,786,000
BCDC Planning	BCDC	\$893,000		\$893,000	\$0	\$893,000
MTC Planning	MTC	\$1,786,000		\$1,786,000	\$0	\$1,786,000
<b>SUBTOTAL</b>		<b>\$4,465,000</b>	<b>\$0</b>	<b>\$4,465,000</b>	<b>\$0</b>	<b>\$4,465,000</b>
<b>County CMA Planning Activities</b>						
CMA Planning - Alameda	ACTC	\$2,566,000		\$2,566,000	\$0	\$2,566,000
CMA Planning - Contra Costa	CCTA	\$2,029,000		\$2,029,000	\$0	\$2,029,000
CMA Planning - Marin	TAM	\$1,786,000		\$1,786,000	\$0	\$1,786,000
CMA Planning - Napa	NCTPA	\$1,786,000		\$1,786,000	\$0	\$1,786,000
CMA Planning - San Francisco	SFCTA	\$1,867,000		\$1,867,000	\$0	\$1,867,000
CMA Planning - San Mateo	SMCCAG	\$1,786,000		\$1,786,000	\$0	\$1,786,000
CMA Planning - Santa Clara	VTA	\$2,840,000		\$2,840,000	\$0	\$2,840,000
CMA Planning - Solano	STA	\$1,786,000		\$1,786,000	\$0	\$1,786,000
CMA Planning - Sonoma	SCTA	\$1,786,000		\$1,786,000	\$0	\$1,786,000
<b>SUBTOTAL</b>		<b>\$18,232,000</b>	<b>\$0</b>	<b>\$18,232,000</b>	<b>\$0</b>	<b>\$18,232,000</b>
<b>1. REGIONAL PLANNING ACTIVITIES (STP Planning)</b>		<b>TOTAL: \$22,697,000</b>	<b>\$0</b>	<b>\$22,697,000</b>	<b>\$0</b>	<b>\$22,697,000</b>
NOTE: County CMA Block Grant Planning amounts are at the discretion of the County CMA - up to a maximum of 4% of the total block grant amount.						
<b>2. REGIONAL OPERATIONS (RO) PROGRAMS</b>						
<b>Regional Operations</b>						
Clipper® Fare Card Collections System	MTC	\$14,272,000	\$5,500,000	\$19,772,000	\$0	\$19,772,000
Clipper® Fare Card Collections System	GGBHTD		\$8,900,000	\$8,900,000	\$0	\$8,900,000
Clipper® Fare Card Collections System/Preventive Maintenance	SamTrans	\$228,000		\$228,000	\$0	\$228,000
511 - Traveler Information	MTC	\$26,700,000	\$7,800,000	\$34,500,000	\$0	\$34,500,000
Regional Transportation Marketing	MTC		\$2,100,000	\$2,100,000	\$0	\$2,100,000
<b>SUBTOTAL</b>		<b>\$41,200,000</b>	<b>\$24,300,000</b>	<b>\$65,500,000</b>	<b>\$0</b>	<b>\$65,500,000</b>
FSP/Incident Management	SAFE	\$11,100,000	\$7,300,000	\$18,400,000	\$0	\$18,400,000
<b>SUBTOTAL</b>		<b>\$11,100,000</b>	<b>\$7,300,000</b>	<b>\$18,400,000</b>	<b>\$0</b>	<b>\$18,400,000</b>
<b>2. REGIONAL OPERATIONS (RO) PROGRAMS</b>		<b>TOTAL: \$52,300,000</b>	<b>\$31,600,000</b>	<b>\$83,900,000</b>	<b>\$0</b>	<b>\$83,900,000</b>
<b>3. FREEWAY PERFORMANCE INITIATIVE (FPI)</b>						
<b>Freeway Performance Initiative</b>						
Regional Performance Monitoring	MTC	\$750,000		\$750,000	\$0	\$750,000
Regional Performance Initiatives Implementation	SAFE	\$1,200,000	\$2,858,000	\$4,058,000	\$0	\$4,058,000
Program for Arterial System Synchronization (PASS)	MTC		\$3,750,000	\$3,750,000	\$0	\$3,750,000
<b>SUBTOTAL</b>		<b>\$1,950,000</b>	<b>\$6,608,000</b>	<b>\$8,558,000</b>	<b>\$0</b>	<b>\$8,558,000</b>
<b>Ramp Metering and TOS Elements</b>						
FPI - ALA I-580: SJ Co. Line to I-880	Caltrans		\$2,690,000	\$2,690,000	\$3,535,000	\$6,225,000
FPI - ALA I-680: SCL Co. Line to CC Co. Line	Caltrans		\$2,100,000	\$2,100,000	\$6,673,000	\$8,773,000
FPI - ALA I-880: SCL Co. Line to Davis Street	Caltrans		\$2,000,000	\$2,000,000	\$7,227,000	\$9,227,000
FPI - ALA SR 92 (EB): SM/Hayward Bridge to I-880	Caltrans		\$1,617,000	\$1,617,000	\$4,680,000	\$6,297,000
FPI - CC SR 4: Alhambra Avenue to Loveridge Road	Caltrans		\$15,740,000	\$15,740,000	\$0	\$15,740,000
FPI - MRN US 101: SF Co. Line to SON Co. Line	Caltrans		\$4,682,000	\$4,682,000	\$0	\$4,682,000
FPI - SCL I-680: US 101 to ALA Co. Line	Caltrans		\$3,657,000	\$3,657,000	\$7,498,000	\$11,155,000
FPI - SCL SR 85: I-280 to US 101	Caltrans		\$2,068,000	\$2,068,000	\$2,258,000	\$4,326,000
FPI - SCL US 101: SBT Co. Line to SR 85	Caltrans		\$4,240,000	\$4,240,000	\$15,000,000	\$19,240,000
FPI - SOL I-80/I-680/SR12 Interchange Modifications	STA/Caltrans	\$1,000,000		\$1,000,000	\$0	\$1,000,000
FPI - SOL I-80: I-505 to YOL Co Line	Caltrans		\$3,700,000	\$3,700,000	\$0	\$3,700,000
FPI - SOL I-80: CC Co Line to I-505	Caltrans		\$3,991,000	\$3,991,000	\$18,086,000	\$22,077,000
FPI - SON 101 - MRN Co Line - Men Co Line	Caltrans		\$4,000,000	\$4,000,000	\$0	\$4,000,000
<b>SUBTOTAL</b>		<b>\$1,000,000</b>	<b>\$50,485,000</b>	<b>\$51,485,000</b>	<b>\$64,957,000</b>	<b>\$116,442,000</b>
<b>3. FREEWAY PERFORMANCE INITIATIVE (FPI)</b>		<b>TOTAL: \$2,950,000</b>	<b>\$57,093,000</b>	<b>\$60,043,000</b>	<b>\$64,957,000</b>	<b>\$125,000,000</b>
<b>4. CLIMATE CHANGE INITIATIVES (CCI)</b>						
<b>Eastern Solano CMAQ Program</b>						
Vacaville - Ulatis Creek Bicycle Pedestrian Path	Vacaville		\$810,000	\$810,000	\$0	\$810,000
Vacaville Intermodal Station Phase 2	Vacaville		\$975,000	\$975,000	\$0	\$975,000
STA - Solano Napa Commuter Information (SNCI)	STA		\$445,000	\$445,000	\$0	\$445,000
STA - Solano Safe Routes To School Program	STA		\$215,000	\$215,000	\$0	\$215,000
Solano County - Vacaville-Dixon Bicycle Route - Phase 5	Solano County		\$555,000	\$555,000	\$0	\$555,000
<b>SUBTOTAL</b>		<b>\$0</b>	<b>\$3,000,000</b>	<b>\$3,000,000</b>	<b>\$0</b>	<b>\$3,000,000</b>
<b>Public Education/Outreach</b>						
Public Education Outreach including SB1339 Implementation	MTC		\$2,863,000	\$2,863,000	\$0	\$2,863,000
Public Education Outreach including SB1339 Implementation	BAAQMD		\$400,000	\$400,000	\$0	\$400,000
Electric Vehicle Promotional Campaign	MTC		\$925,000	\$925,000	\$0	\$925,000
Smart Driving Pilot Program	MTC		\$500,000	\$500,000	\$0	\$500,000
Spare the Air Youth Program	MTC		\$3,000,000	\$3,000,000	\$0	\$3,000,000
Spare the Air	BAAQMD		\$3,700,000	\$3,700,000	\$0	\$3,700,000
<b>SUBTOTAL</b>		<b>\$0</b>	<b>\$11,388,000</b>	<b>\$11,388,000</b>	<b>\$0</b>	<b>\$11,388,000</b>
<b>Safe Routes To Schools - Regional Competitive</b>						
The BikeMobile: A Bike Repair and Encouragement Vehicle	ACTC		\$500,000	\$500,000	\$0	\$500,000
Venetia Valley School SR2S Imps (Green Ways to School Through Social Networking)	TAM Marin County		\$383,000	\$383,000	\$0	\$383,000
Bay Area School Transportation Collaborative	ACWMA		\$867,000	\$867,000	\$0	\$867,000
Education and Encouragement School Route Maps	STA		\$250,000	\$250,000	\$0	\$250,000
<b>SUBTOTAL</b>		<b>\$0</b>	<b>\$2,000,000</b>	<b>\$2,000,000</b>	<b>\$0</b>	<b>\$2,000,000</b>
<b>Safe Routes To Schools - County</b>						
<i>Specific projects TBD by CMAs</i>						
Alameda County Safe Routes to School Program	ACTC	\$400,000		\$400,000	\$0	\$400,000
ACE Preventive Maintenance (for local funds directed to Alameda SR2S)	ACE	\$1,150,935		\$1,150,935	\$0	\$1,150,935
Brentwood School Area Safety Improvements	Brentwood		\$432,000	\$432,000	\$0	\$432,000
Montalvin Manor Pedestrian and Transit Access Improvements	Contra Costa County		\$265,000	\$265,000	\$0	\$265,000
San Ramon Valley Street Smarts' Safe Routes to School Program	Danville		\$365,000	\$365,000	\$0	\$365,000
Moraga Way Pedestrian Pathway	Orinda		\$166,000	\$166,000	\$0	\$166,000
Lisa Lane Sidewalk Project	Pleasant Hill		\$250,000	\$250,000	\$0	\$250,000
Central-East County Safe Routes to School Program	Pleasant Hill		\$725,000	\$725,000	\$0	\$725,000
Richmond Safe Routes to School Cycle 2 Project	Richmond		\$264,000	\$264,000	\$0	\$264,000

## Attachment B

MTC Resolution No. 3925, Attachment B

Adopted: 10/28/09-C

Revised: 12/16/09-C

## METROPOLITAN TRANSPORTATION COMMISSION

## T4 New Federal Act FIRST CYCLE Programming

## STP/CMAQ/TE/RTIP/CMIA Funding \*\*

## MTC Resolution 3925

## Project List\*\*\*

## Attachment B

May 25, 2016

07/28/10-C 09/22/10-C 10/27/10-C 02/23/10-C  
 03/23/11-C 05/25/11-C 06/22/11-C 09/28/11-C  
 10/26/11-C 01/25/12-C 02/22/12-C 03/28/12-C  
 04/25/12-C 06/27/12-C 07/25/12-C 09/26/12-C  
 02/27/13-C 05/22/13-C 09/25/13-C 12/18/13-C  
 02/26/14-C 03/26/14-C 04/23/14-C 05/28/14-C  
 07/23/14-C 11/19/14-C 12/17/14-C 01/28/15-C  
 05/27/15-C 09/23/15-C 05/25/16-C

Project Category and Title	Implementing Agency	STP	CMAQ	Total STP/CMAQ	Total Other TE/RTIP/CMIA	Total Cycle 1
<b>T4 FIRST CYCLE PROGRAMMING</b>		<b>\$299,450,747</b>	<b>\$263,058,229</b>	<b>\$562,508,976</b>	<b>\$103,882,000</b>	<b>\$666,390,976</b>
Marin Strawberry Point School - Strawberry Drive Pedestrian Imps	TAM		\$475,000	\$475,000	\$0	\$475,000
Napa County Safe Routes to School Program Expansion	NCTPA		\$315,000	\$315,000	\$0	\$315,000
San Francisco Safe Routes to School Education and Outreach	SF Dept. of Public Health		\$500,000	\$500,000	\$0	\$500,000
Sunset and AP Giannini Safe Routes to School Improvements	SFMTA		\$579,000	\$579,000	\$0	\$579,000
San Mateo County Safe Routes to School Program	CCAG	\$150,000	\$1,279,000	\$1,429,000	\$0	\$1,429,000
Mountain View VERBS Program	Mountain View		\$500,000	\$500,000	\$0	\$500,000
Palo Alto Safe Routes to School	Palo Alto		\$528,000	\$528,000	\$0	\$528,000
San Jose Walk N' Roll - Non Infrastructure	San Jose		\$943,000	\$943,000	\$0	\$943,000
San Jose Walk N' Roll - Safe Access	San Jose		\$568,000	\$568,000	\$0	\$568,000
Santa Clara VERBS Program	Santa Clara (City)		\$500,000	\$500,000	\$0	\$500,000
Santa Clara County Safe Routes to School Program	Santa Clara County		\$1,000,000	\$1,000,000	\$0	\$1,000,000
Suisun City - Grizzly Island Trail	Suisun City		\$300,000	\$300,000	\$0	\$300,000
STA - Solano County Safe Routes to School Program	STA	\$35,000	\$607,000	\$642,000	\$0	\$642,000
Sonoma County-wide Safe Routes to Schools Improvements	Sonoma County	\$150,000	\$884,000	\$1,034,000	\$0	\$1,034,000
<b>SUBTOTAL</b>		<b>\$1,885,935</b>	<b>\$13,114,065</b>	<b>\$15,000,000</b>	<b>\$0</b>	<b>\$15,000,000</b>
<b>Innovative Grants</b>						
Berkeley Transportation Action Plan (B-TAP)	Berkeley		\$2,000,000	\$2,000,000	\$0	\$2,000,000
Shore Power Initiative	Port of Oakland		\$3,000,000	\$3,000,000	\$0	\$3,000,000
Local Government Electric Vehicle (EV) Fleet Replacement	Alameda County		\$2,808,000	\$2,808,000	\$0	\$2,808,000
Bicycle-Sharing Pilot Program	BAAQMD		\$4,379,000	\$4,379,000	\$0	\$4,379,000
Bicycle-Sharing Program (Phase II)	BAAQMD/MTC	\$0	\$24,000	\$24,000	\$0	\$24,000
Bicycle Sharing in Emerging Communities	TBD		\$4,500,000	\$4,500,000	\$0	\$4,500,000
San Mateo Bicycle/Pedestrian Improvements	San Mateo (City)		\$500,000	\$500,000	\$0	\$500,000
To Be Determined \$400,000 Redirected to OBAG 2 PCA Program in Nov 2015	TBD Various		\$13,000	\$13,000	\$0	\$13,000
Cold-In-Place (CIP) Pavement Recycling	City of Napa	\$2,000,000		\$2,000,000	\$0	\$2,000,000
Bus Automated Vehicle Locators (AVLs)	Santa Rosa		\$600,000	\$600,000	\$0	\$600,000
Dynamic Rideshare	SCTA		\$2,375,000	\$2,375,000	\$0	\$2,375,000
eFleet: Electric Vehicle (EV) Car Sharing Electrified	SFCTA	\$0	\$1,700,000	\$1,700,000	\$0	\$1,700,000
Public-Private Partnership TDM	SFCTA		\$750,000	\$750,000	\$0	\$750,000
Sfgo	SFMTA		\$20,000,000	\$20,000,000	\$0	\$20,000,000
TDM Strategies for Redwood City	SamTrans		\$1,487,000	\$1,487,000	\$0	\$1,487,000
San Jose Transportation Demand Management	San Jose		\$1,500,000	\$1,500,000	\$0	\$1,500,000
Stewart's Point Rancheria Inter-tribal Electric Vehicle Implementation (Exchange)	Stewart's Point Rancheria		\$0	\$0	\$376,000	\$376,000
<b>SUBTOTAL</b>		<b>\$2,000,000</b>	<b>\$45,636,000</b>	<b>\$47,636,000</b>	<b>\$376,000</b>	<b>\$48,012,000</b>
<b>Climate Action Program Evaluation</b>						
Climate Action Program Evaluation	MTC		\$3,200,000	\$3,200,000	\$0	\$3,200,000
<b>SUBTOTAL</b>		<b>\$0</b>	<b>\$3,200,000</b>	<b>\$3,200,000</b>	<b>\$0</b>	<b>\$3,200,000</b>
<b>4. CLIMATE CHANGE INITIATIVES (CCI)</b>		<b>TOTAL:</b>	<b>\$3,885,935</b>	<b>\$78,338,065</b>	<b>\$82,224,000</b>	<b>\$376,000</b>
<b>5. REGIONAL BICYCLE PROGRAM (RBP) *</b>						
<b>Bike/Ped Program</b>						
<i>Specific projects TBD by County CMAQs</i>						
Bicycle - Alameda - Block Grant RBP Implementation	ACTC	\$153,000		\$153,000	\$0	\$153,000
Bicycle - Contra Costa - Block Grant RBP Implementation	CCCTA	\$47,000		\$47,000	\$0	\$47,000
Bicycle - Marin - Block Grant RBP Implementation	TAM	\$66,000		\$66,000	\$0	\$66,000
Bicycle - Napa - Block Grant RBP Implementation	NCTPA	\$24,000		\$24,000	\$0	\$24,000
Bicycle - San Francisco - Block Grant RBP Implementation	SFCTA	\$55,000		\$55,000	\$0	\$55,000
Bicycle - San Mateo - Block Grant RBP Implementation	SMCCAG	\$70,000		\$70,000	\$0	\$70,000
Bicycle - Santa Clara - Block Grant RBP Implementation	SCVTA	\$186,000		\$186,000	\$0	\$186,000
Bicycle - Solano - Block Grant RBP Implementation	STA	\$54,000		\$54,000	\$0	\$54,000
Bicycle - Sonoma - Block Grant RBP Implementation	SCTA	\$49,000		\$49,000	\$0	\$49,000
Albany - Buchanan Street Bicycle and Pedestrian Path	Albany		\$1,702,000	\$1,702,000	\$0	\$1,702,000
Oakland - Various Streets Resurfacing and Bike Lanes (Complete Streets)	Oakland	\$435,000		\$435,000	\$0	\$435,000
Pleasanton - Foothill Road at I-580 Bicycle Lane Gap Closure	Pleasanton		\$709,000	\$709,000	\$0	\$709,000
Union City Blvd Bicycle Lanes Phase I	Union City		\$860,000	\$860,000	\$0	\$860,000
Concord - Monument Blvd Corridor Shared Use Trail	Concord		\$486,000	\$486,000	\$0	\$486,000
Concord - Monument Blvd Corridor Pedestrian and Bikeway Network	Concord		\$180,000	\$180,000	\$0	\$180,000
Pittsburg - North Parkside Drive Bicycle & Pedestrian Facilities	Pittsburg		\$900,000	\$900,000	\$0	\$900,000
Richmond - Barrett Avenue Bicycle Lanes	Richmond		\$600,000	\$600,000	\$0	\$600,000
Larkspur - Dougherty Drive Bikeway	Larkspur		\$85,000	\$85,000	\$0	\$85,000
Sausalito - US 101 Off-Ramp/Brideway/Gate 6 Bicycle Traffic Imps	Sausalito		\$88,000	\$88,000	\$0	\$88,000
TAM - Central Marin Ferry Connection	TAM		\$1,410,000	\$1,410,000	\$0	\$1,410,000
Napa - Lincoln Avenue Bicycle Lanes	City of Napa		\$170,000	\$170,000	\$0	\$170,000
Napa - California Blvd Bicycle Lanes	City of Napa		\$200,000	\$200,000	\$0	\$200,000
Napa County - Valley Vine Trail Bicycle Path	NCTPA		\$211,000	\$211,000	\$0	\$211,000
San Francisco - Marina Green Trail Improvements	SFDPAW		\$988,000	\$988,000	\$0	\$988,000
San Francisco - Cargo Way Bicycle Improvements	Port of San Francisco		\$185,000	\$185,000	\$0	\$185,000
Half Moon Bay - SR-1 Bicycle / Pedestrian Trail	Half Moon Bay		\$420,000	\$420,000	\$0	\$420,000
Redwood City - Bair Island Bay Trail Gap Closure	Redwood City		\$337,000	\$337,000	\$0	\$337,000
Redwood City - Skyway/Shoreway Bicycle Lanes and Imps.	Redwood City		\$256,000	\$256,000	\$0	\$256,000
South San Francisco - Bicycle Lanes Gap Closure	South San Francisco		\$261,000	\$261,000	\$0	\$261,000
Campbell Ave Bicycle Lane and Sidewalk	Campbell		\$424,000	\$424,000	\$0	\$424,000
Gilroy - Western Ronan Channel and Lions Creek Bicycle/Ped Trail	Gilroy		\$672,000	\$672,000	\$0	\$672,000
San Jose - Los Gatos Creek Reach 5 Trail	San Jose		\$1,200,000	\$1,200,000	\$0	\$1,200,000
San Jose San Carlos Multimodal Streetscape - Phase II	San Jose	\$50,000		\$50,000	\$0	\$50,000
Santa Clara - San Tomas Aquino Creek Trail Reach 4 Trail Imps	Santa Clara City		\$1,258,000	\$1,258,000	\$0	\$1,258,000
Santa Clara - San Tomas Aquino Creek Spur Trail Imps	Santa Clara City		\$1,081,000	\$1,081,000	\$0	\$1,081,000
Sunnyvale - Hendy Ave Improvements (Complete Streets)	Sunnyvale	\$437,000		\$437,000	\$0	\$437,000
Fairfield - Linear Park Path Alternate Route (Nightingale Drive)	Fairfield		\$221,000	\$221,000	\$0	\$221,000
Suisun City - Grizzly Island Trail Project	Suisun City		\$814,000	\$814,000	\$0	\$814,000
Healdsburg - Foss Creek New Pathway Segment 6	Healdsburg	\$876,000		\$876,000	\$0	\$876,000
Santa Rosa - SMART/College Ave Bike/Ped Pathway	Santa Rosa		\$948,000	\$948,000	\$0	\$948,000
Sonoma County - SMART Hearn Ave Bike/Ped Trail	Sonoma Co. Reg Parks		\$620,000	\$620,000	\$0	\$620,000
Berkeley Bay Trail (TE)	Bekeley		\$0	\$0	\$1,557,000	\$1,557,000
Pleasant Hill Road Bicycle/Pedestrian Safety Improvements (TE)	Lafayette		\$0	\$0	\$1,009,000	\$1,009,000
Sir Francis Drake Class II Bike Lane (TE)	Marin Couty		\$0	\$0	\$294,000	\$294,000
North Yountville Bike Route and Sidewalk Extension (TE)	Yountville		\$0	\$0	\$183,000	\$183,000
San Francisco Bicycle Parking Program (Mission/Citywide) (TE)	San Francisco MTA		\$0	\$0	\$235,000	\$235,000
Church and Duboce Bicycle / Ped Enhancements	San Francisco MTA		\$0	\$0	\$388,000	\$388,000
San Francisco - Pedestrian Safety & Encouragement Campaign	San Francisco MTA		\$0	\$0	\$174,000	\$174,000

## Attachment B

MTC Resolution No. 3925, Attachment B

Adopted: 10/28/09-C

Revised: 12/16/09-C

## METROPOLITAN TRANSPORTATION COMMISSION

## T4 New Federal Act FIRST CYCLE Programming

## STP/CMAQ/TE/RTIP/CMIA Funding \*\*

## MTC Resolution 3925

## Project List\*\*\*

## Attachment B

May 25, 2016

07/28/10-C 09/22/10-C 10/27/10-C 02/23/10-C

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02/27/13-C 05/22/13-C 09/25/13-C 12/18/13-C

02/26/14-C 03/26/14-C 04/23/14-C 05/28/14-C

07/23/14-C 11/19/14-C 12/17/14-C 01/28/15-C

05/27/15-C 09/23/15-C 05/25/16-C

Project Category and Title	Implementing Agency	STP	CMAQ	Total STP/CMAQ	Total Other TE/RTIP/CMIA	Total Cycle 1
<b>T4 FIRST CYCLE PROGRAMMING</b>		<b>\$299,450,747</b>	<b>\$263,058,229</b>	<b>\$562,508,976</b>	<b>\$103,882,000</b>	<b>\$666,390,976</b>
San Mateo County Bicycle/Pedestrian Enhancements (TE)	San Mateo County			\$0	\$200,000	\$200,000
Bayshore Bicycle Lane	Brisbane			\$0	\$627,000	\$627,000
Gilroy Schools Pedestrian and Bicycle Lane Access Improvements (TE)	Gilroy			\$0	\$697,000	\$697,000
Safe Routes to Schools, Pedestrian and Bicycle Improvements (TE)	Los Altos Hills			\$0	\$467,000	\$467,000
Campbell Hacienda Avenue Streetscape and Bicycle Imps (TE)	Campbell			\$0	\$159,000	\$159,000
Milpitas Escuela Parkway Bicycle and Pedestrian Enhancements (TE)	Milpitas			\$0	\$501,000	\$501,000
Fairfield/Vacaville Station Ped and Bicycle Track Crossing Enhancements (TE)	Fairfield			\$0	\$400,000	\$400,000
Dixon West B Street Bike/Ped Undercrossing (TE)	STA			\$0	\$77,000	\$77,000
Copeland Creek Bicycle Path Reconstruction (TE)	Rohnert Park			\$0	\$581,000	\$581,000
<b>SUBTOTAL</b>		<b>\$2,502,000</b>	<b>\$17,286,000</b>	<b>\$19,788,000</b>	<b>\$7,549,000</b>	<b>\$27,337,000</b>
<b>5. REGIONAL BICYCLE PROGRAM (RBP)</b>		<b>\$2,502,000</b>	<b>\$17,286,000</b>	<b>\$19,788,000</b>	<b>\$7,549,000</b>	<b>\$27,337,000</b>
* NOTE: Regional Bicycle Program STP fund administered by County CMAAs as part of the Block Grant Program.						
* NOTE: Regional Bicycle Program TE funds to be programmed by County CMAAs in 2010 RTIP						
<b>6. TRANSPORTATION FOR LIVABLE COMMUNITIES (TLC) *</b>						
<b>TLC / Station Area Planning Implementation</b>						
ABAG Station Area Planning Implementation	ABAG	\$450,000		\$450,000	\$0	\$450,000
MTC Station Area Planning Implementation	MTC	\$402,110		\$402,110	\$0	\$402,110
<b>Station Area Plans</b>						
Central Fremont – City Center	Fremont	\$224,000		\$224,000	\$0	\$224,000
South Fremont/Warm Springs BART Station	Fremont	\$276,000		\$276,000	\$0	\$276,000
Walnut Creek BART	Walnut Creek	\$500,000		\$500,000	\$0	\$500,000
San Francisco Central Corridor, So. segment of the Central Subway	San Francisco	\$68,000		\$68,000	\$0	\$68,000
San Francisco Market Street (Steuart St. to Octavia Blvd.)	San Francisco	\$300,000		\$300,000	\$0	\$300,000
Downtown South San Francisco / Caltrain Station	South San Francisco	\$600,000		\$600,000	\$0	\$600,000
Lawrence Station Area / Sunnyvale and Santa Clara	Sunnyvale	\$450,000		\$450,000	\$0	\$450,000
<b>Priority Development Area (PDA) Planning</b>						
Alameda Naval Air Station	Alameda (City)	\$200,000		\$200,000	\$0	\$200,000
Ashland East 14th Street/Mission Blvd	Alameda County	\$400,000		\$400,000	\$0	\$400,000
Warm Springs/South Fremont BART	Fremont	\$300,000		\$300,000	\$0	\$300,000
Concord Downtown BART	Concord	\$480,000		\$480,000	\$0	\$480,000
Concord Naval Weapons Station/N. Concord BART	Concord	\$240,000		\$240,000	\$0	\$240,000
South Richmond	Richmond	\$496,000		\$496,000	\$0	\$496,000
Treasure Island Mobility Management	San Francisco	\$500,000		\$500,000	\$0	\$500,000
San Francisco Central Corridor EIR Augmentation	San Francisco	\$200,000		\$200,000	\$0	\$200,000
El Camino/San Antonio	Mountain View	\$400,000		\$400,000	\$0	\$400,000
Central Rohnert Park	Rohnert Park	\$448,000		\$448,000	\$0	\$448,000
<b>PDA Implementation Studies/Forums</b>	<b>MTC</b>	<b>\$350,500</b>		<b>\$350,500</b>	<b>\$0</b>	<b>\$350,500</b>
MTC PDA Planning Implementation	MTC	\$1,101,000		\$1,101,000	\$0	\$1,101,000
ABAG PDA Planning Implementation	ABAG	\$609,890		\$609,890	\$0	\$609,890
<b>Unprogrammed (PDA) Planning Reserve</b>	<b>MTC</b>	<b>\$1,299</b>		<b>\$1,299</b>	<b>\$0</b>	<b>\$1,299</b>
Smart Growth Technical Assistance Program	MTC	\$360,000		\$360,000	\$0	\$360,000
<b>SUBTOTAL</b>		<b>\$9,005,000</b>	<b>\$0</b>	<b>\$9,005,000</b>	<b>\$0</b>	<b>\$9,005,000</b>
<b>Transit Oriented Development (TOD)</b>						
SF Park Parking Pricing (Transit Oriented Affordable Housing Exchange)	SFMTA		\$10,000,000	\$10,000,000	\$0	\$10,000,000
<b>SUBTOTAL</b>		<b>\$0</b>	<b>\$10,000,000</b>	<b>\$10,000,000</b>	<b>\$0</b>	<b>\$10,000,000</b>
<b>Regional Transportation for Livable Communities (TLC) Program</b>						
West Dublin BART Station Golden Gate Dr Streetscape Enhancements	BART		\$860,000	\$860,000	\$0	\$860,000
Berkeley Downtown BART Plaza and Transit Area Imps	BART / Berkeley		\$1,805,000	\$1,805,000	\$0	\$1,805,000
West Dublin BART Station Golden Gate Dr Streetscape Enhancements	Dublin		\$647,000	\$647,000	\$0	\$647,000
South Hayward BART / Dixon St Streetscape and Access Imps	Hayward		\$1,800,000	\$1,800,000	\$0	\$1,800,000
Livermore RxR Depot Restoration (for Livermore Land Banking)	Livermore		\$2,500,000	\$2,500,000	\$0	\$2,500,000
Lakeside Complete Streets and Road Diet	Oakland		\$2,200,000	\$2,200,000	\$0	\$2,200,000
San Leandro BART-Downtown Pedestrian Interface Imp	San Leandro		\$4,610,000	\$4,610,000	\$0	\$4,610,000
Union City Intermodal Station East Plaza	Union City		\$4,450,000	\$4,450,000	\$0	\$4,450,000
Richmond Nevin Avenue Imps	Richmond		\$2,654,000	\$2,654,000	\$0	\$2,654,000
SF South of Market Alleyways Imp, Phase 2	San Francisco		\$1,381,000	\$1,381,000	\$0	\$1,381,000
SF 24th Street/Mission BART Plaza and Pedestrian Imps	San Francisco		\$2,109,000	\$2,109,000	\$0	\$2,109,000
SF Market and Haight Street Transit and Pedestrian Imps	San Francisco	\$2,800,000		\$2,800,000	\$0	\$2,800,000
SF Phelan Public Plaza and Transit-Oriented Development	San Francisco	\$1,120,000		\$1,120,000	\$0	\$1,120,000
San Carlos East Side Community Transit Connectivity	San Carlos		\$2,221,000	\$2,221,000	\$0	\$2,221,000
San Mateo Delaware Street Bike Path and Streetscape	San Mateo		\$605,000	\$605,000	\$0	\$605,000
San Jose The Alameda - A Plan for The Beautiful Way	San Jose	\$3,132,000		\$3,132,000	\$0	\$3,132,000
San Jose San Fernando Street Enhanced Bikeway and Pedestrian Access	San Jose	\$1,425,000		\$1,425,000	\$0	\$1,425,000
San Jose San Carlos Multimodal Streetscape - Phase II	San Jose	\$2,024,000		\$2,024,000	\$0	\$2,024,000
Vallejo Downtown Streetscape Phase 3	Vallejo		\$400,000	\$400,000	\$0	\$400,000
Cotati Train Depot	Cotati		\$1,516,000	\$1,516,000	\$0	\$1,516,000
Petaluma Boulevard South Road Diet	Petaluma		\$708,000	\$708,000	\$0	\$708,000
Santa Rosa Downtown Station Area Utility Infrastructure Upgrade	Santa Rosa		\$1,045,000	\$1,045,000	\$0	\$1,045,000
<b>SUBTOTAL</b>		<b>\$10,501,000</b>	<b>\$31,511,000</b>	<b>\$42,012,000</b>	<b>\$0</b>	<b>\$42,012,000</b>
<b>County Transportation for Livable Communities (TLC) Program</b>						
<i>Specific projects TBD by CMAAs</i>						
County TLC - Alameda - Block Grant TLC Implementation	ACTC	\$238,000		\$238,000	\$0	\$238,000
County TLC - Contra Costa - Block Grant TLC Implementation	CCTA	\$83,000		\$83,000	\$0	\$83,000
County TLC - Marin - Block Grant TLC Implementation	TAM	\$40,000		\$40,000	\$0	\$40,000
County TLC - Napa - Block Grant TLC Implementation	NCTPA	\$22,000		\$22,000	\$0	\$22,000
County TLC - San Francisco - Block Grant TLC Implementation	SFCTA	\$125,000		\$125,000	\$0	\$125,000
County TLC - San Mateo - Block Grant TLC Implementation	SMCCAG	\$115,000		\$115,000	\$0	\$115,000
County TLC - Santa Clara - Block Grant TLC Implementation	SCVTA	\$285,000		\$285,000	\$0	\$285,000
County TLC - Solano - Block Grant TLC Implementation	STA	\$67,000		\$67,000	\$0	\$67,000
County TLC - Sonoma - Block Grant TLC Implementation	SCTA	\$47,000		\$47,000	\$0	\$47,000

## Attachment B

MTC Resolution No. 3925, Attachment B

Adopted: 10/28/09-C

Revised: 12/16/09-C

## METROPOLITAN TRANSPORTATION COMMISSION

## T4 New Federal Act FIRST CYCLE Programming

## STP/CMAQ/TE/RTIP/CMIA Funding \*\*

## MTC Resolution 3925

## Project List\*\*\*

## Attachment B

May 25, 2016

07/28/10-C 09/22/10-C 10/27/10-C 02/23/10-C  
 03/23/11-C 05/25/11-C 06/22/11-C 09/28/11-C  
 10/26/11-C 01/25/12-C 02/22/12-C 03/28/12-C  
 04/25/12-C 06/27/12-C 07/25/12-C 09/26/12-C  
 02/27/13-C 05/22/13-C 09/25/13-C 12/18/13-C  
 02/26/14-C 03/26/14-C 04/23/14-C 05/28/14-C  
 07/23/14-C 11/19/14-C 12/17/14-C 01/28/15-C  
 05/27/15-C 09/23/15-C 05/25/16-C

Project Category and Title	Implementing Agency	STP	CMAQ	Total STP/CMAQ	Total Other TE/RTIP/CMIA	Total Cycle 1
<b>T4 FIRST CYCLE PROGRAMMING</b>		<b>\$299,450,747</b>	<b>\$263,058,229</b>	<b>\$562,508,976</b>	<b>\$103,882,000</b>	<b>\$666,390,976</b>
BART - MacArthur Station Entry Plaza Renovation	BART		\$625,000	\$625,000	\$0	\$625,000
Fremont - Midtown Catalyst Project	Fremont		\$1,600,000	\$1,600,000	\$0	\$1,600,000
Livermore - Downtown Livermore Iron Horse Trail	Livermore		\$1,566,000	\$1,566,000	\$0	\$1,566,000
Livermore - Downtown Livermore Lighting Fixtures Retrofit	Livermore		\$176,000	\$176,000	\$0	\$176,000
Oakland - MacArthur Blvd Streetscape	Oakland		\$1,700,000	\$1,700,000	\$0	\$1,700,000
El Cerrito - Central Ave & Liberty St Streetscape	El Cerrito		\$816,000	\$816,000	\$0	\$816,000
Lafayette - Downtown Pedestrian, Bicycle & Streetscape	Lafayette		\$1,690,000	\$1,690,000	\$0	\$1,690,000
Richmond Transit Village: Nevin Ave and BART Station Bike/Ped Imps	Richmond		\$1,217,000	\$1,217,000	\$0	\$1,217,000
Marin County - Various Bicycle/Ped Improvements	Marin County		\$970,000	\$970,000	\$0	\$970,000
American Canyon - PDA Development Plan	American Canyon	\$318,000		\$318,000	\$0	\$318,000
American Canyon - Theresa Avenue Sidewalk Imps. Phase II	American Canyon		\$200,000	\$200,000	\$0	\$200,000
San Francisco - Folsom Streetscape (Complete Streets)	SFPDPW	\$1,065,000		\$1,065,000	\$0	\$1,065,000
SF Market and Haight Street Transit and Pedestrian Imps	San Francisco		\$948,000	\$948,000	\$0	\$948,000
San Francisco - Broadway Streetscape Phase III (Complete Streets)	SFPDPW	\$1,104,000		\$1,104,000	\$0	\$1,104,000
Burlingame - Burlingame Ave. and Broadway Districts Streetscape	Burlingame		\$301,000	\$301,000	\$0	\$301,000
Daly City - Citywide Accessibility Improvements	Daly City		\$420,000	\$420,000	\$0	\$420,000
Millbrae - El Camino Real/Victoria Pedestrian Enhancement	Millbrae		\$355,000	\$355,000	\$0	\$355,000
San Bruno - Transit Corridor Pedestrian Connection Imps.	San Bruno		\$263,000	\$263,000	\$0	\$263,000
San Bruno - Street Medians and Grand Boulevard Imps	San Bruno		\$654,000	\$654,000	\$0	\$654,000
San Mateo - El Camino Real Phase 1 Improvements	San Mateo		\$503,000	\$503,000	\$0	\$503,000
Campbell - Winchester Blvd Streetscape Phase II	Campbell		\$1,500,000	\$1,500,000	\$0	\$1,500,000
Milpitas - Abel Street Pedestrian Improvements	Milpitas		\$788,000	\$788,000	\$0	\$788,000
VTA - US 101 Capitol Expressway (Exchange) ****	Santa Clara VTA	\$1,100,000		\$1,100,000	\$0	\$1,100,000
Santa Clara Co. - Almaden Expwy Bicycle Signal Detection (Complete Streets)	Santa Clara Co.		\$500,000	\$500,000	\$0	\$500,000
Saratoga - Saratoga Village Ped Enhancement Phase 2	Saratoga		\$1,161,000	\$1,161,000	\$0	\$1,161,000
Sunnyvale - Hendy Avenue Improvements (Complete Streets)	Sunnyvale	\$523,000		\$523,000	\$0	\$523,000
Sunnyvale - Downtown Streetscape	Sunnyvale		\$594,000	\$594,000	\$0	\$594,000
Vallejo - Streetscapes Improvements	Vallejo		\$1,277,000	\$1,277,000	\$0	\$1,277,000
Cotati - Downtown Streetscape	Cotati		\$1,100,000	\$1,100,000	\$0	\$1,100,000
Cotati Train Depot	Cotati		\$200,000	\$200,000	\$0	\$200,000
<b>SUBTOTAL</b>		<b>\$5,132,000</b>	<b>\$21,124,000</b>	<b>\$26,256,000</b>	<b>\$0</b>	<b>\$26,256,000</b>
<b>6. TRANSPORTATION FOR LIVABLE COMMUNITIES (TLC)</b>	<b>TOTAL:</b>	<b>\$24,638,000</b>	<b>\$62,635,000</b>	<b>\$87,273,000</b>	<b>\$0</b>	<b>\$87,273,000</b>
* NOTE: Two thirds of the TLC Program administered by MTC. One third administered by County CMAAs, as part of the Block Grant Program.						
<b>7. LOCAL STREETS AND ROADS (LSR)</b>						
<b>Pavement Technical Advisory Program (PTAP)</b>	MTC	\$4,500,000		\$4,500,000	\$0	\$4,500,000
<b>Pavement Management Program (PMP)</b>	MTC	\$1,500,000		\$1,500,000	\$0	\$1,500,000
<b>SUBTOTAL</b>		<b>\$6,000,000</b>	<b>\$0</b>	<b>\$6,000,000</b>	<b>\$0</b>	<b>\$6,000,000</b>
<b>Federal Aid Secondary (FAS) Commitment *</b>						
<i>Specific projects TBD by Counties</i>						
Alameda County - Rural Roads Pavement Rehabilitation	Alameda County	\$2,135,000		\$2,135,000	\$0	\$2,135,000
Contra Costa - Kirker Pass Road Overlay	Contra Costa County	\$1,611,000		\$1,611,000	\$0	\$1,611,000
Marin County - Novato Boulevard Resurfacing	Marin County	\$1,006,000		\$1,006,000	\$0	\$1,006,000
Napa County - Silverado Trail Pavement Rehabilitation	Napa County	\$312,000		\$312,000	\$0	\$312,000
Napa County - Various Streets Rehabilitation	Napa County	\$1,114,000		\$1,114,000	\$0	\$1,114,000
San Mateo County - Pescadero Creek Road Resurfacing	San Mateo County	\$1,070,000		\$1,070,000	\$0	\$1,070,000
Santa Clara County - Various Streets and Roads Pavement Rehabilitation	Santa Clara County	\$2,041,000		\$2,041,000	\$0	\$2,041,000
Solano County - Pavement Overlay Program	Solano County	\$1,807,000		\$1,807,000	\$0	\$1,807,000
Sonoma County - Various Streets and Roads Asphalt Overlay	Sonoma County	\$3,917,000		\$3,917,000	\$0	\$3,917,000
<b>SUBTOTAL</b>		<b>\$15,013,000</b>	<b>\$0</b>	<b>\$15,013,000</b>	<b>\$0</b>	<b>\$15,013,000</b>
<b>Local Streets and Roads (LSR) Rehabilitation **</b>						
<i>Specific projects TBD by CMAAs</i>						
LS&R Rehab - Alameda - Block Grant LS&R Implementation	ACTC	\$662,000		\$662,000	\$0	\$662,000
LS&R Rehab - Contra Costa - Block Grant LS&R Implementation	CCTA	\$215,000		\$215,000	\$0	\$215,000
LS&R Rehab - Marin - Block Grant LS&R Implementation	TAM	\$97,000		\$97,000	\$0	\$97,000
LS&R Rehab - Napa - Block Grant LS&R Implementation	NCTPA	\$75,000		\$75,000	\$0	\$75,000
LS&R Rehab - San Francisco - Block Grant LS&R Implementation	SFCTA	\$310,000		\$310,000	\$0	\$310,000
LS&R Rehab - San Mateo - Block Grant LS&R Implementation	SMCCAG	\$272,000		\$272,000	\$0	\$272,000
LS&R Rehab - Santa Clara - Block Grant LS&R Implementation	SCVTA	\$689,000		\$689,000	\$0	\$689,000
LS&R Rehab - Solano - Block Grant LS&R Implementation	STA	\$259,000		\$259,000	\$0	\$259,000
LS&R Rehab - Sonoma - Block Grant LS&R Implementation	SCTA	\$229,000		\$229,000	\$0	\$229,000
Alameda - Otis Drive Reconstruction	Alameda (City)	\$837,000		\$837,000	\$0	\$837,000
Alameda County - Central County Pavement Rehabilitation	Alameda County	\$1,121,000		\$1,121,000	\$0	\$1,121,000
Albany - Pierce Street Pavement Rehabilitation	Albany	\$117,000		\$117,000	\$0	\$117,000
Berkeley - Sacramento Street Rehabilitation	Berkeley	\$955,000		\$955,000	\$0	\$955,000
Dublin - Citywide Street Resurfacing	Dublin	\$547,000		\$547,000	\$0	\$547,000
Fremont - Various Streets Pavement Rehabilitation	Fremont	\$2,706,550		\$2,706,550	\$0	\$2,706,550
Fremont - Osgood Road Rehabilitation	Fremont	\$431,450		\$431,450	\$0	\$431,450
Hayward - Various Streets Pavement Rehabilitation	Hayward	\$1,336,000		\$1,336,000	\$0	\$1,336,000
Livermore - Various Streets Rehabilitation	Livermore	\$1,028,000		\$1,028,000	\$0	\$1,028,000
Newark - Cedar Blvd and Jarvis Ave Pavement Rehab	Newark	\$682,000		\$682,000	\$0	\$682,000
Oakland - Resurfacing and Bike Lanes (Complete Streets)	Oakland	\$3,617,000		\$3,617,000	\$0	\$3,617,000
Pleasanton - Various Streets Pavement Rehabilitation	Pleasanton	\$876,000		\$876,000	\$0	\$876,000
San Leandro - Marina Blvd Street Rehabilitation	San Leandro	\$807,000		\$807,000	\$0	\$807,000
Union City - Dyer Street Rehabilitation	Union City	\$861,000		\$861,000	\$0	\$861,000
Antioch - Hillcrest, Putnam and Contra Loma Pavement Rehab	Antioch	\$1,907,000		\$1,907,000	\$0	\$1,907,000
Brentwood - Various Streets Overlay	Brentwood	\$823,000		\$823,000	\$0	\$823,000
Concord - Concord Blvd Pavement Rehabilitation Sixth-Grazier	Concord	\$2,147,000		\$2,147,000	\$0	\$2,147,000
Contra Costa - Countywide Arterial Micro Surface Project	Contra Costa County	\$2,121,000		\$2,121,000	\$0	\$2,121,000
Pittsburg - Railroad Avenue Pavement Rehabilitation	Pittsburg	\$848,000		\$848,000	\$0	\$848,000
Richmond - Dornan Drive/Garrard Blvd Tunnel Rehabilitation	Richmond	\$500,000		\$500,000	\$0	\$500,000
San Ramon - Alcosta Boulevard Pavement Rehabilitation	San Ramon	\$825,000		\$825,000	\$0	\$825,000
Walnut Creek - Various Arterials and Collectors Rehabilitation	Walnut Creek	\$1,856,000		\$1,856,000	\$0	\$1,856,000

## Attachment B

MTC Resolution No. 3925, Attachment B

Adopted: 10/28/09-C

Revised: 12/16/09-C

## METROPOLITAN TRANSPORTATION COMMISSION

## T4 New Federal Act FIRST CYCLE Programming

## STP/CMAQ/TE/RTIP/CMIA Funding \*\*

## MTC Resolution 3925

## Project List\*\*\*

## Attachment B

May 25, 2016

07/28/10-C 09/22/10-C 10/27/10-C 02/23/10-C  
 03/23/11-C 05/25/11-C 06/22/11-C 09/28/11-C  
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 02/27/13-C 05/22/13-C 09/25/13-C 12/18/13-C  
 02/26/14-C 03/26/14-C 04/23/14-C 05/28/14-C  
 07/23/14-C 11/19/14-C 12/17/14-C 01/28/15-C  
 05/27/15-C 09/23/15-C 05/25/16-C

Project Category and Title	Implementing Agency	STP	CMAQ	Total STP/CMAQ	Total Other TE/RTIP/CMIA	Total Cycle 1
<b>T4 FIRST CYCLE PROGRAMMING</b>		<b>\$299,450,747</b>	<b>\$263,058,229</b>	<b>\$562,508,976</b>	<b>\$103,882,000</b>	<b>\$666,390,976</b>
Marin County - Southern Marin Road Rehabilitation	Marin County	\$1,196,000		\$1,196,000	\$0	\$1,196,000
Mill Valley - Edgewood Avenue Resurfacing	Mill Valley	\$123,000		\$123,000	\$0	\$123,000
San Rafael - Citywide Street Resurfacing	San Rafael	\$1,019,000		\$1,019,000	\$0	\$1,019,000
Napa - Linda Vista Pavement Overlay	City of Napa	\$654,000		\$654,000	\$0	\$654,000
Napa - Cape Seal Pavement Rehabilitation	City of Napa	\$625,000		\$625,000	\$0	\$625,000
Napa County - Silverado Trail Pavement Rehabilitation	Napa County	\$526,000		\$526,000	\$0	\$526,000
San Francisco - Folsom Streetscape (Complete Streets)	SFPDPW	\$3,200,000		\$3,200,000	\$0	\$3,200,000
San Francisco - Second Street Phase 1 - Sfgo Signal Rehabilitation	SFPDPW	\$530,000		\$530,000	\$0	\$530,000
San Francisco - Broadway Streetscape Phase III (Complete Streets)	SFPDPW	\$350,000		\$350,000	\$0	\$350,000
San Francisco - Citywide San Francisco Street Improvements	SFPDPW	\$3,368,000		\$3,368,000	\$0	\$3,368,000
Burlingame - Street Resurfacing Program 2010-11	Burlingame	\$308,000		\$308,000	\$0	\$308,000
Daly City - Various Streets Rehabilitation	Daly City	\$1,058,000		\$1,058,000	\$0	\$1,058,000
Menlo Park - Various Streets Resurfacing	Menlo Park	\$385,000		\$385,000	\$0	\$385,000
Pacifica - Various Streets Pavement Rehabilitation	Pacifica	\$383,000		\$383,000	\$0	\$383,000
Redwood City - Various Streets Overlay	Redwood City	\$946,000		\$946,000	\$0	\$946,000
San Bruno Various Streets Resurfacing	San Bruno	\$398,000		\$398,000	\$0	\$398,000
San Carlos - Various Streets Pavement Rehabilitation	San Carlos	\$319,000		\$319,000	\$0	\$319,000
San Mateo - Various Streets Rehabilitation	San Mateo (City)	\$1,255,000		\$1,255,000	\$0	\$1,255,000
San Mateo County - Various Roads Resurfacing	San Mateo County	\$1,416,000		\$1,416,000	\$0	\$1,416,000
South San Francisco - Various Streets Resurfacing	So. San Francisco	\$712,000		\$712,000	\$0	\$712,000
Campbell - Citywide Arterial & Collector Street Rehab	Campbell	\$500,000		\$500,000	\$0	\$500,000
Cupertino - Various Streets Pavement Rehabilitation	Cupertino	\$500,000		\$500,000	\$0	\$500,000
Gilroy - Wren Ave and Church Street Resurfacing	Gilroy	\$614,000		\$614,000	\$0	\$614,000
Los Altos - San Antonio Road Microseal	Los Altos	\$259,000		\$259,000	\$0	\$259,000
Los Gatos - University Avenue Rehabilitation	Los Gatos	\$500,000		\$500,000	\$0	\$500,000
Mountain View - Church Street Improvements	Mountain View	\$530,000		\$530,000	\$0	\$530,000
Palo Alto - Various Streets Pavement Overlay	Palo Alto	\$549,000		\$549,000	\$0	\$549,000
San Jose - Various Streets Rehabilitation	San Jose	\$7,987,000		\$7,987,000	\$0	\$7,987,000
Santa Clara City - Various Streets Rehabilitation	Santa Clara (City)	\$1,163,000		\$1,163,000	\$0	\$1,163,000
Santa Clara County Roads Pavement Rehabilitation	Santa Clara County	\$1,157,000		\$1,157,000	\$0	\$1,157,000
Santa Clara County Expressways Pavement Rehabilitation	Santa Clara County	\$530,000		\$530,000	\$0	\$530,000
Saratoga - Various Streets and Roads Rehabilitation	Saratoga	\$500,000		\$500,000	\$0	\$500,000
Sunnyvale Ave/Old San Francisco Rd Reconstruction and Ped Enhancements	Sunnyvale	\$638,000		\$638,000	\$0	\$638,000
Sunnyvale - Hendy Avenue Improvements (Complete Streets)	Sunnyvale	\$1,117,000		\$1,117,000	\$0	\$1,117,000
Benicia - Columbus Parkway Overlay	Benicia	\$371,000		\$371,000	\$0	\$371,000
Fairfield - Various Streets Overlay	Fairfield	\$1,370,000		\$1,370,000	\$0	\$1,370,000
Solano County Pavement Overlay	Solano County	\$1,689,000		\$1,689,000	\$0	\$1,689,000
Suisun City - Pintail Drive Resurfacing	Suisun City	\$437,000		\$437,000	\$0	\$437,000
Vacaville - Various Streets Overlay	Vacaville	\$1,324,000		\$1,324,000	\$0	\$1,324,000
Vallejo - Citywide Street Overlay	Vallejo	\$1,595,000		\$1,595,000	\$0	\$1,595,000
Petaluma - Sonoma Mountain Parkway Rehabilitation	Petaluma	\$1,036,000		\$1,036,000	\$0	\$1,036,000
Rohnert Park - Arlen Dr and E. Cotati Ave Overlay	Rohnert Park	\$563,000		\$563,000	\$0	\$563,000
Santa Rosa - Various Streets Citywide Overlay	Santa Rosa	\$2,072,000		\$2,072,000	\$0	\$2,072,000
Sonoma County - Various Roads Pavement Preservation	Sonoma Co. TPW	\$4,912,000		\$4,912,000	\$0	\$4,912,000
Windsor - Hembree Lane Resurfacing	Windsor	\$348,000		\$348,000	\$0	\$348,000
<b>SUBTOTAL</b>		<b>\$80,789,000</b>	<b>\$0</b>	<b>\$80,789,000</b>	<b>\$0</b>	<b>\$80,789,000</b>
<b>7. LOCAL STREETS AND ROADS (LSR)</b>	<b>TOTAL:</b>	<b>\$101,802,000</b>	<b>\$0</b>	<b>\$101,802,000</b>	<b>\$0</b>	<b>\$101,802,000</b>

\* NOTE: Section 182.6(d)(2) of the California Streets and Highways Code requires that An amount not less than 110 percent of the amount that the county was apportioned under the Federal-Aid Secondary (FAS) program in federal fiscal year 1990-91 be apportioned for use by that county.

The FAS amounts in Cycle 1 represent the total annual FAS commitments for the entire 6-year period of the new federal act beginning in FY 2009-10. San Francisco does not have any routes designated FAS, and therefore is not entitled to any FAS share.

\*\* NOTE: Local Streets and Roads Rehab administered by County CMAAs as part of the Block Grant Program.

<b>8. REGIONAL STRATEGIC INVESTMENTS (RSI)</b>						
Richmond Rail Connector	Caltrans		\$6,330,000	\$6,330,000	\$0	\$6,330,000
GGBH&TD Preventive Maintenance (for Golden Gate Bridge Suicide Deterent)	GGBH&TD	\$5,000,000		\$5,000,000	\$0	\$5,000,000
Golden Gate Bridge Suicide Deterent	GGBH&TD	\$27,000,000		\$27,000,000	\$0	\$27,000,000
Doyle Drive/Presidio Parkway *****	Caltrans/SFCTA	\$34,000,000		\$34,000,000	\$0	\$34,000,000
SamTrans Preventive Maintenance (for Caltrain Right-Of-Way Payback)	SamTrans	\$15,942,309		\$15,942,309	\$0	\$15,942,309
SamTrans Bus Replacement (for Caltrain Right-Of-Way Payback)	SamTrans	\$1,085,808		\$1,085,808	\$0	\$1,085,808
SamTrans Advanced Comm. Sys. Upgrades (for Caltrain Right-Of-Way Payback)	SamTrans	\$2,260,796		\$2,260,796	\$0	\$2,260,796
SCL I-280 I/C Improvements	VTA	\$1,000,000		\$1,000,000	\$31,000,000	\$32,000,000
SCL I-280/Winchester I/C Modifications	VTA	\$500,000		\$500,000	\$0	\$500,000
<b>Small/Northern Operators (Transit Payback Commitment)</b>	Various					
Clipper Phase III Implementation	Various		\$2,691,476	\$2,691,476	\$0	\$2,691,476
<b>SUBTOTAL</b>		<b>\$86,788,913</b>	<b>\$9,021,476</b>	<b>\$95,810,389</b>	<b>\$31,000,000</b>	<b>\$126,810,389</b>
<b>8. REGIONAL STRATEGIC INVESTMENTS (RSI)</b>	<b>TOTAL:</b>	<b>\$86,788,913</b>	<b>\$9,021,476</b>	<b>\$95,810,389</b>	<b>\$31,000,000</b>	<b>\$126,810,389</b>

<b>9. LIFELINE TRANSPORTATION PROGRAM (LIFE)</b>						
<b>Transit Payback Commitment: Lifeline Transportation Program</b>						
Community Based Transportation Plan Updates	ACTC	\$475,000		\$475,000	\$0	\$475,000
Cherryland - Hathaway Avenue Transit Access Imps	Alameda County		\$430,000	\$430,000	\$0	\$430,000
East Bay Bus Rapid Transit Terminus/ San Leandro BART Imps	AC Transit		\$1,225,539	\$1,225,539	\$0	\$1,225,539
Baypoint - Canal Road Bike/Ped Imps	Contra Costa County		\$1,000,000	\$1,000,000	\$0	\$1,000,000
Richmond Easy Go Low-Income Mobility Access Imps	Richmond		\$203,291	\$203,291	\$0	\$203,291
Advanced Communications and Information System	GGBH&TD		\$233,728	\$233,728	\$0	\$233,728
Community Based Transportation Plan Updates	NCTPA	\$80,000		\$80,000	\$0	\$80,000
ADA Bus Stop Upgrades	NCTPA	\$116,794		\$116,794	\$0	\$116,794
Eddy and Ellis Traffic Calming	SFMTA	\$1,175,105		\$1,175,105	\$0	\$1,175,105
Redwood City - Middlefield/Woodside Rd (SR 84) Intersection Imps	Redwood City		\$339,924	\$339,924	\$0	\$339,924
City of San Mateo - North Central Ped Infrastructure Imps	San Mateo (City)		\$339,924	\$339,924	\$0	\$339,924
East San Jose Pedestrian Improvements	Santa Clara County		\$2,127,977	\$2,127,977	\$0	\$2,127,977
Fairfield-Suisun - Local Bus Replacement	Fairfield-Suisun Transit		\$481,368	\$481,368	\$0	\$481,368
Vacaville SRTS Infrastructure Imps	Vacaville	\$40,000		\$40,000	\$0	\$40,000
Healdsburg Pedestrian Safety & Access Imps	Healdsburg		\$202,937	\$202,937	\$0	\$202,937

## Attachment B

**METROPOLITAN TRANSPORTATION COMMISSION**  
**T4 New Federal Act FIRST CYCLE Programming**  
**STP/CMAQ/TE/RTIP/CMIA Funding \*\***  
**MTC Resolution 3925**  
**Project List\*\*\***  
**Attachment B**  
**May 25, 2016**

MTC Resolution No. 3925, Attachment B  
 Adopted: 10/28/09-C  
 Revised: 12/16/09-C  
 07/28/10-C 09/22/10-C 10/27/10-C 02/23/10-C  
 03/23/11-C 05/25/11-C 06/22/11-C 09/28/11-C  
 10/26/11-C 01/25/12-C 02/22/12-C 03/28/12-C  
 04/25/12-C 06/27/12-C 07/25/12-C 09/26/12-C  
 02/27/13-C 05/22/13-C 09/25/13-C 12/18/13-C  
 02/26/14-C 03/26/14-C 04/23/14-C 05/28/14-C  
 07/23/14-C 11/19/14-C 12/17/14-C 01/28/15-C  
 05/27/15-C 09/23/15-C 05/25/16-C

Project Category and Title	Implementing Agency	STP	CMAQ	Total STP/CMAQ	Total Other TE/RTIP/CMIA	Total Cycle 1
<b>T4 FIRST CYCLE PROGRAMMING</b>		<b>\$299,450,747</b>	<b>\$263,058,229</b>	<b>\$562,508,976</b>	<b>\$103,882,000</b>	<b>\$666,390,976</b>
Central Sonoma Valley Trail	Sonoma County		\$500,000	\$500,000	\$0	\$500,000
SUBTOTAL		\$1,886,899	\$7,084,688	\$8,971,587	\$0	\$8,971,587
<b>9. LIFELINE TRANSPORTATION PROGRAM (LIFE)</b>		<b>TOTAL:</b>	<b>\$1,886,899</b>	<b>\$7,084,688</b>	<b>\$8,971,587</b>	<b>\$0</b>
<b>First Cycle Total</b>		<b>\$299,450,747</b>	<b>\$263,058,229</b>	<b>\$562,508,976</b>	<b>\$103,882,000</b>	<b>\$666,390,976</b>

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\*\* NOTE: Attachment A, T-4 First-Cycle Project Selection Criteria and Programming Policies, govern this project list. All funding changes to a program or project are subject to Commission approval. The project phase, fiscal year and fund source will be determined at the time of programming in the TIP. MTC Staff will update the project listing (Attachment B) to reflect MTC actions as projects are included or revised in the TIP.

\*\*\* NOTE: All funds are subject to applicable regional, state and federal requirements and deadlines. Funds that miss established deadlines are considered lapsed and are no longer available for the project.  
 \*\*\*\* NOTE: Santa Clara VTA agrees to provide an equal amount of local/STIP funds for a TLC project by Fall 2014. If VTA has not programmed an equal amount, MTC will recommend programming of Santa Clara's RTIP share.

\*\*\*\*\* NOTE: Doyle Drive/Presidio Parkway - Contingent upon \$34 million in future San Francisco RTIP funds being prioritized for regional FPI/Express Lanes after Planning, Programming and Monitoring (PPM) the remaining \$88 million commitment to the Central Subway project.



# Metropolitan Transportation Commission

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

## Legislation Details (With Text)

**File #:** 15-1425      **Version:** 1      **Name:**

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

**File created:** 3/11/2016      **In control:** Programming and Allocations Committee

**On agenda:** 5/11/2016      **Final action:**

**Title:** MTC Resolution No. 4172, Revised. Revision to Cycle 2 Regional Active Transportation Program (ATP) Program of Projects to reflect project eligibility determinations by Caltrans.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [2e Resolution-4172 ATP.pdf](#)

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

MTC Resolution No. 4172, Revised. Revision to Cycle 2 Regional Active Transportation Program (ATP) Program of Projects to reflect project eligibility determinations by Caltrans.

### Presenter:

Kenneth Kao

### Recommended Action:

Commission Approval

# Metropolitan Transportation Commission Programming and Allocations Committee

May 11, 2016

Item Number 2e

## Resolution No. 4172, Revised

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**Subject:** Revision to Cycle 2 Regional Active Transportation Program (ATP)  
Program of Projects to reflect eligibility determinations by Caltrans

**Background:** MTC adopted the Cycle 2 Regional ATP Program of Projects in October 2015, with a minor revision approved in January 2016. Subsequently, Caltrans met with each project sponsor with approved funding to examine eligibility of all project elements. To conform the program to Caltrans' eligibility review and determinations, staff proposes amending the Cycle 2 Regional ATP Program of Projects as follows:

- Marin Transit – Novato Transit Facility: reduce ATP amount by \$297,000, from \$1,286,000 to \$989,000 for construction
- San Francisco Department of Public Health (DPH) – Safe Routes to School Non-Infrastructure project: reduce ATP amount by \$386,000, from \$2,797,000 to \$2,411,000 for construction
- San Francisco Department of Public Works (DPW) – Lombard Street Vision Zero project: augment \$683,000 in ATP funding for construction, for a total ATP programming amount of \$2,507,000

MTC was only able to partially fund the San Francisco DPW Lombard Street Vision Zero project with ATP funds, and San Francisco committed STIP and local funds to fully fund the project. Therefore, in January 2016, MTC removed the Lombard Street project from the contingency list. Since then, CTC notified MTC staff that CTC would not approve the \$1.9 million in STIP funds San Francisco committed to the Lombard Street project. Given this, staff recommends directing money freed up from the Marin Transit and San Francisco DPH projects to the Lombard Street project. San Francisco will use local funds to fully fund the project.

Upon approval of these amendments to MTC's Cycle 2 Regional ATP Program of Projects, staff will transmit the revised Program to CTC, which is scheduled to consider the amendment at its June 29-30, 2016 meeting.

**Issues:** All projects funded through ATP must achieve independent utility and have a fully-funded phase. Marin Transit and San Francisco commit to delivering and fully-funding the phases with ATP funds.

**Recommendation:** Refer MTC Resolution No. 4172, Revised to the Commission for approval.

**Attachments:** MTC Resolution No. 4172, Revised – Attachment B

Date: February 25, 2015  
W.I.: 1515  
Referred by: PAC  
Revised: 10/28/15-C  
01/27/16-C  
05/25/16-C

### ABSTRACT

#### Resolution No. 4172, Revised

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

This resolution includes the following attachments:

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

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

This resolution was amended by Commission Action on January 27, 2016 to revise Attachment B, the Regional Active Transportation Program of Projects, to reflect updated total program/funding amount of \$30.225 million, and to reduce the San Francisco Department of Public Work's Lombard Street Vision Zero project by \$30,000 to \$1,824,000, and to remove the project from the contingency list.

This resolution was amended by Commission Action on May 25, 2016 to revise Attachment B, the Regional Active Transportation Program of Projects, to reflect programming changes based on Caltrans' eligibility determination for two projects: reduce Marin Transit's Novato Transit Facility project to \$989,000, and reduce San Francisco Department of Public Health's Safe Routes to School project to \$2,411,000; and augment funding to San Francisco Department of Public Works' Lombard Street Vision Zero project by \$683,000 to \$2,507,000.

Further discussion of these actions is contained in the Summary Sheet to the MTC Programming and Allocations Committee dated February 11, 2015, October 14, 2015, January 13, 2016, and May 11, 2016.

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

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

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 4172

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

WHEREAS, MTC has adopted and periodically revises, pursuant to Government Code Sections 66508 and 65080, a Regional Transportation Plan (RTP); and

WHEREAS, MTC is the designated Metropolitan Planning Organization (MPO) for the nine-county San Francisco Bay Area region and is required to prepare and endorse a Transportation Improvement Program (TIP) which includes federal funds; and

WHEREAS, MTC is the designated recipient for federal funding administered by the Federal Highway Administration (FHWA) assigned to the MPO/Regional Transportation Planning Agency (RTPA) of the San Francisco Bay Area for the programming of projects (regional federal funds); and

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

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

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

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

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

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

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

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

RESOLVED that the Executive Director or designee can make technical adjustments and other non-substantial revisions; and be it further

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

METROPOLITAN TRANSPORTATION COMMISSION

A handwritten signature in blue ink, appearing to read "Joel Cant", is written over a horizontal line.

Chair

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

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

MTC Resolution No. 4172  
Attachment B  
Adopted: 02/25/15-C  
Revised: 10/28/15-C  
01/27/16-C  
05/25/16-C

**Regional ATP Cycle 2 Projects (in county order)**

County	Implementing Agency	Project	Regional ATP
Alameda	Alameda Co PW	Castro Valley Elementary Safe Routes to School (PS&E)	\$250,000
Alameda	Alameda Co PW	Creekside MS Safe Routes to School	\$475,000
Alameda	Alameda Co PW	Stanton ES Safe Routes to School (PS&E/ROW)	\$300,000
Alameda	Oakland	Telegraph Ave Complete Streets	\$4,554,000
Contra Costa	San Pablo	Rumrill Blvd Complete Streets Improvements	\$4,310,000
Marin	Marin Transit	Novato Transit Facility: Ped Access & Safety Imps	<b>\$989,000</b>
Napa	Napa Co (NCTPA)	Napa Valley Vine Trail - St. Helena to Calistoga	\$6,106,000
San Francisco	San Francisco DPH	SF Safe Routes to School Non-Infrastructure	<b>\$2,411,000</b>
San Francisco	San Francisco DPW	Lombard St Vision Zero	<b>\$2,507,000</b>
Santa Clara	San Jose	Coyote Creek Trail: Mabury to Empire	\$5,256,000
Solano	Solano TA	SRTS Infrastructure & NI: Benicia, Rio Vista, Vallejo	\$3,067,000
<b>TOTAL:</b>			<b>\$30,225,000</b>

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

County	Implementing Agency	Project	Regional ATP
Alameda	ACTC	East Bay Greenway (PS&E)	\$4,125,000
Contra Costa	Contra Costa Co	Pacheco Blvd Sidewalk Gap Closure Ph III	\$759,000
San Francisco	SFMTA	SE SF Multi-Modal Safety Upgrades	\$10,164,000
Alameda	Piedmont	Pedestrian Safety & Bike Lane Implementation	\$3,062,000
Santa Clara	San Jose	ATP Safety and Behavior Change Campaign	\$889,000
Alameda	Alameda Co PW	Somerset Ave School Corridor SRTS (PS&E)	\$330,000
Contra Costa	Richmond	Goodrick Ave Bay Trail Gap Closure	\$1,271,000
Solano	Solano TA	Bay/Napa Vine Trail Gap Closure (Vallejo/Amer Cyn)	\$6,208,000
<b>TOTAL:</b>			<b>\$22,683,000</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 #:** 15-1536      **Version:** 1      **Name:**

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

**File created:** 4/8/2016      **In control:** Programming and Allocations Committee

**On agenda:** 5/11/2016      **Final action:**

**Title:** MTC Resolution No. 4175, Revised. 2015 Transportation Improvement Program (TIP) Amendment 2015-30.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [2f Resolution-4175 TIP-Amend-2015-30.pdf](#)

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

MTC Resolution No. 4175, Revised. 2015 Transportation Improvement Program (TIP) Amendment 2015-30.

### Presenter:

Adam Crenshaw

### Recommended Action:

Commission Approval

# Metropolitan Transportation Commission Programming and Allocations Committee

May 11, 2016

Agenda Item 2f

## Resolution No. 4175, Revised

**Subject:** 2015 Transportation Improvement Program (TIP) Amendment 2015-30.

**Background:** The federally required TIP is a comprehensive listing of Bay Area surface transportation projects that are to receive federal funding, are subject to a federally required action, or are considered regionally significant for air quality conformity purposes during the four-year period from fiscal year 2014-15 through fiscal year 2017-18. MTC, as the federally designated Metropolitan Planning Organization (MPO) for the nine-county San Francisco Bay Area, is required to prepare and adopt an updated TIP every four years. The 2015 TIP was adopted by the Commission on September 24, 2014, and approved by the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) on December 15, 2014. The 2015 TIP is valid for four years. The TIP may be revised to make necessary changes prior to the next update. The TIP is posted on the Internet at: <http://www.mtc.ca.gov/funding/tip/>.

Amendment 2015-30 makes revisions to 245 projects with a net increase in funding of approximately \$614 million. Among other changes, the revision:

- Archives 214 projects as they have either been completed or all of the funding programmed has been obligated or put into grants;
- Amends five new exempt projects and updates the funding plans of five existing projects to reflect the adoption of Round 4 of the Transit Performance Initiative Incentive Program;
- Combines San Jose's Coyote Creek Trail Reach project with the larger Coyote Creek Trail (Highway 237 to Story Rd.) project and programs \$5.3 million in Regional Active Transportation Program funds to the combined project;
- Updates the funding plan of Golden Gate Bridge, Highway and Transportation District's Ferry Major Components Rehabilitation project to reflect the award of \$2.2 million in Federal Transit Administration Passenger Ferry Grant Program funds;
- Updates the funding plans of three projects to reflect changes in the Transit Capital Priority Program;  
Updates the funding plan of MTC's Regional Planning Activities and PPM project to reflect the programming of \$48.6 million in Surface Transportation Program funds from Cycle 2 of the One Bay Area Grant Program;
- Amends the preliminary engineering phase of the City/County Association of Governments of San Mateo County's US-101 High-Occupancy Vehicle/High-Occupancy Toll Lane from Santa Clara County Line to I-380 project into the TIP with \$9.4 million in Regional Transportation Improvement Program funds. The project is non-exempt and the construction phase of \$161 million is included for information purposes only and is outside of the active years of the TIP; and

# TIP Revision Summary 2015-30

TIP ID	Sponsor	Project Name	Description of Change	Funding Change (\$)	Funding Change (%)
<b>System: Local Road</b>					
ALA090062	Berkeley	Berkeley Bay Trail Extension - Segment One	Archive project as it has been completed	\$0	0.0%
ALA090069	Alameda County	Alameda County: Rural Roads Pavement Rehab	Archive project as it has been completed	\$0	0.0%
ALA110006	Oakland	Various Streets Resurfacing and Bikeway Facilities	Archive project as it has been completed	\$0	0.0%
ALA110009	Alameda County Transportation Commission (ACTC)	Bikemobile: Bike Repair and Encouragement Vehicle	Archive project as it has been completed	\$0	0.0%
ALA110012	Fremont	Fremont CBD/Midtown Streetscape	Archive project as it has been completed	\$0	0.0%
ALA110016	Newark	Newark - Cedar Blvd and Jarvis Ave Pavement Rehab	Archive project as it has been completed	\$0	0.0%
ALA110026	Alameda County	Alameda Co - Central Unincorporated Pavement Rehab	Archive project as it has been completed	\$0	0.0%
ALA110031	Pleasanton	Pleasanton - Foothill/I-580 IC Bike/Ped Facilities	Archive project as it has been completed	\$0	0.0%
ALA110045	Fremont	Walnut Argonaut Lane Reduction & Roundabout	Archive project as it has been completed	\$0	0.0%
ALA110085	Alameda (City)	Shoreline Dr, Westline Dr and Broadway Bike Lanes	Archive project as it has been completed	\$0	0.0%
ALA130004	Oakland	Oakland 19th Street Uptown Bike Station	Archive project as it has been completed	\$0	0.0%
ALA130010	Livermore	Livermore Various Streets Preservation	Archive project as it has been completed	\$0	0.0%
ALA150051	Livermore Amador Valley Transit (LAVTA)	Wheels Individualized Marketing Program	Amend a new exempt project into the TIP with \$424K in FY17 CON CMAQ and \$55K in CON Local funds	\$478,798	~%
CC-010021	Bay Area Rapid Transit District (BART)	Richmond Transit Village Transit & Ped Imps	Archive project as it has been completed	\$0	0.0%
CC-030011	Richmond	Dornan Drive/Garrard Blvd Tunnel Rehabilitation	Archive project as it has been completed	\$0	0.0%
CC-070050	Walnut Creek	Pleasant Hill Geary Road Widening Phase 3	Archive project as it has been completed	\$0	0.0%
CC-070074	El Cerrito	San Pablo Avenue Streetscape	Archive project as it has been completed	\$0	0.0%
CC-070084	Pittsburg	Bailey Road Transit Access Improvements	Archive project as it has been completed	\$0	0.0%
CC-090002	Pleasant Hill	Pleasant Hill - Buskirk Avenue Widening	Archive project as it has been completed	\$0	0.0%

## TIP Revision Summary 2015-30

TIP ID	Sponsor	Project Name	Description of Change	Funding Change (\$)	Funding Change (%)
CC-090018	Richmond	Marina Bay Parkway Grade Separation	Archive project as it has been completed	\$0	0.0%
CC-090065	Hercules	Hercules (Bio-Rad) Bay Trail	Archive project as it has been completed	\$0	0.0%
CC-090066	El Cerrito	Moeser & Ashbury Ped/Bike Corridor Improvements	Archive project as it has been completed	\$0	0.0%
CC-090067	Concord	Monument Corridor Pedestrian and Bikeway Network I	Archive project as it has been completed	\$0	0.0%
CC-110005	El Cerrito	El Cerito Central Ave & Liberty St Streetscape Imp	Archive project as it has been completed	\$0	0.0%
CC-110010	Concord	Concord Blvd Pavement Rehabilitation	Archive project as it has been completed	\$0	0.0%
CC-110012	Pittsburg	Pittsburg Railroad Avenue Pavement Rehab	Archive project as it has been completed	\$0	0.0%
CC-110016	Richmond	Richmond Transit Village: Nevin Imps 19th-27th	Archive project as it has been completed	\$0	0.0%
CC-110017	Pittsburg	Pittsburg N. Parkside Dr. Bike Lanes and Sidewalks	Archive project as it has been completed	\$0	0.0%
CC-110018	Richmond	Richmond Barrett Avenue Bicycle Lanes	Archive project as it has been completed	\$0	0.0%
CC-110019	Concord	Concord Monument Corridor Shared Use Trail	Archive project as it has been completed	\$0	0.0%
CC-110031	Richmond	SR2S - Nystrom, Coronado, Highland, Wilson & Wash.	Archive project as it has been completed	\$0	0.0%
CC-110048	Orinda	Moraga Way Pedestrian Pathway	Archive project as it has been completed	\$0	0.0%
CC-110049	Pleasant Hill	Central-East County SR2S Program	Archive project as it has been completed	\$0	0.0%
CC-110051	Pleasant Hill	Lisa Lane Sidewalk Project	Archive project as it has been completed	\$0	0.0%
CC-110055	Moraga	Moraga Way Streetscape	Archive project as it has been completed	\$0	0.0%
CC-110102	Richmond	Easy Go Richmond	Archive project as it has been completed	\$0	0.0%
CC-130007	Pleasant Hill	Pleasant Hill - Contra Costa Blvd. Preservation	Archive project as it has been completed	\$0	0.0%
CC-130008	San Ramon	San Ramon Valley Boulevard Preservation	Archive project as it has been completed	\$0	0.0%
CC-130009	Lafayette	Mt. Diablo Blvd West End Preservation	Archive project as it has been completed	\$0	0.0%
CC-130010	Lafayette	Happy Valley Rd. Walkway SRTS Improvements	Archive project as all federal funds have been obligated	\$0	0.0%

## TIP Revision Summary 2015-30

TIP ID	Sponsor	Project Name	Description of Change	Funding Change (\$)	Funding Change (%)
CC-130016	Pittsburg	Pittsburg - Railroad Avenue Preservation	Archive project as all federal funds have been obligated	\$0	0.0%
CC-130017	Pittsburg	Pittsburg School Area Safety Improvements	Archive project as all federal funds have been obligated	\$0	0.0%
CC-130018	Brentwood	Balfour Road Preservation	Archive project as all federal funds have been obligated	\$0	0.0%
CC-130019	Antioch	Antioch Ninth Street Preservation	Archive project as it has been completed and update the funding plan to reprogram \$857K in Sales Tax funds from FY16 to FY14	\$0	0.0%
CC-130021	El Cerrito	El Cerrito Various Streets and Roads Preservation	Archive project as it has been completed and update funding plan to reprogram \$209K in CON Local from FY16 to FY14	\$0	0.0%
CC-130022	Antioch	Antioch - SRTS Pedestrian Improvements	Archive project as it has been completed	\$0	0.0%
CC-130028	San Pablo	San Pablo Various Streets and Roads Preservation	Archive project as it has been completed	\$0	0.0%
CC-130036	Orinda	Orinda SRTS Sidewalk Project	Archive project as all federal funds have been obligated	\$0	0.0%
CC-130041	San Ramon	Citywide School Crossing Enhancement Project	Archive project as it has been completed	\$0	0.0%
CC-130042	Orinda	Ivy Drive Pavement Rehabilitation	Archive project as all federal funds have been obligated	\$0	0.0%
MRN090050	Marin County	Sir Francis Drake Boulevard Westbound Bike Lane	Archive project as it has been completed	\$0	0.0%
MRN090052	Mill Valley	Mill Valley - Sycamore Ave Pedestrian Facilities	Archive project as it has been completed	\$0	0.0%
MRN110029	San Rafael	San Rafael: Sidewalk along East Francisco Blvd	Archive project as it has been completed	\$0	0.0%
NAP090006	Yountville	Yountville - Napa County Bicycle Path Extension	Archive project as it has been completed	\$0	0.0%
NAP090007	American Canyon	American Canyon Napa Junction Elementary Ped Imps	Archive project as it has been completed	\$0	0.0%
NAP110007	American Canyon	American Canyon: Theresa Ave Sidewalk Imp Phase 3	Archive project as it has been completed	\$0	0.0%
NAP110013	Napa (City)	Napa City North/South Bike Connection	Archive project as it has been completed	\$0	0.0%
NAP110029	American Canyon	Eucalyptus Drive Realignment Complete Streets	Update the funding plan to change the source for \$1.4M in funding from Local to RIP and add \$255K in RIP funds to reflect the transfer of funds from NAP130006 and reprogram funds between years and phases	\$255,000	5.6%
NAP130006	American Canyon	Devlin Road and Vine Trail Extension	Update the funding plan to change the source for \$1.67M in FY18 CON funds from RIP to Local as the RIP funds are being reprogrammed to NAP110029 and CON will be funded locally	\$0	0.0%

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TIP ID	Sponsor	Project Name	Description of Change	Funding Change (\$)	Funding Change (%)
REG110012	San Francisco County Transport Authority (SFCTA)	eFleet: Carsharing Electrified	Archive project as it has been completed	\$0	0.0%
SCL070050	Saratoga	Highway 9 Safety Improvements	Archive project as it is in construction and all federal funds have been obligated	\$0	0.0%
SCL110057	San Jose	San Jose Walk N Roll - Safe Access	Archive project as it has been completed	\$0	0.0%
SCL110117	San Jose	Park Avenue Multi-Modal Improvements	Archive project as it is in construction and all federal funds have been obligated	\$0	0.0%
SCL130004	San Jose	San Jose - Meridian Bike/Ped Improvements	Update the scope of this project to limit bike/ped improvements to Meridian Ave between Douglas and Auzerias and update the funding plan to add \$218K in PE Local funds	\$218,000	15.0%
SCL130005	San Jose	San Jose Citywide Pavement Management Program	Archive project as it is in construction and all federal funds have been obligated	\$0	0.0%
SCL130008	San Jose	San Jose Walk N' Roll Phase II	Archive project as it has been completed	\$0	0.0%
SCL130012	San Jose	The Alameda Grand Blvd. Phase 2	Archive project as all federal funds have been obligated	\$0	0.0%
SCL130015	Mountain View	Mountain View Castro Street Complete Streets	Archive project as it is in construction and all federal funds have been obligated	\$0	0.0%
SCL130017	Campbell	Virginia Avenue Sidewalks	Archive project as all federal funds have been obligated	\$0	0.0%
SCL130018	Mountain View	Mountain View Various Rd Preservation & Bike lanes	Archive project as it is in construction and all federal funds have been obligated	\$0	0.0%
SCL130021	Santa Clara County	Santa Clara County NonInfrastructure SRTS Program	Archive project as it has been completed	\$0	0.0%
SCL130023	Los Altos	Los Altos Road Preservation on Grant Road	Archive project as it is in construction and all federal funds have been obligated	\$0	0.0%
SCL130033	Sunnyvale	Duane Avenue Roadway Preservation	Archive project as all federal funds have been obligated	\$0	0.0%
SCL130036	San Jose	San Jose Smart Intersections Program	Archive project as all federal funds have been obligated	\$0	0.0%
SCL130042	Palo Alto	Palo Alto Various Street Resurfacing & Streetscape	Update the funding plan to reprogram \$956K in CON STP and \$125K in CON Local funds from FY17 to FY16 to match obligation and archive project as all of the federal funds have been obligated	\$0	0.0%
SCL150004	Santa Clara Valley Transportation Authority (VTA)	Central and South County Bicycle Plan	Archive project as all federal funds have been obligated	\$0	0.0%

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TIP ID	Sponsor	Project Name	Description of Change	Funding Change (\$)	Funding Change (%)
SCL150012	San Jose	City of San Jose Transportation Demand Management	Archive project as all federal funds have been obligated	\$0	0.0%
SF-050042	San Francisco Dept of Public Works (SFDPW)	Citywide:San Francisco Street Improvements	Archive project as it has been completed	\$0	0.0%
SF-070036	San Francisco Municipal Transport Agency (SFMTA)	San Francisco Bicycle Route Improvements	Archive project as it has been completed	\$0	0.0%
SF-070037	Golden Gate Bridge, Highway and Transit District	Golden Gate Bridge - Moveable Median Barrier	Archive project as it has been completed	\$0	0.0%
SF-070040	San Francisco Municipal Transport Agency (SFMTA)	SF Downtown Parking Pricing	Archive project as it has been completed	\$0	0.0%
SF-090039	San Francisco Municipal Transport Agency (SFMTA)	San Francisco Bicycle Parking	Archive project as it has been completed	\$0	0.0%
SF-090041	San Francisco Municipal Transport Agency (SFMTA)	Church and Duboce Bike/Ped Enhancements	Archive project as it has been completed	\$0	0.0%
SF-090042	San Francisco Municipal Transport Agency (SFMTA)	Sunset Boulevard Ped Safety and Education	Archive project as it has been completed	\$0	0.0%
SF-110008	San Francisco Municipal Transport Agency (SFMTA)	Second St Phase 1 - SFgo Signal Rehab and Upgrade	Archive project as it has been completed	\$0	0.0%
SF-110012	San Francisco Dept of Public Works (SFDPW)	South of Market Alleyways Improvements, Phase 2	Archive project as it has been completed	\$0	0.0%
SF-110029	San Francisco Municipal Transport Agency (SFMTA)	Sunset and AP Giannini SR2S Improvements	Archive project as it has been completed	\$0	0.0%
SF-110038	San Francisco County Transport Authority (SFCTA)	San Francisco Parking Pricing and Regulation Study	Archive project as it has been completed	\$0	0.0%
SF-110039	San Francisco Municipal Transport Agency (SFMTA)	SF Ped Safety and Encouragement Campaign	Archive project as it has been completed	\$0	0.0%
SF-110040	San Francisco Municipal Transport Agency (SFMTA)	SF Crosswalk Conversion	Archive project as it has been completed	\$0	0.0%

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TIP ID	Sponsor	Project Name	Description of Change	Funding Change (\$)	Funding Change (%)
SF-110047	San Francisco Municipal Transport Agency (SFMTA)	Local PDA Planning - San Francisco	Archive project as it has been completed	\$0	0.0%
SF-130012	San Francisco Dept of Public Works (SFPDW)	SF- Longfellow ES Safe Routes to School	Archive project as all federal funds have been obligated	\$0	0.0%
SF-130013	San Francisco Dept of Public Works (SFPDW)	SF-ER Taylor ES Safe Routes to School	Archive project as it is in construction and all federal funds have been obligated	\$0	0.0%
SM-090054	San Mateo (City)	Smart Corridor Initial Implementation Project	Archive project as it has been completed	\$0	0.0%
SM-110024	San Mateo County	CSRT South of Dam Conversion	Archive project as it has been completed	\$0	0.0%
SM-110074	Atherton	Atherton-Fair Oaks-Middlefield Preservation	Archive project as it has been completed	\$0	0.0%
SM-110075	San Carlos	Crestview Drive Pavement Rehabilitation-Phase 2	Archive project as it has been completed	\$0	0.0%
SM-130005	Daly City	Callan Boulevard and King Drive Resurfacing	Archive project as it has been completed	\$0	0.0%
SM-130006	Portola Valley	Town of Portola Valley Resurfacing Prog	Archive project as it has been completed	\$0	0.0%
SM-130007	Belmont	Belmont Pavement Reconstruction Program	Archive project as all federal funds have been obligated	\$0	0.0%
SOL030015	Federal Highway Administration (FHWA)	San Pablo Bay Entrance Rehabilitation	Archive project as it has been completed	\$0	0.0%
SOL070021	Solano County	Travis AFB: South Gate Improvement Project	Archive project as all federal funds have been obligated	\$0	0.0%
SOL090035	Solano County	Vacaville-Dixon Bicycle Route (Phase 5)	Archive project as all federal funds have been obligated	\$0	0.0%
SOL110012	Suisun City	Grizzly Island Trail - Phase 1	Archive project as it has been completed	\$0	0.0%
SOL110036	Solano County	Roadway Preservation in Solano County	Archive project as all federal funds have been obligated	\$0	0.0%
SOL110043	Vacaville	Vacaville Various Street and Roads Preservation	Archive project as it has been completed	\$0	0.0%
SOL130002	Fairfield	Beck Avenue Preservation	Archive project as all federal funds have been obligated	\$0	0.0%
SOL130004	Suisun City	Walters Road-Pintail Drive Preservation	Archive project as it has been completed	\$0	0.0%
SOL130008	Benicia	Benicia - East 2nd Street Preservation	Archive project as it has been completed	\$0	0.0%
SOL130009	Benicia	Benicia Safe Routes to Schools Infrastructure Imps	Archive project as it has been completed	\$0	0.0%



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TIP ID	Sponsor	Project Name	Description of Change	Funding Change (\$)	Funding Change (%)
SOL130013	Dixon	West A Street Preservation	Archive project as all federal funds have been obligated	\$0	0.0%
SOL130016	Vacaville	Vacaville SRTS Infrastructure Improvements	Archive project as it is in construction and all federal funds have been obligated	\$0	0.0%
SOL130020	Suisun City	Driftwood Drive Path	Update the project scope to include segments on Josiah Cir and Whispering Bay Ln	\$0	0.0%
SON090003	Sonoma County Transportation Authority (SCTA)	Improve U.S. 101/Old Redwood Highway interchange	Archive project as it has been completed	\$0	0.0%
SON090032	Rohnert Park	Copeland Creek Bike Path Reconstruction	Archive project as it has been completed	\$0	0.0%
SON110016	Sonoma County	Countywide Safe Routes to Schools Program	Archive project as it has been completed	\$0	0.0%
SON110025	Sonoma County	Replace Hauser Bridge over Gualala River 20C0240	Update the funding plan to reprogram \$5.5M in CON HBP from FY19 to FY18	\$0	0.0%
SON110028	Sonoma County	2011/12 Asphalt Overlay Program	Archive project as it has been completed	\$0	0.0%
SON110044	Windsor	ORH at Lakewood Dr. Bike and Ped Facilities	Archive project as it has been completed	\$0	0.0%
SON130004	Sebastopol	Sebastopol Various Streets and Roads Preservation	Archive project as all federal funds have been obligated	\$0	0.0%
SON130005	Healdsburg	Healdsburg Various Streets & Roads Rehabilitation	Archive project as all federal funds have been obligated	\$0	0.0%
SON130011	Sonoma (City)	Sonoma Various Streets and Roads Preservation	Archive project as all federal funds have been obligated	\$0	0.0%
SON130021	Santa Rosa	Roseland Area / Sebastopol Rd Priority Development	Archive project as it has been completed	\$0	0.0%
VAR110045	Caltrans	GL: Bridge Rehab/Recon. - Local Hwy Bridge Program	Update the funding plan to reflect the latest information from Caltrans	\$54,882,324	9.3%
<b>System: Public Lands/Trails</b>					
SCL050083	San Jose	Coyote Creek Trail (Hwy 237-Story Rd)	Update the name and expanded description to clarify the scope and phasing of the project and update the funding plan to add \$712K in STP and \$92K in Local funds transferred from SCL150002 and add \$5.3M in ATP and \$928K in Local	\$6,988,630	20.3%
SCL150002	San Jose	Coyote Creek Trail Reach 5.3 (Brokaw to UPRR)	Update the funding plan to remove all funding, \$713K in STP and \$92K in Local of these funds are being transferred to SOL050083, and delete this project as the scope is already included in SOL050083	-\$2,945,100	-100.0%
<b>System: Regional</b>					
REG090038	Metropolitan Transportation Commission (MTC)	Regional Planning Activities and PPM - MTC	Update the funding plan to add \$48.6M in FY18 PE STP and \$6.3M in FY18 PE Local funds	\$54,864,000	394.6%
<b>System: State Highway</b>					

## TIP Revision Summary 2015-30

TIP ID	Sponsor	Project Name	Description of Change	Funding Change (\$)	Funding Change (%)
ALA070018	Alameda County Transportation Commission (ACTC)	I-580 (TriValley) Corridor - WB HOV & Connectors	Archive project as it has been completed	\$0	0.0%
ALA070020	Alameda County Transportation Commission (ACTC)	I-580 (TriValley) Corridor - EB HOV Lanes	Archive project as it has been completed	\$0	0.0%
ALA070041	Alameda County Transportation Commission (ACTC)	I-80 Integrated Corridor Mobility Project	Archive project as it has been completed	\$0	0.0%
ALA090004	Alameda County Transportation Commission (ACTC)	I-580 WB HOT Corridor Project	Archive project as it has been completed	\$0	0.0%
ALA090010	Pleasanton	I-680/Bernal Avenue interchange improvements	Archive project as it has been completed	\$0	0.0%
ALA090013	Pleasanton	I-580 / Foothill Road interchange improvements	Archive project as it has been completed	\$0	0.0%
ALA090025	Alameda County Transportation Commission (ACTC)	I-580 WB Auxiliary Lane, First to Isabel	Archive project as it has been completed	\$0	0.0%
ALA090028	Caltrans	I-580 N. Flynn-Greenville EB Truck Climbing Lane	Archive project as it has been completed	\$0	0.0%
ALA090067	Alameda County Transportation Commission (ACTC)	I-580 Landscaping in the City of San Leandro	Archive project as it has been completed	\$0	0.0%
ALA110004	Alameda County Transportation Commission (ACTC)	I-580 Oakland 14th to Ardley Noise Barriers	Archive project as it has been completed	\$0	0.0%
CC-030005	Contra Costa Transportation Authority (CCTA)	I-680 Auxiliary Lanes	Archive project as all federal funds have been obligated	\$0	0.0%
CC-070054	Contra Costa Transportation Authority (CCTA)	SR4 /SR160 Interchange and Connectors	Archive project as it has been completed	\$0	0.0%
CC-130035	Contra Costa Transportation Authority (CCTA)	Interstate 80 Corridor Real Time Rideshare	Archive project as all federal funds have been obligated	\$0	0.0%
MRN010006	Marin County	Tennessee Valley Bridge	Archive project as it has been completed	\$0	0.0%
REG110022	Caltrans	Statewide Archaeological Reburial Database	Archive project as it has been completed	\$0	0.0%



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TIP ID	Sponsor	Project Name	Description of Change	Funding Change (\$)	Funding Change (%)
SCL010040	Santa Clara Valley Transportation Authority (VTA)	SR-152/SR-156 Interchange Improvements	Archive project as it has been completed	\$0	0.0%
SCL991077	Caltrans	I-680 Sunol Grade SouthBound HOV Lanes - SCL Final	Archive project as it has been completed	\$0	0.0%
SF-070025	San Francisco Dept of Public Works (SFPDW)	SR 1 - 19th Avenue Median Improvements	Archive project as it has been completed	\$0	0.0%
SM-130014	San Carlos	El Camino Real Pedestrian Upgrades	Archive project as it has been completed	\$0	0.0%
SM-150017	San Mateo CCAG	US 101 HOV/ HOT from Santa Clara to I-380	Amend a new non-exempt project into the TIP with \$3M in FY17 ENV RIP, \$6.4M in FY18 PSE RIP, \$11M in FY19 ENV RTP-LRP, \$21M in FY19 PSE RTP-LRP, and \$129M in FY19 CON RTP-LRP	\$170,399,000	~%
SOL070002	Caltrans	I-80 Alamo Creek On-Ramp and Bridge Widening	Archive project as it has been completed	\$0	0.0%
SON950005	Caltrans	Son 101 HOV - Rohnert Park Expwy to Santa Rosa Av	Archive project as it has been completed	\$0	0.0%
VAR110001	Caltrans	GL: Safety Improvements - SHOPP Mobility Program	Update the funding plan and back-up listing to reflect the latest information from Caltrans including the addition of \$41.7M in SHOPP funding	\$41,713,000	25.2%
VAR110003	Caltrans	GL: Pavement Resurf./Rehab - SHOPP Roadway Presv.	Update the funding plan and back-up listing to reflect the latest information from Caltrans including the addition of \$112.1M in SHOPP funding	\$112,076,000	19.1%
VAR110004	Caltrans	GL: Safety Imprv. - SHOPP Collision Reduction	Update the funding plan and back-up listing to reflect the latest information from Caltrans including the addition of \$51.8M in SHOPP funding	\$51,827,000	10.9%
VAR110005	Caltrans	GL: Emergency Repair - SHOPP Emergency Response	Update the funding plan and back-up listing to reflect the latest information from Caltrans including the addition of \$18.7M in SHOPP funding	\$18,702,000	3.9%
VAR110042	Caltrans	GL: Safety Improvements - SHOPP Mandates	Update the funding plan and back-up listing to reflect the latest information from Caltrans including the addition of \$17.6M in SHOPP funding	\$17,597,000	29.3%
VAR110044	Caltrans	GL: Bridge Rehab and Reconstruction - SHOPP	Update the funding plan and back-up listing to reflect the latest information from Caltrans including the addition of \$56.9M in SHOPP funding	\$56,912,000	9.4%
VAR150004	Caltrans	GL: Shoulder Imprv - SHOPP Roadside Preservation	Amend a new grouped listing into the TIP along with \$5.6M in SHOPP funds	\$5,600,000	~%
<b>System: Transit</b>					
ALA050042	Altamont Commuter Express (ACE)	ACE: ADA Operating Set-aside	Archive project as it has been completed	\$0	0.0%
ALA050043	Altamont Commuter Express (ACE)	ACE Signal System Rehabilitation	Archive project as it has been completed	\$0	0.0%
ALA050064	Alameda Contra Costa Transit District (AC Transit)	AC Transit: Transit Security Projects	Archive project as all federal funds have been put into grants and update the funding plan to remove FY17 funds	-\$2,148,388	-6.2%
ALA090060	Altamont Commuter Express (ACE)	ACE: Rebuild Diesel Locomotives	Archive project as it has been completed	\$0	0.0%

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TIP ID	Sponsor	Project Name	Description of Change	Funding Change (\$)	Funding Change (%)
ALA110086	Caltrans	Environmental Study for ACE Alignment	Archive project as it has been completed	\$0	0.0%
ALA110100	Alameda Contra Costa Transit District (AC Transit)	AC Transit: Line 51 Corridor	Archive project as it has been completed	\$0	0.0%
ALA110106	Alameda Contra Costa Transit District (AC Transit)	AC Transit: Farebox Replacement	Archive project as it has been completed	\$0	0.0%
ALA110114	Union City Transit	Union City: Replacement of Two (2) Transit Buses	Archive project as it has been completed	\$0	0.0%
ALA110116	Alameda Contra Costa Transit District (AC Transit)	AC Transit: Bus Diesel Particulate Filters	Archive project as it has been completed	\$0	0.0%
ALA110117	Alameda Contra Costa Transit District (AC Transit)	AC Transit: Procure (28) 40-ft Urban Buses	Archive project as it has been completed	\$0	0.0%
ALA110118	Alameda Contra Costa Transit District (AC Transit)	AC Transit: Procure (40) 40-ft Urban Buses	Archive project as it has been completed	\$0	0.0%
ALA110119	Alameda Contra Costa Transit District (AC Transit)	AC Transit: Spectrum Ridership Growth	Archive project as it has been completed	\$0	0.0%
ALA110124	Alameda Contra Costa Transit District (AC Transit)	AC Transit: Replace 38 40' Suburban Buses	Archive project as it has been completed	\$0	0.0%
ALA130033	Union City Transit	Union City Transit: Replacement of (2) Buses	Archive project as all federal funds have been put into grants	\$0	0.0%
ALA150013	Alameda Contra Costa Transit District (AC Transit)	AC Transit: Procure (15) 40' Urban Buses	Archive project as all federal funds have been put into grants	\$0	0.0%
ALA150018	Alameda Contra Costa Transit District (AC Transit)	AC Transit: Procure (65) 40' Urban Buses	Archive project as all federal funds have been put into grants	\$0	0.0%
ALA991070	Alameda Contra Costa Transit District (AC Transit)	AC Transit: Preventive Maintenance Program	Archive project as it has been completed	\$0	0.0%
BRT990002	Bay Area Rapid Transit District (BART)	BART Oakland Airport Connector	Archive project as it has been completed	\$0	0.0%
CC-030034	Central Contra Costa Transit Agency (CCCTA)	CCCTA: Preventive Maintenance Program	Archive project as it has been completed	\$0	0.0%



## TIP Revision Summary 2015-30

TIP ID	Sponsor	Project Name	Description of Change	Funding Change (\$)	Funding Change (%)
CC-030037	Eastern Contra Costa Transit Agency (Tri Delta)	ECCTA: Preventive Maintenance Program	Archive project as it has been completed	\$0	0.0%
CC-050010	Central Contra Costa Transit Agency (CCCTA)	Pacheco Transit Hub	Archive project as it has been completed	\$0	0.0%
CC-110057	Western Contra Costa Transit Authority (WestCAT)	WCCTA: Replace (5) 1999 35' Revenue Vehicles	Archive project as it has been completed	\$0	0.0%
CC-110058	Western Contra Costa Transit Authority (WestCAT)	WCCTA: Purchase of non revenue Service Vehicle	Archive project as it has been completed	\$0	0.0%
CC-110061	Central Contra Costa Transit Agency (CCCTA)	CCCTA - Replace 10 40' buses - Hybrid	Archive project as it has been completed	\$0	0.0%
CC-110062	Central Contra Costa Transit Agency (CCCTA)	CCCTA: Replace 4 LINK Vans	Archive project as it has been completed	\$0	0.0%
CC-110063	Central Contra Costa Transit Agency (CCCTA)	CCCTA: Replace 4 Minivans	Archive project as it has been completed	\$0	0.0%
CC-110064	Central Contra Costa Transit Agency (CCCTA)	CCCTA: Maintenance Facility Rehabilitation	Archive project as it has been completed	\$0	0.0%
CC-110065	Central Contra Costa Transit Agency (CCCTA)	CCCTA: Inventory Asset Management System	Archive project as it has been completed	\$0	0.0%
CC-110093	Western Contra Costa Transit Authority (WestCAT)	WCCTA: Replace (2) 2002 35' transit buses	Archive project as it has been completed	\$0	0.0%
CC-110094	Western Contra Costa Transit Authority (WestCAT)	WCCTA - Replace (2) 35 foot diesel transit vehicle	Archive project as it has been completed	\$0	0.0%
CC-110095	Central Contra Costa Transit Agency (CCCTA)	CCCTA: Replace 7 30' Buses	Archive project as it has been completed	\$0	0.0%
CC-110096	Central Contra Costa Transit Agency (CCCTA)	CCCTA - Replace 6 22' Paratransit Vans	Archive project as it has been completed	\$0	0.0%
CC-110097	Central Contra Costa Transit Agency (CCCTA)	CCCTA - Replace 4 Paratransit Minivans	Archive project as it has been completed	\$0	0.0%
CC-110098	Central Contra Costa Transit Agency (CCCTA)	CCCTA - Purchase and Install 40 Elec. Cooling Fans	Archive project as it has been completed	\$0	0.0%
CC-130014	Bay Area Rapid Transit District (BART)	Richmond BART Station Intermodal Improvements	Archive project as it has been completed	\$0	0.0%



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TIP ID	Sponsor	Project Name	Description of Change	Funding Change (\$)	Funding Change (%)
CC-130044	Central Contra Costa Transit Agency (CCCTA)	511 Real-Time Interface Project	Archive project as it has been completed	\$0	0.0%
CC-130045	Central Contra Costa Transit Agency (CCCTA)	CCCTA: Access Improvements Implementation	Update the funding plan to add \$219K in FY17 CON STP and \$30K in FY17 CON Local funds	\$249,201	47.1%
CC-150012	Central Contra Costa Transit Agency (CCCTA)	REMIX Software Implementation Project	Update the project name and description to reflect software name change and update the funding plan to add \$18K in FY17 CON STP and \$2K in FY17 CON Local funds	\$20,000	98.6%
CC-150019	Bay Area Rapid Transit District (BART)	Concord Yard Wheel Truing Facility	Amend a new exempt project into the TIP with \$7.1M in FY17 CON STP funds, \$5.9M in FY17 CON Operating, and \$928K in FY16 PE Operating funds	\$14,000,000	~%
CC-150020	Eastern Contra Costa Transit Agency (Tri Delta)	ECCTA: Non-ADA Paratransit to FR Incentive Program	Amend a new exempt project into the TIP with \$204K in FY16 CON TDA and \$817K in FY16 CON STP funds	\$1,021,621	~%
CC-150021	Western Contra Costa Transit Authority (WestCAT)	WestCAT - AVL System with APC Element.	Amend a new exempt project into the TIP with \$345K in FY16 CON STP, \$110K in FY16 CON STP, and \$50K in FY16 CON Local funds	\$394,513	~%
MRN050015	Golden Gate Bridge, Highway and Transit District	4 Replacement Express Buses	Archive project as it has been completed	\$0	0.0%
MRN050025	Golden Gate Bridge, Highway and Transit District	GGBHTD: Facilities Rehabilitation	Update the funding plan to remove \$8.0M in FY15 CON 5307 as the funds are being transferred to MRN150005, MS Sonoma Refurbishment, and remove \$2.0M in FY15 CON Local funds	-\$10,000,000	-33.5%
MRN070001	Marin County Transit District	Marin County: Bus Stop Improvements	Archive project as it has been completed	\$0	0.0%
MRN090034	Golden Gate Bridge, Highway and Transit District	GGBHTD: Replace 11 - 1997 45' MCI Buses	Archive project as all federal funds have been put into grants	\$0	0.0%
MRN110004	Marin County Transit District	Local Bus Stop Revitalization in Marin County	Archive project as it has been completed	\$0	0.0%
MRN110028	Marin County Transit District	Marin Transit - Replace 3 - 2005 Paratransit Vans	Archive project as it has been completed	\$0	0.0%
MRN110030	Marin County Transit District	Capital Improvements For Muir Woods Shuttle	Archive project as it has been completed	\$0	0.0%
MRN110040	Marin County Transit District	MCTD Preventive Maintenance	Update the funding plan to add \$123K in FY17 STP and \$31K in FY17 CON Local Sales Tax funds	\$153,780	59.6%
MRN110041	Marin County Transit District	Marin Transit Low Income Youth Pass Program	Update the funding plan to add \$154K in FY17 CON Local Sales Tax funds	\$153,850	37.4%

## TIP Revision Summary 2015-30

TIP ID	Sponsor	Project Name	Description of Change	Funding Change (\$)	Funding Change (%)
MRN110042	Marin County Transit District	Marin Transit Replace Four Local Buses	Archive project as it has been completed	\$0	0.0%
MRN110043	Marin County Transit District	Marin Transit Seven Local Buses	Archive project as it has been completed	\$0	0.0%
MRN110044	Marin County Transit District	Marin Transit - Replace Paratransit Vehicles	Archive project as it has been completed	\$0	0.0%
MRN110046	Golden Gate Bridge, Highway and Transit District	GGBHTD - Replace 14 - 45' OTR Coaches	Archive project as it has been completed	\$0	0.0%
MRN150001	Marin County Transit District	MCTD: Replace 9 ADA Paratransit Vehicles	Archive project as all federal funds have been put into grants	\$0	0.0%
MRN150005	Golden Gate Bridge, Highway and Transit District	MS Sonoma Ferry Boat Refurbishment	Update the funding plan to add \$8M in FY17 CON 5307 as the funds are being transferred from MRN050025 and remove \$2.3M in FY17 CON Prop-1B	\$5,702,722	38.1%
MRN150006	Golden Gate Bridge, Highway and Transit District	GGBHTD: Bldg Ridership to Meet Capacity Campaign	Update the funding plan to add \$210K in FY16 CON CMAQ and \$27K in FY16 CON Local funds	\$237,640	118.8%
MRN150012	Marin County Transit District	MCTD - Replace 13 -40ft Buses	Update the funding plan to remove \$319K in 5307 and \$70k in local funds and update project description to clarify the types of buses being purchased	-\$389,000	-3.9%
MRN150014	Golden Gate Bridge, Highway and Transit District	GGBHTD Ferry Major Components Rehab	Update the funding plan to add \$2.2M in FTA Passenger Ferry Grant Program funds and \$550K in Other Local	\$2,750,000	440.0%
MTC050028	Water Emergency Transportation Authority (WETA)	WETA Ferry Expansion Studies.	Archive project as it has been completed	\$0	0.0%
MTC990015	Bay Area Air Quality Management District (BAAQMD)	Spare the Air Program	Archive project as funding on this listing has been obligated and ongoing funding will be programmed on REG130006	\$0	0.0%
SCL050045	Santa Clara Valley Transportation Authority (VTA)	VTA: ADA Bus Stop Improvements	Archive project as all federal funds have been put into grants	\$0	0.0%
SCL130040	Santa Clara Valley Transportation Authority (VTA)	Montague Expy Ped Bridge at Milpitas BART	Update the funding plan to add \$2.8M in FY16 CON CMAQ, \$359K in FY16 CON Local, and \$8.8M in FY21 CON RTP-LRP funds and update the project scope and title to indicate that this will be a construction project	\$11,906,143	1415.7%
SCL150007	Santa Clara Valley Transportation Authority (VTA)	VTA Upgrade Ohlone/Chynoweth Interlocking	Archive project as all federal funds have been put into grants	\$0	0.0%

**TIP Revision Summary  
2015-30**

TIP ID	Sponsor	Project Name	Description of Change	Funding Change (\$)	Funding Change (%)
SCL150009	Santa Clara Valley Transportation Authority (VTA)	VTA: Light Rail Signal Shop Modification	Archive project as all federal funds have been put into grants	\$0	0.0%
SCL150010	Santa Clara Valley Transportation Authority (VTA)	VTA: Upgrade Light Rail Ring #1 Com Equipment	Archive project as all federal funds have been put into grants	\$0	0.0%
SF-050039	San Francisco Municipal Transport Agency (SFMTA)	Glen Park Intermodal Facility	Archive project as it has been completed	\$0	0.0%
SF-070046	San Francisco Municipal Transport Agency (SFMTA)	SFMTA: Rehab 170 Neoplans	Archive project as it has been completed	\$0	0.0%
SF-090043	San Francisco Municipal Transport Agency (SFMTA)	SFMTA: Replace 45 NABI Motor Coaches & 17 Gilligs	Archive project as it has been completed	\$0	0.0%
SF-110016	San Francisco Municipal Transport Agency (SFMTA)	San Francisco Market & Haight St. Transit/Ped Imps	Archive project as it has been completed	\$0	0.0%
SF-110052	San Francisco Municipal Transport Agency (SFMTA)	SFMTA - Free Muni for Youth Program	Archive project as it has been completed	\$0	0.0%
SF-99T005	San Francisco Municipal Transport Agency (SFMTA)	SFMTA: Historic Rail Car rehabilitation	Archive project as it has been completed	\$0	0.0%
SM-110053	San Mateo County Transit District (SAMTRANS)	SAMTRANS: Advanced Communication System Upgrades	Archive project as it has been completed	\$0	0.0%
SM-110069	San Mateo County Transit District (SAMTRANS)	Replacement of 19 2007 Cutaway Buses	Archive project as it has been completed	\$0	0.0%
SM-110070	San Mateo County Transit District (SAMTRANS)	SAMTRANS: Replacement of 14 2009 Minivans	Archive project as it has been completed	\$0	0.0%
SOL010031	Benicia	Military/Southampton & Military/First Intermodal	Archive project as it has been completed	\$0	0.0%
SOL050012	Vallejo	Vallejo Curtola Transit Center	Archive project as it has been completed	\$0	0.0%
SOL090028	Solano County Transit (SolTrans)	SolTrans: AVL Technology	Archive project as it has been completed	\$0	0.0%

## TIP Revision Summary 2015-30

TIP ID	Sponsor	Project Name	Description of Change	Funding Change (\$)	Funding Change (%)
SOL110008	Benicia	Benicia Industrial Park Bus Hub Project	Archive project as it has been completed	\$0	0.0%
SOL110033	Solano County Transit (SolTrans)	SolTrans: Capital Maintenance - Fuel	Archive project as it has been completed	\$0	0.0%
SOL110038	Solano County Transit (SolTrans)	SolTrans: Technology Enhancements	Archive project as it has been completed	\$0	0.0%
SOL130001	Fairfield-Suisun Transit	Oliver Road Park and Ride	Archive project as it has been completed	\$0	0.0%
SOL130003	Suisun City	Suisun-Fairfield Intercity Rail Station Access Imp	Archive project as it is in construction and all federal funds have been obligated	\$0	0.0%
SOL130018	Vacaville	Procure 3 Low Floor Paratransit Buses	Archive project as it has been completed	\$0	0.0%
SOL950024	Vacaville	Vacaville: Bus maintenance facility upgrades	Archive project as it has been completed	\$0	0.0%
SON110015	Cotati	City of Cotati Train Depot	Archive project as it has been completed	\$0	0.0%
SON110032	Petaluma	Petaluma Transit - Communications Equipment	Archive project as it has been completed	\$0	0.0%
SON130019	Sonoma County Transit	Sonoma County Transit: CNG Bus Replacements	Archive project as it has been completed and update the funding plan to reprogram \$174K in CON TDA from FY17 to FY14	\$0	0.0%
SON150019	Santa Rosa City Bus	Implementation of Reimagining CityBus	Amend a new exempt project into the TIP with \$156K in FY17 CON CMAQ and \$20K in FY17 CON Other Local funds	\$176,652	~%

Total Funding Change: \$613,796,386

## TIP Revision Summary

	Federal	State	Regional	Local	Total	2015 TIP Only
Current:	\$1,504,156,551	\$3,048,287,365	\$302,858,428	\$710,844,611	\$5,566,146,955	\$2,095,916,714
Proposed:	\$1,611,956,557	\$3,353,513,626	\$302,858,428	\$911,614,730	\$6,179,943,341	\$2,504,088,315
Delta:	\$107,800,006	\$305,226,261	\$0	\$200,770,119	\$613,796,386	\$408,171,601

- Updates the funding plans and back-up listings of the Local Highway Bridge Program grouped listing and six State Highway Operation and Protection Program (SHOPP) grouped listings and amends one SHOPP funded grouped listing into the TIP to reflect the latest information from Caltrans.

The revisions made pursuant to this amendment will not change the air quality conformity finding or conflict with the financial constraint requirements of the TIP; therefore, a conformity determination is not required and the 2015 TIP remains financially constrained. The TIP Revision Summary for this amendment is attached and is also available in the MTC office in Oakland, CA, and is posted on the Internet at: <http://www.mtc.ca.gov/funding/tip/revisions>.

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

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

**Issues:**

Amendment 2015-30 contains changes that are contingent upon Commission approval of programming changes included in following Programming and Allocations Committee Items:

- Item 2d MTC Resolution 3925, Revised and 4035 Revised, Revisions to the Surface Transportation Program/Congestion Mitigation and Air Quality Improvement (STP/CMAQ) Cycle 1 and One Bay Area Grant (OBAG1) programs to redirect unobligated balances and cost savings within the Freeway Performance Initiative (FPI) program and the Regional PDA program, and transfer funds within the Transit Capital Rehabilitation program;
- Item 2h MTC Resolution Nos. 3916, Revised, and 4212, Revised, Minor revisions to FY2010-11 and FY2015-16 Transit Capital Priorities Programs; and
- Item 5 MTC Resolution No. 4035, Revised, Transit Performance Initiative (TPI) Incentive Program – FY2015-16 Round 4 Program of Projects.

**Recommendation:** Refer Resolution No. 4175, Revised to the Commission for approval.

**Attachments:** Attachment 1, Summary Report of Amended Projects for TIP Amendment 2015-30  
MTC Resolution No. 4175, Revised

Date: September 24, 2014  
 W.I.: 1512  
 Referred by: PAC  
 Revised: 12/17/14-C 02/25/15-C 04/22/15-C  
 05/27/15-C 07/22/15-C 09/23/15-C  
 11/18/15-C 01/27/16-C 03/23/16-C  
 04/27/16-C 05/25/16-C

### ABSTRACT

Resolution No. 4175, Revised

This resolution adopts the 2015 Transportation Improvement Program (TIP) for the San Francisco Bay Area.

Further discussion of the 2015 TIP adoption is contained in the Programming & Allocations Committee summary sheets dated September 10, 2014, December 10, 2014, February 11, 2015, April 8, 2015, May 13, 2015, July 8, 2015 and September 9, 2015, the Planning Committee summary sheet dated September 11, 2015, and the Programming & Allocations Committee summary sheet dated November 4, 2015, January 13, 2016, March 9, 2016, April 13, 2016 and May 11, 2016. This resolution was revised as outlined below. Additional information for each revision is included in attachment B: 'Revisions to the 2015 TIP'.

### 2015 TIP Revisions

Revision #	Revision Type	# of Projects	Net Funding Change (\$)	MTC Approval Date	Final Approval Date
15-01	Admin. Modification	73	\$8,615,185	12/22/2014	12/22/2014
15-02	Amendment	150	1,391,772,107	12/17/2014	2/2/2015
15-03	Admin. Modification	23	13,255,907	2/9/2015	2/9/2015
15-04	Admin. Modification	21	7,357,165	2/25/2015	2/25/2015
15-05	Admin. Modification	23	6,,232,283	4/2/2015	4/2/2015
15-06	Amendment	23	64,304,889	2/25/2015	4/7/2015
15-07	Admin. Modification	19	2,987,431	5/5/2015	5/5/2015
15-08	Admin. Modification	12	13,486,116	6/1/2015	6/1/2015
15-09	Amendment	26	116,688,953	4/22/2015	6/3/2015
15-10	Admin. Modification	18	6,538,872	7/2/2015	7/2/2015

ABSTRACT

MTC Resolution No. 4175, Revised

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Revision #	Revision Type	# of Projects	Net Funding Change (\$)	MTC Approval Date	Final Approval Date
15-11	Amendment	34	111,557,395	5/27/2015	6/29/2015
15-12	Admin. Modification	15	\$14,932,722	7/31/2015	7/31/2015
15-13	Admin. Modification	29	6,179,978	8/28/2015	8/28/2015
15-14	Amendment	13	241,439,661	7/22/2015	8/19/2015
15-15	Admin. Modification	83	74,000	10/5/2015	10/5/2015
15-16	Admin. Modification	29	(419,091)	11/4/2015	11/4/2015
15-17	Amendment	81	11,988,189	9/23/2015	10/29/2015
15-18	Amendment	1	73,584,000	9/23/2015	10/29/2015
15-19	Admin. Modification	9	3,152,195	12/2/2015	12/2/2015
15-20	Admin. Modification	8	(80,000)	1/7/2016	1/7/2016
15-21	Amendment	11	76,891,473	11/18/2015	1/12/2016
15-22	Admin. Modification	45	90,867,940	2/10/2016	2/10/2016
15-23	Admin. Modification	15	13,254,403	3/3/2016	3/3/2016
15-24	Amendment	77	616,820,269	1/27/2016	3/1/2016
15-25	Admin. Modification	14	2,107,070	4/8/2016	4/8/2016
15-26	Admin. Modification	Pending	Pending	Pending	Pending
15-27	Amendment	42	96,864,063	3/23/16	Pending
15-28	Admin. Modification	Pending	Pending	Pending	Pending
15-29	Amendment	17	15,871,626	4/27/2016	Pending
15-30	Amendment	245	613,796,386	5/25/2016	Pending
Net Funding Change		1155	\$3,620,121,187		
Absolute Funding Change			\$3,621,119,369		

Date: September 24, 2014  
W.I.: 1512  
Referred by: PAC

Re: Adoption of the 2015 Transportation Improvement Program (TIP)

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 4175

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

WHEREAS, MTC is the federally designated Metropolitan Planning Organization (MPO), pursuant to Section 134(d) of Title 23 of the United States Code (USC) for the nine-county San Francisco Bay Area region (the region); and

WHEREAS, Title 23 Code of Federal Regulations Part 450 (23 CFR §450) requires the region to carry out a continuing, cooperative and comprehensive transportation planning process as a condition to the receipt of federal assistance to develop and update at least every four years, a Transportation Improvement Program (TIP) consisting of a comprehensive listing of transportation projects that receive federal funds or that are subject to a federally required action, or that are regionally significant; and

WHEREAS, the TIP must be consistent with the Regional Transportation Plan (RTP) adopted pursuant to Government Code Section 66508, the State Implementation Plan (SIP) as required by the federal Clean Air Act (42 U.S.C. Section 7401 et seq.); and the San Francisco Bay Area Transportation Air Quality Conformity Protocol (MTC Resolution 3757), which establish the Air Quality Conformity Procedures for MTC's TIP and RTP; and

WHEREAS, federal regulations (23 CFR §450.324(i)) require that the TIP be financially constrained, by year, to reasonable estimates of available federal and state transportation funds; and

WHEREAS, federal regulations (23 CFR §450.316) require that the MPO develop and use a documented public participation plan that defines a process for providing citizens, affected public agencies and interested parties with reasonable opportunities to be involved in the metropolitan transportation planning process; and

WHEREAS, federal regulations (23 CFR §450.330(a)) allow MTC to move projects between years in the first four years of the TIP without a TIP amendment, if Expedited Project Selection Procedures (EPSP) are adopted to ensure such shifts are consistent with the required year by year financial constraints; and

WHEREAS, MTC, the State, and public transportation operators within the region have developed and implemented EPSP for the federal TIP as required by Federal Regulations (23 CFR 450.330(a)) and Section 134 of Title 23 United States Code (USC §134), as outlined in Attachment A of MTC Resolution No. 4175, and MTC Resolution 3606, Revised; and

WHEREAS, MTC has found in MTC Resolution No. 4176 that the 2015 TIP, as set forth in this resolution, conforms to the applicable provisions of the SIP for the San Francisco Bay Area; and

WHEREAS, the San Francisco Bay Area air basin was designated by U.S. Environmental Protection Agency as nonattainment for the fine particulate matter (PM<sub>2.5</sub>) standard in December 2009, and MTC must demonstrate conformance to this standard through an interim emissions test until a PM<sub>2.5</sub> SIP is approved by the federal Environmental Protection Agency (U.S. EPA); now, therefore be it

RESOLVED, that MTC adopts the 2015 TIP, attached hereto as Attachment A and incorporated herein as though set forth at length; and be it further

RESOLVED, that MTC has developed the 2015 TIP in cooperation with the county Congestion Management Agencies, transit operators, the Bay Area Air Quality Management District (BAAQMD), the California Department of Transportation (Caltrans), and other partner agencies and interested stakeholders, and in consultation with the Federal Highway Administration (FHWA), Federal Transit Administration (FTA) and U.S. EPA; and, be it further

RESOLVED, that the 2015 TIP was developed in accordance with the region's Public Participation Plan and consultation process (MTC Resolution No. 3821, Revised) as required by Federal Regulations (23 CFR §450.316); and, be it further

RESOLVED, that the projects and programs included in the 2015 TIP, attached hereto as Attachment A to this resolution, and incorporated herein as though set forth at length, are consistent with the RTP; and, be it further

RESOLVED, that the 2015 TIP is financially constrained, by year, to reasonable estimates of available federal, state and local transportation funds; and, be it further

RESOLVED, that MTC approves the EPSP developed by MTC, the State, and public transportation operators within the region for the federal TIP as required by federal regulations (23 CFR 450.330(a)) and Section 134 of Title 23 United States Code (USC §134), as outlined in Attachment A of MTC Resolution No. 4175, and MTC Resolution 3606, Revised; and, be it further

RESOLVED, that MTC will support, where appropriate, efforts by project sponsors to obtain letters of no prejudice or full funding agreements from FTA for projects contained in the transit element of the TIP; and, be it further

RESOLVED, that the public hearing and public participation process conducted for the 2015 TIP satisfies the public involvement requirements of the FTA annual Program of Projects; and, be it further

RESOLVED, that except as to those projects that are identified as administratively approved in Attachment A, the adoption of the TIP shall not constitute MTC's review or approval of those projects included in the TIP pursuant to Government Code Sections 66518 and 66520, or provisions in federal regulations (49 CFR Part 17) regarding Intergovernmental Review of Federal Programs; and, be it further

RESOLVED, that MTC's review of projects contained in the TIP was accomplished in accordance with procedures and guidelines set forth in the San Francisco Bay Area Transportation Air Quality Conformity Protocol (MTC Resolution 3757); and, be it further

RESOLVED, that MTC finds that the 2015 TIP conforms to the applicable provisions of the State Implementation Plan (SIP) and the applicable transportation conformity budgets in the SIP approved for the national 8-hour ozone standard and national carbon monoxide standard, and to the emissions test for the national fine particulate matter standard (MTC Resolution 4176); and, be it further

RESOLVED, that the projects and programs included in the 2015 TIP do not interfere with the timely implementation of the traffic control measures (TCMs) contained in the SIP; and, be it further

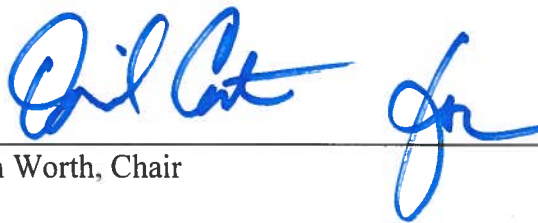
RESOLVED, that MTC finds all regionally significant capacity-increasing projects included in the 2015 TIP are consistent with Plan Bay Area (the 2040 Regional Transportation Plan including the Sustainable Communities Strategy for the San Francisco Bay Area); and, be it further

RESOLVED, that revisions to the 2015 TIP as set forth in Attachment B to this resolution and incorporated herein as though set forth at length, shall be made in accordance with rules and procedures established in the public participation plan and in MTC Resolution No. 4175, and that MTC's review of projects revised in the TIP shall be accomplished in accordance with procedures and guidelines set forth in the San Francisco Bay Area Transportation Air Quality Conformity Protocol (MTC Resolution 3757) and as otherwise adopted by MTC; and, be it further

RESOLVED, that staff have the authority to make technical corrections, and the Executive Director and Deputy Executive Directors have signature authority to approve administrative modifications for the TIP and Federal Statewide Transportation Improvement Program (FSTIP) under delegated authority by Caltrans and to forward all required TIP amendments once approved by MTC to the appropriate state and federal agencies for review and approval; and, be it further

RESOLVED, that the Executive Director shall forward a copy of this resolution to FHWA, the FTA, U.S. EPA, Caltrans, the Association of Bay Area Governments (ABAG), and to such other agencies and local officials as may be appropriate.

METROPOLITAN TRANSPORTATION COMMISSION



Amy Rein Worth, Chair

This resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in Oakland, California on September 24, 2014.

Date: September 24, 2014  
W.I.: 1512  
Referred by: PAC  
Revised: 12/17/14-C 02/25/15-C 04/22/15-C  
05/27/15-C 07/22/15-C 09/23/15-C  
11/18/15-C 01/27/16-C 03/23/16-C  
04/27/16-C 05/25/16-C

Attachment B  
Resolution No. 4175, Revised  
Page 1 of 16

## **Revisions to the 2015 TIP**

Revisions to the 2015 Transportation Improvement Program (TIP) will be included as they are approved.

**Revision 15-01** is an administrative modification that revises 73 projects with a net increase in funding of \$8.6 million. The revision was approved into the FSTIP by the deputy executive director on December 22, 2015. Among other changes, the revision:

- Updates the funding plan of MTC's Regional Planning Activities and PPM listing to reflect the programming of \$1 million in Transportation Investment Generating Economic Recovery (TIGER) funds;
- Updates the funding plans of the Regional Bicycle Sharing Program and Reconstruct I-80/San Pablo Dam Rd Interchange project to reflect the programming of \$7.7 million and \$682,000 in Alternative Transportation Program (ATP) Regional funds, respectively;
- Updates the funding plans of six Transit Capital Priority (TCP) funded projects, to reflect the FY14-15 TCP Program of Projects and the latest information on the FY13-14 Program, including the addition of \$6.5 million in FTA 5337 funds and removal of \$158,000 in FTA 5307 funds;
- Updates the funding plans of 40 Surface Transportation Program/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funded projects, including the addition of \$6.6 million in STP/CMAQ funds and the transfer of \$3 million in STP funds from the Freeway Performance Initiative (FPI) project to the Regional Arterial Operations and Signal Timing project;
- Updates the San Mateo Local Priority Development Area (PDA) Planning project to split off a portion of the project's scope and funding to three new local PDA projects in Millbrae, Redwood City, and Belmont;
- Updates the funding plans of two Highway Safety Improvement Program (HSIP) funded projects and updates the funding plan and back-up listing of the HSIP grouped listing to reflect the latest information from Caltrans, including the removal of \$3.3 million in HSIP funds and the splitting out of the scope and funding for three projects to the individually listed Concord New and Upgraded Signals at Various Locations project;

- Updates the funding plans of seven Highway Bridge Program (HBP) funded projects to reflect the latest programming information from Caltrans, including the addition of \$2.9 million in HBP funds; and
- Updates the funding plans and back-up listings of two State Highway Operations and Protection Program (SHOPP) funded grouped listings to reflect the latest information from Caltrans, including the addition of \$11.5 million in SHOPP funds.

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of \$1 million in TIGER funds, \$8.4 million in ATP funds, \$1.2 million in HBP funds, and \$11.5 million in SHOPP funds. MTC's 2015 TIP, as revised with Revision No. 2015-01, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP.

**Revision 15-02** is an amendment that revises 150 projects with a net increase in funding of approximately \$1.39 billion. The revision was referred by the Programming and Allocations Committee on December 10, 2014 and approved by the MTC Commission on December 17, 2014. Caltrans approval was received on January 9, 2015, and final federal approval was received on February 2, 2015. Among other changes, the revision:

- Amends 24 new exempt Transit Capital Priority Program (TCP) funded projects into the TIP and updates the funding plans of 55 existing TCP funded projects to reflect the adoption of the FY2014-15 TCP Program of Projects, including the programming of approximately \$379 million in Federal Transit Administration (FTA) formula funding;
- Amends two new exempt Surface Transportation Program/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funded projects into the TIP and updates the funding plans of 12 other STP/CMAQ funded projects to reflect the latest programming decisions and obligations, including the programming of Transit Performance Initiative (TPI) funds for three projects;
- Amends 14 new exempt Active Transportation Program (ATP) funded projects into the TIP and updates the funding plans of four existing projects to reflect the programming of ATP funds;
- Amends three new locally-funded exempt project, one new locally-funded non-exempt-not regionally significant project, and the preliminary engineering phase of one new locally-funded non-exempt projects into the TIP;
- Updates the project description, funding plan, and regional air quality conformity project type for Solano County's Redwood Parkway-Fairgrounds Drive Interchange Improvements project to reflect that the project has changed from a study to a non-exempt construction project;
- Updates the funding plan of the San Francisco County Transportation Authority's Van Ness Avenue Bus Rapid Transit project to increase the total cost of the project by approximately \$37 million to reflect the total cost of project implementation;
- Updates the funding plan of BART's Hayward Shop and Yard Expansion project to add approximately \$39 million in prior year Proposition 1A funding;

- Updates the funding plans of the Golden Gate Bridge Highway and Transportation District's Golden Gate Bridge Seismic Retrofit Phase 3B and Golden Gate Bridge Suicide Deterrent-Safety Barrier projects to reflect the use of advanced construction financing;
- Updates the funding plan of the San Francisco Municipal Transportation Agency's Motor Coach Expansion project to reflect the award of approximately \$9 million in funding available through the FTA's Ladders of Opportunity Initiative (LOI) grant program;
- Updates the funding plan of the Water Emergency Transportation Authority's Central Bay Operations and Maintenance Facility project to reflect the award of \$3 million in funding available through the FTA's Passenger Ferry Grant Program;
- Archives two projects as they have been completed;
- Updates the funding plans and back-up listings of nine Caltrans managed grouped listings and amends one new exempt project into the TIP to reflect the latest programming decisions, including the addition of \$343 million in State Highway Operation and Protection Program funding; and
- Updates the funding plans of eight individually-listed Highway Bridge Program (HBP) projects and one Highway Safety Improvement Program funded project and amends one HBP funded exempt project into the TIP to reflect the latest information from Caltrans.

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

**Revision 15-03** is an administrative modification that revises 23 projects with a net increase in funding of approximately \$13.3 million. The revision was approved into the FSTIP by the deputy executive director on February 9, 2015. Among other changes, the revision:

- Updates the funding plans of nine Regional Planning Activities and PPM listings to reflect the programming of \$7.35 million in Surface Transportation Program (STP) funds;
- Updates the Regional Car Sharing project to add \$220,000 in Strategic Growth Council Sustainable Communities funds for the Santa Rosa Car Share portion of the project and split out the project's scope and funding to six individual projects listings for Hayward, Oakland, Santa Rosa, San Mateo, Contra Costa County, and Marin County based on a recent programming action;
- Updates the funding plan of the Adobe Creek/Highway 101 Bicycle Pedestrian Bridge project to change the fund source of \$1.35 million from local funds to Regional Improvement Program (RIP) funds;
- Updates the funding plans of three STP/Congestion Mitigation and Air Quality Improvement Program (CMAQ) funded projects, with no net increase in programmed amounts; and
- Updates the funding plan of the Non-Motorized Transportation Pilot Program – Marin County project to add \$529,000 in Earmark-NMTPP funds to prior years and reprogram prior year funds to reconcile programming with obligation.

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of \$220,000 in Strategic Growth Council Sustainable Communities funds. MTC's 2015 TIP, as revised with Revision No. 2015-03, remains in

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

**Revision 15-04** is an administrative modification that revises 21 projects with a net increase in funding of approximately \$7.4 million. The revision was approved into the FSTIP by the deputy executive director on February 25, 2015. Among other changes, the revision:

- Updates the funding plans of 10 Transit Capital Priority (TCP) funded projects, with no net increase in programmed amounts;
- Updates the funding plans of four Surface Transportation Program/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funded projects, with no net increase in programmed amounts;
- Updates the funding plan and back-up listing of the Railway/Highway Crossing grouped listing to reflect the latest information from Caltrans, including the addition of \$825,000 in State STP funds;
- Updates the funding plan and back-up listing of the Local Highway Bridge Program (HBP) grouped listing to reflect the latest information from Caltrans, including the addition of \$3.3 million in HBP funds and \$424,000 in local funds; and
- Updates the funding plan and back-up listing of the Highway Safety Improvement Program (HSIP) grouped listing to reflect the latest information from Caltrans, including the addition of \$851,000 in HSIP funds and \$1.7 million in local funds.

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of \$825,000 in State STP funds, \$3.3 million in HBP funds, and \$851,000 in HSIP funds. MTC's 2015 TIP, as revised with Revision No. 2015-04, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP.

**Revision 15-05** is an administrative modification that revises 23 projects with a net increase in funding of approximately \$6.2 million. The revision was approved into the FSTIP by the deputy executive director on April 2, 2015. Among other changes the revision:

- Updates the funding plans of 10 Surface Transportation Program/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funded projects, including the addition of \$320,526 in CMAQ funds;
- Updates the funding plans of four Non-Motorized Transportation Pilot Program (NMTTP) funded projects, including the addition of \$189,682 in NMTTP funds;
- Updates the implementing agency of the US 101 Doyle Drive Replacement project from San Francisco County Transportation Authority to Caltrans, and updates the funding plan of the project with no net change in programmed amounts;
- Updates the funding plans of four Transit Capital Priority (TCP) funded projects, with the addition of \$2.8 million in 5307 funds and \$387,398 in 5339 funds; and

- Updates the funding plan of AC Transit's East Bay Bus Rapid Transit project to change the fund source of \$25.6 million in RTP-LRP funds to FTA Small Starts funds and for \$925,000 from Bridge Toll to Transportation Fund for Clean Air (TFCA) funds.

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of \$189,682 in NMTPP funds, \$25.6 million in Small Starts funds, and \$925,000 in TFCA funds. MTC's 2015 TIP, as revised with Revision No. 2015-05, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP.

**Revision 15-06** is an amendment that revises 23 projects with a net increase in funding of approximately \$64 million. The revision was referred by the Programming and Allocations Committee on February 11, 2015 and approved by the MTC Commission on February 25, 2015. Caltrans approval was received on February 27, 2015 and final federal approval was received on April 7, 2015. Among other changes, the revision:

- Updates the funding plans of three projects funded through the Non-Motorized Transportation Pilot Program (NMTPP) and amends one previously archived, exempt, NMTPP funded project back into the TIP to reflect the latest programming decisions;
- Amends five new exempt projects and one new non-exempt project into TIP with funding available through the Federal Transit Administration's (FTA) Passenger Ferry Grant Program, the Federal Highway Administration's (FHWA) Ferry Boat Program, the Surface Transportation Program (STP), the Transit Capital Priorities (TCP) Program and local programs;
- Amends two new grouped listings into the TIP and updates the funding plan and back-up listing of one existing grouped listing to reflect the latest information from Caltrans; and
- Deletes one locally funded project from the TIP as the funding has been redirected.

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

**Revision 15-07** is an administrative modification that revises 19 projects with a net increase in funding of approximately \$3 million. The revision was approved into the FSTIP by the deputy executive director on May 5, 2015. Among other changes the revision:

- Updates the funding plans of three Surface Transportation Program/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funded projects, including changing the fund source of \$10,623,591 in local funds to CMAQ funds;
- Updates the funding plan of the San Francisco Ferry Terminal/Berthing Facilities project, including changing the fund source of \$27,367,854 in RTP-LRP funds and \$200,000 in Sales Tax funds to \$24,000,000 in Proposition 1B funds, \$2,660,200 in Regional Measure 2 funds, and \$907,654 in FHWA Ferry Boat Formula funds;
- Updates the funding plan of the I-80/San Pablo Dam Rd Interchange Reconstruction project to change the fund source of \$1,318,000 in Sales Tax funds to Alternative Transportation Program (ATP) funds;
- Updates the funding plan and back-up listing of the Highway Safety Improvement Program (HSIP) grouped listing to reflect the latest information from Caltrans, including

the addition of \$1.7 million in HSIP funds and the splitting out of the scope and funding for one individually listed Contra Costa Boulevard Improvement (Beth to Harriet) project;

- Updates the funding plan and back-up listing of the Bridge Rehabilitation and Reconstruction State Highway Operations and Protection Program (SHOPP) funded grouped listing to reflect the latest information from Caltrans, including the addition of \$311,000 in SHOPP funds;
- Updates the funding plan and back-up listing of the Railroad/Highway Crossings grouped listing to reflect the latest information from Caltrans, including the addition of \$1,465,200 in State STP funds; and
- Updates the funding plans of five Highway Bridge Program (HBP) funded projects with no net change in program amounts.

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of \$907,654 in FHWA Ferry Boat Formula funds, \$1,318,000 in ATP funds, \$1,673,377 in HSIP funds, \$311,000 in SHOPP funds, \$24 million in Proposition 1B funds, and \$1,465,200 in State STP funds. MTC's 2015 TIP, as revised with Revision No. 2015-07, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP.

**Revision 15-08** is an administrative modification that revises 12 projects with a net increase in funding of approximately \$13.5 million. The revision was approved into the FSTIP by the deputy executive director on June 1, 2015. Among other changes the revision:

- Updates the funding plans of five Surface Transportation Program/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funded projects, including the addition of \$6.2 million in STP funds;
- Updates the funding plan of three Transit Capital Priority program funded projects, including the addition of \$370,520 in FTA Section 5307 funds and \$174,228 in FTA Section 5339 funds;
- Updates the funding plan and back-up listing of the Enhanced Mobility of Seniors and Persons with Disabilities Program grouped listing to reflect the latest information, including the addition of \$3.3 million in FTA Section 5310 funds; and
- Updates the funding plan and back-up listing of the Railroad/Highway Crossings grouped listing to reflect the latest information from Caltrans, including the addition of \$3.2 million in State STP funds.

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of \$3.3 million in prior year FTA Section 5310 funds, \$3,268 in Proposition 1B funds, and \$3.2 million in State STP funds. MTC's 2015 TIP, as revised with Revision No. 2015-08, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP.

**Revision 15-09** is an amendment that revises 26 projects with a net increase in funding of approximately \$117 million. The revision was referred by the Programming and Allocations

Committee on April 8, 2015, and approved by the MTC Commission on April 22, 2015. Caltrans approval was received on May 7, 2015, and final federal approval was received on June 3, 2015. Among other changes, the revision:

- Updates the funding plans of seven projects funded through the Transit Capital Priorities program, including the addition of \$6.6 million in Federal Transit Administration Section 5307 funding;
- Updates the scope of SFMTA's Additional Light Rail Vehicles to Expand Muni Rail project to include 10 additional vehicles and increase the cost of the project by \$92 million to reflect the expanded scope of the project;
- Updates the funding plans of two Surface Transportation Program/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funded projects and updates the scopes of two other STP/CMAQ funded projects to reflect the latest project changes;
- Adds one new grouped listing (GL: Lifeline Cycle 4 5307 JARC) and nine new exempt projects to the TIP; and
- Deletes the non-exempt, not regionally significant, Masonic Avenue Complete Streets project from the TIP as it is not a federal project.

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

**Revision 15-10** revises 18 projects with a net increase in funding of approximately \$6.5 million. The revision was approved into the FSTIP by the deputy executive director on July 2, 2015.

Among other changes, this revision:

- Updates the funding plans of nine Active Transportation Program (ATP) funded projects, including changing the fund source of \$8.9 million in local funds to ATP funds;
- Updates the funding plan of MTC's Regional Bike Sharing Program to change the fund source of \$7.7 million in ATP and \$7 million in Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds to local funds;
- Updates the Santa Clara County Local Priority Development Area (PDA Planning project to split off a portion of the project's scope and funding to a new local PDA planning project in Palo Alto;
- Updates the funding plan and back-up listings of two State Highway Operations and Protection Program (SHOPP) funded grouped listings to reflect the latest information from Caltrans, including the addition of \$6.6 million in SHOPP funds;
- Updates the funding plan and back-up listing of the FTA 5311 Rural Area funded grouped listing to reflect the latest project information, including the addition of approximately \$300,000 in FTA 5311f and \$242,000 in local funds;
- Updates the funding plan and back-up listing of the Lifeline Cycle 4 FTA 5307 JARC funded grouped listing to reflect the latest project information, including the removal of approximately \$608,000 in local funds; and
- Updates the funding plan and back-up listing of the New Freedom Small Urban Area and Rural Program funded group listing to reflect the latest information, with no net change in funding.

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of \$6,648,000 in SHOPP funds, \$1,225,000 in ATP funds, and \$300,000 in FTA 5311f funds. MTC's 2015 TIP, as revised with Revision No. 2015-10, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP.

**Revision 15-11** is an amendment that revises 34 projects with a net increase in funding of approximately \$112 million. The revision was referred by the Programming and Allocations Committee on May 13, 2015, and approved by the MTC Commission on May 27, 2015. Caltrans approval was received on June 5, 2015, and final federal approval was received on June 29, 2015. Among other changes, the revision:

- Updates the funding plans of five Surface Transportation Program/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funded projects and adds five new exempt and one new non-exempt, not regionally significant STP/CMAQ funded projects to the TIP to reflect new programming through the Transit Performance Initiative – Incentive Program and the Safe Routes to School Program;
- Updates the funding plans of seven projects and adds one exempt project to the TIP to reflect changes in the Transit Capital Priorities Program;
- Adds one new exempt project funded through the Federal Highway Administration's Integrated Corridor Management Deployment Planning Grant Program;
- Updates the funding plans and back-up listings of two State Highway Operations and Preservation Program funded grouped listings to reflect the latest programming information from Caltrans;
- Update the funding plans of three individually listed projects and the funding plan and back-up listing of one grouped listing to reflect changes in the Highway Bridge Program;
- Deletes one project from the TIP as it will not be implemented; and
- Archives three projects from the TIP as they have been completed.

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

**Revision 15-12** revises 15 projects with a net increase in funding of approximately \$15 million. The revision was approved into the FSTIP by the executive director on July 31, 2015. Among other changes, this revision:

- Updates the funding plans of two projects to reflect the programming of Active Transportation Program (ATP) funded projects;
- Updates the funding plan of the Highway Safety Improvement Program (HSIP) grouped listing to reflect the latest information from Caltrans and to transfer \$391,600 in HSIP funds to an individual listing;
- Updates the State Highway Operation and Protection Program (SHOPP) Minor Program grouped listing to reflect the latest information from Caltrans including the addition of \$8.6 million in SHOPP Minor funds;

- Updates the funding plans of three project to reflect recent changes to the State Transportation Improvement Program (STIP) including changing the fund source for \$3.7 million from STIP to Proposition 1B; and
- Updates the funding plans of two projects to reflect the programming of Federal Transit Administration 5307 funds.

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of \$8.6 million in SHOPP Minor Program funds, \$297,000 in High Priority Project funds, \$169,185 in Value Pricing Pilot Program funds and \$3.7 million in Proposition 1B funds. MTC's 2015 TIP, as revised with Revision No. 2015-12, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP.

**Revision 15-13** revises 29 projects with a net increase in funding of approximately \$6.2 million. The revision was approved into the FSTIP by the deputy executive director on August 28, 2015. Among other changes, this revision:

- Updates the funding plans of nine Surface Transportation Program/ Congestion Mitigation and Air Quality Improvement Program funded projects to reflect the latest programming decisions;
- Splits out Palo Alto's Local Priority Development Area (PDA) Planning project from the Santa Clara countywide Local PDA Planning project;
- Splits out the Value Pricing Pilot Program funded UC Berkeley Parking Price Auction Study from the Regional Planning Activities and Planning/ Programming/Monitoring (PPM) project;
- Updates the funding plan of VTA's Regional Planning Activities and PPM project to reflect the award of \$200,000 in Federal Transit Administration (FTA) Ladders of Opportunity Initiative (LOI) grant funding;
- Updates the funding plans and back-up listings of three Caltrans managed State Highway Operation and Protection Program (SHOPP) grouped listing to reflect the latest information from Caltrans including the addition of \$13.3 million in SHOPP funds and programs \$23 million in SHOPP funds to the Freeway Performance Initiative project; and
- Updates the funding plans of three Non-Motorized Transportation Pilot Program (NMTPP) funded projects to reflect the latest programming decisions.

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of \$36 million in SHOPP funds, \$7,044 in NMTPP funds, \$200,000 in FTA LOI funds, and \$3 million in FTA transfers from a prior FTIP. MTC's 2015 TIP, as revised with Revision No. 2015-13, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP.

**Revision 15-14** is an amendment that revises 13 projects with a net increase in funding of approximately \$241 million. The revision was referred by the Programming and Allocations Committee on July 8, 2015, and approved by the MTC Commission on July 22, 2015. Caltrans

approval was received on July 28, 2015, and final federal approval was received on August 19, 2015. Among other changes, the revision:

- Updates the project listing for Bay Area Rapid Transit's (BART) Station Modernization Program to expand the scope to include all stations in the system and reflect the programming of \$199 million in Proposition 1B funding and \$3.7 million in additional State Transportation Improvement Program funding;
- Updates the scope and funding of the Great Highway Restoration project to reflect changes to the second phase of the project;
- Updates the funding plans of two Surface Transportation Program/Congestion Mitigation and Air Quality Improvement Program funded projects;
- Updates the funding plans and back-up listings for three Caltrans managed grouped listings to reflect the latest programming decisions; and
- Amends a new exempt joint San Francisco County Transportation Authority and BART project into the TIP with \$508,000 in Value Pricing Pilot Program funds.

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

**Revision 15-15** revises 83 projects with a net increase in funding of \$74,000. The revision was approved into the FSTIP by the deputy executive director on October 5, 2015. Among other changes, this revision:

- Updates the funding plans of 78 Surface Transportation Program/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funded projects and one Regional Transportation Improvement Program funded project to reconcile the TIP with past and planned obligations; and
- Updates the funding plans of two projects to reflect the transfer of \$500,000 in CMAQ funds from the Sonoma Marin Area Rail Corridor project to the Clipper Fare Collection System program.

MTC's 2015 TIP, as revised with Revision No. 2015-15, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP and the TIP remains financially constrained by year.

**Revision 15-16** revises 29 projects with a net decrease in funding of \$419,091. The revision was approved into the FSTIP by the deputy executive director on November 4, 2015. Among other changes, this revision:

- Updates the funding plans of five Surface Transportation Program/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funded projects to reflect planned obligations;
- Updates the funding plans of two San Francisco Department of Public Works projects to reflect the transfer of \$957,200 in High Priority Project funds from the Southeast Waterfront Transportation Improvements Project to the Bayview Transportation Improvement Project;

- Updates the funding plan and back-up listing of the State Highway Operations and Protection Program (SHOPP) funded Emergency Response grouped listing; and
- Updates the funding plans of 20 Transit Capital Priorities funded projects to reflect changes in the Fiscal Year 2015 Program of Projects.

MTC's 2015 TIP, as revised with Revision No. 2015-16, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP and the TIP remains financially constrained by year.

**Revision 15-17** is an amendment that revises 81 projects with a net increase in funding of approximately \$12 million. The revision was referred by the Programming and Allocations Committee on September 9, 2015, and approved by the MTC Commission on September 23, 2015. Caltrans approval was received on October 5, 2015, and final federal approval was received on October 29, 2015. Among other changes, the revision:

- Archives 72 projects as they have been completed or all of the funding for the project has been obligated and deletes one project that will not move forward;
- Updates the scope and funding of the City of Napa's California Blvd. Roundabouts project to add a third roundabout and \$5.5 million in State Highway Operations and Protection Program (SHOPP) funds;
- Amends the preliminary engineering phase of the Marin County Transit District's (MCTD) Relocate Transit Maintenance Facility project into the TIP;
- Amends Bay Area Rapid Transit's exempt Ladders of Opportunity - Careers in Transit project into the TIP with \$750,000 in Federal Transit Administration Ladders of Opportunity Initiative funding; and
- Update the funding plans and back-up listings for the Caltrans managed SHOPP – Collision Reduction grouped listing to reflect the latest programming decisions.

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

**Revision 15-18** adds one new non-exempt project, the Richmond-San Rafael Bridge Access Improvements project, to the 2015 TIP with a net increase in funding of approximately \$74 million. The revision was referred by the Planning Committee on September 11, 2015, and approved by the MTC Commission on September 23, 2015. Caltrans approval was received on October 5, 2015, and final federal approval was received on October 29, 2015. The addition of the funding for this project does not conflict with the financial constraint requirements of the TIP. The addition of the scope of this project to the 2015 TIP requires a new Transportation-Air Quality Conformity Analysis on Plan Bay Area and the 2015 TIP.

**Revision 15-19** revises 9 projects with a net increase in funding of approximately \$3 million. The revision was approved into the FSTIP by the deputy executive director on December 2, 2015. Among other changes, this revision:

- Updates the funding plan of four Surface Transportation Program/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funded projects to reflect planned obligations;

- Updates the funding plan of Marin Transit's Replace 3 Stagecoach Vehicles project to reflect the award of \$138,800 in Federal Transit Administration (FTA) Section 5339 Discretionary funding; and
- Updates the funding plans of two Highway Bridge Program funded projects to reflect the latest information from Caltrans.

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of \$138,300 in FTA Section 5339 Discretionary funding and \$104,415 in Proposition 1B funding. MTC's 2015 TIP, as revised with Revision No. 2015-19, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP.

**Revision 15-20** revises 8 projects with a net decrease in funding of \$80,000. The revision was approved into the FSTIP by the deputy executive director on January 7, 2016. Among other changes, this revision:

- Updates the funding plan of seven Highway Bridge Program (HBP) funded projects to reflect the latest information from Caltrans; and
- Updates the funding plan and back-up listing of the Pavement Resurfacing and/or Rehabilitation on the State Highway System – Highway Maintenance grouped listing based on the latest information from Caltrans.

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of approximately \$1.6 million HBP funding. MTC's 2015 TIP, as revised with Revision No. 2015-20, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP and the TIP remains financially constrained by year.

**Revision 15-21** is an amendment that revises 11 projects with a net increase in funding of approximately \$77 million. The revision was referred by the Programming and Allocations Committee on November 4, 2015, and approved by the MTC Commission on November 18, 2015. Caltrans approval was received on December 4, 2015, and final federal approval was received on January 12, 2016. Among other changes, the revision:

- Updates the scopes of three Surface Transportation Program/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funded projects and revises the funding plans of two other STP/CMAQ funded projects to reflect the transfer of funding from Vacaville's Ulati Creek Bicycle and Pedestrian Path & Streetscape project to Vallejo's Downtown Streetscape project;
- Updates the funding plan and back-up listing for the State Highway Operations and Protection Program (SHOPP) Bridge Rehabilitation and Reconstruction Program grouped listing to reflect the latest information from Caltrans, including the addition of \$13.9 million in SHOPP funding;
- Updates the funding plan of the Sonoma Marin Area Rail Corridor project to add \$20 million in Regional Measure 2 funding and to update the total cost of the project;

- Amend Bay Area Rapid Transit's Transit-Oriented Development (TOD) Pilot Planning Program into the TIP with \$1.1 million in Federal Transit Administration TOD Planning Pilot Program funds; and
- Archive one project as it has been completed.

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

**Revision 15-22** revises 45 projects with a net increase in funding of approximately \$91 million. The revision was approved into the FSTIP by the deputy executive director on February 10, 2016. Among other changes, this revision:

- Updates the funding plans of 31 projects funded through the Fiscal Year 2015-16 Transit Capital Priorities Program of Projects;
- Updates the funding plans of 10 Congestion Mitigation and Air Quality Improvement Program funded projects;
- Updates the funding plan of the East Bay Regional Parks District's SF Bay Trail – Pinole Shores to Bay Front Park project to reflect the award of approximately \$1.3 million in Recreational Trails Program funds; and
- Updates the funding plan of the Sonoma Marin Area Rail Corridor project to reflect the programming of \$20 million in Federal Transit Administration (FTA) Small Starts program funds.

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of approximately \$20 million in FTA Small Starts funds, \$1.3 million in Recreational Trails Program funds, and \$1.3 million in Proposition 1B funds. MTC's 2015 TIP, as revised with Revision No. 2015-22, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP and the TIP remains financially constrained by year.

**Revision 15-23** revises 15 projects with a net increase in funding of approximately \$13.3 million. The revision was approved into the FSTIP by the deputy executive director on March 3, 2016. Among other changes, this revision:

- Updates the funding plans of ten Fiscal Year 2015-2016 Transit Capital Priority (TCP) funded projects, with the addition of \$3.3 million in 5307 funds and \$1.4 million in 5337 funds;
- Updates the funding plans of two Caltrans-managed grouped listings, including the addition of \$5 million in State Highway Operation and Protection Program (SHOPP) funding; and
- Updates the funding plan of one Active Transportation Program (ATP) funded project, including the addition of \$1 million in ATP funds.

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of approximately \$5 million in SHOPP funds and \$550,000 in ATP funds. MTC's 2015 TIP, as revised with Revision No. 2015-23, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not

interfere with the timely implementation of the Transportation Control Measures contained in the SIP.

**Revision 15-24** is an amendment that revises 77 projects with a net increase in funding of approximately \$617 million. The revision was referred by the Programming and Allocations Committee on January 13, 2016, and approved by the MTC Commission on January 27, 2016. Caltrans approval was received on February 5, 2016, and final federal approval was received on March 1, 2016. Among other changes, the revision:

- Amends 21 new projects into the TIP and revises the funding plans of 24 other projects to reflect the adoption of the Fiscal Year 2016 Transit Capital Priorities (TCP) Programs of Projects (POPs), partial TCP POPs for FY2017 and FY2018, and changes to the Fiscal Years 2014 and 2015 TCP POPs;
- Updates the funding plan and back-up listing of the Highway Bridge Program (HBP) grouped listing and updates the funding plans of eight individually-listed, HBP funded projects to reflect the latest programming information from Caltrans;
- Updates the funding plan and back-up listing of the Highway Safety Improvement Program (HSIP) and amends two new non-exempt, not regionally significant, HSIP funded projects into the TIP based on the latest programming information from Caltrans;
- Updates the funding plan and back-up listing of two State Highway Operations and Protection Program funded grouped listings based on the latest information from Caltrans;
- Amends a previously archived Surface Transportation Program/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funded project back into the TIP and revises the funding plans of that project and two other STP/CMAQ funded projects;
- Amends one Federal Transit Administration (FTA) Transit Oriented Development Planning Program funded project, two new locally funded projects, and one FTA Section 5311 Rural Area Formula Program funded grouped listing into the TIP;
- Deletes one project as it will not continue as a federal project; and
- Archives six projects as they have been completed.

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

**Revision 15-25** revises 14 projects with a net increase in funding of approximately \$2.1 million. The revision was approved into the FSTIP by the deputy executive director on April 8, 2016. Among other changes, this revision:

- Updates the funding plans of three Surface Transportation Program / Congestion Mitigation and Air Quality Improvement (STP/CMAQ) program funded projects to reflect past and planned obligations including the transfer of \$280,000 in STP from the 511 Traveler Information program to the Freeway Performance Initiative (FPI) program;
- Updates the funding plans of three Transit Capital Priorities funded projects to reflect current project schedules; and
- Combines the scope and funding of the St. John Street Multi-Modal Improvements - Phase 1 and the St. John Bikeway and Pedestrian Improvements projects.

The administrative modification is financially constrained by year. MTC's 2015 TIP, as revised with Revision No. 2015-25, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP.

**Revision 15-26** is a pending administrative modification.

**Revision 15-27** is an amendment that revises 42 projects with a net increase in funding of approximately \$97 million. The revision was referred by the Programming and Allocations Committee on March 9, 2016, and approved by the MTC Commission on March 23, 2016. Caltrans approval was received on April 11, 2016, and final federal approval is expected in mid-May, 2016. Among other changes, the revision:

- Amends nine new exempt and two new non-exempt not regionally significant projects into the TIP and updates two existing projects to reflect the recent adoption of Cycle 2 of the Active Transportation Program;
- Amends one new exempt project into the TIP funded by Cycle 1 of the Active Transportation Program;
- Deletes one project and amends four new exempt and one new non-exempt-not regionally significant projects into the TIP to reflect the recent adoption of the Surface Transportation Program/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) One Bay Area Grant Cycle 1 (OBAG1) Climate Initiatives Program – Parking Management and Transportation Demand Management Program;
- Amends one new exempt project into the TIP and updates the funding plans of two existing projects to reflect other changes in the STP/CMAQ OBAG1 program;
- Amends seven new exempt projects into the TIP and updates the funding plans of two existing projects to reflect the adoption of the fiscal year 2016 Transit Capital Priorities Program of Projects; and
- Archives four projects as they have been completed.

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

**Revision 15-28** is a pending administrative modification.

**Revision 15-29** is an amendment that revises 17 projects with a net increase in funding of approximately \$16 million. The revision was referred by the Programming and Allocations Committee on April 13, 2016, and approved by the MTC Commission on April 27, 2016. Caltrans approval is expected in mid-May, 2016, and final federal approval is expected in mid-June, 2016. Among other changes, the revision:

- Amends one new, exempt Active Transportation Program funded project into the TIP;
- Amends two new grouped listings into the TIP with \$10.3 million in Federal Lands Access Program and \$2.5 million in Federal Lands Transportation Program funds;
- Amends two new, exempt Surface Transportation Program (STP) funded projects into the TIP and updates the funding plan of one STP funded project to reflect changes to Santa Clara County's Priority Development Area Planning program;

- Updates the funding plan of the Ferry Service to Port Sonoma project to reprogram earmark funds from prior years to fiscal year 2016-17;
- Updates the funding plans of four existing projects, amends two new exempt projects into the TIP and deletes one project from the TIP to reflect changes in the Transit Capital Priorities program; and
- Archives two projects as their funding have been put into grants.

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

**Revision 15-30** is an amendment that revises 245 projects with a net increase in funding of approximately \$614 million. The revision was referred by the Programming and Allocations Committee on May 11, 2016, and approved by the MTC Commission on May 25, 2016. Caltrans approval is expected in mid-June, 2016, and final federal approval is expected in mid-July, 2016. Among other changes, the revision:

- Archives 214 projects as they have either been completed or all of the funding programmed has been obligated or put into grants;
- Amends five new exempt projects and updates the funding plans of five existing projects to reflect the adoption of Round 4 of the Transit Performance Initiative Incentive Program;
- Combines San Jose's Coyote Creek Trail Reach 5.3 project with the larger Coyote Creek Trail (Highway 237 to Story Rd.) project and programs \$5.3 million in Regional Active Transportation Program funds to the combined project;
- Updates the funding plan of Golden Gate Bridge, Highway and Transportation District's Ferry Major Components Rehabilitation project to reflect the award of \$2.2 million in Federal Transit Administration Passenger Ferry Grant Program funds;
- Updates the funding plans of three projects to reflect changes in the Transit Capital Priority Program;
- Updates the funding plan of MTC's Regional Planning Activities and PPM project to reflect the programming of \$48.6 million in Surface Transportation Program funds from Cycle 2 of the One Bay Area Grant Program;
- Amends the City/County Association of Governments of San Mateo County's non-exempt US-101 High-Occupancy Vehicle/High-Occupancy-Toll Lane from Santa Clara County Line to I-380 project into the TIP with \$9.4 million in Regional Transportation Improvement Program funds and \$161 million in uncommitted funding to show the full cost of the project; and
- Updates the funding plans and back-up listings of the Local Highway Bridge Program grouped listing and six State Highway Operation and Protection Program (SHOPP) grouped listings and amends one SHOPP funded grouped listing into the TIP to reflect the latest information from Caltrans.

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



# Metropolitan Transportation Commission

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

## Legislation Details (With Text)

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<b>File created:</b>	4/8/2016	<b>In control:</b>		Programming and Allocations Committee	
<b>On agenda:</b>	5/11/2016	<b>Final action:</b>			
<b>Title:</b>	MTC Resolution No. 4179, Revised. Revisions to the Lifeline Transportation Cycle 4 Program in Marin County.				
<b>Sponsors:</b>					
<b>Indexes:</b>					
<b>Code sections:</b>					
<b>Attachments:</b>	<a href="#">2g Resolution-4179 Lifeline Transp Revisions.pdf</a>				

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

MTC Resolution No. 4179, Revised. Revisions to the Lifeline Transportation Cycle 4 Program in Marin County.

### Presenter:

Melanie Choy

### Recommended Action:

Commission Approval

# Metropolitan Transportation Commission Programming and Allocations Committee

May 11, 2016

Item Number 2g

## Resolution No. 4179, Revised

**Subject:** Revisions to the Lifeline Transportation Cycle 4 Program in Marin County.

**Background:** MTC's Lifeline Transportation Program funds projects that improve mobility for the region's low-income communities. The program is administered by the nine county congestion management agencies (CMAs), and in Santa Clara County via a joint arrangement between the CMA and the County.

In October 2014, MTC adopted Resolution No. 4159, which established guidelines for Cycle 4 of the Lifeline Transportation Program. The target programming amount for Cycle 4 is \$65 million, which includes three years of funding (FY2013-14 to FY2015-16). The funding sources include approximately \$25 million in Proposition 1B Transit funds, \$31 million in State Transit Assistance (STA) funds, and \$9 million in FTA Section 5307 Urbanized Area Job Access and Reverse Commute (JARC) funds.

Most of these funds have been programmed. This month, staff is proposing to program the remainder of the unprogrammed balance, approximately \$500,000 in Marin County.

Last year, the Transportation Authority of Marin (TAM) selected six projects from their Community-Based Transportation Plan to fund in Lifeline Cycle 4. Four of these projects have been programmed and are underway. The remaining two capital projects however, required a funding exchange in order to proceed. The funding exchange has now been finalized and staff recommends programming \$528,650 in STA funds for the Novato Pedestrian Access to Transit and Crosswalk Improvement Project and the County of Marin for the Lower Marin City Drainage for Access Improvements Study. The STA funds will be allocated to Marin Transit and in exchange, Marin Transit will provide local TAM Measure A funds to TAM for the City of Novato and County of Marin's Lifeline projects.

**Issues:** None.

**Recommendation:** Refer MTC Resolution No. 4179, Revised to the Commission for approval.

**Attachments:** MTC Resolution No. 4179, Revised

Date: March 25, 2015  
W.I.: 1311  
Referred by: PAC  
Revised: 04/22/15-C  
07/22/15-C  
05/25/16-C

### ABSTRACT

Resolution No. 4179, Revised

This resolution adopts the FY2013-14 through FY2015-16 Program of Projects for MTC's Cycle 4 Lifeline Transportation Program, funded with State Transit Assistance (STA), Proposition 1B Transit, and FTA Section 5307 Urbanized Area/Job Access Reverse Commute (JARC) funds. The initial program consists of \$4.9 million in Proposition 1B Transit funds programmed to AC Transit, NCTPA and CCCTA. This resolution will be amended to add the remainder of the Cycle 4 program in April 2015.

The evaluation criteria established in Resolution 4159 were used by the local entities administering the program to develop the program of projects.

The following attachments are provided with this resolution:

Attachment A — Cycle 4 Lifeline Transportation Program of Projects -  
FY2014 - FY2016

This resolution was amended on April 22, 2015 to add approximately \$59 million in programming for STA, 5307/JARC and Proposition 1B projects.

This resolution was amended on July 22, 2015 to add two pedestrian/bicycle projects in Napa County, and to add three operations projects in Marin County.

This resolution was amended on May 25, 2016 to program \$528,650 in State Transit Assistance funds to Marin Transit, which involves a funding exchange with local Measure A funds through the Transportation Authority of Marin.

Further discussion of this action is contained in the Programming and Allocations Committee summary sheets dated March 11, 2015, April 8, 2015, July 8, 2015 and May 11, 2016.

Date: March 25, 2015  
W.I.: 1311  
Referred by: PAC

RE: Cycle 4 Lifeline Transportation Program of Projects – FY2014 – FY2016

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 4179

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

WHEREAS, MTC adopted Resolution 4159, which establishes program guidelines to be used for the funding and oversight of the Cycle 4 Lifeline Transportation Program, Fiscal Years 2014-2016; and

WHEREAS, MTC used the process and criteria set forth in Attachment A of Resolution 4159 to fund a Program of Projects for the Cycle 4 Lifeline Transportation Program with State Transit Assistance (STA), Proposition 1B Transit, and Section 5307 Urbanized Area/Job Access Reverse Commute (JARC) funds; and

WHEREAS, the Cycle 4 Lifeline Transportation Program of Projects is set forth in Attachment A of this resolution, attached hereto and incorporated herein as though set forth at length; now therefore be it

RESOLVED, that MTC approves the Program of Projects for the Cycle 4 Lifeline Transportation Program, as set forth in Attachment A of this resolution; and be it further

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

METROPOLITAN TRANSPORTATION COMMISSION



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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 March 25, 2015.

### Cycle 4 Lifeline Transportation Program of Projects (FY 2014-2016)

#	Project	Project Sponsor	Project Description	Fund Source				TOTAL Lifeline Funding	Notes
				1B	STA (95%) <sup>1</sup>	STA (5% Conting.) <sup>1</sup>	5307/JARC		
Alameda County									
1	Preservation of Existing Services in Communities of Concern	AC Transit	The Lifeline funds will be used to restructure and/or continue existing service to several key Communities of Concern in the Southern, Central and Northern portions of Alameda County. Project routes to be funded include Lines 31, 40, 45, 62, 98, 800 and 801.Request is for 3 years of service.		3,583,129		1,416,871	5,000,000	
2	A Quicker, Safer Trip to the Library to Promote Literacy	Oakland Public Library, City of Oakland (via BART)	"A Quicker, Safer Trip to the Library to Promote Literacy" will transport preschool and kindergarten students, teachers and interested parents by bus to the West Oakland Library for story time and to check out library books. Program will transport approximately 7 classes per week to the library by bus. Request is for 3 years of program operations.		249,813			249,813	
3	Ashland and Cherryland Transit Access Improvements	Alameda County Public Works (via AC Transit)	This capital project will close gaps in existing sidewalks to improve the pedestrian access to transit routes, and subsequently to jobs, in the Ashland and Cherryland unincorporated areas. The project areas are along 164th Avenue between 14th St and Liberty Ave and on Blossom Way between Meekland and Haviland Aves. The project will also provide needed bus shelters.		450,000			450,000	
4	Additional Preservation of Existing Services in Communities of Concern	AC Transit	The Lifeline funds will be used to restructure and/or continue existing service to several key Communities of concern in the Southern, Central and Northern portions of Alameda County. Project routes to be funded include Lines 1/1R, 14, 73, and 88. Request is for 3 years of service.		1,740,785	349,062		2,089,847	
5	WHEELS Route 14 Operating Assistance	LAVTA	The WHEELS Route 14 provides essential transportation service to residents and employees of the Central District of Livermore by connecting low-income communities to employment opportunities and regional transportation services via the Livermore Transit Center. Funding request is for Rte 14 operations which has previously received both Lifeline and JARC funding. Request is for 2 years of service.		388,467		129,033	517,500	
6	City of Oakland Broadway Shuttle	City of Oakland (via AC Transit)	The B Shuttle provides a key “last-mile” link in downtown Oakland to AC Transit’s Uptown Transit Center, two BART stations, Amtrak Capitol Corridor and the SF Bay Ferry. The Broadway Shuttle currently operates Monday-Thursday 7am-10pm; Friday 7am-1am; and Saturday 6pm-1am, every 10-15 minutes. Daytime service runs between Embarcadero West (Jack London Square) and Grand Avenue. After 7pm, service runs between Jack London Square and 27th Street. Request is for 3 years of program operations.				405,368	405,368	
7	Operations Support for Route 2	Union City Transit, City of Union City	Service operations for Route 2, the main east-west route in the area that connects the Union City Intermodal Station with job centers along the Whipple Road corridor. The route runs six days a week from approximately 5:15am to 10pm weekdays and 7:30am to 7pm on Saturdays. The Lifeline request is for 3 years of service.		220,000			220,000	
8	Transit Center Upgrades and Improvements	LAVTA	Repair and improve facilities and external amenities at the Livermore Transit Center. The Transit Center serves as an intermodal local and regional connection providing residents with access to jobs, services, and community opportunities. LAVTA's 2007 ridership study shows that 41% of Wheels riders report a household income below \$15,000. For riders identifying transit as their sole mode of transportation, the low income ridership number rises to 58%.	125,625				125,625	
9	19th Street Wayfinding and Lighting	BART	Project will provide wayfinding signage throughout 19th Street Station and LED pedestrian lighting at 19th Street Station entrances. Distribute 100+ signs at the street, concourse, mid-platform, and lower platform levels at 19th Station. This is almost double the number of signs required at most BART stations, as this station has an extra platform level. Project will also include six street-level station identification pylons; and real-time transit displays and transit information displays at the concourse level.	2,072,000				2,072,000	

County Bid Target	N/A*	6,632,194	349,062	1,951,272	
Proposed Programming	2,197,625	6,632,194	349,062	1,951,272	11,130,153
Unprogrammed Balance	N/A*	-	-	-	-

### Cycle 4 Lifeline Transportation Program of Projects (FY 2014-2016)

#	Project	Project Sponsor	Project Description	Fund Source				TOTAL Lifeline Funding	Notes
				1B	STA (95%) <sup>1</sup>	STA (5% Conting.) <sup>1</sup>	5307/JARC		
Contra Costa County									
10	Preserve Operations in Community of Concern	County Connection (CCCTA)	Maintain existing service on Routes 11, 14, 16, 18, 19, 311, 314, 316. These routes provide basic transportation services to County Connection riders, 35 percent of whom are low income. All lines serve and/or are predominantly located in Communities of Concern. All lines presently provide service to employment, services, retail, schools, health care and coordination to BART stations. Funding this project would preserve existing headways and service span.		1,162,836	61,202	375,962	1,600,000	
11	Route 200 and 201	Tri Delta Transit	Provide continued and expanded service between Bay Point (Community of Concern) and central Concord and Martinez. Participation in the Bay Point community Based Transportation Planning exercise, the CC County Low-Income Transportation Plan and the TEACH workshops in Bay Point led to the development of Route 201 and changes to Route 200 to better serve that community.		810,250	42,645	347,105	1,200,000	
12	Preserve Operations in Community of Concern	AC Transit	Maintain existing service on Lines 71, 76, 376, 800. These routes provide basic transportation services to AC Transit riders, 70 percent of whom are low income. All lines serve and/or are predominantly located in Communities of Concern. All lines presently provide service to employment, services, retail, schools, health care and coordination to BART stations. Funding this project would preserve existing headways and service span.		1,999,404	105,232	245,364	2,350,000	
13	C3 Operations	WestCAT	Increase frequency on Route C3, which operates between Hercules Transit Center and Contra Costa College in San Pablo. The Lifeline funding under this grant would allow WestCAT to decrease headways from 60 minutes to 30 minutes. WestCAT estimates the increased service will increase low income ridership 35-40% or approximately 26,000 new low income passenger trips annually.		221,432	11,654	245,363	478,449	
14	City of Concord - Bus Stop Access Improvements	County Connection (CCCTA)	Improve access to five (5) bus stops in the Monument Corridor. Improvements include: reconstructing concrete sidewalks, reconstructing driveways, installing red curb, installing concrete surfaces (pedestrian landings), reconstructing ADA ramps, installing concrete bus pads, installing pedestrian scale light posts, and adding street furniture including shelters and benches to improve the safety and accessibility of existing County Connection bus stops.	255,194				255,194	
15	Replacement and Expansion Vehicles	Tri Delta Transit	Bus (fixed route and dial-a-ride) replacement and expansion vehicles for enhancements to route 200 and 201 serving Antioch, Pittsburg and Martinez.	178,754				178,754	
16	Dial-A-Ride Vehicle Replacements	WestCAT	Replacement of Dial-A-Ride Vehicles	81,113				81,113	
17	Lighting Enhancements at El Cerrito del Norte Station	BART	Pedestrian scale lighting and wayfinding along the Ohlone Greenway and into the El Cerrito del Norte Station to improve safety and security in the station area and to and from the faregates.	1,312,326				1,312,326	
County Bid Target				N/A*	4,193,922	220,733	1,213,794		
Proposed Programming				1,827,387	4,193,922	220,733	1,213,794	7,455,836	
Unprogrammed Balance				N/A*	-	-	-		

### Cycle 4 Lifeline Transportation Program of Projects (FY 2014-2016)

#	Project	Project Sponsor	Project Description	Fund Source				TOTAL Lifeline Funding	Notes
				1B	STA (95%) <sup>1</sup>	STA (5% Conting.) <sup>1</sup>	5307/JARC		
Marin County									
18	Novato Transit Facility at Redwood Boulevard and Grant Avenue	GGBHTD/Marin Transit	Redesign and upgrade the bus facility at Redwood Boulevard and Grant Avenue. The improvements reconfigure the two stops into one location to improve pedestrian safety and transit operations by installing new shelters, security lighting, and other bus stop amenities	787,196				787,196	
19	Route 257 Shuttle Service	Marin Transit	This project will support Route 257 shuttle service to connect welfare recipients and other low income individuals to jobs and employment-related services.				222,210	222,210	
20	The Ride to School for Parents Program	San Rafael Schools (via GGBHTD)	Provides scheduled shuttle or van services for parents to access San Pedro Elementary School during the school day, in the evenings and on weekends to attend school-related meetings and special events. Taxi service to address emergencies (such as a picking up a sick child or address a matter around a behavioral concern).		120,605	6,348		126,953	
21	On-Demand Shuttle Project (ODSP)	Marin City Community Service District (via GGBHTD)	ODSP establishes a specialized demand-responsive shuttle service that offers specific trips for Marin City residents to shop, conduct business, and recreate. ODSP trips will be identified by residents and community groups. The Marin City Community Services District will administer the shuttle operations.		144,963	7,630		152,593	
22	Operating Assistance (funding exchange project)	Marin Transit	This project will support Marin County Local Fixed route service operations to help fund existing service expansion plans. (Funding exchange with 2 projects: Novato and Marin County projects)		502,218	26,433		528,651	(5)

County Bid Target	787,196	767,786	40,410	222,210	
Proposed Programming	787,196	767,787	40,410	222,210	1,817,603
Unprogrammed Balance	-	(1)	0	-	(0)

<b>Napa County</b>									
23	Operating Assistance	NCTPA	Continue VINE Transit fixed route service. The operating assistance will address numerous issues listed in the community based transportation plan, specifically improving travel times, connectivity between routes, frequency of buses, and on-time performance.		595,503	31,342	90,657	<b>717,502</b>	(4)
24	Computer-Aided Dispatch (CAD)/Automatic Vehicle Location (AVL) Project	NCTPA	Napa VINE identified the need to implement technological tools to assist in managing their operations and serving their customers through the collection, analysis and dissemination of reliable data on its existing fleet of transit vehicles. Based on this high priority need, Napa VINE will deploy a state-of-the-art Automatic Vehicle Location (AVL) System and Computer-Aided Dispatch (CAD) for fixed route and demand response fleets of vehicles.	299,070				<b>299,070</b>	
25	Tulocay Creek Bridge/Trail Completion	City of Napa	Pave three-quarter mile of Class 1 multi-use trail between new Tulocay Creek bicycle/pedestrian bridge and Riverfront Green Park at Soscol & Third. Project connects low income housing to the south with downtown and transit hub to the north through completion of the Class 1 trail.				120,000	<b>120,000</b>	(4)
26	Pedestrian Safety Enhancement	City of Calistoga	Installation of crosswalk and in-pavement crosswalk lighting with advanced warning flashing beacons on Lincoln Avenue at Brannan Street-Wappo Avenue.				80,000	<b>80,000</b>	(4)

County Bid Target	N/A*	595,503	31,342	290,657	
Proposed Programming	299,070	595,503	31,342	290,657	1,216,572
Unprogrammed Balance	N/A*	-	-	-	-

### Cycle 4 Lifeline Transportation Program of Projects (FY 2014-2016)

#	Project	Project Sponsor	Project Description	Fund Source				TOTAL Lifeline Funding	Notes
				1B	STA (95%) <sup>1</sup>	STA (5% Conting.) <sup>1</sup>	5307/JARC		
San Francisco County									
27	Potrero Hill Pedestrian Safety and Transit Stop Improvements	SFMTA	Improve pedestrian safety, transit access, and a sense of place by defining pedestrian bulbouts with high-impact planting barriers at five intersections in the Potrero Terrace and Annex Public Housing sites (25th at Connecticut and Texas-Dakota; 23rd at Dakota-Missouri and Arkansas, and Missouri at Watchman Way), as recommended through the Potrero Hill Neighborhood Transportation Plan efforts. This space will shorten crossing distances; force traffic to make slower turns; and create space for temporary bus bulbs, seating, and plantings.	See footnote (3)	159,854			159,854	(3)
28	Expanding Late Night Transit Service to Communities in Need	SFMTA	Support emerging recommendations from the Late Night Transportation Study by improving late-night Owl transit service in key communities of concern for three years by: (1) upgrading the 108-Treasure Island Owl frequency; (2) closing gaps in the Owl network through short lines of the 48-Quintara/24th Street (Mission to Dogpatch) and 44 O'Shaughnessy (Bayview to Glen Park); (3) investing in additional service hours, maintenance and supervision in the existing Owl Network to improve performance; and (4) increasing the number of real-time information displays for late-night customers.		3,511,930	193,252	1,062,678	4,767,860	
29	Van Ness Bus Rapid Transit (BRT)	SFMTA	The Van Ness BRT project calls for dedicated bus lanes on Van Ness Avenue from Lombard to Mission streets, mainly used by Muni's 49 and 47 lines and Golden Gate Transit. All-door boarding, elimination of most left turns, transit signal priority, and traffic signal optimization will help reduce transit travel time on the corridor by as much as 33 percent. Strengthening transit along this two-mile stretch of Van Ness will also positively affect the efficiency of connecting routes. In addition, pedestrian improvements, signal upgrades, new streetlights, new landscaping, and roadway resurfacing will be implemented throughout the corridor to improve safety and aesthetics.	6,189,054				6,189,054	
30	Wayfinding Signage and Pit Stop Initiative	BART	Install wayfinding signage at the 16th/Mission and 24th/Mission Stations, similar to those recently installed in the downtown San Francisco stations. In addition, provide high quality portable toilets and sinks with solar-powered lighting, used needle receptacles, and dog waste stations at the 16th/Mission and Civic Center stations through the San Francisco Public Works' Pit Stop Initiative. The scope includes one year of service to operate and monitor the facility Tuesday through Friday from 2 pm to 9 pm.	1,220,326				1,220,326	

County Bid Target	N/A*	3,671,784	193,252	1,062,678	
Proposed Programming	7,409,380	3,671,784	193,252	1,062,678	12,337,094
Unprogrammed Balance	N/A*	-	-	-	-

### Cycle 4 Lifeline Transportation Program of Projects (FY 2014-2016)

#	Project	Project Sponsor	Project Description	Fund Source				TOTAL Lifeline Funding	Notes
				1B	STA (95%) <sup>1</sup>	STA (5% Conting.) <sup>1</sup>	5307/JARC		
San Mateo County									
31	San Mateo County Transportation Assistance for Low-Income Residents	San Mateo County Human Services Agency (via SamTrans local agency fund exchange)	Provide bus tokens, bus tickets and bus passes for low income families and individuals participating in Self-Sufficiency and Family Strengthening activities such as: employment seeking, employment workshops, skill based training programs, emergency and health related needs, parenting skills workshops, anger management classes, and family counseling.		350,000			350,000	
32	Operating Support for Fixed Route 17 and SamCoast Service	SamTrans	Continue funding transit operations on the coastside of San Mateo County: (1) Expanded service on Route 17. The existing Lifeline-funded expanded service provides service to Montara, additional peak commute period service, Sunday service, and later evening hours 7 days a week; (2) SamCoast, a general public demand response system on the coastside of San Mateo County centered in Pescadero.		905,326	129,954		1,035,280	
33	Menlo Park Midday Shuttle	City of Menlo Park (via SamTrans)	Operate the Menlo Park Midday Shuttle, which has been providing the Belle Haven community and other neighborhoods with reliable local transit since 1998. The shuttle primarily serves the low income community by providing access to essential destinations not otherwise available.		354,100			354,100	
34	Daly City Bayshore Shuttle	City of Daly City (via SamTrans)	Provide a circulator shuttle service connecting the Bayshore neighborhood in Daly City with transit and important destinations in the western portion of Daly City. The shuttle is free for passengers and operates ten hours per day on weekdays and will operate for six hours per day on weekends.		559,704			559,704	
35	Mobility Management/Transportation Voucher Program	Outreach & Escort, Inc.	Provide mobility management services and transportation vouchers to seniors, veterans & individuals with disabilities to access mobility options offered by third-parties including: nonprofit transportation providers, volunteer driver programs, taxis, etc. Vouchers address travel for urgent, basic needs trips. Project targets residents of Communities of Concern and areas with CBTP's.		300,000			300,000	
36	Expansion of Fixed Route 122	SamTrans	Route 122 provides trips for customers between San Mateo County and the Stonestown Shopping Center. Currently, the service ends before the Center closes, so Center employees cannot ride public transit home after work. JARC funds will be used to expand Route 122 service so that service is available for Center workers to return home after work and provide additional trips for customers. Sam Trans will add approximately 5.4 hours to daily weekday and Saturday service and 1.1 hours for Sunday service.				439,400	439,400	
37	Fixed Route Bus Procurement	SamTrans	Replace the articulated bus fleet, which has reached the end of its useful life. Replacement vehicles will provide reliable bus service to the County's most at-risk populations. The majority of Sam Trans riders are low income and are dependent on public transportation to meet their daily transportation needs. The mean household income of the average SamTrans bus rider is \$36K per year; only 26% of all SamTrans riders own or have access to a car.	1,230,533			275,209	1,505,742	

County Bid Target	N/A*	2,469,130	129,954	714,609	
Proposed Programming	1,230,533	2,469,130	129,954	714,609	4,544,226
Unprogrammed Balance	N/A*	-	-	-	-

### Cycle 4 Lifeline Transportation Program of Projects (FY 2014-2016)

#	Project	Project Sponsor	Project Description	Fund Source				TOTAL Lifeline Funding	Notes
				1B	STA (95%) <sup>1</sup>	STA (5% Conting.) <sup>1</sup>	5307/JARC		
Santa Clara County									
38	Vehicle Loan Program - Santa Clara County	Peninsula Family Service (via Santa Clara VTA)	Provide low-interest auto loans to individuals who are unable to access affordably priced consumer loan financing. The loans, coupled with financial education and credit repair assistance, help address transportation barriers so that individuals can pursue efforts at self-sufficiency, including work, education, asset building, and job training.				689,629	689,629	
39	Family Transportation Services	Outreach & Escort, Inc.	Provide a range of no-cost transportation alternatives for Cal Works participants, veterans, older adults and other low-income individuals to assist them in finding and retaining employment. Services include: door-to-door rides to work, training, school and/or support services; support of public transit use; and vehicle repairs. This program offers a menu of subprograms referred to as Guaranteed Ride Program, Jump Start, and Mobility Management.		1,000,000	356,388	1,308,909	2,665,297	
40	Senior Transportation & Resources	Outreach & Escort, Inc.	Provide door-to-door transportation and other mobility alternatives that prevent isolation and enable the County's older adults, veterans and persons with disabilities to maintain their necessary schedules and appointments with a sense of independence. A major component of this project is the cooperative working relationships with senior centers that resulted in a successful shared ride program. The demand-response rides offer individual transportation options with enrollment and advance scheduling. The program offers individualized transportation planning, especially for use of public transit.		3,600,000			3,600,000	
41	Together We Ride	Outreach & Escort, Inc.	Provide transportation assistance to homeless individuals and families, veterans, emancipated foster youth, persons with disabilities and other vulnerable populations in the County's Communities of Concern. The program offers demand-response (dial-a-ride) services not available by fixed route public transit; individualized public transit transportation plans; shared rides/carpools; group trips; and mobility management. These services are provided at no-cost to low-income riders every day of the year.		2,171,361			2,171,361	
42	Replacement Vehicles	VTA	Purchase 60-ft articulated hybrid diesel-electric buses to replace the existing articulated bus fleet. These vehicles will provide mobility to transit dependent riders on VTA's most heavily used routes by expanding the fleet and replacing aging diesel buses with hybrid buses.	4,832,062				4,832,062	
County Bid Target				N/A*	6,771,361	356,388	1,998,538		
Proposed Programming				4,832,062	6,771,361	356,388	1,998,538	13,958,349	
Unprogrammed Balance				N/A*	-	-	-		

### Cycle 4 Lifeline Transportation Program of Projects (FY 2014-2016)

#	Project	Project Sponsor	Project Description	Fund Source				TOTAL Lifeline Funding	Notes
				1B	STA (95%) <sup>1</sup>	STA (5% Conting.) <sup>1</sup>	5307/JARC		
Solano County									
43	Solano County Intercity Taxi Scrip Program	Solano Transportation Authority (STA)	For Solano County's ADA paratransit certified, ambulatory residents, the Intercity Taxi Scrip Program provides 24-hour on-call service between cities in Solano County for only 15% of the regular taxi fare. This request would fund the continuation of this successful program and potentially include adding ADA paratransit certified non-ambulatory residents into the program.		190,000	10,000		200,000	(2)
44	Sustaining Route 85	SolTrans	Provide Route 85 service in Vallejo, with non-stop express service between the Vallejo Transit Center, Sereno Transit Center, Kaiser Hospital and Fairgrounds (Six Flags/Marine World), and operating express service along I-80 with stops at Suisun Valley Road at Kaiser Drive, Solano Community College in Fairfield, Fairfield Transportation Center and Solano Mall. Route 85 operates weekdays 5:05a.m. to 10:55 p.m. and Saturdays 6:05a.m. to 9:55p.m.		754,477	39,709		794,186	(2)
45	Sustaining Route 1	SolTrans	Provide service on SolTrans Route 1 which operates seven days a week and provides service from North West Vallejo to the Vallejo Transit Center. Major destinations along this route include the Vallejo High School, Raley's Shopping Center, Seafood City and Food-4-Less.		706,977	37,209		744,186	(2)
46	Volunteer Driver Program 60 Years	Faith in Action (via STA)	Provide services to seniors 60 years and over living in Solano County through three volunteer-based programs: (1) Caregiver Respite – 1:1 escort door-through-door or door-to-door for primarily medical appointments; (2) Ride with Pride – curb-to-curb shuttle services to both medical appointments and life enhancement destinations; and (3) Senior Peer Counseling – curb-to-curb for mental health appointments.		71,758	3,777		75,535	(2)
47	East Tabor Ave Sidewalk Gap Closure	City of Fairfield/ Fairfield and Suisun Transit	Funding will be used for the design and construction of a sidewalk on the north side of East Tabor Avenue across the railroad tracks owned by the Union Pacific Railroad, connecting to existing sidewalk on both sides of the tracks, as well as improvements to the intersection of East Tabor Avenue and Railroad Avenue, and East Tabor Avenue and the railroad tracks to enhance motorist, bicyclist and pedestrian safety.		152,000	8,000		160,000	(2)
48	Sustaining Route 30 Saturday Service	Fairfield and Suisun Transit	Continue funding Route 30 bus service on Saturdays between Fairfield and the City of Davis, serving Vacaville and Dixon along the route. The route serves UC Davis and key transit centers that connect to local transit routes and regional providers, such as SolTrans.				84,060	84,060	(2)
49	ADA Local Taxi Scrip Program	Fairfield and Suisun Transit	Provide a subsidized taxi fare program for seniors over age 60 and ADA qualified residents of Fairfield and Suisun City. Taxi trips within the City of Fairfield and Suisun City are subsidized by 50% for qualified residents. Subsidized trips support employment, shopping, medical, and educational needs for qualified residents.				300,000	300,000	(2)
50	Sustaining Route 2 (SCC-Vallejo)	SolTrans	Provide continued funding of the Solano Community College/SolTrans Bus Project (SolTrans Route 2), which provides transit bus service to and from the Solano College Vallejo campus for the benefit of low-income, transit dependent students.				560,389	560,389	(2)
51	Sustaining Route 20	Fairfield and Suisun Transit	Fund Route 20, which provides intercity service between Fairfield and Vacaville and serves Solano Town Center, Fairfield Transportation Center, Vacaville Transportation Center, and Vacaville Davis Street Park and Ride lot. 76 percent of Route 20 riders are low-income (income less than \$35,000 a year).				166,660	166,660	(2)
52	Replacement Vehicle	City of Dixon	Replace one cutaway bus to be deployed to all locations of the City of Dixon, including low-income communities within the service area.	8,421				8,421	
53	Replacement Vehicles	SolTrans	Replace three buses that will be deployed on Lifeline routes serving low-income communities within the SolTrans service area. The timely replacement of these buses will ensure comfortable and reliable public transit service to improve the mobility of low-income residents.	890,796				890,796	
County Bid Target				899,217	1,875,212	98,695	1,111,109		
Proposed Programming				899,217	1,875,212	98,695	1,111,109	3,984,233	
Unprogrammed Balance				-	-	-	-	-	

### Cycle 4 Lifeline Transportation Program of Projects (FY 2014-2016)

#	Project	Project Sponsor	Project Description	Fund Source				TOTAL Lifeline Funding	Notes
				1B	STA (95%) <sup>1</sup>	STA (5% Conting.) <sup>1</sup>	5307/JARC		
Sonoma County									
54	Weekend Service	Petaluma Transit	Project will support continued fixed route bus service on Saturday and Sunday for two years, in order to meet the needs of riders who have employment and other weekend travel needs.		270,360	14,229	76,934	361,523	
55	Lifeline Vehicle Replacement	Santa Rosa CityBus	Project includes partial funding for the replacement of up to ten (10) fixed route buses in the aging Santa Rosa CityBus fleet. Procuring new buses would allow Santa Rosa CityBus to further enhance rider experience not only on Lifeline routes but the system as a whole.	671,975			162,506	834,481	
56	Roseland Lifeline Operations	Santa Rosa CityBus	Project will support continued operations of Lifeline transit routes serving the Roseland community of the City of Santa Rosa and unincorporated Sonoma County. The need for higher levels of transit service in Roseland was identified in the Roseland Community Based Transportation Plan completed in 2007.		800,881	42,152		843,033	
57	CNG Bus Purchase	Sonoma County Transit	Project will assist with the purchase of two compressed natural gas (CNG) transit coaches. The new CNG buses would be deployed on routes primarily serving the Healdsburg, Lower Russian River and Sonoma-Springs CBTP areas. The timely replacement of Sonoma County Transit's CNG buses ensures comfortable and reliable public transit service throughout the fixed-route system.	373,086	300,973	15,841	173,388	863,288	
58	Feeder Bus Service in Healdsburg, Lower Russian River and Sonoma-Springs CBTP Areas	Sonoma County Transit	Project will implement expanded feeder bus service during peak commute times on routes providing service within the Healdsburg, Lower Russian River and Sonoma – Springs CBTP areas. Expanded feeder service on SCT's routes 20, 22, 26, 30, 40, 60, and 62 will be designed to provide connections to SMART's service and provide enhanced peak commute service between various outlying low-income areas and where the majority of jobs and services are located within the cities of Santa Rosa and Petaluma.		938,416	49,390		987,806	
County Bid Target				1,045,061	2,310,630	121,612	412,828		
Proposed Programming				1,045,061	2,310,630	121,612	412,828	3,890,131	
Unprogrammed Balance				-	-	-	-		

### Cycle 4 Lifeline Transportation Program of Projects (FY 2014-2016)

#	Project	Project Sponsor	Project Description	Fund Source				TOTAL Lifeline Funding	Notes
				1B	STA (95%) <sup>1</sup>	STA (5% Conting.) <sup>1</sup>	5307/JARC		
Multi-County & Regional Projects									
59	Vehicle Replacements	AC Transit	Replacement vehicles to be used District-wide. Newer fleet will ensure improved AC Transit Bus Service in Communities of Concern. This strategy meets the criteria of increased reliability of AC Transit service as discussed in multiple CBTPs.	4,299,828				4,299,828	
60	Regional Means-Based Fare Project	MTC	Potential development and implementation of a regional means-based transit fare program. In Lifeline Cycle 3, MTC set aside \$300,000 for Phase 1 of this project to develop the regional concept, including identifying who would be eligible, costs, funding, relationship to other discounts, and other policy elements. Depending on the results of the Phase 1 study, funds from this set-aside may be used for Phase 2 implementation activities. If the set-aside is not needed for Phase 2 of the Means-Based project, it would be used for other Lifeline projects.		665,000	35,000		700,000	
Multi-County & Regional Target				N/A*	665,000	35,000	-		
Proposed Programming				4,299,828	665,000	35,000	-	4,999,828	
Unprogrammed Balance				N/A*	-	-	-	-	
Regional Grand Totals									
Lifeline Program Revenue Sources				24,827,359	29,952,522	1,576,448	8,977,695	65,334,024	
Total Proposed Programming				24,827,359	29,952,523	1,576,448	8,977,695	65,334,025	
Unprogrammed Balance				-	(1)	0	-	(0)	

\* In most cases, Proposition 1B Transit funds are allocated directly to transit operators by MTC. Upon concurrence from the applicable CMA, transit operators may program funds to any capital project that is consistent with the Lifeline Transportation Program and Notes

(1) Because the STA amounts are continually changing, only 95 percent of each county's STA amount will be available to be claimed by project sponsors until further notice. The County Lifeline Program Administrators programmed 95 percent of their

(2) Solano County projects are pending STA Board approval on April 15, 2015

(3) On 4/22/15, the Potrero Hill Pedestrian Safety and Transit Stop Improvements was recommended to receive \$216,000 in Lifeline Cycle 2 Proposition 1B funds (see MTC Res. 3880, Revised and 3881, Revised). The \$216,000 in Lifeline Cycle 2 (FY2009-10) Prop 1B funds were advanced to the Proposition 1B Urban Core category by the Proposition 1B Lifeline category in 2011 and are now being repaid to the Lifeline category. SFCTA programmed the \$216,000 as part of their Cycle 4 programming effort, which is why the project is listed in both this resolution and in the Lifeline Cycle 2 resolution (MTC Res. 3881).

(4) On 7/22/15, the NCTPA Operating Assistance project STA amount was increased by \$200,00 (from 395,503 to 595,503) and the 5307/JARC amount was reduced by \$200,000 (from 290,657 to 90,657). The \$200,000 in 5307/JARC funds remaining were then assigned to the City of Napa Tulocay Creek Bridge/Trail project (\$120,000) and the City of Calistoga Pedestrian Safety Enhancement project (\$80,000). The Napa County Lifeline Program Administrator had originally programmed \$200,000 in STA funds to the City of Napa and City of Calistoga bike/ped projects, but the projects were found to be ineligible for STA funds, so are instead being programmed Section 5307 funds.

(5) The Marin County Lifeline Program Administrator (Transportation Authority of Marin (TAM)) had originally programmed \$318,000 in STA funds to the City of Novato Pedestrian Access to Transit Crosswalk Improvements project and \$210,650 to the Lower Marin County Drainage for Access Improvements Study, but these projects were found to be ineligible for STA funds. As a result, TAM pursued and approved a funding swap with Marin Transit. Marin Transit will receive \$528, 650 in STA funds for transit operations and in exchange will give TAM Measure A Strategy 1: Local Bus funds to fully fund the Lifeline projects (for Novato and Marin County projects).



# Metropolitan Transportation Commission

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

## Legislation Details (With Text)

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**File #:** 15-1544      **Version:** 1      **Name:**

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

**File created:** 4/8/2016      **In control:** Programming and Allocations Committee

**On agenda:** 5/11/2016      **Final action:**

**Title:** MTC Resolution Nos 3916, Revised, 4035, Revised, and 4212, Revised. Minor revisions to FY2010-11 and FY2015-16 Transit Capital Priorities programs.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [2h\\_Resolution-3916-4035-4212\\_TCP.pdf](#)

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

MTC Resolution Nos 3916, Revised, 4035, Revised, and 4212, Revised. Minor revisions to FY2010-11 and FY2015-16 Transit Capital Priorities programs.

### Presenter:

Glen Tepke

### Recommended Action:

Commission Approval

**Metropolitan Transportation Commission  
Programming and Allocations Committee**

**May 11, 2016**

**Item Number 2h**

**Resolution Nos. 3916, Revised, 4035, Revised, and 4212, Revised**

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**Subject:** Minor revisions to FY2010-11 and FY2015-16 Transit Capital Priorities programs

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

This item makes minor revisions to the FY2015-16 TCP program adopted by the Commission in April 2016. The revisions were requested by transit operators and are consistent with the regional TCP programming policy (MTC Resolution 4140):

- Transfer of \$5.4 million from WETA's Ferry Vessel Replacement project to two fixed guideway rehabilitation projects, in effect reversing the deferral of \$5.4 million in FY2013-14 fixed guideway funds in exchange for early programming for the vessel replacement. The remaining \$11.5 million programmed for Ferry Vessel Replacement completes the regional share of the *M/V Vallejo* replacement project.
- Programming of approximately \$1 million of operating assistance for Vacaville Transit, which was inadvertently left out of the program.
- Reduction in programming of approximately \$319,000 for a Marin Transit bus replacement project to reflect revisions to the project scope.
- Transfer of approximately \$1.1 million of OBAG 1 STP funds from Golden Gate Transit's ACIS project to its *MS Sonoma* Refurbishment project.

This item also makes one revision to the FY2010-11 TCP program, a transfer of \$8 million from Golden Gate Transit's District Facilities project to its *MS Sonoma* Refurbishment project. The Facilities project is not moving ahead quickly, and the ferry refurbishment project is now a higher priority for Golden Gate Transit.

**Issues:** None.

**Recommendation:** Refer Resolution Nos. 3916, Revised, 4035, Revised, and 4212, Revised to the Commission for approval. Because Resolution No. 4035 is proposed for revision under other agenda items, it is included under Agenda Item 5 with all proposed revisions. Only items approved by the Committee will be forwarded to the Commission.

**Attachments:** MTC Resolution No. 3916, Revised  
MTC Resolution No. 4212, Revised

Date: July 22, 2009  
W.I.: 1512  
Referred By: PAC  
Revised: 04/28/10-C 05/26/10-C  
06/22/11-C 11/16/11-C  
01/25/12-C 09/26/12-C  
04/24/13-C 05/28/14-C  
05/25/16-C

ABSTRACT

Resolution No. 3916, Revised

This resolution approves the FY 2009-10 through FY 2011-12 FTA Section 5307 and FTA Section 5309 Fixed Guideway (FG) programs for inclusion in the 2009 Transportation Improvement Program (TIP).

This resolution was revised on April 28, 2010 to reprogram \$17.5 million in Section 5307 funds from SFMTA to AC Transit as part of funding exchange with CMAQ funds.

This resolution was revised on May 26, 2010 to reconcile the FY 2009-10 program with the final FY 2009-10 FTA apportionments, and to program the FY 2010-11 and FY 2011-12 Vehicle Procurement Reserve to BART (\$80 million) and Caltrain (\$70 million) for their rail car replacement projects.

This resolution was revised on June 22, 2011 to reconcile the FY 2010-11 program with the final FY 2011 FTA apportionments, implement an exchange of \$17.5 million in CMAQ funds programmed to AC Transit's Bus Rapid Transit project for FTA preventive maintenance funding, and transfer \$5 million from Caltrain's Railcar Replacement project to preventive maintenance.

This resolution was amended on November 16, 2011 to reconcile the FY 2011-12 program with revised estimates of FY 2012 FTA apportionments prior to amending the program into the TIP. The revisions address a potential \$38 million revenue shortfall by withholding Flexible Set-Aside funds, deferring projects and making other program reductions; and also reprogram funds previously programmed to Vallejo in FY 2011 and FY 2012 to Solano County Transit (SolTrans) to reflect the merger of Benicia and Vallejo transit services under SolTrans.

This resolution was amended on January 25, 2012 to program an additional \$10 million of FY 2011-12 FTA Section 5307 funds for AC Transit's Preventive Maintenance. The funds had been

## ABSTRACT

MTC Resolution No. 3916, Revised

Page 2

held in reserve pending AC Transit Board action responding to recommendations adopted by the Commission as part of MTC Resolution Nos. 3831 and 3880, Revised.

This resolution was revised on September 26, 2012 to reconcile the FY 2011-12 program with the final FY 2012 FTA apportionments, reprogram approximately \$27.4 million from Caltrain Railcar Replacement to Caltrain Advanced Signal System, and make other fund transfers between projects.

This resolution was revised on April 24, 2013 to reflect several transfers of funding between eligible projects and deferral of projects to future years.

This resolution was revised on May 28, 2014 to re-program funding from existing GGBH&TD Bus Replacement projects to a new Facilities project as requested by GGBH&TD. The resolution was also revised to change the project sponsor from GGBH&TD to Marin Transit for “Replacement of 3 2005 Paratransit Vans.”

This resolution was revised on May 25, 2016 to reprogram \$8 million in the FY2010-11 program from GGBHTD’s District Facilities project to its MS Sonoma Refurbishment project, as requested by GGBHTD.

Further discussion of the FTA program of projects is contained in the Programming and Allocations Committee summary sheets dated July 8, 2009, April 14, 2010, May 12, 2010, June 8, 2011 November 9, 2011, January 11, 2012, September 12, 2012, April 10, 2013, May 14, 2014, and May 11, 2015.

Date: July 22, 2009  
W.I.: 1512  
Referred By: PAC

RE: San Francisco Bay Area Regional Transit Capital Priorities

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 3916

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

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

WHEREAS, MTC is the designated recipient of the Federal Transit Administration (FTA) Section 5307 and 5309 Fixed Guideway funds for the large urbanized areas of San Francisco-Oakland, San Jose, Concord, Antioch, and Santa Rosa and have been authorized by the California Department of Transportation (Caltrans) as the representative for the Governor of the State of California to program the FTA Section 5307 small urbanized area funds of Vallejo, Fairfield, Vacaville, Napa, Livermore, Gilroy-Morgan Hill, and Petaluma in MTC's 2009 Federal Transportation Improvement Program; and

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

WHEREAS, the process and criteria used in the selection and ranking of such projects are set forth in MTC Resolution No. 3908; and

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

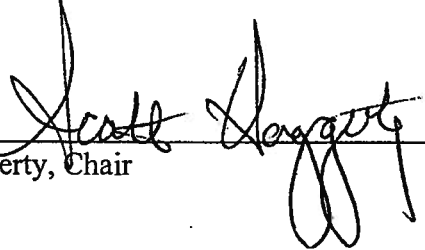
RESOLVED, that MTC adopts the FY 2009-10 through FY 2011-12 Transit Capital Priorities program of projects to be included in the TIP as set forth in Attachments A; and, be it further

RESOLVED, that MTC will use the priorities set forth in Attachments A to program sources of federal, state, regional and local funds to finance the projects; and, be it further

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

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

METROPOLITAN TRANSPORTATION COMMISSION

  
\_\_\_\_\_  
Scott Haggerty, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in Oakland, California on July 22, 2009.

FY 2009-10 FTA Section 5307 and 5309 Fixed Guideway Program				
TIP ID	Operator	Project Description	FTA Section 5307	FTA Section 5309 FG
		<i>Actual Apportionment</i>	<b>216,919,567</b>	<b>130,450,055</b>
		<i>Previous Year Carryover</i>	<b>20,293,167</b>	<b>942,966</b>
		<i>Funds Available for Programming</i>	<b>237,212,734</b>	<b>131,393,021</b>
<b>ADA Set-Aside</b>				
ALA990076	AC Transit	ADA Operating Assistance	7,558,073	
SCL991060	Caltrain	Caltrain/ACE Santa Clara Train Station	532,072	
BRT99T001B	BART	ADA Capital - Enhancements	3,126,281	
REG090051	Caltrain	Revenue Vehicle Rehab Program	1,085,980	
CC-99T001	CCCTA	ADA Operating Assistance	704,352	
CC-030035	ECCTA	ADA Operating Assistance	516,736	
MRN090036	GGBHTD	Bus Stop Improvement Project	1,182,151	
ALA990077	LAVTA	ADA Operating Assistance	304,827	
NAP030004	Napa Vine	ADA Operating Assistance	24,368	
SF-990022	SFMTA	ADA Operating Assistance	3,959,075	
SM-990026	SamTrans	ADA Operating Assistance	1,052,641	
SOL990040	Vallejo Transit	ADA Operating Assistance	612,433	
SCL050046	VTA	ADA Operating Assistance	3,739,578	
CC-990045	WestCat	ADA Operating Assistance	114,450	
<b>Flexible Set-Aside</b>				
ALA991070	AC Transit	Preventive Maintenance	2,100,836	
REG050010	BART	General Mainline Renovation	5,403,640	
SCL991060	Caltrain	Caltrain/ACE Santa Clara Train Station	241,032	
REG090051	Caltrain	Revenue Vehicle Rehab Program	856,275	
CC-030034	CCCTA	Preventative Maintenance	359,871	
CC-030037	ECCTA	Preventive Maintenance Program	279,856	
CC-050029	ECCTA	Park and Ride Facility Land Purchase - Security Project	66,439	
REG090052	GGBHTD	SF Bus Lot Modifications	752,470	
ALA030030	LAVTA	Preventive Maintenance	252,627	
NAP970010	Napa	Operating Assistance	195,292	
SON090009	Petaluma	Preventative Maintenance	14,829	
SF-050026	SFMTA	Escalator Rehab		5,488,564
SM090019	SamTrans	Service Support Vehicles	257,600	
SM030023	SamTrans	Preventive Maintenance	385,409	
SON030005	Sonoma County Transit	Preventive Maintenance	29,816	
ALA030031	Union City	Existing Bus Pkg,Concrete Pkwy	24,245	
SOL050039	Vallejo Transit	Revenue Vehicle Replacement	356,222	
REG090048	Vallejo	Replace Supervisor Vehicles	64,800	
REG090049	Vallejo	Replace Maintenance Vehicles	151,200	
SCL990046	VTA	Preventive Maintenance	3,970,535	
CC-090038	WestCat	Mobile column bus Lifts - Maintenance	62,132	
REG090050	WETA	Preventative Maintenance	82,029	
<b>Economic Reserve</b>				
ALA991070	AC Transit	Preventive Maintenance	4,948,876	
SCL991060	Caltrain	Caltrain/ACE Santa Clara Train Station	732,662	
REG090051	Caltrain	Revenue Vehicle Rehab Program	586,776	
REG090053	Caltrain	Preventative Maintenance	943,292	
CC-030037	ECCTA	Preventive Maintenance Program	190,254	
REG090052	GGBHTD	SF Bus Lot Modifications	2,315,918	
ALA030030	LAVTA	Preventive Maintenance	580,921	
NAP970010	Napa	Operating Assistance	540,712	
SON090009	Petaluma	Preventative Maintenance	16,404	
SF-050026	SFMTA	Escalator Rehab		311,436
SF-090032	SFMTA	TEP Capital Implementation Program	4,899,251	
SF-090031	SFMTA	Preventive Maintenance	7,000,000	
SM030023	SamTrans	Preventive Maintenance	1,961,777	
SON030005	Sonoma County	Preventive Maintenance	74,255	
ALA090031	Union City	Bus Replacement (2)	17,000	
ALA070062	Union City	Purchase Six (6) CNG Buses	41,971	
ALA030031	Union City	Existing Bus Pkg,Concrete Pkwy	15,000	
SOL030019	Vallejo/Benicia	Preventive Maintenance	1,425,789	
SCL990046	VTA	Preventive Maintenance	8,971,810	
REG090050	WETA	Preventative Maintenance	64,411	
		<b>Total Program Set-asides and Commitments</b>	<b>75,747,250</b>	<b>5,800,000</b>
		<b>Funds Available for Programming</b>	<b>161,465,484</b>	<b>125,593,021</b>

FY 2009-10 FTA Section 5307 and 5309 Fixed Guideway Program				
TIP ID	Operator	Project Description	FTA Section 5307	FTA Section 5309 FG
<b>Capital Projects</b>				
ALA990052	AC Transit	Paratransit Van Leasing	1,672,800	
ALA991070	AC Transit	Preventive Maintenance	45,459,113	
ALA090060	ACE	Rebuild Diesel Locomotives	763,107	
BRT030004	BART	Train Control		13,000,000
BRT030005	BART	Traction Power	3,075,781	9,924,219
BRT97100B	BART	Track Replacement Rehabilitation		13,000,000
BRT030005	BART	Replacement of Fixed Guideway Elements & Fare Collection Equipment		2,520,000
SCL991060	Caltrain	Caltrain/ACE Santa Clara Train Station	1,460,000	
SM-050041	Caltrain	Signal/ Communication Rehabilitation & Upgrades		4,500,000
SM-03006B	Caltrain	Systemwide Track Rehabilitation & Related Structures		8,770,000
CC-050038	CCCTA	Replace Vans	3,695,160	
CC-070092	ECCTA	1997 Transit Bus Replacement	5,705,553	
CC-090039	ECCTA	Translink Fareboxes	66,444	
SOL010006	Fairfield	Operating Assistance	2,740,773	
MRN090024	GGBHTD	Replace 30 - 1998 40' Transit Buses	11,778,870	
MRN090026	GGBHTD	Replace 6 Paratransit Vans	372,204	
MRN090022	GGBHTD	Replace 2 Paratransit Vans	163,548	
MRN090021	GGBHTD	Replace 2 Paratransit Vans	124,068	
MRN030011	GGBHTD	Ferry Major Component Replacement	4,000,000	
MRN090025	GGBHTD	Ferry Propulsion	1,660,000	
ALA090035	LAVTA	Replace 3 Paratransit Vehicles of 2002 Vintange	353,580	
NAP970010	Napa	Operating Assistance	746,632	
SON090010	Petaluma	Bus Replacement	636,508	
SON090009	Petaluma	Preventive Maintenance	213,856	
SF-950037B	SFMTA	Rail Replacement Projects		6,640,000
SF-970170	SFMTA	Overhead Rehabilitation Projects		9,140,000
SF-050024	SFMTA	Wayside Train Control Equipment Rehab and Replacment		1,500,000
SF-030013	SFMTA	Wayside Fare Collection Equipment Rehab and Replacement.		6,300,000
SF-070045	SFMTA	Trolley Car Replacement	7,694,836	26,542,057
SF-99T005	SFMTA	Historic Vehicle Rehabilitation		6,800,000
SF-970073	SFMTA	Cable Car Vehicle Renovation		1,050,000
SM050036	SamTrans	Replacement of up to 73-40 ft and 64-35 ft buses	4,571,918	
SM030023	SamTrans	Preventive Maintenance	3,506,371	
SON030011	Santa Rosa	Operating Assistance	1,318,170	
SON090024	Santa Rosa	Preventive Maintenance	1,631,298	
SON030012	Santa Rosa	Bus Stop Enhancements	34,754	
SON070020	Santa Rosa	Hybrid Electric Bus Purchase (Replacement)	612,874	
SON010024	Sonoma County	Bus Replacement	142,126	
SON050021	Sonoma County	Bus Stop Improvement Project	11,585	
SON030005	Sonoma County	Preventive Maintenance	1,175,929	
SOL010007	Vacaville	Operating Funds	493,315	
SOL991099	Vacaville	Purchase Transit Equipment - Fareboxes and Tools	100,000	
SOL090026	Vacaville	Vacaville: Replace 5 Medium-Duty CNG Buses	1,816,000	
SOL050040	Vallejo	Replace Diesel buses with Hybrid Electrics	3,684,800	
SOL090011	Vallejo	Ferry mid-life Repower	11,264,000	
SCL050045	VTa	ADA Bus Stop Improvements	417,818	
SCL990046	VTa	Preventive Maintenance	24,826,384	
SCL090039	VTa	Security Improvements for Light Rail	439,084	
SCL050002	VTa	Rail Rehabilitation & Replacement on Guadalupe Light Rail System		2,301,750
SCL050049	VTa	Traction Power Substation Replacement on Guadalupe Light Rail		4,050,000
REG090054	WETA	Harbor Bay Dredging	60,000	
REG090057	WETA	Ferry Major Component	432,000	
REG090056	WETA	Floats & Gangways	776,000	
REG090055	WETA	Ferry Propulsion Systems	2,412,000	
<b>Total Capital Projects</b>			<b>140,330,389</b>	<b>116,038,026</b>
<b>Total Program</b>			<b>216,077,639</b>	<b>121,838,026</b>
<b>Fund Balance</b>			<b>21,135,096</b>	<b>9,554,995</b>

**Notes:**

1) Operators in the Santa Rosa, Fairfield, and Vacaville Urbanized Areas did not wish to participate in the ADA or 10% flexible set-aside programming elements, and operators in the Napa and Petaluma UAs do not participate in the ADA set-aside.

2) AC Transit exchanged \$22,446,863 for replacement of 49 45' suburban buses and \$8,897,914 for replacement of 18 45' OTR coaches for \$31,344,777 in preventive maintenance. The buses will be procured with I-bond funds.

3) SamTrans exchanged \$2,045,371, part of the funding for replacement of up to 91-40 foot buses, 40-35 foot buses, and 4-30 foot buses, for preventive maintenance. The buses will be partially funded with ARRA funds.

4) Sonoma County Transit exchanged \$215,390 for replacement of one 40' CNG bus in exchange for preventive maintenance. The bus will be procured with ARRA funds.

5) Petaluma deferred replacement of 8 cutaways in exchange for \$238,447 in preventive maintenance in FY10. Due to insufficient funds in Petaluma UA, \$105,522 from Bus Replacement and \$87,980 in Van Replacement transferred to PM in FY10. Bus and van funds to be restored in FY11.

6) GGBHTD deferred 11,778,870 for bus replacement to FY15. Funds will have priority for programming in FY15 as a prior-year obligation.

FY 2010-11 FTA Section 5307 and 5309 Fixed Guideway Program				
TIP ID	Operator	Project Description	FTA Section 5307	FTA Section 5309 FG
		<b>Actual Apportionment</b>	<b>216,504,664</b>	<b>132,223,176</b>
		<b>Previous Year Carryover</b>	<b>9,819,979</b>	<b>8,901,518</b>
		<b>Funds Available for Programming</b>	<b>226,324,643</b>	<b>141,124,694</b>
<b>ADA Set-Aside</b>				
ALA990076	AC Transit	ADA Operating Assistance	4,339,305	
ALA010056	ACE	ACE Track Improvements	553,354	
BRT99T01B	BART	ADA Capital - Enhancements	3,251,332	
REG090051	Caltrain	Revenue Vehicle Rehab Program	1,129,418	
CC-99T001	CCCTA	ADA Operating Assistance	732,526	
CC-030035	ECCTA	ADA Operating Assistance	537,405	
MRN090033	GGBHTD	ADA Operating Assistance	1,229,437	
ALA990077	LAVTA	ADA Operating Assistance	311,817	
NAP030004	Napa Vine	ADA Operating Assistance	24,436	
SF-990022	SFMTA	ADA Operating Assistance	4,117,438	
SM-990026	SamTrans	ADA Operating Assistance	1,094,747	
SOL990040	Vallejo Transit	ADA Operating Assistance	624,814	
SCL050046	VTAA	ADA Operating Assistance	3,884,698	
CC-990045	WestCat	ADA Operating Assistance	119,028	
<b>Economic Reserve</b>				
SM-050005	BART	Preventive Maintenance	12,599,452	
CC-030034	CCCTA	Preventative Maintenance	827,797	
CC-030037	ECCTA	Preventive Maintenance	263,844	
REG090050	WETA	Ferry Major Component	64,411	
<b>Vehicle Procurement Reserve</b>				
REG050020	BART	BART Car Replacement Exchange Preventive Maintenance	25,940,067	
REG090037	BART	Railcar Replacement	7,284,799	
		<b>Total Program Set-asides and Commitments</b>	<b>68,930,125</b>	<b>0</b>
		<b>Funds Available for Programming</b>	<b>157,394,518</b>	<b>141,124,694</b>
<b>Capital Projects</b>				
ALA990052	AC Transit	Paratransit Van Leasing	1,706,256	
ALA991070	AC Transit	Preventive Maintenance	34,500,000	
ALA010056	ACE	ACE Track Improvements	1,460,000	
BRT030004	BART	Train Control		13,000,000
BRT030005	BART	Traction Power		13,000,000
BRT97100B	BART	Track Replacement Rehabilitation	2,496,035	10,503,965
ALA090065	BART	Replacement of Fixed Guideway Elements and Fare Collection Equipment	2,520,000	
SM-03006B	Caltrain	Systemwide Track Rehabilitation & Related Structures		12,940,248
SM-050041	Caltrain	Signal/ Communication Rehabilitation & Upgrades		329,752
REG090053	Caltrain	Preventive Maintenance	5,000,000	
CC-030034	CCCTA	Preventive Maintenance	5,466,170	
CC-070092	ECCTA	Transit Bus Replacements	5,263,853	
SOL010006	Fairfield	Operating Assistance	2,497,847	
MRN090034	GGBHTD	Replace 30 - 1997 45' Over-the-Road Buses	5,597,020	
MRN050025	GGBHTD	District Facilities	1,667,580	
MRN150005	GGBHTD	MS Sonoma Refurbishment	8,000,000	
MRN090035	GGBHTD	Replace 7 paratransit vans	445,669	
NAP970010	Napa	Operating Assistance	1,438,183	
SON090030	Petaluma	Electronic Fareboxes	120,000	
SON090029	Petaluma	2 Van Replacement	180,940	
SON090010	Petaluma	Preventive maintenance	193,502	

FY 2010-11 FTA Section 5307 and 5309 Fixed Guideway Program				
TIP ID	Operator	Project Description	FTA Section 5307	FTA Section 5309 FG
SF-99T005	SFMTA	Historic Vehicle Rehabilitation		10,000,000
SF-970073	SFMTA	Cable Car Vehicle Renovation		1,102,500
SF-090035	SFMTA	Paratransit Van Replacement	1,945,341	
SF-070046	SFMTA	Rehab 170 Neoplan Motor Coaches	4,800,000	
SF-070045	SFMTA	Trolley Car Replacement		20,000,000
SF-95037B	SFMTA	Rail Replacement	4,026,555	14,040,000
SF-970170	SFMTA	Overhead Rehabilitation		14,040,000
SF-050024	SFMTA	Wayside Train Control Equipment Rehab and Replacement		7,500,000
SF-030013	SFMTA	Wayside Fare Collection Equipment Rehab and Replacement		700,000
SM-030023	SamTrans	Preventive Maintenance	5,092,763	
SM-090042	SamTrans	Replacement of 10 2007 Minivans	403,930	
SON030011	Santa Rosa	Operating Assistance	1,318,170	
SON090024	Santa Rosa	Preventive Maintenance	1,634,486	
SON030012	Santa Rosa	Bus Stop Enhancements	34,694	
SON070020	Santa Rosa	Hybrid Electric Bus Purchase (Replacement)	482,559	
SON050021	Sonoma County	Bus Stop Improvement Project	11,565	
SON030005	Sonoma County	Preventive Maintenance	1,145,068	
ALA090061	Union City	Replacement of Four (4) Transit Buses	1,658,276	
ALA090064	Union City	Replacement of Two (2) Transit Buses	854,758	
SOL010007	Vacaville	Operating Funds	973,000	
SOL97AM70	Vacaville	Bus Shelters	400,000	
SOL090028	SolTrans	Communication Upgrades (AVL, GPS, and other)	1,728,000	
SOL090029	SolTrans	Bus Radio(s) replacement	94,000	
SOL090030	SolTrans	Vault Receiver	88,000	
SOL090031	SolTrans	Bill Counters	8,000	
SOL090032	SolTrans	Public Address System	28,000	
SOL090033	SolTrans	Bus Maintenance Facility Renovation	800,000	
SCL050002	VTA	Rail Rehabilitation & Replacement		1,683,000
SCL090044	VTA	TP OCS Rehab & Replacement		6,098,250
SCL050049	VTA	TP Substation Replacement		4,767,000
SCL050045	VTA	ADA Bus Stop Improvements	442,846	
SOL010006	VTA	Preventive Maintenance	36,432,424	
CC-090060	WestCAT	Revenue Vehicle Replacement	1,015,640	
CC-110046	WestCAT	Bus Wash	150,000	
CC-110047	WestCAT	Vehicle Rehab	180,585	
REG090054	WETA	Harbor Bay Dredging	200,000	
REG090057	WETA	Ferry Major Component	336,000	
REG090055	WETA	Ferry Propulsion Systems	1,600,000	
REG110020	WETA	Facilities Rehabilitation	200,000	
REG090067	WETA	Fixed Guideway Connectors	1,344,000	
<b>Total Capital Projects</b>			<b>147,981,715</b>	<b>129,704,715</b>
<b>Total Program</b>			<b>216,911,840</b>	<b>129,704,715</b>
<b>Fund Balance</b>			<b>9,412,803</b>	<b>11,419,979</b>

**Notes:**

- 1) Operators in the Napa and Petaluma UAs do not participate in the ADA set-aside.
- 2) The 10% Flexible Set-Aside was not programmed in FY11 due to apportionment shortfalls in FY11 and projected shortfalls in FY12.
- 3) AC Transit exchanged \$20,000,000 for replacement of 68 low-floor 40' buses for preventive maintenance. The buses will be procured with I-bond funds. \$3,000,000 of the preventive maintenance funding was deferred to FY12.
- 4) AC Transit exchanged \$17,500,000 in CMAQ programmed to its BRT project for \$17,500,000 in 5307 for preventive maintenance. CMAQ funds were reprogrammed to SFMTA's Central Subway; \$17.5M I-Bond funds were transferred from Central Subway to BART's Fixed Guideway projects, which will be reduced by \$17.5M in TCP funds in FY12.
- 5) Caltrain exchanged \$5,000,000 in FY12 funding for Railcar Replacement for preventive maintenance in FY11. The Railcar funding will be replaced by Caltrain using non-TCP funds. The region will not replace the \$5 million, meaning that the share of regional participation in car replacement will decrease by \$5 million.
- 6) CCTA deferred replacement of 10 40' buses from FY11 to FY23 in exchange for \$5,466,170 in preventive maintenance.
- 7) Petaluma deferred replacement of 8 cutaways in exchange for \$238,447 in preventive maintenance in FY10. Due to insufficient funds in Petaluma UA, \$105,522 from Bus Replacement and \$87,980 in Van Replacement transferred to PM in FY10. Funds were restored in FY11 as preventive maintenance; the vehicles were purchased with local funds.
- 8) SFMTA deferred \$20,000,000 programmed in FY11 and \$4,159,333 programmed in FY12 for replacement of 45 40' NABI buses to FY13 in exchange for \$4,026,555 for Rail Replacement.
- 9) SamTrans deferred replacement of 62 1998 Gillig buses to FY12 and 10 to FY23 in exchange for \$5,092,763 in preventive maintenance.
- 10) Sonoma County Transit exchanged \$400,000 for replacement of one 40' CNG bus in exchange for preventive maintenance. The bus will be procured with ARRA funds.
- 11) WestCAT deferred \$3,326,130 for replacement of 9 out of 11 40' buses from FY11 to FY13 in exchange for \$276,500 to upgrade the two remaining buses to 45' OTR coaches, \$150,000 for a bus wash, and \$180,585 for vehicle rehabs.
- 12) Unobligated funds programmed to Vallejo were reprogrammed to SolTrans as part of the consolidation of Benicia and Vallejo transit services under SolTrans.
- 13) GGBHTD deferred \$5,660,000 for fixed guideway projects to FY15. Funds will have priority for programming in FY15 as a prior-year obligation.

Revised: 04/28/10-C 05/26/10-C  
06/22/11-C 11/16/11-C  
01/25/12-C 09/26/12-C  
04/24/13-C 05/28/14-C

Attachment A  
Resolution No. 3916  
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TIP ID	Operator	Project Description	FTA Section 5307	FTA Section 5309 FG
		<b>Actual Apportionment</b>	<b>212,023,119</b>	<b>130,670,026</b>
		<b>Previous Year Carryover</b>	<b>8,254,868</b>	<b>11,419,979</b>
		<b>Funds Available for Programming</b>	<b>220,277,987</b>	<b>142,090,005</b>
<b>ADA Set-Aside</b>				
ALA990076	AC Transit	ADA Operating Assistance	3,961,150	
ALA050042	ACE	Preventive Maintenance	506,887	
BRT99T01B	BART	ADA Paratransit Capital Accessibility Improve	2,972,888	
REG090051	Caltrain	Revenue Vehicle Rehab Program	1,045,789	
CC-99T001	CCCTA	ADA Operating Assistance	672,718	
CC-030035	ECCTA	ADA Operating Assistance	487,639	
MRN99T001	GGBHTD	ADA Operating Assistance	448,918	
ALA990077	LAVTA	ADA Operating Assistance	295,715	
MRN110047	MCTD	ADA Set-aside	673,378	
NAP030004	Napa Vine	ADA Operating Assistance	24,070	
SF-990022	SFMTA	ADA Operating Assistance	3,758,618	
SM-990026	SamTrans	ADA Operating Assistance	999,343	
SOL990040	SolTrans	ADA Operating Assistance	593,943	
SCL050046	VTA	ADA Operating Assistance	3,638,697	
CC-990045	WestCat	ADA Operating Assistance	108,655	
<b>Economic Reserve</b>				
CC-110080	ECCTA	Capital Maintenance-Fuel	278,564	
CC-030025	WestCat	Preventative Maintenance	146,362	
REG110020	WETA	Facilities Rehabilitation	64,411	
<b>Vehicle Procurement Reserve</b>				
REG090037	BART	Railcar Replacement	36,775,134	10,000,000
REG050020	BART	BART Car Exchange Preventive Maintenance	22,979,594	1,000,000
REG110030	Caltrain	Advanced Signal System	18,589,069	8,844,200
		<b>Total Program Set-asides and Commitments</b>	<b>99,021,542</b>	<b>19,844,200</b>
		<b>Funds Available for Programming</b>	<b>121,256,445</b>	<b>122,245,805</b>
<b>Capital Projects</b>				
ALA990052	AC Transit	Paratransit Van Leasing	1,740,381	
ALA991070	AC Transit	Preventive Maintenance	22,191,982	
ALA090060	ACE	Rebuild Diesel Locomotives	1,460,000	
BRT030005	BART	Traction Power	5,208,318	6,791,682
BRT97100B	BART	Track Replacement Rehabilitation	692,310	11,307,690
ALA090065	BART	Replacement of Fixed Guideway Elements and Fare Collection Equipment		20,000
SM-03006B	Caltrain	Systemwide Track Rehabilitation & Related Structures		13,270,000
REG090053	Caltrain	Preventive Maintenance	3,333,333	1,666,667
CC-110061	CCCTA	Replace (10) 40' buses - Hybrid	5,627,420	
CC-110062	CCCTA	Replace (4) LINK Vans	371,840	
CC-110063	CCCTA	Replace (4) Minivans	173,556	
CC-070092	ECCTA	Transit Bus Replacements	2,774,881	
CC-090039	ECCTA	Clipper Fareboxes	136,464	
CC-050029	ECCTA	Park and Ride Facility Land Purchase - Security Project	0	
SOL010006	Fairfield	Operating Assistance	2,374,911	
MRN110027	GGBHTD	Replace 2 - 1998 45' Over-the-Road Buses	0	
MRN110028	Marin Transit	Replace 3 - 2005 paratransit vans	195,897	
MRN050025	GGBHTD	District Facilities	1,048,234	
ALA030030	LAVTA	Preventative Maintenance	116,780	
ALA110095	LAVTA	East Bay Radio Communication System Hookup	512,000	
ALA110096	LAVTA	Capital Maintenance-Fuel	128,132	
NAP970010	Napa	Operating Assistance	1,442,265	
SON110032	Petaluma	Communication Equipment	46,371	

Revised: 04/28/10-C	05/26/10-C
06/22/11-C	11/16/11-C
01/25/12-C	09/26/12-C
04/24/13-C	05/28/14-C

Attachment A  
Resolution No. 3916  
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FY 2011-12 FTA Section 5307 and 5309 Fixed Guideway Program				
TIP ID	Operator	Project Description	FTA Section 5307	FTA Section 5309 FG
SF-99T005	SFMTA	Historic Vehicle Rehabilitation		13,146,553
SF-970073	SFMTA	Cable Car Vehicle Renovation		1,157,625
SF-090035	SFMTA	Paratransit Van Replacement	206,824	
SF-070046	SFMTA	Rehab 170 Neoplan Motor Coaches	4,800,000	
SF-070045	SFMTA	Trolley Car Replacement	1,174,792	18,825,208
SF-950037B	SFMTA	Rail Replacement		20,290,000
SF-99T002	SFMTA	Cable Car System Rehabilitation		3,076,000
SF-970170	SFMTA	Overhead Rehabilitation		2,064,000
SF-050024	SFMTA	Wayside Train Control Equipment Rehab and Replacement		10,150,000
SF-030013	SFMTA	Wayside Fare Collection Equipment Rehab and Replacement		700,000
SM-110056	SamTrans	Capital Maintenance-Fuel	3,346,604	
SON030011	Santa Rosa CityBus	Operating Assistance	1,318,170	
SON090024	Santa Rosa CityBus	Preventive Maintenance	1,614,506	
SON030012	Santa Rosa CityBus	Bus Stop Enhancements	33,761	
SON110045	Santa Rosa	Capital Maintenance - Fuel	409,670	
SOL110026	SolTrans	Coin Counter Machine	7,200	
SOL110033	SolTrans	Capital Maintenance - Fuel	320,606	
SON070024	Sonoma County Transit	Bus Replacement	1,565,233	
SON030005	Sonoma County	Preventive Maintenance	135,000	
SON050021	Sonoma County Transit	Bus Stop Improvement Project	11,254	
SOL010007	Vacaville	Operating Funds	983,000	
SCL050045	VTA	ADA Bus Stop Improvements	460,559	
SCL990046	VTA	Preventive Maintenance	38,286,489	
SCL050002	VTA	Rail Replacement Program		2,586,048
SCL090044	VTA	TP OCS Rehab & Replacement		2,209,701
SCL050049	VTA	Rail Substation Rehab/Replacement		978,000
SCL110099	VTA	Light Rail Bridge and Structure - SG Repair		1,360,000
SCL110100	VTA	Kinkisharyo LRV Overhaul Program		1,029,600
SCL110101	VTA	LRV Body Shop Dust Separation Wall		436,000
SCL110102	VTA	LRV Maintenance Shop Hoist		2,749,856
SCL110105	VTA	LR Signal Assessment / SCADA System Replacement		2,800,000
SCL110104	VTA	Light Rail Track Crossovers and Switches		579,578
SCL110103	VTA	Update Santa Teresa Interlock Signal House		688,000
CC-110057	WestCat	Revenue Vehicle Replacement	1,857,205	
CC-110058	WestCAT	Service Vehicle Replacement	31,721	
REG090057	WETA	Ferry Major Component Rehab/Replacement		1,655,000
REG090054	WETA	Ferry Channel & Berth Dredging		200,000
REG090067	WETA	Fixed Guideway Connectors		825,000
<b>Total Capital Projects</b>			<b>106,137,669</b>	<b>120,562,208</b>
<b>Total Program</b>			<b>205,159,211</b>	<b>140,406,408</b>
<b>Fund Balance</b>			<b>15,118,776</b>	<b>1,683,597</b>

**Notes:**

- 1) Operators in the Santa Rosa , Fairfield, and Vacaville Urbanized Areas did not wish to participate in the ADA or 10% flexible set-aside programming elements, and operators in the Napa and Petaluma UAs do not participate in the ADA set-aside.
- 2) AC Transit deferred \$3,000,000 for preventive maintenance from FY11 to FY12 and exchanged \$19,191,982 for bus replacements for PM in FY12. \$10,000,000 in PM released to AC Transit as a result of meeting conditions specified in MTC Resolutions 3831, 3880 and 3916 revised June 2011.
- 3) Caltrain exchanged \$37,433,269 in FY12 for Railcar Replacement for \$5,000,000 preventive maintenance in FY11, \$5,000,000 preventive maintenance in FY12, and \$27,433,269 for Advanced Signal System in FY12. The region will not replace \$10 million of the rail car funds, i.e, the share of regional participation in Car Replacement will be reduced by \$10,000,00.
- 4) SFMTA deferred \$20,000,000 programmed in FY11 and \$4,159,333 programmed in FY12 for replacement of 45 40' NABI buses to FY13 in exchange for \$4,026,555 for Rail Replacement in FY11.
- 5) SamTrans deferred \$24,745,874 for replacement of 62 1998 Gillig Buses from FY12 to FY13 in exchange for \$2,115,216 for Advanced Communication System (ACS) Upgrades.
- 6) Sonoma County Transit exchanged \$135,000 in partial funding for bus replacement for an equal amount in Preventive Maintenance. The bus procurement will be completed with Prop. 1B, TDA/STA and Air District funds.
- 7) WestCAT deferred \$380,657 for replacement of one 40' bus to FY13 in exchange for \$31,721 for replacement of one service vehicle.
- 8) AC Transit exchanged \$17,500,000 in CMAQ programmed to its BRT project for \$17,500,000 in 5307 for preventive maintenance in FY11. CMAQ funds were reprogrammed to SFMTA's Central Subway; \$17.5M I-Bond funds were transferred from Central Subway to BART's Fixed Guidway projects, which were reduced by \$17.5M in TCP funds in FY12.
- 9) WETA deferred \$1,000,000 of fixed guideway cap funding to FY13.
- 10) Unobligated funds programmed to Vallejo were reprogrammed to SolTrans as part of the consolidation of Benicia and Vallejo transit services under SolTrans.
- 11) VTA used its FY12 fixed guideway project cap of \$9,450,000 and \$6,176,383 of its FY13 fixed guideway project cap for fixed guideway projects in FY12. VTA's fixed guideway project cap in the FY13 program will be reduced by \$6,176,383.
- 13) GGBHTD deferred \$5,660,000 for fixed guideway projects to FY15. Funds will have priority for programming in FY15 as a prior-year obligation.

Date: January 27, 2016  
W.I.: 1512  
Referred By: PAC  
Revised: 04/27/16-C  
05/25/16-C

### ABSTRACT

#### Resolution No. 4212, Revised

This resolution approves the FY2015-16 Transit Capital Priorities preliminary program of projects for inclusion in the Transportation Improvement Program (TIP). The program includes projects funded with FTA Section 5307 Urbanized Area, Section 5337 State of Good Repair, and Section 5339 Bus and Bus Facilities. In addition, Surface Transportation Program Cycle 2 Transit Capital Rehabilitation funds are being programmed in MTC Resolution No. 4035, Revised, and AB 664 Bridge Toll revenues and BATA Project Savings are programmed in MTC Resolution No. 4213 and Resolution No. 4169, Revised, respectively, for FY2015-16 Transit Capital Priorities projects.

This Resolution includes the following attachment:

#### Attachment A – FY2015-16 Program of Projects

This resolution was revised on April 27, 2016 to make revisions to several projects in the Transit Capital Priorities program for FY2015-16 to reconcile the program to final FTA Apportionments for the year.

This resolution was revised on May 25, 2016 to make minor revisions to the Transit Capital Priorities program for FY2015-16: transferring programming between projects for WETA, programming of operating assistance for Vacaville Transit, and reducing the programmed amount for a Marin Transit bus replacement due to revised scope.

Further discussion of the Transit Capital Priorities program of projects is contained in the Programming and Allocations Committee summary sheets dated January 13, 2016, April 13, 2016 and May 11, 2016.

Date: January 27, 2016  
W.I.: 1512  
Referred By: PAC

RE: San Francisco Bay Area Regional Transit Capital Priorities

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 4212

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

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

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

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

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

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

RESOLVED, that MTC adopts the FY 2015-16 Transit Capital Priorities program of projects to be included in the TIP as set forth in Attachment A; and, be it further

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

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

METROPOLITAN TRANSPORTATION COMMISSION



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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 January 27, 2016.

FY 2015-16 Transit Capital Priorities / Transit Capital Rehabilitation Program					
TIP ID	Operator	Project Description	FTA Section 5307	FTA Section 5337	FTA Section 5339
<b>Actual Apportionments</b>			<b>211,278,509</b>	<b>196,480,438</b>	<b>12,032,931</b>
<b>Previous Year Carryover</b>			<b>2,662,039</b>	<b>24,863,868</b>	<b>394,073</b>
<b>Funds Available for Programming</b>			<b>213,940,548</b>	<b>221,344,306</b>	<b>12,427,004</b>
<b>Lifeline Set-Aside (JARC Projects)</b>					
Reserved	Various	Reserved for programming in Lifeline Transportation Program Cycle 4	2,936,093		
<b>ADA Operating Set-Aside</b>					
ALA990076	AC Transit	ADA Set-aside	3,984,138		
ALA050042	ACE	Preventive Maintenance		8,996	
BRT99T01B	BART	ADA Paratransit Capital Accessibility Improvements		2,727,176	
REG090051	Caltrain	Revenue Vehicle Rehab Program		166,206	
CC-99T001	CCCTA	ADA Set-aside	1,199,933		
CC-030035	ECCTA	ADA Set-aside	532,570		
MRN130015	GGBHTD	Transit System Enhancements	156,753		
ALA990077	LAVTA	ADA Set-aside	341,367		
MRN110047	Marin Transit	ADA Set-aside	627,012		
NAP030004	Napa VINE	ADA Set-aside	41,320		
SON150007	Petaluma Transit	ADA Set-aside	84,261		
SM-990026	SamTrans	ADA Set-aside	1,584,235		
SM-150008	SamTrans	Replacement of Non-Revenue Vehicles	296,800		
SF-990022	SFMTA	ADA Set-aside	4,062,514		
SOL110025	SolTrans	ADA Set-aside	324,344		
SON030005	Sonoma City Transit	Preventive Maintenance	29,452		
New	Union City Transit	ADA Set-aside	0		
SCL050046	VTA	ADA Set-aside	3,711,401		
CC-990045	WestCat	ADA Set-aside	248,192		
REG090067	WETA	Fixed Guideway Connectors	5,225		
<b>Reserved for Future Programming</b>					
SM-03006B	Caltrain	Positive Train Control/Electrification		12,606,500	
SF-010028	Caltrain	Railcar Replacement		39,794,630	
<b>Total Program Set-asides and Commitments</b>			<b>20,165,610</b>	<b>55,303,508</b>	<b>0</b>
<b>Funds Available for Capital Programming</b>			<b>193,774,938</b>	<b>166,040,798</b>	<b>12,427,004</b>
<b>Capital Projects</b>					
REG110044	ACE	Positive Train Control		1,387,000	
ALA150038	AC Transit	Purchase (10) Double-Deck Diesel Buses	3,636,463	1,500,000	
ALA150040	AC Transit	Replace (10) 40ft Urban Buses - Diesels	4,081,000		
ALA150039	AC Transit	Purchase (10) 40ft Urban Buses - Zero-emission Fuel Cell (PM swap)	979,153		
ALA150041	AC Transit	Replace (29) 60ft Artic Urban Buses - Diesels	753,998		
ALA990052	AC Transit	ADA Paratransit Van Replacement	1,319,762		
BRT97100B	BART	Rail, Way & Structures program	11,317,223	5,752,805	
REG050020	BART	BART Car Exchange Preventive Maintenance	0	47,116,668	
BRT030004	BART	Train Control		13,000,000	
BRT030005	BART	Traction Power		13,000,000	
ALA090065	BART	Fare Collection Equipment		6,000,000	
REG090037	BART	Railcar Replacement		500,000	
MTC99002A	Clipper	Replacement of legacy Clipper fare collection system		5,000,000	
CC-070092	ECCTA	Replace (25), Ford Cutaways	1,392,642		411,358
CC-070092	ECCTA	Replace (3), Ford Cutaways	216,480		
SOL010006	Fairfield	Fairfield Operating Assistance	2,470,825		
SOL110041	Fairfield	2 Gillig Bus Replacements			265,234
MRN050025	GGBHTD	Misc Facilities Rehab	1,529,895		
ALA150031	LAVTA	Replacement purchase (10 ) 40' Hybrids	5,384,025		938,175
ALA150032	LAVTA	Replacement purchase (10 ) 30' Hybrids	5,953,200		
ALA150033	LAVTA	Service vehicles (2) trucks	81,600		
ALA150036	LAVTA	Service vehicles (3) road supervisor vehicles	122,400		
ALA150037	LAVTA	Service vehicles (4) shift trade vehicles	163,200		
ALA150034	LAVTA	Trapeze Upgrade	130,000		
ALA030030	LAVTA	Preventive Maintenance	1,272,500		
ALA150035	LAVTA	Farebox Replacement	398,242		
MRN150011	Marin Transit	Replace (2) Cutaways for FR Service	200,080		
MRN150012	Marin Transit	Replacement Purchase (10) 40' Hybrid, (2) 35' electric, and (1) 30' diesel bus	7,899,880		
MRN150003	Marin Transit	On Board Vehicle Equipment for (15) replaced vehicles	172,200		
MRN150013	Marin Transit	Emergency Radio System	285,360		

FY 2015-16 Transit Capital Priorities / Transit Capital Rehabilitation Program					
TIP ID	Operator	Project Description	FTA Section 5307	FTA Section 5337	FTA Section 5339
<b>Capital Projects, continued</b>					
NAP970010	Napa Vine	Napa Vine: Operating Assistance	1,865,913		
NAP090008	Napa Vine	Equipment Replacement & Upgrades	14,635		162,206
SON150014	Petaluma	(2) 35' Diesel Hybrid Bus Replacement	1,072,534		118,106
SON150015	Petaluma	Clipper for (3) FR Buses	14,400		
SON150016	Petaluma	Communication equipment for (3) FR Buses	27,244		
SM-150005	Samtrans	Replacement of (60) 2003 Gillig Buses	6,914,860		
SM-110068	Samtrans	Replacement of (55) NABI Articulated Buses	20,157,000		
SM-150010	Samtrans	Replacement of (9) Cutaway Buses	900,360		
SM-150011	Samtrans	Replacement of (10) Minivans	418,200		
SON070020	Santa Rosa	Diesel Bus Purchase	247,595		243,709
SON150017	Santa Rosa	Miscellaneous Capital Equipment	56,000		
SON030012	Santa Rosa	Bus Stop ADA Improvements	16,433		
SON150018	Santa Rosa	Garage Hoist for Bus Repairs	288,000		
SON090023	Santa Rosa	Santa Rosa CityBus: Operating Assistance	1,324,057		
SON090024	Santa Rosa	Santa Rosa CityBus: Preventive Maintenance	400,000		
SF-150005	SFMTA	Replacement of 40' Motor Coaches	3,347,163		6,364,945
SF-150006	SFMTA	Replacement of 60' Motor Coaches	45,417,750		
SF-090035	SFMTA	Replacement of (27) Type II Paratransit Vans	1,948,320		
SF-150014	SFMTA	30-Foot Motor Coach Mid-Life Overhaul	13,125,926		
SF-150007	SFMTA	Farebox Replacement	2,228,800		
SF-95037B	SFMTA	Muni Rail Replacement		5,316,972	
SF-030013	SFMTA	Wayside Fare Collection		1,000,000	
SF-970170	SFMTA	Overhead Line Rehabilitation		6,684,663	
SF-050024	SFMTA	Wayside/Central Train Control & Trolley Signal Systems Rehabilitation		5,000,000	
SF-99T002	SFMTA	Cable Car Infrastructure		2,000,000	
SF-970073	SFMTA	Cable Car Renovation Program		988,800	
SF-150004	SFMTA	Station Area and Pedestrian Improvements		500,000	
SF-150015	SFMTA	Replacement of (21) 40' Trolley Coaches		20,000,000	
SOL090034	Soltrans	Bus Purchase (4) 45' CNG Commuter Coaches	2,436,729		360,668
SOL070032	Soltrans	Preventive Maintenance	711,997		
SON030005	Sonoma County	SCT Preventive Maintenance Program	1,221,660		
SON150013	Sonoma County	Replacement of (1) CNG 40-Foot Heavy-Duty Bus in SCT's Fixed-Route Fleet	467,090		176,479
SON050021	Sonoma County	Installation of Passenger Shelters and Other Amenities at Various SCT Bus Stops	0		
ALA150046	Union City	Union City: Midlife Rehab of (2) 35' CNG Vehicles	410,000		
SOL010007	Vacaville	Operating Assistance	985,000		
SCL150019	VTA	Radio System Upgrade	0		
SCL050001	VTA	40' Hybrid Bus Procurement	33,824,944		2,806,890
SCL050049	VTA	Rail Substation Rehab/ Replacement		3,000,000	
SCL050002	VTA	Rail Replacement Program		3,600,000	
SCL110104	VTA	Light Rail Track Crossovers and Switches		777,500	
SCL150008	VTA	Track Intrusion Abatement		1,600,000	
CC-150014	WestCat	Replacement of (1) 40-Foot Revenue Vehicle	434,600		
CC-150015	WestCat	Fast Fare Electronic Farebox (1)	14,249		
REG090055	WETA	Ferry Propulsion System Replacement		2,880,000	
REG090057	WETA	Ferry Major Component Rehab/Replacement		7,912,000	
REG090067	WETA	Ferry Passenger Float/Gangway		74,790	
SF-110053	WETA	Ferry Vessel Replacement		11,449,600	
<b>Total Capital Projects</b>			<b>190,051,587</b>	<b>166,040,798</b>	<b>11,847,770</b>
<b>Total Programmed</b>			<b>210,217,197</b>	<b>221,344,306</b>	<b>11,847,770</b>
<b>Fund Balance</b>			<b>3,723,351</b>	<b>0</b>	<b>579,234</b>

**FY2015-16 Transit Capital Priorities / Transit Capital Rehabilitation Program Notes**

1.	Program is based on final apportionments issued by FTA in February 2016.
2.	AC Transit: \$6.4M of BATA project savings have been programmed to AC Transit's Core Capacity Challenge Grant Program (CCCCGP) projects proportionately according to the CCCCCGP funding plan. An additional \$18.5M is being programmed towards AC Transit's CCCCCGP projects in order to resolve the shortfall in the San Francisco - Oakland urbanized area. BATA Project Savings are being programmed in lieu of AB664 plus BATA Project Savings (both part of CCCCCGP funding plan) in order to reduce the number of fund sources. In the next program year, AB664 funds can be programmed in lieu of BATA project savings.
3.	SFMTA: \$8.2M of AB664 funds have been programmed to SFMTA's Core Capacity Challenge Grant Program (CCCCGP) projects proportionately according to the CCCCCGP funding plan. An additional \$13.7 million in AB664 funds have been programmed to SFMTA's CCCCCGP projects to enable SFMTA to execute a contract option that would result in earlier delivery of buses.
4.	SFMTA: \$15.3M of FY15 FG (Fixed Guideway) Cap deferred by formula based on grant balances to FY18 as SFMTA did not meet their fixed guideway spending target. This deferral is reduced to \$5.3M due to a \$10M voluntary deferral.
5.	SFMTA: \$500k programmed to Station Bike and Pedestrian Improvements project in exchange for \$500k of SFMTA revenue bond funds for FG cap projects.
6.	Caltrain: Caltrain did not meet their FG spending target. However, they are being exempted from a deferral of their FG Cap because Caltrain's FG Caps are still committed to the Electrification project so the program will continue to reserve the FG cap funds for that project and not towards their FG rehab projects. The program therefore reserves \$12.6M of Caltrain's FG Cap for Electrification.
7.	Clipper: \$14.2M of Clipper's request for \$19.2M is being deferred to FY17 in order to reduce shortfall in the San Francisco Oakland Urbanized Area, as this would not from a cash flow standpoint impede Clipper's ability to fund current equipment replacement or contracts.
8.	BART Car Exchange PM: \$26.9M of BART's request for \$74.5M for the BART Car Replacement Project is being deferred to future years in order to reduce shortfall in the San Francisco Oakland Urbanized Area.
9.	Caltrain: The current program reserves \$39.8M in a vehicle procurement reserve for future programming. Depending on the timing of the contract award and contract needs, the reserved funds can be programmed either later in FY16 or in later years. Also, by agreement with VTA, SFMTA, and Caltrain, EMUs are being funded from San Jose in this cycle to help address the shortfall. Future EMU programming will come more from SF-O to maintain a 2/3-1/3 split overall.
10.	GGBHTD: Voluntarily deferred \$23,628,000 of fixed guideway cap funds from FY12 through FY16 to FY19. These funds will have priority for programming in FY19 as a prior-year commitment. GGBHTD voluntarily deferred their 67 40' Diesel Bus procurement to FY17; also exercised the Capital Exchange element of the TCP policy by deferring replacement of these vehicles until FY16-17. Total savings to the region equals \$3,529,895, GGBHTD will utilize the option for using these savings towards their ACIS and Miscellaneous Facilities Rehab projects.
11.	LAVTA exercised the Capital Exchange element of the TCP policy by deferring replacement of seven 2002 40' diesel vehicles for life. Total savings to the region equals \$1,769,700. LAVTA will utilize the option for using these savings towards their Service Vehicle Replacement and Preventive Maintenance projects.
12.	WETA: Voluntarily deferred \$1,517,210 of FG cap to FY17. These funds will have priority for programming in FY17 as a prior-year commitment. WETA also transferred \$5,392,000 from Ferry Vessel Replacement (M/V Vallejo) to two fixed guideway rehab projects, reversing the deferral of \$5,392,000 in FY14 fixed guideway caps. The remaining \$11.5 million programmed for Ferry Vessel Replacement completes the regional share of the M/V Vallejo replacement project.
13.	Union City Transit elected to defer \$130,627 of ADA Set-aside from FY16 to FY17. This amount will be treated as a Prior-Year Commitment in the FY17 program.



# Metropolitan Transportation Commission

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

## Legislation Details (With Text)

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**File #:** 15-1545      **Version:** 1      **Name:**

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

**File created:** 4/8/2016      **In control:** Programming and Allocations Committee

**On agenda:** 5/11/2016      **Final action:**

**Title:** MTC Resolution Nos. 4213, Revised and 4214. Revisions to AB 664 bridge toll funds program and allocations for FY 2015-16 for transit capital replacement and rehabilitation projects.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [2i Resolution-4213-4214 AB664 Revisions.pdf](#)

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

MTC Resolution Nos. 4213, Revised and 4214. Revisions to AB 664 bridge toll funds program and allocations for FY 2015-16 for transit capital replacement and rehabilitation projects.

### Presenter:

Glen Tepke

### Recommended Action:

Commission Approval

**Metropolitan Transportation Commission  
Programming and Allocations Committee**

**May 11, 2016**

**Item Number 2i**

**Resolution Nos. 4213, Revised and 4214**

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**Subject:** Revisions to AB 664 bridge toll program and allocations for FY2015-16

**Background:** AB 664 Net Bridge Toll Revenues are programmed annually to eligible transit operators to help meet the local match requirement for FTA formula funds programmed through the Transit Capital Priorities (TCP) program. AB 664 funds are programmed in accordance with MTC Resolution No. 4015, generally in proportion to each operator's share of federal funds in the TCP program. AB 664 funds for projects included in the Core Capacity Challenge Grant Program (MTC Resolution 4123, Revised) are programmed separately based on the cash flow needs of the projects.

The initial FY2015-16 AB 664 program, which was adopted by the Commission in January 2016, included funds for one Core Capacity project, an SFMTA bus replacement. This item programs the remaining \$2.3 million of FY2015-16 AB 664 funds based on the final TCP program, and allocates the entire \$24 million FY2015-16 program. The allocation of the \$21.9 million programmed for the SFMTA bus project was conditioned on a) budgeting of \$5.5 million of Prop B funds by SFMTA to replace AB 664 previously programmed for light rail vehicles, and b) a commitment to allocate \$48 million of Prop K funds by SFCTA to complete the bus procurement project funding. These conditions have been met.

**Issues:** None.

**Recommendation:** Refer Resolution Nos. 4213, Revised, and 4214 to the Commission for approval.

**Attachments:** MTC Resolution No. 4213, Revised  
MTC Resolution No. 4214

Date: January 27, 2016  
W.I.: 1514  
Referred By: PAC  
Revised: 05/25/16-C

ABSTRACT

Resolution No. 4213

This resolution establishes the AB 664 Net Bridge Toll Revenues program of projects for FY2015-16. The initial program consists of \$21,922,657 being programmed to SFMTA towards their fleet replacement projects consistent with the Core Capacity Challenge Grant Program funding plan. This resolution will be amended to add the remainder of the FY2015-16 AB 664 program in conjunction with final revisions to the FY2015-16 Transit Capital Priorities program.

The following attachment is provided with this resolution:

Attachment A. Program of AB 664 Net Bridge Toll Revenue Projects FY2015-16

This resolution was revised on May 25, 2016, to add the remainder of the FY2015-16 AB 664 program based on the final revisions to the FY2015-16 Transit Capital Priorities program.

Further discussion of the AB 664 program of projects is contained in the Programming and Allocations Committee summary sheets dated January 13, 2016 and May 11, 2016.

Date: January 27, 2016  
W.I.: 1514  
Referred by: PAC

RE: Programming of AB 664 Net Bridge Toll Revenues in Fiscal Year 2015-16

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 4213

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

WHEREAS, pursuant to Streets and Highways Code § 30892, after deduction for MTC's administrative costs, MTC shall allocate toll bridge net revenues to public entities operating public transportation systems to achieve MTC's capital planning objectives in the vicinity of toll bridges as set forth in its adopted Regional Transportation Plan (RTP) ("Net Revenues"); and

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

WHEREAS, MTC has adopted a transit capital priorities program which set forth the priorities for funding transit capital projects in the Transportation Improvement Program (TIP); and

WHEREAS, "claimants" certify that their respective projects programmed in the TIP are in conformance with MTC's Regional Transportation Plan, with the requirements of the California Environmental Quality Act (Public Resources Code § 2100 et seq.) and the State EIR Guidelines (14 Cal. Admin. Code § 15000 et seq.); now therefore, be it

RESOLVED, that MTC approves the FY2015-16 programming of AB 664 Net Bridge Toll Revenues to the claimants, in the amounts, for the purposes, and subject to the conditions listed on Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length.

METROPOLITAN TRANSPORTATION COMMISSION



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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 January 27, 2016.

## PROGRAM OF AB 664 NET BRIDGE TOLL REVENUE PROJECTS

FY2015-16 Program				
			East Bay	West Bay
	Revenue Projections		\$1,600,000	\$22,622,657
	Previous Year Carry-Over (if any)			
	Expirations and Rescissions			
	Total Funds Available		\$1,600,000	\$22,622,657
Sponsor	Eligible Capital Projects	Fund Source		
Current Year Programming				
ECCTA	Replace Eleven, 2001 40' Gilligs	FY14 5307, 5339		
ECCTA	Replace Four, 2010 Dodge Minivans	FY14 5307		
ECCTA	Preventive Maintenance	FY14 5307		
ECCTA	Replace Two, 2007 Cheverolet Minivans	FY14 5307		
ECCTA	Replace Two, 2007 Cheverolet Minivans	FY14 5307		
ECCTA	Replace (5), 45' diesel, over the road coaches	FY15 5307, 5339		
ECCTA	Replace (20) Ford four year gas cutaway/vans	FY15 5307		
ECCTA	Replace (30) MDTs for paratransit fleet	FY15 5307		
ECCTA	Replace (25), Ford Cutaways	FY16 5307, 5339		
ECCTA	Replace (3), Ford Cutaways	FY16 5307		
	Total Amount Programmed to ECCTA Transit Capital Priorities projects		\$74,922	\$0
LAVTA	Preventive Maintenance	FY14 5307		
LAVTA	Replace (5) 2000 40' Diesel Vehicles with 5 40' Hybrids	FY15 5307, 5339		
LAVTA	Replace (4) 2002- Over the Road Diesel vehicles with 4 40' Hybrids	FY15 5307		
LAVTA	Replace (4) 2002- Low Floor Diesel vehicles with 4 40' Hybrids	FY15 5307		
LAVTA	Replace (7) 2003- Diesel vehicles with 7 40' Hybrids	FY15 5307		
LAVTA	Replacement purchase (10 ) 40' Hybrids	FY16 5307, 5339		
LAVTA	Replacement purchase (10 ) 30' Hybrids	FY16 5307		
LAVTA	Service vehicles (2) trucks	FY16 5307		
LAVTA	Service vehicles (3) road supervisor vehicles	FY16 5307		
LAVTA	Service vehicles (4) shift trade vehicles	FY16 5307		
LAVTA	Trapeze Upgrade	FY16 5307		
LAVTA	Preventive Maintenance	FY16 5307		
LAVTA	Farebox Replacement	FY16 5307		
	Total Amount Programmed to LAVTA Transit Capital Priorities projects		\$535,578	\$0
SolTrans	Bus Purchase	FY14 5307, 5339		
SolTrans	Preventive Maintenance	FY14 5307		
SolTrans	Maintenance Facility	FY15 5339		
SolTrans	Bus Purchase (4) 45' CNG Commuter Coaches	FY16 5307, 5339		
SolTrans	Preventive Maintenance	FY16 5307		
	Total Amount Programmed to SolTrans Transit Capital Priorities projects		\$130,133	
Union City Transit	Replacement of Two (2) Transit Buses	FY14 5307		
Union City Transit	Union City: Replacement of Two (2) Transit Buses	FY15 5307		
Union City Transit	Union City: Midlife Rehab of (2) 35' CNG Vehicles	FY16 5307		
	Total Amount Programmed to Union City Transit Capital Priorities projects		\$15,203	\$0
WestCAT	Replacement of 2 35' suburban diesel transit buses	FY14 5307		
WestCAT	Replacement of 2 35' suburban diesel transit buses	FY14 5307		
WestCAT	Replacement of (10) Cut Away Vans	FY15 5307		
WestCAT	Replacement of (1) 40 Ft Revenue Vehicle	FY15 5307		
WestCAT	Replacement of (1) 40 Ft Revenue Vehicle	FY15 5307		
WestCAT	Purchase of (10) Radio systems for (10) Cut Away Van's	FY15 5307		
WestCAT	Purchase of (2) Fast Fare Electronic Fareboxes	FY15 5307		
WestCAT	Preventive Maintenance	FY15 5307		
WestCAT	Replacement of (1) 40-Foot Revenue Vehicle	FY16 5307		
WestCAT	Fast Fare Electronic Farebox (1)	FY16 5307		
	Total Amount Programmed to WestCAT Transit Capital Priorities projects		\$16,644	\$0

WETA	Ferry Vessel Replacement	FY14 5307, 5337		
WETA	Ferry Channel Dredging	FY14 5337		
WETA	Ferry Major Component Replacement	FY14 5337		
WETA	Ferry Fixed Guideway Connectors	FY14 5337		
WETA	Ferry Major Component Rehab/Replacement - Gemini & Pisces	FY15 5337		
WETA	Ferry Major Component Rehab/Replacement - Scorpio & Taurus	FY15 5337		
WETA	Ferry Major Component Rehab/Replacement - Solano	FY15 5337		
WETA	Ferry Propulsion System Replacement	FY15 5337		
WETA	Fixed Guideway Connectors	FY15 5337		
WETA	Ferry Major Component Rehab/Replacement - Taurus	FY16 5337		
WETA	Ferry Major Component Rehab/Replacement - Pisces	FY16 5337		
WETA	Ferry Engine Overhaul	FY16 5337		
WETA	Ferry Engine Overhaul	FY16 5337		
WETA	Ferry Passenger Float/Gangway	FY16 5337		
WETA	Ferry Vessel Replacement	FY16 5337		
	<b>Total Amount Programmed to WETA Transit Capital Priorities projects</b>		<b>\$827,520</b>	<b>\$0</b>
SamTrans	Advanced Communication System Upgrades	FY14 5307		
SamTrans	Replacement of 19 2007 Cutaway Buses	FY14 5307		
SamTrans	Replacement of (60) 2003 Gillig Buses	FY15 5307		
SamTrans	Replacement of (55) NABI articulated buses	FY15 5307		
SamTrans	Replacement of (60) 2003 Gillig Buses	FY16 5307		
SamTrans	Replacement of (55) NABI Articulated Buses	FY16 5307		
SamTrans	Replacement of (9) Cutaway Buses	FY16 5307		
SamTrans	Replacement of (10) Minivans	FY16 5307		
	<b>Total Amount Programmed to SamTrans Transit Capital Priorities projects</b>		<b>\$0</b>	<b>\$700,000</b>
SFMTA	Replacement of 40' Motor Coaches	AB664		
	<b>Total Amount Programmed to SFMTA's Core Capacity projects<sup>1</sup></b>		<b>\$0</b>	<b>\$21,922,657</b>
		Fund Balance	<b>\$0</b>	<b>\$0</b>

**Notes:**

1. The allocation of the \$21.9 million in AB664 funds programmed above are conditioned on:

- a) budgeting of \$5.5 M of Prop B funds by SFMTA to replace AB 664 for the LRVs, and;
- b) commitment to allocate \$48 M of Prop K funds by SFCTA to complete the bus procurement project funding plan.

Date: May 25, 2016  
W.I.: 1514  
Referred by: PAC

ABSTRACT

Resolution No. 4214

This resolution allocates AB 664 Net Bridge Toll Revenues to eligible transit operators for FY2015-16.

The following attachment is provided with this resolution:

Attachment A. Allocation of AB 664 Net Bridge Toll Revenue FY2015-16

Further discussion of the AB 664 program of projects is contained in the Programming and Allocations Committee summary sheet dated May 11, 2016.

Date: May 25, 2016  
W.I.: 1514  
Referred by: PAC

RE: Allocation of AB 664 Net Bridge Toll Revenues for FY 2015-16

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 4214

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

WHEREAS, pursuant to Streets and Highways Code § 30892, after deduction for MTC's administrative costs, MTC shall allocate toll bridge net revenues to public entities operating public transportation systems to achieve MTC's capital planning objectives in the vicinity of toll bridges as set forth in its adopted Regional Transportation Plan (RTP) ("Net Revenues"); and

WHEREAS, MTC Resolution No. 4015 sets forth MTC's bridge toll revenue allocation policies; and

WHEREAS, pursuant to Streets and Highways Code § 30895, MTC has prepared and submitted to the Legislature a report on the capital planning and ferry system objectives of MTC to be achieved through the allocation of net toll revenues; and

WHEREAS, "Claimants" have each submitted an application to MTC for an allocation of net bridge toll revenues in FY2015-16 for the projects and purposes set forth in Attachment A to this resolution, attached hereto and in MTC Resolution No. 4213, and incorporated herein as though set forth at length; and

WHEREAS, MTC Resolution No. 4213 programs Net Bridge Toll Revenues for FY2015-16; and

WHEREAS, claimants certify that their respective projects and purposes set forth in Attachment A are in compliance with the requirements of the California Environmental Quality

Act (Public Resources Code § 21000 et seq.) and the State EIR Guidelines (14 Cal. Code Regs. § 15000 et seq.); now, therefore, be it

RESOLVED, that MTC finds that the Claimants' projects and purposes as set forth in Attachment A are in conformance with MTC's Regional Transportation Plan, MTC's bridge toll revenue allocation policies, and MTC's capital planning and ferry system objectives; and, be it further

RESOLVED, that MTC approves the allocation of net bridge toll revenues in FY2015-16 to Claimants, in the amounts, for the purposes, and subject to the conditions listed on Attachment A to this resolution and consistent with MTC Resolution 4213.

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  
San Francisco, California on May 25, 2016.

Date: May 25, 2016  
W.I.: 1514  
Referred by: PAC

Attachment A  
Resolution No. 4214  
Page 1 of 1

**ALLOCATION OF AB 664 NET BRIDGE TOLL REVENUE  
FY 2015-16 Program**

PO/Acct. Code	Project Sponsor	Project	East Bay Allocation	West Bay Allocation	Approval Date
16-4214-01/5850	ECCTA	Capital projects programmed in MTC Resolution No. 4213	\$74,922		5/25/16
16-4214-02/5850	LAVTA	Capital projects programmed in MTC Resolution No. 4213	\$535,578		5/25/16
16-4214-03/5850	SolTrans	Capital projects programmed in MTC Resolution No. 4213	\$130,133		5/25/16
16-4214-04/5850	Union City Transit	Capital projects programmed in MTC Resolution No. 4213	\$15,203		5/25/16
16-4214-05/5850	WestCAT	Capital projects programmed in MTC Resolution No. 4213	\$16,644		5/25/16
16-4214-06/5850	WETA	Capital projects programmed in MTC Resolution No. 4213	\$827,520		5/25/16
16-4214-07/5850	SamTrans	Capital projects programmed in MTC Resolution No. 4213		\$700,000	5/25/16
16-4214-08/5850	SFMTA	Capital projects programmed in MTC Resolution No. 4213		\$21,922,657	5/25/16
					<b>Grand Total</b>
Total Allocations			\$1,600,000	\$22,622,657	\$24,222,657



# Metropolitan Transportation Commission

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

## Legislation Details (With Text)

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**File #:** 15-1537      **Version:** 1      **Name:**  
**Type:** Report      **Status:** Informational  
**File created:** 4/8/2016      **In control:** Programming and Allocations Committee  
**On agenda:** 5/11/2016      **Final action:**  
**Title:** Regional Measure 2 (RM2) Capital Program Update.  
**Sponsors:**  
**Indexes:**  
**Code sections:**  
**Attachments:** [2j\\_RM2\\_Capital Program Update.pdf](#)

Date	Ver.	Action By	Action	Result
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**Subject:**  
Regional Measure 2 (RM2) Capital Program Update.

**Presenter:**  
Craig Bosman

**Recommended Action:**  
Information

# Metropolitan Transportation Commission Programming and Allocations Committee

May 11, 2016

Agenda Item 2j

## Regional Measure 2: Capital Program Monitoring

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**Subject:** Regional Measure 2 Capital Program update.

**Background:** Regional Measure 2 (RM2) was passed in March 2004 and the Commission began allocating funds in July 2004. The attached staff presentation is the semiannual report for the RM2 capital program. The most recent operating program update was made in October 2015.

### Allocation/Expenditure Status

The RM2 Capital Program has a programmed amount of \$1.5 billion. As of April 2016, MTC has approved more than \$1.4 billion in capital allocations, of which over \$1.1 billion has been expended.

### Strategic Delivery Plan

In May 2014, MTC adopted the strategic delivery plan, which resulted in the reassignment of \$88 million in RM2 funds among several projects, as well as the modification of scope and prior conditions on three projects. Since then, construction allocations have been made for several of the projects included in the strategic delivery plan. Staff continues to work with project sponsors to move projects with remaining unallocated funds, such as Caltrain Electrification, toward construction. Overall, staff continues to monitor these projects to ensure continued progress.

### Project Status

The majority of projects are completed or are on track and under construction. Projects highlighted in this report include the I-580 Express Lanes, which are now open; and the BART Warm Springs Extension and SMART Initial Operating Segment, which are both in testing in anticipation of revenue service in late 2016. The Transbay Terminal is making major construction progress toward the completion of Phase 1, and TJPA, the City and County of San Francisco, and MTC/BATA are working toward a short-term financing solution to cover the Phase 1 funding shortfall.

Please refer to the attached presentation for more information.

**Issues:** None.

**Recommendation:** Information

**Attachments:** Presentation Slides

# Regional Measure 2: Capital Program Update

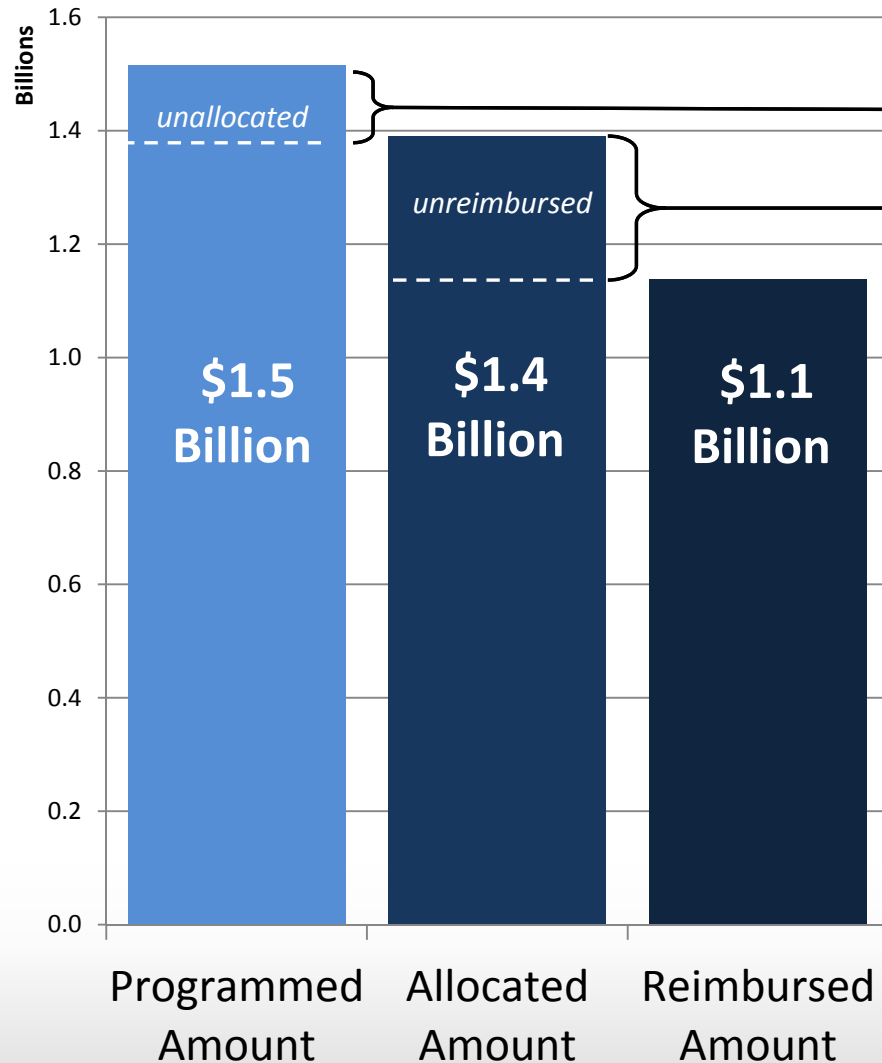
Programming and Allocations Committee

May 11, 2016



METROPOLITAN  
TRANSPORTATION  
COMMISSION

# Capital Program Summary



Much of the \$0.1 billion not yet allocated is due to the following projects:

- SMART Larkspur Extension (\$20M)
- Caltrain Electrification (\$20M)
- Downtown SF Ferry Terminal Expansion (\$20 M)
- North South Greenway - Marin (\$17M)
- I-580 Transit Improvements (\$12M)

Much of the \$0.3 billion not yet reimbursed is due to the following projects currently under construction:

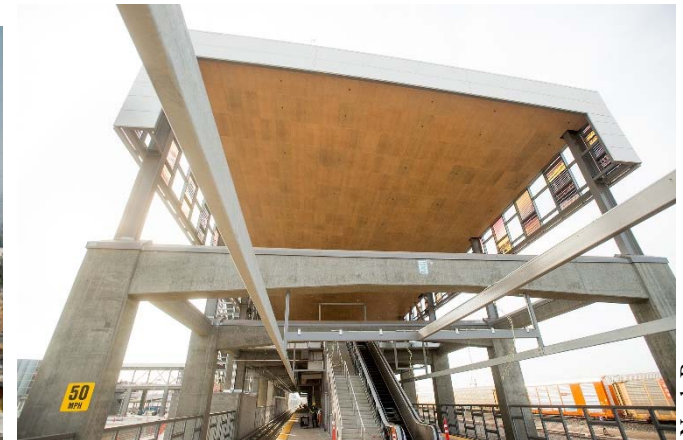
- AC Transit BRT (\$48M)
- BART Extension to Warm Springs (\$32M)
- Fairfield/Vacaville Train Station (\$16M)
- Ferry Vessels (\$12M)
- I-680 HOV Lane Connector (\$7M)
- Dumbarton Express Bus Replacement (\$10M)
- E-BART (\$5M)
- Vallejo Station (\$2M)

# Program Assessment

- Majority of projects are “On Track” & “Under Construction”.
- Several sub-projects are completed
- MTC monitors projects to minimize risk, provide opportunities for meaningful scope changes, and address funding shortfalls.
- MTC works with sponsors to provide direction, secure additional funds, or phase/down-scope the projects.
- Local construction market strong; could lead to cost escalation.

# BART to Warm Springs Extension

- Main construction contract nearly complete – final finishes remain
- Dynamic testing with vehicles underway
- Revenue service expected by fall 2016



Noah Berger

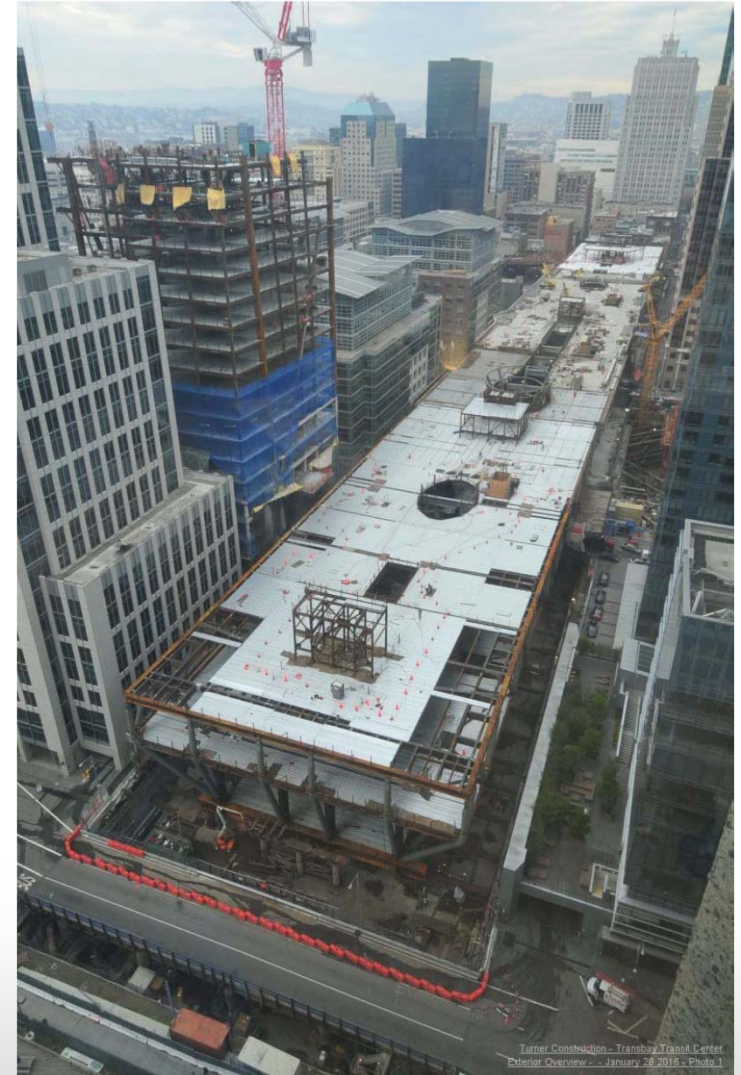
# Fairfield/Vacaville Intermodal Train Station

- Construction under progress:
  - Peabody Road overpass (opening on schedule for August)
  - Second set of tracks installed
  - South portal/pedestrian underpass nearly complete
- Progressing on time and on budget



# Transbay Terminal

- Construction Progress:
  - Above-grade steel is installed, decks are underway
  - Below-grade work nearing completion
  - Bus ramp structures under construction
- San Francisco will issue \$260M in Certificates of Participation to address Phase 1 budget shortfall, BATA to purchase \$100M



# eBART

- Trackwork, System, and Facility Finishes construction is ongoing
- Vehicle manufacturing underway
- Transfer platform/guideway and maintenance facility/parking lot contracts in closeout process
- Monitoring issue: SR-4 widening Segment 3A behind schedule; affects when BART contractor can access median

SR4 Widening



Pittsburg Center station milestone event



Pittsburg Center station (rendering)

# SMART

## Preparing for Operations

- Initial Operating Segment track construction complete and under testing
- Haystack Moveable Bridge in use
- Operations & Maintenance Facility complete
- Seven two-car train sets delivered and under testing



Maintenance Facility



Haystack Bridge



Testing

# I-80/I-680/SR-12 Interchange – Solano County

- Initial Construction Package (WB 80 – WB 12 Connector): Construction Ongoing
- Utility relocation work progressing
- PS&E being prepared for subsequent construction packages
  - Package 2: Red Top Road Interchange
  - Package 3: I-80/I-680 Interchange



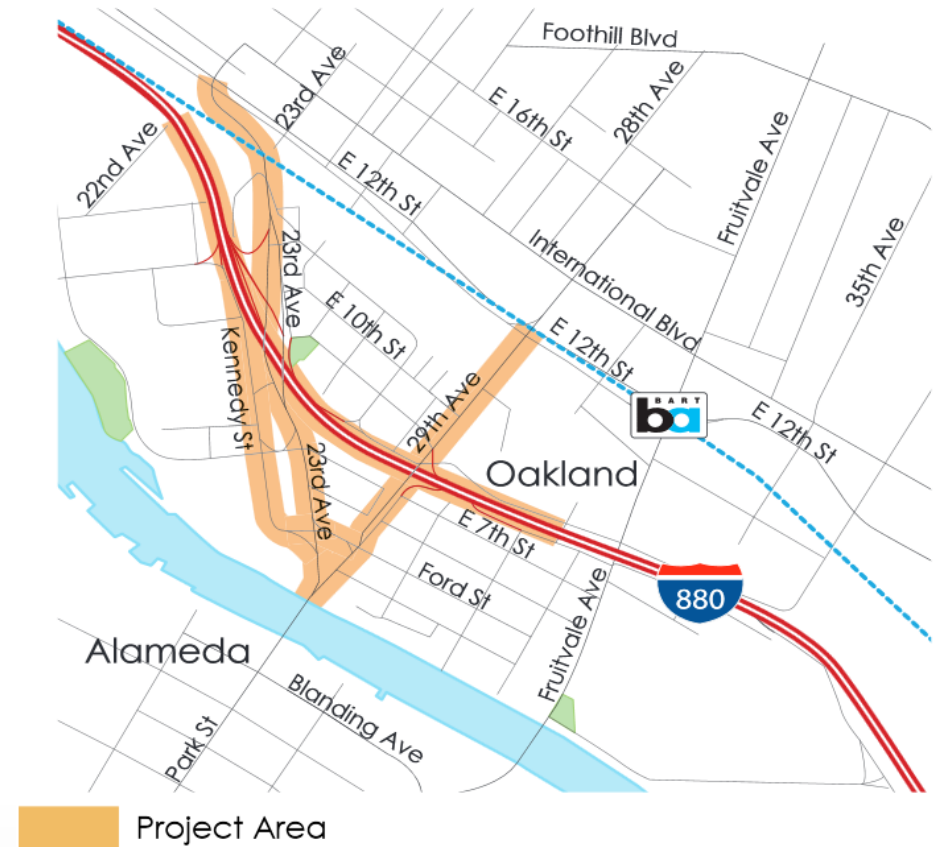
# I-580 HOV / Express Lanes

- EB and WB Express Lanes are both open



# I-880 North Safety Improvements

- Construction approximately 30% complete
- Northbound sound wall complete
- Reconstruction of 29<sup>th</sup> Ave overcrossing continues through 2016





# Metropolitan Transportation Commission

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

## Legislation Details (With Text)

**File #:** 15-1573      **Version:** 1      **Name:**  
**Type:** Resolution      **Status:** Consent  
**File created:** 4/18/2016      **In control:** Programming and Allocations Committee  
**On agenda:** 5/11/2016      **Final action:**  
**Title:** MTC Resolution No. 4235. Approval of the FY 2016-17 State Transit Assistance (STA) Regional Coordination Program.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [2k Resolution-4235 FY2016-17 STA Regional Program.pdf](#)

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

MTC Resolution No. 4235. Approval of the FY 2016-17 State Transit Assistance (STA) Regional Coordination Program.

### Presenter:

Raymond Odumlami

### Recommended Action:

Commission Approval

# Metropolitan Transportation Commission Programming and Allocations Committee

May 11, 2016

Item Number 2k

## MTC Resolution No. 4235

**Subject:** Approval of the FY2016-17 State Transit Assistance (STA) Regional Coordination Program.

**Background:** Consistent with MTC's adopted STA Population-Based Consolidated policy, MTC Resolution No. 3837, a portion of the population-based STA funds are available to support regional coordination projects such as those identified in the Commission's Transit Coordination Implementation Plan (MTC Resolution No. 3866).

The Commission annually adopts the STA Regional Coordination Program. The table below and Attachment A to MTC Resolution No. 4235 lists the \$14.1 million in recommended STA projects for FY2016-17. Attachment B provides more detailed information about each of these projects.

Project Name	Claimant	Amount
Clipper®	MTC	\$ 11,400,000
Clipper®	GGBHTD	\$ 10,000
511 Transit	MTC	\$ 1,322,520
Transit Connectivity	AC Transit	\$ 239,000
Hub Signage Program	MTC	\$ 1,015,000
Regional Paratransit Program	CCCTA	\$ 75,000
	<b>Total</b>	\$ 14,061,520

The majority of MTC's STA Regional Program fund balance is reserved to meet future Clipper® operating costs as STA is available for transit operating expenses.

- Issues:**
- (1) Due to a large carryover balance over the years, the STA Regional Coordination Program is currently fully funded. However, a shortfall is anticipated beginning in FY 2018-19 and other fund sources will be needed to cover the deficit.
  - (2) Based on the FY2016-17 Governor's budget proposal, the amount of STA funds included in the Fund Estimate may be higher than what will actually be available. Once the state budget is approved and pending actual revenue from the state controller's office, mid-year revenue and program adjustments may be needed.

**Recommendation:** Refer MTC Resolution No. 4235 to the Commission for approval.

**Attachments:** MTC Resolution No. 4235

Date: May 25, 2016  
W.I.: 1224, 1229, 2655  
2700  
Referred by: PAC

ABSTRACT

Resolution No. 4235

This resolution establishes the FY2016-17 program for the MTC State Transit Assistance (STA) Regional Coordination Program funds.

The resolution includes the following attachments:

Attachment A – FY2016-17 STA Regional Coordination Program

Attachment B – Project Descriptions

Further discussion is contained in the MTC Programming and Allocations Committee Summary Sheet dated May 11, 2016.

Date: May 25, 2016  
W.I.: 1224, 1229, 2655  
2700  
Referred by: PAC

RE: FY 2016-17 MTC Regional Coordination Program for State Transit Assistance (STA) Funds

METROPOLITAN TRANSPORTATION COMMISSION

Resolution No. 4235

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

WHEREAS, the State Transit Assistance (STA) fund is created pursuant to Public Utilities Code § 99310 et seq., and

WHEREAS, Public Utilities Code § 99313 provides for the allocation by the Controller of State Transit Assistance (STA) funds to MTC based on the ratio of the population of the area under MTC's jurisdiction to the total population of the State of California; and

WHEREAS, in accordance with Public Utilities Code § 99316(a) MTC has created the State Transit Assistance fund with Alameda County for deposit of STA funds received from the State Controller; and

WHEREAS, Public Utilities Code § 99313.6(d) provides that MTC is an eligible claimant for such population-based STA funds for projects to achieve regional transit coordination objectives; and

WHEREAS, MTC has adopted a Transit Coordination Implementation Plan pursuant to Government Code Section 66516.5 which identifies a number of projects to be implemented by MTC and the region's transit agencies to improve coordination of services; and

WHEREAS, the projects listed in Attachment A to this resolution, attached hereto, and incorporated herein as though set forth at length, are consistent with the STA Population-Based Consolidated policy established in MTC Resolution No. 3837; and

WHEREAS, MTC has provided information about the use of STA funds for the projects in FY2016-17 as shown in Attachment B to this resolution, attached hereto, and incorporated herein as though set forth at length; and

WHEREAS, the implementation of the projects and purposes listed in Attachment B comply with the requirements of the California Environmental Quality Act, Public Resources Code § 21000 et seq., and the State EIR Guidelines (14 Cal. Code of Regs. § 15000 et seq.); and

WHEREAS, MTC has complied with the applicable rules and regulations for an allocation of STA funds under 21 Cal. Code of Regs. § 6730 et seq.; now, therefore, be it

RESOLVED, that STA funds are programmed by MTC in the amounts and for the purposes that are specified in Attachment A and described in Attachment B to this resolution, attached hereto and made a part of this resolution.

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 San Francisco,  
California on May 25, 2016.

Date: May 25, 2016  
W.I.: 1224, 1229, 2655  
2700

Referred by: PAC

Attachment A  
MTC Resolution No. 4235  
Page 1 of 1

**STA Regional Coordination Program  
FY2016-17**

STA Regional Discretionary Funds <sup>(note 1)</sup>	\$ 23,125,675
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Project Name	Claimant	Amount
Clipper <sup>®</sup>	MTC	\$ 11,400,000
Clipper <sup>®</sup>	GGBHTD	\$ 10,000
511 Transit	MTC	\$ 1,322,520
Transit Connectivity	AC Transit	\$ 239,000
Hub Signage Program	MTC	\$ 1,015,000
Regional Paratransit Program	CCCTA	\$ 75,000
	<b>Total</b>	\$ 14,061,520

STA Balance Estimate	\$ 9,064,155
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Notes:

1. This amount is from the FY2016-17 STA Population-based fund estimate in MTC Resolution No. 4220 and is comprised of the sum of the estimated carryover of \$15,023,673 and new funding of \$8,102,002.

Date: May 25, 2016  
W.I.: 1224, 1229, 2655  
2700  
Referred by: PAC

Attachment B  
MTC Resolution No. 4235  
Page 1 of 3

## **STA Regional Coordination Program Summary FY2016-17**

STA Regional Coordination Program funds have historically supported some of MTC's regional operations projects as well as other planning and operational efforts to improve coordination of, and access to, transit services in the Bay Area. Many of these projects have been identified in the Commission's Transit Coordination Implementation Plan (MTC Resolution No. 3866). Specific goals include: (1) improve service to the transit customer, (2) increase system efficiency through coordination of specific functions, and (3) develop sub-regional coordination agreements between connecting agencies.

The FY 2016-17 STA Regional Coordination Program is approximately \$14.7 million and generally focuses on delivering Clipper®, 511 Transit, Transit Emergency Response, and Transit Connectivity consistent with the Commission's Plan Bay Area and other regional planning documents. In addition, a small amount of funds are programmed to implement other MTC regional priorities. More detail about the specific projects and the amount of STA funds programmed to each follows.

### **Clipper®**

***Programmed to MTC: \$11,400,000***

***Programmed to GGBHTD: \$ 10,000***

Clipper® allows transit riders to pay transit fares with a reloadable Clipper® smart card. Clipper® is currently operating on AC Transit, BART, Caltrain, Golden Gate Transit and Ferry, San Francisco Municipal Transportation Agency (MUNI), SamTrans, Santa Clara VTA, Water Emergency Transportation Authority (WETA), Vacaville, Corridor 101, East Bay Operators, Marin Transit, Sonoma and Union City.

MTC's Clipper® responsibilities include oversight of a contract with Cubic Transportation Systems, Inc. to design, build, operate and maintain the Clipper® system and a number of other contracts related to the implementation and operation of the Clipper® system. In 2016-17, \$11,400,000 of STA will support operating and capital costs. GGBHTD is programmed \$10,000 for assisting in the administration of Federal Transit Administration funds. Any unspent STA funds will be returned to the STA Program for reallocation in future years.

## **511 Transit**

***Programmed to MTC: \$1,322,520***

STA funds will be used to supplement and serve as local match to federal STP and CMAQ funds for the 511 Transit program. 511 Transit collects, maintains, updates and distributes region-wide transit service information for the benefit of the traveling public and MTC's transit partners. The major components are:

- 511.org – The 511.org website, available on desktop, mobile, and tablets, contains agency, schedule, and route information for all transit agencies in the Bay Area; this includes data for over 700 routes and 23,000 transit stops in the nine-county region. 511.org is MTC's traveler information website and also provides traffic, ridesharing, parking, and bicycling information. 511.org also disseminates agency-level transit announcements and alerts about service changes and disruptions, and transit alerts of regional significance (e.g., BART tube closure) that may have a broader impact on commuters.
- Transit trip planner – At 511.org, customers can plan door-to-door transit trips using the integrated Google trip planner. Additionally, users can compare travel times for transit trips to other modes, and get information on current transit incidents affecting stations and stops, along with current travel conditions (speeds, incidents, construction) for traffic trips.
- Real-Time Transit Information Dissemination – 511 disseminates real-time transit information through multiple dissemination platforms, including a departure times tool and the transit trip planner on 511.org, user customized Transit Tracker displays, electronic displays in regional transit hubs and stations, and the 511 phone service.
- Regional Transit Database (RTD) – The RTD is the central repository and data management system for comprehensive regional transit data used in the 511.org website.
- Transit Data Manager (TDM) – The TDM is a web-based tool that allows transit partners to efficiently load and manage their data (including schedules and announcements/alerts), which is then displayed on the 511.org website and electronic displays in regional transit hubs and stations, and is also provided to third party developers via the 511.org developer Application Programming Interface (API) portal.
- Electronic Transit Information Displays (eTIDs) – 511 operates and provides real-time and static information to the Hub Signage Program's eTIDs in transit hubs and stations throughout the region.
- 511 phone service – The 511 phone services provides real-time transit departures, free transfers to transit agency call centers, and information about significant transit incidents and service disruptions.

## **Transit Connectivity – Transit Information Displays**

***Programmed to AC Transit: \$239,000***

In April 2006, MTC adopted a Transit Connectivity Plan. In July 2006, MTC adopted the funding component for the Plan (MTC Resolution No. 3771), which specifies the roles and responsibilities of MTC and the transit operators to pay for specific transit connectivity improvements at regional transit hubs. Consistent with the funding plan, MTC is investing \$10 million in initial capital improvements at 24 regional transit hubs (including three airports). The focus is to improve way finding signs, real-time transit information and static transit information at these hubs.

In addition to capital improvements, the Transit Connectivity Plan recommends a greater regional commitment to maintaining transit information in transit information displays (TIDs). MTC has an agreement with AC Transit for them to maintain these displays on behalf of the region. The agreement documents the scope of work in exchange for the direct allocation of STA funds. An amendment extends the period of performance through FY 2019-20 and identifies the anticipated amounts of STA funds that will be made available to AC Transit through FY2019-20, subject to Commission programming and allocation actions.

### **Hub Signage Program**

***Programmed to MTC:*** ***\$1,015,000***

The Hub Signage Program was created to deliver transit signage and information recommendations detailed in MTC's Transit Connectivity Plan. The focus is to improve wayfinding signage, real-time transit information and static transit information at a network of 24 hubs across the region. The installation and implementation work on the project is completed. STA funds are needed to replace aged equipment that have reached their useful lives and for ongoing operations and maintenance.

### **Regional Paratransit Program**

***Programmed to CCCTA:*** ***\$75,000***

STA funds will support a 'lead agency' for the Regional Paratransit Program. This approach is consistent with the goals of the Transit Coordination and Implementation Plan, which endorses the concept of reimbursement for services provided by a lead agency - currently CCCTA, on behalf of other operators. CCCTA will coordinate paratransit operational activities such as:

- Oversight of the Paratransit Eligibility Program and Regional Eligibility Database, and delivery of the Paratransit Technical Assistance Program through a consultant; and
- Liaison between the PTCC Accessibility Committee and MTC, including reporting on the status of activities.

The lead agency will provide progress reports summarizing work performed.



# Metropolitan Transportation Commission

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

## Legislation Details (With Text)

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**File #:** 15-1424      **Version:** 1      **Name:**  
**Type:** Resolution      **Status:** Regional  
**File created:** 3/11/2016      **In control:** Programming and Allocations Committee  
**On agenda:** 5/11/2016      **Final action:**  
**Title:** MTC Resolution No. 4220, Revised. Revision to the FY 2016-17 MTC Fund Estimate.

Revision to the FY 2016-17 MTC Fund Estimate to incorporate State Transit Assistance (STA) Revenue-Based funding for transit operators based upon updated distribution methodology used by the State Controller's Office (SCO) and to incorporate adjustments to Transportation Development Act (TDA) balances to reflect transfers between TDA fund types.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [3a Resolution-4220 FY2016-17 Fund Estimate.pdf](#)

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

MTC Resolution No. 4220, Revised. Revision to the FY 2016-17 MTC Fund Estimate.

*Revision to the FY 2016-17 MTC Fund Estimate to incorporate State Transit Assistance (STA) Revenue-Based funding for transit operators based upon updated distribution methodology used by the State Controller's Office (SCO) and to incorporate adjustments to Transportation Development Act (TDA) balances to reflect transfers between TDA fund types.*

**Presenter:**

William Bacon

**Recommended Action:**

Commission Approval

**Metropolitan Transportation Commission  
Programming and Allocations Committee**

May 11, 2016

Agenda Item 3a

**Resolution No. 4220, Revised**

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**Subject:** Revision to the FY 2016-17 MTC Fund Estimate to incorporate State Transit Assistance (STA) Revenue-Based allocations for transit operators based upon updated distribution methodology used by the State Controller's Office (SCO) and to incorporate adjustments to Transportation Development Act (TDA) balances to reflect transfers between TDA fund types.

**Background:** **STA Revenue-Based Funds:** At its February 24, 2016 meeting the Commission adopted the FY 2016-17 Fund Estimate which included detailed apportionments by operator for Transportation Development Act (TDA), State Transit Assistance (STA) Population-Based funds, Assembly Bill 1107 (AB 1107), and transit-related bridge toll funds for FY 2016-17. MTC staff did not present STA Revenue-Based operator apportionments to the Commission in February due to outstanding questions about changes the State Controller's Office (SCO) had made to the STA program starting in January 2016 with the first quarter payment of FY 2015-16 STA Revenue-Based funds.

The SCO significantly revised its procedures for issuing STA Revenue-Based allocations. These revisions were made with no stakeholder involvement and MTC was not informed in advance that the state would be altering the program. The changes were made by the SCO after a detailed internal legal evaluation of the STA Revenue-Based statutes found in Public Utilities Code (PUC) 99314. This internal evaluation resulted in a determination that the methodology the SCO had been using for many years to apportion STA Revenue-Based funds to operators was inconsistent with statute. As a result of this determination the SCO made a number of revisions to the program, some of which include:

- The SCO is no longer issuing allocations by transit operator. Allocations are now only being made as regional totals to the Regional Transportation Planning Agencies (RTPAs) like MTC;
- The SCO is now including all "operators" in its calculation of the eligible Revenue-Basis allocations for each region of the state, regardless of whether the operators have been found to be eligible to receive STA funds. This has resulted in the addition of 21 entities to the Bay Area's revenue basis calculation.
- The SCO has changed the way it calculates operator revenue, which has significantly altered the amount of STA funds Bay Area operators are eligible to receive.

**TDA Transfers:** At the request of AC Transit and the SFMTA, TDA Article 4/4.5 transfers between fund types have been updated in the FY 2016-17 Fund Estimate. These transfers between TDA Articles are permitted under TDA statutes.

**Issues:** **STA Revenue-Based Funds:** Over the last two months MTC staff has been working in coordination with staff from the California Transit Association (CTA), Los Angeles Metro, and the Sacramento Council of Governments (SACOG) to better understand the impacts of the SCO's changes on transit operators across California.

As a part of these discussions, the CTA, with input from MTC, has developed draft legislative language in the form of a FY 2016-17 State Budget trailer bill which would allow the SCO to apportion STA Revenue-Based funds in a method similar to its long established practice prior to 2016. The proposed budget trailer bill would affect FY 2015-16, FY 2016-17, and FY 2017-18. For a permanent solution to allow the SCO to follow a methodology consistent with its past practice, the CTA in partnership with MTC will work to introduce policy legislation in the next legislative session in 2017. Any policy legislation will ideally take effect in 2017 as an urgency statute before the start of FY 2017-18.

On April 14, 2016 the California Senate Budget Subcommittee 2 on Resources, Environmental Protection, Energy and Transportation chaired by Senator Wolk accepted the proposed budget trailer bill and the Budget Committee staff will work with CTA and MTC staff to ensure that acceptable language is incorporated into the budget bills sent to the Budget Committee and eventually the Assembly and Senate floors.

If STA Revenue-Based funds were to be allocated consistent with the new SCO interpretation of statute, a number of operators would see significant variation, compared to past years, in the amount of STA Revenue-Based funds they would be eligible to receive. MTC staff would like to avoid this disruption to operators and because of the positive feedback the proposed budget trailer bill has received from the California Senate as well as SCO staff, MTC staff is proposing to allocate the FY 2015-16 and FY 2016-17 STA Revenue-Based funds in a manner consistent with the budget trailer bill language. To accomplish this, the allocations detailed on page 11 of Attachment A were developed by using the SCO's FY 2014-15 STA Revenue-Based Allocation as the basis for determining operator apportionment shares and eligibility. Should the Legislature not adopt the budget trailer bill language as currently proposed MTC staff will return to the Commission with revised apportionments.

**Negative Carryovers of STA Revenue-Based Funds:** Due to two revisions downward in state forecasts of STA revenue, which is derived from a sales tax on diesel fuel, ten operators in the region are currently forecast to have negative carryovers of funds from FY 2015-16 to FY 2016-17. MTC staff had advised operators to claim STA revenue conservatively, however the scale of the state's downward revision for STA revenue was more significant than some operators had anticipated. At the close of FY 2015-16 MTC will rescind STA funds from any operator with a negative projected carryover based on final actual STA revenue. Table 1 below includes estimated recessions by operator for FY 2015-16.

Table 1.

FY 2015-16 STA Revenue-Based Funds - Estimated Rescission	
Apportionment Jurisdictions	Estimated Rescission*
Caltrain	(\$220,505)
CCCTA	(\$73,468)
ECCTA	(\$50,192)
City of Petaluma	(\$7,577)
SamTrans	(\$457,241)
City of Union City	(\$2,156)
VTA	(\$75,458)
VTA - Corresponding to ACE	(\$90,425)
WCCTA	(\$21,320)
BART	(\$1,260,542)
SFMTA	(\$2,594,756)

\*Actual rescission amounts will differ based on final STA revenues and possible adjustments the SCO may direct MTC to apply to individual operator allocations.

**Recommendation:** Refer MTC Resolution No. 4220, Revised to the Commission for approval.

**Attachments:** MTC Resolution No. 4220, Revised

Date: February 24, 2016  
W.I.: 1511  
Referred by: PAC  
Revised: 05/25/16-C

ABSTRACT

Resolution No. 4220

This resolution approves the FY 2016-17 Fund Estimate, including the distribution and apportionment of Transportation Development Act (TDA), State Transit Assistance (STA), Assembly Bill (AB) 1107 sales tax, and transit-related bridge toll funds.

This resolution was revised on May 25, 2016 to incorporate estimated STA Revenue-based (PUC 99314) allocations by operator for FY 2016-17, to revise the STA Revenue-based forecast for FY 2015-16, and to incorporate adjustments to Transportation Development Act (TDA) balances to reflect transfers between TDA fund types.

Further discussion of these actions is contained in the MTC Programming and Allocations Summary Sheets dated February 10, 2016 and May 11, 2016.

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Date: February 24, 2016  
W.I.: 1511  
Referred by: PAC

RE: Determination of Transportation Development Act (TDA) Area Apportionments and Proposed Distribution of Operating Funds for FY 2016-17

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 4220

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

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

WHEREAS, pursuant to 21 California Code of Regulations Section 6620, the County Auditor for each of the nine counties in the Bay Area has submitted the revised and new TDA fund estimates for FY 2015-16 and FY 2016-17 as shown in Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length; and

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

WHEREAS, all area apportionments of TDA funds for the 2016-17 fiscal year are shown in Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length; and

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

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

RESOLVED, that MTC approves the area apportionments of TDA funds, and the proposed distribution of operating assistance funds for the 2016-17 fiscal year as shown in Attachment A, subject to the conditions noted therein; and, be it further

RESOLVED, that MTC intends to allocate operating assistance funds for the 2016-17 fiscal year, based on the area apportionments of TDA funds, the proposed distribution of operating assistance funds and upon the receipt of appropriate claims from eligible claimants; and, be it further

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

METROPOLITAN TRANSPORTATION COMMISSION

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

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 February 24, 2016.

**FY 2016-17 FUND ESTIMATE  
REGIONAL SUMMARY**

Attachment A  
Res No. 4220  
Page 1 of 17  
5/25/2016

**TDA REGIONAL SUMMARY TABLE**

<i>Column</i>	<i>A</i>	<i>B</i>	<i>C</i>	<i>D</i>	<i>E</i>	<i>F</i>	<i>G</i>	<i>H=Sum(A:G)</i>
	6/30/2015	FY2014-16	FY2015-16	FY2015-16	FY2015-16	FY2016-17	FY2016-17	FY2016-17
Apportionment Jurisdictions	Balance <sup>1</sup>	Outstanding Commitments, Refunds, & Interest <sup>2</sup>	Original Estimate	Revenue Adjustment	Revised Admin. & Planning Charge	Revenue Estimate	Admin. & Planning Charge	Available for Allocation
Alameda	17,720,078	(76,894,871)	73,546,000	1,072,000	(2,678,000)	76,110,000	(3,044,400)	85,524,086
Contra Costa	17,154,518	(46,529,484)	40,146,919	(468,615)	(1,477,132)	41,463,827	(1,658,553)	48,521,479
Marin	838,286	(13,042,724)	12,713,895	309,935	(520,953)	13,362,830	(534,513)	13,126,757
Napa	11,965,811	(15,126,553)	7,600,000	400,000	(320,000)	8,160,000	(326,400)	12,352,858
San Francisco	725,412	(47,195,826)	48,421,155	4,044,629	(2,098,631)	50,724,425	(2,028,977)	52,592,187
San Mateo	5,372,178	(37,490,591)	36,914,589	2,004,326	(1,456,757)	39,205,837	(1,568,233)	42,881,348
Santa Clara	6,183,338	(98,200,699)	102,299,000	1,689,058	(3,706,727)	108,772,000	(4,350,880)	112,232,295
Solano	14,703,366	(19,518,093)	17,358,114	415,322	(710,937)	17,773,436	(710,937)	29,310,270
Sonoma	9,938,332	(25,550,195)	22,900,000	(800,000)	(824,000)	22,800,000	(912,000)	27,492,137
<b>TOTAL</b>	<b>\$84,601,320</b>	<b>(\$379,549,035)</b>	<b>\$361,899,672</b>	<b>\$8,666,655</b>	<b>(\$13,793,137)</b>	<b>\$378,372,355</b>	<b>(\$15,134,893)</b>	<b>\$424,033,417</b>

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

<i>Column</i>	<i>A</i>	<i>B</i>	<i>C</i>	<i>D</i>	<i>E=Sum(A:D)</i>
	6/30/2015	FY2014-16	FY2015-16	FY2016-17	FY2016-17
Fund Source	Balance (w/ interest) <sup>1</sup>	Outstanding Commitments <sup>2</sup>	Revenue Estimate	Revenue Estimate	Available for Allocation
<b>State Transit Assistance</b>					
Revenue-Based	12,656,340	(92,387,294)	82,967,757	91,525,692	94,762,497
Population-Based	53,989,754	(46,740,679)	28,974,196	30,498,904	66,171,335
<b>SUBTOTAL</b>	<b>53,989,754</b>	<b>(139,127,973)</b>	<b>111,941,953</b>	<b>122,024,596</b>	<b>160,933,832</b>
<b>AB1107 - BART District Tax (25% Share)</b>	<b>0</b>	<b>(79,166,508)</b>	<b>79,166,509</b>	<b>80,749,840</b>	<b>80,749,840</b>
<b>Bridge Toll Total</b>					
AB 664 Bridge Revenues	82,611,091	(82,611,091)	2,300,000	2,300,000	2,300,000
MTC 2% Toll Revenue	5,948,691	(3,741,879)	1,450,000	1,450,000	5,106,812
5% State General Fund Revenue	8,356,827	(604,380)	3,210,892	3,243,001	14,206,340
<b>SUBTOTAL</b>	<b>96,916,609</b>	<b>(86,957,350)</b>	<b>6,960,892</b>	<b>6,993,001</b>	<b>21,613,152</b>
<b>Low Carbon Transit Operations Program</b>	<b>28,166,253</b>	<b>0</b>	<b>28,166,253</b>	<b>38,680,268</b>	<b>38,680,268</b>
<b>TOTAL</b>	<b>\$179,072,616</b>	<b>(\$305,251,831)</b>	<b>\$226,235,607</b>	<b>\$248,447,705</b>	<b>\$301,977,092</b>

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

1. Balance as of 6/30/15 is from MTC FY2014-15 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.
2. The outstanding commitments figure includes all unpaid allocations as of 6/30/15, and FY2015-16 allocations as of 1/31/16.

**FY 2016-17 FUND ESTIMATE**  
**TRANSPORTATION DEVELOPMENT ACT FUNDS**  
**ALAMEDA COUNTY**

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FY2015-16 TDA Revenue Estimate			FY2016-17 TDA Revenue Estimate		
<b>FY2015-16 Generation Estimate Adjustment</b>			<b>FY2016-17 County Auditor's Generation Estimate</b>		
1. Original County Auditor Estimate (Feb, 15)	73,546,000		13. County Auditor Estimate	76,110,000	
2. Revised Estimate (Feb, 15)	74,618,000		<b>FY2016-17 Planning and Administration Charges</b>		
3. Revenue Adjustment (Lines 2-1)		1,072,000	14. MTC Administration (0.5% of Line 13)	380,550	
<b>FY2015-16 Planning and Administration Charges Adjustment</b>			15. County Administration (0.5% of Line 13)	380,550	
4. MTC Administration (0.5% of Line 3)	5,360		16. MTC Planning (3.0% of Line 13)	2,283,300	
5. County Administration (Up to 0.5% of Line 3)	5,360		17. Total Charges (Lines 14+15+16)	3,044,400	
6. MTC Planning (3.0% of Line 3)	32,160		18. TDA Generations Less Charges (Lines 13-17)	73,065,600	
7. Total Charges (Lines 4+5+6)		42,880	<b>FY2016-17 TDA Apportionment By Article</b>		
8. Adjusted Generations Less Charges (Lines 3-7)		1,029,120	19. Article 3.0 (2.0% of Line 18)	1,461,312	
<b>FY2015-16 TDA Adjustment By Article</b>			20. Funds Remaining (Lines 18-19)	71,604,288	
9. Article 3 Adjustment (2.0% of line 8)	20,582		21. Article 4.5 (5.0% of Line 20)	3,580,214	
10. Funds Remaining (Lines 8-9)		1,008,538	22. TDA Article 4 (Lines 20-21)	68,024,074	
11. Article 4.5 Adjustment (5.0% of Line 10)	50,427				
12. Article 4 Adjustment (Lines 10-11)		958,111			

TDA APPORTIONMENT BY JURISDICTION										
Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2015	FY2014-15	6/30/2015	FY2014-16	FY2015-16	FY2015-16	FY2015-16	6/30/2016	FY2016-17	FY 2016-17
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) <sup>1</sup>	Outstanding Commitments <sup>2</sup>	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	3,238,996	13,455	3,252,451	(3,601,955)	0	1,412,083	20,582	1,083,161	1,461,312	2,544,473
Article 4.5	26,073	1,220	27,293	(3,485,087)	(3,161,732)	3,459,604	50,427	(3,109,495)	3,580,214	470,719
<b>SUBTOTAL</b>	<b>3,265,069</b>	<b>14,675</b>	<b>3,279,744</b>	<b>(7,087,042)</b>	<b>(3,161,732)</b>	<b>4,871,687</b>	<b>71,009</b>	<b>(2,026,334)</b>	<b>5,041,526</b>	<b>3,015,192</b>
Article 4										
AC Transit										
District 1	6,771	1,710	8,481	(45,581,411)	3,161,732	42,419,679	618,306	626,786	43,864,335	44,491,121
District 2	1,880	297	2,177	(11,315,000)	0	11,315,940	164,940	168,057	11,669,120	11,837,177
BART <sup>3</sup>	5,136	16	5,153	(85,033)	0	79,882	1,164	1,166	83,158	84,324
LAVTA	9,692,902	28,266	9,721,169	(13,476,888)	4,316,718	8,899,101	129,713	9,589,812	9,304,213	18,894,025
Union City	4,748,319	18,071	4,766,390	(3,729,251)	0	3,017,872	43,988	4,098,999	3,103,248	7,202,247
<b>SUBTOTAL</b>	<b>14,455,009</b>	<b>48,361</b>	<b>14,503,369</b>	<b>(74,187,583)</b>	<b>7,478,450</b>	<b>65,732,473</b>	<b>958,111</b>	<b>14,484,820</b>	<b>68,024,074</b>	<b>82,508,894</b>
<b>GRAND TOTAL</b>	<b>\$17,720,078</b>	<b>\$63,036</b>	<b>\$17,783,113</b>	<b>(\$81,274,625)</b>	<b>\$4,316,718</b>	<b>\$70,604,160</b>	<b>\$1,029,120</b>	<b>\$12,458,486</b>	<b>\$73,065,600</b>	<b>\$85,524,086</b>

1. Balance as of 6/30/15 is from MTC FY2014-15 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/15, and FY2015-16 allocations as of 1/31/16.

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

**FY 2016-17 FUND ESTIMATE**  
**TRANSPORTATION DEVELOPMENT ACT FUNDS**  
**CONTRA COSTA COUNTY**

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FY2015-16 TDA Revenue Estimate				FY2016-17 TDA Revenue Estimate			
<b>FY2015-16 Generation Estimate Adjustment</b>				<b>FY2016-17 County Auditor's Generation Estimate</b>			
1. Original County Auditor Estimate (Feb, 15)	40,146,919			13. County Auditor Estimate	41,463,827		
2. Revised Estimate (Feb, 15)	39,678,304			<b>FY2016-17 Planning and Administration Charges</b>			
3. Revenue Adjustment (Lines 2-1)		(468,615)		14. MTC Administration (0.5% of Line 13)	207,319		
<b>FY2015-16 Planning and Administration Charges Adjustment</b>				15. County Administration (0.5% of Line 13)	207,319		
4. MTC Administration (0.5% of Line 3)	(2,343)			16. MTC Planning (3.0% of Line 13)	1,243,915		
5. County Administration (Up to 0.5% of Line 3)	(2,343)			17. Total Charges (Lines 14+15+16)	1,658,553		
6. MTC Planning (3.0% of Line 3)	(14,058)			18. TDA Generations Less Charges (Lines 13-17)	39,805,274		
7. Total Charges (Lines 4+5+6)		(18,744)		<b>FY2016-17 TDA Apportionment By Article</b>			
8. Adjusted Generations Less Charges (Lines 3-7)		(449,871)		19. Article 3.0 (2.0% of Line 18)	796,105		
<b>FY2015-16 TDA Adjustment By Article</b>				20. Funds Remaining (Lines 18-19)	39,009,169		
9. Article 3 Adjustment (2.0% of line 8)	(8,997)			21. Article 4.5 (5.0% of Line 20)	1,950,458		
10. Funds Remaining (Lines 8-9)		(440,874)		22. TDA Article 4 (Lines 20-21)	37,058,711		
11. Article 4.5 Adjustment (5.0% of Line 10)	(22,044)						
12. Article 4 Adjustment (Lines 10-11)		(418,830)					

TDA APPORTIONMENT BY JURISDICTION										
Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2015	FY2014-15	6/30/2015	FY2014-16	FY2015-16	FY2015-16	FY2015-16	6/30/2016	FY2016-17	FY 2016-17
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) <sup>1</sup>	Outstanding Commitments <sup>2</sup>	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	1,236,685	440	1,237,125	(1,943,824)	0	770,821	(8,997)	55,126	796,105	851,231
Article 4.5	146,487	12	146,499	(1,267,705)	(647,531)	1,888,511	(22,044)	97,730	1,950,458	2,048,188
<b>SUBTOTAL</b>	<b>1,383,172</b>	<b>452</b>	<b>1,383,624</b>	<b>(3,211,529)</b>	<b>(647,531)</b>	<b>2,659,332</b>	<b>(31,041)</b>	<b>152,856</b>	<b>2,746,563</b>	<b>2,899,419</b>
Article 4										
AC Transit										
District 1	3,835	6	3,841	(6,825,179)	571,086	6,254,093	(73,001)	(69,159)	6,436,688	6,367,529
BART <sup>3</sup>	156	0	157	(248,961)	0	250,912	(2,929)	(821)	261,977	261,156
CCCTA	12,945,397	2,353	12,947,750	(24,393,593)	416,196	17,054,847	(199,073)	5,826,126	17,584,948	23,411,074
ECCTA	816,528	52	816,580	(9,939,397)	0	10,151,017	(118,488)	909,712	10,537,184	11,446,896
WCCTA	2,005,431	350	2,005,781	(2,879,490)	625,699	2,170,840	(25,339)	1,897,491	2,237,914	4,135,405
<b>SUBTOTAL</b>	<b>15,771,347</b>	<b>2,762</b>	<b>15,774,109</b>	<b>(44,286,620)</b>	<b>1,612,981</b>	<b>35,881,709</b>	<b>(418,830)</b>	<b>8,563,349</b>	<b>37,058,711</b>	<b>45,622,060</b>
<b>GRAND TOTAL</b>	<b>\$17,154,518</b>	<b>\$3,215</b>	<b>\$17,157,733</b>	<b>(\$47,498,149)</b>	<b>\$965,450</b>	<b>\$38,541,041</b>	<b>(\$449,871)</b>	<b>\$8,716,205</b>	<b>\$39,805,274</b>	<b>\$48,521,479</b>

1. Balance as of 6/30/15 is from MTC FY2014-15 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/15, and FY2015-16 allocations as of 1/31/16.

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

**FY 2016-17 FUND ESTIMATE  
TRANSPORTATION DEVELOPMENT ACT FUNDS  
MARIN COUNTY**

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FY2015-16 TDA Revenue Estimate					FY2016-17 TDA Revenue Estimate					
<b>FY2015-16 Generation Estimate Adjustment</b>					<b>FY2016-17 County Auditor's Generation Estimate</b>					
1. Original County Auditor Estimate (Feb, 15)			12,713,895		13. County Auditor Estimate				13,362,830	
2. Revised Estimate (Feb, 15)			13,023,830		<b>FY2016-17 Planning and Administration Charges</b>					
3. Revenue Adjustment (Lines 2-1)				309,935	14. MTC Administration (0.5% of Line 13)				66,814	
<b>FY2015-16 Planning and Administration Charges Adjustment</b>					15. County Administration (0.5% of Line 13)				66,814	
4. MTC Administration (0.5% of Line 3)			1,550		16. MTC Planning (3.0% of Line 13)				400,885	
5. County Administration (Up to 0.5% of Line 3)			1,550		17. Total Charges (Lines 14+15+16)				534,513	
6. MTC Planning (3.0% of Line 3)			9,298		18. TDA Generations Less Charges (Lines 13-17)				12,828,317	
7. Total Charges (Lines 4+5+6)				12,398	<b>FY2016-17 TDA Apportionment By Article</b>					
8. Adjusted Generations Less Charges (Lines 3-7)				297,537	19. Article 3.0 (2.0% of Line 18)				256,566	
<b>FY2015-16 TDA Adjustment By Article</b>					20. Funds Remaining (Lines 18-19)				12,571,751	
9. Article 3 Adjustment (2.0% of line 8)			5,951		21. Article 4.5 (5.0% of Line 20)				0	
10. Funds Remaining (Lines 8-9)				291,586	22. TDA Article 4 (Lines 20-21)				12,571,751	
11. Article 4.5 Adjustment (5.0% of Line 10)			0							
12. Article 4 Adjustment (Lines 10-11)				291,586						
<b>TDA APPORTIONMENT BY JURISDICTION</b>										
Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2015	FY2014-15	6/30/2015	FY2014-16	FY2015-16	FY2015-16	FY2015-16	6/30/2016	FY2016-17	FY 2016-17
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) <sup>1</sup>	Outstanding Commitments <sup>2</sup>	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	417,608	4,066	421,673	(665,748)	0	244,107	5,951	5,984	256,566	262,550
Article 4.5										
SUBTOTAL	417,608	4,066	421,673	(665,748)	0	244,107	5,951	5,984	256,566	262,550
Article 4/8										
GGBHTD <sup>3</sup>	420,679	872	421,551	(12,381,914)	0	11,961,233	291,586	184,510	7,931,518	8,116,028
Marin Transit <sup>3</sup>	0	0	0	0	0	0	0	107,946	4,640,233	4,748,179
SUBTOTAL	420,679	872	421,551	(12,381,914)	0	11,961,233	291,586	292,456	12,571,751	12,864,207
GRAND TOTAL	\$838,286	\$4,938	\$843,224	(\$13,047,662)	\$0	\$12,205,340	\$297,537	\$298,440	\$12,828,317	\$13,126,757

1. Balance as of 6/30/15 is from MTC FY2014-15 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/15, and FY2015-16 allocations as of 1/31/16.

3. Prior to FY 2016-17 GGBHTD was authorized to claim 100% of the apportionments in Marin County. Per agreement between GGBHTD and MCTD from FY 2016-17 forward both agencies will claim funds.

**FY 2016-17 FUND ESTIMATE**  
**TRANSPORTATION DEVELOPMENT ACT FUNDS**  
**NAPA COUNTY**

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<b>FY2015-16 TDA Revenue Estimate</b>					<b>FY2016-17 TDA Revenue Estimate</b>					
<b><i>FY2015-16 Generation Estimate Adjustment</i></b>					<b><i>FY2016-17 County Auditor's Generation Estimate</i></b>					
1. Original County Auditor Estimate (Feb, 15)			7,600,000		13. County Auditor Estimate				8,160,000	
2. Revised Estimate (Feb, 15)			8,000,000		<b><i>FY2016-17 Planning and Administration Charges</i></b>					
3. Revenue Adjustment (Lines 2-1)				400,000	14. MTC Administration (0.5% of Line 13)			40,800		
<b><i>FY2015-16 Planning and Administration Charges Adjustment</i></b>					15. County Administration (0.5% of Line 13)			40,800		
4. MTC Administration (0.5% of Line 3)			2,000		16. MTC Planning (3.0% of Line 13)			244,800		
5. County Administration (Up to 0.5% of Line 3)			2,000		17. Total Charges (Lines 14+15+16)				326,400	
6. MTC Planning (3.0% of Line 3)			12,000		18. TDA Generations Less Charges (Lines 13-17)				7,833,600	
7. Total Charges (Lines 4+5+6)				16,000	<b><i>FY2016-17 TDA Apportionment By Article</i></b>					
8. Adjusted Generations Less Charges (Lines 3-7)				384,000	19. Article 3.0 (2.0% of Line 18)			156,672		
<b><i>FY2015-16 TDA Adjustment By Article</i></b>					20. Funds Remaining (Lines 18-19)				7,676,928	
9. Article 3 Adjustment (2.0% of line 8)			7,680		21. Article 4.5 (5.0% of Line 20)			383,846		
10. Funds Remaining (Lines 8-9)				376,320	22. TDA Article 4 (Lines 20-21)				7,293,082	
11. Article 4.5 Adjustment (5.0% of Line 10)			18,816							
12. Article 4 Adjustment (Lines 10-11)				357,504						
<b>TDA APPORTIONMENT BY JURISDICTION</b>										
<b>Column</b>	<b>A</b>	<b>B</b>	<b>C=Sum(A:B)</b>	<b>D</b>	<b>E</b>	<b>F</b>	<b>G</b>	<b>H=Sum(C:G)</b>	<b>I</b>	<b>J=Sum(H:I)</b>
	<b>6/30/2015</b>	<b>FY2014-15</b>	<b>6/30/2015</b>	<b>FY2014-16</b>	<b>FY2015-16</b>	<b>FY2015-16</b>	<b>FY2015-16</b>	<b>6/30/2016</b>	<b>FY2016-17</b>	<b>FY 2016-17</b>
<b>Apportionment Jurisdictions</b>	<b>Balance (w/o interest)</b>	<b>Interest</b>	<b>Balance (w/ interest)<sup>1</sup></b>	<b>Outstanding Commitments<sup>2</sup></b>	<b>Transfers/ Refunds</b>	<b>Original Estimate</b>	<b>Revenue Adjustment</b>	<b>Projected Carryover</b>	<b>Revenue Estimate</b>	<b>Available for Allocation</b>
<b>Article 3</b>	496,722	2,847	499,569	(421,689)	0	145,920	7,680	231,480	156,672	388,152
<b>Article 4.5</b>	56,757	73	56,829	(401,127)	0	357,504	18,816	32,022	383,846	415,868
<b>SUBTOTAL</b>	<b>553,479</b>	<b>2,919</b>	<b>556,398</b>	<b>(822,816)</b>	<b>0</b>	<b>503,424</b>	<b>26,496</b>	<b>263,502</b>	<b>540,518</b>	<b>804,020</b>
<b>Article 4/8</b>										
NVTA <sup>3</sup>	11,412,332	47,046	11,459,378	(15,607,662)	1,253,960	6,792,576	357,504	4,255,756	7,293,082	11,548,838
<b>SUBTOTAL</b>	<b>11,412,332</b>	<b>47,046</b>	<b>11,459,378</b>	<b>(15,607,662)</b>	<b>1,253,960</b>	<b>6,792,576</b>	<b>357,504</b>	<b>4,255,756</b>	<b>7,293,082</b>	<b>11,548,838</b>
<b>GRAND TOTAL</b>	<b>\$11,965,811</b>	<b>\$49,965</b>	<b>\$12,015,776</b>	<b>(\$16,430,478)</b>	<b>\$1,253,960</b>	<b>\$7,296,000</b>	<b>\$384,000</b>	<b>\$4,519,258</b>	<b>\$7,833,600</b>	<b>\$12,352,858</b>

1. Balance as of 6/30/15 is from MTC FY2014-15 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/15, and FY2015-16 allocations as of 1/31/16.

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

**FY 2016-17 FUND ESTIMATE  
TRANSPORTATION DEVELOPMENT ACT FUNDS  
SAN FRANCISCO COUNTY**

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FY2015-16 TDA Revenue Estimate			FY2016-17 TDA Revenue Estimate		
<b>FY2015-16 Generation Estimate Adjustment</b>			<b>FY2016-17 County Auditor's Generation Estimate</b>		
1. Original County Auditor Estimate (Feb, 15)	48,421,155		13. County Auditor Estimate	50,724,425	
2. Revised Estimate (Feb, 15)	52,465,784		<b>FY2016-17 Planning and Administration Charges</b>		
3. Revenue Adjustment (Lines 2-1)	4,044,629		14. MTC Administration (0.5% of Line 13)	253,622	
<b>FY2015-16 Planning and Administration Charges Adjustment</b>			15. County Administration (0.5% of Line 13)	253,622	
4. MTC Administration (0.5% of Line 3)	20,223		16. MTC Planning (3.0% of Line 13)	1,521,733	
5. County Administration (Up to 0.5% of Line 3)	20,223		17. Total Charges (Lines 14+15+16)	2,028,977	
6. MTC Planning (3.0% of Line 3)	121,339		18. TDA Generations Less Charges (Lines 13-17)	48,695,448	
7. Total Charges (Lines 4+5+6)	161,785		<b>FY2016-17 TDA Apportionment By Article</b>		
8. Adjusted Generations Less Charges (Lines 3-7)	3,882,844		19. Article 3.0 (2.0% of Line 18)	973,909	
<b>FY2015-16 TDA Adjustment By Article</b>			20. Funds Remaining (Lines 18-19)	47,721,539	
9. Article 3 Adjustment (2.0% of line 8)	77,657		21. Article 4.5 (5.0% of Line 20)	2,386,077	
10. Funds Remaining (Lines 8-9)	3,805,187		22. TDA Article 4 (Lines 20-21)	45,335,462	
11. Article 4.5 Adjustment (5.0% of Line 10)	190,259				
12. Article 4 Adjustment (Lines 10-11)	3,614,928				

TDA APPORTIONMENT BY JURISDICTION										
Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2015	FY2014-15	6/30/2015	FY2014-16	FY2015-16	FY2015-16	FY2015-16	6/30/2016	FY2016-17	FY 2016-17
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) <sup>1</sup>	Outstanding Commitments <sup>2</sup>	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	730,000	13,007	743,007	(1,656,353)	0	929,686	77,657	93,997	973,909	1,067,906
Article 4.5	(385)	618	233	0	(2,278,290)	2,277,731	190,259	189,933	2,386,077	2,576,010
<b>SUBTOTAL</b>	<b>729,615</b>	<b>13,625</b>	<b>743,240</b>	<b>(1,656,353)</b>	<b>(2,278,290)</b>	<b>3,207,417</b>	<b>267,916</b>	<b>283,930</b>	<b>3,359,986</b>	<b>3,643,916</b>
Article 4										
SFMTA	(4,203)	5,945	1,743	(45,559,043)	2,278,290	43,276,891	3,614,928	3,612,809	45,335,462	48,948,271
<b>SUBTOTAL</b>	<b>(4,203)</b>	<b>5,945</b>	<b>1,743</b>	<b>(45,559,043)</b>	<b>2,278,290</b>	<b>43,276,891</b>	<b>3,614,928</b>	<b>3,612,809</b>	<b>45,335,462</b>	<b>48,948,271</b>
<b>GRAND TOTAL</b>	<b>\$725,412</b>	<b>\$19,571</b>	<b>\$744,983</b>	<b>(\$47,215,396)</b>	<b>\$0</b>	<b>\$46,484,308</b>	<b>\$3,882,844</b>	<b>\$3,896,739</b>	<b>\$48,695,448</b>	<b>\$52,592,187</b>

1. Balance as of 6/30/15 is from MTC FY2014-15 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/15, and FY2015-16 allocations as of 1/31/16.

**FY 2016-17 FUND ESTIMATE**  
**TRANSPORTATION DEVELOPMENT ACT FUNDS**  
**SAN MATEO COUNTY**

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FY2015-16 TDA Revenue Estimate			FY2016-17 TDA Revenue Estimate		
<b>FY2015-16 Generation Estimate Adjustment</b>			<b>FY2016-17 County Auditor's Generation Estimate</b>		
1. Original County Auditor Estimate (Feb, 15)		36,914,589	13. County Auditor Estimate		39,205,837
2. Revised Estimate (Feb, 15)		38,918,915	<b>FY2016-17 Planning and Administration Charges</b>		
3. Revenue Adjustment (Lines 2-1)		2,004,326	14. MTC Administration (0.5% of Line 13)		196,029
<b>FY2015-16 Planning and Administration Charges Adjustment</b>			15. County Administration (0.5% of Line 13)		196,029
4. MTC Administration (0.5% of Line 3)		10,022	16. MTC Planning (3.0% of Line 13)		1,176,175
5. County Administration (Up to 0.5% of Line 3)		10,022	17. Total Charges (Lines 14+15+16)		1,568,233
6. MTC Planning (3.0% of Line 3)		60,130	18. TDA Generations Less Charges (Lines 13-17)		37,637,604
7. Total Charges (Lines 4+5+6)		80,174	<b>FY2016-17 TDA Apportionment By Article</b>		
8. Adjusted Generations Less Charges (Lines 3-7)		1,924,152	19. Article 3.0 (2.0% of Line 18)		752,752
<b>FY2015-16 TDA Adjustment By Article</b>			20. Funds Remaining (Lines 18-19)		36,884,852
9. Article 3 Adjustment (2.0% of line 8)		38,483	21. Article 4.5 (5.0% of Line 20)		1,844,243
10. Funds Remaining (Lines 8-9)		1,885,669	22. TDA Article 4 (Lines 20-21)		35,040,609
11. Article 4.5 Adjustment (5.0% of Line 10)		94,283			
12. Article 4 Adjustment (Lines 10-11)		1,791,386			

TDA APPORTIONMENT BY JURISDICTION										
Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2015	FY2014-15	6/30/2015	FY2014-16	FY2015-16	FY2015-16	FY2015-16	6/30/2016	FY2016-17	FY 2016-17
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) <sup>1</sup>	Outstanding Commitments <sup>2</sup>	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	3,201,159	42,332	3,243,491	(3,554,875)	0	708,760	38,483	435,859	752,752	1,188,611
Article 4.5	184,358	323	184,681	(1,771,554)	0	1,736,462	94,283	243,872	1,844,243	2,088,115
<b>SUBTOTAL</b>	<b>3,385,516</b>	<b>42,656</b>	<b>3,428,172</b>	<b>(5,326,429)</b>	<b>0</b>	<b>2,445,222</b>	<b>132,766</b>	<b>679,731</b>	<b>2,596,995</b>	<b>3,276,726</b>
Article 4										
SamTrans	1,986,662	5,905	1,992,567	(32,212,723)	0	32,992,783	1,791,386	4,564,013	35,040,609	39,604,622
<b>SUBTOTAL</b>	<b>1,986,662</b>	<b>5,905</b>	<b>1,992,567</b>	<b>(32,212,723)</b>	<b>0</b>	<b>32,992,783</b>	<b>1,791,386</b>	<b>4,564,013</b>	<b>35,040,609</b>	<b>39,604,622</b>
<b>GRAND TOTAL</b>	<b>\$5,372,178</b>	<b>\$48,561</b>	<b>\$5,420,739</b>	<b>(\$37,539,152)</b>	<b>\$0</b>	<b>\$35,438,005</b>	<b>\$1,924,152</b>	<b>\$5,243,744</b>	<b>\$37,637,604</b>	<b>\$42,881,348</b>

1. Balance as of 6/30/15 is from MTC FY2014-15 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/15, and FY2015-16 allocations as of 1/31/16.

**FY 2016-17 FUND ESTIMATE**  
**TRANSPORTATION DEVELOPMENT ACT FUNDS**  
**SANTA CLARA COUNTY**

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<b>FY2015-16 TDA Revenue Estimate</b>			<b>FY2016-17 TDA Revenue Estimate</b>		
<b><i>FY2015-16 Generation Estimate Adjustment</i></b>			<b><i>FY2016-17 County Auditor's Generation Estimate</i></b>		
1. Original County Auditor Estimate (Feb, 15)	102,299,000		13. County Auditor Estimate	108,772,000	
2. Revised Estimate (Feb, 15)	103,988,058		<b><i>FY2016-17 Planning and Administration Charges</i></b>		
3. Revenue Adjustment (Lines 2-1)	1,689,058		14. MTC Administration (0.5% of Line 13)	543,860	
<b><i>FY2015-16 Planning and Administration Charges Adjustment</i></b>			15. County Administration (0.5% of Line 13)	543,860	
4. MTC Administration (0.5% of Line 3)	8,445		16. MTC Planning (3.0% of Line 13)	3,263,160	
5. County Administration (Up to 0.5% of Line 3)	8,445		17. Total Charges (Lines 14+15+16)	4,350,880	
6. MTC Planning (3.0% of Line 3)	50,672		18. TDA Generations Less Charges (Lines 13-17)	104,421,120	
7. Total Charges (Lines 4+5+6)	67,562		<b><i>FY2016-17 TDA Apportionment By Article</i></b>		
8. Adjusted Generations Less Charges (Lines 3-7)	1,621,496		19. Article 3.0 (2.0% of Line 18)	2,088,422	
<b><i>FY2015-16 TDA Adjustment By Article</i></b>			20. Funds Remaining (Lines 18-19)	102,332,698	
9. Article 3 Adjustment (2.0% of line 8)	32,430		21. Article 4.5 (5.0% of Line 20)	5,116,635	
10. Funds Remaining (Lines 8-9)	1,589,066		22. TDA Article 4 (Lines 20-21)	97,216,063	
11. Article 4.5 Adjustment (5.0% of Line 10)	79,453				
12. Article 4 Adjustment (Lines 10-11)	1,509,613				

<b>TDA APPORTIONMENT BY JURISDICTION</b>										
<i>Column</i>	<i>A</i>	<i>B</i>	<i>C=Sum(A:B)</i>	<i>D</i>	<i>E</i>	<i>F</i>	<i>G</i>	<i>H=Sum(C:G)</i>	<i>I</i>	<i>J=Sum(H:I)</i>
	6/30/2015	FY2014-15	6/30/2015	FY2014-16	FY2015-16	FY2015-16	FY2015-16	6/30/2016	FY2016-17	FY 2016-17
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) <sup>1</sup>	Outstanding Commitments <sup>2</sup>	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	5,351,090	29,759	5,380,849	(6,804,884)		1,964,141	32,430	572,535	2,088,422	2,660,957
Article 4.5	41,460	195	41,655	0	(4,812,145)	4,812,145	79,453	121,108	5,116,635	5,237,743
<b>SUBTOTAL</b>	<b>5,392,551</b>	<b>29,953</b>	<b>5,422,504</b>	<b>(6,804,884)</b>	<b>(4,812,145)</b>	<b>6,776,286</b>	<b>111,883</b>	<b>693,643</b>	<b>7,205,057</b>	<b>7,898,700</b>
Article 4										
VTA	790,787	4,986	795,774	(91,430,754)	4,812,145	91,430,754	1,509,613	7,117,532	97,216,063	104,333,595
<b>SUBTOTAL</b>	<b>790,787</b>	<b>4,986</b>	<b>795,774</b>	<b>(91,430,754)</b>	<b>4,812,145</b>	<b>91,430,754</b>	<b>1,509,613</b>	<b>7,117,532</b>	<b>97,216,063</b>	<b>104,333,595</b>
<b>GRAND TOTAL</b>	<b>\$6,183,338</b>	<b>\$34,939</b>	<b>\$6,218,277</b>	<b>(\$98,235,638)</b>	<b>\$0</b>	<b>\$98,207,040</b>	<b>\$1,621,496</b>	<b>\$7,811,175</b>	<b>\$104,421,120</b>	<b>\$112,232,295</b>

1. Balance as of 6/30/15 is from MTC FY2014-15 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/15, and FY2015-16 allocations as of 1/31/16.

**FY 2016-17 FUND ESTIMATE**  
**TRANSPORTATION DEVELOPMENT ACT FUNDS**  
**SOLANO COUNTY**

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FY2015-16 TDA Revenue Estimate			FY2016-17 TDA Revenue Estimate		
<b>FY2015-16 Generation Estimate Adjustment</b>			<b>FY2016-17 County Auditor's Generation Estimate</b>		
1. Original County Auditor Estimate (Feb, 15)		17,358,114	13. County Auditor Estimate		17,773,436
2. Revised Estimate (Feb, 15)		17,773,436	<b>FY2016-17 Planning and Administration Charges</b>		
3. Revenue Adjustment (Lines 2-1)		415,322	14. MTC Administration (0.5% of Line 13)		88,867
<b>FY2015-16 Planning and Administration Charges Adjustment</b>			15. County Administration (0.5% of Line 13)		88,867
4. MTC Administration (0.5% of Line 3)		2,077	16. MTC Planning (3.0% of Line 13)		533,203
5. County Administration (Up to 0.5% of Line 3)		2,077	17. Total Charges (Lines 14+15+16)		710,937
6. MTC Planning (3.0% of Line 3)		12,460	18. TDA Generations Less Charges (Lines 13-17)		17,062,499
7. Total Charges (Lines 4+5+6)		16,614	<b>FY2016-17 TDA Apportionment By Article</b>		
8. Adjusted Generations Less Charges (Lines 3-7)		398,708	19. Article 3.0 (2.0% of Line 18)		341,250
<b>FY2015-16 TDA Adjustment By Article</b>			20. Funds Remaining (Lines 18-19)		16,721,249
9. Article 3 Adjustment (2.0% of line 8)		7,974	21. Article 4.5 (5.0% of Line 20)		0
10. Funds Remaining (Lines 8-9)		390,734	22. TDA Article 4 (Lines 20-21)		16,721,249
11. Article 4.5 Adjustment (5.0% of Line 10)		0			
12. Article 4 Adjustment (Lines 10-11)		390,734			

TDA APPORTIONMENT BY JURISDICTION										
Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2015	FY2014-15	6/30/2015	FY2014-16	FY2015-16	FY2015-16	FY2015-16	6/30/2016	FY2016-17	FY 2016-17
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) <sup>1</sup>	Outstanding Commitments <sup>2</sup>	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	774,067	3,926	777,993	(862,029)	0	333,276	7,974	257,214	341,250	598,464
Article 4.5										
<b>SUBTOTAL</b>	<b>774,067</b>	<b>3,926</b>	<b>777,993</b>	<b>(862,029)</b>	<b>0</b>	<b>333,276</b>	<b>7,974</b>	<b>257,214</b>	<b>341,250</b>	<b>598,464</b>
Article 4/8										
Dixon	856,366	3,219	859,586	(567,866)	0	734,437	17,573	1,043,730	745,767	1,789,497
Fairfield	2,763,699	12,241	2,775,940	(5,837,751)	0	4,251,582	101,726	1,291,497	4,355,601	5,647,098
Rio Vista	243,865	1,902	245,767	(334,129)	75,432	306,605	7,336	301,011	318,930	619,941
Solano County	913,414	4,404	917,818	(510,125)	0	741,586	17,744	1,167,023	753,163	1,920,186
Suisun City	158,218	370	158,588	(1,183,922)	0	1,103,260	26,397	104,323	1,124,528	1,228,851
Vacaville	6,367,758	28,785	6,396,543	(3,187,689)	0	3,617,620	86,557	6,913,032	3,686,482	10,599,514
Vallejo/Benicia <sup>4</sup>	2,625,978	11,206	2,637,184	(7,176,068)	0	5,575,423	133,401	1,169,941	5,736,777	6,906,718
<b>SUBTOTAL</b>	<b>13,929,299</b>	<b>62,128</b>	<b>13,991,427</b>	<b>(18,797,550)</b>	<b>75,432</b>	<b>16,330,513</b>	<b>390,734</b>	<b>11,990,557</b>	<b>16,721,249</b>	<b>28,711,806</b>
<b>GRAND TOTAL</b>	<b>\$14,703,366</b>	<b>\$66,054</b>	<b>\$14,769,419</b>	<b>(\$19,659,578)</b>	<b>\$75,432</b>	<b>\$16,663,789</b>	<b>\$398,708</b>	<b>\$12,247,771</b>	<b>\$17,062,499</b>	<b>\$29,310,270</b>

1. Balance as of 6/30/15 is from MTC FY2014-15 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.
2. The outstanding commitments figure includes all unpaid allocations as of 6/30/15, and FY2015-16 allocations as of 1/31/16.
3. Where applicable by local agreement, contributions from each jurisdiction will be made to support the Intercity Transit Funding Agreement.
4. Beginning in FY2012-13, the Benicia apportionment area is combined with Vallejo, and available for SolTrans to claim.

**FY 2016-17 FUND ESTIMATE**  
**TRANSPORTATION DEVELOPMENT ACT FUNDS**  
**SONOMA COUNTY**

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<b>FY2015-16 TDA Revenue Estimate</b>			<b>FY2016-17 TDA Revenue Estimate</b>		
<b><i>FY2015-16 Generation Estimate Adjustment</i></b>			<b><i>FY2016-17 County Auditor's Generation Estimate</i></b>		
1. Original County Auditor Estimate (Feb, 15)	22,900,000		13. County Auditor Estimate	22,800,000	
2. Revised Estimate (Feb, 15)	22,100,000		<b><i>FY2016-17 Planning and Administration Charges</i></b>		
3. Revenue Adjustment (Lines 2-1)	(800,000)		14. MTC Administration (0.5% of Line 13)	114,000	
<b><i>FY2015-16 Planning and Administration Charges Adjustment</i></b>			15. County Administration (0.5% of Line 13)	114,000	
4. MTC Administration (0.5% of Line 3)	(4,000)		16. MTC Planning (3.0% of Line 13)	684,000	
5. County Administration (Up to 0.5% of Line 3)	(4,000)		17. Total Charges (Lines 14+15+16)	912,000	
6. MTC Planning (3.0% of Line 3)	(24,000)		18. TDA Generations Less Charges (Lines 13-17)	21,888,000	
7. Total Charges (Lines 4+5+6)	(32,000)		<b><i>FY2016-17 TDA Apportionment By Article</i></b>		
8. Adjusted Generations Less Charges (Lines 3-7)	(768,000)		19. Article 3.0 (2.0% of Line 18)	437,760	
<b><i>FY2015-16 TDA Adjustment By Article</i></b>			20. Funds Remaining (Lines 18-19)	21,450,240	
9. Article 3 Adjustment (2.0% of line 8)	(15,360)		21. Article 4.5 (5.0% of Line 20)	0	
10. Funds Remaining (Lines 8-9)	(752,640)		22. TDA Article 4 (Lines 20-21)	21,450,240	
11. Article 4.5 Adjustment (5.0% of Line 10)	0				
12. Article 4 Adjustment (Lines 10-11)	(752,640)				

<b>TDA APPORTIONMENT BY JURISDICTION</b>										
<i>Column</i>	<i>A</i>	<i>B</i>	<i>C=Sum(A:B)</i>	<i>D</i>	<i>E</i>	<i>F</i>	<i>G</i>	<i>H=Sum(C:G)</i>	<i>I</i>	<i>J=Sum(H:I)</i>
	6/30/2015	FY2014-15	6/30/2015	FY2014-16	FY2015-16	FY2015-16	FY2015-16	6/30/2016	FY2016-17	FY 2016-17
<b>Apportionment Jurisdictions</b>	<b>Balance (w/o interest)</b>	<b>Interest</b>	<b>Balance (w/ interest)<sup>1</sup></b>	<b>Outstanding Commitments<sup>2</sup></b>	<b>Transfers/ Refunds</b>	<b>Original Estimate</b>	<b>Revenue Adjustment</b>	<b>Projected Carryover</b>	<b>Revenue Estimate</b>	<b>Available for Allocation</b>
<b>Article 3</b>	1,525,093	8,385	1,533,478	(1,252,449)	0	439,680	(15,360)	705,349	437,760	1,143,109
<b>Article 4.5</b>										
<b>SUBTOTAL</b>	<b>1,525,093</b>	<b>8,385</b>	<b>1,533,478</b>	<b>(1,252,449)</b>	<b>0</b>	<b>439,680</b>	<b>(15,360)</b>	<b>705,349</b>	<b>437,760</b>	<b>1,143,109</b>
<b>Article 4/8</b>										
GGBHTD <sup>3</sup>	48,217	2,654	50,872	(5,430,108)	0	5,386,080	(188,160)	(181,316)	5,362,560	5,181,244
Petaluma	974,118	2,463	976,580	(1,993,246)	0	1,843,755	(64,411)	762,679	1,830,846	2,593,525
Santa Rosa	1,012,333	30,852	1,043,186	(6,430,490)	0	5,608,140	(195,918)	24,918	5,610,668	5,635,586
Sonoma County/Healdsburg <sup>4</sup>	6,378,571	19,108	6,397,678	(11,385,252)	877,888	8,706,345	(304,152)	4,292,507	8,646,166	12,938,673
<b>SUBTOTAL</b>	<b>8,413,239</b>	<b>55,077</b>	<b>8,468,316</b>	<b>(25,239,096)</b>	<b>877,888</b>	<b>21,544,320</b>	<b>(752,640)</b>	<b>4,898,788</b>	<b>21,450,240</b>	<b>26,349,028</b>
<b>GRAND TOTAL</b>	<b>\$9,938,332</b>	<b>\$63,462</b>	<b>\$10,001,794</b>	<b>(\$26,491,545)</b>	<b>\$877,888</b>	<b>\$21,984,000</b>	<b>(\$768,000)</b>	<b>\$5,604,137</b>	<b>\$21,888,000</b>	<b>\$27,492,137</b>

1. Balance as of 6/30/15 is from MTC FY2014-15 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/15, and FY2015-16 allocations as of 1/31/16.

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

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

**FY 2016-17 FUND ESTIMATE  
STATE TRANSIT ASSISTANCE  
REVENUE-BASED FUNDS (PUC 99314)**

*Attachment A  
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FY2015-16 STA Revenue Estimate		FY2016-17 STA Revenue Estimate				
1. State Estimate (Jan, 16)	\$82,967,757	4. Projected Carryover (May, 16)	\$3,236,805			
2. Actual Revenue (Aug, 16)		5. State Estimate (Jan, 16)	\$91,525,629			
3. Revenue Adjustment (Lines 2-1)		6. Total Funds Available (Lines 4+5)	\$94,762,434			
STA REVENUE-BASED APPORTIONMENT BY OPERATOR						
Column	A	B	C	D=Sum(A:C)	E	F=Sum(D:E)
	6/30/2015	FY2014-16	FY2015-16	6/30/2016	FY2016-17	Total
Apportionment Jurisdictions	Balance (w/interest) <sup>1</sup>	Outstanding Commitments <sup>2</sup>	Revenue Estimate* <sup>3</sup>	Projected Carryover <sup>4</sup>	Revenue Estimate* <sup>5</sup>	Available For Allocation
ACCMA - Corresponding to ACE	429,655	(450,000)	78,566	58,221	86,670	144,891
Caltrain	487,279	(5,046,388)	4,338,604	(220,505)	4,786,121	4,565,616
CCCTA	9	(563,842)	490,365	(73,468)	540,945	467,477
City of Dixon	4,930	0	3,804	8,734	4,197	12,931
ECCTA	2	(277,297)	227,103	(50,192)	250,528	200,336
City of Fairfield	16,405	(102,080)	95,828	10,152	105,712	115,864
GGBHTD	9	(3,370,520)	3,840,534	470,023	4,236,676	4,706,699
City of Healdsburg	376	0	402	778	444	1,222
LAVTA	199,818	(199,577)	198,211	198,453	218,656	417,109
Marin Transit	1,406,662	(1,009,970)	715,306	1,111,998	789,088	1,901,086
NVTA	5	(45,260)	49,532	4,278	54,641	58,919
City of Petaluma	(7,312)	(11,389)	11,125	(7,577)	12,272	4,695
City of Rio Vista	0	0	875	875	965	1,840
SamTrans	1	(3,125,451)	2,668,209	(457,241)	2,943,428	2,486,187
City of Santa Rosa	140,746	(128,585)	108,907	121,069	120,141	241,210
Solano County Transit	0	(188,209)	223,727	35,519	246,804	282,323
Sonoma County Transit	44,800	(110,683)	117,918	52,035	130,081	182,116
City of Union City	1	(35,690)	33,532	(2,156)	36,991	34,835
VTA	922,200	(11,263,409)	10,265,751	(75,458)	11,324,640	11,249,182
VTA - Corresponding to ACE	47,826	(231,943)	93,692	(90,425)	103,356	12,931
WCCTA	6	(278,312)	256,986	(21,320)	283,493	262,173
WETA	3,912,726	0	1,055,632	4,968,358	1,164,518	6,132,876
SUBTOTAL	7,606,143	(26,438,605)	24,874,611	6,042,151	27,440,371	33,482,522
AC Transit	1,332,353	(8,045,389)	7,762,987	1,049,952	8,563,721	9,613,673
BART	2,427,827	(21,523,603)	17,835,235	(1,260,542)	19,674,899	18,414,357
SFMTA	1,290,017	(36,379,697)	32,494,924	(2,594,756)	35,846,701	33,251,945
SUBTOTAL	5,050,197	(65,948,689)	58,093,146	(2,805,346)	64,085,321	61,279,975
GRAND TOTAL	\$12,656,340	(\$92,387,294)	\$82,967,757	\$3,236,805	\$91,525,692	\$94,762,497

1. Balance as of 6/30/15 is from MTC FY2014-15 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/15, and FY2015-16 allocations as of 4/15/16.

3. The FY2015-16 STA revenue generation based on the \$299 million revised estimate included in the Governor's proposed FY2016-17 State Budget. Distributions based on assumed passage of a FY2016-17 State Budget trailer bill language to restore the STA Revenue-Based formula to the methodology used in FY2014-15.

4. Projected carryover as of 6/30/16 does not include interest accrued in FY2015-16. Negative carryover amounts shown are primarily a result of lower than expected revenues.

5. FY2016-17 STA revenue generation based on the \$315 million in the Governor's proposed FY2016-17 State Budget.

\*Distributions based on assumed passage of a FY2016-17 State Budget trailer bill language to restore the STA Revenue-Based formula to the methodology used in FY2014-15.

**FY 2016-17 FUND ESTIMATE  
STATE TRANSIT ASSISTANCE  
POPULATION-BASED FUNDS (PUC 99313)**

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FY2015-16 STA Revenue Estimate		FY2016-17 STA Revenue Estimate				
1. State Revised Estimate <sup>3</sup> (Jan, 16)	\$28,974,196	4. Projected Carryover (Feb, 16)	\$35,672,433			
2. Actual Revenue (Aug, 16)		5. State Estimate <sup>4</sup> (Jan, 16)	\$30,498,904			
3. Revenue Adjustment (Lines 2-1)		6. Total Funds Available (Lines 4+5)	\$66,171,337			
STA POPULATION-BASED APPORTIONMENT BY JURISDICTION & OPERATOR						
Column	A	B	C	D=Sum(A:C)	E	F=Sum(D:E)
Apportionment Jurisdictions	6/30/2015 Balance (w/interest) <sup>1</sup>	FY2014-16 Outstanding Commitments <sup>2</sup>	FY2015-16 Revenue Estimate	6/30/2016 Projected Carryover	FY2016-17 Revenue Estimate <sup>4</sup>	Total Available For Allocation
Northern Counties/Small Operators						
Marin	81,537	(1,094,305)	861,251	(151,517)	907,101	755,584
Napa	41,253	(547,351)	465,432	(40,666)	490,209	449,543
Solano/Vallejo <sup>5</sup>	4,345,719	(1,095,745)	1,401,679	4,651,654	1,476,298	6,127,952
Sonoma	154,310	(1,937,160)	1,647,233	(135,617)	1,734,924	1,599,307
CCCTA	144,556	(2,004,761)	1,632,679	(227,526)	1,719,595	1,492,069
ECCTA	88,114	(1,159,791)	986,211	(85,466)	1,038,712	953,246
LAVTA	910,297	(884,220)	674,709	700,785	710,627	1,411,412
Union City	155,508	(195,686)	236,201	196,023	248,775	444,798
WCCTA	19,283	(267,089)	217,518	(30,289)	229,097	198,808
SUBTOTAL	5,940,577	(9,186,108)	8,122,913	4,877,381	8,555,339	13,432,720
Regional Paratransit						
Alameda	31,558	(1,041,462)	891,901	(118,003)	939,380	821,377
Contra Costa	42,344	(816,245)	631,360	(142,541)	664,970	522,429
Marin	4,470	(147,718)	121,818	(21,430)	128,304	106,874
Napa	8,753	(116,182)	98,794	(8,635)	104,053	95,418
San Francisco	25,924	(832,201)	707,650	(98,627)	745,322	646,695
San Mateo	30,922	(410,315)	348,906	(30,487)	367,480	336,993
Santa Clara	88,454	(1,175,189)	999,305	(87,430)	1,052,503	965,073
Solano	902,071	(445,000)	272,817	729,888	287,341	1,017,229
Sonoma	42,703	(459,545)	390,768	(26,074)	411,570	385,496
SUBTOTAL	1,177,199	(5,443,857)	4,463,318	196,661	4,700,925	4,897,584
Lifeline						
Alameda	5,080,482	(5,841,385)	1,735,101	974,198	1,994,425	2,968,623
Contra Costa	2,864,977	(2,990,587)	1,097,206	971,596	1,261,191	2,232,787
Marin	556,377	0	200,867	757,244	230,888	988,132
Napa	463,078	(471,543)	155,794	147,329	179,079	326,408
San Francisco	3,909,710	(4,192,025)	960,605	678,290	1,104,174	1,782,464
San Mateo	1,637,260	0	645,969	2,283,229	742,513	3,025,742
Santa Clara	5,077,735	(1,000,000)	1,771,510	5,849,245	2,036,275	7,885,520
Solano	733,154	(671,934)	490,589	551,810	563,911	1,115,721
Sonoma	1,690,827	(443,268)	604,502	1,852,061	694,850	2,546,911
MTC Mean-Based Discount Project	307,529	(199,940)	700,000	807,589	0	807,589
JARC Funding Restoration <sup>6</sup>	550,842	0	0	0	0	0
SUBTOTAL	22,871,972	(15,810,682)	8,362,143	14,872,591	8,807,305	23,679,896
MTC Regional Coordination Program <sup>7</sup>	23,631,214	(16,300,031)	7,692,490	15,023,673	8,102,002	23,125,675
BART to Warm Springs	328,985	0	0	328,985	0	328,985
eBART	1,029	0	0	1,029	0	1,029
Transit Emergency Service Contingency Fund <sup>8</sup>	0	0	333,333	333,333	333,333	666,666
SamTrans	38,780	0	0	38,780	0	38,780
GRAND TOTAL	\$53,989,754	(\$46,740,679)	\$28,974,196	\$35,672,433	\$30,498,904	\$66,171,333

1. Balance as of 6/30/15 is from MTC FY2014-15 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/15, and FY2015-16 allocations as of 1/31/16.

3. The FY2015-16 STA revenue generation based on the \$299 million revised estimate included in the Governor's proposed FY2016-17 State Budget. The State Controller's Office did not issue an updated estimate in August 2015 due to an internal review of STA program eligibility policies.

4. The FY2016-17 STA revenue generation based on the \$315 million in the Governor's proposed FY2016-17 State Budget. The State Controller's Office did not issue an estimate in January 2016.

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

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

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

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

**FY 2016-17 FUND ESTIMATE**  
**BRIDGE TOLLS<sup>1,2</sup>**

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**BRIDGE TOLL APPORTIONMENT BY CATEGORY**

<i>Column</i>	<i>A</i>	<i>B</i>	<i>C</i>	<i>D=Sum(A:C)</i>	<i>E</i>	<i>F=D+E</i>
	6/30/2015	FY2014-16	FY2015-16	6/30/2016	FY2016-17	Total
Fund Source	Balance <sup>3</sup>	Outstanding Commitments <sup>4</sup>	Programming Amount <sup>5</sup>	Projected Carryover	Programming Amount <sup>5</sup>	Available for Allocation
<b>AB 664 Bridge Revenues</b>						
70% East Bay	26,507,686	(26,507,686)	1,600,000	1,600,000	1,600,000	3,200,000
30% West Bay	56,103,405	(56,103,405)	700,000	700,000	700,000	1,400,000
<b>SUBTOTAL</b>	<b>82,611,091</b>	<b>(82,611,091)</b>	<b>2,300,000</b>	<b>2,300,000</b>	<b>2,300,000</b>	<b>2,300,000</b>
<b>MTC 2% Toll Revenues</b>						
Ferry Capital	4,302,443	(2,347,036)	1,000,000	2,955,407	1,000,000	3,955,407
ABAG Bay Trail	28,405	(478,405)	450,000	0	450,000	450,000
SMART	828,544	(828,544)	0	0	0	0
Studies	789,299	(87,894)	0	701,405	0	701,405
<b>SUBTOTAL</b>	<b>5,948,691</b>	<b>(3,741,879)</b>	<b>1,450,000</b>	<b>3,656,812</b>	<b>1,450,000</b>	<b>5,106,812</b>
<b>5% State General Fund Revenues</b>						
Ferry	8,356,827	(339,000)	2,945,512	10,963,339	2,977,621	13,940,960
ABAG Bay Trail	0	(265,380)	265,380	0	265,380	265,380
<b>SUBTOTAL</b>	<b>8,356,827</b>	<b>(604,380)</b>	<b>3,210,892</b>	<b>10,963,339</b>	<b>3,243,001</b>	<b>14,206,340</b>

1. BATA Resolution 93 and MTC Resolution 3948 required BATA to make a payment to MTC equal to the estimated present value of specified fund transfers for the next 50 years (FY2010-11 through FY2059-60) and relieved BATA from making those fund transfers for that 50 year period. The AB 664, RM1, and MTC 2% Toll Revenues, listed above, commencing in FY2010-11, are funded from this payment.
2. RM1 90% Rail Extension allocation is made through MTC Resolutions 3833 and 3915.
3. Balance as of 6/30/15 is from MTC FY2014-16 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.
4. The outstanding commitments figure includes all unpaid allocations as of 6/30/15, and FY2015-16 allocations as of 1/30/16.
5. MTC Resolution 4015 states that annual funding levels are established and adjusted through the fund estimate for AB 664, 2%, and 5% bridge toll revenues.

**FY 2016-17 FUND ESTIMATE**  
**AB1107 FUNDS**  
**AB1107 IS TWENTY-FIVE PERCENT OF THE ONE-HALF CENT BART DISTRICT SALES TAX**

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FY2015-16 AB1107 Revenue Estimate					FY2016-17 AB1107 Estimate				
1. Original MTC Estimate (Feb, 15)				\$77,560,800	4. Projected Carryover (Feb, 16)				\$0
2. Revised Estimate (Feb, 16)				\$79,166,509	5. MTC Estimate (Feb, 16)				\$80,749,839
3. Revenue Adjustment (Lines 2-1)				\$1,605,709	6. Total Funds Available (Lines 4+5)				\$80,749,839
AB1107 APPORTIONMENT BY OPERATOR									
Column	A	B	C=Sum(A:B)	D	E	F	G=Sum(A:F)	H	I=Sum(G:H)
	6/30/2015	FY2014-15	6/30/2015	FY2014-16	FY2015-16	FY2015-16	6/30/2016	FY2016-17	FY2016-17
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) <sup>1</sup>	Outstanding Commitments <sup>2</sup>	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
AC Transit	0	0	0	(39,583,254)	38,780,400	802,854	0	40,374,920	40,374,920
SFMTA	0	0	0	(39,583,254)	38,780,400	802,854	0	40,374,920	40,374,920
<b>TOTAL</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>(\$79,166,508)</b>	<b>\$77,560,800</b>	<b>\$1,605,708</b>	<b>\$0</b>	<b>\$80,749,840</b>	<b>\$80,749,840</b>

1. Balance as of 6/30/15 is from MTC FY2014-15 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/15, and FY2015-16 allocations as of 1/31/16.

**FY 2016-17 FUND ESTIMATE  
TDA & STA FUND SUBAPPORTIONMENT FOR ALAMEDA & CONTRA COSTA COUNTIES  
& IMPLEMENTATION OF OPERATOR AGREEMENTS**

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**ARTICLE 4.5 & STA PARATRANSIT SUBAPPORTIONMENT**

Apportionment Jurisdictions	Alameda		Contra Costa	
	Article 4.5	STA Paratransit	Article 4.5	STA Paratransit
<b>Total Available</b>	<b>\$470,719</b>	<b>\$821,377</b>	<b>\$2,048,188</b>	<b>\$522,429</b>
AC Transit	\$3,319,767	\$743,568	\$666,727	\$151,057
LAVTA	\$123,457	\$37,401		
Pleasanton	\$67,174			
Union City	\$122,052	\$40,408		
CCCTA			\$791,132	\$206,600
ECCTA			\$417,191	\$131,849
WCCTA			\$173,139	\$32,923

**IMPLEMENTATION OF OPERATOR AGREEMENTS**

Fund Source	Apportionment Jurisdictions	Claimant	Amount <sup>1</sup>	Program
<b>Total Available BART STA Revenue-Based Funds</b>			<b>\$18,414,357</b>	
STA Revenue-Based	BART	AC Transit	(396,900)	Fare Coordination Set-Aside <sup>2</sup>
STA Revenue-Based	BART	CCCTA	(777,759)	BART Feeder Bus
STA Revenue-Based	BART	LAVTA	(654,479)	BART Feeder Bus
STA Revenue-Based	BART	ECCTA	(2,528,512)	BART Feeder Bus
STA Revenue-Based	BART	WCCTA	(2,656,398)	BART Feeder Bus
<b>Total Payment</b>			<b>(7,014,048)</b>	
<b>Remaining BART STA Revenue-Based Funds</b>			<b>\$11,400,309</b>	
<b>Total Available BART TDA Article 4 Funds</b>			<b>\$345,480</b>	
TDA Article 4	BART-Alameda	LAVTA	(84,324)	BART Feeder Bus
TDA Article 4	BART-Contra Costa	WCCTA	(261,156)	BART Feeder Bus
<b>Total Payment</b>			<b>(345,480)</b>	
<b>Remaining BART TDA Article 4 Funds</b>			<b>\$0</b>	
<b>Total Available SamTrans STA Revenue-Based Funds</b>			<b>\$2,486,187</b>	
STA Revenue-Based	SamTrans	BART	(801,024)	SFO Operating Expense
<b>Total Payment</b>			<b>(801,024)</b>	
<b>Remaining SamTrans STA Revenue-Based Funds</b>			<b>\$1,685,163</b>	
<b>Total Available Union City TDA Article 4 Funds</b>			<b>\$7,202,247</b>	
TDA Article 4	Union City	AC Transit	(116,699)	Union City service
<b>Total Payment</b>			<b>(116,699)</b>	
<b>Remaining Union City TDA Article 4 Funds</b>			<b>\$7,085,548</b>	

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

2. MTC holds funds in accordance with the BART-AC Transit Memorandum of Understanding on feeder/transfer payments, final amount will be reconciled after close of FY 2015-16.

**FY 2016-17 FUND ESTIMATE  
STA SPILLOVER FUNDING AGREEMENT PER RESOLUTION 3814**

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

Apportionment Category	MTC Resolution 3814	%	FY 2007-08	FY2009-15	MTC Res-3833	MTC Res-3925	FY2016-17
	Spillover Payment Schedule		Spillover Distribution	Spillover Distribution	(RM 1 Funding)	(STP/CMAQ Funding)	Remaining
Lifeline	10,000,000	16%	1,028,413	0	0	8,971,587	0
Small Operators / North Counties	3,000,000	5%	308,524	0	0	2,691,476	0
BART to Warm Springs	3,000,000	5%	308,524	0	0	0	2,691,476
eBART	3,000,000	5%	327,726	0	2,672,274	0	0
SamTrans	43,000,000	69%	4,422,174	0	0	19,288,913	19,288,913
<b>TOTAL</b>	<b>\$62,000,000</b>	<b>100%</b>	<b>\$6,395,361</b>	<b>\$0</b>	<b>\$0</b>	<b>\$30,951,976</b>	<b>\$21,980,389</b>

**FY 2016-17 FUND ESTIMATE**  
**CAP AND TRADE LOW CARBON TRANSIT OPERATIONS PROGRAM (LCTOP)**

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<b>FY2015-16 LCTOP Revenue Estimate<sup>1</sup></b>		<b>FY2016-17 LCTOP Revenue Estimate<sup>2</sup></b>	
1. Statewide Appropriation (Oct, 15)	\$75,000,000	5. Estimated Statewide Appropriation (Jan, 16)	\$100,000,000
2. MTC Region Revenue-Based Funding	\$20,890,977	6. Estimated MTC Region Revenue-Based Funding <sup>3</sup>	\$28,979,900
3. MTC Region Population-Based Funding	\$7,275,276	7. Estimated MTC Region Population-Based Funding <sup>3</sup>	\$9,700,368
<b>4. Total MTC Region Funds</b>	<b>\$28,166,253</b>	<b>8. Estimated Total MTC Region Funds</b>	<b>\$38,680,268</b>

1. The FY 2015-16 LCTOP revenue generation based on the State Controller's Office Low Carbon Transit Operations Program Allocation Summary of 10/30/2015.

2. The FY 2016-17 LCTOP revenue generation based on the \$100 million estimated in the FY 2016-17 State Budget.

3. The FY 2016-17 LCTOP amounts for the Bay Area are subject to change pending updated distribution factors for the STA and LCTOP programs from the State Controller's Office.



# Metropolitan Transportation Commission

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

## Legislation Details (With Text)

**File #:** 15-1543      **Version:** 1      **Name:**  
**Type:** Resolution      **Status:** Regional  
**File created:** 4/8/2016      **In control:** Programming and Allocations Committee  
**On agenda:** 5/11/2016      **Final action:**  
**Title:** MTC Resolution Nos. 4185, Revised and 4228. Revision to FY2015-16 Regional Measure 2 (RM2) Operating Program and RM2 Operating Program for FY2016-17.

(i) This item revises the FY2015-16 Regional Measure 2 (RM2) Operating Program to identify remaining Express Bus North programming, update the marketing program, add funds for the LAVTA Rapid, and make other minor adjustments

(ii) This item programs roughly \$46 million in RM2 funds for the FY2016-17 RM2 Operating Program and RM2 marketing and includes recommendations to continue funding for the DB1 and South San Francisco Ferry which have not met RM2 required farebox recovery standards.

### Sponsors:

### Indexes:

### Code sections:

**Attachments:** [3b\\_Resolution-4185-4228\\_RM2.pdf](#)

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

MTC Resolution Nos. 4185, Revised and 4228. Revision to FY2015-16 Regional Measure 2 (RM2) Operating Program and RM2 Operating Program for FY2016-17.

*(i) This item revises the FY2015-16 Regional Measure 2 (RM2) Operating Program to identify remaining Express Bus North programming, update the marketing program, add funds for the LAVTA Rapid, and make other minor adjustments*

*(ii) This item programs roughly \$46 million in RM2 funds for the FY2016-17 RM2 Operating Program and RM2 marketing and includes recommendations to continue funding for the DB1 and South San Francisco Ferry which have not met RM2 required farebox recovery standards.*

### Presenter:

Theresa Romell

### Recommended Action:

Commission Approval

# Metropolitan Transportation Commission

## Programming and Allocations Committee

May 11, 2016

Item Number 3b

### Resolution Nos. 4185, Revised and 4228

**Subject:** Revision to FY2015-16 Regional Measure 2 (RM2) Operating Program and RM2 Operating Program for FY2016-17

**Background:** (i) This item revises the FY2015-16 Regional Measure 2 (RM2) Operating Program to identify remaining Express Bus North programming, update the marketing program, add funds for the LAVTA Rapid, and make other minor adjustments

(ii) This item programs roughly \$46.7 million in RM2 funds for the FY2016-17 RM2 Operating Program and RM2 marketing, including recommendations to continue funding for the DB1 and South San Francisco Ferry which have not met RM2 required farebox recovery standards.

**Express Bus:** In May 2015, the Commission approved additional funding for the RM2 Operating Program by applying an inflation escalation to certain projects as allowed by Streets and Highways Code Section 30914(d). Most of the funds were programmed previously, however in the Express Bus North project, \$170,500 in funds are still un-programmed. Working with operators in the county, Solano Transportation Authority has identified projects for the funding in FY2015-16:

- \$83,500 for additional expanded Soltrans service; and
- \$87,000 for implementation and marketing of new and existing services.

In FY2015-16, minor adjustments are also being made to the programming for the Richmond Bridge Express Bus project and funding for the WestCat LYNX in the Express Bus South Project to reflect actual start-up costs. MTC will continue to work with the operators who received additional funding adjust funding levels based on the new service levels.

**LAVTA Rapid:** The LAVTA Rapid was required to meet RM2 performance standards at the end of FY2013-14 and it received a grace year of funding in FY2014-15. MTC suspended programming of funds to LAVTA's Rapid in FY2015-16 since the service was not meeting the RM2 farebox recovery standard. Reinstatement of the funding was made contingent upon LAVTA adopting changes to the service which are expected to bring the service into conformance with RM2 performance standards. On May 2, LAVTA approved a comprehensive overhaul of their fixed route system, including significant changes to the Rapid. Some of the changes include changing the route to serve one of their largest trip generators, Las Positas Community College, eliminating service overlap to Lawrence Livermore Lab by the Route 10, and increasing the days of service and hours of operation.

Based on the LAVTA Board's approval of service changes, staff recommends reinstating funding for the Rapid in FY 2015-16. Changes to the Rapid will be implemented in FY2016-17. Once the changes to the service are introduced, staff recommends allowing three years for the revised service to meet RM2 performance standards.

***FY 2015-16 Marketing:*** The San Francisco Late Night Working Group has begun to implement recommendations contained in the late night transit service report, *The Other 9 to 5*. In partnership with late night transit providers, the Late Night Working Group has begun to develop informational materials, including a new late night regional network map, and a marketing plan. Staff proposes to provide \$50,000 in RM2 marketing funds this year and \$150,000 next year to support this effort. A small amount of marketing funding is also proposed for Napa Valley Transportation Authority to continue to promote its Route 29 service.

***FY2016-17 RM2 Operating and Marketing Program:*** MTC's RM2 Operating Policies and Procedures state that MTC will adopt a project specific budget for RM2 operating funds prior to the beginning of each fiscal year. RM2 operating projects must meet farebox recovery standards and maintain or increase passengers per revenue hour by the third year of service. Farebox recovery requirements are established by mode (ferry, bus or rail) and type of service (peak, all day and owl service).

Subject to approval of the FY2016-17 Bay Area Toll Authority (BATA) budget, Resolution 4228 approves the Operating Assistance Program for FY2016-17 and includes roughly \$42 million in RM2 funds. The RM2 program also identifies \$3.75 million in marketing funding for Clipper® and other RM2 projects. The marketing program will also be included in the proposed FY2016-17 BATA budget.

A small portion of the funding is un-programmed in FY2016-17 for Express Bus North due to ongoing planning efforts in Solano to redo the county's express bus network. Staff will return to the Commission in FY2016-17 to program these funds.

**Issues:**

**Programming Recommendation for At-Risk Routes**

In October 2015, staff reported that two routes, the Dumbarton Express DB1 administered by AC Transit and South San Francisco Ferry (SSF) operated by the Water Emergency Transportation Authority (WETA), did not meet required performance standards by the end of FY2014-15 as required by RM2 Policies, Resolution 3636, Revised. While performance continues to improve on both routes, these routes are currently not meeting the required performance standard as shown below.

Service	RM2 Costs FY15	Type of Service	Required Farebox	FY2015-16 thru 12/2016 Farebox	FY2014-15 Farebox	FY2013-14 Farebox
WETA- SSF	\$2,695,807	Peak	40%	28.7%	20.6%	17.3%
DB 1	\$1,235,887	Peak	30%	27.4%	26.9%	24.0%

***DB1:*** AC Transit, on behalf of the Dumbarton Bridge Regional Operations Consortium (DBROC) has made progress to improve the performance of the DB1. Average fare revenue was increased and a large Eco Pass purchase by employers of Stanford Business Park has increased the pool of potential customers. A study of potential short- and long-term transportation

improvements for the corridor is currently underway and draft recommendations, including bus service, are expected in Spring 2017.

Last year, AC Transit requested conversion of the DB1 to all-day service rather than peak-only. The DB1 carries more riders than the DB all-day service and AC Transit expects there is latent demand for mid-day service on the DB1. Expected cost of the change is \$350,000. Staff recommends continued and augmented funding of the DB1 to allow for the pilot of all-day service for one year. As a condition of funding, AC Transit would be required to evaluate the performance of the additional service after the one-year pilot and demonstrate that cost/passenger has not worsened since changing the service from peak-only to all-day. Changing the service to all-day may not necessarily improve the farebox recovery (though it might), but it does lower the farebox recovery requirement to 20% instead of 30%. If the pilot is successful, MTC could consider continued funding of all-day service with RM2 Operating funds.

**SSF:** While the farebox recovery and ridership on the SSF ferry continues to grow at a fairly good dip, WETA projects that the service will not meet the required farebox recovery standard in the near future. WETA has requested additional time to meet RM2 performance standards and evaluation of their service as a whole. Staff recommends allowing the South San Francisco Ferry an exception to the RM2 Policies to allow WETA seven years to achieve the required farebox standard. While this is less than the request for a 14-year extension, we believe seven years should be sufficient time to meet the 40% standard given past ridership growth.

Support letters from interested entities are attached for both the DBI and the SSF services.

**Recommendation:** Refer MTC Resolution Nos. 4185, Revised and 4228 to the Commission for approval.

**Attachments:** Support Letters  
MTC Resolution Nos. 4185, Revised and 4228



CITY COUNCIL 2016

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MIKE FUTRELL, CITY MANAGER

## OFFICE OF THE MAYOR

March 29, 2016

Ms. Alix Bockelman  
Deputy Director  
Metropolitan Transportation Commission  
400 8<sup>th</sup> Street  
Oakland, CA

Dear Ms. Bockelman:

This letter is submitted in support of the South San Francisco ferry service, a vital public transit resource for communities on both sides of the bay. The City of South San Francisco supports continued operational funding for the South San Francisco ferry service and modification of the Regional Measure 2 performance requirements for new ferry services.

The South San Francisco ferry service currently carried an average of 470 passengers per week day in its fourth year in operation. Annual ridership eclipsed 100,000 boardings in 2015, after reaching 92,469 boardings in 2014. Average weekday ridership on the South San Francisco ferry service has grown over 200 percent since it began operations in 2012. Ridership is up over 30 percent over the past 12 months.

South San Francisco ferry riders are clearly choosing transit over the automobile and are even using bicycles and shuttles in significant numbers, leaving their cars at home. In a 2014 survey of passengers, 67 percent said that if the ferry were not available, they would drive alone to work. During the summer months, there can be as many as 40 bikes on individual trips across the bay. And farebox recovery is now up to 29 percent, up from nine percent after the first six months of operations.

We support WETA's suggestion that the Regional Measure 2 performance criteria be modified to extend the farebox recovery period to 14 years and to treat WETA's ferry services not as a collection of individual lines but as a comprehensive system.

Based on WETA forecasts of South San Francisco ferry service ridership and expenses, it is estimated that the South San Francisco service will achieve a

40% farebox recovery by Year 9 (2021). This "ramp up" period is consistent with the Harbor Bay commute-only ferry service, which achieved 40% farebox recovery in Year 14, after the buildout of the Harbor Bay community was complete. In addition, estimates for the upcoming Richmond and Treasure Island services indicate a ramp-up period of close to 10 years before they reach a 40% farebox recovery rate. A period of 14 years to achieve the target 40 percent farebox recovery goal would be consistent with actual performance in Harbor Bay and therefore appropriate for South San Francisco.

Evaluating all WETA ferry projects under on a systemwide performance criteria rather than on a project-by-project basis would be consistent with, and allowable under, MTC's current RM2 operating policy. This change in approach would provide WETA the flexible freedom to continue to make system-wide planning and service delivery decisions that benefit the whole of its operation. Because vessels and crews are used interchangeably throughout the WETA ferry system, removing a newer service, such as South San Francisco service, from the larger network cannot be done without negatively impacting the operation and performance of the overall WETA system.

We appreciate the opportunity to provide both context and input to the Regional Measure 2 program. With Transbay travel at an all-time high on all modes and few reasonable prospects in the near term for increasing capacity, the ferry system provides a cost-effective means of adding capacity in the peak periods. While ferry facilities are relatively inexpensive and implementable compared to rail or highway crossings, they still represent a sizable investment that requires time to build a ridership base and realize a realistic return on that investment. Ferry terminals also serve as a catalyst for economic development, opening up isolated waterfront areas to regional transportation services.

Please feel free to contact me if you would like additional support material. We look forward to working together to improve Transbay transit service.

Sincerely,



Mark Addiego  
Mayor, City of South San Francisco

## EXECUTIVE COMMITTEE

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Emeritus Advisor to the Chair

April 1, 2016

Ms. Alix Bockelman  
Deputy Director  
Metropolitan Transportation Commission  
400 8<sup>th</sup> Street  
Oakland, CA

Dear Ms. Bockelman:

The San Mateo County Economic Development Association (SAMCEDA) represents a contingent of leading Bay Area businesses, institutions, organizations and entrepreneurs. We are recognized for our experienced, impact-driven approach as a business advocacy organization. SAMCEDA supports continued operational funding for the South San Francisco ferry service and modification of the Regional Measure 2 performance requirements for new ferry services.

The South San Francisco ferry service currently carried an average of 470 passengers per week day in its fourth year in operation. Annual ridership eclipsed 100,000 boardings in 2015, after reaching 92,469 boardings in 2014. Average weekday ridership on the South San Francisco ferry service has grown over 200 percent since it began operations in 2012. Ridership is up over 30 percent over the past 12 months.

South San Francisco ferry riders are clearly choosing transit over the automobile and are even using bicycles and shuttles in significant numbers, leaving their cars at home. In a 2014 survey of passengers, 67 percent said that if the ferry were not available, they would drive alone to work. During the summer months, there can be as many as 40 bikes on individual trips across the bay. The farebox recovery is now up to 29 percent, up from nine percent after the first six months of operations.

We support WETA's suggestion that the Regional Measure 2 performance criteria be modified to extend the farebox recovery period to 14 years and to treat WETA's ferry services not as a collection of individual lines but as a comprehensive system.

Based on WETA forecasts of South San Francisco ferry service ridership and expenses, it is estimated that the South San Francisco service will achieve a 40% farebox recovery by Year 9 (2021). This "ramp up" period is consistent with the Harbor Bay commute-only ferry service, which achieved 40% farebox recovery in Year 14, after the buildout of the Harbor Bay community was complete. In addition, estimates for the upcoming Richmond and Treasure Island services indicate a ramp-up period of close to 10 years before they reach a 40% farebox recovery rate. A period of 14 years to achieve the target 40 percent farebox recovery goal would be consistent with actual performance in Harbor Bay and therefore appropriate for South San Francisco.

Evaluating all WETA ferry projects under on systemwide performance criteria rather than on a project-by-project basis would be consistent with, and allowable under, MTC's



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**Randy Smith**  
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San Francisco International Airport

**Kenneth Young**  
Equity Office Properties

**T. Jack Foster, Jr.**  
Foster Enterprises  
Emeritus Advisor to the Chair

**Paul Shepherd**  
Cargill  
Emeritus Advisor to the Chair

current RM2 operating policy. This change in approach would provide WETA the flexible freedom to continue to make system-wide planning and service delivery decisions that benefit the whole of its operation. Because vessels and crews are used interchangeably throughout the WETA ferry system, removing a newer service, such as South San Francisco service, from the larger network cannot be done without negatively impacting the operation and performance of the overall WETA system.

We appreciate the opportunity to provide both context and input to the Regional Measure 2 program. With Transbay travel at an all-time high on all modes and few reasonable prospects in the near term for increasing capacity, the ferry system provides a cost-effective means of adding capacity in the peak periods. While ferry facilities are relatively inexpensive and implementable compared to rail or highway crossings, they still represent a sizable investment that requires time to build a ridership base and realize a realistic return on that investment. Ferry terminals also serve as a catalyst for economic development, opening up isolated waterfront areas to regional transportation services.

Sincerely,

Rosanne Foust  
President & CEO



March 14, 2016

Ms. Alix Bockelman  
Deputy Director  
Metropolitan Transportation Commission  
101 8<sup>th</sup> Street  
Oakland, CA 94607

Dear Ms. Bockelman:

This letter is submitted in support of the South San Francisco ferry service, a vital public transit resource for communities on both sides of the bay. Commute.org supports continued operational funding for the South San Francisco ferry service and modification of the Regional Measure 2 performance requirements for new ferry services.

South San Francisco ferry riders are clearly choosing transit over the automobile and are even using bicycles and shuttles in significant numbers, leaving their cars at home. Since our agency's primary goal is to reduce the number of single-occupant vehicles traveling to, from and through San Mateo County, continuing to provide ferry service to a growing number of passengers is critical. We understand that the South San Francisco ferry service is now achieving a farebox recovery rate of 29 percent, which seems to indicate that it will only be a short time before it exceeds the required benchmarks.

We support WETA's suggestion that the Regional Measure 2 performance criteria be modified to extend the farebox recovery period to 14 years and to treat WETA's ferry services not as a collection of individual lines but as a comprehensive system.

We also support the concept of evaluating all WETA ferry projects under on a systemwide performance criteria rather than on a project-by-project basis. This change in approach would provide WETA the flexibility to continue to make system-wide planning and service delivery decisions that benefit the whole of its operation. Because vessels and crews are used interchangeably throughout the WETA ferry system, removing a single service from the larger network cannot be done without negatively impacting the operation and performance of the overall WETA system.

Please feel free to contact me if you would like additional information from Commute.org and the reasons why we are so supportive of the ferry service to and from South San Francisco.

Sincerely,

A handwritten signature in blue ink, appearing to read "John Ford".

John Ford  
Executive Director



Ms. Alix Bockelman  
Deputy Director  
Metropolitan Transportation Commission  
400 8<sup>th</sup> Street  
Oakland, CA

VIA EMAIL: [abockelman@mtc.ca.gov](mailto:abockelman@mtc.ca.gov)

Dear Ms. Bockelman:

The Bay Area Council, a non-profit public policy organization representing hundreds of the largest employers in the Bay Area, submits this letter in support of the continued operational funding for the South San Francisco ferry service, and a modification of the Regional Measure 2 performance requirements for new ferry services to reflect a more realistic timeline for the agency to achieve the 40% farebox recovery threshold.

In the face of unprecedented levels of congestion on our highways and transit systems, ferries offer a solution for a convenient, comfortable, and congestion-free commute. The South San Francisco ferry currently provides a critical commute option for hundreds of commuters, and is attracting new riders every month. This route carries an average of 470 passengers per weekday, representing a 200 percent growth in ridership since it began operations just a few years ago.

These ferry riders are clearly choosing transit over automobile use and are even using bicycles and shuttles in significant numbers, thereby taking hundreds of cars off the road. In a 2014 survey of passengers, 67 percent said that if the ferry were not available, they would drive alone to work. During the summer months, there can be as many as 40 bikes on individual trips across the bay.

Moreover, the “ramp up” period for a new service to achieve the 40% farebox recovery threshold should be adjusted to reflect a realistic timeline that is on par with other transit agencies. Evaluating all WETA ferry projects under on a systemwide performance criteria (rather than on a project-by-project basis) would also be consistent with, and allowable under, MTC’s current RM2 operating policy. This change in approach would provide WETA the flexibility to continue to make planning and service delivery decisions that benefit the overall system.

With Transbay travel at an all-time high on all modes and few reasonable prospects in the near term for increasing capacity, the ferry system provides a cost-effective means of adding capacity in the peak periods. While ferry facilities are relatively inexpensive and implementable compared to rail or highway crossings, they still represent a sizable investment that requires time to build a ridership base and realize a realistic return on that investment. Ferry terminals also serve as a catalyst for economic

development, opening up isolated waterfront areas to regional transportation services. We look forward to working together to improve Bay Area transit service.

Sincerely,

A handwritten signature in black ink, appearing to read "John B. Grubb". The signature is fluid and cursive, with a large initial "J" and a long, sweeping underline.

John Grubb  
Chief Operating Officer  
Bay Area Council



## City of Alameda California

March 29, 2016

Ms. Alix Bockelman  
Deputy Director  
Metropolitan Transportation Commission  
400 8<sup>th</sup> Street  
Oakland, CA 94607

VIA EMAIL: [abockelman@mtc.ca.gov](mailto:abockelman@mtc.ca.gov)

Dear Ms. Bockelman:

This letter is submitted in support of the South San Francisco ferry service, a vital public transit resource for communities on both sides of the Bay. The City of Alameda supports continued operational funding for the South San Francisco ferry service and modification of the Regional Measure 2 performance requirements for new ferry services, such as the proposed Seaplane Lagoon Ferry service in western Alameda.

The South San Francisco ferry service currently carries an average of 470 passengers per week day in its fourth year in operation. Annual ridership eclipsed 100,000 boardings in 2015, after reaching 92,469 boardings in 2014. Average weekday ridership on the South San Francisco ferry service has grown over 200% since it began operations in 2012. Ridership is up over 30% over the past 12 months.

South San Francisco ferry riders are clearly choosing transit over the automobile and are even using bicycles and shuttles in significant numbers, leaving their cars at home. In a 2014 survey of passengers, 67% said that if the ferry were not available, they would drive to work alone. During the summer months, there can be as many as 40 bikes on individual trips across the Bay. Farebox recovery is also now up to 29%, up from nine percent after the first six months of operations.

We support WETA's suggestion that the Regional Measure 2 performance criteria be modified to extend the farebox recovery period to 14 years and to treat WETA's ferry services not as a collection of individual lines but as a comprehensive system.

Based on WETA forecasts of the South San Francisco ferry service ridership and expenses, it is estimated that the South San Francisco service will achieve 40% farebox recovery by Year 9 (2021). This "ramp up" period is consistent with the Harbor Bay commute-only ferry service, which achieved 40% farebox recovery in Year 14, after the buildout of the Harbor Bay community was complete. In addition, estimates for the upcoming Richmond and Treasure Island services indicate a ramp-up period of close to 10 years before they reach a 40% farebox recovery rate. A period of 14 years to achieve the target 40% farebox

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Office of the City Manager

2263 Santa Clara Avenue, Room 320  
Alameda, California 94501  
510.747.4700 • [manager@alamedaca.gov](mailto:manager@alamedaca.gov)

recovery goal would be consistent with actual performance in Harbor Bay and therefore appropriate for South San Francisco, as well as other new ferry services, such as the proposed Seaplane Lagoon ferry, which will serve the Alameda Point development site with a projected 9,000 employees and 1,300 households over its development cycle.

Evaluating all WETA ferry projects under a system-wide performance criteria rather than on a project-by-project basis would be consistent with, and allowable under, MTC's current RM2 operating policy. This change in approach would provide WETA the flexible freedom to continue to make system-wide planning and service delivery decisions that benefit the whole of its operation. Because vessels and crews are used interchangeably throughout the WETA ferry system, removing a newer service, such as South San Francisco service, from the larger network cannot be done without negatively impacting the operation and performance of the overall WETA system.

We appreciate the opportunity to provide both context and input to the Regional Measure 2 program. With Transbay travel at an all-time high on all modes and few reasonable prospects in the near term for increasing capacity, the ferry system provides a cost-effective means of adding capacity in the peak periods. While ferry facilities are relatively inexpensive and implementable compared to rail or highway crossings, they still represent a sizable investment that requires time to build a ridership base and realize a realistic return on that investment. Ferry terminals also serve as a catalyst for economic development, opening up isolated waterfront areas to regional transportation services.

Please feel free to contact Jennifer Ott at 510-747-4747 if you would like additional support material. We look forward to working together to improve Transbay transit service.

Sincerely,



Jill Keimach  
City Manager  
City of Alameda

JK/MG:mk



# Stanford University

March 7, 2016

Metropolitan Transportation Commission  
101 Eighth Street  
Oakland, California 94607

Dear MTC Chair David Cortese and MTC Commissioners:

Stanford University has learned that MTC may recommend cancellation of the Dumbarton Express DB1 due to the line not meeting the fare box recovery goal of 30%. Stanford encourages MTC to continue the DB1 service and provide adequate support to realize the full potential of this important transit link between the East Bay and Palo Alto's largest employment center. The DB1 is the only direct transit option between the East Bay and Stanford Research Park and discontinuation of this service would be a significant loss to employers and employees in the Research Park.

Stanford Research Park is home to over 150 companies and approximately 30,000 employees. Thirty-three Research Park employers representing 12,000 employees began participating in the VTA Express Eco Pass program in January 2016. The availability of DB1 service was a major factor in their decision to purchase Eco Passes for their employees and these employers would like the opportunity to help build ridership on the DB1.

While it is possible that commuters could ride the DB line to the downtown Palo Alto Transit Center and then connect via shuttle to the Research Park, the additional travel time and inconvenience of this approach would likely result in most DB1 riders choosing to drive, thus adding vehicles to the already heavily congested Dumbarton Bridge corridor.

We hope you are aware that the early morning DB1 runs are actually at or near capacity. Based on input from our commuters, this is due to parking constraints at the Ardenwood Park & Ride that make it difficult for commuters to ride the later morning buses. Therefore, one approach to increasing DB1 ridership is to identify additional Park & Ride options along the DB1 route.

In contrast, the late evening DB1 runs are not well used, which is possibly related to the aforementioned difficulty with riding late morning buses. If achieving the 30% fare box goal is critical in the short-term, one approach to consider is reducing the amount of late evening service to boost fare box recovery from the current 27%.

HALL OF JUSTICE AND RECORDS  
400 COUNTY CENTER  
REDWOOD CITY, CA 94063



TEL: (650) 363-4571  
FAX: (650) 368-3012  
E-MAIL: dpine@smcgov.org

**DAVE PINE**  
SUPERVISOR, FIRST DISTRICT  
SAN MATEO COUNTY

April 27, 2016

Ms. Alix Bockelman  
Deputy Director  
Metropolitan Transportation Commission  
400 8<sup>th</sup> Street  
Oakland, CA

VIA EMAIL: abockelman@mtc.ca.gov

Dear Ms. Bockelman:

I am sending this letter in support of the South San Francisco ferry service, a vital public transit resource for communities on both sides of the Bay. I support continued operational funding for the South San Francisco ferry service and modification of the Regional Measure 2 performance requirements for new ferry services.

South San Francisco ferry riders are clearly choosing transit over the automobile and are using bicycles and shuttles in significant numbers leaving their cars at home. Farebox recovery is now up to 29 percent, up from nine percent after the first six months of operations. Based on Water Emergency Transportation Authority (WETA) forecasts of South San Francisco ferry service ridership and expenses, it is estimated that the South San Francisco service will achieve a 40% farebox recovery by Year 9 (2021). It is reasonable that South San Francisco should be given an extension to reach this attainable goal.

I support WETA's suggestion that the Regional Measure 2 performance criteria be modified to extend the farebox recovery period to 14 years and to treat WETA's ferry services not as a collection of individual lines but as a comprehensive system.

Please feel free to contact me if you would like additional reasons why I support the South San Francisco Ferry service. I look forward to working together to improve Transbay ferry service.

Sincerely,

Dave Pine  
Supervisor, District 1  
San Mateo County

At a time when we are all struggling to address traffic congestion, it is critical that we increase and improve transportation options for commuters. To this goal, we strongly encourage MTC to continue the DB1 service between the East Bay and Stanford Research Park. Stanford University and Stanford Research Park employers welcome the opportunity to support the DB1 and help realize the full potential of this important commuter service.

Sincerely,



Tiffany Griego  
Managing Director, Stanford Research Park



Jean McCown  
Associate Vice President  
Government and Community Relations



Jamie Jarvis  
Transportation Demand Manager  
Stanford Research Park

# Palo Alto Transportation Management Association

355 Alma Street  
Palo Alto, CA 94301

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March 25, 2016

Metropolitan Transportation Commission  
101 Eighth Street  
Oakland, CA 94607

Chairman David Cortese and MTC Commissioners,

We are writing in support of efforts to explore ways to further develop the current Dumbarton Express into a more robust service.

Increasing numbers of employees are commuting from the East Bay to Downtown Palo Alto, the Stanford Research Park and other employment centers in the city, and current alternatives to driving alone are limited. At the same time, there is a growing population of Peninsula residents commuting to new employment centers such as in Fremont's Innovation District, in the reverse direction.

The Palo Alto TMA recognizes that alternatives must be both holistic and robust, so that services such as the Dumbarton Express are successful for commuters as well as operators. Integral are the 'first' and 'last' mile logistics and solutions, marketing, as well as operational factors such as hours of service, frequency and capacity.

The two existing Dumbarton Express routes are the only direct transit option between the East Bay and Palo Alto. Early runs are over-capacity; later runs are not at capacity, largely due to the lack of parking near East Bay transit stops, not because of lack of demand. The Ardenwood parking facility is full by 6:15am.

The Palo Alto TMA encourages you to explore multiple solutions – not just parking – in looking at how to address the growing need for service between the East Bay and Palo Alto and increase operational efficiencies and capacity on the Dumbarton Express. We would very much like to be at the table with you in this process.

Thank you.

Sincerely,



Rob George  
Chair, Palo Alto TMA Board of Directors

Date: May 25, 2016  
W.I.: 1255  
Referred by: PAC

ABSTRACT

Resolution No. 4228

This resolution adopts the Regional Measure 2 (RM2) Operating Assistance Program for FY2016-17.

Further discussion of this action is contained in the Programming and Allocations Committee Summary Sheets dated May 11, 2016.

Date: May 25, 2016  
W.I.: 1255  
Referred by: PAC

RE: Adoption of FY2016-17 RM2 Operating Assistance Program

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 4228

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

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

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

WHEREAS, RM2 establishes the Regional Traffic Relief Plan and identifies specific projects eligible to receive RM2 funding for operating assistance as identified in Sections 30914(d)(3) & (4) of the California Streets and Highways Code; and

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

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

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

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

RESOLVED, that MTC adopts a program that establishes RM2 operating subsidy amounts for FY2016-17, as outlined in Attachment A and incorporated herewith as though set forth at length.

METROPOLITAN TRANSPORTATION COMMISSION

---

Dave Cortese, Chair

The above resolution was entered into by the  
Metropolitan Transportation Commission  
at a regular meeting of the Commission held  
in San Francisco, California on May 25, 2016.

**FY 2016-17 RM-2 Operating Assistance Program -- Streets and Highways Code 30914(d)**

<b>Project #</b>	<b>Project Name</b>	<b>Sponsor</b>	<b>Route</b>	<b>Programmed (1,2)</b>	<b>Notes</b>
1	Richmond Bridge Express Bus	Golden Gate Transit	Route 40	1,942,016	
		Golden Gate Transit	Route 580	531,709	
			<b>Total</b>	<b>2,473,725</b>	
2	Napa VINE Service	NCTPA	Route 29	426,400	
			<b>Total</b>	<b>426,400</b>	
3	Express Bus North	SolTrans	Route 78	731,700	
		SolTrans	Route 80	578,000	
		SolTrans	Route 85	201,741	
		ECCTA	Route 300	531,835	
		Fairfield/Suisun Transit	Route 40	433,100	
		Fairfield/Suisun Transit	Route 90	636,600	
		Golden Gate Transit	Route 72x	101,264	
		Golden Gate Transit	Route 101	195,339	
		WestCat	Route JPX	249,294	
		Solano TA	TBD	91,734	
			<b>Total</b>	<b>3,750,608</b>	
4	Express Bus South	AC Transit	Route F	890,865	
		AC Transit	Route LA	146,761	
		AC Transit	Route NL/BA	2,678,379	
		AC Transit	Route NX1	91,779	
		AC Transit	Route NX2	88,191	
		AC Transit	Route O	779,077	
		AC Transit	Route P	385,034	
		AC Transit	Route U - Dumbarton Corridor	311,238	
		AC Transit	Route W	56,580	
		CCCTA	Route 96X	145,339	
		WestCat	Hercules LYNX/JX	804,550	
		WestCat	New Service Start-up	115,000	
		LAVTA	Rapid	580,836	
			<b>Total</b>	<b>7,073,629</b>	
5	Dumbarton Bus (3)	AC Transit	Routes DB	1,382,828	
			Route DB1	1,634,148	
			<b>Total</b>	<b>3,016,976</b>	
6	Ferry Service	WETA	Alameda Harbor Bay	1,097,900	
		WETA	Alameda/Oakland	4,518,000	
		WETA	Vallejo	6,748,400	
		WETA	South San Francisco	2,935,700	
			<b>Total</b>	<b>15,300,000</b>	
7	Owl Service	AC Transit	Route 800	665,771	
		AC Transit	Route 801	667,852	
		MUNI	Route 14	187,501	
		SamTrans	Route 397	305,876	
		AC Transit	Route 800 Service Enhancements	177,000	
			<b>Total</b>	<b>2,004,000</b>	
8	MUNI Metro 3rd Street	SF MUNI	Metro 3rd Street extension	2,500,000	
9	AC Transit Rapid Bus Corridor	AC Transit	Enhanced Bus Service in the Berkeley/		
			Oakland/San Leandro Corridor	3,000,000	
11	WETA planning	WETA	Planning and operations	3,000,000	
			<b>Grand Total</b>	<b>42,545,338</b>	

**RM2 Marketing Assistance Program (4)**

<b>Project Name</b>	<b>Operator</b>	<b>Description</b>	<b>Programmed (4)</b>	<b>Notes</b>
Clipper®	MTC	Public Information and Marketing	2,950,000	
511 Real Time Transit	MTC	Public Information and Marketing	150,000	
Seamless Transit Map	MTC	Public Information and Wayfinding	150,000	
Regional Resource Center	MTC	Center Operations	100,000	
New SMART Service	SMART	Public Information and Marketing	100,000	
Late Night Service	San Francisco/BART	Public Information and Marketing	150,000	
New or Expanded Transit Services	TBD	Public Information and Marketing	150,000	
<b>Grand Total</b>			<b>3,750,000</b>	

- Notes:
1. The amounts listed reflect the RM-2 base subsidy, with certain projects subject to a 1.5% annual escalation rate through FY2015-16. Escalation was suspended starting in FY2008-09 until BATA RM2 receipts surpass the amounts budgeted to fund the legislative operating projects. Escalation was restored in FY2015-16 for eligible projects.
  2. Amounts shown are subject to approval of the FY 2015-16 BATA Budget.
  3. The funding for Route DB1 is consistent with the cost to provide full-day service for one fiscal year. Future funding levels are contingent upon successful performance of all-day service, i.e., satisfactory cost/passenger ratio.
  4. Marketing assistance programs are funded with RM2 toll revenue receipts pursuant to Streets and Highways Code 30914(f) and are outside of the 38% limit on operating funding as described in Streets and Highways Code 30914(d).

Date: May 27, 2015  
W.I.: 1255  
Referred by: PAC  
Revised: 10/28/15-C  
05/25/16-C

ABSTRACT

Resolution No. 4185, Revised

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

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

This resolution was revised on May 25, 2016 to identify remaining Express Bus North programming, update the marketing program, add funds for the LAVTA Rapid, and make other minor adjustments.

Further discussion of this action is contained in the Programming and Allocations Committee Summary Sheets dated May 13, 2015, October 14, 2015, and May 11, 2016.

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

RE: Adoption of FY2015-16 RM2 Operating Assistance Program

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 4185

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

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

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

WHEREAS, RM2 establishes the Regional Traffic Relief Plan and identifies specific projects eligible to receive RM2 funding for operating assistance as identified in Sections 30914(d)(3) & (4) of the California Streets and Highways Code; and

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

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

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION



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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 May 27, 2015.

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

<b>Project #</b>	<b>Project Name</b>	<b>Sponsor</b>	<b>Route</b>	<b>Programmed (1,2)</b>	<b>Notes</b>
1	Richmond Bridge Express Bus	Golden Gate Transit	Route 40/42	2,175,863	
		Golden Gate Transit	Route 580	248,108	
		Golden Gate Transit	Start-up Costs	49,754	
			<b>Total</b>	<b>2,473,725</b>	
2	Napa VINE Service	NCTPA	Vallejo Intermodal Express Bus	390,000	
		NCTPA	Vallejo Intermodal Express Bus	36,400	
			<b>Total</b>	<b>426,400</b>	
3	Express Bus North	SolTrans	Route 78	510,226	
		SolTrans	Route 80	511,873	
		SolTrans	Route 85	201,741	
		ECCTA	Route 300	531,835	
		Fairfield/Suisun Transit	Route 40	184,072	
		Fairfield/Suisun Transit	Route 90	526,963	
		Golden Gate Transit	Route 72x	101,264	
		Golden Gate Transit	Route 101	195,339	
		WestCat	Route JPX	249,294	
		Solano TA	Express Bus Planning	130,500	
		Solano TA	New Service Start-up and Marketing	207,000	
		Fairfield/Suisun Transit	Route 40 Added Service	144,000	
		SolTrans	Route 78 Added Service	133,500	
		SolTrans	Route 80 Added Service	50,000	
		Fairfield/Suisun Transit	Route 90 Added Service	73,000	
			<b>Total</b>	<b>3,750,608</b>	
4	Express Bus South (3)	AC Transit	Route F	890,865	
		AC Transit	Route LA	146,761	
		AC Transit	Route NL/BA	2,678,379	
		AC Transit	Route NX1	91,779	
		AC Transit	Route NX2	88,191	
		AC Transit	Route O	779,077	
		AC Transit	Route P	385,034	
		AC Transit	Route U - Dumbarton Corridor	311,238	
		AC Transit	Route W	56,580	
		CCCTA	Route 96X	145,339	
		WestCat	Hercules LYNX/JX	317,950	
		WestCat	LYNX Added Service	386,110	
		WestCat	New Service Planning	45,000	
		WestCat	New Service Start-up	170,490	
		LAVTA	Rapid	580,836	
			<b>Total</b>	<b>7,073,629</b>	
5	Dumbarton Bus	AC Transit	Routes DB	1,382,828	
			Route DB1	1,284,148	
			<b>Total</b>	<b>2,666,976</b>	
6	Ferry Service	WETA	Alameda Harbor Bay	1,114,450	
		WETA	Alameda/Oakland	4,004,500	
		WETA	Vallejo	7,293,850	
		WETA	South San Francisco	2,887,200	
			<b>Total</b>	<b>15,300,000</b>	
7	Owl Service	AC Transit	Route 800	665,771	
		AC Transit	Route 801	667,852	
		MUNI	Route 14	187,501	
		SamTrans	Route 397	305,876	
		TBD		177,000	
			<b>Total</b>	<b>2,004,000</b>	

8	MUNI Metro 3rd Street	SF MUNI	Metro 3rd Street extension	<b>2,500,000</b>
9	AC Transit Rapid Bus Corridor	AC Transit	Enhanced Bus Service in the Berkeley/Oakland/San Leandro Corridor	<b>3,000,000</b>
11	WETA planning	WETA	Planning and operations	<b>3,000,000</b>
<b>Grand Total</b>				<b>42,195,338</b>

**RM2 Marketing Assistance Program (4)**

<b>Project Name</b>	<b>Operator</b>	<b>Description</b>	<b>Programmed (4)</b>	<b>Notes</b>
Clipper®	MTC	Public Information and Marketing	2,825,000	
511 Real Time Transit	MTC	Public Information and Marketing	200,000	
Marketing transit services	NVTA	Marketing new service	20,000	
	San Francisco	Public Information for Owl Services	50,000	
	Golden Gate Transit	Marketing new and revised service	100,000	
	WestCat	Marketing expanded service	30,000	
<b>Grand Total</b>				<b>3,225,000</b>

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



# Metropolitan Transportation Commission

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

## Legislation Details (With Text)

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**File #:** 15-1539      **Version:** 1      **Name:**  
**Type:** Resolution      **Status:** Regional  
**File created:** 4/8/2016      **In control:** Programming and Allocations Committee  
**On agenda:** 5/11/2016      **Final action:**  
**Title:** MTC Resolution No. 4035, Revised. Transit Performance Initiative (TPI) Incentive Program - FY2015-16 Round 4 Program of Projects.

Approve the fourth and last round of the TPI - Incentive Program of Projects, totaling \$23.5 million in STP/CMAQ funds to transit operators in the region.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [4 Resolution-4035 TPI.pdf](#)

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

MTC Resolution No. 4035, Revised. Transit Performance Initiative (TPI) Incentive Program - FY2015-16 Round 4 Program of Projects.

*Approve the fourth and last round of the TPI - Incentive Program of Projects, totaling \$23.5 million in STP/CMAQ funds to transit operators in the region.*

**Presenter:**

Melanie Choy

**Recommended Action:**

Commission Approval

# Metropolitan Transportation Commission Programming and Allocations Committee

May 11, 2016

Agenda Item 4

## MTC Resolution No. 4035, Revised

---

**Subject:** Transit Performance Initiative (TPI) Incentive Program - FY2015-16  
Round 4 Program of Projects

**Background:** In October 2012, the Commission committed \$60 million in One Bay Area Grant Program (OBAG 1) federal Surface Transportation Program (STP)/Congestion Mitigation Air Quality Improvement Program (CMAQ) funds to the TPI Incentive Program to be programmed over a four-year period, \$15 million annually. Programming rounds occurred in 2013, 2014, and 2015.

The TPI Incentive Program, created by the Transit Sustainability Project (TSP), rewards those agencies that improve ridership and/or productivity, based on a distribution formula established by the Commission (See Attachment 1). Eligible projects include projects focused on increasing ridership and/or productivity, including youth and low-income pass programs.

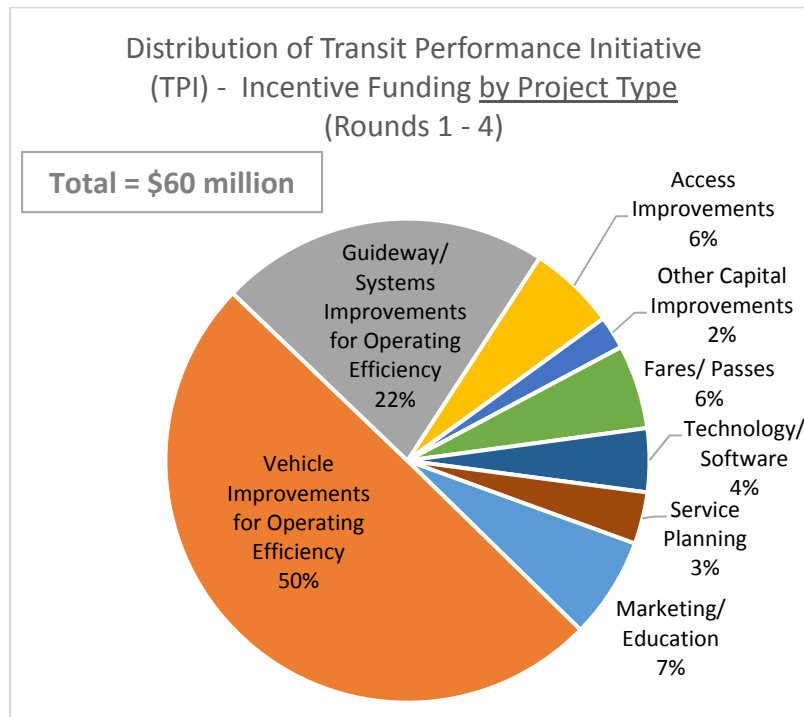
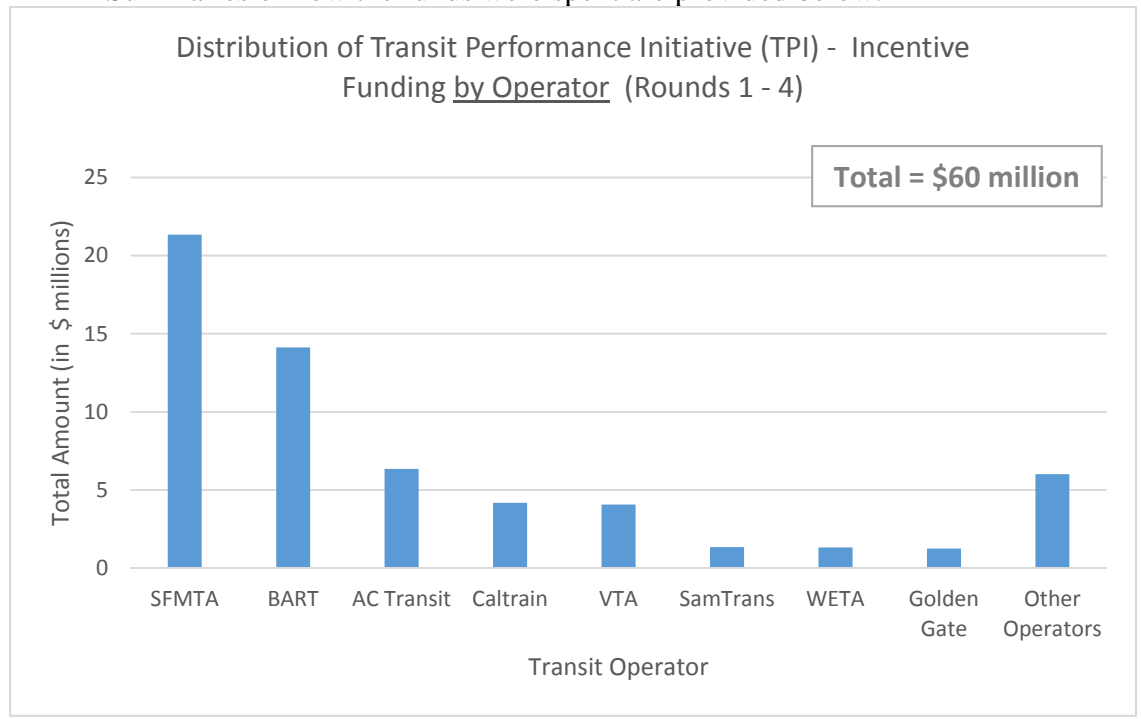
In March 2016, MTC issued a Call for Projects for Round 4. Since this is the 4th and last cycle of the TPI Incentive Program, operators will not be able to reserve these funds for a future programming round. Operators have been asked to submit applications for both their FY 2015-16 funding and any carryover from previous years. The submitted projects meet the program goals and requirements established in MTC Resolution 4072, Revised, and staff recommends programming \$23.5 million (comprised of \$15 million in FY 2015-16 funding and \$8.5 in carryover funding) to the projects listed in Attachment 2.

**Overall Program Assessment:** The TSP was a two-year effort aimed at developing strategies for improving operators' financial position, improving service for customers, and attracting new riders to the transit systems. In May 2012, policies and recommendations from the TSP were presented and adopted by the Commission under MTC Resolution 4060. The TPI Incentive Program was one of the programs created by the recommendations of the TSP.

As the program comes to a close after four years, staff presents the following program observations:

- a) Annual funding amounts may have been too small and the distribution factor changes too small from year to year to provide a true incentive for increasing ridership and efficiency, especially for small operators. Many operators with small amounts reserved their funds until they had larger sum of money to program.
- b) Operators have used the funds in accordance with the intent of the program.
- c) Many operators chose to use the funds on capital improvement projects (80% of the program funds) instead of operational improvement projects.

Summaries of how the funds were spent are provided below.



**Issues:**

Approximately \$160,000 for Vacaville Transit will remain as unprogrammed funds in the TPI Incentive Program. At this time, Vacaville Transit could not identify a project to use the funds on. Staff recommends reserving these funds for Vacaville until December 2016. If Vacaville is unable to identify an eligible project by that time, staff proposes to work with Solano Transportation Authority to identify an

alternate project in the County that is consistent with the intent of the program.

**Recommendation:** Refer Resolution No. 4035, Revised, to the Commission for approval.

**Attachments:** Attachment 1 – Distribution of FY2015-16 TPI Funding  
Attachment 2 – Proposed Round 4 TPI Incentive Programming  
Resolution No. 4035, Revised

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## Attachment 1

### Distribution of FY 2015-16 Transit Performance Initiative (TPI) - Incentive Funding

#### I. Large Operator Distribution Summary

	FY 2015-16 Information		
	FY 2015-16 Distribution	Carryover from previous cycles	Total Available for Programming
<i>Annual Passenger Increase:</i>	20%		
<i>Annual Passengers per Hour Increase:</i>	10%		
<i>Annual Passengers:</i>	70%		
<b>Large Operator</b>			
AC Transit	\$1,206,524	\$0	\$1,206,524
BART	\$3,338,380	\$3,827,070	\$7,165,450
Caltrain	\$1,250,210	\$0	\$1,250,210
Golden Gate	\$333,460	\$0	\$333,460
SFMTA	\$5,337,402	(\$1)	\$5,337,401
SamTrans	\$352,381	\$1	\$352,382
VTA	\$931,643	\$1,836,912	\$2,768,555
<b>Subtotal</b>	<b>\$12,750,000</b>	<b>\$5,663,982</b>	<b>\$18,413,982</b>

#### II. Small Operator Distribution Summary

	FY 2015-16 Information		
	FY 2015-16 Distribution	Carryover from previous cycles	Total Available for Programming
<i>Annual Passenger Increase:</i>	25%		
<i>Annual Passengers per Hour Increase:</i>	25%		
<i>Annual Passengers:</i>	50%		
<b>Small Operator</b>			
ACE	\$197,185	\$175,873	\$373,058
CCCTA	\$236,897	\$0	\$236,897
Fairfield + Suisun	\$129,798	\$242,418	\$372,216
LAVTA	\$107,253	\$316,545	\$423,798
NCTPA	\$96,058	\$0	\$96,058
Petaluma	\$90,789	\$1	\$90,790
Santa Rosa	\$156,390		\$156,390
SolTrans	\$139,598	\$259,625	\$399,223
Sonoma County	\$85,011	\$0	\$85,011
ECCTA	\$301,423	\$515,874	\$817,297
Union City	\$37,662	\$122,925	\$160,587
Vacaville	\$70,998	\$91,330	\$162,328
WCCTA	\$110,046	\$234,467	\$344,513
WETA	\$490,892	\$834,574	\$1,325,466
<b>Subtotal</b>	<b>\$2,250,000</b>	<b>\$2,793,632</b>	<b>\$5,043,632</b>
<b>Grand Total</b>	<b>\$15,000,000</b>	<b>\$8,457,614</b>	<b>\$23,457,614</b>

Total annual funding distribution \$15 million: 85% to Large Operators and 15% to Small Operators

Data Source: National Transit Database (NTD) - Passenger Trips and Revenue Hours. FY 2015-16 TPI is based on FY 2013-14 NTD data.

## Attachment 2 - Proposed TPI Incentive Programming: FY2015-16 Round 4 (Includes Reserve from Rounds 1, 2 and 3)

Sponsor	Project	Short Description	Amount
AC Transit	East Bay Bus Rapid Transit	Bus Rapid Transit line from 20th Street in Downtown Oakland to San Leandro BART station	\$ 1,206,524
ACE	Positive Train Control (PTC)	Advanced train control system that allows for automated collision prevention, improved manual collision prevention, and improved headways	\$ 373,058
BART	Concord Shop Wheel Truing Facility	Construct a wheel-truing machine at the Concord Yard. Limited axle availability has been a key factor in BART car availability.	\$ 7,165,450
Caltrain	Caltrain Control Point Installation	A new control point (rail crossover) in San Carlos along the Caltrain right of way	\$ 1,250,210
CCCTA	Remix Software Project (formerly TRANSITMIX)	Integrates Remix mapping software into County Connection's planning process	\$ 17,600
CCCTA	Access Improvements	Improve access to existing stops in the cities of Concord and Pleasant Hill	\$ 219,297
ECCTA	Non-ADA paratransit to fixed route incentive program	Marketing campaigns focusing on educating non-ADA paratransit riders of the viable alternatives to paratransit services.	\$ 817,297
Fairfield + Suisun	Expand bus service between Fairfield and Vacaville	A new transit route connecting the Fairfield Transportation Center to the new intermodal Vacaville-Fairfield Train Station in northeast Fairfield.	\$ 372,216
Golden Gate	Building Golden Gate Transit Ridership Campaign	Marketing campaigns focusing on promoting Golden Gate Transit and Ferry ridership	\$ 210,380
LAVTA	Wheels Individualized Marketing, Student Pass & New Service Promotion Program	Marketing campaigns focusing on promoting Wheels ridership	\$ 423,798
Marin Transit	Marin Transit Low Income Youth Pass Program FY16*	Youth Passes for students in income-qualified families	\$ 123,080
NCTPA	Napa Valley Transportation Authority Comprehensive Operational Analysis*	Complete a Comprehensive Operational Analysis to evaluate the success of recent route restructuring, ADA paratransit, and on-demand community shuttle services.	\$ 96,058
Petaluma	Petaluma Transit – Transit Signal Priority, Phase III	Upgrade existing or install new Transit Signal Priority hardware on all transit intersections within the City of Petaluma	\$ 90,790

Sponsor	Project	Short Description	Amount
SamTrans	SamTrans Service Plan Implementation*	System-wide service improvements, including increased service frequency, improved on-time performance, and route changes.	\$ 352,382
Santa Rosa	Support of the Implementation Phase of the Reimagining CityBus Project	System-wide service improvements, including updated signage, marketing, and service changes.	\$ 156,390
SFMTA	Light Rail Vehicle Overhaul Program (Door and Component Rehabilitation)	Repair and maintenance of LRV fleet to improve availability and meet scheduled maintenance requirements	\$ 5,337,401
SolTrans	All -electric bus purchase	Replace a diesel bus with a 40-foot, low-floor, depot-charged, all-electric bus.	\$ 399,223
Sonoma County	Sonoma County Transit 40-foot CNG Bus Replacements	Replace two 2004 40' Compressed Natural Gas buses	\$ 85,011
Union City Transit	Single Point Login Terminal for Revenue Transit Vehicles to integrate with Clipper Card.	Consistent with the Clipper program. Equipment and Software purchase to integrate Clipper with AVL and other route information in a single point login terminal.	\$ 20,587
Union City Transit	South Alameda County Major Corridors Travel Time Improvement Project	Transit Signal Priority (TSP) would be installed along segments of Alvarado-Niles Road, Dyer Street, Alvarado Boulevard, and Union City Boulevard where AC Transit and Union City Transit overlap service.	\$ 140,000
Vacaville	TBD	TBD	\$ 162,328
VTA	Montague Expressway Pedestrian Bridge at Milpitas BART	Elevated pedestrian and bicycle bridge connecting the Milpitas BART station, VTA Light Rail station, and VTA bus transit center.	\$ 2,768,555
WCCTA	Real-Time Automatic Vehicle Locator (AVL) system	Purchase a Real-Time Automatic Vehicle Locator (AVL) system with Automated Passenger Counter (APC) element.	\$ 344,513
WETA	Central Bay Operations and Maintenance Facility	Construct a new building to house maintenance, administrative offices, and an Operations Control Center and Emergency Operations Center near Pier 3 in Alameda.	\$ 1,325,466
Grand Total			\$ 23,457,614

\* Programmed as Preventive Maintenance to meet fund source eligibility requirements. Other local funds will fund TPI project

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 01/27/16-C  
02/24/16-C 03/23/16-C 04/27/16-C  
05/25/16-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.

## ABSTRACT

MTC Resolution No. 4035, Revised

Page 2

Attachment A (pages 8, 9 and 13) was revised on November 28, 2012 to confirm and clarify the actions on October 24, 2012 with respect to the County PDA Planning Program.

Attachment A (page 12) was revised on December 19, 2012 to provide an extension for the Complete Streets policy requirement. Attachments B-1 and B-2 were revised to add new projects selected by the Solano Transportation Authority, Sonoma County Transportation Authority and Santa Clara Valley Transportation Authority; add funding for CMA Planning activities; and to shift funding between two San Francisco Municipal Transportation Agency projects under the Transit Performance Initiatives Program.

Attachments B-1 and B-2 were revised on January 23, 2013 to add new projects selected by various Congestion Management Agencies and to add new projects selected by the Commission in the Transit Rehabilitation Program.

As referred by the Programming and Allocations Committee, Attachment B-1 and Appendix A-2 were revised on February 27, 2013 to add Regional Safe Routes to School programs for Alameda and San Mateo counties, and to reflect previous Commission actions pertaining to the Transit Capital Rehabilitation Program, and to reflect earlier Commission approvals of fund augmentations to the county congestion management agencies for regional planning activities.

As referred by the Planning Committee, Attachments A and B-1 were revised to reflect Commission approval of the regional Priority Development Area (PDA) Planning and Implementation program and Priority Conservation Area (PCA) program.

As referred by the Programming and Allocations Committee, Attachments B-1 and B-2 and Appendix A-2 to Attachment A were revised on May 22, 2013 to shift funding between components of the Freeway Performance Initiative Program with no change in total funding; and split the FSP/Incident Management project into the Incident Management Program and FSP/Callbox Program with no change in total funding; and redirect funding from ACE fare collection equipment to ACE positive train control; and add new OBAG projects selected by the Contra Costa Transportation Authority, Napa County Transportation and Planning Agency, City/County Association of Governments of San Mateo (CCAG), and the Solano Transportation Authority, including OBAG augmentation for CCAG Planning activities.

## ABSTRACT

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Attachments B-1 and B-2 were revised on September 25, 2013 to add new projects selected by various Congestion Management Agencies in the OneBayArea Grant, Regional Safe Routes to School, and Priority Conservation Area Programs.

Attachment A, Attachments B-1 and B-2 and Appendix A-2 to Attachment A were revised on November 20, 2013 to add new projects and make grant amount changes as directed by various Congestion Management Agencies in the OneBayArea Grant Program. Also the deadline for jurisdictions' adoption of general plans meeting the latest RHNA was updated to reflect the later than scheduled adoption of Plan Bay Area.

Attachment B-1 to the resolution was revised on December 18, 2013 to add an FPI project for environmental studies for the I-280/Winchester I/C modification.

Attachment B-2 was revised on January 22, 2014 to adjust project grant amounts as directed by various Congestion Management Agencies in the OneBayArea Grant Program, including changes as a result of the 2014 RTIP.

Attachments B-1 and B-2 were revised on February 26, 2014 to add six OBAG projects selected by the CMA's, make adjustments between two Santa Clara OBAG projects, and add three PDA Planning Program projects in Sonoma County.

Attachment B-1 was revised on March 26, 2014 to add 15 projects to the Transit Performance Initiative Program and 3 projects in Marin County to the North Bay Priority Conservation Area Program.

On April 23, 2014, Attachment B-1 was revised to add 13 projects to the Priority Conservation Grant Program, revise the grant amount for the BART Car Exchange Preventative Maintenance Project in the Transit Capital Rehabilitation Program, and add three projects to the Climate Initiatives Program totaling \$14,000,000.

As referred by the Planning Committee, Attachment B-1 was revised on May 28, 2014 to reflect Commission approval of the selection of projects for the PDA Planning Technical Assistance and PDA Staffing Assistance Programs.

## ABSTRACT

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As referred by the Programming and Allocations Committee, Attachment A and Attachment B-2 were revised on May 28, 2014 to change the program delivery deadline from March 31, 2016 to January 31, 2017, and to adjust two projects as requested by Congestion Management Agencies in the OneBayArea Grant Program.

On June 25, 2014, Attachment B-1 was revised to add an additional \$500,000 to the Breuner Marsh Project in the regional PCA Program and to identify a transportation exchange project (Silverado Trail Phase G) for the 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

## ABSTRACT

MTC Resolution No. 4035, Revised

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climate initiatives program; and add the Clipper Fare Collection Back Office Equipment Replacement Project to the Transit Capital Priority Program for \$2,684,772.

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

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

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

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

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

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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.

On January 27, 2016, Attachments B-1 and B-2 were revised to: add the Golden Gate Bridge Highway and Transportation District's Advanced Communications and Information System (ACIS) project for \$2,000,000 under the Transit Capital Rehabilitation program; redirect \$10,000,000 under the Transit Capital Rehabilitation program from SFMTA's New 60' Flyer Trolley Bus Replacement project to SFMTA's New 40' Neoplan Bus Replacement project; and add \$74,000 in grant funding to the City of San Rafael's Grand Avenue Bicycle/Pedestrian Improvements project under the Regional Safe Routes to School program; and redirect \$67,265 from the San Francisco Department of Public Work's ER Taylor Safe Routes to School project to the Chinatown Broadway Complete Streets Phase IV project; and redirect \$298,000 from Menlo Park's Various Streets and Roads Preservation project and \$142,000 from San Bruno's San Bruno Avenue Pedestrian Improvements project to Daly City's John Daly Boulevard Bicycle and Pedestrian Improvements project (\$290,000) and San Carlo's Streetscape and Pedestrian Improvements project (\$150,000); and redirect \$89,980 from Vacaville's Ulatis Creek Bicycle and Pedestrian Path and Streetscape project to Suisun City's Driftwood Drive Path project.

On February 24, 2016, Attachment B-1 and Appendix A-2 were revised to transfer \$75,000 from BCDC Planning to MTC Planning within the Regional Planning Activities program, to enable an equivalent amount of MTC funds to support Bay Area Regional Collaborative Consultant expenses.

On March 23, 2016, Attachment B-1 was revised to transfer \$280,000 from MTC's 511-Traveler Information to MTC's Regional Performance Initiatives Implementation; identify

## ABSTRACT

MTC Resolution No. 4035, Revised

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funding for Service Authority for Freeways and Expressways (SAFE) separately from MTC funding (no change in total funding), direct \$1,073,000 to the Alameda County Safe Routes to School Program within the Regional Safe Routes to School Program; and identify three Priority Development Area planning grants in Santa Clara County within the Priority Development Area Planning and Implementation Program.

On May 25, 2016, Attachment B-1 was revised to redirect \$68,228 in cost savings from MTC/VTA's SR 82 Relinquishment Exploration Study to ABAG PDA Planning within the Priority Development Area (PDA) Planning and Implementation Program; redirect \$20.0 million in unobligated balances and cost savings within the Freeway Performance Initiative (FPI) for Caltrans to direct towards support and capital needs related to the close-out of active ramp metering projects and/or delivery of any outstanding ramp metering projects; transfer \$1,171,461 from Golden Gate Bridge Highway and Transportation District's Advanced Communications and Information System (ACIS) to its MS Sonoma Refurbishment project; and add Round 4 (\$23,457,614) of the Transit Performance Initiative (TPI) Incentive Program, which involves 14 new projects and augmentations to nine existing projects.

Further discussion of the Project Selection Criteria and Programming Policies is contained in the memorandum to the Joint Planning Committee dated May 11, 2012; to the Programming and Allocations Committee dated October 10, 2012; to the Commission dated November 28, 2012; to the Programming and Allocations Committee dated December 12, 2012 and January 9, 2013; to the Joint Planning Committee dated February 8, 2013; to the Programming and Allocations Committee dated February 13, 2013, May 8, 2013, September 11, 2013, November 13, 2013, December 11, 2013, January 8, 2014, February 12, 2014, March 5, 2014, April 9, 2014; and to the Planning Committee dated May 9, 2014; and to the MTC Programming and Allocations Committee Summary Sheet dated May 14, 2014, June 11, 2014, July 9, 2014, September 10, 2014, December 10, 2014, March 11, 2015, May 13, 2015, and to the Administration Committee on May 13, 2015, and to the Programming and Allocations Committee on June 10, 2015, July 8, 2015, September 9, 2015, October 14, 2015, November 4, 2015, December 9, 2015, January 13, 2016, February 10, 2016, March 9, 2016, April 13, 2016, and May 11, 2016.

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

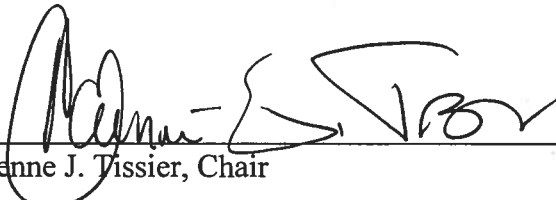
RESOLVED that the projects will be included in the federal TIP subject to final federal approval; and be it further

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

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 May 2016

11/28/12-C 12/19/12-C 01/23/13-C 02/27/13-C 05/22/13-C 09/25/13-C  
11/20/13-C 12/18/13-C 02/26/14-C 03/26/14-C 04/23/14-C 05/28/14-C  
06/25/14-C 07/23/14-C 09/24/14-C 11/19/14-C 12/17/14-C 03/25/15-C  
05/27/15-C 06/24/15-C 07/22/15-C 10/28/15-C 11/18/15-C 12/16/15-C  
01/27/16-C 02/24/16-C 03/23/16-C 04/27/16-C 05/25/16-C

### OBAG 1 Regional Programs Project List

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other RTIP/TAP/TFCA	Total OBAG 1
<b>OBAG 1 REGIONAL PROGRAMS</b>		<b>\$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	\$1,626,000	\$0	\$1,626,000
MTC Planning	MTC	\$3,468,000	\$0	\$3,468,000
<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	\$57,520,000	\$0	\$57,520,000
Clipper® Fare Media Collection	MTC	\$21,400,000	\$0	\$21,400,000
<b>SUBTOTAL</b>		<b>\$78,920,000</b>	<b>\$0</b>	<b>\$78,920,000</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>\$105,622,000</b>	<b>\$0</b>	<b>\$105,622,000</b>
<b>3. FREEWAY PERFORMANCE INITIATIVE (FPI)</b>				
Regional Performance Initiatives Implementation	SAFE	\$7,750,000	\$0	\$7,750,000
Regional Performance Initiatives Corridor Implementation	MTC	<b>\$13,314,000</b>	\$0	<b>\$13,314,000</b>
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>\$31,064,000</b>		<b>\$31,064,000</b>
<b>Ramp Metering and TOS Elements - MTC Program</b>				
<del>FPI - ALA I-580: SJ Co. Line to Vasco &amp; Foothill to Crow Canyon</del>	<del>Caltrans</del>	<del>\$5,150,000</del>	<del>\$0</del>	<del>\$5,150,000</del>
<del>FPI - ALA I-680: SCL Co. Line to CC Co. Line</del>	<del>Caltrans</del>	<del>\$3,192,000</del>	<del>\$14,430,000</del>	<del>\$17,622,000</del>
FPI - ALA SR92 & I-880: Clawiter to Hesperian & Decoto Road	Caltrans	\$656,000	\$0	\$656,000
FPI - CC SR4 & SR242: Loveridge to Alhambra & I-680 to SR 4 Ph. 1	SAFE	\$750,000	\$0	\$750,000
FPI - CC SR4 & SR242: Loveridge to Alhambra & I-680 to SR 4 Ph. 2	Caltrans	\$8,118,000	\$0	\$8,118,000
FPI - Various Corridors Caltrans Right of Way (ROW)	Caltrans	<b>\$730,000</b>	\$0	<b>\$730,000</b>
<b>FPI - SOL I-80 Ramp Meeting and Traffic Operations</b>	<b>Caltrans</b>	<b>\$170,000</b>	\$0	<b>\$170,000</b>
<del>FPI - Various Corridors - Caltrans Preliminary Engineering (PE)</del>	<del>Caltrans</del>	<del>\$7,290,000</del>	<del>\$19,570,000</del>	<del>\$26,770,000</del>
FPI - SCL US 101: San Benito County Line to SR 85	Caltrans	<b>\$3,200,000</b>	\$0	<b>\$3,200,000</b>
<del>FPI - MRN 101 - SF Co Line - Son Co Line</del>	<del>Caltrans</del>	<del>\$10,000,000</del>	<del>\$0</del>	<del>\$10,000,000</del>
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>Unprogrammed Future RTIP</b>	<b>TBD</b>	<b>\$0</b>	<b>\$34,000,000</b>	<b>\$34,000,000</b>
<b>SUBTOTAL</b>		<b>\$14,244,000</b>	<b>\$34,000,000</b>	<b>\$48,244,000</b>
<b>Ramp Metering and TOS Elements - Caltrans Program</b>				
<b>FPI Caltrans - ALA I-680, ALA I-880, MRN US-101 (Savings from Caltrans ROW)</b>	<b>Caltrans</b>	<b>\$270,000</b>	\$0	<b>\$270,000</b>
<b>FPI Caltrans - ALA I-680, ALA I-880, MRN US-101 (Savings from SCL 101)</b>	<b>Caltrans</b>	<b>\$3,417,000</b>	\$0	<b>\$3,417,000</b>
<b>FPI Caltrans - ALA I-680, ALA I-880, MRN US-101 (Savings from CC 4/242)</b>	<b>Caltrans</b>	<b>\$4,700,000</b>	\$0	<b>\$4,700,000</b>
<b>FPI Caltrans - ALA I-580 - SJ Co. Line to I-238</b>	<b>Caltrans</b>	<b>\$4,808,000</b>	\$0	<b>\$4,808,000</b>
<b>FPI Caltrans - ALA I-680, ALA I-880, MRN US-101</b>	<b>Caltrans</b>	<b>\$6,805,000</b>	\$0	<b>\$6,805,000</b>
<b>SUBTOTAL</b>		<b>\$20,000,000</b>	<b>\$0</b>	<b>\$20,000,000</b>
<b>3. FREEWAY PERFORMANCE INITIATIVE (FPI) TOTAL:</b>		<b>\$65,308,000</b>	<b>\$34,000,000</b>	<b>\$99,308,000</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	<b>\$2,068,228</b>	\$0	<b>\$2,068,228</b>
<b>SUBTOTAL</b>		<b>\$2,068,228</b>	<b>\$0</b>	<b>\$2,068,228</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

# 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 May 2016

11/28/12-C 12/19/12-C 01/23/13-C 02/27/13-C 05/22/13-C 09/25/13-C  
11/20/13-C 12/18/13-C 02/26/14-C 03/26/14-C 04/23/14-C 05/28/14-C  
06/25/14-C 07/23/14-C 09/24/14-C 11/19/14-C 12/17/14-C 03/25/15-C  
05/27/15-C 06/24/15-C 07/22/15-C 10/28/15-C 11/18/15-C 12/16/15-C  
01/27/16-C 02/24/16-C 03/23/16-C 04/27/16-C 05/25/16-C

### OBAG 1 Regional Programs Project List

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other RTIP/TAP/TFCA	Total OBAG 1
<b>OBAG 1 REGIONAL PROGRAMS</b>		<b>\$451,329,000</b>	<b>\$40,000,000</b>	<b>\$491,329,000</b>
Local PDA Planning - Marin	TAM	\$750,000	\$0	\$750,000
Local PDA Planning - City of Napa	Napa	\$275,000	\$0	\$275,000
Local PDA Planning - American Canyon	American Canyon	\$475,000	\$0	\$475,000
Local PDA Planning - San Francisco	SF City/County	\$2,380,000	\$0	\$2,380,000
Local PDA Planning - San Mateo	SMCCAG	\$218,000	\$0	\$218,000
Belmont Village Specific/Implementation Plan	Belmont	\$440,000	\$0	\$440,000
Millbrae PDA Specific Plan	Millbrae	\$500,000	\$0	\$500,000
Redwood City Downtown Sequoia Station and Streetcar Planning Study	Redwood City	\$450,000	\$0	\$450,000
Mountain View El Camino Real Streetscape Study	Mountain View	\$260,000	\$0	\$260,000
San Jose Stevens Creek/Santana Row/Winchester Specific Plan	MTC/San Jose	\$640,305	\$0	\$640,305
Santa Clara El Camino Corridor Precise Plan	MTC/Santa Clara	\$100,000	\$0	\$100,000
Local PDA Planning - Palo Alto	Palo Alto	\$265,000	\$0	\$265,000
North 1st Street Urban Village Plan	San Jose	\$369,962	\$0	\$369,962
Berryessa BART Urban Village Plan	San Jose	\$331,630	\$0	\$331,630
Local PDA Planning - Santa Clara	VTA	\$3,382,103	\$0	\$3,382,103
Local PDA Planning - Solano	STA	\$1,066,000	\$0	\$1,066,000
Santa Rosa - Roseland/Sebastopol Road PDA Planning	Santa Rosa	\$647,000	\$0	\$647,000
Sonoma County - Sonoma Springs Area Plan	Sonoma County	\$450,000	\$0	\$450,000
Sonoma County - Airport Employment Center Planning	Sonoma County	\$350,000	\$0	\$350,000
<b>SUBTOTAL</b>		<b>\$20,000,000</b>	<b>\$0</b>	<b>\$20,000,000</b>

<b>Regional PDA Planning</b>				
<i>Regional PDA Implementation Priorities</i>				
Bay Area Transit Core Capacity Study	MTC	\$250,000	\$0	\$250,000
Public Lands Near Rail Corridors Assessment	MTC	\$500,000	\$0	\$500,000
PDA Implementation Studies/Forums	MTC	\$156,500	\$0	\$156,500
State Route 82 Relinquishment Exploration Study	MTC/VTA	<b>\$206,772</b>	<b>\$0</b>	<b>\$206,772</b>
<i>PDA Planning</i>				
Oakland Downtown Specific Plan	Oakland	\$750,000	\$0	\$750,000
South Berkeley/ Adeline/Ashby BART Specific Plan	Berkeley	\$750,000	\$0	\$750,000
Bay Fair BART Transit Village Specific Plan	San Leandro	\$440,000	\$0	\$440,000
Alameda Naval Air Station Specific Plan	Alameda	\$250,000	\$0	\$250,000
Del Norte BART Station Precise Plan	El Cerrito	\$302,500	\$0	\$302,500
Mission Bay Railyard and I-280 Alternatives	San Francisco	\$700,000	\$0	\$700,000
Santa Clara El Camino Corridor Precise Plan	Santa Clara	\$750,000	\$0	\$750,000
Sunnyvale El Camino Corridor Precise Plan	Sunnyvale	\$587,000	\$0	\$587,000
San Jose Stevens Creek/Santana Row/Winchester Specific Plan	San Jose	\$750,000	\$0	\$750,000
<i>Staff Assistance</i>				
Alameda PDA TDM Plan	Alameda	\$150,000	\$0	\$150,000
Downtown Livermore Parking Implementation Plan	Livermore	\$100,000	\$0	\$100,000
Oakland Transportation Impact Review Streamlining	Oakland	\$300,000	\$0	\$300,000
Oakland Complete Streets, Design Guidance, Circulation Element Update	Oakland	\$235,000	\$0	\$235,000
Downtown Oakland Parking Management Strategy	Oakland	\$200,000	\$0	\$200,000
<i>Technical Assistance</i>				
Concord Salvio Streetscape	Concord	\$50,000	\$0	\$50,000
South Richmond Affordable Housing and Commercial Linkage	Richmond	\$60,000	\$0	\$60,000
San Mateo Planning/Growth Forum Series	San Mateo	\$25,000	\$0	\$25,000
South San Francisco El Camino/Chestnut Ave Infrastructure Financing Analysis	SSF	\$60,000	\$0	\$60,000
Milpitas Transit Area Parking Analysis	Milpitas	\$60,000	\$0	\$60,000
Morgan Hill Housing/Employment Market Demand/Circulation Analysis	Morgan Hill	\$60,000	\$0	\$60,000
Sab Jose West San Carlos Master Streetscape Plan	San Jose	\$60,000	\$0	\$60,000
Sunnyvale Mathilda Ave Downtown Plan Line	Sunnyvale	\$60,000	\$0	\$60,000
Downtown Sunnyvale Block 15 Sale/Land Exchange	Sunnyvale	\$59,000	\$0	\$59,000
Sunnyvale El Camino Street Space Allocation Study	Sunnyvale	\$60,000	\$0	\$60,000
<b>SUBTOTAL</b>		<b>\$7,931,772</b>	<b>\$0</b>	<b>\$7,931,772</b>
<b>5. PRIORITY DEVELOPMENT AREA (PDA) PLANNING AND IMPLEMENTATION</b>		<b>TOTAL: \$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

# 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 May 2016

11/28/12-C 12/19/12-C 01/23/13-C 02/27/13-C 05/22/13-C 09/25/13-C  
11/20/13-C 12/18/13-C 02/26/14-C 03/26/14-C 04/23/14-C 05/28/14-C  
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01/27/16-C 02/24/16-C 03/23/16-C 04/27/16-C 05/25/16-C

### OBAG 1 Regional Programs Project List

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other RTIP/TAP/TFCA	Total OBAG 1
<b>OBAG 1 REGIONAL PROGRAMS</b>		<b>\$451,329,000</b>	<b>\$40,000,000</b>	<b>\$491,329,000</b>
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>				
goBerkeley Residential Shared Parking Pilot	Berkeley	\$950,000	\$0	\$950,000
Hayward Comprehensive Parking Mgmt Plan Implementation	Hayward	\$338,000	\$0	\$338,000
Oakland Demand-Responsive Parking and Mobility Mgmt Initiative	Oakland	\$1,300,000	\$0	\$1,300,000
Downtown San Mateo Parking Technology Implementation	San Mateo	\$1,500,000	\$0	\$1,500,000
Walnut Creek Parking Guidance System Pilot	Walnut Creek	\$783,000	\$0	\$783,000
Peery Park Rides	VTA/Sunnyvale	\$1,129,000	\$0	\$1,129,000
To Be Determined \$6,000,000 Redirected to OBAG 2 PCA Program in Nov 2015	TBD Various	\$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>\$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 CMAs</i>				
Contra Costa County SRTS Program - Supplemental	CCTA	\$822,000	\$0	\$822,000
Napa County SRTS Program - Supplemental	<b>NCTPA NVTA</b>	\$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
Sonoma County SRTS Program - Supplemental	SCTA	\$345,000	\$0	\$345,000
Alameda County SRTS Program	ACTC	\$5,366,000	\$0	\$5,366,000
Cavallo Rd, Drake St, and 'G' Street Safe Routes to School Imps	Antioch	\$330,000	\$0	\$330,000
Actuated Ped /Bicycle Traffic Signal on Oak Grove Rd at Sierra Rd	Concord	\$504,900	\$0	\$504,900
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	\$791,000	\$0	\$791,000
Napa County SRTS Non-Infrastructure Program	<b>NCTPA NVTA</b>	\$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:</b>	<b>\$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
Advanced Communications and Information System (ACIS)	GGBHTD	<b>\$828,539</b>	\$0	<b>\$828,539</b>
<b>MS Sonoma Ferry Refurbishment</b>	<b>GGBHTD</b>	<b>\$1,171,461</b>	\$0	<b>\$1,171,461</b>
BART Car Exchange Preventative Maintenance	BART	\$2,831,849	\$0	\$2,831,849
Clipper Fare Collection Equipment Replacement	MTC	\$9,994,633	\$0	\$9,994,633
Clipper Back Office Fare Collection Equipment Replacement	MTC	\$2,684,772	\$0	\$2,684,772
SFMTA - New 60' Flyer Trolley Bus Replacement	SFMTA	\$5,502,261	\$0	\$5,502,261

## 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 May 2016

11/28/12-C 12/19/12-C 01/23/13-C 02/27/13-C 05/22/13-C 09/25/13-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 OBAG 1
<b>OBAG 1 REGIONAL PROGRAMS</b>		<b>\$451,329,000</b>	<b>\$40,000,000</b>	<b>\$491,329,000</b>
SFMTA - New 40' Neoplan Bus Replacement	SFMTA	\$10,000,000	\$0	\$10,000,000
VTA Preventive Maintenance (for vehicle replacement)	VTA	\$3,349,722	\$0	\$3,349,722
<b>SUBTOTAL</b>		<b>\$37,000,000</b>	<b>\$0</b>	<b>\$37,000,000</b>

# Attachment B-1

MTC Res. No. 4035, Attachment B-1

Adopted: 05/17/12-C

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

11/28/12-C 12/19/12-C 01/23/13-C 02/27/13-C 05/22/13-C 09/25/13-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 OBAG 1
<b>OBAG 1 REGIONAL PROGRAMS</b>		<b>\$451,329,000</b>	<b>\$40,000,000</b>	<b>\$491,329,000</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 - AC Transit - East Bay Bus Rapid Transit	AC Transit	<u>\$4,547,305</u>	\$0	<u>\$4,547,305</u>
<b>TPI - LAVTA - Wheels Marketing Initiatives</b>	<b>LAVTA</b>	<b>\$423,798</b>	<b>\$0</b>	<b>\$423,798</b>
TPI - ACE Positive Train Control	SJRR/ACE	<u>\$502,214</u>	\$0	<u>\$502,214</u>
<b>TPI - Union City - Single Point Login Terminals on Revenue Vehicles</b>	<b>Union City</b>	<b>\$20,587</b>	<b>\$0</b>	<b>\$20,587</b>
<b>TPI - Union City - South Alameda County Major Corridors Travel Time Imps</b>	<b>Union City</b>	<b>\$140,000</b>	<b>\$0</b>	<b>\$140,000</b>
TPI - CCCTA - 511 Real-Time Interface	CCCTA	\$100,000	\$0	\$100,000
TPI - CCCTA - Implementation of Access Improvement	CCCTA	<u>\$685,196</u>	\$0	<u>\$685,196</u>
<b>TPI - CCCTA - TRANSITMIX Remix Software Implementation</b>	<b>CCCTA</b>	<b>\$35,451</b>	<b>\$0</b>	<b>\$35,451</b>
<b>TPI - ECCTA - Non-ADA Paratransit to Fixed Route Program</b>	<b>ECCTA</b>	<b>\$817,297</b>	<b>\$0</b>	<b>\$817,297</b>
<b>TPI - WCCTA - Purchase of Automatic Vehicle Locator System</b>	<b>WCCTA</b>	<b>\$344,513</b>	<b>\$0</b>	<b>\$344,513</b>
TPI - GGBHTD - Building Ridership to Meet Capacity Campaign	GGBHTD	<u>\$387,440</u>	\$0	<u>\$387,440</u>
TPI - GGBHTD - Regional Customer Study: On-Board Bus and Ferry Surveys	GGBHTD	\$402,572	\$0	\$402,572
TPI - Marin Transit Preventive Maintenance (for low income youth pass)	Marin Transit	\$99,289	\$0	\$99,289
TPI - MCTD Preventative Maintenance (Youth Pass Program)	Marin Transit	<u>\$239,808</u>	\$0	<u>\$239,808</u>
TPI - Relocate Transit Maintenance Facility (PE only) (Youth Pass Program)	Marin Transit	\$122,249	\$0	\$122,249
TPI - <b>NVTA</b> - Am. Canyon Priority Signal Interconnection on SR 29	<b>NCTPA NVTA</b>	\$91,757	\$0	\$91,757
TPI - <b>NCTPA NVTA</b> - Bus Mobility Device Retrofits	<b>NCTPA NVTA</b>	\$120,988	\$0	\$120,988
<b>TPI - NVTA - Preventive Maintenance (for Comprehensive Operational Analysis)</b>	<b>NVTA</b>	<b>\$96,058</b>	<b>\$0</b>	<b>\$96,058</b>
TPI - BART Train Car Accident Repair	BART	\$1,493,189	\$0	\$1,493,189
TPI - BART - Metro Priority Track Elements	BART	\$3,459,057	\$0	\$3,459,057
<b>TPI - BART - Concord Shop Wheel Truing</b>	<b>BART</b>	<b>\$7,165,450</b>	<b>\$0</b>	<b>\$7,165,450</b>
TPI - Caltrain - Off-peak Marketing Campaign	Caltrain	\$44,200	\$0	\$44,200
<b>TPI - WETA - Central Bay Operations and Maintenance</b>	<b>WETA</b>	<b>\$1,325,466</b>	<b>\$0</b>	<b>\$1,325,466</b>
TPI - BART 24th Street Train Control Upgrade	BART	\$2,000,000	\$0	\$2,000,000
TPI - SFMTA Light Rail Vehicle Rehabilitation	SFMTA	\$5,120,704	\$0	\$5,120,704
TPI - SFMTA - Light Rail Vehicle (LRV) Propulsion System	SFMTA	\$9,285,937	\$0	\$9,285,937
TPI - SFMTA Preventive Maintenance (for low income youth pass)	SFMTA	\$1,600,000	\$0	\$1,600,000
<b>TPI - SFMTA Light Rail Vehicle Overhaul</b>	<b>SFMTA</b>	<b>\$5,337,401</b>	<b>\$0</b>	<b>\$5,337,401</b>
TPI - Caltrain - Control Point Installation	Caltrain	<u>\$4,091,162</u>	\$0	<u>\$4,091,162</u>
TPI - Caltrain - Map-Based Real-Time Train Display	Caltrain	\$44,000	\$0	\$44,000
TPI - SamTrans - Preventative Maintenance (Service Plan Implementation)	SMCTD	<u>\$1,344,917</u>	\$0	<u>\$1,344,917</u>
TPI - VTA Preventive Maintenance (for low income fare pilot)	VTA	\$1,302,018	\$0	\$1,302,018
<b>TPI - VTA - Montague Expressway Pedestrian Bridge at Milpitas BART</b>	<b>VTA</b>	<b>\$2,768,555</b>	<b>\$0</b>	<b>\$2,768,555</b>
<b>TPI - Fairfield - Expand bus service between Fairfield and Vacaville</b>	<b>Fairfield</b>	<b>\$372,216</b>	<b>\$0</b>	<b>\$372,216</b>
<b>TPI - SolTrans - 40' Electric Bus Purchase &amp; Hybrid-Diesel Bus Replacement</b>	<b>SolTrans</b>	<b>\$399,223</b>	<b>\$0</b>	<b>\$399,223</b>
TPI - Vacaville - City Coach Public Transit Marketing / Public Outreach	Vacaville	\$171,388	\$0	\$171,388
<b>TPI - Petaluma - Transit Signal Priority, Phase I, II &amp; III</b>	<b>Petaluma</b>	<b>\$378,692</b>	<b>\$0</b>	<b>\$378,692</b>
TPI - Santa Rosa CityBus - Clean Diesel Bus Purchase	Santa Rosa	\$525,787	\$0	\$525,787
TPI - Santa Rosa - CityBus COA and Service Plan	Santa Rosa	\$100,000	\$0	\$100,000
<b>TPI - Santa Rosa - Reimagining CityBus Implementation</b>	<b>Santa Rosa</b>	<b>\$156,390</b>	<b>\$0</b>	<b>\$156,390</b>
TPI - Sonoma County Transit - 30-foot CNG Bus Replacements	Sonoma County	\$173,052	\$0	\$173,052
TPI - Sonoma County Transit - 40-foot CNG Bus Replacements	Sonoma County	<u>\$199,667</u>	\$0	<u>\$199,667</u>
Specific TPI Incentive Program projects - TBD	TBD	<u>\$162,331</u>	\$0	<u>\$162,331</u>
SUBTOTAL		\$60,000,000	\$0	\$60,000,000
<b>8. TRANSIT CAPITAL REHABILITATION PROGRAM</b>	<b>TOTAL:</b>	<b>\$98,000,000</b>	<b>\$0</b>	<b>\$98,000,000</b>

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

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

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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 OBAG 1
<b>OBAG 1 REGIONAL PROGRAMS</b>		<b>\$451,329,000</b>	<b>\$40,000,000</b>	<b>\$491,329,000</b>
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 - Mill Valley - Sausalito Pathway Preservation	Marin County	\$320,000	\$0	\$320,000
Marin PCA - Bayfront Park Recreational Bay Access	Mill Valley	\$100,000	\$0	\$100,000
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
Marin PCA - Sunny Hill Ridge and Red Hill Trails	San Anselmo	\$80,000	\$0	\$80,000
Napa PCA: Napa Soscol Headwaters Preserve Acq. (Silverado Trail Phase G Overlay)	Napa County	\$1,107,000	\$0	\$1,107,000
Napa PCA - Silverado Trail Yountville-Napa Safety Imps	Napa County	\$143,000	\$0	\$143,000
Solano PCA - Suisun Valley Bicycle and Pedestrian Imps	Solano County	\$1,175,000	\$0	\$1,175,000
Solano PCA - Solano PCA Assessment Plan	STA	\$75,000	\$0	\$75,000
Sonoma PCA - Sonoma County Urban Footprint Planning	Sonoma County	\$250,000	\$0	\$250,000
Sonoma PCA - Bodega Hwy Roadway Preservation	Sonoma County	\$1,000,000	\$0	\$1,000,000
<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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<b>File #:</b>	15-1472	<b>Version:</b>	1	<b>Name:</b>	
<b>Type:</b>	Report	<b>Status:</b>		Informational	
<b>File created:</b>	3/23/2016	<b>In control:</b>		Programming and Allocations Committee	
<b>On agenda:</b>	5/11/2016	<b>Final action:</b>			
<b>Title:</b>	Federal Earmark Repurposing				

Information on the FHWA earmark repurposing provision included in the Consolidated Appropriations Act, 2016.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [5\\_Federal\\_Earmark\\_Repurposing.pdf](#)

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

Federal Earmark Repurposing

*Information on the FHWA earmark repurposing provision included in the Consolidated Appropriations Act, 2016.*

**Presenter:**

Anne Richman

**Recommended Action:**

Information

# Metropolitan Transportation Commission Programming and Allocations Committee

May 11, 2016

Item Number 5

## Federal Earmark Repurposing

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**Subject:** Information on the FHWA earmark repurposing provision included in the Consolidated Appropriations Act, 2016.

**Background:** Section 125 of the Department of Transportation Appropriations Act, 2016 (P.L. No. 114-113) includes a provision that enables States to repurpose earmarks that were appropriated or authorized to be appropriated on or before September 30, 2005 and are less than 10% obligated or completed, final vouchered, and closed.

Repurposed funds can be directed to any new or existing project that is eligible to receive Surface Transportation Block Grant Program (STBGP) funds. The project must also be located within 50 miles of the original earmark designation in the State.

### Bay Area Earmarks

On March 8, 2016, FHWA released a preliminary list of earmarks impacted by the repurposing provision. This information indicated a balance of \$5.3 billion in unobligated earmarks nationwide, \$605 million in California, and \$109 million in the Bay Area. However, these amounts do not include the obligation limitations that are placed on each earmark at the time of the earmark designation. These limitations can range from 80% to 100% of the total earmark, resulting in up to 20% of the earmark that is never made available to the project sponsor.

Caltrans subsequently released a statewide list incorporating the obligation limitations placed on each earmark that indicates only \$156 million is readily available for repurposing within the state. Of that total, \$33 million is available on earmarks designated within the Bay Area. **Attachment A** lists the Bay Area earmarks that are readily available for repurposing to other eligible projects.

In addition to the earmarks that are readily available for repurposing, there is an additional \$262 million statewide, and \$27 million in the Bay Area, remaining on earmarks that could potentially be repurposed if the earmark projects are closed and vouchered in FHWA's financial management system (FMIS). These projects are actively being implemented, are inactive or delayed, or are complete and approaching closing-out. **Attachment B** lists the Bay Area earmark projects that could potentially be repurposed if the project is closed.

Caltrans has requested that RTPAs and MPOs work with project sponsors to identify the status of all active earmark projects and recommend a list of earmarks to repurpose as part of the statewide repurposing process. Staff is working with project sponsors to compile status information to inform which earmarks should remain on the originally designated project and which earmarks should be repurposed onto other eligible projects.

### **Timeline**

Caltrans has developed a draft timeline for implementing the earmark repurposing provision (**Attachment C**).

Staff is working with Caltrans and FHWA to discuss implementation issues and will continue outreach to CMAs, local agencies, and the Partnership working groups on this topic throughout the spring. Staff will likely return to the Commission in July with a repurposing proposal, in order to meet Caltrans' deadline of August 1 for repurposing requests.

### **Issues:**

**(1) Repurposing Process:** The role of RTPAs/MPOs in the repurposing process has not yet been clarified by Caltrans. The earmark repurposing provision gave the repurposing authority to the States. MTC will continue working with Caltrans and other stakeholders to advocate for a regional role identifying projects to receive repurposed funds.

**(2) Implementation Issues:** The earmark repurposing provision includes a requirement that in order to repurpose an earmark that has been more than 10% obligated, all projects related to that earmark must be final vouchered and closed in FMIS. Many of the region's projects that are more than 10% obligated are still active in FMIS and are not likely to close in time to be available for repurposing. MTC will work with Caltrans staff to prioritize efforts on closing projects with the largest available balances.

**(3) Port Sonoma:** The earmark with the largest available balance in the region, \$18 million, is for "Ferry Service for Port Sonoma." This earmark was added in SAFETEA, however a public sector project sponsor was not identified and the project has not advanced. MTC staff is aware of several competing proposals for repurposing of this earmark. One proposal is to repurpose the funds to pay for a relocated downtown transit center in San Rafael (see attached letter from SMART and Golden Gate Transit). Relocation of part or all of the existing Bettini Transit Center, which serves approximately 9,000 bus riders per day, will be necessary when SMART extends beyond San Rafael to Larkspur, at which time the rail tracks would bisect the existing transit center rendering portions of the center unusable for bus service. Stakeholders have been working to identify a new location and conceptual layout for a relocated facility, however, significant funding is needed to advance and construct the project.

Another proposal is for the earmark to be repurposed to fill a funding gap in the next segment of the Marin Sonoma Narrows project, B2 Phase 2, that would have been filled by STIP funds but for the state's current STIP funding crisis (see attached letter from the County of Sonoma). Segment B2 Phase 2 would add HOV lanes Northbound and Southbound on approximately five miles of Highway 101 between Petaluma and the Marin County Line. The project has environmental clearance and has completed 100% design. Both projects meet the 50-mile radius criteria for earmark repurposing. In addition, MTC staff has been

contacted by other parties regarding this earmark, including the Bay Trail project, US Fish and Wildlife Service, Coastside Land Trust, and Trust for Public Lands.

**Recommendation:** Information. No action required.

**Attachments:**

- Attachment A:** Bay Area Earmarks – Readily Available for Repurposing
- Attachment B:** Bay Area Earmarks – Potentially Available for Repurposing
- Attachment C:** Caltrans’ Draft Timeline
- Attachment D:** Letters Regarding Port Sonoma Earmark

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# Bay Area Earmarks - Readily Available for Repurposing

Attachment A

Earmarks over 10 years old and less than 10% obligated as of December 18, 2015 or closed and final vouchered

Project Sponsor	Project Name	Legislation	CA Demo ID	Earmark	Obligation Information		Project Balance	
				Final Earmark Amount*	Funds Obligated (as of 12/18/15)	Total Obligation Authority**	Remaining Earmark Amount	Available for Obligation***
ACTC	Construct operational and safety improvements to I- 880 N at 29th Ave. in Oakland.	SAFETEA	532	\$2,002,950	\$1,787,000	\$1,799,800	\$215,950	\$12,800
American Canyon	Complete the Bay Trail along the western edge of the American Canyon Wetlands Edge Bay Trail	SAFETEA	351	\$801,180	\$563,740	\$719,921	\$237,440	\$156,181
Belmont	Builds a pedestrian bridge from Hiller Street to the Bay Trail, Belmont	SAFETEA	309	\$1,962,891	\$1,642,222	\$1,763,804	\$320,669	\$121,582
Brentwood	Vasco Road Safety Improvements, Contra Costa Transportation Authority and the County of Alameda Public Works, California	2005 Sec. 117	303	\$491,964	\$60,894	\$491,964	\$431,070	\$431,070
C/CAG	Conducts environmental review of proposed improvements related to the connection of Dumbarton Bridge to Hwy 101	SAFETEA	633	\$400,590	\$0	\$359,960	\$400,590	\$359,960
CCTA	Contra Costa Co SR4 between Concord & W Pittsburg	STURA/95 APP/TEA-21	015	\$12,904,545	\$12,161,199	\$12,165,654	\$743,346	\$4,455
Concord	Upgrade and extend Commerce Avenue, City of Concord	SAFETEA	355	\$1,602,360	\$0	\$1,439,840	\$1,602,360	\$1,439,840
Danville	Design and Construction Camino Tassajara Crown Canyon to East Town Project, Danville, CA.	SAFETEA	521	\$801,180	\$717,170	\$719,921	\$84,010	\$2,751
Dixon	Dixon: Xing,Rio Vista Bypass Studies (CA) - PE Demo	1991 APP	021	\$200,000	\$182,511	\$200,000	\$17,489	\$17,489
East Palo Alto	Improvements to Bay Rd. and northern access (City of East Palo Alto)	SAFETEA	691	\$6,008,850	\$457,700	\$5,398,836	\$5,551,150	\$4,941,136
Hayward	Upgrade D Street between Grand and Second Streets, Hayward	TEA-21	157	\$922,590	\$839,352	\$844,355	\$83,238	\$5,003
Millbrae	Construct Rte. 101 bicycle/pedestrian overpass at Millbrae Ave. for the San Francisco Bay Trail	SAFETEA	601	\$1,001,475	\$0	\$899,899	\$1,001,475	\$899,899
Newark	Construct overpass on Central Ave. at the railroad crossing in Newark	SAFETEA	414	\$600,885	\$0	\$539,940	\$600,885	\$539,940
North Bay Ferry Service	Ferry Service to Port Sonoma <sup>(1)</sup>	SAFETEA	NA	\$18,205,079	\$0	\$18,205,079	\$18,205,079	\$18,205,079
Oakley	Realign SR 4 within the City of Oakley	SAFETEA	620	\$1,602,360	\$0	\$1,439,840	\$1,602,360	\$1,439,840
Palo Alto	Citywide traffic signal upgrades requiring the installation of hardware and software at 9 major intersections, Palo Alto	SAFETEA	649	\$400,590	\$0	\$359,960	\$400,590	\$359,960
Port of Oakland	Construct Air Cargo Access Road to Oakland International Airport	SAFETEA	360	\$721,062	\$0	\$647,928	\$721,062	\$647,928

Project Sponsor	Project Name	Legislation	CA Demo ID	Earmark	Obligation Information		Project Balance	
				Final Earmark Amount*	Funds Obligated (as of 12/18/15)	Total Obligation Authority**	Remaining Earmark Amount	Available for Obligation***
San Jose	Construct Coyote Creek Trail Project from Story Rd. to Montague Expressway in San Jose	SAFETEA	449	\$2,002,950	\$0	\$1,799,800	\$2,002,950	\$1,799,800
San Jose	Install SiliconValley Smart Corridor project along the I-880 corridor	TEA-21	187	\$2,198,838	\$1,813,889	\$2,012,377	\$384,949	\$198,488
San Leandro	Replace I-880 overpass at Davis St. in San Leandro	SAFETEA	394	\$600,885	\$0	\$539,940	\$600,885	\$539,940
San Leandro	Undertake median improvements along E. 14th St., San Leandro	TEA-21	139	\$768,825	\$695,932	\$703,628	\$72,893	\$7,696
Santa Clara County	Add turn lane and adaptive traffic control system at intersection of San Tomas Expressway and Hamilton Avenue in Campbell	SAFETEA	470	\$1,281,888	\$903,196	\$1,151,872	\$378,692	\$248,677
Solano County	Construct I-80 HOV lanes and interchange in Vallejo	SAFETEA	720	\$2,002,950	\$1,401,973	\$1,799,612	\$600,977	\$397,639
Solano County	Construct I-80 HOV lanes and interchange in Vallejo	SAFETEA	547	\$801,180	\$695,752	\$719,921	\$105,428	\$24,168
VTa	Acquire lands for mitigation adjacent to US 101 as part of Southern Santa Clara County Wildlife Corridor Protection and Scenic Enhancement Project	SAFETEA	568	\$400,590	\$0	\$359,960	\$400,590	\$359,960
VTa	Route 152 Safety Improvements, Santa Clara County, California	2005 Sec. 117	288	\$983,928	\$973,520	\$983,928	\$10,408	\$10,408
	Conduct study of SR 130 realignment project, San Joaquin County and Santa Clara County, CA <sup>(2)</sup>	SAFETEA	739	\$6,014,049	\$0	\$5,439,847	\$6,014,049	\$5,439,847 <sup>(2)</sup>
BAY AREA TOTAL								\$32,631,749

\* Final earmark amounts reflect adjustments such as transfers, rescissions, etc.

\*\* Earmarks are subject to specific annual obligation limitations. The average annual obligation limitation for SAFETEA HPP earmarks is 89.99%.

\*\*\*The amount available for obligation for each project is based on Caltrans best project information. It may change due to additional information and guidance from FHWA.

(1) Earmark must be allocated in FMIS prior to a repurposing request.

(2) Not categorized as an MTC or SJCOG project on Caltrans' list, but funds could potentially be repurposed within the region. The \$5.4 million available is not included in the Bay Area total, and is only listed for informational purposes.

## Bay Area Earmarks - Potentially Available for Repurposing

Attachment B

*Earmarks over 10 years old, more than 10% obligated, and active as of December 18, 2015*

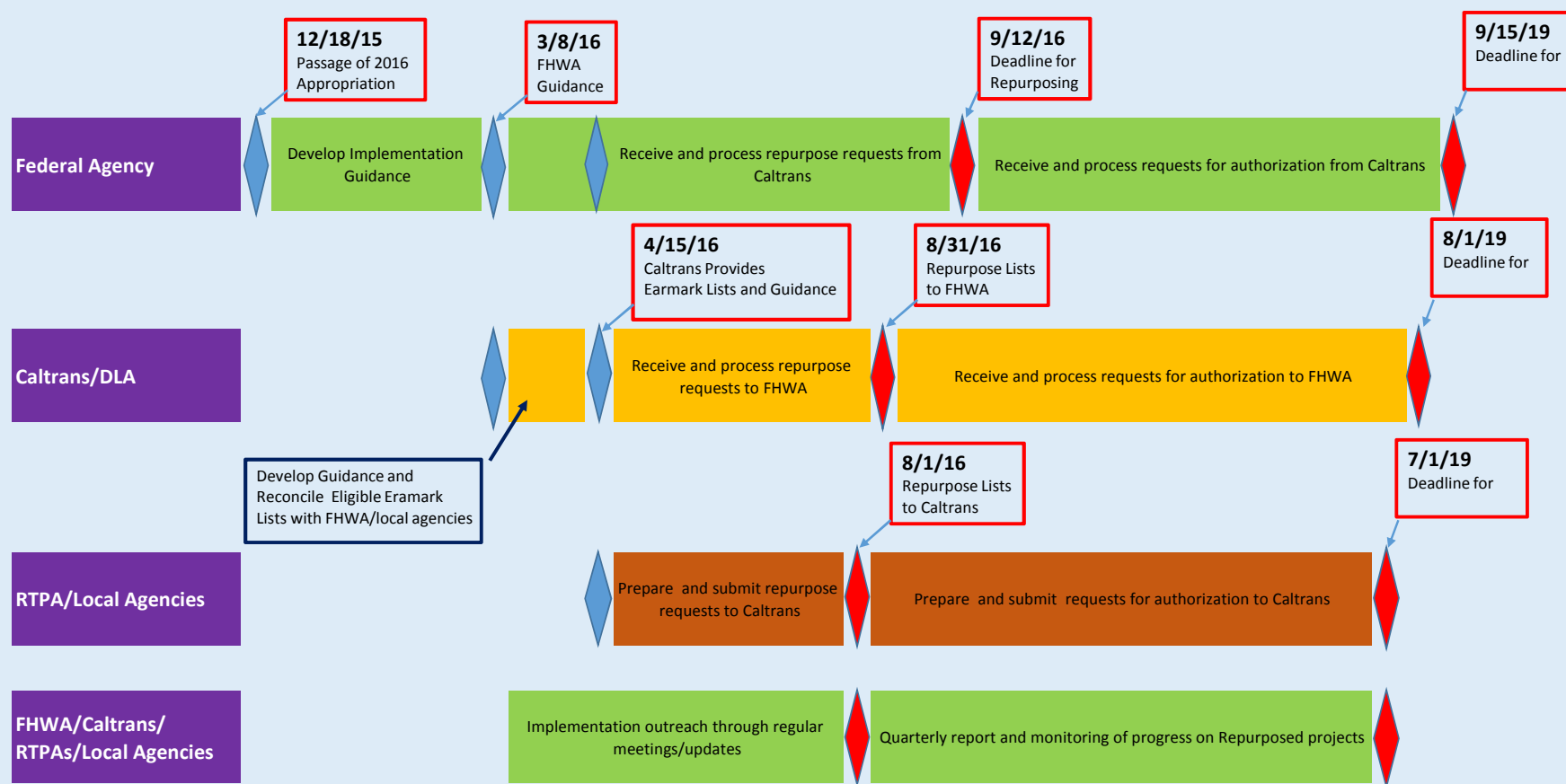
Project Sponsor	Project Name	Legislation	CA Demo ID	Earmark	Obligation Information		Project Balance	
				Final Earmark Amount*	Funds Obligated (as of 12/18/15)	Total Obligation Authority**	Remaining Earmark Amount	Available for Obligation***
Alameda CMA	Upgrade I-680 Corridor, Alameda Co.	TEA-21	CA087	\$7,688,247	\$6,890,506	\$7,036,285	\$797,741	\$145,779
Alameda County CMA	Engineering, right-of-way and construction of HOV lanes on I-580 in the Livermore Valley, California	SAFETEA-LU	CA480	\$9,614,161	\$6,834,779	\$8,639,040	\$2,779,382	\$1,804,261
Alameda County Transportation Improvement Authority	Construct I-580 Interchange Improvements in Castro Valley	SAFETEA-LU	CA452	\$961,416	\$452,387	\$863,904	\$509,029	\$411,517
City of Danville	Design and construction of Camino Tassajara Crown Canyon to East Town Project	SAFETEA-LU	CA741	\$5,011,707	\$3,376,105	\$4,533,205	\$1,635,602	\$1,157,100
City of Dixon	Dixon: Xing,Rio Vista Bypass Studies (CA) - PE Demo (To Improve 3 grade crossings in Dixon)	ISTEA	CA021	\$1,096,920	\$916,904	\$1,096,920	\$180,017	\$180,017
City of East Palo Alto	Bay Road improvements between University Avenue to Fordham, and from Clarke Avenue to Cooley Landing. Northern access improvements between University and Illinois Avenues, East Palo Alto	SAFETEA-LU	CA385	\$4,807,080	\$821,254	\$4,319,521	\$3,985,826	\$3,498,267
City of Livermore	Construct I-580 interchange, Livermore	TEA-21	CA160	\$10,148,485	\$9,248,586	\$9,287,895	\$899,899	\$39,309
City of Menlo Park	Modifies 9 traffic signals between Willow Road and Middlefield Road and Hamilton Avenue, Menlo Park	SAFETEA-LU	CA628	\$240,354	\$202,400	\$215,977	\$37,954	\$13,577
City of Richmond	Reconstruct interchange for south-bound traffic entering I-80 from Central Avenue, City of Richmond	SAFETEA-LU	CA377	\$3,124,602	\$661,966	\$2,807,689	\$2,462,636	\$2,145,723
City of San Jose	Construct Alviso Bay Trail from Gold Street in historic Alviso to San Tomas Aquino Creek in San Jose	SAFETEA-LU	CA528	\$801,180	\$422,156	\$719,921	\$379,024	\$297,765
City of San Jose	Construct Coyote Creek Trail Project from Story Road to Montague Expressway in San Jose	SAFETEA-LU	CA331	\$2,002,950	\$1,317,999	\$1,799,800	\$684,951	\$481,801
City of San Jose	Construct Guadalupe River Trail from I-880 to Highway 237 in Santa Clara County	SAFETEA-LU	CA515	\$6,409,440	\$2,833,085	\$5,759,360	\$3,576,355	\$2,926,275
City of San Jose	Construct the Silicon Valley Transportation Incident Management Center in San Jose.	SAFETEA-LU	CA520	\$6,409,440	\$5,670,600	\$5,759,360	\$738,840	\$88,760
City of San Jose	Almaden Express Pedestrian Overcrossing, San Jose, California	2005 SEC. 117	CA254	\$352,000	\$283,227	\$352,000	\$68,773	\$68,773
City of San Mateo	Upgrade SR 92/EI Camino interchange, San Mateo	TEA-21	CA100	\$2,844,651	\$1,979,999	\$2,603,425	\$864,652	\$623,426

Contra Costa County Public Works	Construction of and improvements to State Route 239 from State Route 4 in Brentwood area to I-205 in the area of Tracy	SAFETEA-LU	CA740	\$10,023,414	\$1,257,080	\$9,066,410	\$8,766,334	\$7,809,330
Contra Costa Transportation Authority	Upgrade CA SR 4 East from the vicinity of Loveridge Road to G Street, Contra Costa County	SAFETEA-LU	CA392	\$16,023,601	\$14,364,716	\$14,398,401	\$1,658,885	\$33,685
East Palo Alto	University Avenue Overpass: Construction of bicycle and pedestrian lanes--East Palo Alto.	SAFETEA-LU	CA693	\$2,002,950	\$240,000	\$1,799,612	\$1,762,950	\$1,559,612
Golden Gate Highway Bridge District	Seismic retrofit of the Golden Gate Bridge	SAFETEA-LU	CA354	\$8,812,981	\$5,981,687	\$7,919,120	\$2,831,294	\$1,937,433
Peninsula Joint Powers Board/Samtrans	El Camino Real Grand Blvd. Initiative in San Mateo County	SAFETEA-LU	CA514	\$3,004,425	\$2,686,913	\$2,699,699	\$317,512	\$12,786
Port of Oakland	Port of Oakland, California Inter-Regional Intermodal System	2005 SEC. 117	CA283	\$983,928	\$103,588	\$983,928	\$880,340	\$880,340
San Francisco City/County Department of Public Works	Implement San Francisco Street Improvements Program.	SAFETEA-LU	CA570	\$6,409,440	\$5,728,222	\$5,759,360	\$681,218	\$31,138
Santa Clara Valley Transportation Authority	Highways 152-156 Intersection improvements, CA	SAFETEA-LU	CA493	\$801,180	\$528,104	\$719,921	\$273,076	\$191,817
Solano Transportation Authority	Rio Vista Bridge Realignment Study and Street Sign Safety Program	SAFETEA-LU	CA460	\$560,826	\$422,897	\$503,944	\$137,929	\$81,047
Sonoma County Transportation Authority	Highway 101 Corridor Widening Project	2005 SEC. 117	CA267	\$983,928	\$951,242	\$983,928	\$32,686	\$32,686
Sonoma County Transportation Authority	Widen Highway 101 in Marin and Sonoma Counties from Hwy 37 in Novato to Old Redwood Highway in Petaluma	SAFETEA-LU	CA686	\$15,022,126	\$12,669,184	\$13,497,090	\$2,352,942	\$827,905
<b>Bay Area Total</b>								<b>\$27,280,128</b>

Note: The projects listed above must be closed and final vouchered in order to repurpose funds onto other eligible projects.

## Repurposing Process - FHWA/Caltrans

## 2016 Earmark Repurpose Timeline (Caltrans Draft)



## Important Reference Documents:

- 1 FHWA Earmark Repurposing Guidance Memorandum
- 2 FHWA Earmark Repurposing Guidance Frequently Asked Questions



April 27, 2016

Brian P. Kelly, Secretary  
California Transportation Agency  
915 Capitol Mall, Suite 350 B  
Sacramento, CA 95814

RE: Repurposing of Port Sonoma Rail and Ferry Funding

Dear Secretary Kelly:

As you are aware the federal Department of Transportation has provided guidance to states on repurposing unused federal appropriations. Included in the list of unused appropriations is \$18.2 million dedicated for the construction of a multi-modal rail facility and ferry acquisition at Port Sonoma. We are writing to urge you to honor the intent of the original federal appropriation by reallocating \$12 million for the reconstruction of the multi-modal transit station in Downtown San Rafael, and repurpose the remaining funds for other urgently needed transportation improvements in the North Bay. We recommend the balance of the fund be appropriated to Sonoma County Transportation Authority to be used towards the completion of Marin-Sonoma Narrows.

Since the enactment of this appropriation great strides have been made in the construction and operation of passenger rail service in Marin and Sonoma Counties. The Sonoma Marin Area Rail Transit (SMART) District will begin revenue service this year, and construction will start soon on Phase 2 that will provide a direct connection between SMART rail service and ferry service operated by the Golden Gate Bridge Highway & Transportation District in Larkspur. This will provide transformative transportation options along the heavily congested Highway 101 corridor, but additional investment is needed to provide seamless multi-modal service at the transit center in San Rafael.

The original federal appropriation specified that the funds were to be used for the construction of a multi-modal terminal and ferry acquisition at the previously planned location at Port Sonoma in Petaluma. With the rail/ferry connection now planned for the existing terminal in Larkspur, these funds should be repurposed for equally critical connections at the transit center in San Rafael. Over 9,000 passengers, primarily low-income and minority, currently use the San Rafael transit center on a daily basis, and as rail service commences transit ridership will rapidly grow. However, the existing transit center is not designed to accommodate this growth.

**Attachment D**

Letter to Brian P. Kelly, Secretary  
California Transportation Agency  
April 25, 2016  
Page 2 of 2

SMART and Golden Gate Bridge Highway and Transportation District have been working to redesign the transit center in San Rafael to address operational and safety issues. With the construction of SMART's Larkspur extension commencing construction in 2017, it is critical to begin the improvements on the transit center now. These repurposed funds would leverage local and regional funds to provide for the planning, right-of-way acquisition, and construction of a new multimodal facility for North Bay transit riders.

Repurposing the Port Sonoma appropriation to the San Rafael Transit Center retains the intent of the original appropriation to promote alternative transportation options connecting the North Bay to San Francisco. Therefore, we urge your support for this project.

Sincerely,



Denis Mulligan, General Manager  
Golden Gate Bridge Highway and  
Transportation District



Farhad Mansourian, General Manager  
Sonoma-Marin Area Rail Transit District

Cc: Golden Gate Bridge Highway and Transportation District Board of Directors  
SMART Board of Directors  
Senator Mike McGuire  
Senator Lois Wolk  
Assemblymember Bill Dodd  
Assemblymember Marc Levine  
Assemblymember Jim Wood  
Malcolm Dougherty – Caltrans Director  
Steve Heminger – Executive Director MTC  
Suzanne Smith – Executive Director SCTA  
Dianne Steinhauser – Executive Director TAM

COUNTY OF SONOMA  
BOARD OF SUPERVISORS  
575 ADMINISTRATION DRIVE, RM. 100A  
SANTA ROSA, CALIFORNIA 95403

(707) 565-2241  
FAX (707) 565-3778



DAVID RABBITT  
SUPERVISOR, SECOND DISTRICT  
davidrabbitt@sonoma-county.org

May 3, 2016

Brian P. Kelly, Secretary  
California Transportation Agency  
915 Capitol Mall, Suite 350 B  
Sacramento, CA 95814

**RE: Repurposing of Port Sonoma Funding**

Dear Secretary Kelly,

The federal Department of Transportation has provided guidance to States on repurposing unused federal appropriations and included in the list of unused appropriations is \$18.2 million dedicated to the construction of a ferry facility at Port Sonoma in Sonoma County. Not only do I represent the Port Sonoma area as a County Supervisor, I also currently serve as Chair of the Sonoma County Transportation Authority (SCTA); Director on the Sonoma-Marín Area Rail Transit (SMART) Board; and Director on the Golden Gate Bridge Highway and Transportation District. I strongly urge that \$15 million of the original appropriation be used to match SCTA's \$15 million and complete the B2 Phase 2 portion of the Marin-Sonoma Narrows. I recommend the remaining balance be directed to the San Rafael Transit Center in order to complete the required project mitigations due to the impending operation of the SMART train.

As you are well aware, transportation infrastructure needs far exceed the resources available and that is no different in the North Bay. Sonoma, a self-help county, has been working for the last ten years on widening 101 from two lanes to three. There are two segments left to complete, one through the City of Petaluma and one just south of the city limits. Specifically: south of the soon-to-be-completed Petaluma River Bridge to just north of the soon-to-be-started San Antonio Creek curve correction referred to as Marin-Sonoma Narrows B2 Phase 2. By completing the segment between the bridge and the creek, we can open up nearly 4 ½ miles of carpool lanes in one of the most congested pieces of highway in the Bay Area.

While the San Rafael Transit Center handles upwards of 9,000 riders per day, the highway transports 100,000 vehicles per day and is clearly the project the public is clamoring to have completed. Further, leveraging each dollar with a local dollar, completion of the B2 Phase 2 portion of the highway is far more cost effective than any competing project in the area including the San Rafael Transit Center. The existing transit center is adversely being impacted by SMART

and I feel strongly this unique and important funding source shouldn't be used to fund a mitigation project when it can be used to complete an actual project. The transit center improvements have a wide array of funding sources from which to draw, far more than the highway widening project. Options include OBAG grants (SMART received over \$6 million last cycle), cap and trade and other transit oriented grant opportunities.

The Marin-Sonoma Narrows B2 Phase 2 project is designed, permitted, and ready to go straight to construction. Construction is occurring on each side of the highway segment and we should seize the competitive opportunity to bid the project now. Again, as the only individual who serves on SMART, SCTA, and the Golden Gate Bridge District, and as the District Supervisor, I strongly urge repurposing \$15 million of the Port Sonoma appropriation to the Marin-Sonoma Narrows B2 Phase 2 project. This will improve the quality of life of hundreds of thousands of residents, traveling public and complete a long awaited and vital transportation link in the North Bay.

Sincerely,

A handwritten signature in black ink, appearing to be 'DR', written over a circular stamp or mark.

David A. Rabbitt  
Supervisor, Second District  
County of Sonoma

CC: Senator Lois Wolk  
Senator Mike McGuire  
Assemblymember Marc Levine  
Assemblymember Bill Dodd  
Assemblymember Jim Wood  
Brian C. Annis- Undersecretary CalSTA  
Malcolm Dougherty- Caltrans Director  
Steve Heminger- Executive Director MTC  
Suzanne Smith- Executive Director SCTA  
Denis Mulligan- General Manager GGBHTD  
Farhad Mansourian- General Manager SMART